

FAIRVIEW AVE BIKEWAY PROJECT SUMMARY OF ENGINEERING RECOMMENDATIONS

Fairview Avenue Bikeway

Report prepared: 5/20/2020

Public Hearing: 6/17/2020

PROJECT

Implementation of bicycle facilities on Fairview Avenue from University Avenue to Minnehaha 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 Fairview Avenue, and make purposeful connections to existing nearby bikeways, improving the bicycling environment as it relates to safety, comfort, and connectivity.

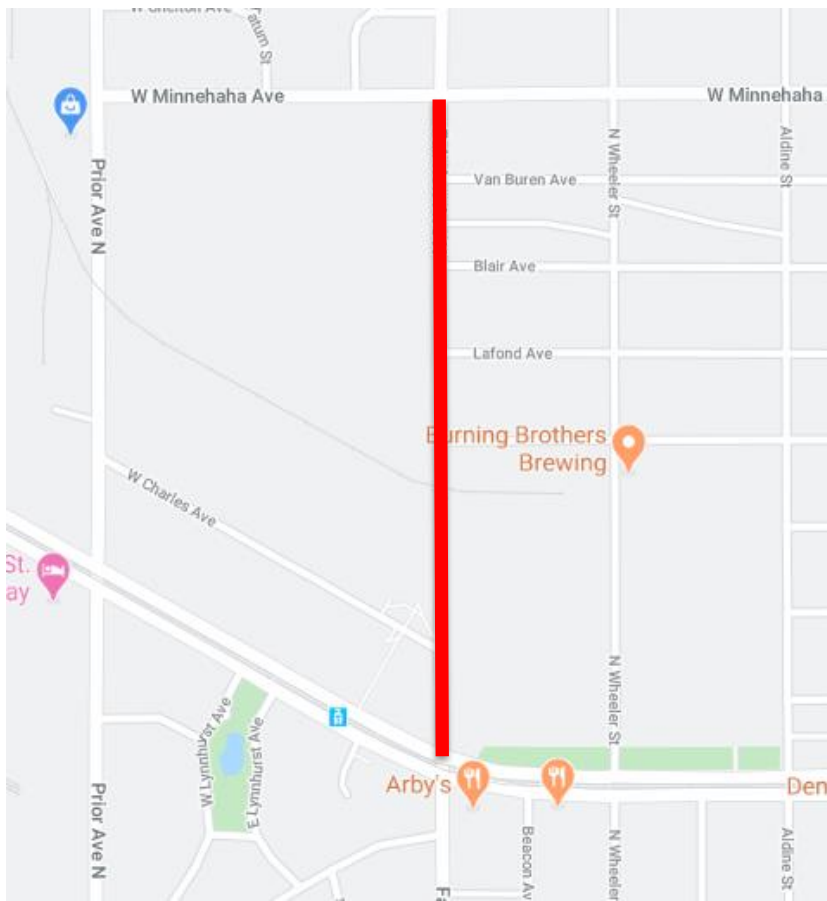


Figure 1: Project Map

I. INITIATING ACTION

The City of Saint Paul Department of Public Works is planning a mill and overlay of Fairview Avenue from University Avenue to Minnehaha Avenue in the Fall of 2020. To take advantage of the efficiencies associated with implementing bicycle facilities with existing maintenance projects, Public Works is proposing to implement bicycle lanes on Fairview Avenue within the mill and overlay boundaries. The bicycle facilities proposed are consistent with the Saint Paul Bicycle Plan.

II. EXISTING CONDITIONS

Fairview Avenue within the project limits is classified as a Collector roadway. Average Annual Daily Traffic (AADT) within the project limits is 7,750 vehicles per day. Speed studies conducted in 2015 recorded 85th percentile speeds of 33-37 mph. The posted speed limit is 25 mph. Manual count data estimates No pedestrian or bicycle volume data is available within the project limits. There are no existing bike facilities installed within the project limits. Sidewalks are continuous on the east and west sides of Fairview Avenue within the project limits, though pedestrian ramps are not ADA compliant. The Saint Paul Bicycle Plan identifies “in-street separated (bicycle) lanes on Fairview Avenue as the recommended bicycle facility type. The recommended bicycle lanes on Fairview Avenue will connect to in-street bicycle lanes on Fairview Avenue south of University Avenue, which were installed in 2019, as well as to in-street bicycle lanes on Minnehaha Avenue, closing a gap in the bicycle network.

III. PROPOSED IMPROVEMENTS

Fairview Avenue: University Avenue to 240' north of Charles 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

Fairview Avenue: 240' north of Charles Avenue to Minnehaha Avenue

- Restriping the roadway to add 6' NB and SB bicycle lanes with 4' buffers between the travel lanes and the bicycle lanes
- Narrowing of existing vehicular travel lanes to 10'
- Installation of bike lane pavement markings and signage
- Removal of on-street parking on the west side of Fairview Avenue

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:

- west side of Fairview Avenue from 240' north of Charles Avenue to Minnehaha Avenue

Parking will continue to be permitted:

- west side of Fairview Avenue from University Avenue to 240' north of Charles Avenue
- east side of Fairview Avenue from University Avenue to Minnehaha Avenue

There are a total of 93 parking spaces on Fairview Avenue within the project limits. This project will eliminate 36 spaces, or 39% of available parking spaces. To measure existing parking demand, Public works conducted 15 parking occupancy counts at representative time periods along Fairview Avenue within the project limits. Across the 15 parking counts, staff observed parking utilization ranging from 6 to 48 vehicles on Fairview Avenue, or 6% to 52% utilization of total available parking spaces. The highest parking utilization was observed at the southern end of the project, and primarily during the daytime on weekdays, consistent with the surrounding commercial and office land uses. Minimal parking utilization was observed during overnight hours or on weekends.

There is an existing Loading and Disability Parking zone on the east side of Fairview Avenue just north of Charles Avenue that will remain in place.

Based on the data collected by Public Works, it is anticipated that remaining parking supply on Fairview Avenue following the implementation of bicycle lanes 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 2020 mill and overlay would not improve safety or comfort for people bicycling on Fairview Avenue, and would be inconsistent with the Saint Paul Bicycle Plan.

Parking removal is proposed for the west side of Fairview Avenue from 240' north of Charles Avenue and Minnehaha Avenue. Removing parking from the east side of Fairview Avenue instead of the west side was examined, but is not recommended since the parking on the west side of the street is less frequently utilized. Preserving parking on the east side of the street keeps the available parking spaces closer to residential properties and to the market at the corner of Fairview Avenue and Minnehaha Avenue.

V. POSITIVE BENEFITS

This project will improve the safety of all users of the roadway. Providing dedicated bike lanes on Fairview 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 on Minnehaha Avenue as well as Fairview Avenue south of University 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.

VII. TIME SCHEDULE

It is anticipated that the bicycle improvements as proposed will be installed concurrent with the planned mill and overlay on Fairview Avenue, scheduled for Fall of 2020.

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 Fairview Avenue will be funded through funds budgeted for the Citywide Mill and Overlay program.

II. SOURCE OF ADDITIONAL INFORMATION

For additional information, please contact:

Reuben Collins, Transportation Planning and Safety Division
Email: Reuben.Collins@ci.stpaul.mn.us
Phone: 651-266-6059

III. SUMMARY AND RECOMMENDATIONS

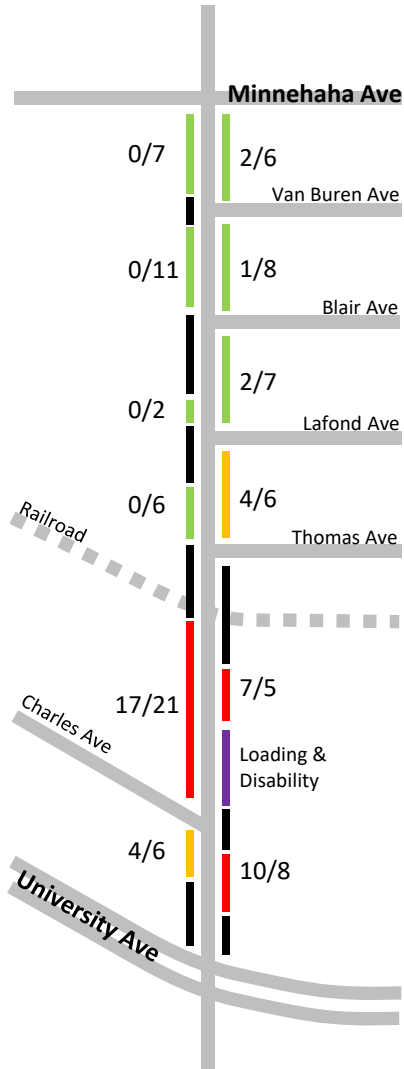
The Department of Public Works believes the project submitted herein to be necessary and feasible. The Department's Engineering Recommendation is for approval of the project as proposed.

Appendix

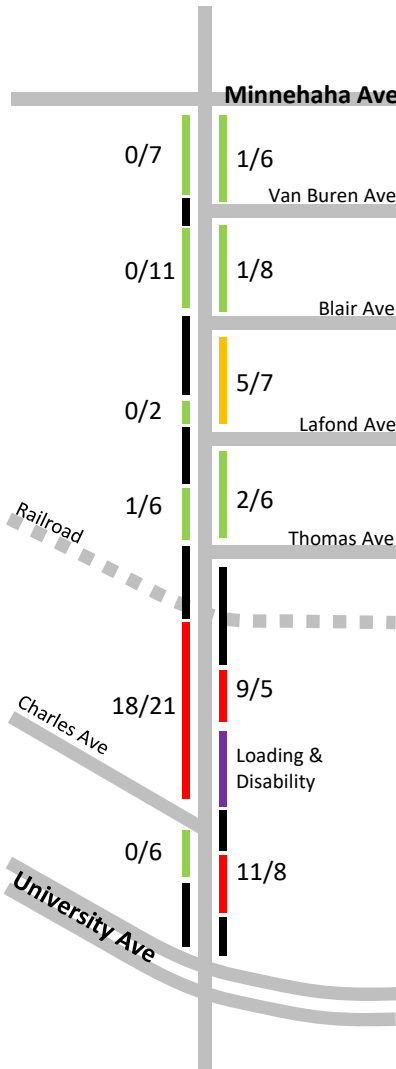
1. Fairview Avenue Parking Occupancy Study

FAIRVIEW AVENUE PARKING UTILIZATION WEEKDAY MIDDAY (11:00 AM – 1:00 PM)

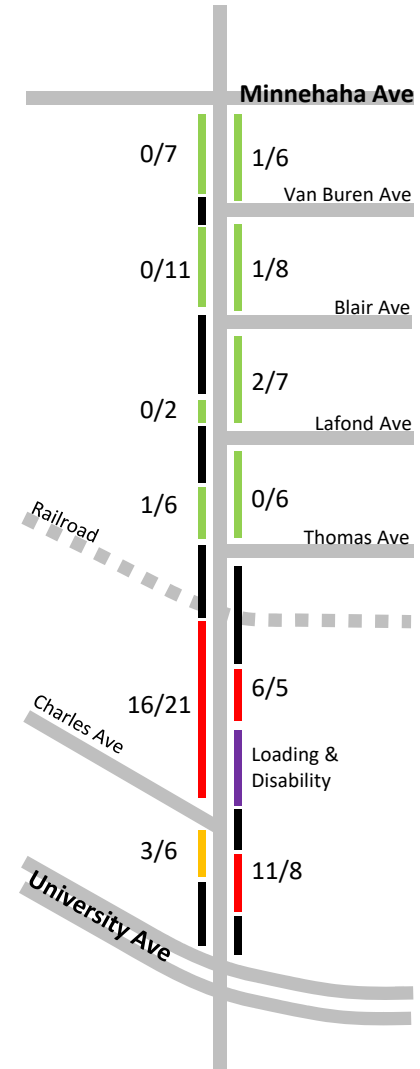
5/21/2019
Tuesday



5/22/2019
Wednesday



6/4/2019
Tuesday



Legend

Observed Parking Utilization

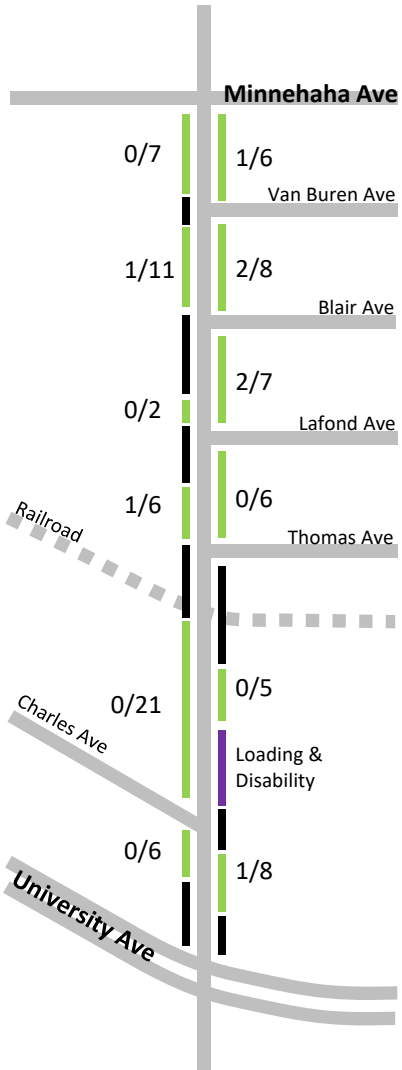
- █ 0-49%
- █ 50-74%
- █ 75-100+%

- █ Parking Prohibited
- █ Passenger Loading & Disability Zone

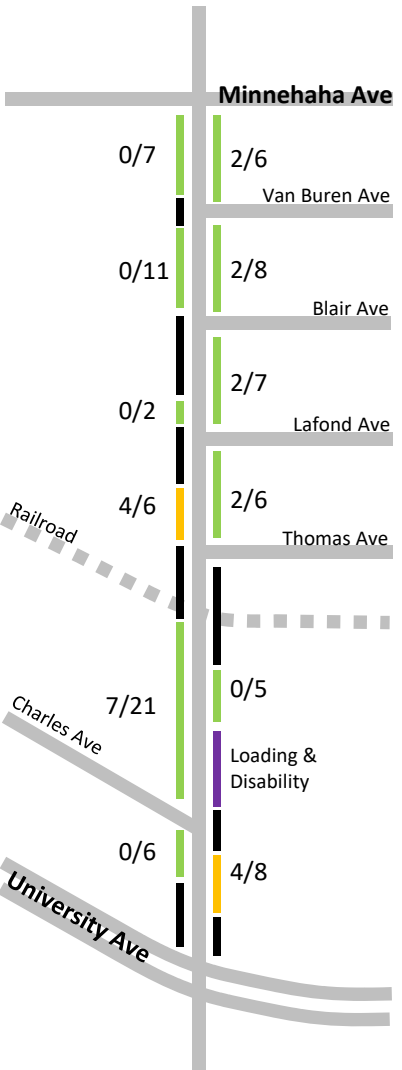
Example: 8/11 = Observed Parked Cars/ Estimated Legal Parking Capacity
(Observed parking utilization may Exceed estimated legal capacity)

FAIRVIEW AVENUE PARKING UTILIZATION WEEKDAY EVENING (6:00 PM – 8:00 PM)

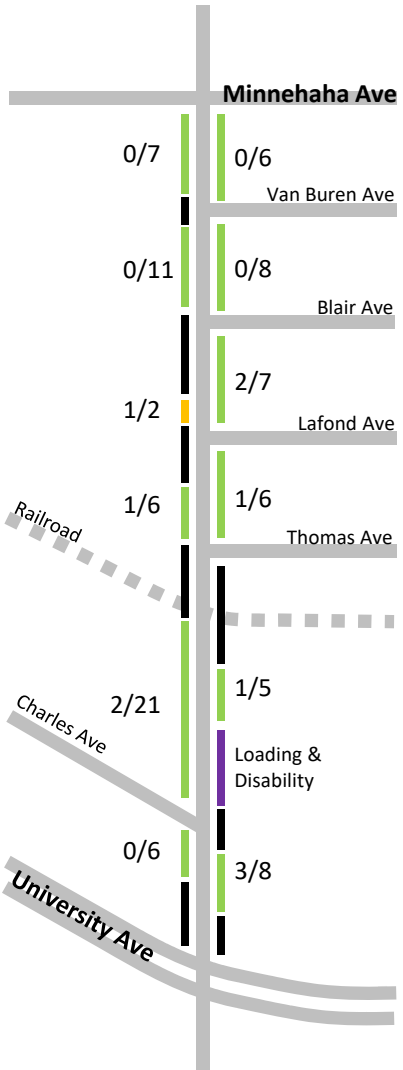
5/21/2019
Tuesday



5/28/2019
Tuesday



7/31/2019
Wednesday



Legend

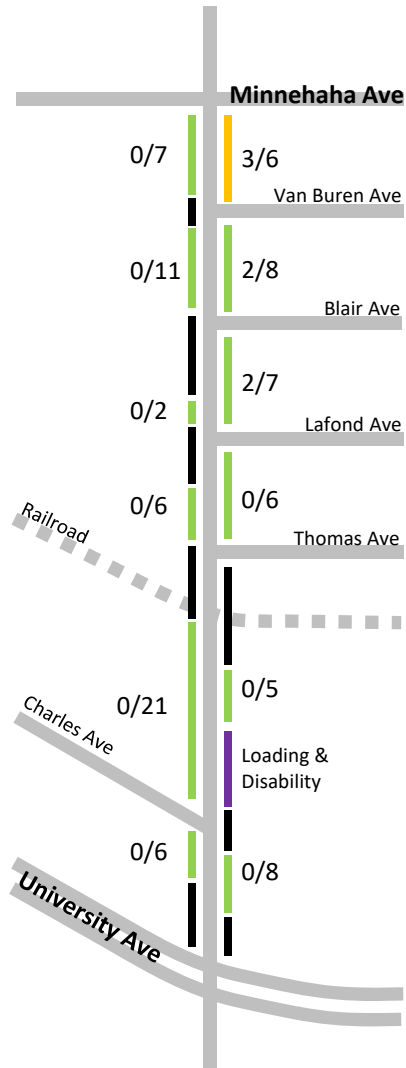
- Observed Parking Utilization
- █ 0-49%
 - █ 50-74%
 - █ 75-100+%

- █ Parking Prohibited
- █ Passenger Loading & Disability Zone

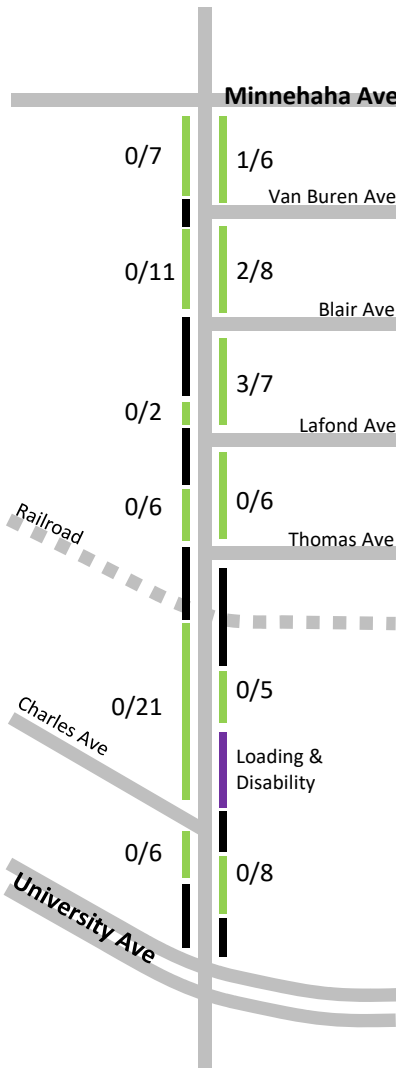
Example: 8/11 = Observed Parked Cars/ Estimated Legal Parking Capacity
(Observed parking utilization may Exceed estimated legal capacity)

FAIRVIEW AVENUE PARKING UTILIZATION WEEKDAY OVERNIGHT (12:00 AM – 6:00 AM)

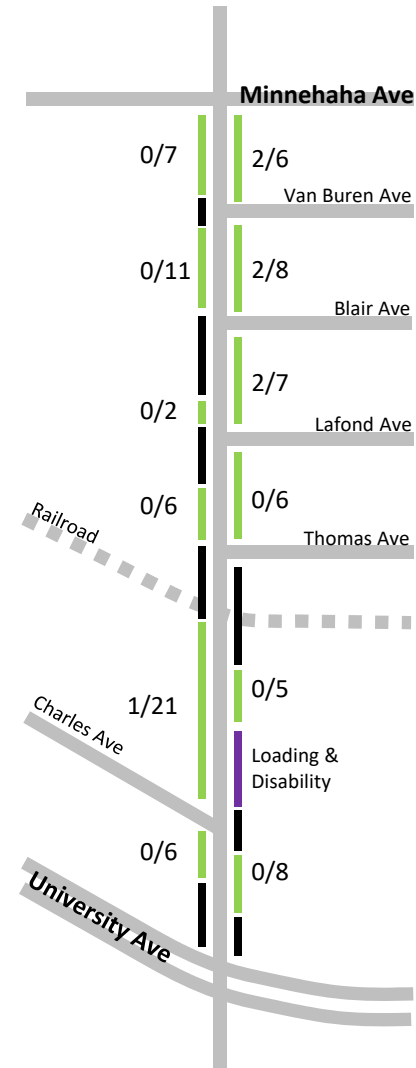
5/28/2019
Tuesday



6/4/2019
Tuesday



6/11/2019
Tuesday



Legend

Observed Parking Utilization

- █ 0-49%
- █ 50-74%
- █ 75-100%+



Parking Prohibited

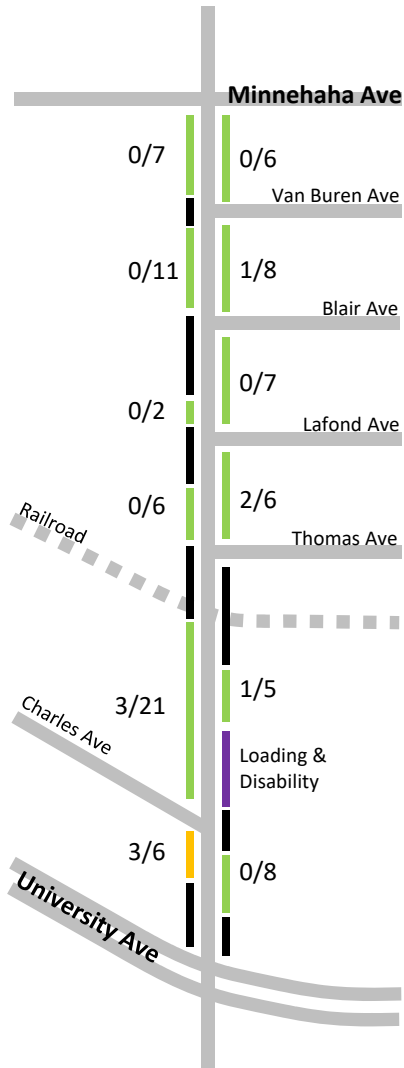


Passenger Loading & Disability Zone

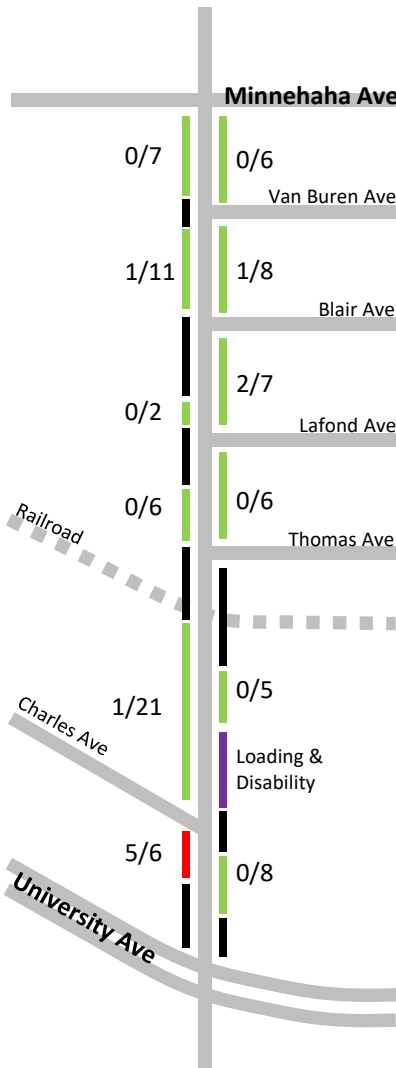
Example: 8/11 = Observed Parked Cars/ Estimated Legal Parking Capacity
(Observed parking utilization may Exceed estimated legal capacity)

FAIRVIEW AVENUE PARKING UTILIZATION SATURDAY MIDDAY (11:00 AM – 1:00 PM)

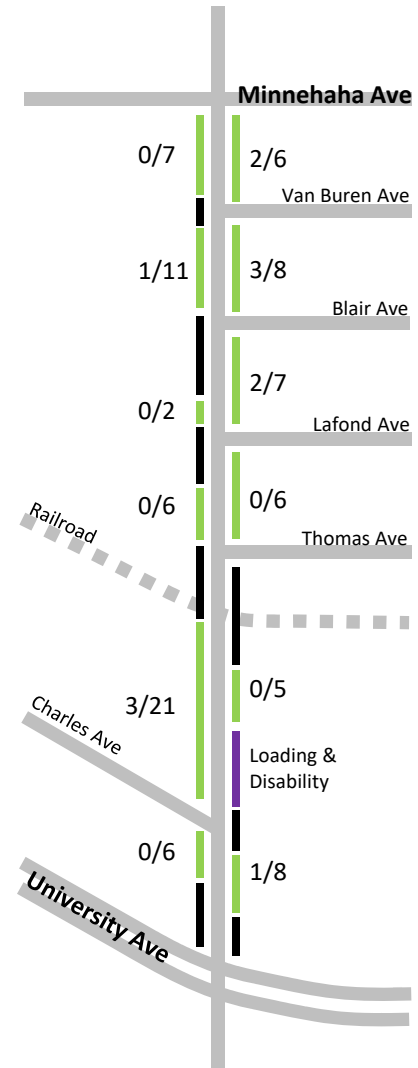
6/11/2019
Saturday



8/3/2019
Saturday



8/17/2019
Saturday



Legend

Observed Parking Utilization

- █ 0-49%
- █ 50-74%
- █ 75-100+%



Parking Prohibited

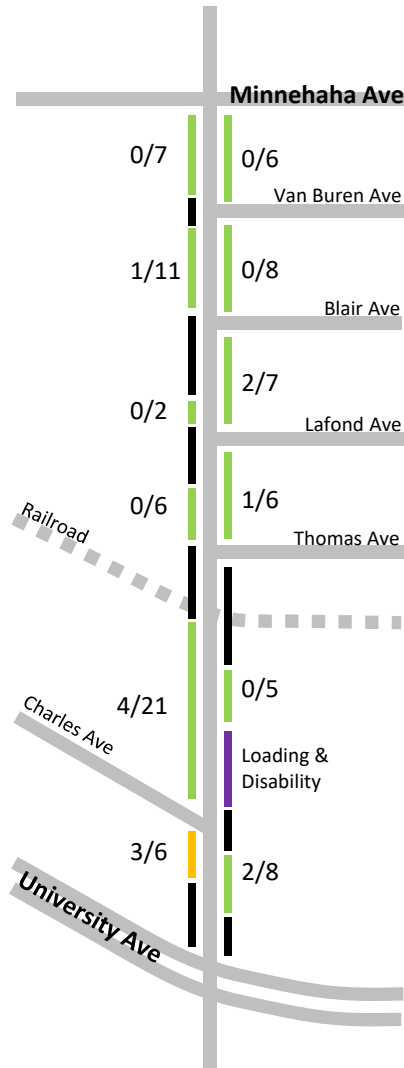


Passenger Loading & Disability Zone

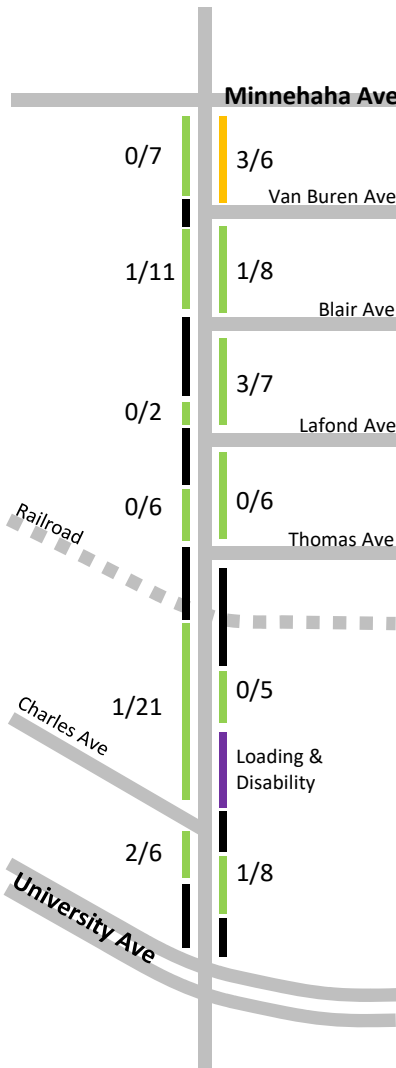
Example: 8/11 = Observed Parked Cars/ Estimated Legal Parking Capacity
(Observed parking utilization may Exceed estimated legal capacity)

FAIRVIEW AVENUE PARKING UTILIZATION SATURDAY EVENING (6:00 PM – 8:00 PM)

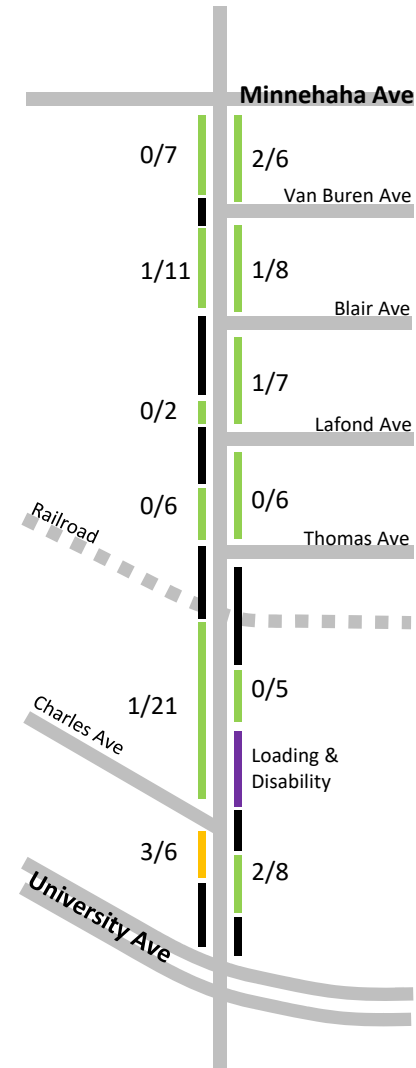
8/3/2019
Saturday



8/17/2019
Saturday



8/24/2019
Saturday



Legend

Observed Parking Utilization

- █ 0-49%
- █ 50-74%
- █ 75-100%+

█ Parking Prohibited

█ Passenger Loading & Disability Zone

Example: 8/11 = Observed Parked Cars/ Estimated Legal Parking Capacity
(Observed parking utilization may Exceed estimated legal capacity)