

PAYNE AVE STREET PROJECT SUMMARY OF ENGINEERING RECOMMENDATIONS

Payne Avenue Bicycle Lanes

Report prepared: 7/13/2016

Open House: N/A

Public Hearing: N/A

PROJECT

Implementation of bicycle lanes on Payne Avenue from Phalen Boulevard to Hawthorne Avenue. Implementation of shared lane markings on Hawthorne Avenue from Edgerton Street to Payne Avenue.

Improvements to 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 through the Payne-Phalen neighborhood, improving the bicycling environment as it relates to safety, accessibility, and connectivity.

I. INITIATING ACTION

Previous City Council action (RES PH 16-150) recommended installation of bicycle lanes on Edgerton Street north of Maryland Avenue in conjunction with a County 2016 resurfacing project. After this is implemented, there will remain a gap in the bicycle network through the Payne-Phalen neighborhood between Phalen Boulevard and Maryland Avenue.

The Department of Public Works received a letter from the Payne-Phalen District 5 Planning Council encouraging implementation of bicycle lanes on Payne Avenue citing the following reasons:

- to invite people riding bicycles to use Payne Avenue to access local businesses,
- to visually narrow the travel lanes to discourage speeding,
- to improve safety for all roadway users, and
- to shorten pedestrian crossing distances.

By implementing bike lanes on Payne Avenue between Phalen Boulevard and Hawthorne Avenue, and implementing shared lane markings on Hawthorne Avenue between Edgerton Street and Payne Avenue, the City will establish a continuous north/south bicycle route through the Payne-Phalen neighborhood. The proposed route would link the Bruce Vento Regional Trail along Phalen Boulevard with the Grand Round trail currently under construction along Wheelock Parkway, while also connecting both trails to the local businesses along Payne Avenue.

II. PROPOSED IMPROVEMENTS

Payne Avenue between Phalen Boulevard and Hawthorne Avenue is classified as a collector roadway and a Municipal State Aid Street. Average Daily Traffic (ADT) within the project limits ranges from 4,600 to 8,700 vehicles per day. Traffic speed data is not available within the project area. The posted speed limit is 30 mph. The existing roadway width is 46'. Parking is generally permitted on both sides of the street.

Hawthorne Avenue between Edgerton Street and Payne Avenue is classified as a local roadway. ADT and speed data is not available within the project area. The speed limit is 30 mph. The existing roadway width is 32'. Parking is permitted on both sides of the street.

Payne Avenue - Phalen Boulevard to Hawthorne Avenue

Elements proposed for implementation are:

- Installation 5' northbound and southbound bicycle lanes
- Narrow existing vehicular travel lanes to 11'
- Narrow existing parking lanes to 7'
- Installation of bike lane pavement markings and signage
- Installation of wayfinding signage
- No removal of on-street parking is proposed

Hawthorne Avenue – Edgerton Street to Payne Avenue

Elements proposed for implementation are:

- Installation of shared lane markings
- Installation of wayfinding signage
- No removal of on-street parking is proposed

The proposed improvements are consistent with State Aid Rule 8820.9951 Minimum Design Standards, On-Road Bicycle Facilities for Urban; Reconditioning Projects.

III. ALTERNATIVES

An alternative was considered that included continuing the proposed bicycle lanes on Payne Avenue further north than currently proposed to Wheelock Parkway. However, implementing bicycle lanes north of Hawthorne Avenue would require removing on-street parking, which is not proposed as part of this project. Hawthorne Avenue is proposed as the northern project limits due to a change in width of Payne Avenue. Between Phalen Boulevard and Hawthorne Avenue, Payne Avenue is 46' in width, which permits installation of bicycle facilities without removal of on-street parking. North of Hawthorne Avenue, Payne Avenue narrows to 38'-40' in width, which would require removal of on-street parking to install bicycle lanes. Additionally, this alternative would not take advantage of the planned bicycle lanes to be installed one block west on Edgerton Street north of Maryland Avenue this fall.

An alternative was considered that utilized the Greenbrier Bicycle Boulevard. However this facility lacks connectivity to Phalen Boulevard and the Bruce Vento Trail, does not provide

access to the local businesses on Payne Avenue, and does not currently provide a comfortable crossing of Maryland Avenue.

Public Works recommends that installation of bicycle facilities on Payne Avenue and using Hawthorne Avenue as a way to connect the bicycle facilities on Payne Avenue to the bicycle lanes on Edgerton Street is a pragmatic and low-cost alternative that preserves on-street parking. Parking removal is not proposed as part of this project.

IV. POSITIVE BENEFITS

The City's Comprehensive Plan and Bicycle Plan strongly support the development of a multi-modal transportation system. Both plans recommend employing a complete streets approach to planning the transportation system, and promote the development of a complete and connected network of bicycle facilities through the city.

The project as proposed promotes multi-modal utilization of the roadway, providing a dedicated space for people using bicycles along Payne Avenue while allowing for important connections to existing bicycle facilities on Phalen Boulevard and Wheelock Parkway. Given the absence of north/south bicycle routes through the Payne-Phalen neighborhood, the proposed route provides a critical north-south connection for non-motorized transportation. Payne Avenue also provides people using bicycles with the ability to access local businesses. When paired with existing and planned bicycle infrastructure, the improvements proposed establish the foundation for a complete and connected bikeway system, and allow for bicycling to exist as a practical and feasible means of transportation in Saint Paul.

V. 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.

While no permanent loss of on-street parking is proposed, installation of the bicycle lanes on Payne Avenue will likely require a short-term temporary parking ban to avoid paint overspray on parked vehicles.

VI. TIME SCHEDULE

It is anticipated that the bicycle improvements as proposed will be installed in the fall 2016. This process is anticipated to last less than one week.

VII. COST ESTIMATE

Implementation of the proposed bicycle route is anticipated to cost \$27,500. The improvements would be funded using the Bicycle Lane Striping Fund from the 8-80 Vitality Fund.

VIII. SOURCE OF ADDITIONAL INFORMATION

For additional information, please contact:

Reuben Collins, P.E., Transportation Planning and Safety Division

Email: Reuben.Collins@ci.stpaul.mn.us

Phone: 651-266-6059

IX. SUMMARY AND RECOMMENDATIONS

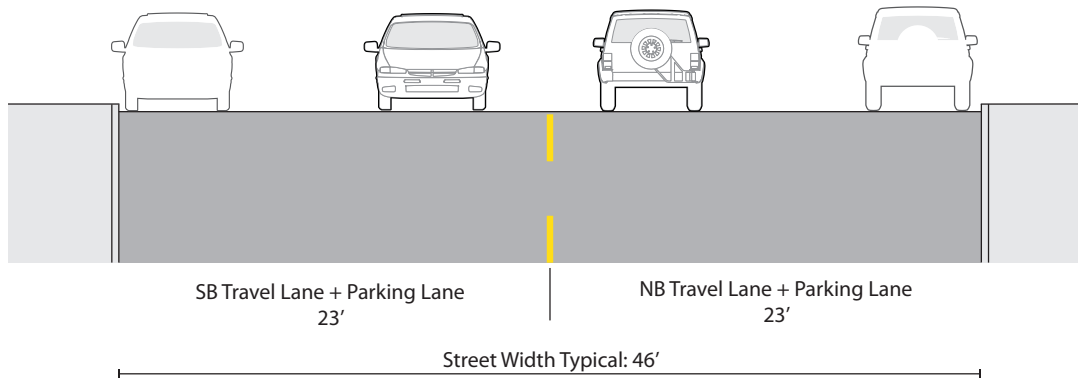
The Department of Public Works believes the project submitted herein to be necessary and feasible. The Department's Engineering Recommendation is for approval of the project as proposed.

Appendix

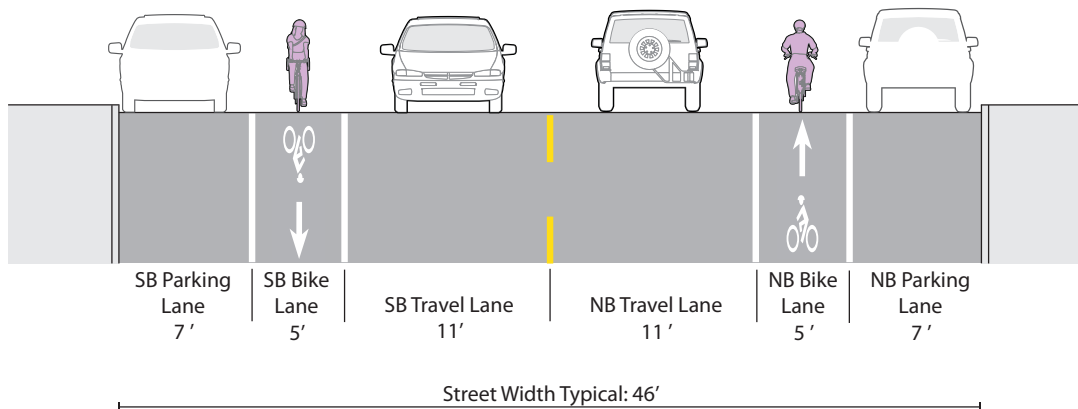
Attached:

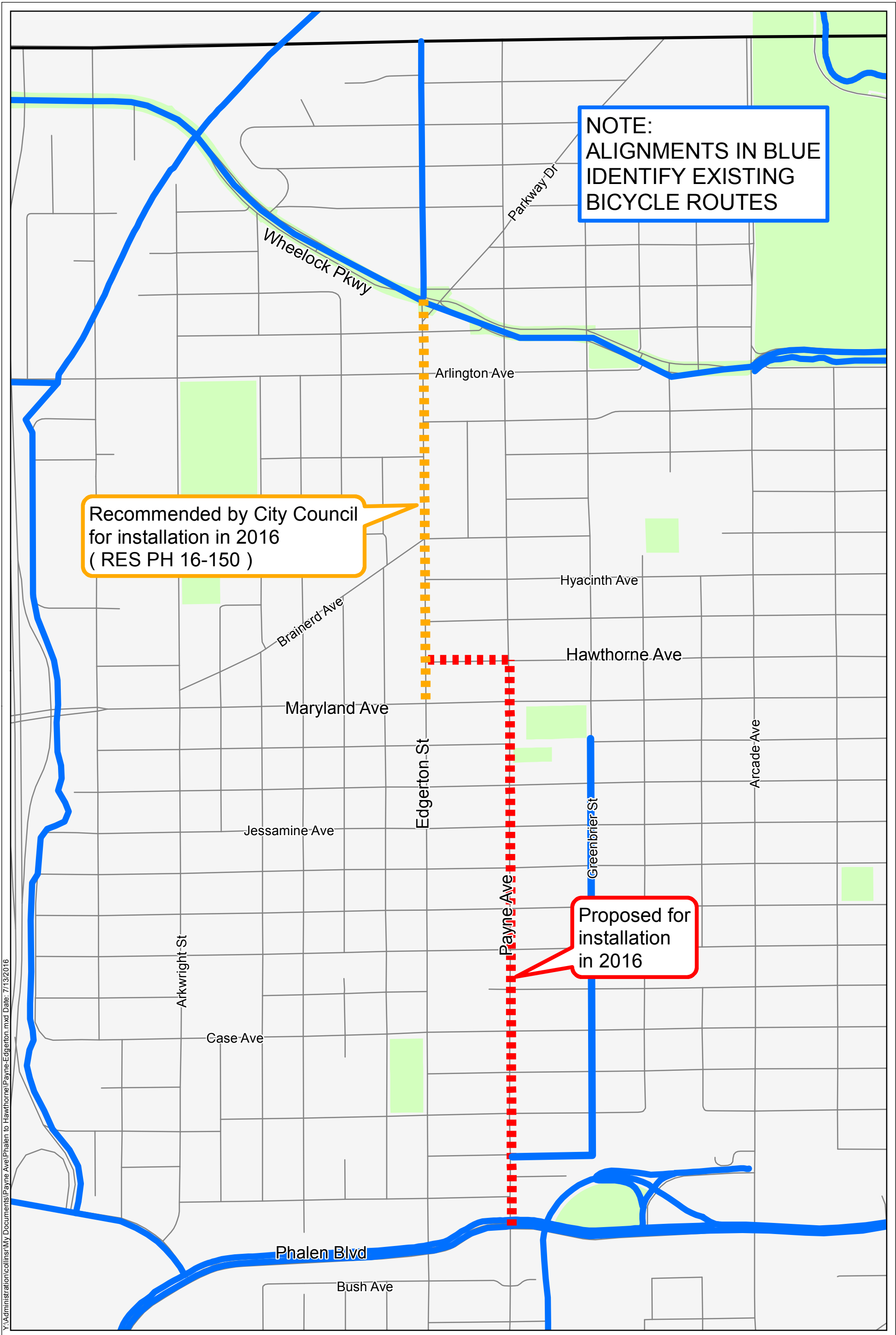
1. Proposed Payne Avenue Cross Section
2. Proposed Route Map

Payne Avenue: Phalen to Hawthorne Existing

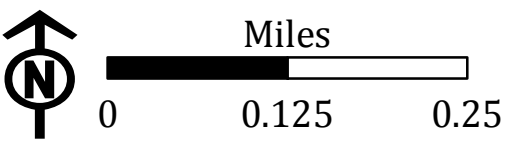


Payne Avenue: Phalen to Hawthorne With Bicycle Lanes





Y:\Administration\collins\My Documents\Payne Ave\Phalen to Hawthorne\Payne-Edgerton.mxd Date: 7/13/2016



**Payne Avenue & Hawthorne Avenue
Proposed Improvements**