



**CITY OF SAINT PAUL**  
*Melvin Carter, Mayor*

25 West Fourth Street  
Saint Paul, MN 55102

Telephone: 651-266-6700  
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## TRANSPORTATION COMMITTEE OF THE PLANNING COMMISSION

Monday, January 11, 2020, 4:30 p.m. – 6:00 p.m.  
*Remote meeting*

1. Meet the new committee member/incoming chair: Jeff Risberg
2. Hamline Bike Lanes– Reuben Collins (Public Works) 15 minutes
3. St. Paul’s Regional Solicitation Projects – Anne Weber (Public Works) 5 minutes
4. Public Works’ 5-Year Capital Plan – Anne Weber (Public Works) 20 minutes

NOTE TO COMMITTEE MEMBERS AND MEMBERS OF THE PUBLIC: The chair of the Planning Commission has determined that it is not practical nor prudent for the Planning Commission and its Committees to meet in-person or pursuant to Minnesota Statutes, Section 13D.02. In light of the COVID-19 health pandemic, it is not feasible for any member of Transportation Committee to be present at the regular location, and all members of the Transportation Committee will attend this meeting by telephone or other electronic means.

It is also not feasible for members of the public to attend the meeting at its regular location due to the health pandemic and emergency. Accordingly, no meeting will be held in the 13<sup>th</sup> Floor Conference Room in City Hall Annex at 25 W. 4<sup>th</sup> Street in the City of Saint Paul.

Members of the public may monitor this meeting remotely the following ways:

**Join on your computer or mobile app (in Microsoft Teams)**  
[Click here to join the meeting](#)

**Or call in (audio only)**  
(612) 315-7905, Phone Conference ID: 164 997 757#

Any presentation slides will be posted (as PDFs) to [bit.ly/StPaulITC](https://bit.ly/StPaulITC) prior to the meeting.

### *Upcoming Transportation Committee Meetings*

- January 25
- February 8

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*Meetings are open to the public. The Chair may allow five minutes for informal public comment (from non-committee members) at the beginning of each agenda as needed. Additional time may be allocated for comments or further discussion at the discretion of the Chair. Meetings may be cancelled if there is not a quorum expected, or if there are no agenda items. For additional information on the Transportation Committee of the*

Planning Commission, please visit our website at [bit.ly/StPaulTC](http://bit.ly/StPaulTC) or contact Bill Dermody at [Bill.Dermody@ci.stpaul.mn.us](mailto:Bill.Dermody@ci.stpaul.mn.us) or 651-266-6617.

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## Transportation Committee Staff Report for Projects

Committee date: 1/11/21

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**Project Name:** Department of Public Works 5-Year Capital Plan

**Geographic Scope:** Citywide

**Project Contact:** Anne Weber, Public Works

**Project Webpage:**

<https://www.stpaul.gov/departments/public-works/street-design-and-construction/5-year-capital-improvement-program>

**Project Description:**

The Department of Public Works 5-Year Capital Plan prioritizes our street reconstruction, rehabilitation, resurfacing and sewer projects over the next five years.

**Project Stage & General Timeline:**

**Public Hearing Date & Location:**

**Cost & Primary Funding Source(s):**

**Transportation Committee Role:**

- Inform project scope & approach       Inform design       Inform implementation
- Make recommendation

**Explanation**

Inform committee of projects in 5-Year Capital Plan, take any questions.

**Attachments include:**

5-Year Capital Plan



# DEPARTMENT OF PUBLIC WORKS FIVE YEAR CAPITAL PLAN

Adopted 12/09/20

This document shows projects approved for 2021 and planned for 2022 to 2025. The 5-year Plan is proposed by the Department of Public Works and reviewed and adopted annually by the City Council. All information provided for 2022 to 2025 is preliminary and subject to change.

2021	2022	2023	2024	2025
<b>SAINT PAUL STREETS</b> <span style="float: right;"><b>\$13,800,000</b></span>	<b>SAINT PAUL STREETS</b> <span style="float: right;"><b>\$15,000,000</b></span>	<b>SAINT PAUL STREETS</b> <span style="float: right;"><b>\$12,500,000</b></span>	<b>SAINT PAUL STREETS</b> <span style="float: right;"><b>\$13,340,000</b></span>	<b>SAINT PAUL STREETS</b> <span style="float: right;"><b>\$12,605,000</b></span>
Griggs/Scheffer Residential Phase II 12,600,000	Edgcumbe Rd - St. Paul to Fairview 6,650,000	Minnesota St - Kellogg to 5th Phase I 5,860,000	Minnesota St - 5th to 11th Phase II 13,340,000	Wheelock/Grotto Residential Phase I 8,325,000
Downtown Pavement & Sidewalk Improvements 1,000,000	Wheelock Pkwy - Edgerton to Arcade 6,750,000	Summit Ave - Victoria to Lexington 6,640,000		Pleasant - Victoria to St. Clair 4,280,000
Lexington - Shepard to W7th (County) 100,000	Curtice Roadway & Drainage Improvements 1,000,000			
Mill and Overlay Projects 100,000	Crocus Hill Alley Improvement 600,000			
<b>CAPITAL IMPROVEMENTS BONDS</b> <span style="float: right;"><b>\$3,038,000</b></span>	<b>CAPITAL IMPROVEMENTS BONDS</b> <span style="float: right;"><b>\$3,111,000</b></span>	<b>CAPITAL IMPROVEMENT BONDS</b> <span style="float: right;"><b>\$5,041,405</b></span>	<b>CAPITAL IMPROVEMENT BONDS</b> <span style="float: right;"><b>\$2,515,000</b></span>	<b>CAPITAL IMPROVEMENT BONDS</b> <span style="float: right;"><b>\$1,385,000</b></span>
Mill and Overlay Program 1,500,000	Noise Wall - I94 from Fairview to Prior 101,000	SRTS - Bruce Vento Elementary 549,405	Grand Hill Wall - adjacent to 35E 1,000,000	Grand Hill Wall - adjacent to 35E 500,000
Randolph Bridge @ Xcel 1,000,000	Randolph Bridge @ Xcel 225,000	Walnut Street Stairs/Retaining Wall 2,500,000	Burns/Suburban Sidewalk Infill Project 630,000	
	Gold Line BRT Lighting & Improvements 600,000	Larpenteur - Dale to Farrington Sidewalks 200,000		
	Highland Bridge Offsite Improvements 1,300,000	Marshall - Snelling to Albert Sidewalks 107,000		
EB Kellogg Bridge @ RiverCentre* 1,500,000		Jackson St Bridge-Penn to Acker (County) 200,000		
*HRA TIF Funding		Gold Line BRT Lighting & Improvements 600,000		
<b>Programs:</b>	<b>Programs:</b>	<b>Programs:</b>	<b>Programs:</b>	<b>Programs:</b>
Pedestrian & Traffic Safety Improvements 150,000	Pedestrian & Traffic Safety Improvements 250,000	Pedestrian & Traffic Safety Improvements 250,000	Pedestrian & Traffic Safety Improvements 250,000	Pedestrian & Traffic Safety Improvements 250,000
Signalized Intersection Safety Improve 100,000	Signalized Intersection Safety Improve 125,000	Signalized Intersection Safety Improve 125,000	Signalized Intersection Safety Improve 125,000	Signalized Intersection Safety Improve 125,000
RR Crossing Safety Improvements 8,000	RR Crossing Safety Improvements 10,000	RR Crossing Safety Improvements 10,000	RR Crossing Safety Improvements 10,000	RR Crossing Safety Improvements 10,000
Bridge Enhancements Program 200,000	Bridge Enhancements Program 250,000	Bridge Enhancements Program 250,000	Bridge Enhancements Program 250,000	Bridge Enhancements Program 250,000
Stairway Repair & Replacement Program 80,000	Stairway Repair & Replacement Program 125,000	Stairway Repair & Replacement Program 125,000	Stairway Repair & Replacement Program 125,000	Stairway Repair & Replacement Program 125,000
	Safe Routes to School 125,000	Safe Routes to School 125,000	Safe Routes to School 125,000	Safe Routes to School 125,000
Bicycle Facility Improvements (Gen Fund) 500,000	Bicycle Facility Improvements (Gen Fund) 500,000	Bicycle Facility Improvements (Gen Fund) 500,000	Bicycle Facility Improvements (Gen Fund) 500,000	Bicycle Facility Improvements (Gen Fund) 500,000
<b>MUNICIPAL STATE AID</b> <span style="float: right;"><b>\$9,840,000</b></span>	<b>MUNICIPAL STATE AID</b> <span style="float: right;"><b>\$13,810,948</b></span>	<b>MUNICIPAL STATE AID</b> <span style="float: right;"><b>\$12,681,669</b></span>	<b>MUNICIPAL STATE AID</b> <span style="float: right;"><b>\$14,055,000</b></span>	<b>MUNICIPAL STATE AID</b> <span style="float: right;"><b>\$10,967,359</b></span>
EB Kellogg Blvd Bridge @ RiverCentre 2,710,307	Wabasha - Kellogg to 6th 3,490,000	Annapolis - Smith to Robert Ph I 2,250,000	Annapolis - Robert to Kansas Ph II 2,000,000	Robert - Kellogg to 11th (MnDOT turnback) 2,050,000
Wabasha - Kellogg to 6th (Design) 3,000,000	Prior Ave - St. Anthony to University 4,500,000	CCB - Kellogg Blvd from Jackson to St. Peter 2,663,911	Grand - Snelling to Fairview 6,690,000	CCB - Kellogg from St. Peter to W7th 3,158,091
Wabasha Signals at 4th, 5th & 6th 750,000	Battle Creek Rd - Park Ridge to Lower Afton 900,000	Robert - Kellogg to 11th (Design) 1,000,000	CCB - Kellogg from St. Peter to W7th (Design) 500,000	Dale St Signal Enhancement & Modernization 794,268
Snelling/Lexington - ITS Traffic Management 84,693	Robert - Kellogg to 11th (Design) 200,000	Grand - Snelling to Fairview (Design) 800,000	Dale St Signal Enhancement & Mod (Design) 500,000	Robert M&O - Fillmore to Annapolis (MnDOT) 2,000,000
Downtown Street & Sidewalk Improvements 1,000,000	Westside Intersection Control Enhancements 530,948	Westside Intersection Control Enhancements 324,758	Jackson St - Penn to Acker (County) 500,000	John Ireland Bridge over 94 (MnDOT) 100,000
Lexington - Shepard to W7th ROW (County) 1,000,000	Lexington - Shepard to W7th (County) 2,500,000	Shepard Road Bridge near Otto 500,000	Rice St - Wheelock to Co Rd B (County) 100,000	TH5 - Munster to St. Clair (MnDOT) 1,750,000
Jackson St - Rose to Arlington ROW (County) 200,000	White Bear-Larp to North St. Paul Rd (County) 275,000	Jackson St - Rose to Arlington (County) 1,690,000	TH5-Mounds to 61 & 61-5 to Roselawn (MnDOT) 2,000,000	
McKnight - Burns to Stillwater Rd (County) 100,000	Pierce Butler@Minnehaha Signal (County) 200,000	Rice St - Maryland to Wheelock (County) 818,000		
Various Signal Interconnect (County) 40,000	I94/35E Commons ADA Project (MnDOT) 450,000	TH5 M&O - Arcade to 120 (MnDOT) 1,420,000		
52 & Concord Traffic Signals (MnDOT) 40,000				
<b>Programs:</b>	<b>Programs:</b>	<b>Programs:</b>	<b>Programs:</b>	<b>Programs:</b>
SPS Traffic Signals - Downtown 450,000	SPS Traffic Signals on Arterials 300,000	SPS Traffic Signals on Arterials 750,000	SPS Traffic Signals on Arterials 1,300,000	SPS Traffic Signals on Arterials 150,000
Signalized Intersection Safety Improve 125,000	Signalized Intersection Safety Improve 125,000	Signalized Intersection Safety Improve 125,000	Signalized Intersection Safety Improve 125,000	Signalized Intersection Safety Improve 125,000
RR Crossing Safety Improvements 40,000	RR Crossing Safety Improvements 40,000	RR Crossing Safety Improvements 40,000	RR Crossing Safety Improvements 40,000	RR Crossing Safety Improvements 40,000
MSA Contingency 300,000	MSA Contingency 300,000	MSA Contingency 300,000	MSA Contingency 300,000	MSA Contingency 300,000
				Ramsey Co Traffic Signals Annual Program 500,000
<b>SIDEWALKS</b> <span style="float: right;"><b>\$1,500,000</b></span>	<b>SIDEWALKS</b> <span style="float: right;"><b>\$1,500,000</b></span>	<b>SIDEWALKS</b> <span style="float: right;"><b>\$1,500,000</b></span>	<b>SIDEWALKS</b> <span style="float: right;"><b>\$1,500,000</b></span>	<b>SIDEWALKS</b> <span style="float: right;"><b>\$1,500,000</b></span>
Sidewalk Reconstruction Program* 1,500,000	Sidewalk Reconstruction Program* 1,500,000	Sidewalk Reconstruction Program* 1,500,000	Sidewalk Reconstruction Program* 1,500,000	Sidewalk Reconstruction Program* 1,500,000
*\$0.5M Street Maint/\$1M General Fund	*\$0.5M Street Maint/\$1M General Fund	*\$0.5M Street Maint/\$1M General Fund	*\$0.5M Street Maint/\$1M General Fund	*\$0.5M Street Maint/\$1M General Fund
* Includes Upper Afton-Burns to White Bear \$120,000	* Includes Edgerton - Maryland to Arlington \$120,500	*Includes Cleveland - Summit to Marshall \$152,500		
Local Street, Alley, Sewer and Lighting* 150,000	Local Street, Alley, Sewer and Lighting* 150,000	Local Street, Alley, Sewer and Lighting* 150,000	Local Street, Alley, Sewer and Lighting* 150,000	Local Street, Alley, Sewer and Lighting* 150,000
*funded by assessments	*funded by assessments	*funded by assessments	*funded by assessments	*funded by assessments

2021	2022	2023	2024	2025
<b>CITY MILL &amp; OVERLAYS</b>	<b>CITY MILL &amp; OVERLAYS</b>	<b>CITY MILL &amp; OVERLAYS</b>	<b>CITY MILL &amp; OVERLAYS</b>	<b>CITY MILL &amp; OVERLAYS</b>
Fillmore Ave - Robert to E. Lafayette Hamline Ave - Randolph to Highland Jefferson Ave - W 7th to Victoria St. Paul Ave - Edgcumbe to W 7th* <small>*Includes Davern south to the RR</small> West Side Flats Area Downtown Street & Sidewalk Improvements <small>*funded by MSA, general fund &amp; assessments</small>  <small>*Any of the Mill &amp; Overlay projects can be funded under the SPS Program using Street Reconstruction Bonds.</small>	Mississippi River Blvd - Randolph to TH5 Wheelock - Arcade to Johnson Pkwy Summit - Hamline to Lexington	Concordia Ave - Snelling to Marion St. Anthony Ave - Snelling to Marion  <b>Proposed for 2023-2025</b> Vandalia Commercial Area Front - Rice to Western Minnehaha - Lexington to Fairview Capital Area East Shore Drive - Wheelock to Larpenteur Ruth - Burns to Stillwater	<b>Proposed for 2023-2025</b> St. Clair - Cliff to Victoria Cliff - Smith to St. Clair Shepard - Elway to Gannon Summit - MRB to Hamline Fairview - Randolph to Edgcumbe Arlington - Jackson to Edgerton Arlington - Wheelock to Rice Forest - Hudson to E 7th Hamline - Como to Hoyt	<b>Proposed for 2023-2025</b> Winifred - Wabasha to Ohio Victoria - 7th to Benhill George - Cesar Chavez to Smith Burr - Tedesco to Minnehaha Burlington Rd - Lower Afton to McKnight Randolph - Cleveland to MRB Victoria - Summit to Concordia 6th - Earl to Arcade Marshall - Lexington to Western
<b>RAMSEY COUNTY MILL &amp; OVERLAYS</b>	<b>RAMSEY COUNTY MILL &amp; OVERLAYS</b>	<b>RAMSEY COUNTY MILL &amp; OVERLAYS</b>	<b>RAMSEY COUNTY MILL &amp; OVERLAYS</b>	<b>RAMSEY COUNTY MILL &amp; OVERLAYS</b>
	McKnight - Burns to Minnehaha St. Paul Ave - Edgcumbe to Cleveland			
<b>RAMSEY COUNTY FUNDING</b> <b>\$652,050</b>	<b>RAMSEY COUNTY FUNDING</b> <b>\$120,500</b>	<b>RAMSEY COUNTY FUNDING</b> <b>\$737,000</b>	<b>RAMSEY COUNTY FUNDING</b>	<b>RAMSEY COUNTY FUNDING</b>
Snelling/Lexington - ITS Traffic Management      416,050 Sidewalk Projects Upper Afton - Burns to White Bear      120,000 McKnight - Mailand to Londin*      55,000 Randolph - Toronto to Shepard*      61,000 <small>*McKnight budgeted in 2019 &amp; Randolph budgeted in 2020</small>	Sidewalk Project Edgerton - Maryland to Arlington      120,500	Marion at Ravoux - Ped Improvements      277,500 Sidewalk Projects Larpenteur - Dale to Farrington      200,000 Marshall - Snelling to Albert      107,000 Cleveland - Summit to Marshall      152,500		
<b>RAMSEY COUNTY (with City participation)</b>	<b>RAMSEY COUNTY (with City participation)</b>	<b>RAMSEY COUNTY (with City participation)</b>	<b>RAMSEY COUNTY (with City participation)</b>	<b>RAMSEY COUNTY (with City participation)</b>
Cleveland - Como to Larp* Lexington - Shepard to W7th Jackson St - Rose to Arlington ROW McKnight - Burns to Stillwater Rd Various Signal Interconnect <small>*funded in 2020</small>	Lexington - Shepard to W7th Rice St - Pennsylvania to Maryland * Rice St - Maryland to Wheelock ROW* Pierce Butler@Minnehaha Signal White Bear-Larp to North St. Paul Rd (County) <small>*Funded by 2017 Rice St Streetscape funding \$1,982,000</small>	Jackson St - Rose to Arlington Jackson St - Penn to Acker ROW Rice St - Maryland to Wheelock*  <small>*Partially funding by Rice Street funding in 2017 \$1,982,000</small>	Jackson St - Penn to Acker Rice St - Wheelock to Co Rd B	
<b>MnDOT (with City participation)</b>	<b>MnDOT (with City participation)</b>	<b>MnDOT (with City participation)</b>	<b>MnDOT (with City participation)</b>	<b>MnDOT (with City participation)</b>
52 & Concord Traffic Signals	I94/35E Commons ADA Project(MnDOT)	TH5 M&O - Arcade to 120	TH5-Mounds to 61 & 61-5 to Roselawn (MnDOT)	TH5 - Munster to St. Clair Robert M&O - Fillmore to Annapolis John Ireland Bridge over 94
<b>FEDERAL FUNDING</b> <b>\$2,001,320</b>	<b>FEDERAL FUNDING</b> <b>\$9,394,501</b>	<b>FEDERAL FUNDING</b> <b>\$8,800,128</b>	<b>FEDERAL FUNDING</b> <b>\$8,000,000</b>	<b>FEDERAL FUNDING</b> <b>\$14,500,800</b>
Snelling/Lexington ITS Traffic Mgmt      2,001,320	Randolph Bridge@ Xcel      2,394,501 EB Kellogg Blvd Bridge @ RiverCentre      7,000,000	Bruce Vento Elementary - SRTS      842,528 Westside Intersection Control Enhance      1,065,600 CCB Kellogg from Jackson to St. Peter      5,312,000 Shepard Road Bridge near Otto      500,000 Minnehaha Traffic Signals (HSIP)      1,080,000	Kellogg/3rd St Bridge*      7,000,000 Burns/Suburban Sidewalk Infill Project      1,000,000  <small>* \$3,737,000 MSA and CIB in 2014-2018</small>	Robert -Kellogg to 11th (MnDOT turnback)      7,000,000 CCB - Kellogg from St. Peter to W7th      5,500,000 Dale St Signal Enhancement & Modernization      2,000,800
<b>SEWER UTILITY</b> <b>\$11,466,468</b>	<b>SEWER UTILITY</b> <b>\$13,300,000</b>	<b>SEWER UTILITY</b> <b>\$13,300,000</b>	<b>SEWER UTILITY</b> <b>\$13,300,000</b>	<b>SEWER UTILITY</b> <b>\$13,300,000</b>
Citywide Sewer Lining      2,800,000 Sewer Repairs (City, County, State Projects)      2,166,468 Citywide Sewer Repairs      1,000,000 Lift Station Renovations      1,000,000 Tunnel Rehab      2,500,000 Water Quality Improvements      500,000 Storm Outfall Repairs      1,500,000	Sewer Rehab Projects      2,800,000 Sewer Repairs (City, County, State Projects)      2,800,000 Citywide Sewer Repairs      1,000,000 Lift Station Renovations      1,700,000 Tunnel Rehab      2,500,000 Water Quality Improvements      1,500,000 Storm Outfall Repairs      1,000,000	Sewer Rehab Projects      2,800,000 Sewer Repairs (City, County, State Projects)      2,800,000 Citywide Sewer Repairs      1,000,000 Lift Station Renovations      1,700,000 Tunnel Rehab      3,000,000 Water Quality Improvements      1,000,000 Storm Outfall Repairs      1,000,000	Sewer Rehab Projects      3,000,000 Sewer Repairs (City, County, State Projects)      2,500,000 Citywide Sewer Repairs      1,000,000 Lift Station Renovations      1,800,000 Tunnel Rehab      3,000,000 Water Quality Improvements      1,000,000 Storm Outfall Repairs      1,000,000	Sewer Rehab Projects      3,000,000 Sewer Repairs (City, County, State Projects)      2,500,000 Citywide Sewer Repairs      1,000,000 Lift Station Renovations      1,800,000 Tunnel Rehab      3,000,000 Water Quality Improvements      1,000,000 Storm Outfall Repairs      1,000,000

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## Transportation Committee Staff Report for Projects

Committee date: 1/11/2021

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**Project Name:** Hamline Avenue Resurfacing Project

**Geographic Scope:** Hamline Avenue from Highland Parkway to Randolph Avenue

**Project Contact:** Reuben Collins

**Project Webpage:** [stpaul.gov/hamlineave](http://stpaul.gov/hamlineave)

**Project Description:** Project will resurface Hamline Avenue from Highland Parkway to Randolph Avenue. The project will evaluate the need for bumpouts to aid pedestrians crossing the street and will install bicycle lanes per the Saint Paul Bicycle Plan.

**Project Stage & General Timeline:** Project will be constructed in fall 2021.

**Public Hearing Date & Location:** TBD

**Cost & Primary Funding Source(s):** TBD

### **Transportation Committee Role:**

Inform project scope & approach implementation       Inform design       Inform

Make recommendation

**Explanation** This committee meeting is an opportunity to update the Transportation Committee about outreach efforts and seek formal recommendations from the Transportation Committee. This project will be presented to City Council for a public hearing and final approval in February.

### **Attachments include:**

Complete Streets Checklist       Scoping document       CIB request

Summary of Engineering Recommendations

Staff recommendation	<i>Recommend Approval</i>
Action item requested of the Committee	<i>Recommend Approval.</i>

Committee recommendation	<i>To be filled in at the meeting</i>
Committee vote	<i>To be filled in at the meeting</i>

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## Transportation Committee Staff Report for Projects

Committee date: 1/11/21

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**Project Name:** Saint Paul's Met Council Regional Solicitation Projects

### Funded

- Kellogg/3rd Street Bridge Replacement
- Robert Street Reconstruction - Kellogg to 11th
- Capital City Bikeway Construction - Kellogg Blvd from St. Peter to John Ireland
- Crossroads Elementary Safe Routes to School Project
- Burns/Suburban Sidewalk Infill Project
- Dale/Maryland ITS Traffic Communications Integration
- Sam Morgan Regional Trail Segment 1 Reconstruction

### Not funded

- University Avenue Reconstruction - 35E to Lafayette
- Point Douglas Regional Trail Phase 1 Construction

**Geographic Scope:** Citywide

**Project Contact:** Anne Weber, Public Works

**Project Webpage:**

**Project Description:**

**Project Stage & General Timeline:** Federal funding in 2024/2025

**Public Hearing Date & Location:**

**Cost & Primary Funding Source(s):**

**Transportation Committee Role:**

- Inform project scope & approach       Inform design       Inform implementation
- Make recommendation

### **Explanation**

Inform committee of projects that received federal funding. Take any questions.



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## HAMLIN AVENUE RESURFACING PROJECT SUMMARY OF ENGINEERING RECOMMENDATIONS

Hamline Avenue Resurfacing Project

Report prepared: 12/28/2020

Public Hearing: TBD

### PROJECT

Implementation of bicycle facilities on Hamline Avenue from Highland Parkway to Randolph Avenue.

Improvements include the installation of dedicated bicycle lanes, pavement markings, signage, and other elements as described below.

### PURPOSE

The purpose of this project is to provide an improved north-south bicycle facility on Hamline Avenue, and make purposeful connections to existing nearby bikeways, improving safety, comfort, and connectivity for people using bicycles for transportation.

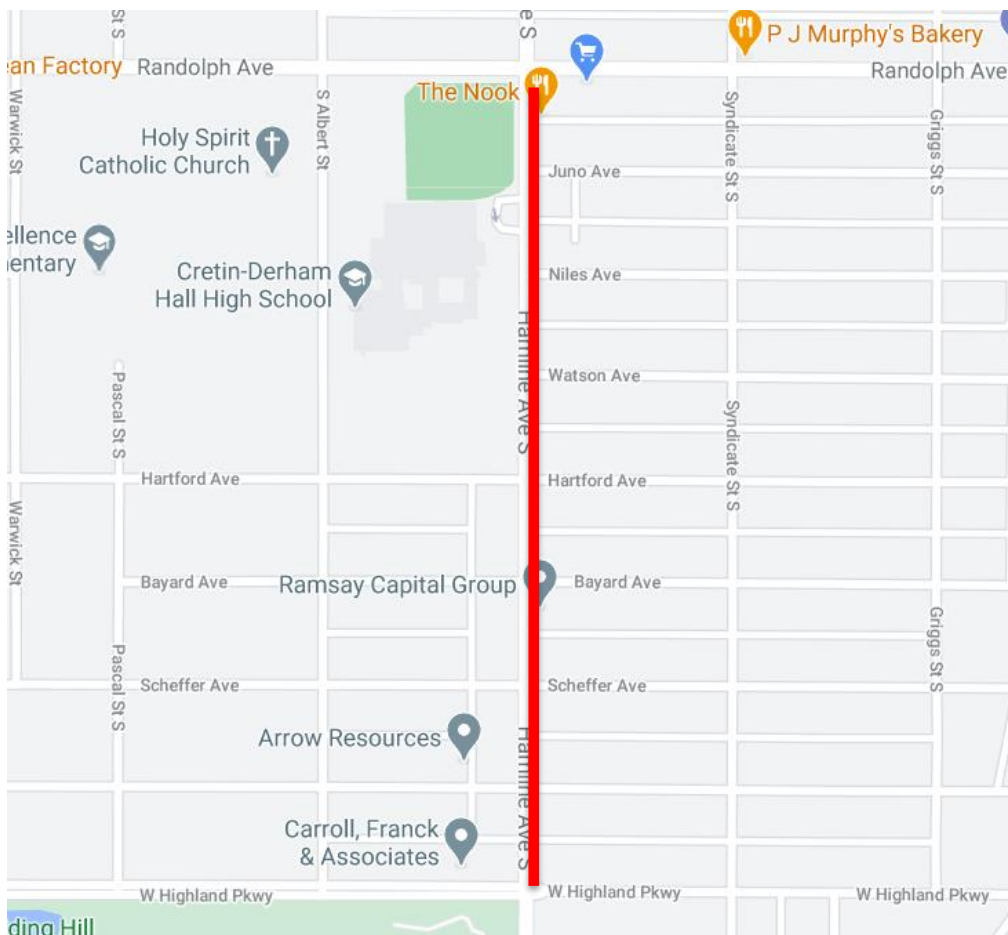


Figure 1: Project Map

## I. INITIATING ACTION

The City of Saint Paul Department of Public Works is planning a mill and overlay of Hamline Avenue from Highland Parkway to Randolph Avenue in the Fall of 2021. To take advantage of the efficiencies associated with implementing bicycle facilities with existing maintenance projects, Public Works is proposing to implement bicycle lanes on Hamline Avenue within the mill and overlay boundaries. The bicycle facilities proposed are consistent with the Saint Paul Bicycle Plan.

## II. EXISTING CONDITIONS

Hamline Avenue within the project limits is classified as a Collector roadway. Average Annual Daily Traffic (AADT) of 4,300 vehicles per day. A speed study conducted in 2007 north of Bayard Avenue identified average speeds of 29 miles per hour. The posted speed limit is 25 mph.

Manual count data estimates September weekday bicycle trips ranging between 25 to 65 trips per day on Hamline Avenue south of Highland Parkway, just south of the project limits. Sidewalks are continuous on the east and west side of Hamline Avenue within the project limits, though pedestrian ramps are not ADA compliant.

There are no existing bike facilities installed within the project limits. The Saint Paul Bicycle Plan identifies “in-street separated (bicycle) lanes” on Hamline Avenue as the recommended bicycle facility type. In-street bicycle lanes are installed on Highland Parkway west of the project limits. Longer term proposed improvements include extending the bike lanes on Hamline Avenue to the north and south of the current project area.

## III. PROPOSED IMPROVEMENTS

### **Hamline Avenue: Highland Parkway to the alley south of Randolph Avenue**

- Restriping the roadway to add 6' NB and SB bicycle lanes
- Narrowing of existing vehicular travel lanes to 11'
- Installation of bike lane pavement markings and signage
- Removal of on-street parking on the east side of Hamline Avenue

### **Hamline Avenue: The alley south of Randolph Avenue to Randolph Avenue**

- Restriping the roadway to add 6' NB and SB bicycle lanes
- Narrowing of existing vehicular travel lanes to 10'
- Installation of bike lane pavement markings and signage
- Narrowing of existing parking lanes to 7'

### **Changes to On-street Parking**

To accommodate the installation of bicycle facilities, changes to on-street parking is proposed for the following locations:

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### **Parking will be prohibited:**

- east side of Hamline Avenue from Highland Parkway to the alley south of Randolph Avenue

### **Parking will continue to be permitted:**

- east side of Hamline Avenue from the alley south of Randolph Avenue to Randolph Avenue
- west side of Hamline Avenue from Highland Parkway to Randolph Avenue

There are a total of 150 parking spaces on Hamline Avenue within the project limits. This project will eliminate 66 spaces, or 44% of available parking spaces. To measure existing parking demand, Public works conducted 15 parking occupancy counts at representative time periods along Hamline Avenue as well as along select side streets adjacent to the project area in 2019. Parking counts were collected during times when Cretin-Derham Hall was in session, as well as during summer months when school was on summer break. All parking counts were collected prior to the COVID-19 pandemic restrictions went into effect.

Across the 15 parking counts, staff observed total parking utilization ranging from 14 to 79 vehicles on Hamline Avenue, or 10% to 53% utilization of total available parking spaces. Parking data indicated that residential parking demand and overnight parking demand are minimal within the project area. A total of 14 to 19 cars were counted during overnight hours on three occasions.

#### *Parking South of Hartford Avenue*

The land uses south of Hartford Avenue are residential, except for a small office building at the corner of Hamline Avenue and Bayard Avenue. There are a total of 73 parking spaces south of Hartford Avenue, 33 of which are on the east side of Hamline Avenue and will be eliminated as part of the proposed project, resulting in 40 spaces remaining on the west side of Hamline Avenue. Maximum parking occupancy observed south of Hartford Avenue was 21 cars. The remaining 40 parking spaces on the west side of Hamline Avenue will provide sufficient capacity to accommodate all observed parking demand on this segment of Hamline Avenue.

Public Works is recommending removing parking from the east side of Hamline Avenue (rather than the west side of Hamline Avenue) because it preserves a larger number of existing parking spaces, and because homes on the west side of Hamline Avenue are oriented with their front yards towards Hamline Avenue, while homes on the east side of Hamline Avenue are oriented with their front yards facing side streets rather than Hamline Avenue.

#### *Parking North of Hartford Avenue*

There are a total of 77 parking spaces on Hamline Avenue north of Hartford Avenue – 40 spaces on the west side of the street and 37 spaces on the east side of the street. Parking demand during daytime and evening hours was observed to range from 23 to 58 vehicles with demand being the highest during business hours where Cretin-Derham Hall is also in session.

- During times when Cretin-Derham Hall is not in session, demand for parking related to commercial businesses was not observed to extend south of Niles Avenue.

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- Between Hartford Avenue and Niles Avenue:
  - Parking demand on the west side of Hamline is largely dependent on whether Cretin-Derham Hall is in session. If school is not in session, demand is relatively low, when school is in session, parking is near capacity.
  - In all 15 parking counts conducted, no cars were observed to park on the east side of Hamline Avenue. There is little residential demand due to the adjacent land use being residential side yards, and demand from commercial businesses near Randolph doesn't appear to extend this far south.

Several parking restrictions are in place to help manage demand for parking between Cretin-Derham Hall students, business patrons, and the residential area to the east.

- Ten of the spaces on the west side of Hamline between Juno Avenue and Randolph Avenue are limited to 2 hour parking from 8 AM to 4 PM on weekdays to ensure frequent turnover of spaces near businesses. These spaces will not be impacted by the current project.
- Four of the spaces on the east side of Hamline between the alley and Randolph Avenue are limited to 1 hour parking from 8 AM to 6 PM every day to ensure frequent turnover of spaces near businesses. These spaces will not be impacted by the current project.
- Twenty-eight of the spaces on the east side of Hamline between Hartford Avenue and Juno Avenue are part of Permit Parking Area 25, and are reserved only for residents with permits from 7 AM to 4 PM on weekdays between August 15 and June 15. These spaces are not available to Cretin-Derham Hall students or business patrons during the peak times when businesses are open and school is in session. These spaces will be eliminated by the current project.

### *Permit Parking Area 25*

Six properties face Hamline Avenue between Niles Avenue and Juno Avenue that are part of Permit Parking Area 25 (514-540 Hamline Avenue). As part of the project, the parking directly adjacent to their properties will be eliminated. Permit Parking Area 25 has a unique system of alternating the side of the street where parking restrictions apply based on the time of the year. No residential permits are required between June 15 and August 15 Year round, people without permits are allowed to park on at least one side of Juno, Niles, Watson, and Hartford. Following this project, owners and residents of 514 540 Hamline Ave will still be able to purchase residential parking permits for Area 25.

### *Parking Conclusions*

Based on the data collected by Public Works, it is anticipated that remaining parking supply on Hamline Avenue and on adjacent residential streets following the implementation of bicycle lanes will be sufficient to meet observed demand in most circumstances. The parking occupancy data is attached in the **Appendix** of this document.

## IV. ALTERNATIVES

Not pursuing bicycle facilities with the 2021 mill and overlay would not improve safety or comfort for people bicycling on Hamline Avenue, and would be inconsistent with the Saint Paul Bicycle Plan.

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Parking removal is proposed for the east side of Hamline Avenue between Highland Parkway and the alley south of Randolph Avenue. Removing parking from the west side of Hamline Avenue instead of the east side was examined, but is not recommended due to greater impact on residential properties south of Hartford Avenue and because it would result in fewer overall parking spaces.

### **V. POSITIVE BENEFITS**

This project will improve the safety of all users of the roadway. Providing dedicated bike lanes on Hamline Avenue will improve the safety and comfort for people bicycling on the street, encourage predictable riding behavior, and will provide connectivity to exiting bike facilities on Highland Parkway. Narrowing the travel lanes to accommodate bicycle facilities will minimize roadway exposure to motorized traffic for pedestrians.

### **VI. ADVERSE EFFECTS**

Normal issues relative to implementing infrastructure improvement projects will be present. Those issues include, but may not be necessarily limited to, noise, dust, and general disruptions to vehicular traffic. Removal of some on-street parking will reduce overall parking capacity.

### **VII. TIME SCHEDULE**

It is anticipated that the bicycle improvements as proposed will be installed concurrent with the planned mill and overlay on Hamline Avenue, scheduled for Fall of 2021.

### **VIII. COST ESTIMATE**

Implementation of bicycle lanes and lane reconfiguration within the limits of the mill and overlay will incur little additional cost beyond the amount already budgeted for resurfacing.

### **I. ESTIMATED FINANCING**

Signing and striping for bike lanes on Hamline Avenue will be funded through funds budgeted for the Citywide Mill and Overlay program.

### **II. SOURCE OF ADDITIONAL INFORMATION**

For additional information, please contact:

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Phone: 651-266-6059

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### **III. SUMMARY AND RECOMMENDATIONS**

The Department of Public Works believes the project submitted herein to be necessary and feasible. The Department's Engineering Recommendation is for approval of the project as proposed.

# Appendix

## 1. Hamline Avenue Parking Occupancy Study