

# HAMLIN AVENUE RESURFACING PROJECT SUMMARY OF ENGINEERING RECOMMENDATIONS

Hamline Avenue Resurfacing Project

Report prepared: 2/2/2020

Public Hearing: 3/3/2021

## 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.

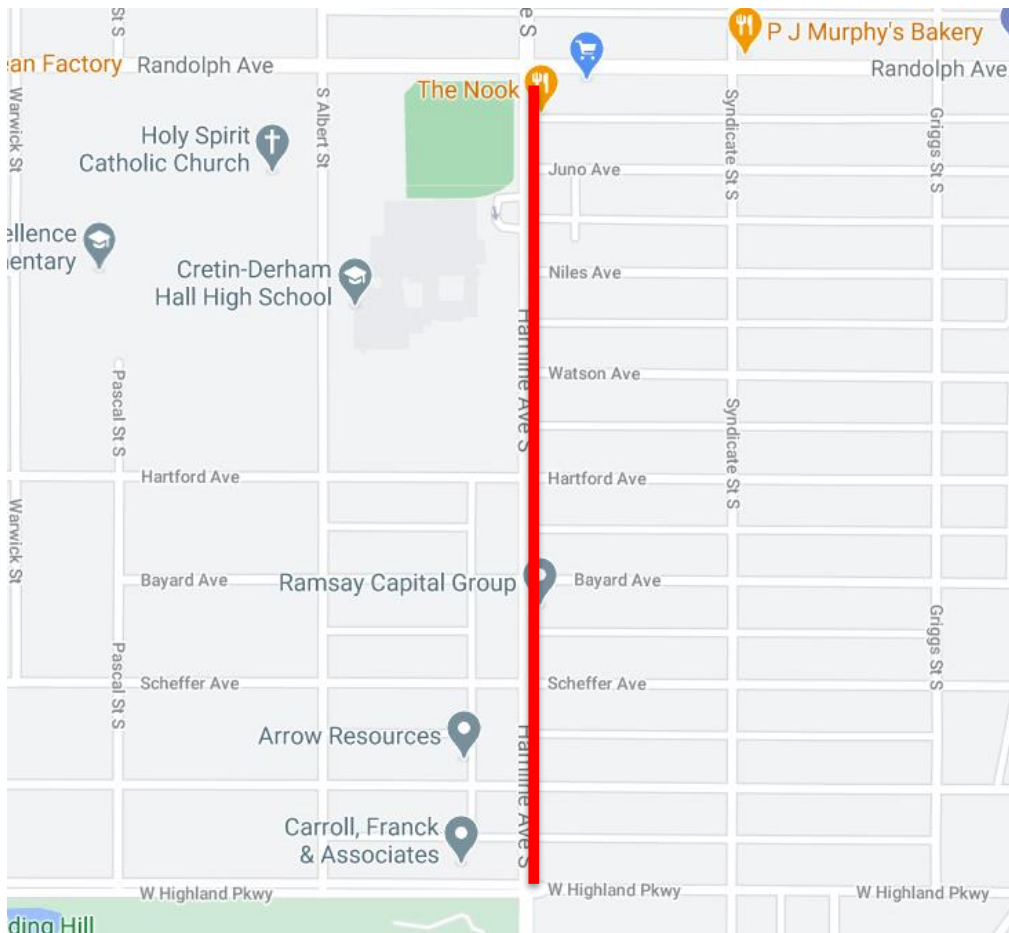


Figure 1: Project Map

## **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:

**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.

- 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.

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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### **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