

LEXINGTON PARKWAY PROJECT SUMMARY OF ENGINEERING RECOMMENDATIONS

Lexington Parkway Bicycle Lanes

Report Prepared: 6/1/2015

Open House: 4/28/15

Public Hearing: 6/17/2015

PROJECT

Implementation of bicycle lanes on Lexington Parkway from Nettleton Avenue to West 7th Street.

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 on Lexington Parkway between Nettleton Avenue and West 7th Street, improving the bicycling environment as it relates to safety, accessibility, and connectivity.

I. INITIATING ACTION

Ramsey County is planning a mill and overlay of Lexington Parkway between Randolph and Pleasant Avenues in the summer of 2015. To take advantage of the efficiencies associated with implementing bicycle facilities with existing maintenance projects, Saint Paul Public Works is proposing that Ramsey County implement bicycle lanes on Lexington Parkway as a component of their scheduled mill and overlay project.

The Saint Paul Bicycle Plan recommends “in-street separated lanes” on Lexington Parkway between Jefferson Avenue and West 7th Street. Saint Paul Department of Public Works is proposing that Ramsey County implement the recommendations identified in the Bicycle Plan on Lexington Parkway from Nettleton Avenue to West 7th Street.

Chapter 9 of the Bicycle Plan identifies incorporating bicycle facilities into larger construction or maintenance projects as the most fiscally efficient way to implement bicycle facilities, and makes the recommendation to “incorporate implementation of bikeways with routine maintenance projects whenever possible.” Incorporating bicycle facilities into Ramsey County’s mill and overlay of Lexington will leverage a low-cost, high-benefit improvement, and maximize cost effectiveness through efficiencies.

To better facilitate connectivity, safety, and usage along Lexington Parkway, bicycle lanes are proposed beyond the limits of the County’s mill and overlay to connect to existing bicycle facilities on Montreal Avenue. To finance this expansion, funds will be allocated from the city’s 8 to 80 Vitality Fund, a funding source established in 2014 that aims to “create city infrastructure, streets, and public spaces that function for residents ages 8 to 80.”

II. PROPOSED IMPROVEMENTS

Lexington Parkway between Randolph Avenue and Montreal Avenue / West 7th Street is classified as an urban minor arterial roadway and a County State Aid Highway (CSAH-51). The ADT on the roadway ranges from 5100 to 7400 vehicles per day, and 85th percentile speeds between 37 mph and 40 mph were recorded (2013 & 2014 data). The posted speed limit is 30 mph. The Saint Paul Bicycle Plan identifies this segment of Lexington as a component of the planned bicycle network, and identifies “in-street separated lanes” as the recommended facility type.

Elements proposed for implementation are:

- Restriping the roadway to add 5' bicycle lanes
- Narrowing of existing vehicular travel lanes from 12' to 11'
- Installation of directional and destination signage
- Removal of on-street parking on the west side of Lexington between Nettleton and Albion Avenues, and removal of parking on the east side of Lexington between Albion and West 7th Street

III. ALTERNATIVES

Ramsey County's planned mill and overlay extends from Randolph Avenue to Pleasant Avenue. Implementing bicycle facilities exclusively within those project boundaries was considered, but was ultimately rejected due to the lack of connectivity to other bikeways. To better connect to existing bikeways, extending in-street separated lanes south beyond the mill and overlay project boundaries to Montreal Avenue is proposed. Similar connectivity issues exist at Randolph Avenue on the northern project boundaries, but due to uncertainty around the final configuration of the intersection at Randolph and Lexington, bicycle lanes will not extend north of Nettleton Avenue.

Removing parking from the east side of Lexington Parkway instead of the west side between Nettleton and Albion was examined as an alternative, but was rejected due to the absence of continuous sidewalks and lower observed parking demand. Between Albion and West 7th Street, removing parking on the west side of Lexington instead of the east side was considered, but was ruled out to maintain parking in front of the residences on Lexington.

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 strongly 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 Lexington Parkway while allowing for important connections to West 7th Street, existing bicycle facilities on Montreal Avenue, and a future connection to bicycle facilities on Jefferson Avenue. As one of few streets to successfully navigate the bluff and provide direct north-south connectivity, Lexington Parkway is a critical link for facilitating bicycle, pedestrian, and vehicular access across the area's challenging topography. When paired with existing and planned bicycle facilities nearby, 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.

While the posted speed limit on this segment of Lexington Parkway is 30 MPH, speed studies performed within the project limits recorded 85th percentile speeds between 37 and 40 mph. Narrowing vehicular travel lane widths as proposed in this project will encourage slower speeds, fostering a safer and more accessible roadway for all users. With high 85th percentile speeds and ADT between 5,100 to 7,400, in-street separated lanes will substantially increase the safety of people using bicycles by separating them from vehicular traffic.

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. Ramsey County is estimating a construction period of ten days.

To accommodate the installation of dedicated bicycle lanes, existing on-street parking must be removed on the west side of Lexington between Nettleton Avenue and Albion Avenue, and on the east side of Lexington between Albion Avenue and West 7th Street. The removal of parking lanes is required to meet minimum state aid standards for bicycle and travel lane widths.

To capture demonstrative parking demand, Public works conducted 8 parking occupancy counts at representative time periods along Lexington Parkway (weekday early morning, midday, evening, and Saturday midday and evening). Existing legal parking capacity on Lexington between Nettleton Avenue and West 7th Street is estimated at 333 spaces, and capacity following the implementation of bicycle lanes is estimated to be 146 spaces. The highest observed parking utilization measured 30-parked vehicles (Saturday evening, 6- 8 pm), with a mean parking utilization of 12.1 vehicles across the 8 counting periods. It is anticipated that parking supply following the implementation of bicycle lanes is sufficient to meet existing demand. The parking occupancy data is presented for review in the **Appendix** attached to this document.

VI. TIME SCHEDULE

It is anticipated that the bicycle improvements as proposed will be installed concurrent with Ramsey County's planned mill and overlay on Lexington Parkway, scheduled for Summer 2015. This process is anticipated to last approximately ten days.

VII. COST ESTIMATE

Implementation of bicycle lanes and lane reconfiguration within the limits of Ramsey County's mill and overlay will incur little additional cost beyond the amount already budgeted by the County for resurfacing. Implementation outside of the mill and overlay limits will be funded using 8 to 80 funds.

VIII. SOURCE OF ADDITIONAL INFORMATION

For additional information, please contact:

Paul St. Martin, Assistant City Engineer
Email: paul.st.martin@ci.stpaul.mn.us

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.

APPENDIX

Attached:

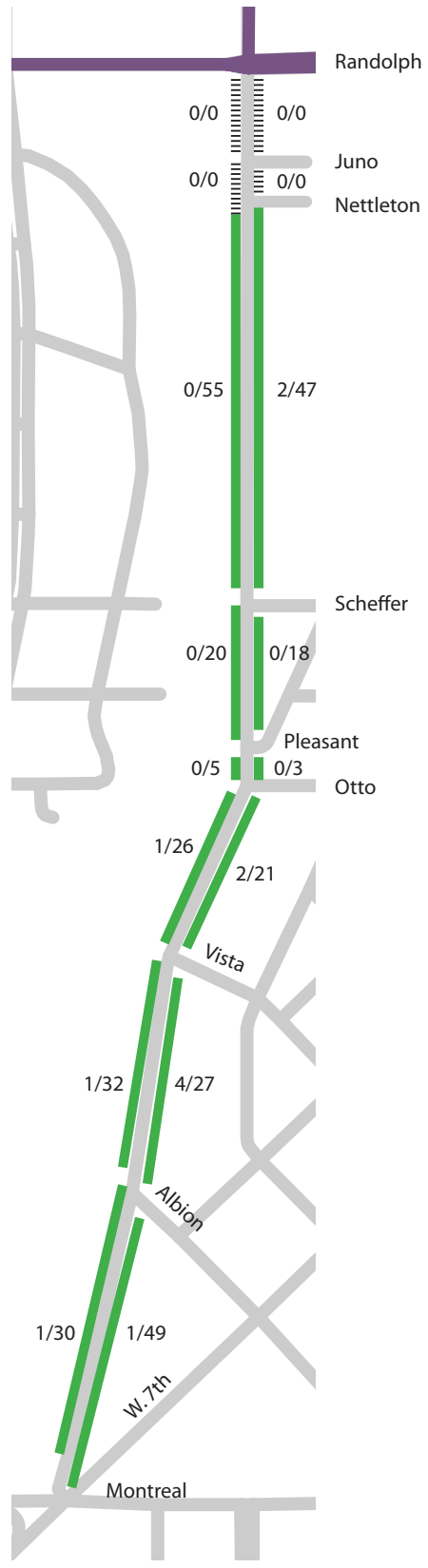
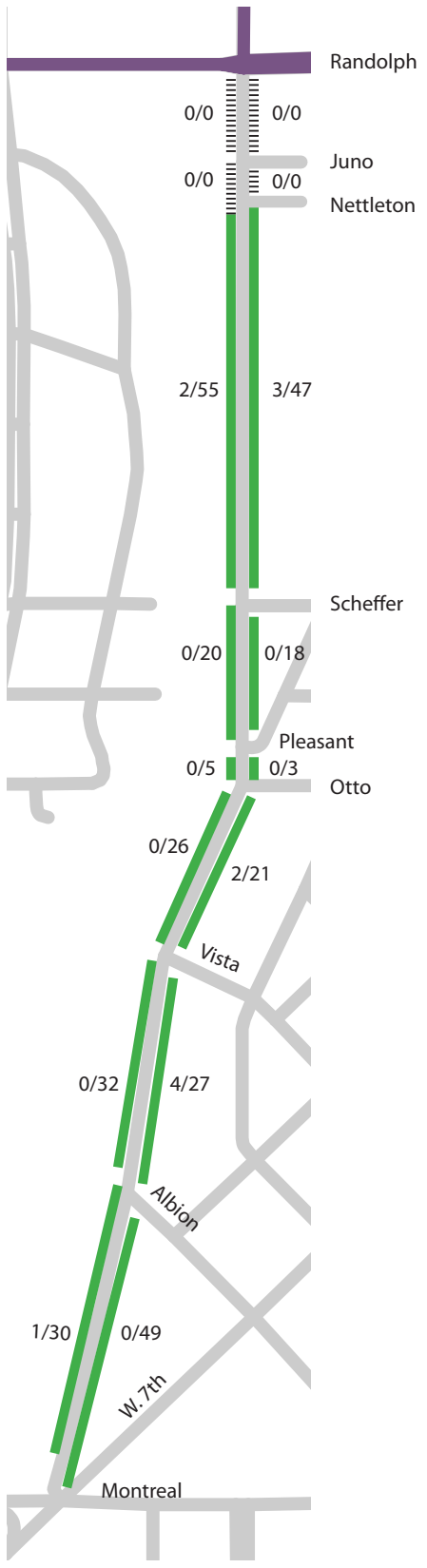
Lexington Parkway Parking Occupancy Count Results

Lexington Parkway Parking Counts

Weekday early morning (4 AM - 6 AM)

Date: Tuesday, March 24th
Time Period: 4AM - 6 AM

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

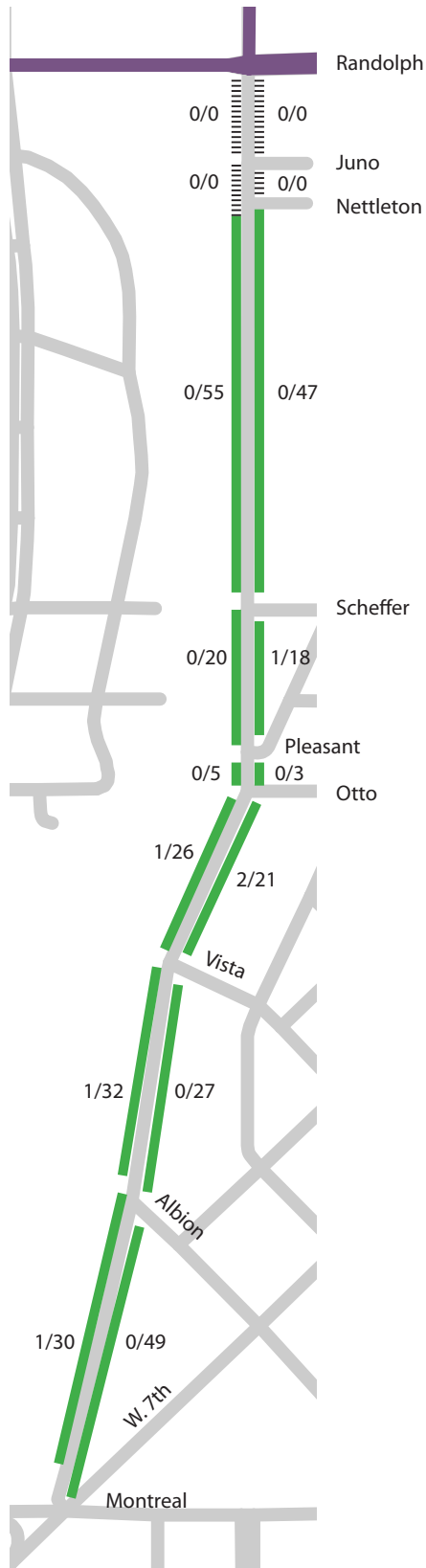
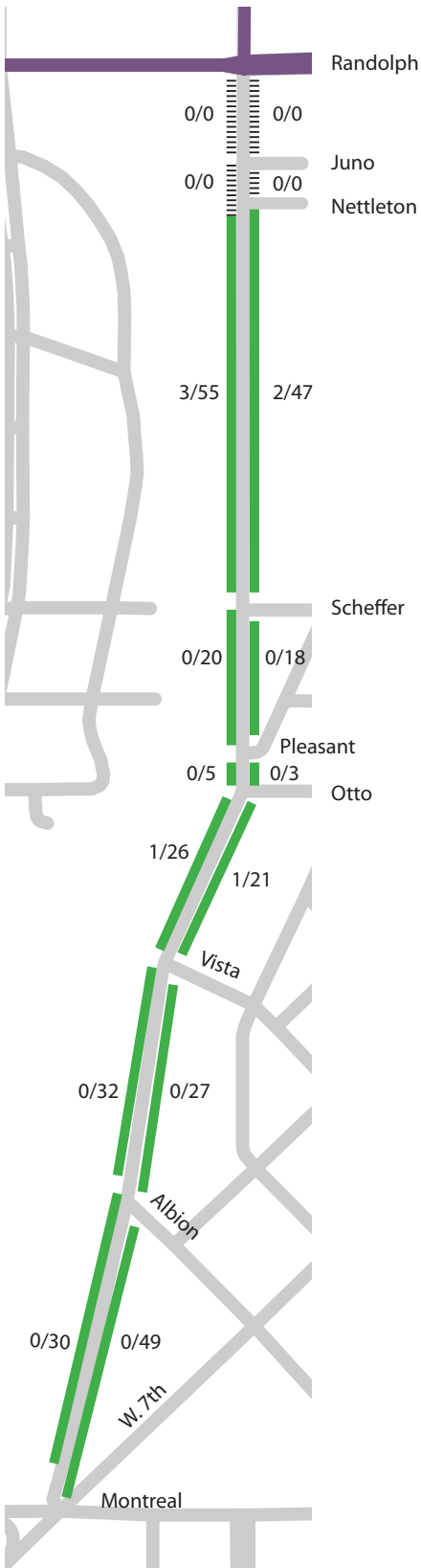
(Observed parking utilization may exceed estimated legal capacity)

Lexington Parkway Parking Counts

Weekday Midday (11 AM - 1 PM)

Date: Tuesday, March 24th
Time Period: 11 AM - 1 PM

Date: Tuesday, March 31st
Time Period: 11 AM - 1 PM



Legend

Observed Parking Utilization

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

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

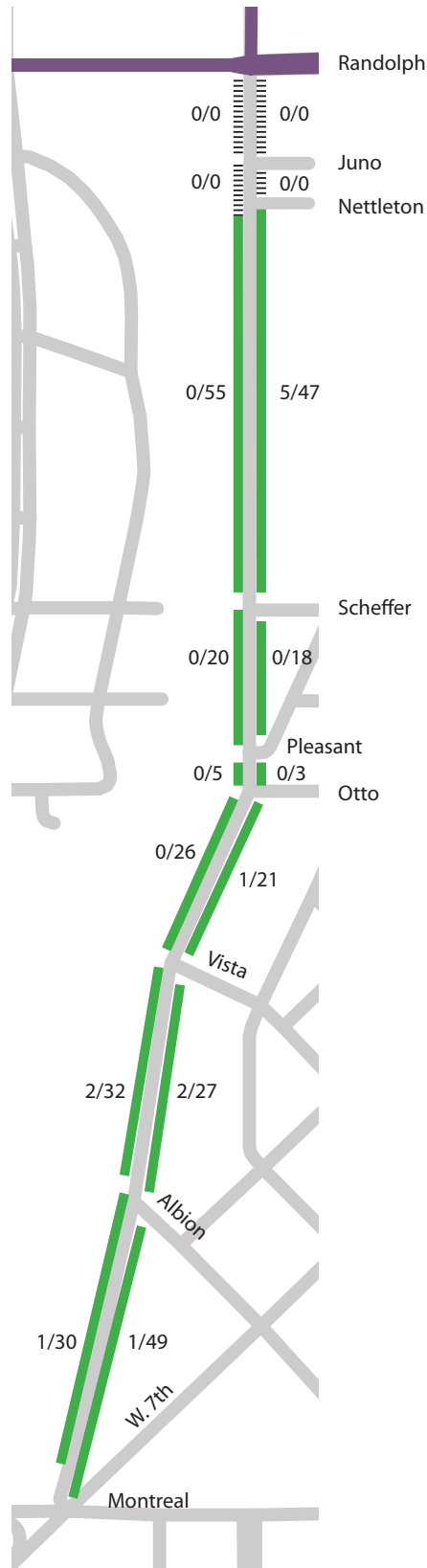
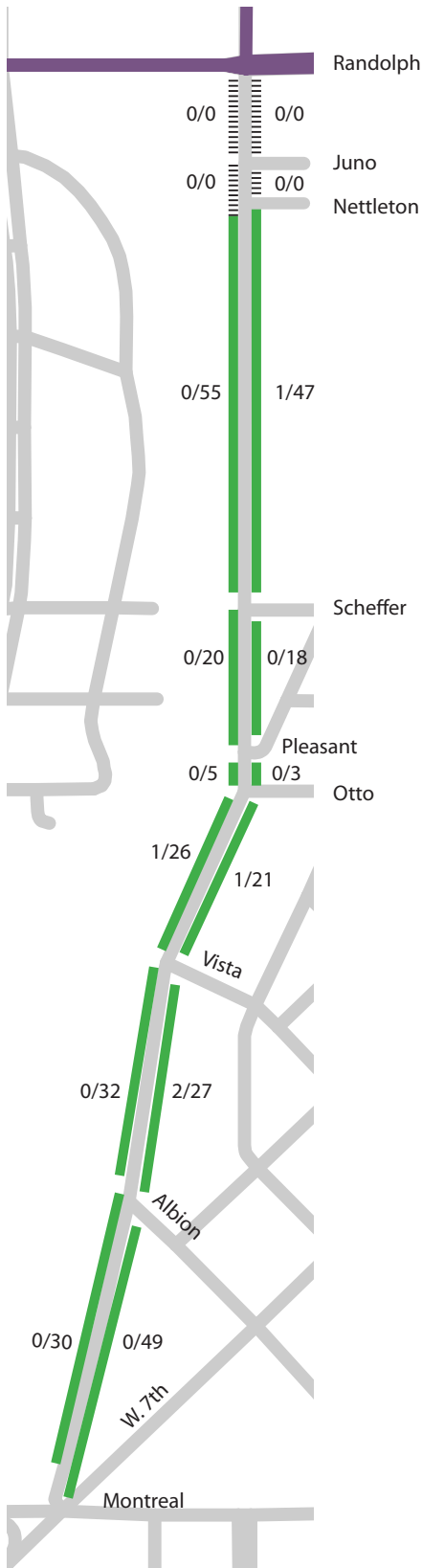
(Observed parking utilization may exceed estimated legal capacity)

Lexington Parkway Parking Counts

Weekday Evening (6 PM - 8 PM)





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

Date: Wednesday, April 1st
Time Period: 6 PM - 8 PM



Legend

Observed Parking Utilization

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

Example: 8/11 =

Observed Parked Cars /
Estimated Legal Parking Capacity

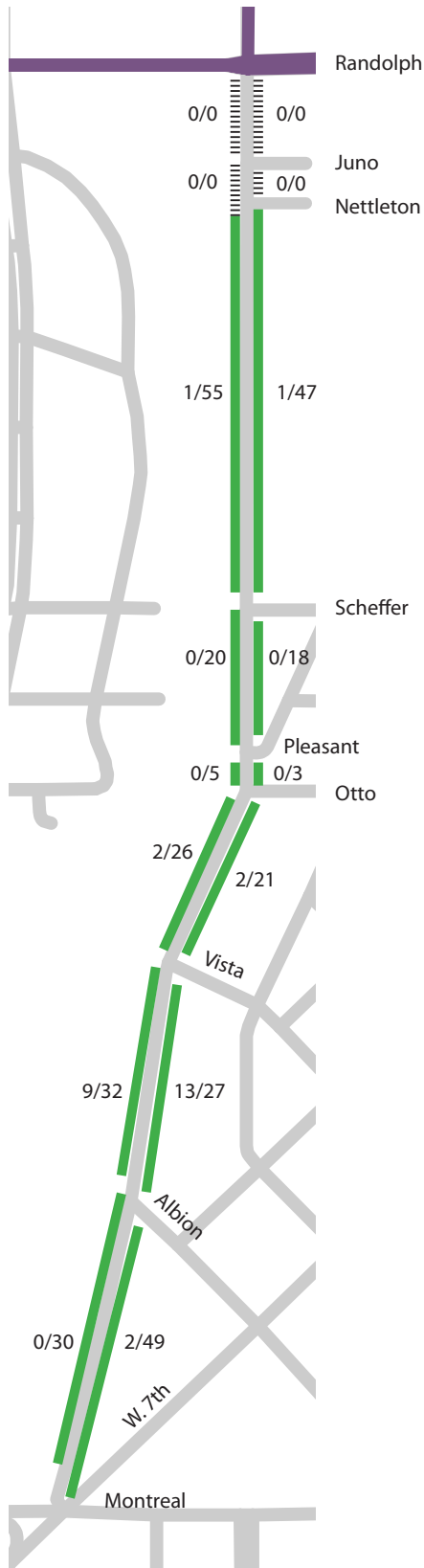
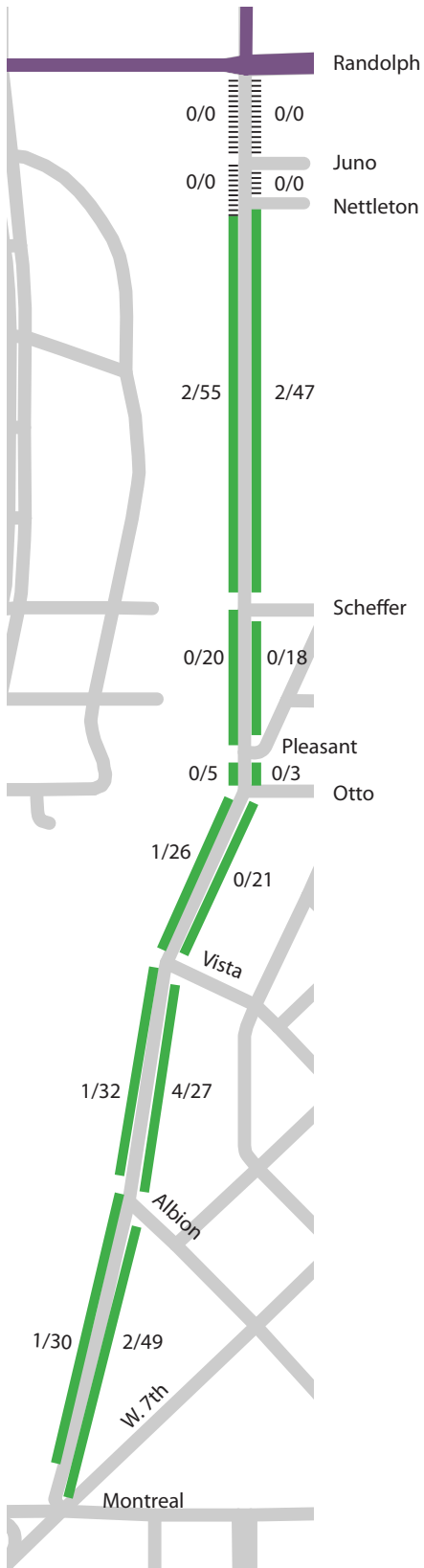
(Observed parking utilization may exceed estimated legal capacity)

Lexington Parkway Parking Counts

Saturday Midday (11 AM - 1 PM) & Evening (6 PM - 8 PM)

Date: Saturday, March 21st
Time Period: 11 AM - 1 PM

Date: Saturday, March 21st
Time Period: 6 PM - 8 PM



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)