

LEXINGTON PARKWAY BIKEWAY PROJECT SUMMARY OF ENGINEERING RECOMMENDATIONS

Lexington Parkway Bikeway

Report prepared: 4/12/2018

Open House 1: 1/25/2018

Open House 2: 4/3/2018

Public Hearing: 5/2/2018

PROJECT

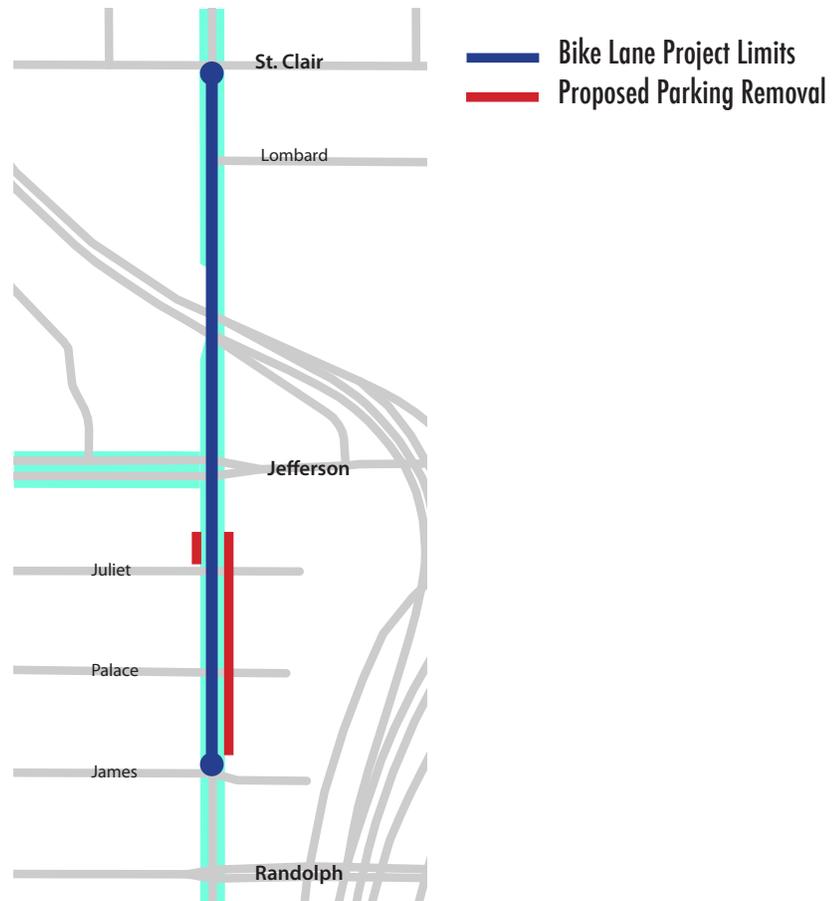
Implementation of bicycle lanes on Lexington Parkway from James Avenue to St. Clair Avenue.

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 Lexington Parkway, and make purposeful connections to existing nearby bikeways, improving the bicycling environment as it relates to safety, comfort, and connectivity.

Figure 1: Project Map



I. INITIATING ACTION

Ramsey County Public Works is planning a mill and overlay of Lexington Parkway between James Avenue and University Avenue in 2018. To take advantage of the efficiencies associated with implementing bicycle facilities with existing maintenance projects, Public Works is proposing to implement bicycle lanes on Lexington Parkway from James Avenue to St. Clair Avenue as a component of the scheduled mill and overlay project. These proposed facilities are consistent with the intent of the Saint Paul Bicycle Plan.

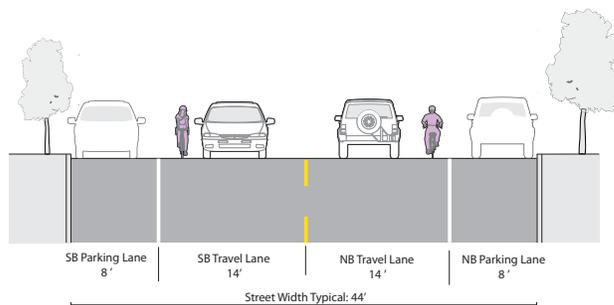
II. EXISTING CONDITIONS

Lexington Parkway between James Avenue and St. Clair Avenue is classified as a B-Minor Arterial and a County State Aid Highway (CSAH 51). AADT within the project limits ranges from 11,850 to 12,792 vehicles per day. 85th percentile speeds of 33-36 MPH northbound, and 36-37 MPH southbound were recorded within the project limits. The posted speed limit is 30 mph. Manual count data estimates September weekday bicycle trips ranging between 32 and 41 trips per day, and September weekday pedestrian trips ranging from 105 to 182 trips per day within project limits. There are no existing bike facilities installed within the projects limits. The Saint Paul Bicycle Plan identifies "in-street separated (bicycle) lanes between James Avenue and Jefferson Avenue as the recommended facility type. In-street separated lanes are installed on Lexington south of the project limits between West 7th Street and James Avenue.

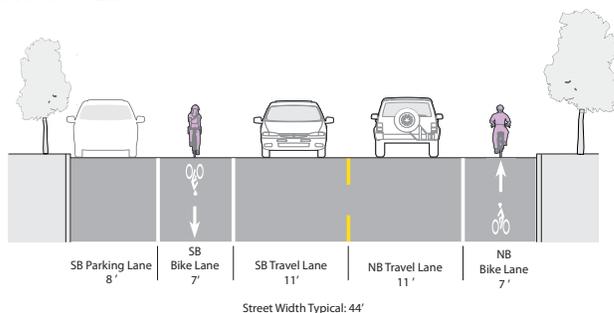
III. PROPOSED IMPROVEMENTS

Lexington Parkway: James Avenue to Juliet Avenue

EXISTING



PROPOSED

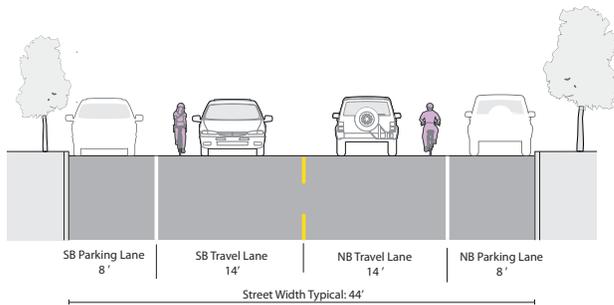


Elements proposed for implementation are:

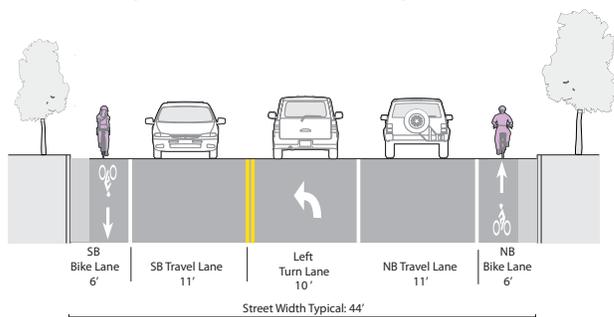
- Restriping the roadway to add 7' (NB and SB) bicycle lanes
- Narrowing of existing vehicular travel lanes to 11'
- Installation of bike lane pavement markings and signage
- Removal of on-street parking on the east side of Lexington Parkway between James Avenue and Juliet Avenue

Lexington Parkway: Juliet Avenue to Jefferson Avenue

EXISTING (SOUTH END OF BLOCK)



PROPOSED (NORTH END OF BLOCK)

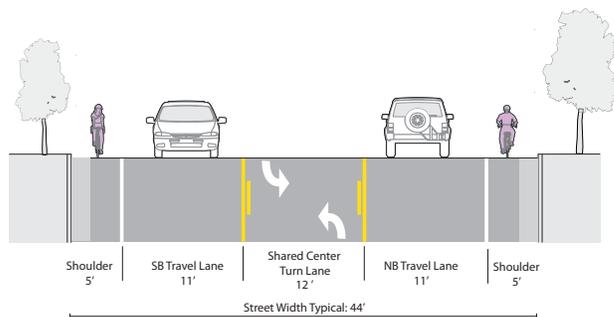


Elements proposed for implementation are:

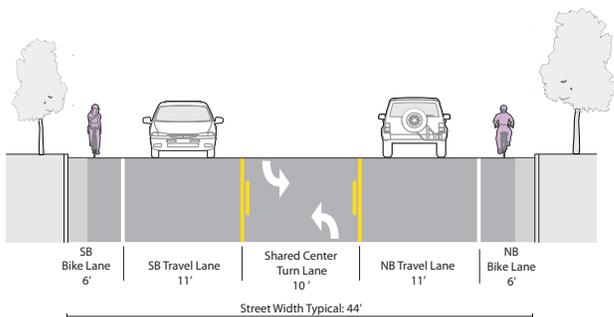
- Restriping the roadway to add 6' - 7' (NB and SB) bicycle lanes
- Narrowing of existing vehicular travel lanes to 11'
- Installation of bike lane pavement markings and signage
- Removal of on-street parking on the east side and west side of Lexington Parkway between Juliet Avenue and Jefferson Avenue

Lexington Parkway: Jefferson Avenue to St. Clair Avenue

EXISTING



PROPOSED



Elements proposed for implementation are:

- Restriping the roadway to add 6' (NB and SB) bicycle lanes
- Narrowing of existing vehicular travel lanes to 11'
- Narrowing of existing shared center turn lane to 10'
- Installation of bike lane pavement markings and signage

Changes to On-street Parking

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

- The east side of Lexington Parkway between James Avenue and Juliet Avenue
- The east and west side of Lexington Parkway between Juliet Avenue and Jefferson Avenue

To capture demonstrative parking demand, Public works conducted twenty-one parking occupancy counts at representative time periods along Lexington Parkway, and nine parking occupancy counts along intersecting side streets. Based on the data collected by Public Works, it is anticipated that remaining parking supply on the west side of Lexington Parkway following the implementation of bicycle lanes will be sufficient to meet all observed demand. The parking occupancy data is attached in the **Appendix** of this document.

IV. ALTERNATIVES

Not pursuing bicycle facilities with the 2018 mill and overlay would not improve safety or comfort for people bicycling on Lexington Parkway, and would fail to connect to existing bicycle facilities on Lexington Parkway and St. Clair Avenue.

Parking removal is proposed for the east side of Lexington Parkway between James Avenue and Juliet Avenue. Removing parking from the west side of Lexington Parkway instead of the east side was examined, but was ultimately rejected as a result of the following data-driven findings:

- a) There is more estimated parking capacity on the west side of Lexington Parkway between James Avenue and Juliet Avenue
 - (15 spaces on the west side of the street, and 9 spaces on the east side)
- b) There is more parking utilization on the west side of Lexington Parkway between James Avenue and Juliet Avenue
 - (Average of 2.9 vehicles parked west side of street, and 1.1 vehicles parked on the east side of street)
- c) With driveways present only on the east side of Lexington Parkway between James and Juliet avenues, removing parking on the east side of the street improves visibility of the bike and travel lanes for vehicles backing out of driveways

V. POSITIVE BENEFITS

This project will improve the safety of all users of the roadway. Providing dedicated bike lanes on Lexington Parkway 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 Lexington Parkway and St. Clair Avenue. 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 and make parking less convenient for stakeholders who regularly park on the east side of Lexington Parkway between James and Juliet avenues, or on either side Lexington Parkway between Juliet and Jefferson avenues.

VII. TIME SCHEDULE

It is anticipated that the bicycle improvements as proposed will be installed concurrent with the planned mill and overlay on Lexington Parkway, scheduled for summer 2018.

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 by Ramsey County.

I. ESTIMATED FINANCING

Signing and striping for bike lanes on Lexington Parkway will be funded by Ramsey County with funds from the gas tax and wheelage tax.

II. SOURCE OF ADDITIONAL INFORMATION

For additional information, please contact:

Luke Hanson, Transportation Planning and Safety Division
Email: Luke.Hanson@ci.stpaul.mn.us
Phone: 651-266-6146

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

Attached:

1. Lexington Parkway Parking Occupancy Study

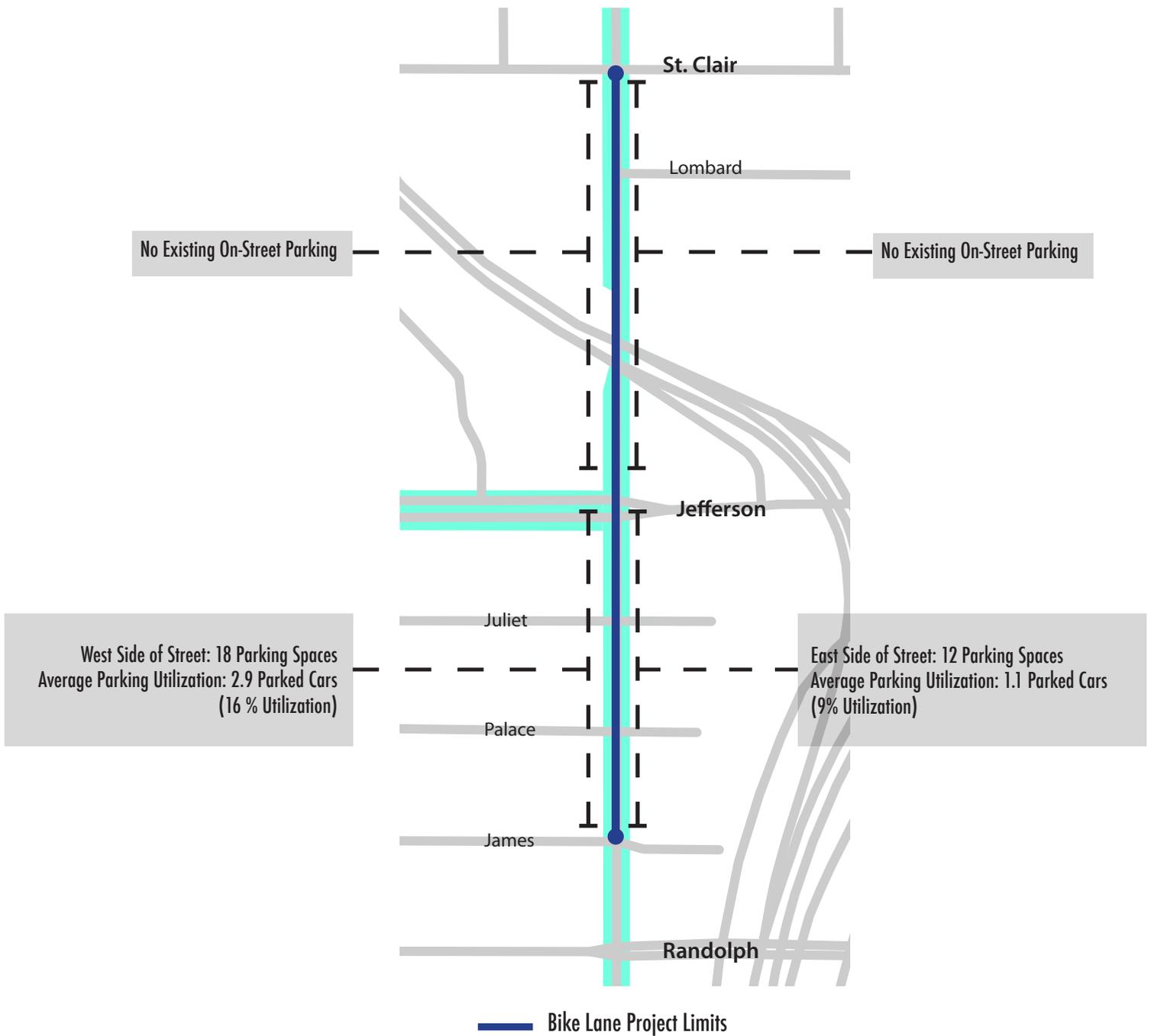
Lexington Pkwy Parking Count Summary

Parking Study Boundaries: James (south) to Jefferson (north)

Estimated Legal Parking Capacity: 30

Average Parking Utilization (21 Counts): 4 Parked Cars (13% Utilization)

Project Map:



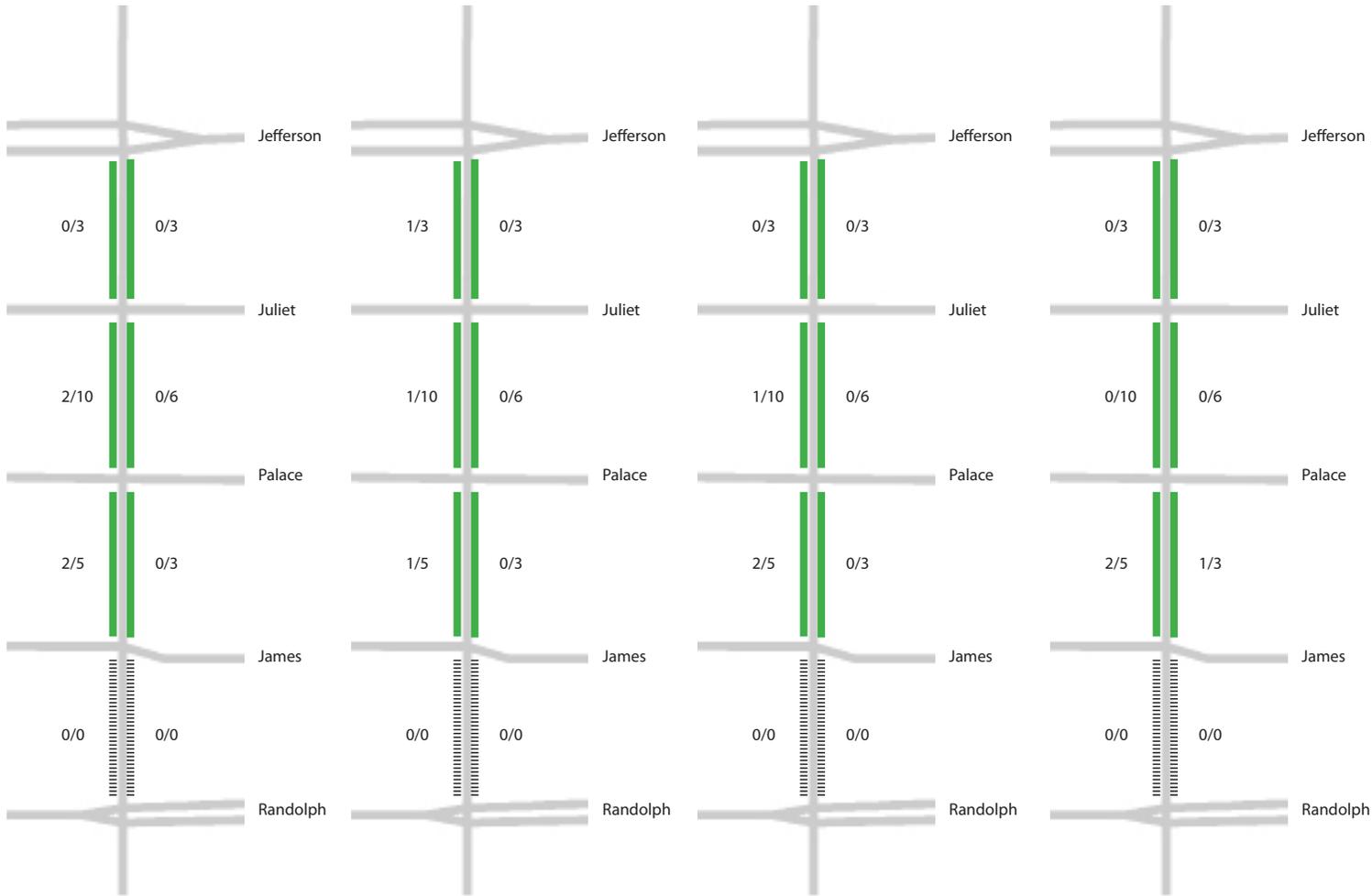
Lexington Parkway Parking Counts Weekday Early Morning (4 AM - 6 AM)

Date: Tuesday, June 2nd
Time Period: 4 AM - 6 AM

Date: Thursday, June 4th
Time Period: 4 AM - 6 AM

Date: Thursday, December 14th
Time Period: 4 AM - 6 AM

Date: Thursday, March 22nd
Time Period: 4 AM - 6 AM



Legend

- Observed Parking Utilization
- Signed "No Parking"
 - 0 - 49%
 - 50 - 74%
 - 75 - 100+%

Example: 8/11 =
Observed Parked Cars /
Estimated Legal Parking Capacity

(Observed parking utilization may
exceed estimated legal capacity)

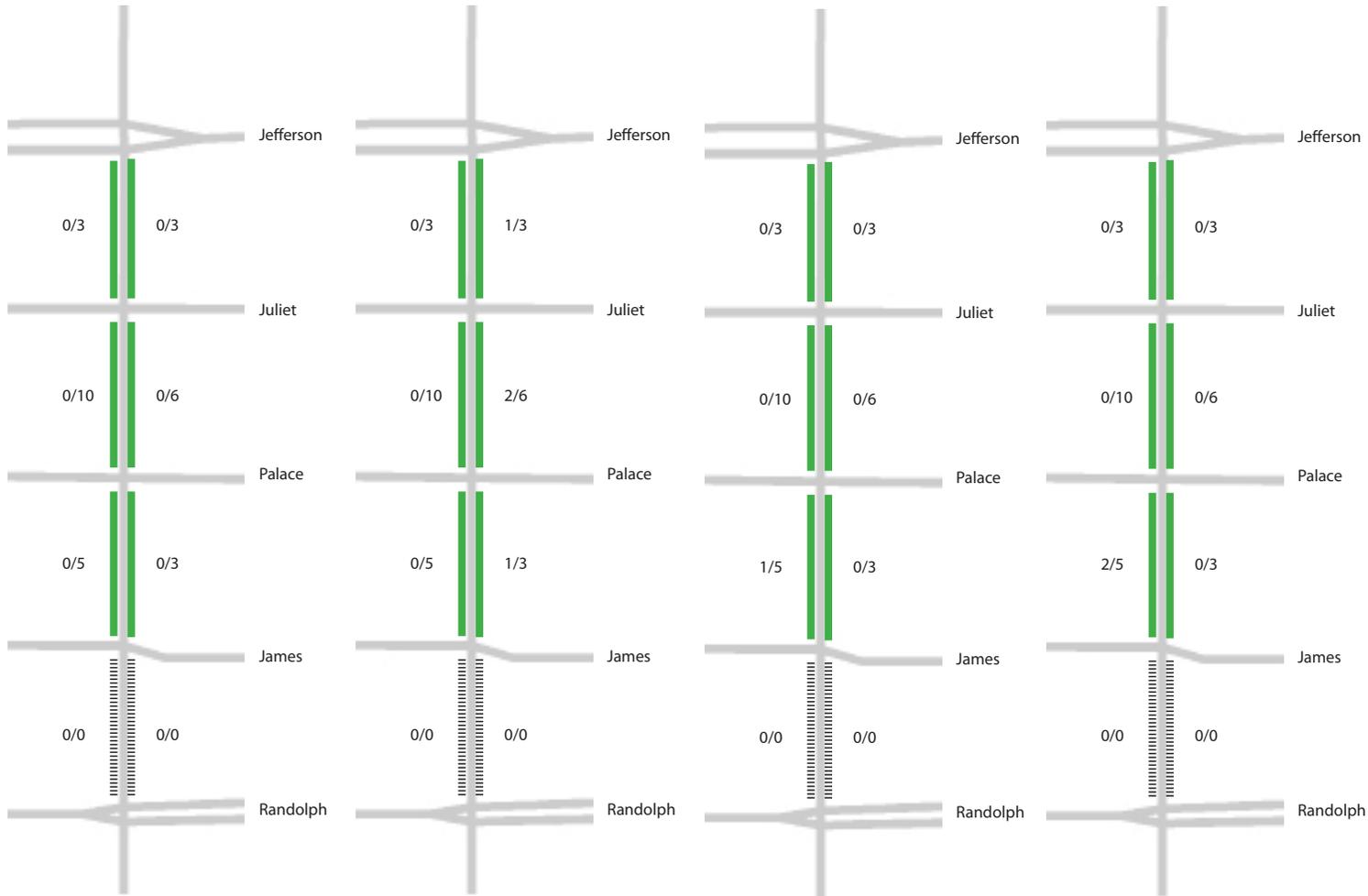
Lexington Parkway Parking Counts Weekday Midday (11 AM - 1 PM)

Date: Wednesday, June 3rd
Time Period: 11 AM - 1 PM

Date: Wednesday, June 10th
Time Period: 11 AM - 1 PM

Date: Wednesday, November 15th
Time Period: 11 AM - 1 PM

Date: Thursday, March 22nd
Time Period: 11 AM - 1 PM



Legend

Observed Parking Utilization

-  Signed "No Parking"
-  0 - 49%
-  50 - 74%
-  75 - 100+%

Example: 8/11 =

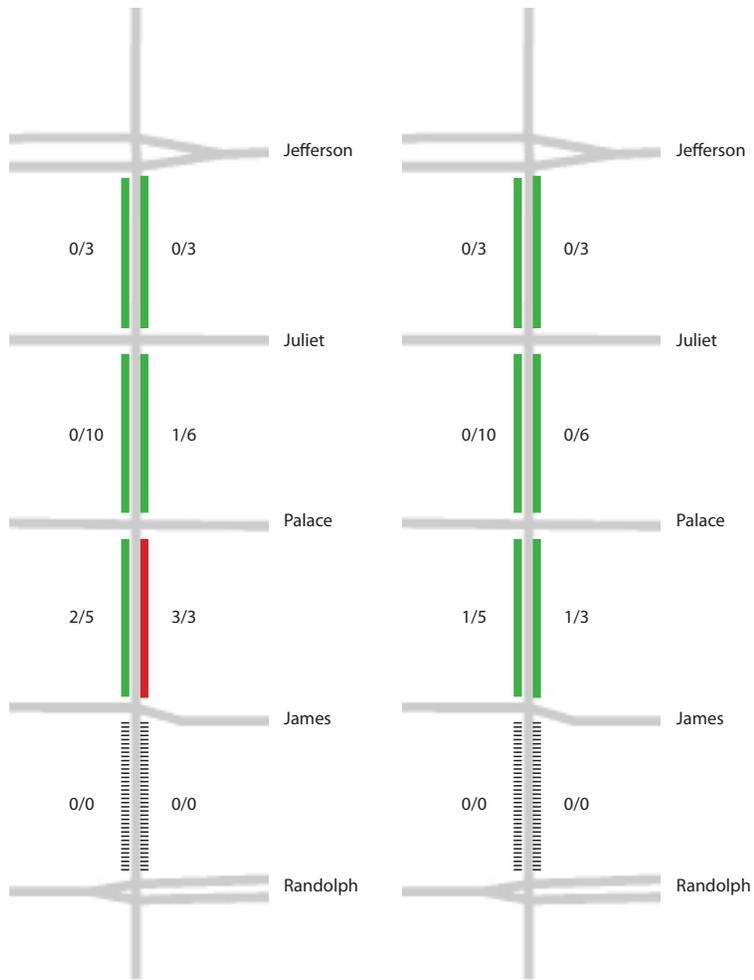
Observed Parked Cars /
Estimated Legal Parking Capacity

(Observed parking utilization may exceed estimated legal capacity)

Lexington Parkway Parking Counts Weekday Evening (Continued) (6 PM - 8 PM)

Date: Tuesday, March 27th
Time Period: 6 PM - 8 PM

Date: Thursday, December 14th
Time Period: 6 PM - 8 PM



Legend

- Observed Parking Utilization
- Signed "No Parking"
 - 0 - 49%
 - 50 - 74%
 - 75 - 100+%

Example: 8/11 =
Observed Parked Cars /
Estimated Legal Parking Capacity

(Observed parking utilization may
exceed estimated legal capacity)

Lexington Parkway Parking Counts

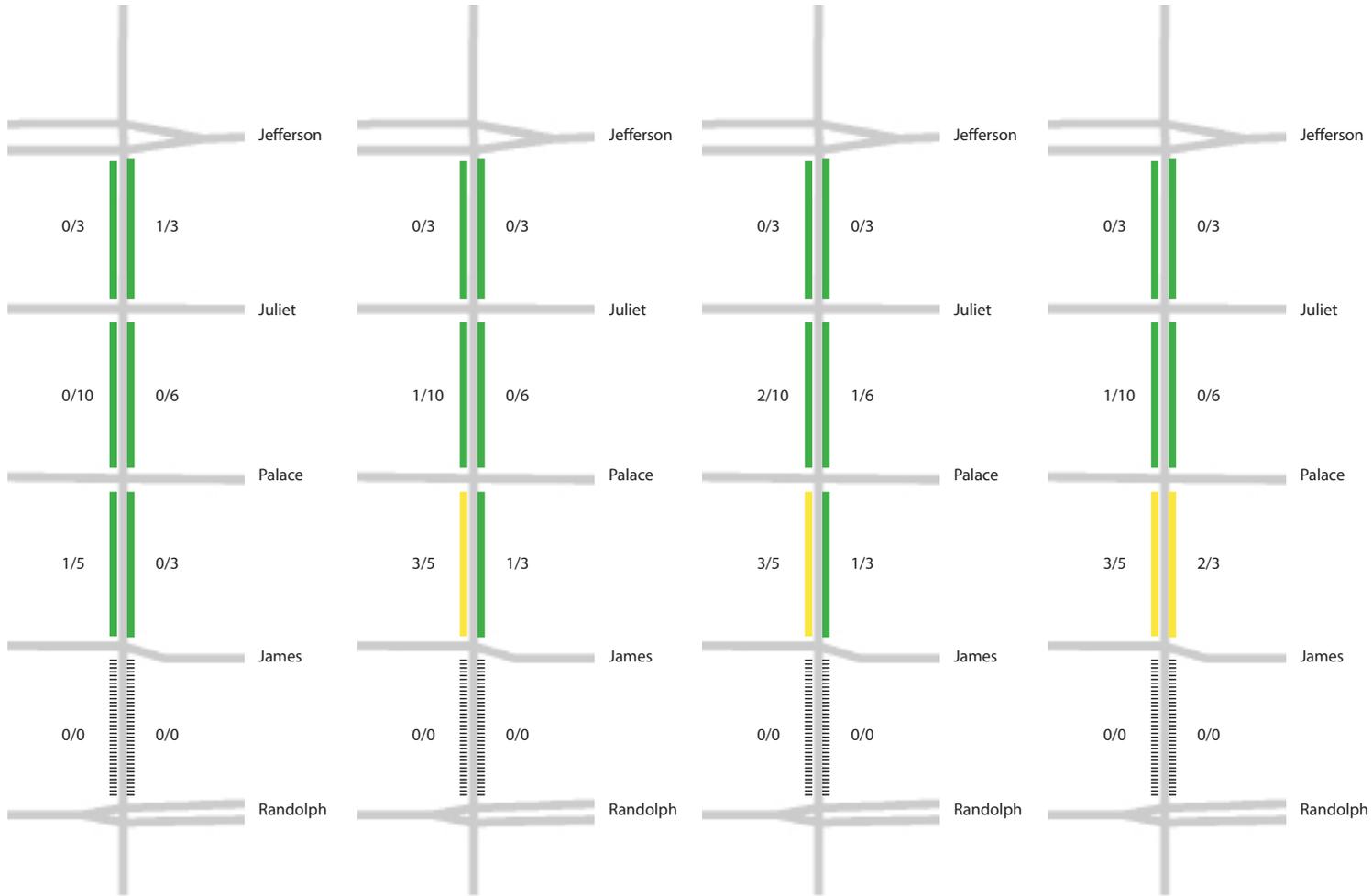
Saturday Midday (11 AM - 1 PM)

Date: Saturday, June 6th
Time Period: 11 AM - 1 PM

Date: Saturday, June 13th
Time Period: 11 AM - 1 PM

Date: Saturday, December 2nd
Time Period: 11 AM - 1 PM

Date: Saturday, March 17th
Time Period: 11 AM - 1 PM



Legend

Observed Parking Utilization

- Signed "No Parking"
- 0 - 49%
- 50 - 74%
- 75 - 100+%

Example: 8/11 =
Observed Parked Cars /
Estimated Legal Parking Capacity

(Observed parking utilization may exceed estimated legal capacity)

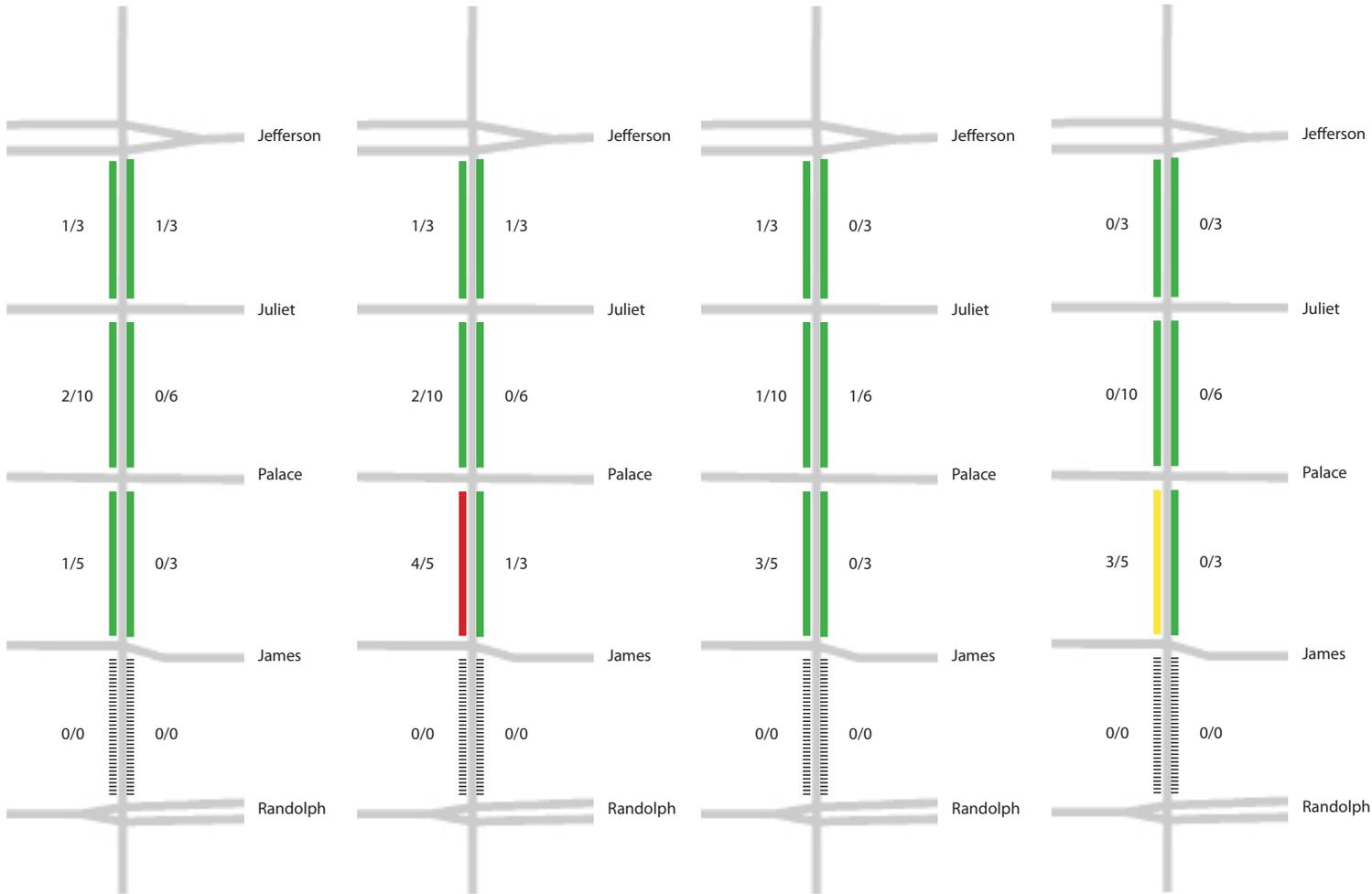
Lexington Parkway Parking Counts Saturday Evening (6 PM - 8 PM)

Date: Saturday, June 6th
Time Period: 6 PM - 8 PM

Date: Saturday, June 13th
Time Period: 6 PM - 8 PM

Date: Saturday, December 2nd
Time Period: 6 PM - 8 PM

Date: Saturday, March 24th
Time Period: 6 PM - 8 PM



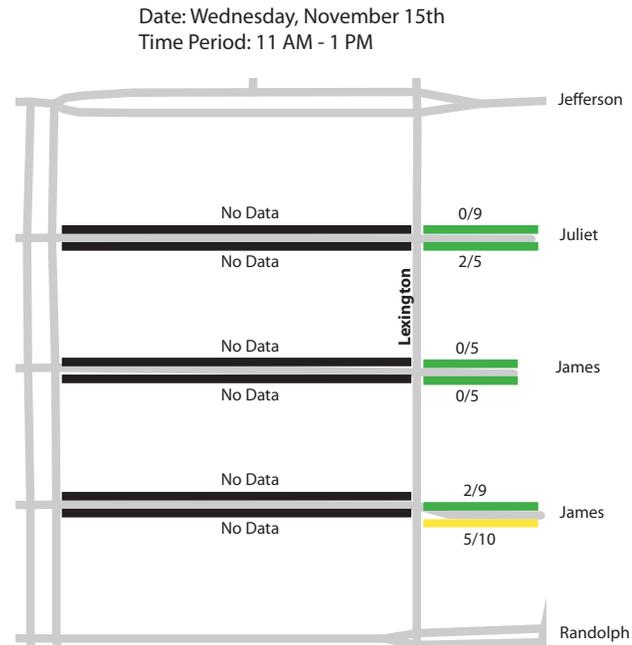
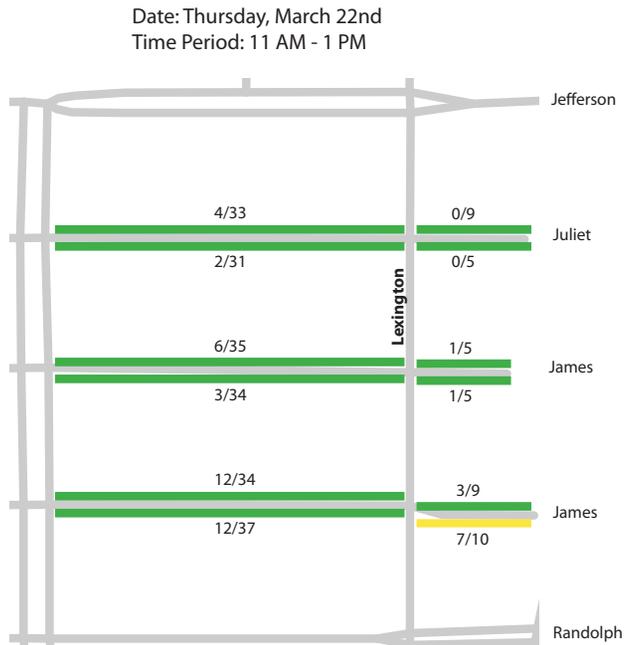
Legend

- Observed Parking Utilization
- ▤ Signed "No Parking"
 - █ 0 - 49%
 - █ 50 - 74%
 - █ 75 - 100+%

Example: 8/11 =
Observed Parked Cars /
Estimated Legal Parking Capacity

(Observed parking utilization may exceed estimated legal capacity)

Lexington Parkway Parking Counts: Side Streets Weekday Midday (11 AM - 1 PM)



Legend

- Observed Parking Utilization
- ▣ Signed "No Parking"
 - ▣ 0 - 49%
 - ▣ 50 - 74%
 - ▣ 75 - 100+%

Example: 8/11 =
Observed Parked Cars /
Estimated Legal Parking Capacity

(Observed parking utilization may
exceed estimated legal capacity)

Lexington Parkway Parking Counts: Side Streets Weekday Evening (6 PM - 8 PM)

Date: Thursday, December 14th
Time Period: 6 PM - 8 PM



Date: Tuesday, March 27th
Time Period: 6 PM - 8 PM



Date: Thursday, March 29th
Time Period: 6 PM - 8 PM



Legend

Observed Parking Utilization

- |||||| Signed "No Parking"
- 0 - 49%
- 50 - 74%
- 75 - 100+%

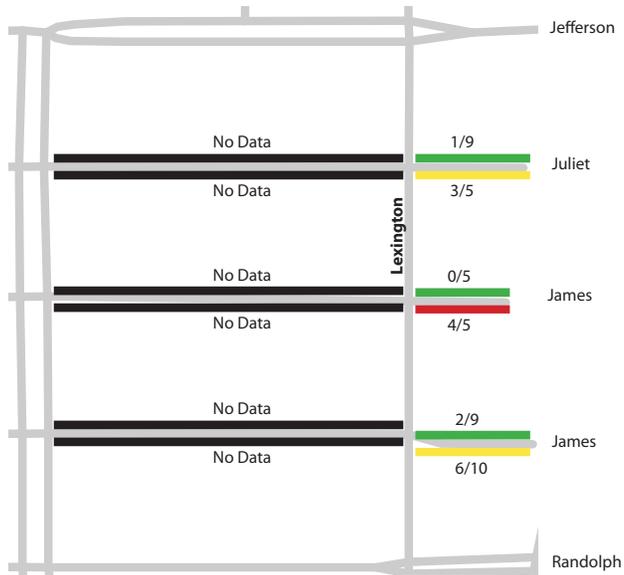
Example: 8/11 =

Observed Parked Cars /
Estimated Legal Parking Capacity

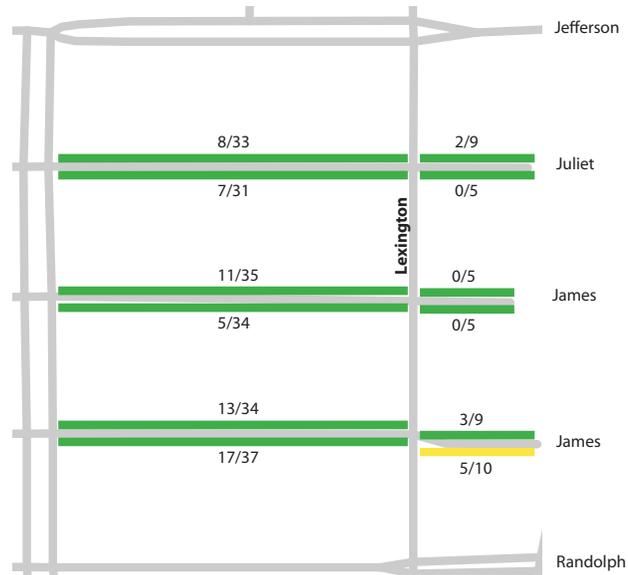
(Observed parking utilization may
exceed estimated legal capacity)

Lexington Parkway Parking Counts: Side Streets Saturday Evening (6 PM - 8 PM)

Date: Saturday, December 2nd
Time Period: 6 PM - 8 PM



Date: Saturday, March 24th
Time Period: 6 PM - 8 PM



Legend

- Observed Parking Utilization
- ▬ Signed "No Parking"
 - ▬ 0 - 49%
 - ▬ 50 - 74%
 - ▬ 75 - 100+%

Example: 8/11 =

Observed Parked Cars /
Estimated Legal Parking Capacity

(Observed parking utilization may
exceed estimated legal capacity)