SUMMARY OF ENGINEERING RECOMMENDATIONS
2016 Payne and Bedford Intersection Realignment

Report Prepared – 1-12-2016

PROJECT

This project will reconfigure the intersections of Payne Avenue, Bedford Street, and Tedesco Street. Project boundaries are Bedford from Beaumont to Tedesco, and the east curb line of Payne Ave from Tedesco St. to Beaumont. This project will provide a safer pedestrian environment for crossing Payne Avenue, Bedford Street, and Tedesco Street by providing wider sidewalks, shortening roadway crossings, and utilizing a more logical path for pedestrian routing. Current usage of the intersection includes retail parking for adjoining businesses, and the reconfiguration will include reworking of the parking space to improve capacity and usability. Additionally, the configuration will be redesigned to incorporate a significant replacement of asphalt surfaces with green space. Minor modifications will be made to Payne Avenue to remove concrete islands and add a center turn lane and bicycle lanes.

Real estate acquisition is required for this project to proceed. The acquisition consists of approximately 250 sq. ft. of the Yarusso's restaurant lot immediately adjacent to the intersection of Payne Avenue and Bedford Street. This space is necessary in order to fit a curve into Bedford Street and further separate the intersections of Payne Avenue, Bedford Street, and Tedesco Street. This realignment is designed to allow pedestrians to safely navigate the area. Without this acquisition the project will be unable to proceed.

Current pedestrian ramps will be replaced and updated to current ADA standards.

These improvements are based on a report prepared by the Saint Paul Design Center in June 2014 titled "Payne Avenue Street Improvements: Minnehaha Avenue to East 7th Street." This report included input from the adjacent community businesses and neighborhood residents with the goal of improving overall pedestrian and vehicular access through new alignment strategies for Payne Avenue and adjoining cross streets.

EXISTING CONDITIONS

The intersection of Payne, Bedford, and Tedesco was last reconstructed in 1980. At that time, the intersection was widened to its current state where, not counting medians, the width varies from 106' to 190' at its widest point. Existing walks in the project area vary from 5'-0" on Bedford to 10'-0" adjacent to Payne in front of the two local businesses. The western curb line of Payne is integral with the walk. There are grass medians present on Bedford street, but nowhere else within the project area. Bent Straw fixtures provide lighting within the project area.

PROPOSED IMPROVEMENTS

It is proposed to improve the intersection by relocating eastward the western curbline of Payne Ave within the project area. This alteration will allow for the removal of concrete medians in Payne Avenue and for a reduction of the crossing distance for pedestrians from 106' to 54'. This reduction in crossing distance will significantly improve the safety of the intersection(s). The relocation of the western Payne curbline will allow a pedestrian walk to be constructed in

line with both the existing Payne alignment as well as the existing pedestrian facilities north and south of the project area. The existing ad-hoc parking lot will be replaced with a dedicated reconstructed parking area to serve Morelli's. Bedford Street will have its intersection with Payne and Bedford moved approximately 170' north to remove a blind right turn from Bedford to Tedesco and improve the safety of the Payne and Tedesco intersection for both vehicular traffic and pedestrian traffic. Additionally, the relocation of the Payne curb-line eastward will allow for the addition of significant green-space to the vicinity. Within this green-space trees and possibly additional landscaping will be placed. Lantern styled lighting will be provided along Payne Avenue.

ALTERNATES

Alternates to the above stated plans would be to choose a different alignment, but other explored layouts for the project would involve the displacement of local businesses. The final alternate, do nothing, is not preferable due to safety concerns that the current configuration present. Current conditions present higher risk to pedestrians crossing, poor aesthetics, and a blind right-turn from Bedford to Tedesco. The alternatives of not improving the intersection and improving multimodal safety, or the displacement of existing businesses are not desirable.

POSITIVE BENEFITS

The reconfiguration of the intersection will offer a significant improvement to the livability of the immediate vicinity. Added green space will create a more intimate feeling of community and offer a reduction in stormwater runoff. Reductions in multimodal crossing distances will improve the safety of all traffic that utilizes the area. The removal of the medians will address an eyesore and provide for a significant improvement in the availability of turn movements into local businesses. The addition of bike facilities and parking will improve accessibility to the local businesses and further St. Paul's overall bike plan.

ADVERSE EFFECTS

Normal issues associated with construction include noise, dust, and traffic disruption..

TREE IMPACTS

Within the project area there are a minimal amount of trees. Improvements to the intersection and the addition of green space will allow for tree additions. Approximately 9 new trees may be added to the project area.

TIME SCHEDULE

The project will begin construction in the spring or summer of 2016 and will be completed by fall 2016. The timeframe for construction is estimated at 12 weeks while maintaining access to the local community.

COST ESTIMATE

Total Cost: $1,100,000

ESTIMATED FINANCING

Sewer Utility:	$11,000
Saint Paul Regional Water Services:	$75,000
Saint Paul 8-80 Vitality Fund:	$759,533
100% Assessment to Private Property:	$119,000
Assessments:	$135,467

SOURCE OF INFORMATION

For additional information, contact Project Engineer Jesse Farrell at 651-266-6155.

SUMMARY AND RECOMMENDATION

The Department of Public Works believes that this is a necessary and worthwhile project and the Engineering Recommendation is for approval of this project and financing.