SUMMARY OF ENGINEERING RECOMMENDATIONS
2016 Payne and 7th Intersection Realignment

Report Prepared – 1-12-2016

PROJECT

This project will realign the intersection of Payne Avenue and East 7th Street. The realignment construction will start at Payne & Woodward Avenue and stop at the north curbline of East 7th Street. Combined with the realignment, a new traffic signal will be installed, lantern styled lighting, pedestrian walks and ramps will be constructed to current ADA standards, bicycle facilities will be created, and medians will be removed on East 7th. The realignment will allow for safer traffic movements by creating a more standard intersection with clear sightlines and significantly shorter pedestrian crossings. The new configuration will also allow for greenspace additions to increase the livability and reduce the stormwater footprint.

This project was a recommended improvement from a report titled "Payne Avenue Street Improvement: Minnehaha Avenue to East 7th Street" prepared by the Saint Paul Design Center in coordination with the Railroad Island Task force and a team of neighborhood stakeholders. The report was created with the goal of improving pedestrian and vehicle access while improving safety through the corridor.

A minor land acquisition is required for this project to proceed. The southwest corner of the lot at 597 East 7th Street is needed to allow for the increased footprint of adding a curve to Payne Avenue. The proposed acquisition is estimated to be 595 SF.

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 was constructed in 1933 and last overlaid in 1980. The sidewalks are integral with the curb and there are bent-straw style lights. Typical walk widths are 12'-0" and there are no grass medians or trees within the ROW. The pedestrian crossing of Payne Avenue is parallel to East 7th, but at a skew to Payne. This skew causes the crossing to be a distance of 101' (Payne is 54' wide). Similar to the crossing of Payne, the crossing of East 7th is at an angle and measures 69' to cross a 54' roadway. There are several local businesses in the project area and a parking lot to the north east that is owned by the HRA.

PROPOSED IMPROVEMENTS

It is proposed to reconstruct Payne Avenue from Woodward to East 7th and introduce a curve that will cause Payne to intersect at a perpendicular angle with East 7th. Roadway construction will take place between the southern curbline of Woodward and the north curbline of East 7th. Sidewalks will be reconstructed, the roadway will be narrowed, grass boulevards installed, trees planted, lantern styled lighting and a new traffic signal will be constructed. Pedestrian crossings

of Payne will be reduced from 101' to 52', and the crossing of East 7th will be reduced from 69' to 54'.

The entrance to the parking lot south of the intersection will be relocated so that it is at the signalized intersection. The parking lot will be reconstructed as part of a separate Parks project.

Trees and landscaping will be installed in the newly constructed green space.

ALTERNATES

Alternates to the above stated plans would be to choose a different alignment, but other explored layouts for the project would involve a greater land acquisition. The final alternate, do nothing, is not preferable due to the safety concerns that the current configuration presents. The alternatives of not improving an intersection and improving multimodal safety or the displacement of existing businesses are not preferable.

POSITIVE BENEFITS

The reconfiguration of the intersection will offer a significant improvement to the livability of the immediate vicinity. Reductions in multimodal crossing distances will improve the safety of all traffic that utilizes the area. The addition of bike facilities will improve accessibility to the local businesses and further St. Paul's overall bike plan.

ADVERSE EFFECTS

Normal issues will arise with construction 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 greenspace will allow for tree additions.

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: $1,350,000

ESTIMATED FINANCING

Mn/DOT:	$695,000
Ramsey County:	$224,000
Saint Paul 8-80 Vitality Fund:	$391,499
Assessments:	$ 39,501

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.