

Bicycle Facilities with 2015 Ramsey County Mill and Overlay Projects

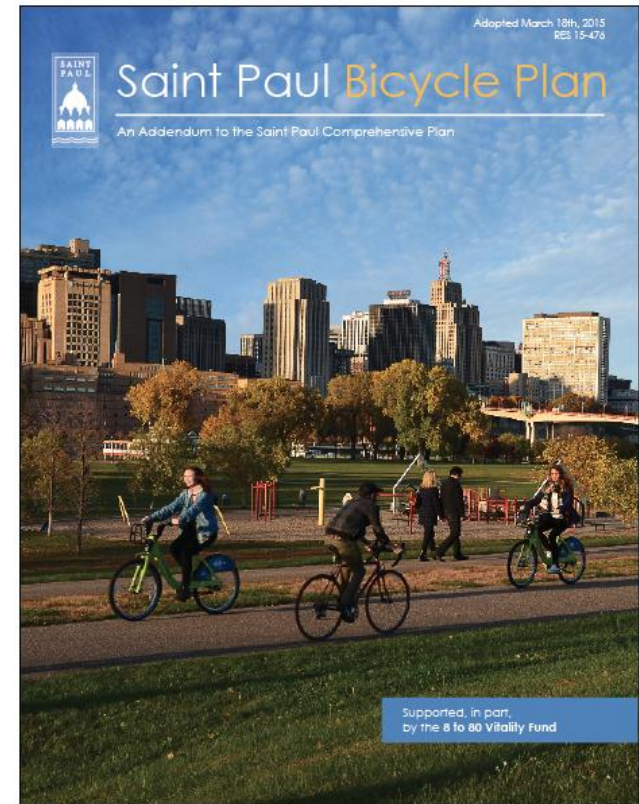
Transportation Committee
5/11/15



Luke Hanson
City of Saint Paul, Public Works

PROJECT BACKGROUND

- Ramsey County is planning 2015 mill and overlay projects on three streets identified for bicycle facilities in the Saint Paul Bicycle Plan:
 - Lexington Parkway
 - Cleveland Avenue
 - Front Avenue
- Bike Plan recommends incorporating bike facilities into existing maintenance projects to leverage low-cost, high-benefit improvements



PROJECT BACKGROUND

- Saint Paul Department of Public Works is proposing to implement bicycle facilities as a component of the County's scheduled mill and overlay projects on **Lexington Pkwy, Front Ave, and Cleveland Ave**
- To facilitate improved connectivity, Saint Paul Public Works is proposing to extend bicycle facilities beyond the boundaries of the County's mill and overlay projects on Lexington Parkway and Cleveland Avenue.
- These extensions will be funded through the 8 – 80 Vitality Fund
- The proposed bicycle facilities would be implemented with Ramsey County's planned street resurfacing scheduled for the summer of 2015.

IMPLEMENTATION PROCESS

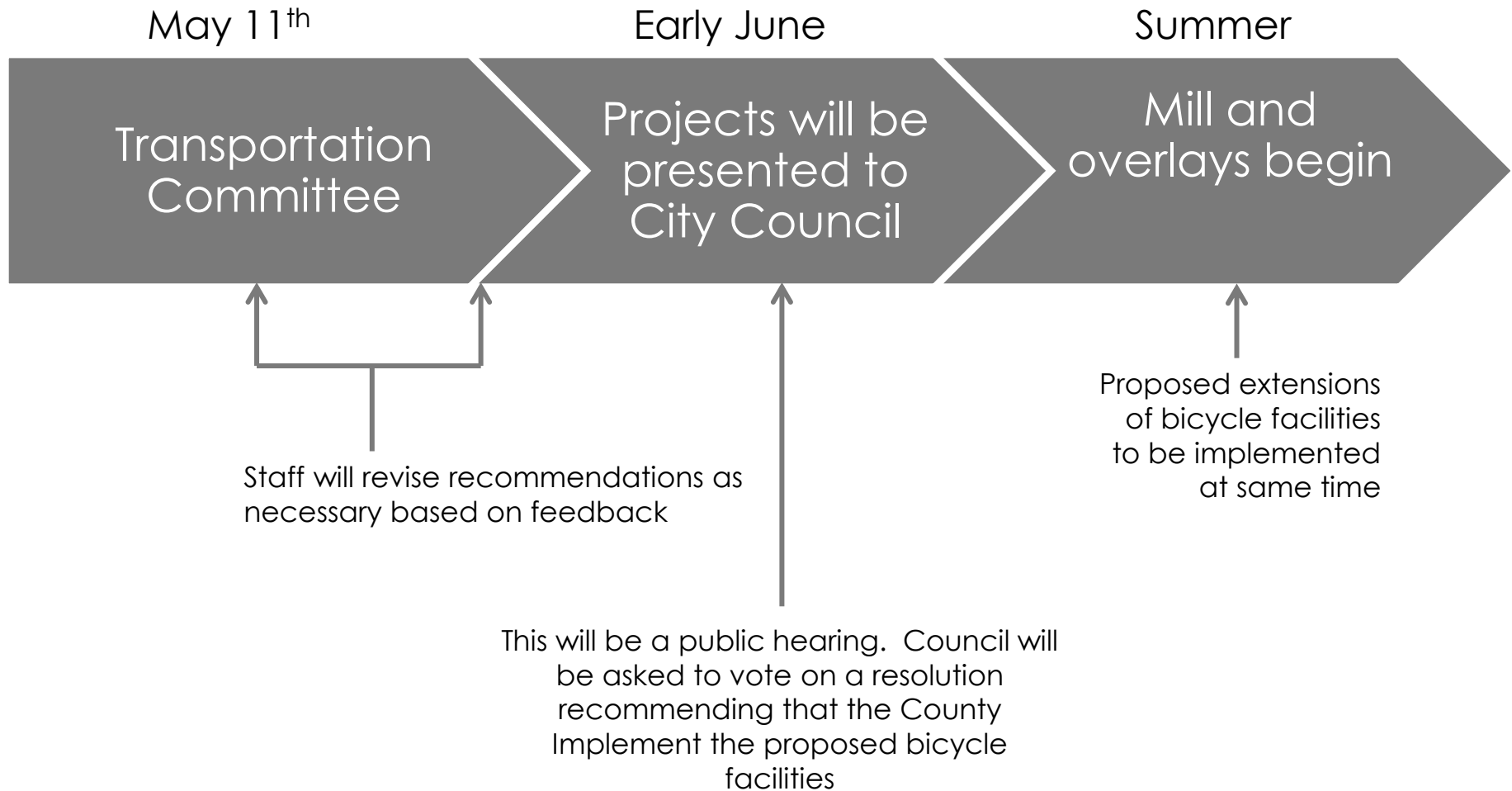
- Since implementing bicycle facilities as proposed on Lexington, Cleveland, & Front requires the removal of on-street parking, we will follow the implementation process outlined at the April 13th Transportation Committee meeting
- Implementation Process Review for M&O Projects that result in the removal of on-street parking or travel lanes:
 - 1. Data Collection and Engineering Recommendations
 - Public Works will collect and review relevant data
 - 2. Public Involvement
 - Notify District Councils
 - Post question to Open Saint Paul
 - Hold Open Houses
 - Create a summary of feedback received
 - Revise recommendations as necessary based on feedback

IMPLEMENTATION PROCESS



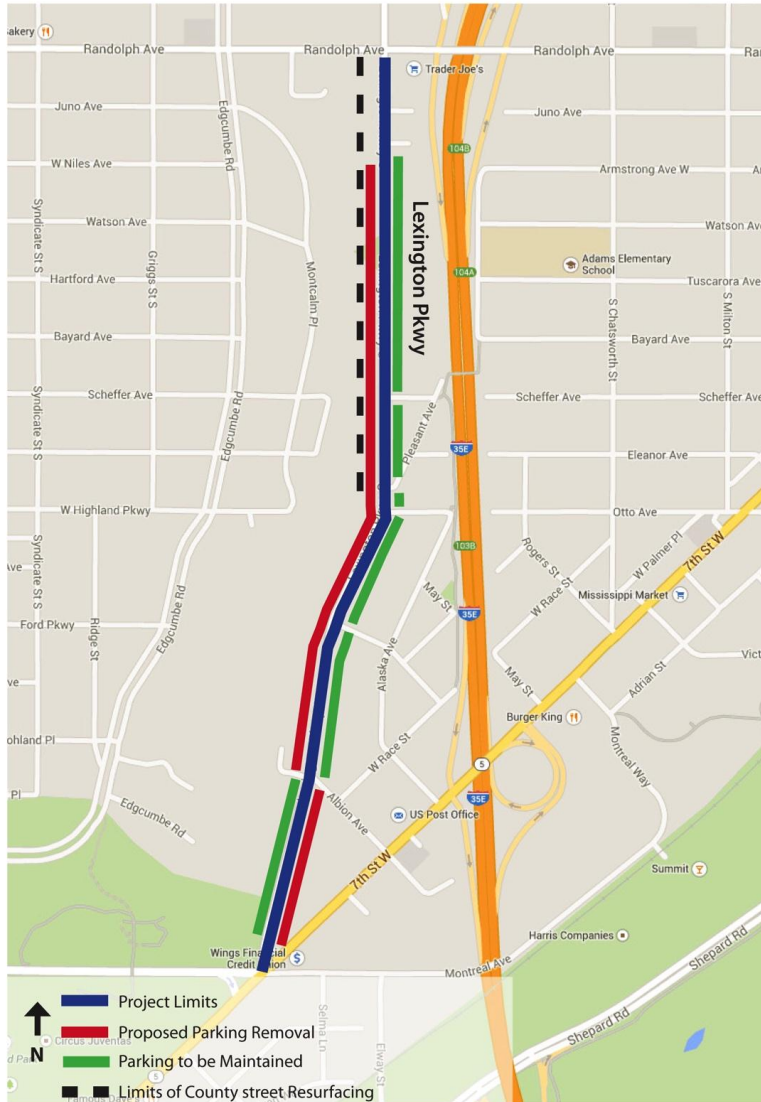
- 3. Approval Process
 - Transportation Committee
 - Presented to Planning Commission as an informational item
 - Projects will be presented to City Council. This will be a public hearing

PROJECT TIMELINE



LEXINGTON PARKWAY (RANDOLPH AVE TO W. 7TH ST)

Project Map



- County mill and overlay project limits:
 - Randolph Ave to Pleasant Ave
- What is being Proposed?
 - Saint Paul Public Works is proposing dedicated bicycle lanes between Nettleton Ave and West 7th St
 - Ramsey County will replace non-ADA compliant ped ramps within mill and overlay project limits

LEXINGTON PARKWAY (RANDOLPH AVE TO W. 7TH ST)

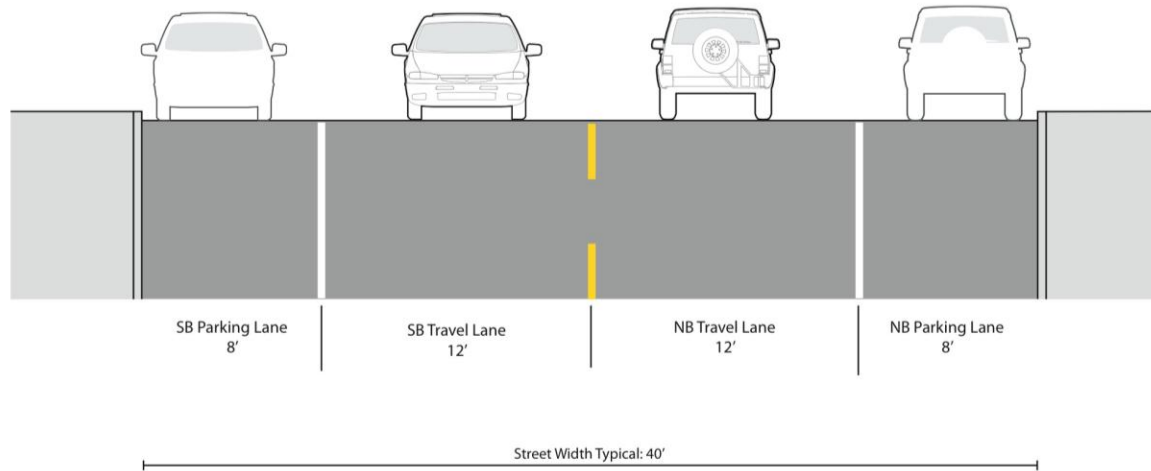
- Parking must be removed on one side of Lexington to accommodate the installation of bicycle lanes
- Parking removal is proposed for the west side of Lexington between Nettleton and Albion, and the east side of Lexington between Albion and Montreal



LEXINGTON PARKWAY

Lexington Parkway Design Concepts

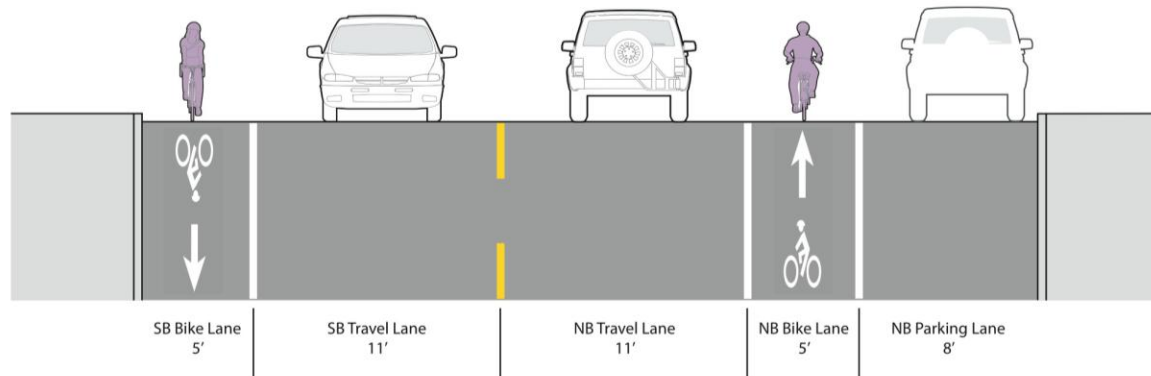
Existing Conditions



Existing Configuration:

- 1 travel lane in each direction
- Parking on both sides
- No existing bicycle facilities

Proposed Design



Proposed Configuration:

- 1 travel lane in each direction
- Parking on one side
- 1 bicycle lane in each direction

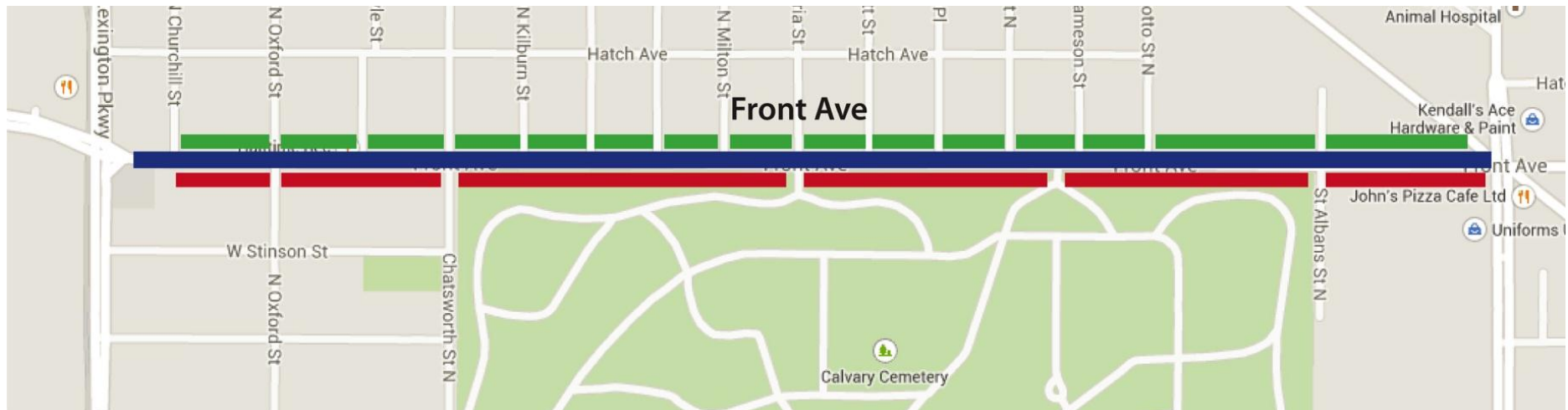
LEXINGTON PARKWAY PARKING COUNTS SUMMARY



- Current estimated parking capacity: 333 spaces
- Capacity with proposed changes: 146
- Low recorded parking utilization within project limits
- Highest observed parking utilization: 30 parked vehicles (Saturday evening, 6- 8 pm)
- Mean parking utilization: 12.1 vehicles

FRONT AVENUE (LEXINGTON PKWY TO DALE ST)

- County mill and overlay project limits: Lexington Pkwy to Dale St
- Saint Paul Public Works is proposing dedicated bicycle lanes within the mill and overlay project limits (the Bicycle Plan recommends an off-street path)
- Ramsey County will replace non-ADA compliant ped ramps within mill and overlay project limits



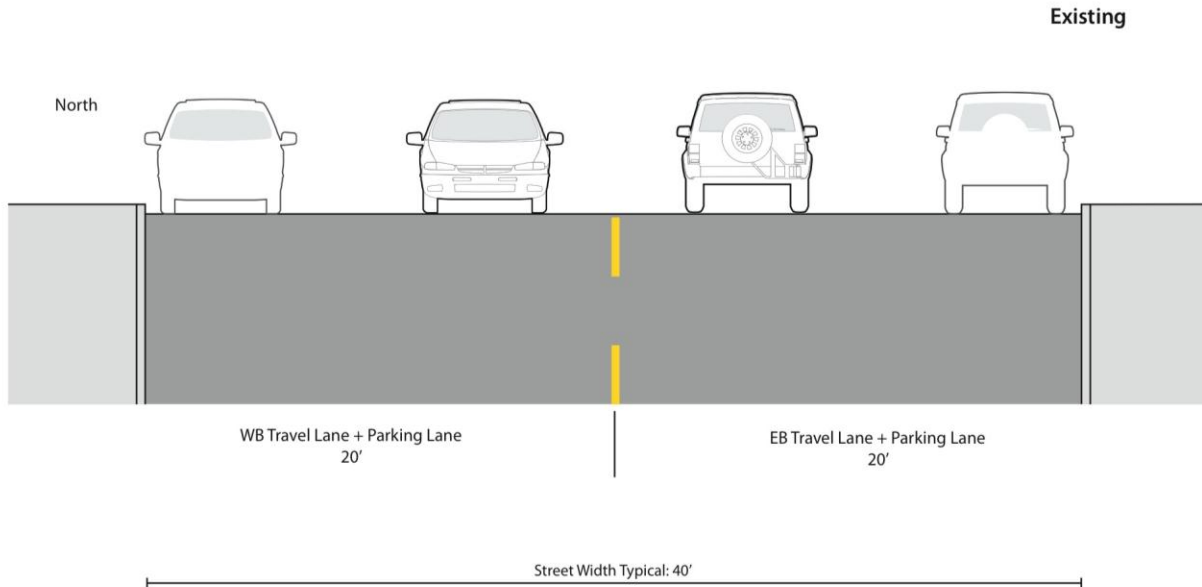
FRONT AVENUE (LEXINGTON PKWY TO DALE ST)

- Parking must be removed on one side of Front to accommodate the installation of bicycle lanes
- Parking removal is proposed for the south side of Front between Churchill and Dale



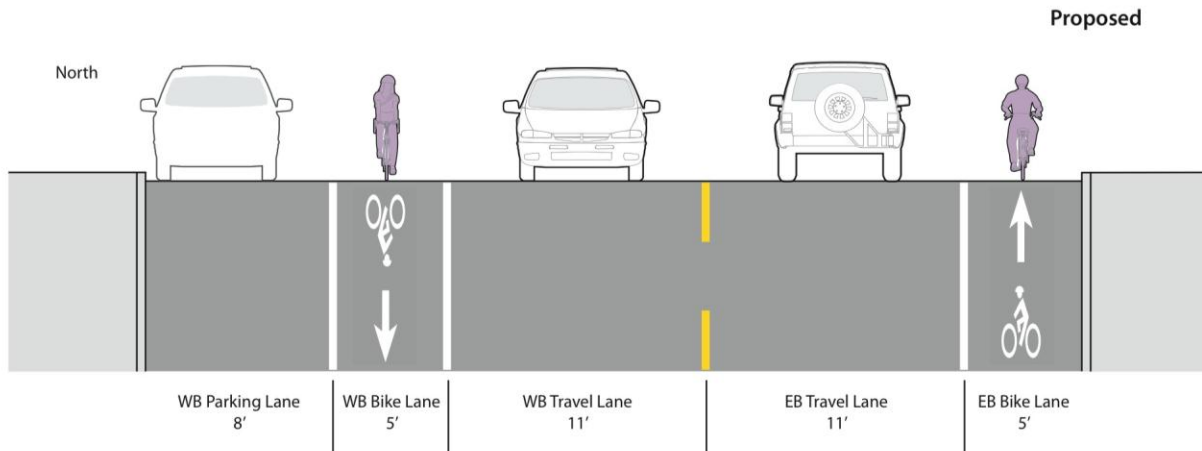
FRONT AVENUE

Front Ave:
Lexington Pkwy to Dale St



Existing Configuration:

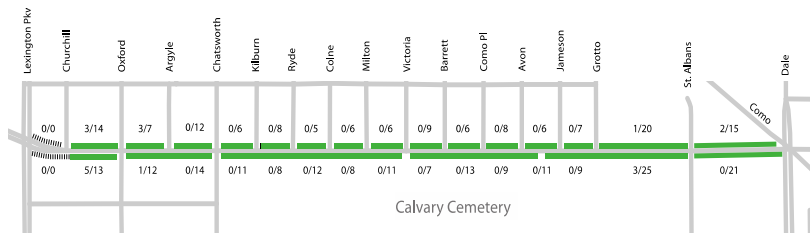
- 1 travel lane in each direction
- No existing bicycle facilities
- Parking on both sides



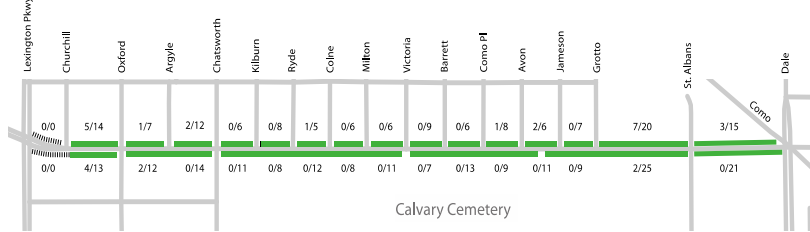
Proposed Configuration:

- 1 travel lane in each direction
- 1 bicycle lane in each direction
- Parking on one side

FRONT AVENUE PARKING COUNTS SUMMARY



Date: Tuesday, March 31st
Time Period: 4 AM - 6 AM



Legend

Observed Parking Utilization

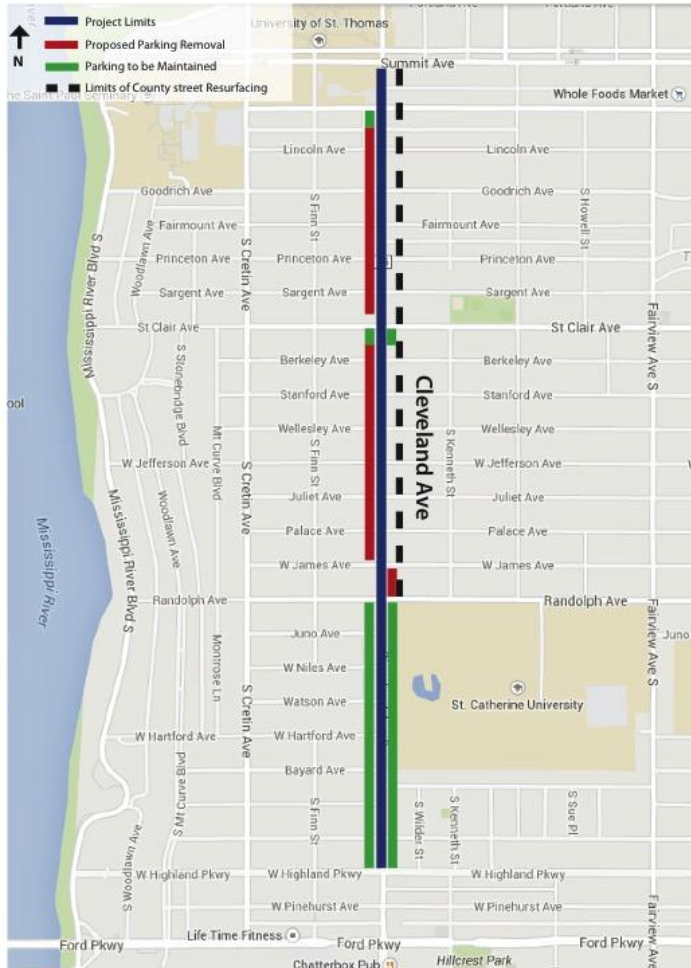
- Signed "No Parking"
- 0 - 69%
- 70 - 84%
- 85 - 100+

Example: 8/11 =
Observed Parked Cars /
Estimated Legal Parking Capacity
(Observed parking utilization may
exceed estimated legal capacity)

- Current estimated parking capacity: 319 spaces
- Estimated capacity with proposed changes: 135
- Parking utilization is highest between Churchill and Chatsworth
- Highest observed parking utilization: 38 parked vehicles (Saturday evening, 6- 8 pm)
- Mean parking utilization: 27.1 vehicles

CLEVELAND AVENUE (SUMMIT AVE TO HIGHLAND PKWY)

Project Map



County mill and overlay project limits:
Summit Ave to Randolph Ave

What is being Proposed?

- Saint Paul Public Works is proposing dedicated bicycle lanes between Summit Ave and Eleanor Ave
- Sharrows are proposed between Eleanor Ave and Highland Parkway

CLEVELAND AVENUE (SUMMIT AVE TO HIGHLAND PKWY)

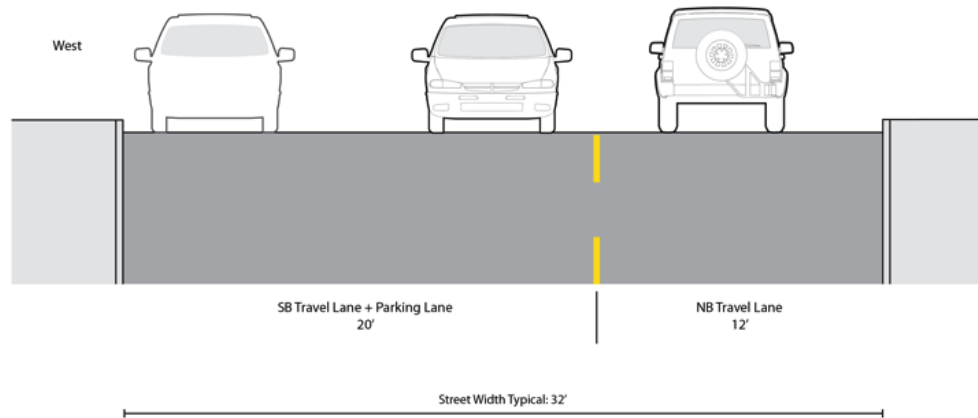
- Parking on the west side of Cleveland between Grand & James must be removed
- Parking on the east side of Cleveland between James & Randolph must also be removed
- Parking bays will be maintained



CLEVELAND AVENUE

Cleveland Ave:
Summit Ave to Randolph Ave

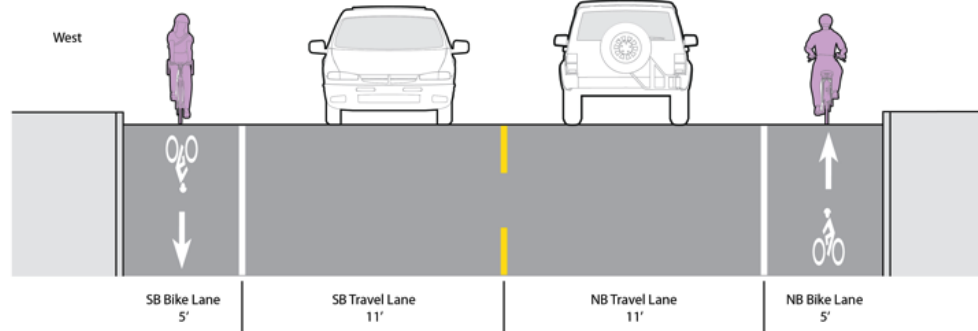
Existing



Existing Configuration:

- 1 travel lane in each direction
- No existing bicycle facilities
- Parking on one side

Proposed

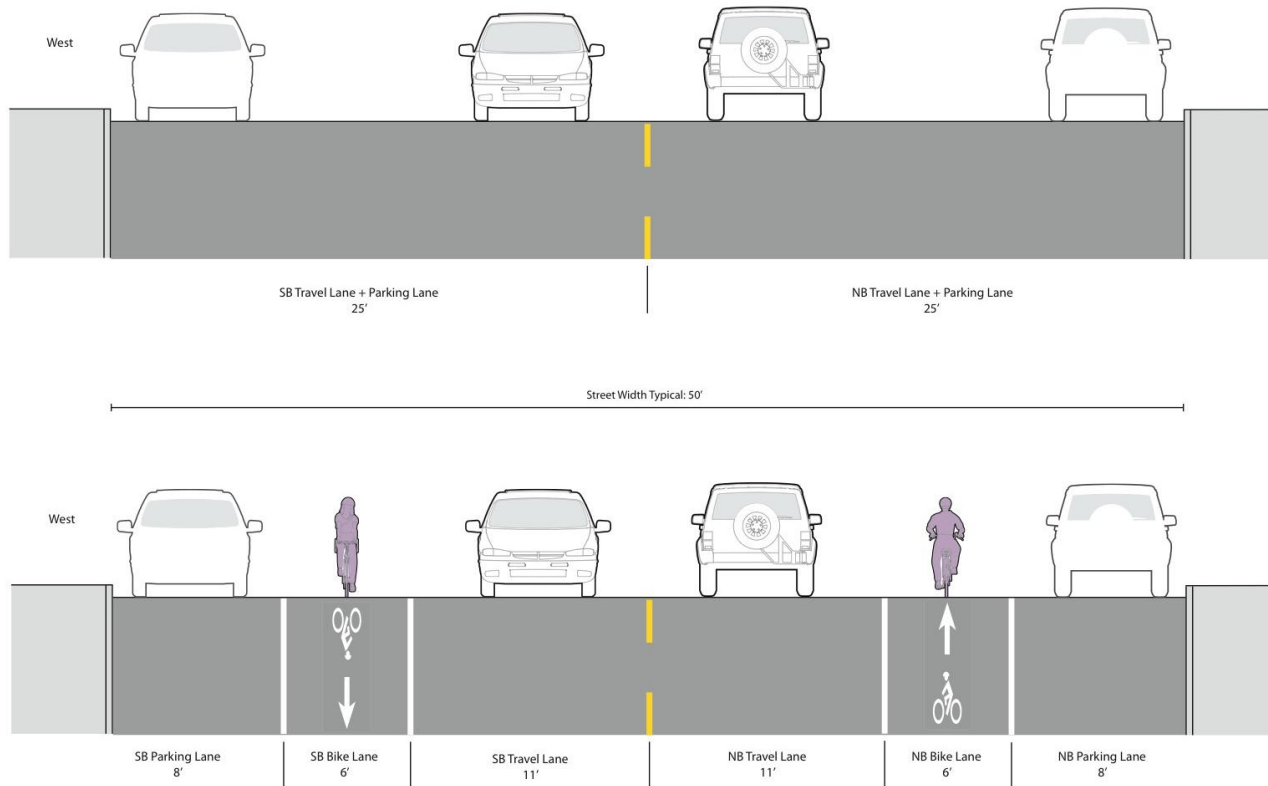


Proposed Configuration:

- 1 travel lane in each direction
- 1 bicycle lane in each direction
- No parking on either side

CLEVELAND AVENUE

Cleveland Ave: Randolph Ave to Eleanor Ave



Existing Configuration:

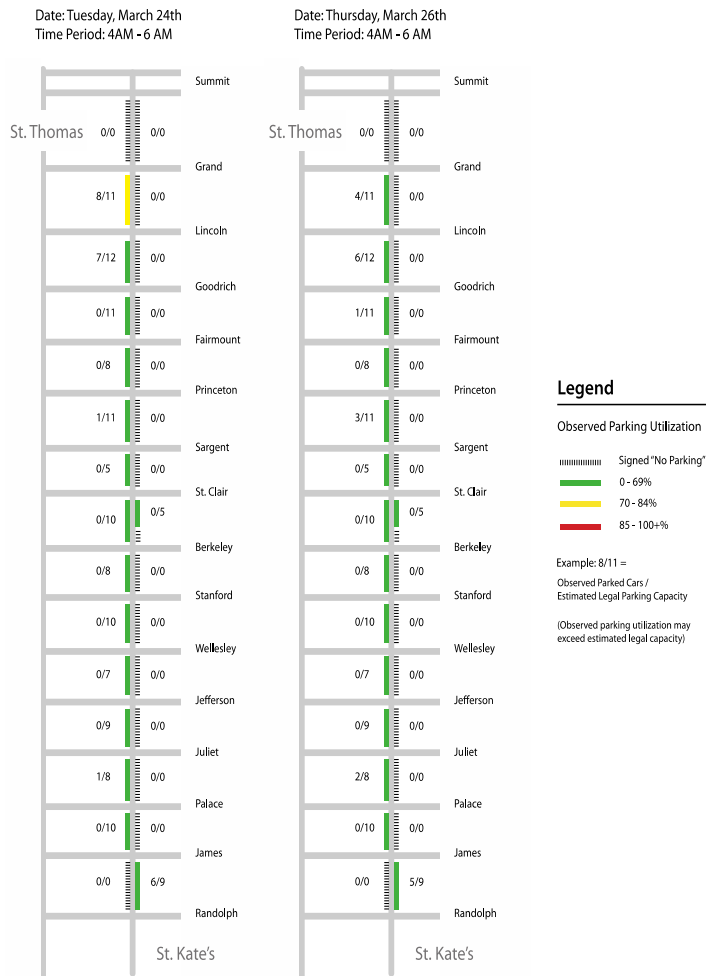
- 1 travel lane in each direction
- No existing bicycle facilities
- Parking on both sides

Proposed Configuration:

- 1 travel lane in each direction
- 1 bicycle lane in each direction
- Parking on both sides

CLEVELAND AVENUE PARKING COUNTS SUMMARY

Weekday early morning (4 AM - 6 AM)



- Current estimated parking capacity: 134 spaces
- Capacity after proposed changes: 15 spaces
- Parking utilization is high near St. Thomas and business nodes at Grand, St. Clair, and Randolph Avenues
- Highest observed parking utilization: 52 parked vehicles (Weekday Midday, 11am – 1pm)
- Mean parking utilization: 36.4 vehicles

NEXT STEPS

- City staff will continue to collect and review project feedback and make changes to the initial designs as necessary
- City staff will summarize feedback in a memo
- The recommendations of the Transportation Committee will be presented to the Planning Commission as an informational item
- Projects will be presented to City Council. This will be a public hearing

Cleveland Avenue Bicycle Lanes Comment Form

Ramsey County is planning a street resurfacing on Cleveland Avenue between Randolph and Summit Avenues during the summer of 2015. The City is proposing to implement bicycle lanes on Cleveland Avenue between Highland Parkway and Summit Avenue as a component of this project.

Please provide written feedback on the proposed plans for Cleveland Avenue by doing one of the following:

- Leave a comment on Open Saint Paul (stpaul.gov/open)
- Send an email to city staff (reuben.collins@ci.stpaul.mn.us)
- Write comments below

Comments:

This image shows a single page from a notebook or ledger. It features approximately 20 evenly spaced horizontal black lines across its entire width, providing space for writing. The paper itself is white and has no other markings, text, or illustrations.

QUESTIONS?

Luke Hanson
City of Saint Paul | Department of Public Works
Capital and Transportation Planning