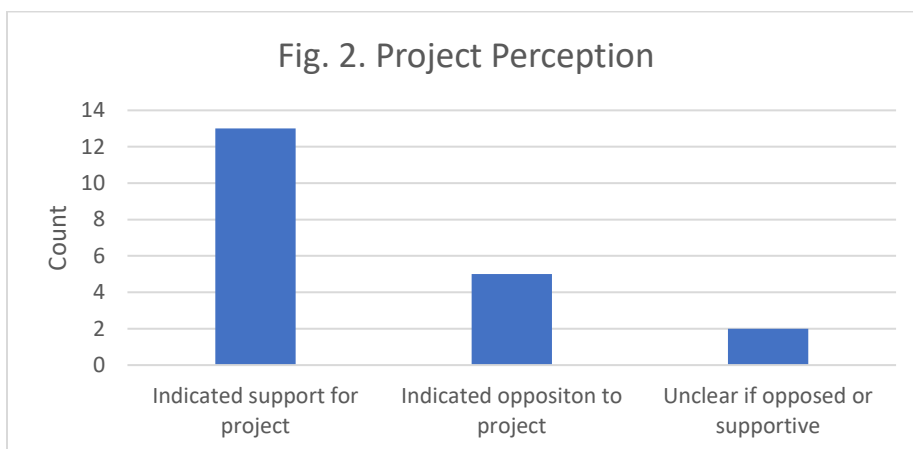
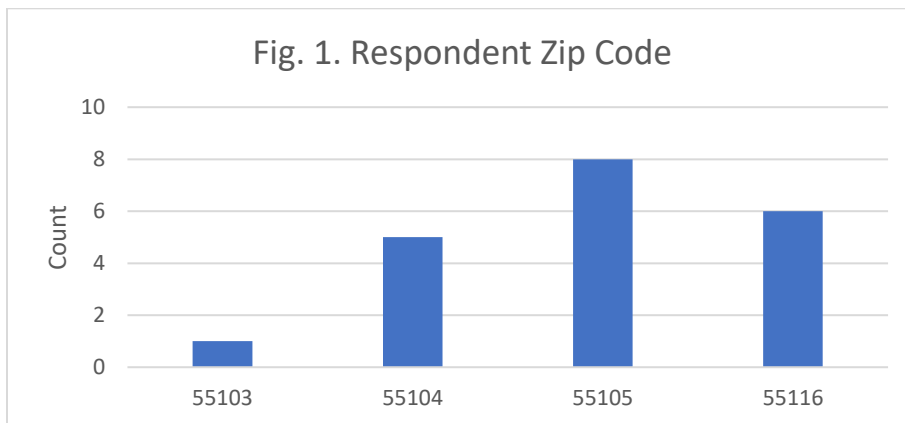


Hamline Avenue Resurfacing Project

This document summarizes feedback gathered from a Fall 2020 public survey. The survey was publicly available online from October 16 to November 6, 2020 and asked community members for their thoughts about the planned 2021 Hamline Avenue Resurfacing Project between Highland Parkway and Randolph Avenue, which includes new pavement, bike lanes, and removal of some on-street parking spaces.

Response analysis

Twenty survey responses were collected online. Figure 1 below shows reported zip codes of respondents, all of which are in Saint Paul. The Hamline Avenue Resurfacing Project is occurring in 55116. Hamline Avenue extends through 55116, 55105 and 55104. Based on the individual written comments, city staff inferred the level of support from each respondent. See Figure 2 for details.



Responses to comments

Public comments, questions, and concerns collected from the survey generally fall into four themes:

- How was this project chosen?
- How do proposed bike lanes fit into the greater citywide bike network? Would bicyclists be safer on a street with less traffic?

- I am concerned about the loss of on-street parking.
- Will there be additional traffic calming considered as part of the project?

Below are responses to address these themes.

How was this project chosen?

The City typically resurfaces (also known as mill & overlay) three to six street segments each year based on funding availability. This section of Hamline Avenue was selected for resurfacing based on the condition of the pavement. This process will help extend the life of the street without a costly street reconstruction.

As street resurfacing projects arise in Saint Paul, the City uses the opportunity to consider changes to the street based on goals established in City-adopted planning documents. The 2015 Saint Paul Bicycle Plan identifies this portion of Hamline Avenue for in-street bike lanes based on its connection to residential neighborhoods, schools, and commercial areas.

In the future, as funding becomes available for additional street projects, the City will continue to reference adopted plans and goals to expand the bicycle and pedestrian network along other segments of Hamline Avenue.

How do proposed bike lanes fit into the greater citywide bike network? Would bicyclists be safer on a street with less traffic?

The proposed bike lanes on Hamline Avenue are a small part of the citywide bike plan. At this time, bike lanes are only proposed on Hamline Avenue within the limits of the street resurfacing project (Highland Parkway to Randolph Avenue). As additional segments of Hamline are identified for resurfacing in the future, bike lanes will be considered for installation at that time.

Many bicyclists prefer to be on collector or arterial streets rather than residential side streets because it allows them to use traffic signals or other treatments to cross busy perpendicular streets (such as Randolph Avenue). The 2015 Saint Paul Bicycle Plan recommends installation of a variety of types of bikeways, including a mixture of routes on collector and arterial streets such as Hamline Avenue as well as lower volume residential streets.

I am concerned about the loss of on-street parking.

On-street parking removal is necessary to accommodate in-street bike lanes. As part of this project, an on-street parking utilization evaluation was conducted. The evaluation showed that parking in the project area is largely driven by Cretin-Derham Hall and by businesses near Randolph Avenue. Residential parking demand is low. The evaluation showed that the existing Permit Parking Area 25 rules are effective at allowing those without permits to use the parking capacity on neighborhood streets while also ensuring that capacity is reserved for residents with permits.

Existing parking will remain in place on both sides of Hamline Avenue between Randolph Avenue and the alley just south of Randolph Avenue, providing front-door access to businesses near Randolph Avenue.

Existing on-street parking on the west side of Hamline Avenue in the project area will remain unchanged, including ten spaces near Randolph Avenue with 2 hour time limits during daytime hours to keep those spaces available to patrons of local businesses.

Parking will be removed on the east side of Hamline Avenue to accommodate the planned bike lane. The parking utilization evaluation found demand to be higher on the west side of Hamline Avenue, and there are more residential properties facing Hamline Avenue on the west side, driving the decision to leave west side on-street parking unchanged, and remove east side on-street parking.

Will there be additional traffic calming considered as part of the project?

Based on current available funding, the project is planned to include in-street bike lanes, updated pedestrian curb ramps, and a limited number of curb extensions (also known as bumpouts). Any additional project elements will be considered based on additional funding and engineering evaluation. The locations of curb extensions is still being determined.