LARPENTEUR AVENUE BIKEWAY PROJECT SUMMARY OF ENGINEERING RECOMMENDATIONS

Larpenteur Ave Bikeway

Report prepared: 4/12/2019

Project Open House: 4/3/2019
Public Hearing: 5/15/2019

PROJECT

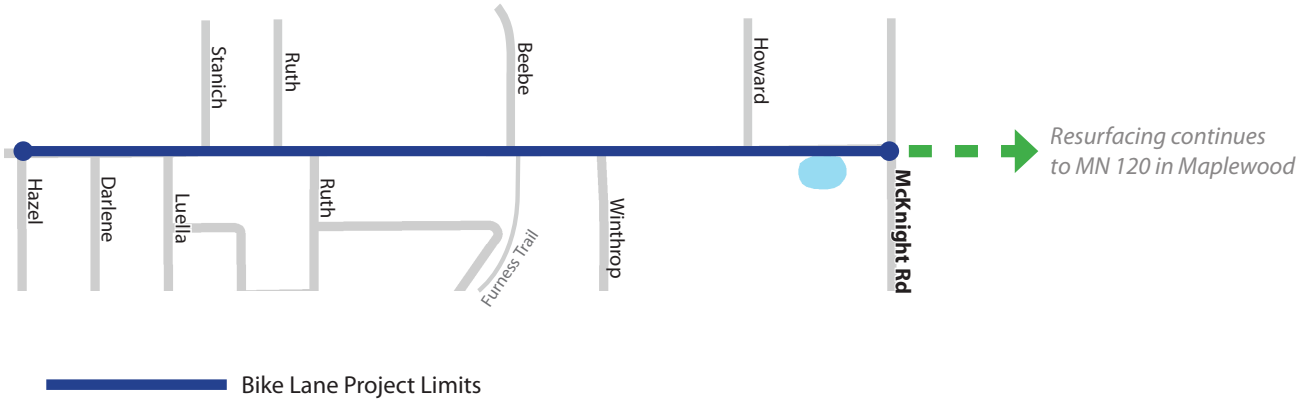
Resurfacing of Larpenteur Avenue between Hazel Street and Century Avenue (MN 120) and installation of bike lanes between Hazel Street and McKnight Road.

Improvements include milling and overlaying the roadway surface, upgrading curb ramps to meet ADA standards, and the installing dedicated bicycle lanes, pavement markings, signage, and other elements as described below.

PURPOSE

Ramsey County is planning to resurface Larpenteur Avenue between Hazel Street and Century Avenue (MN120) in 2019. The purpose of the project is to improve the pavement condition of the roadway and upgrade curb ramps to meet ADA standards. Bike Lanes will also be installed between Hazel Street and McKnight Road at the same time as the street resurfacing, improving the bicycling environment as it relates to safety, comfort, and connectivity.

Figure 1: Project Map



I. INITIATING ACTION

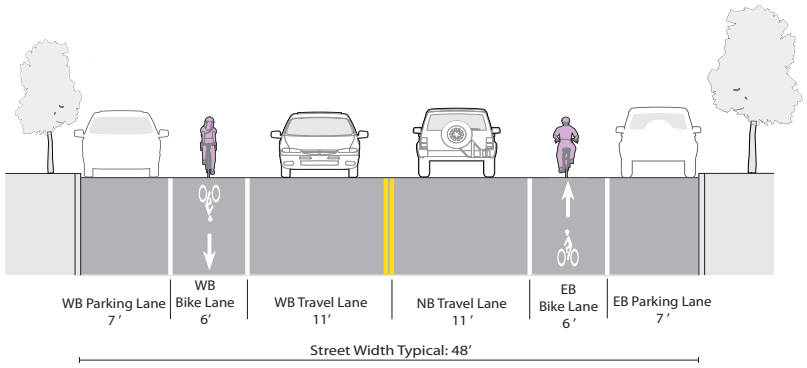
Ramsey County Public Works is planning to mill and overlay Larpenteur Avenue between Hazel Street and Century Avenue (MN 120) in 2019. To take advantage of the efficiencies associated with implementing bicycle facilities with existing maintenance projects, Public Works is proposing to implement bicycle lanes on Larpenteur Avenue from Beebe Road to McKnight Road as a component of the scheduled mill and overlay project. These proposed facilities are consistent with the recommendations of the Saint Paul Bicycle Plan.

II. EXISTING CONDITIONS

Larpenteur Avenue between Hazel Street and McKnight Road is classified as an A-Minor Arterial and is County State Aid Highway (CSAH 30). AADT within the project limits ranges from 8,345 to 9,675 vehicles per day. The posted speed limit is 30 mph. Speed studies and bicycle and pedestrian traffic data has not been collected within the project corridor. There are no existing bike facilities installed within the projects limits. The Saint Paul Bicycle Plan identifies “in-street separated (bicycle) lanes as the recommended facility type within project limits.

III. PROPOSED IMPROVEMENTS

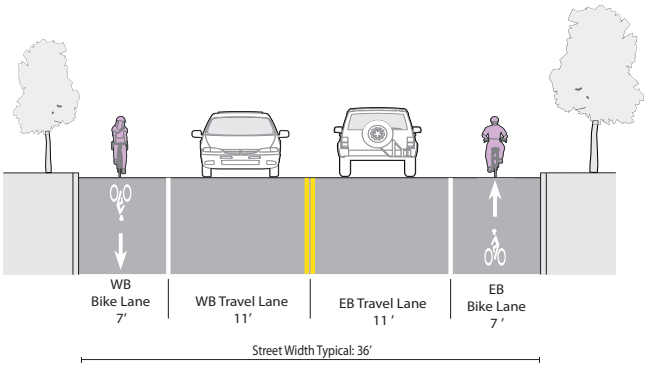
Larpenteur Avenue: Hazel Street to Beebe Road



Elements proposed for implementation are:

- Restriping the roadway to add 6’ (EB and) WB bicycle lanes
- Narrowing of existing vehicular travel lanes to 11’
- Installation of bike lane pavement markings and signage
- No changes to existing parking

Larpenteur Avenue: Beebe Road to McKnight Rd



Elements proposed for implementation are:

- Restriping the roadway to add 7' (EB and WB) 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 north and south sides of Larpentuer Avenue between Beebe Road and McKnight Road

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

- The north (Maplewood) and south (Saint Paul) sides of Larpenteur Avenue between Beebe Road and McKnight Road.

To capture demonstrative parking demand, Public works conducted eleven parking occupancy counts at representative time periods along the corridor. Based on the data collected by Public Works, it is anticipated that remaining parking supply on Larpenteur Avenue will be sufficient to meet observed demand. The parking occupancy data is attached in the **Appendix** of this document.

IV. ALTERNATIVES

Not pursuing bicycle facilities with the 2019 mill and overlay would not improve safety or comfort for people bicycling on Larpenteur Avenue, and would fail to connect to existing trail facilities at Furness Parkway and McKnight Road.

V. POSITIVE BENEFITS

This project will improve the safety of all users of the roadway. Providing dedicated bike lanes on Larpenteur Avenue will improve the safety and comfort for people bicycling on

the street, encourage predictable riding behavior, and will provide connectivity to existing bike facilities at Furness Parkway and McKnight Road. 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 along the project corridor.

VII. TIME SCHEDULE

It is anticipated that the bicycle improvements as proposed will be installed concurrent with the planned mill and overlay of Larpenteur Avenue scheduled for summer 2019.

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 Larpenteur Avenue 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

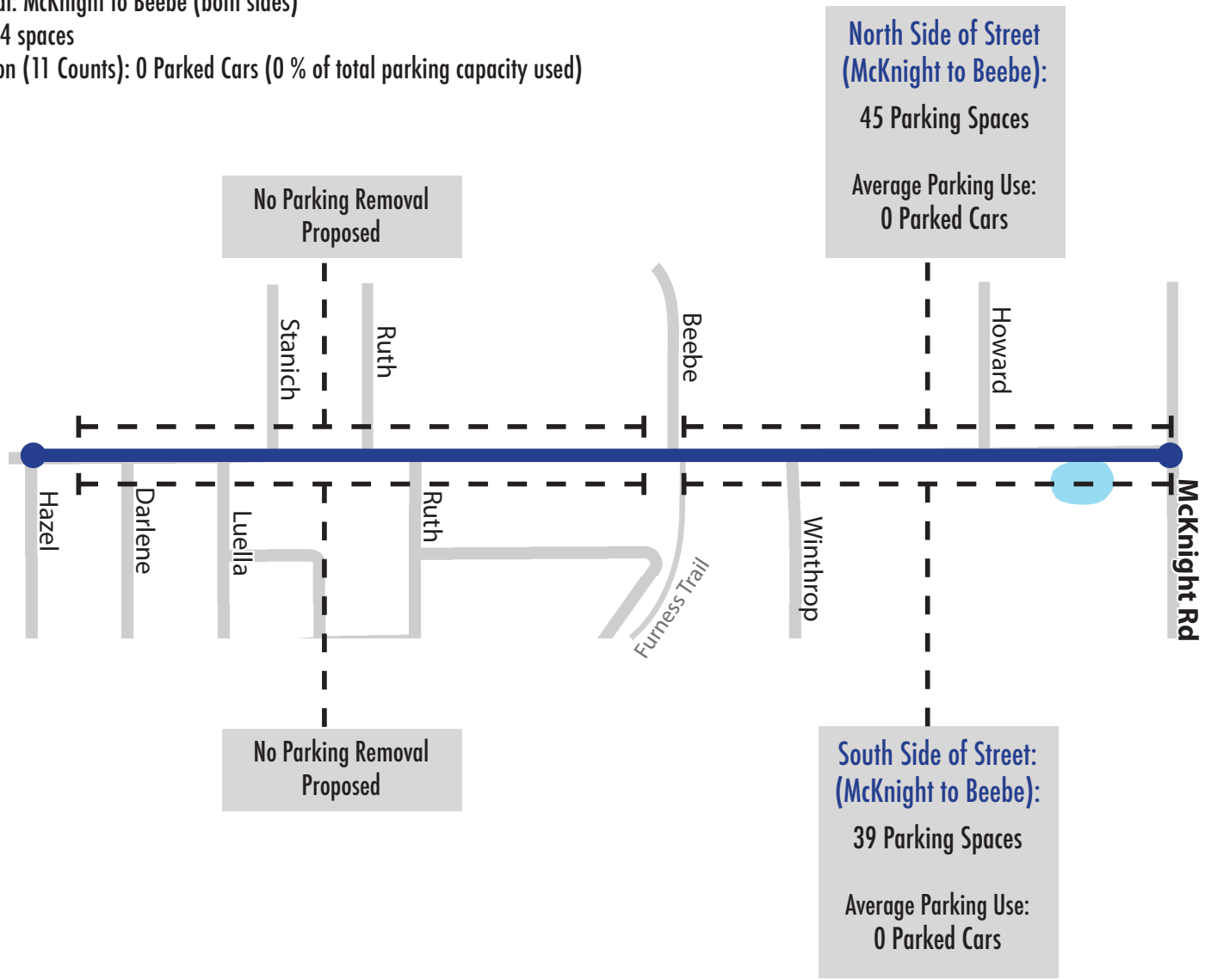
Attached:

1. Larpenteur Avenue Parking Occupancy Study

LARPENTEUR AVENUE PARKING SUMMARY

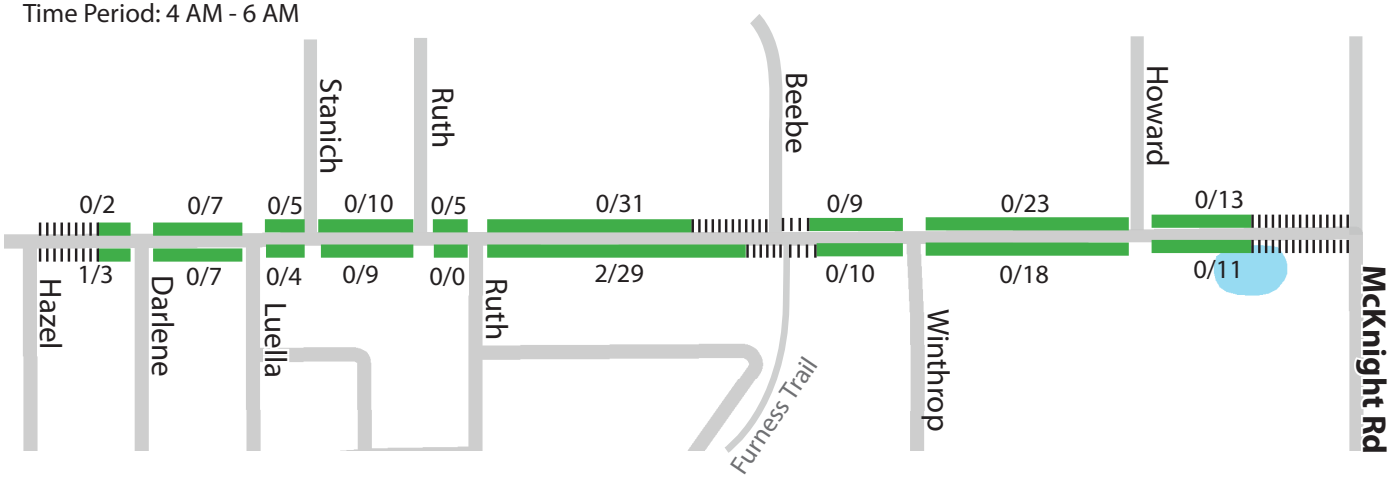
Larpenteur Parking Count Summary

Boundaries: McKnight (east) to Beebe (west)
Proposed Parking Removal: McKnight to Beebe (both sides)
Legal Parking Capacity: 84 spaces
Average Parking Utilization (11 Counts): 0 Parked Cars (0 % of total parking capacity used)

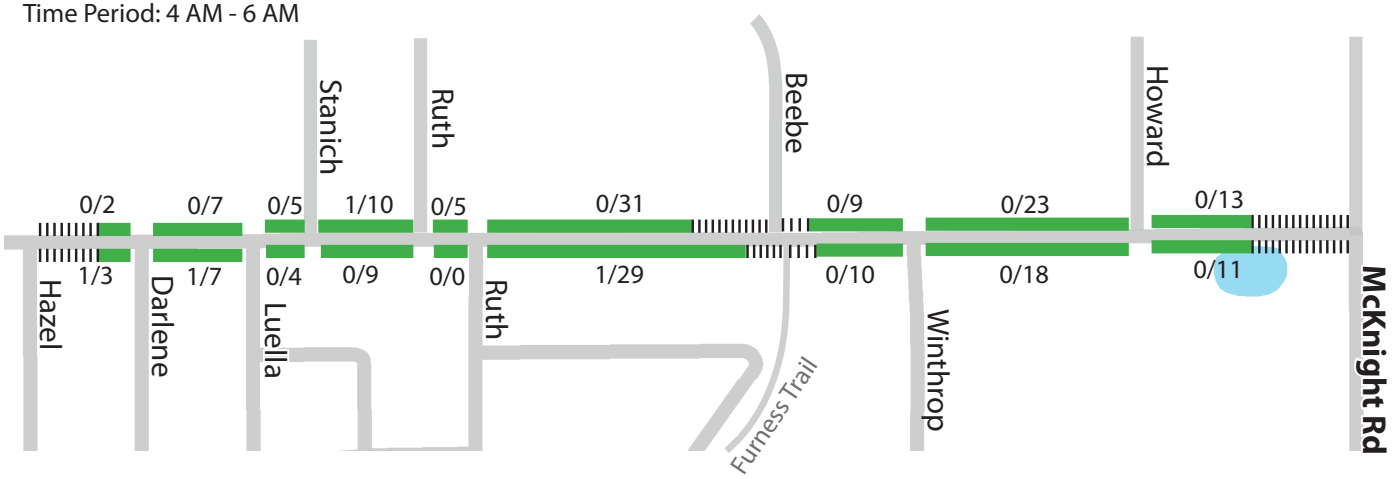


Larpenteur Avenue Parking Counts
Weekday Early Morning (4 AM - 6 AM)

Date: Tuesday, January 22nd
Time Period: 4 AM - 6 AM



Date: Thursday, January 24th
Time Period: 4 AM - 6 AM



Legend

Observed Parking Utilization

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

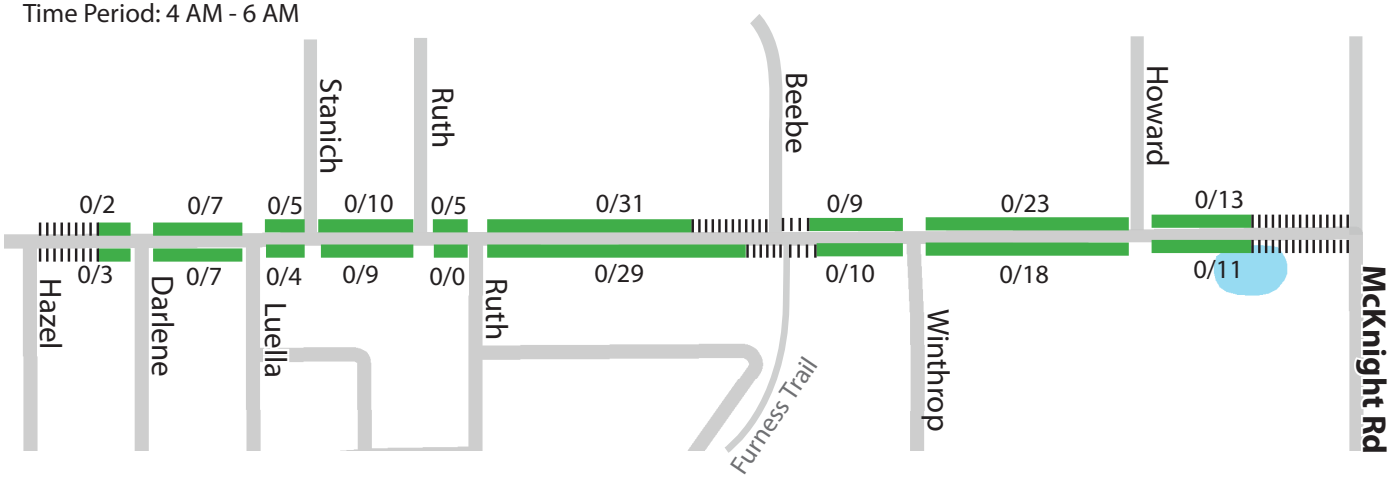
Example: 8/11 =

Observed Parked Cars /
Estimated Legal Parking Capacity

(Observed parking utilization may exceed estimated legal capacity)

Larpenteur Avenue Parking Counts
Weekday Early Morning (4 AM - 6 AM)

Date: Tuesday, February 5th
Time Period: 4 AM - 6 AM



Legend

Observed Parking Utilization

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

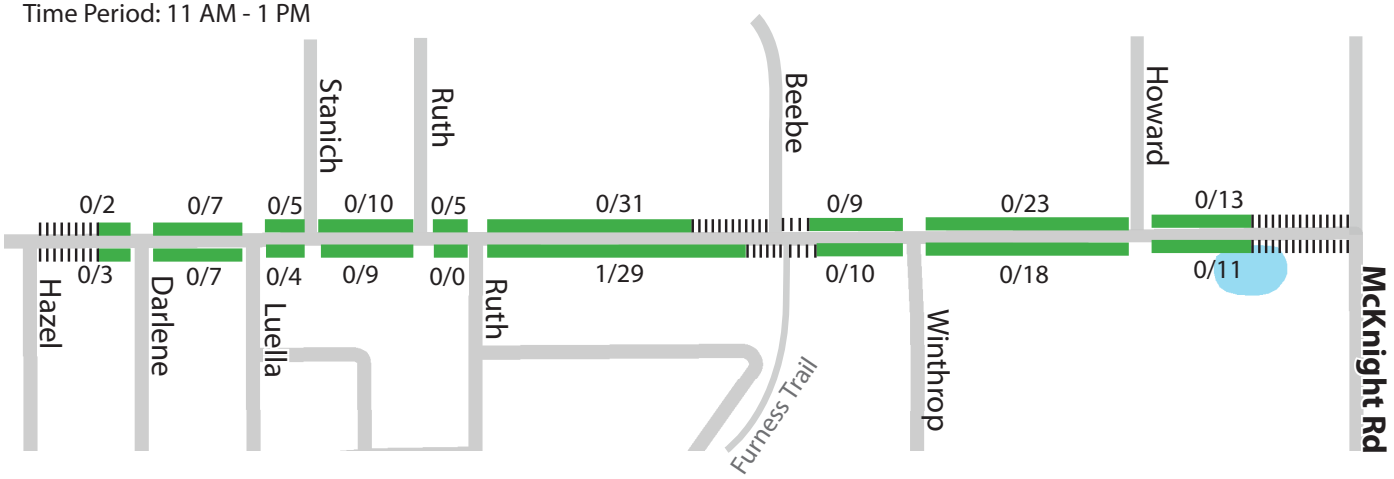
Example: 8/11 =

Observed Parked Cars /
Estimated Legal Parking Capacity

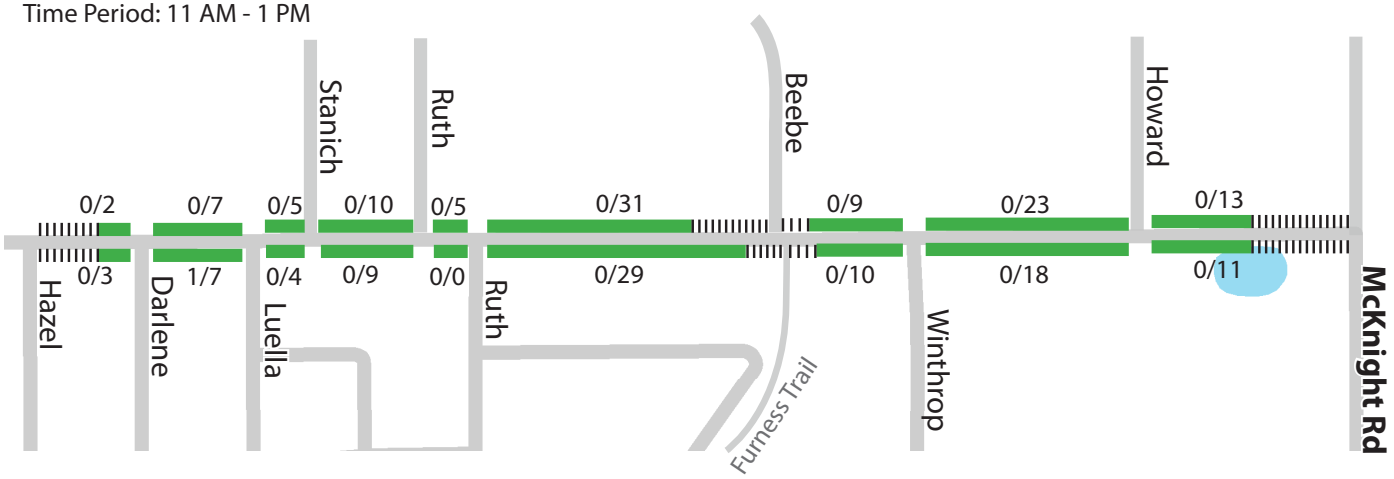
(Observed parking utilization may exceed estimated legal capacity)

Larpenteur Avenue Parking Counts
Weekday Midday (11 AM - 1 PM)

Date: Tuesday, January 22nd
Time Period: 11 AM - 1 PM



Date: Thursday, January 24th
Time Period: 11 AM - 1 PM



Legend

Observed Parking Utilization

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

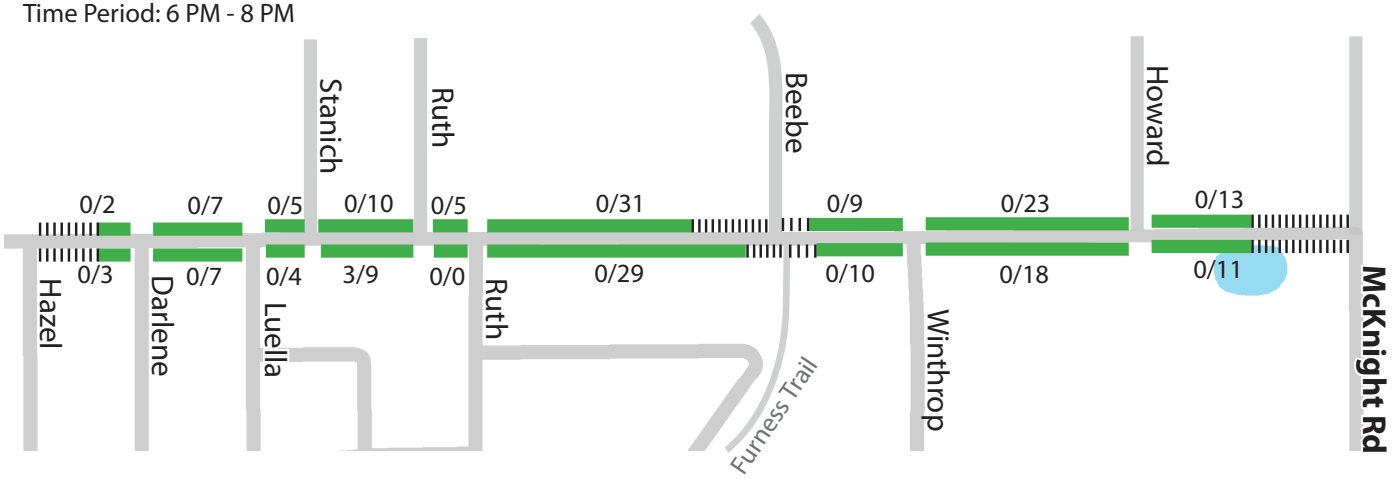
Example: 8/11 =

Observed Parked Cars /
Estimated Legal Parking Capacity

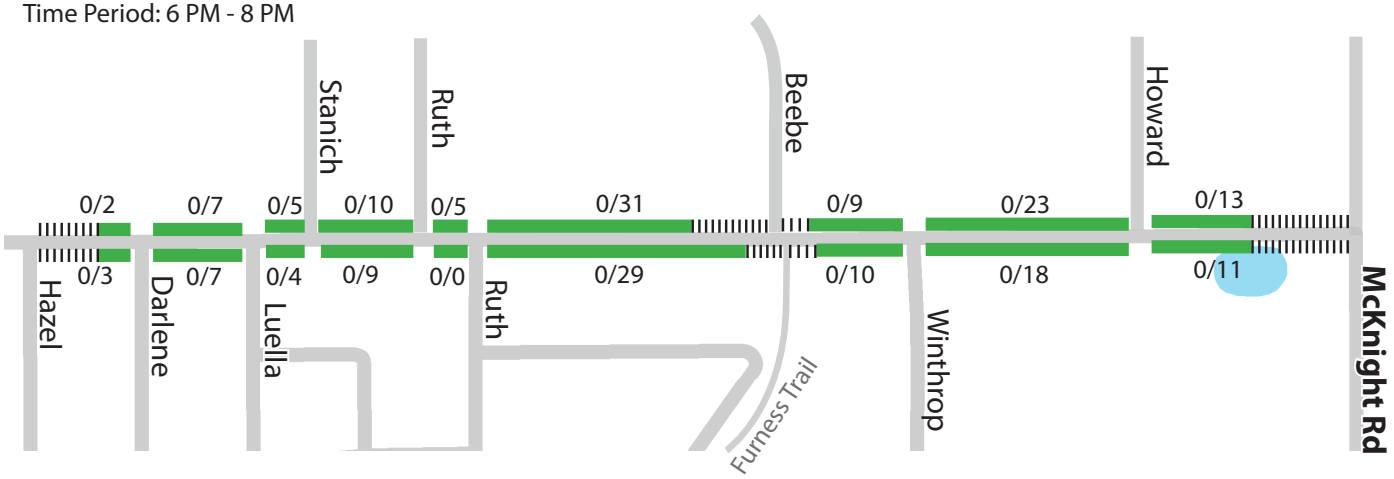
(Observed parking utilization may exceed estimated legal capacity)

Larpenteur Avenue Parking Counts
Weekday Evening (6 PM - 8 PM)

Date: Thursday, January 24th
Time Period: 6 PM - 8 PM



Date: Monday, February 4th
Time Period: 6 PM - 8 PM



Legend

Observed Parking Utilization

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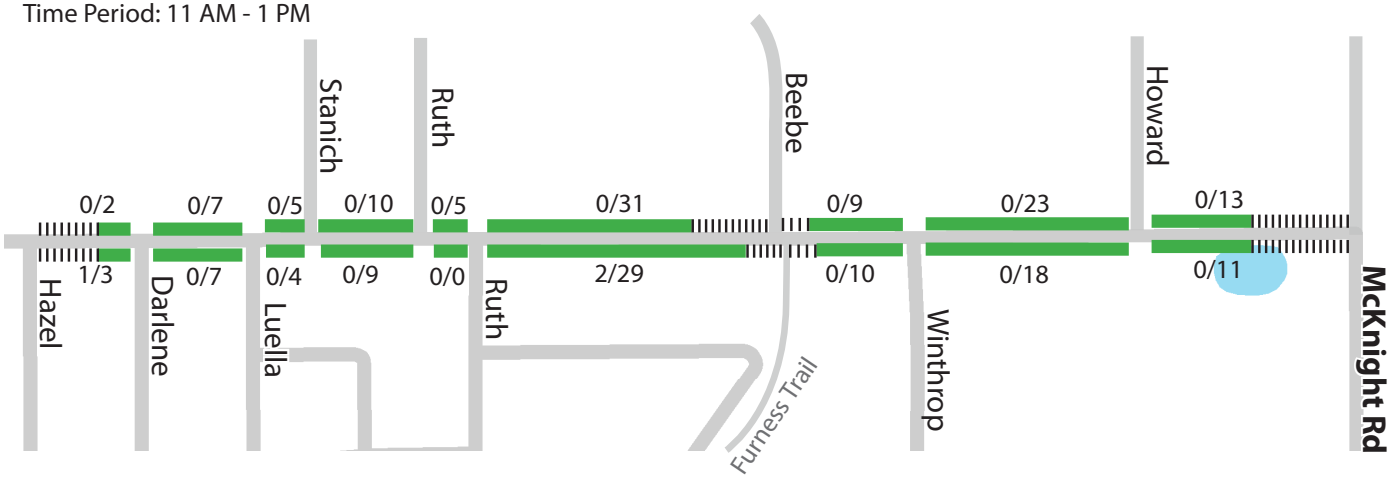
Example: 8/11 =

Observed Parked Cars /
Estimated Legal Parking Capacity

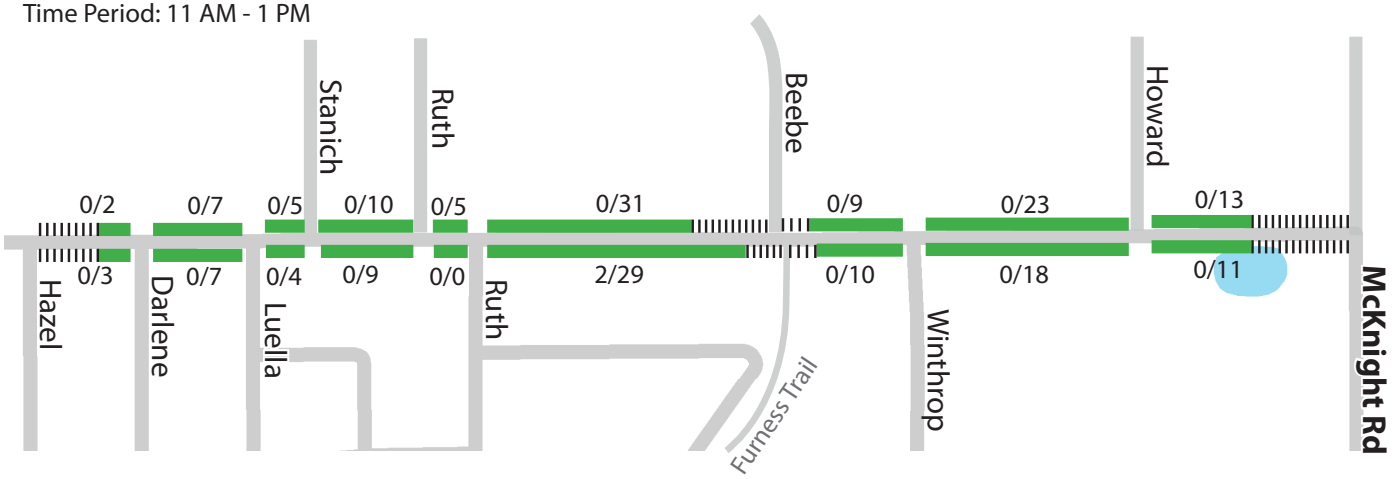
(Observed parking utilization may exceed estimated legal capacity)

Larpenteur Avenue Parking Counts
Saturday Midday (11 AM - 1 PM)

Date: Saturday, January 19th
Time Period: 11 AM - 1 PM



Date: Saturday, February 16th
Time Period: 11 AM - 1 PM



Legend

Observed Parking Utilization

- Signed "No Parking"
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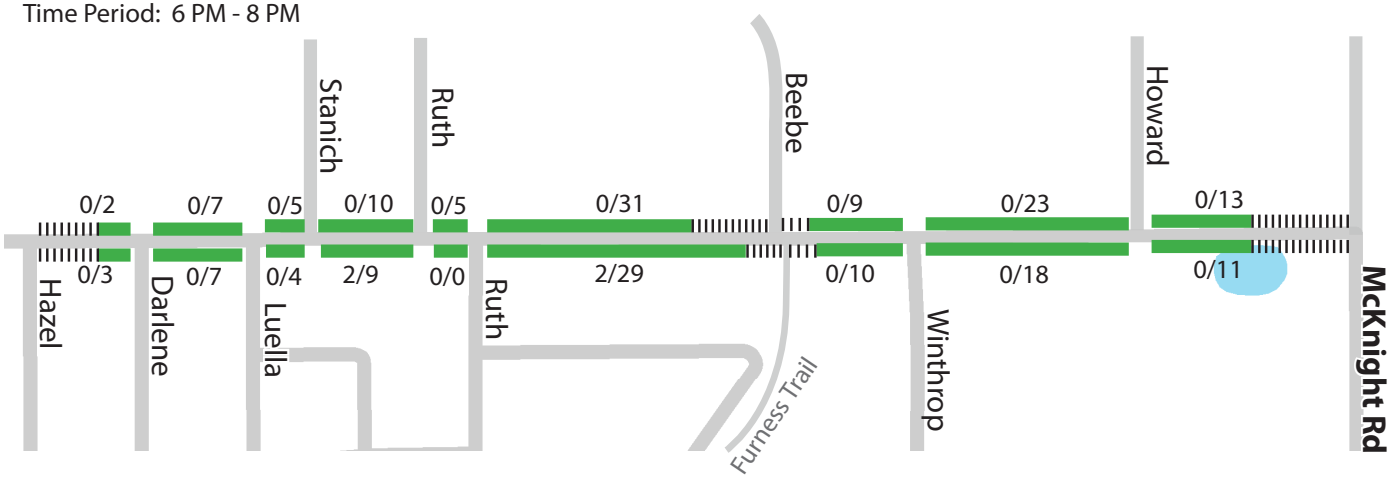
Example: 8/11 =

Observed Parked Cars /
Estimated Legal Parking Capacity

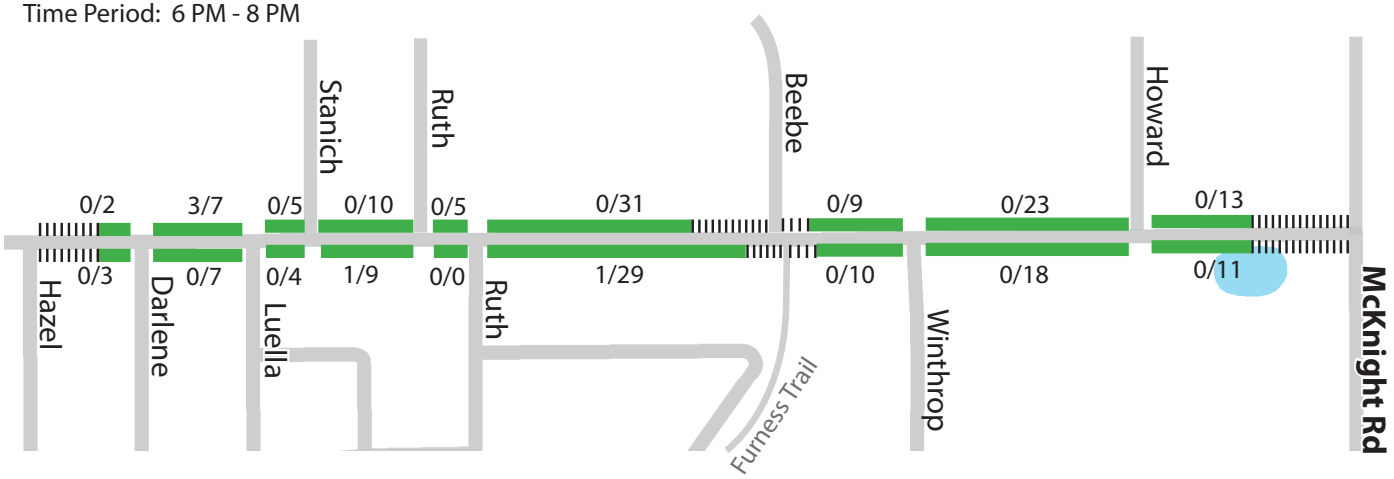
(Observed parking utilization may exceed estimated legal capacity)

Larpenteur Avenue Parking Counts
Saturday Evening (6 PM - 8 PM)

Date: Saturday, January 26th
Time Period: 6 PM - 8 PM



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



Legend

Observed Parking Utilization

- Signed "No Parking"
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- 75 - 100+%

Example: 8/11 =

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Estimated Legal Parking Capacity

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