



Hamline Midway Coalition

DISTRICT COUNCIL 11

1558 W MINNEHAHA AVE, ST. PAUL, MN 55104 • 651.494.7682 • www.hamlinemidway.org

July 20, 2016

Russ Stark
City Council President
City of Saint Paul
310-D City Hall
15 West Kellogg Blvd
Saint Paul, MN 55102

Kathy Lantry
Public Works Director
City of Saint Paul
1500 City Hall Annex
25 West 4th Street
Saint Paul, MN 55102

Paul St. Martin P.E.
Assistant City Engineer
City of Saint Paul
800 City Hall Annex
25 West 4th Street
Saint Paul, MN 55102

Mr. Stark, Ms. Lantry, and Mr. St. Martin,

The Board of Directors and Transportation Committee of the Hamline Midway Coalition (District Council 11) recommend the approval of proposed plans for in-street separated bicycle lanes between University Avenue and Minnehaha Avenue and removing on-street parking from the East side of the street as part of the Mill and Overlay work to be completed in 2016. We further recommend approval for extending the bike lanes North to Pierce Butler Route at this time and removing on-street parking from both sides of the road to allow better safety for all road users.

Hamline Midway is an active community that is committed to having multimodal transportation options. The Hamline Midway Coalition Transportation Committee prioritized safety for bicycling and walking in our Neighborhood Transportation Plan, and feel these proposals are in line with the established vision for transportation in the community.

Hamline Avenue is already a well-utilized bike route through the neighborhood, as evidenced by the attached bike count data (Attachment 1) collected by the HMC Transportation Committee. However it is clear that most people do not feel safe biking on this route as it is currently configured. In a survey distributed by the committee (Attachment 2), 65% of respondents said they use Hamline Avenue as a bicyclist. At the same time, the overall sense of safety was ranked low compared to driving or walking on Hamline Avenue. We also recognize that bike lanes have proven to be effective traffic calming measures, something we view as important, in light of concerns raised in the community regarding traffic speed and safety on Hamline Avenue.

Hamline Avenue is a vital neighborhood street that serves five schools, valued local businesses, places of worship and residences. Considering current demand and capacity for parking, as illustrated in the Public Works parking study, removing parking from only one side of the street between University Avenue, and Minnehaha Avenue is a good compromise, and is not likely to significantly negatively affect area businesses and residents. These proposed changes would also make it safer and more pleasant for customers to travel to area businesses by bike or on foot, which research suggests will lead to an increase of local business patronage.

We feel that it is also appropriate at this time, to extend the proposed bike lanes North to connect to Pierce Butler Route, despite this section not being included in the Mill & Overlay project. This would connect several important bike routes, including the pedestrian bridge over the rail yard, the

Charles Avenue Bikeway, and Pierce Butler Route, which serves as the most direct connection for residents biking to and from Minneapolis from the neighborhood.

In recognizing that extending the bike lanes North of Minnehaha to Pierce Butler Route would require removal of parking from both sides of the street, we further offer these suggestions to help mitigate potential negative consequences of parking removal:

- 1) That the City and Public Works department work with the households on Hamline that lack any off-street parking in this area to explore other possible solutions, and that they fund reasonable infrastructure costs so as not to further burden the homeowners.
- 2) That additional handicap permitted parking be considered for the North side of Englewood just East of Hamline for Hamline Hi-Rise residents, and that the Public Housing Authority work with the Public Works Department and Hi-Rise residents to improve the utility of the South-facing entrance to the Hi-Rise. We also encourage PHA to consider signing several spots in the off-street lot for caregiver and visitor use.
- 3) That relevant agencies explore the feasibility and benefit of moving the Metro Transit bus stop currently located at the Northeast corner of Minnehaha and Hamline to the Northwest corner to open parking capacity for businesses at that intersection.
- 4) That the City assist businesses around the intersection of Hamline and Thomas to explore ways to share off-street parking near that intersection.

HMC Transportation Committee members and staff have worked extensively to gather feedback from the community regarding this project. A survey was developed and distributed both online and in hardcopy formats, eliciting more than 200 responses—a large majority being from Hamline Midway residents. In-person outreach was also conducted all along the project corridor and throughout the neighborhood, gathering extensive feedback from businesses and residents. Multiple in-person meetings were held with representatives from the Hamline Hi-Rise public housing complex at 777 Hamline Avenue and an additional public meeting was also organized by HMC with support from Saint Paul Public Works in April. Committee members also collected independent bicycle and pedestrian count information, as well as additional parking data over the course of several months.

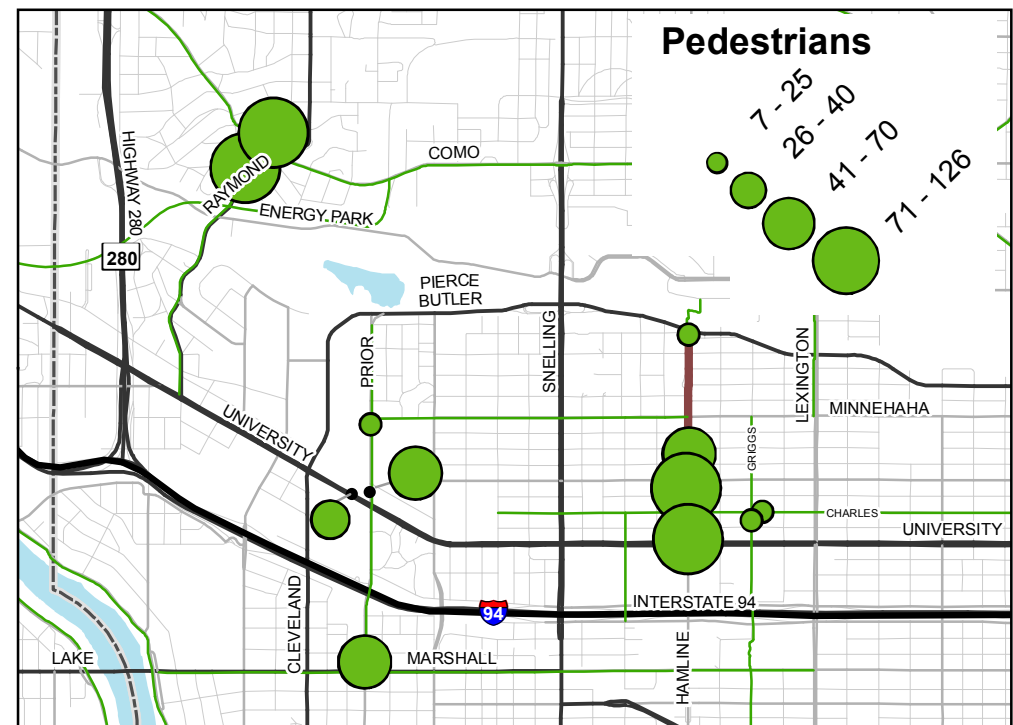
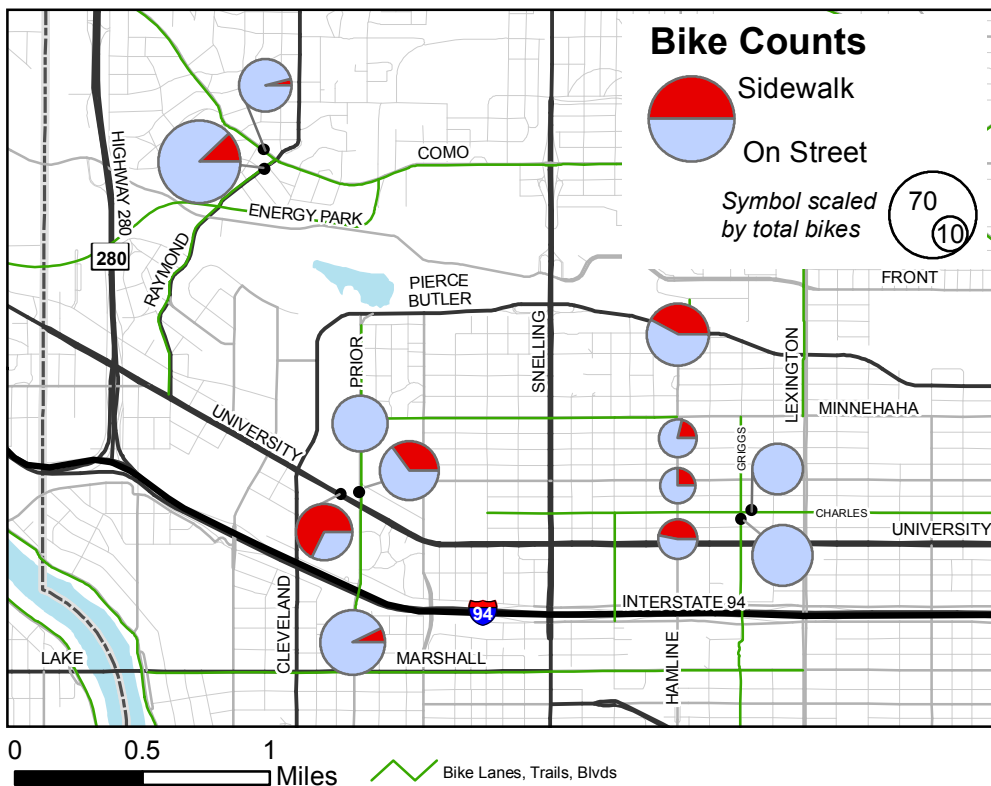
In considering the feedback and data gathered through this extensive outreach process, we recognize that varying opinions exist within the community about this proposal, but it is clear that community support for the entire project significantly outweighs opposition. We ask that Saint Paul City Council and Public Works staff consider the greatest utility and safety for the greatest number of people in making their final decisions regarding the proposal for bike lanes on Hamline Avenue, both from University Avenue to Minnehaha Avenue, as well as from Minnehaha Avenue to Pierce Butler Route.

Thank you for your consideration of this important project and for your continued work to make Saint Paul neighborhoods vibrant communities with a range of safe transportation options.

Sincerely,



Steve Samuelson, President
Hamline Midway Coalition Board of Directors



Peak Period (Rush Hour) Bike and Pedestrian Counts

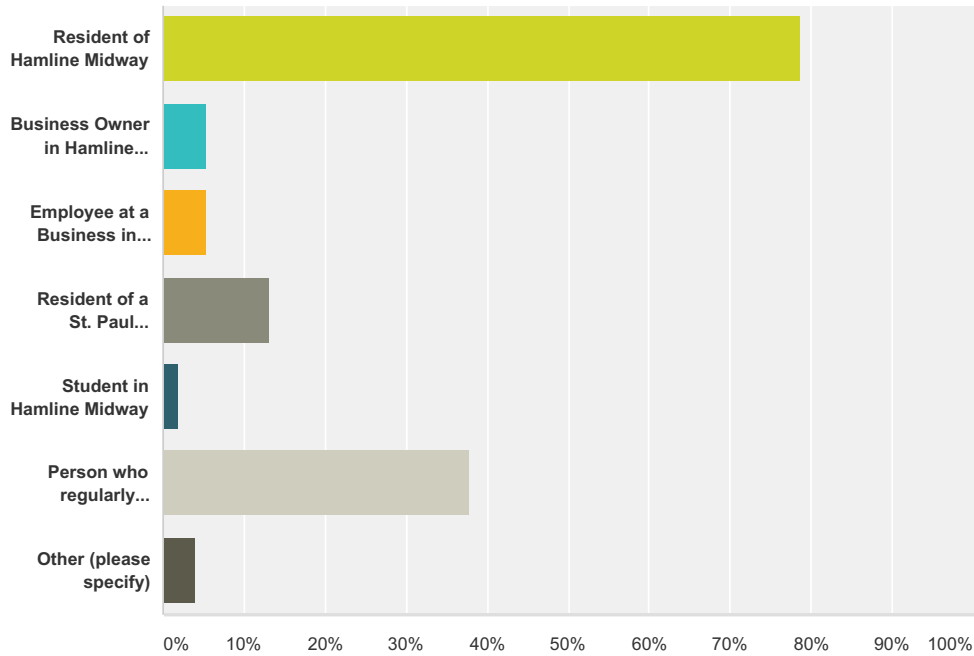
Data on Hamline collected by
community volunteers.

Data on other streets collected
as part of City of St Paul's
Annual Non-Motorized Counts.

Location	Year	Time	Date	Bikes in Street	Bikes on Sidewalk	Total Bikes	Pedestrians
Hamline south of Pierce Butler	2016	730-9am	5/17/16	22	16	38	23
Hamline north of Thomas	2016	4-6pm	5/18/16	11	3	14	69
Hamline south of Thomas	2016	4-6pm	5/18/16	9	3	12	81
Hamline north of University	2016	4-6pm	5/17/16	8	7	15	85
Charles east of Griggs	2015	4-6pm	9/22/15	25	0	25	16
Griggs south of Charles	2015	4-6pm	9/22/15	36	0	36	20
Dale north of Charles	2015	4-6pm	9/22/15	1	10	11	126
Charles west of Dale	2015	4-6pm	9/22/15	18	2	20	28
Prior north of Marshall	2015	4-6pm	9/22/15	38	3	41	50
Como west Raymond	2015	4-6pm	9/22/15	26	1	27	82
University west of Prior	2015	4-6pm	9/22/15	10	21	31	39
Raymond south of Como	2015	4-6pm	9/22/15	58	8	66	85
Prior north of University	2015	4-6pm	9/22/15	22	12	34	62
Prior south of Minnehaha	2014	4-6pm	9/9/14	30	0	30	7

Q1 I am a... (check all that apply)

Answered: 206 Skipped: 0



Answer Choices	Responses	
Resident of Hamline Midway	78.64%	162
Business Owner in Hamline Midway	5.34%	11
Employee at a Business in Hamline Midway	5.34%	11
Resident of a St. Paul neighborhood other than Hamline Midway	13.11%	27
Student in Hamline Midway	1.94%	4
Person who regularly travels through Hamline Midway	37.86%	78
Other (please specify)	3.88%	8
Total Respondents: 206		

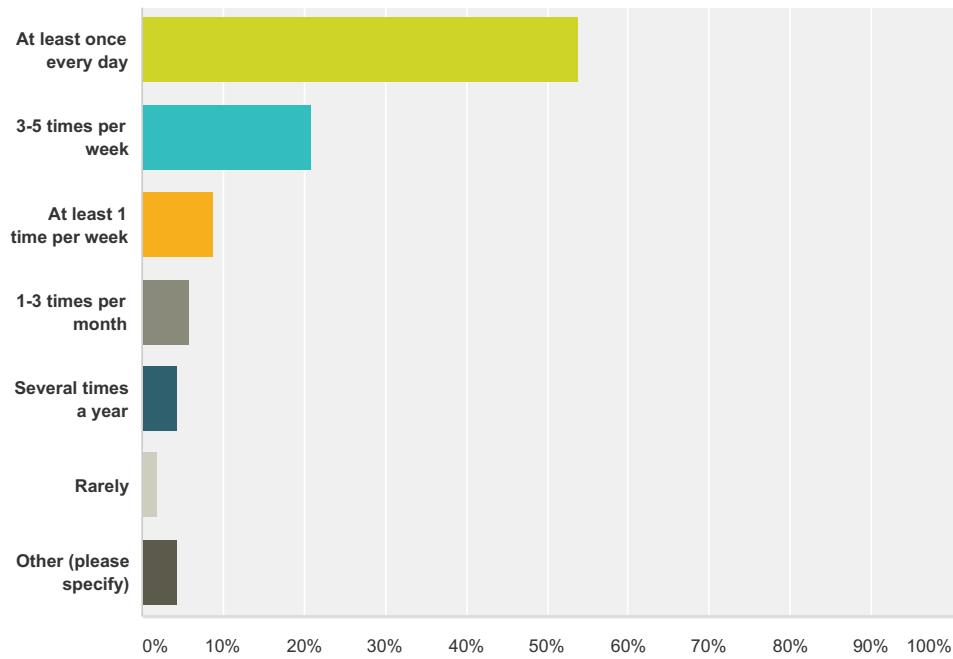
Q2 Contact information (Name, City/Town, and Zip Code required)

Answered: 206 Skipped: 0

Answer Choices	Responses	
Name (first & last)	100.00%	206
company	0.00%	0
Address	87.38%	180
Address 2	6.31%	13
City/Town	100.00%	206
State/Province	92.72%	191
ZIP/Postal Code	100.00%	206
Intersection nearest home/work (if in Hamline Midway)	67.48%	139
Email Address	79.61%	164
Phone Number	71.36%	147

Q3 How often do you or members of your family use the section of Hamline Ave. between University Ave. and Pierce Butler Route?

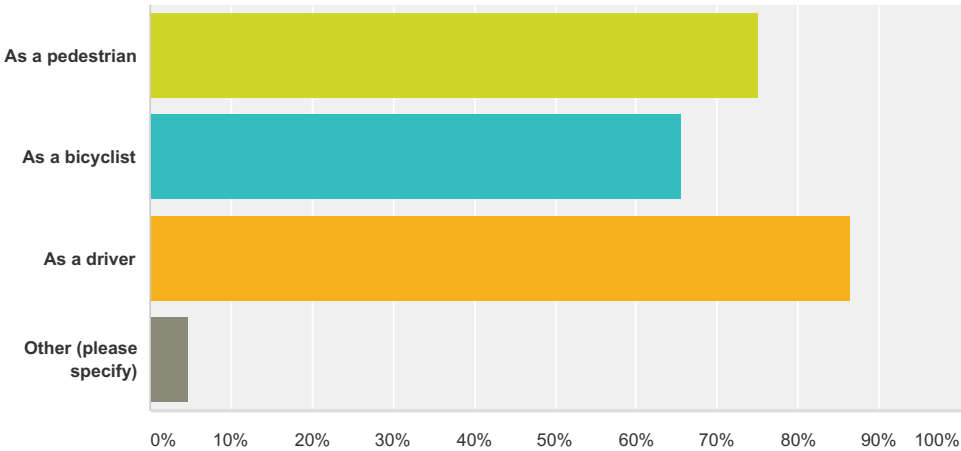
Answered: 206 Skipped: 0



Answer Choices	Responses	
At least once every day	53.88%	111
3-5 times per week	20.87%	43
At least 1 time per week	8.74%	18
1-3 times per month	5.83%	12
Several times a year	4.37%	9
Rarely	1.94%	4
Other (please specify)	4.37%	9
Total		206

Q4 How do you use Hamline Ave.? (Check all that apply)

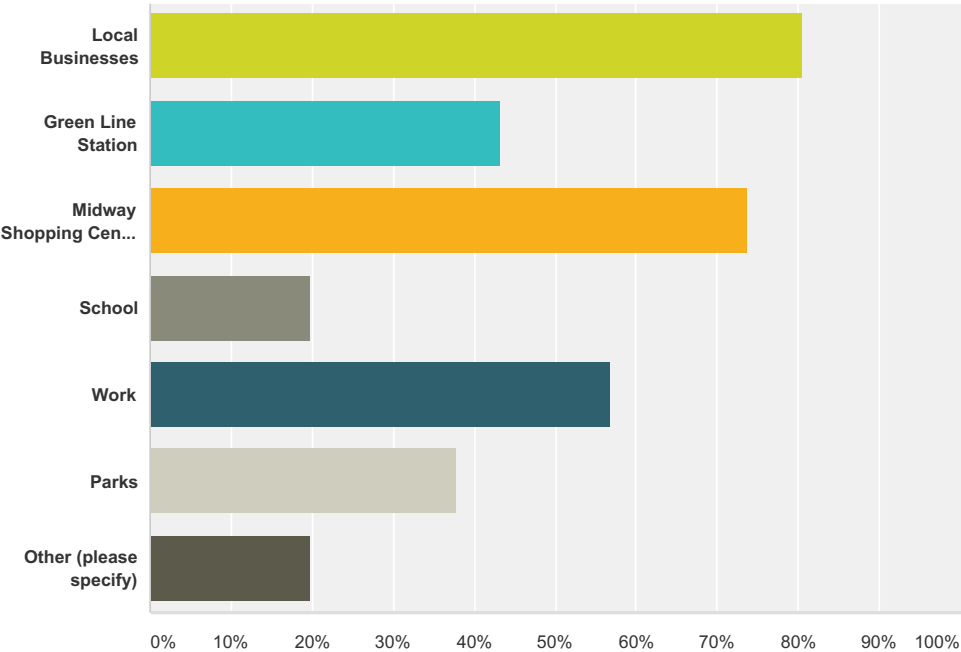
Answered: 206 Skipped: 0



Answer Choices	Responses	
As a pedestrian	75.24%	155
As a bicyclist	65.53%	135
As a driver	86.41%	178
Other (please specify)	4.85%	10
Total Respondents: 206		

Q5 What are your most common destinations when traveling on or crossing Hamline Ave.? (Check all that Apply)

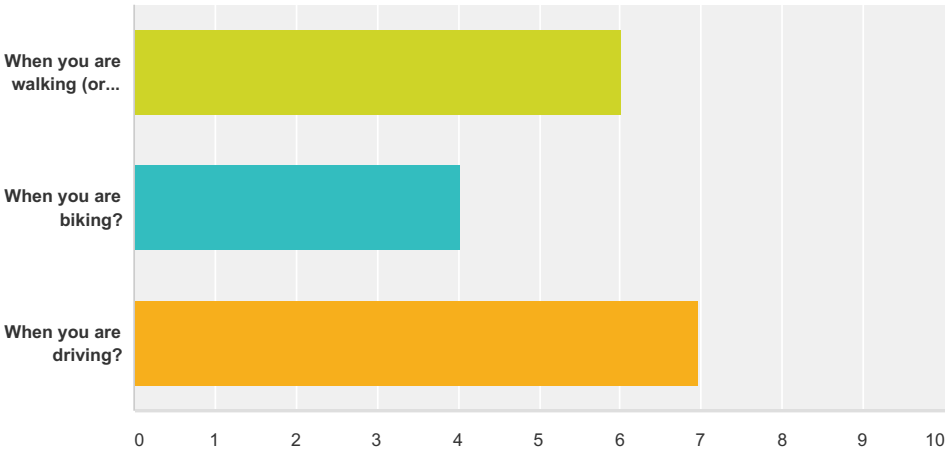
Answered: 206 Skipped: 0



Answer Choices	Responses
Local Businesses	80.58%166
Green Line Station	43.20%89
Midway Shopping Center (and other businesses on University Ave.)	73.79%152
School	19.90%41
Work	56.80%117
Parks	37.86%78
Other (please specify)	19.90%41
Total Respondents: 206	

Q6 How would you rank your overall sense of safety on Hamline Ave.?

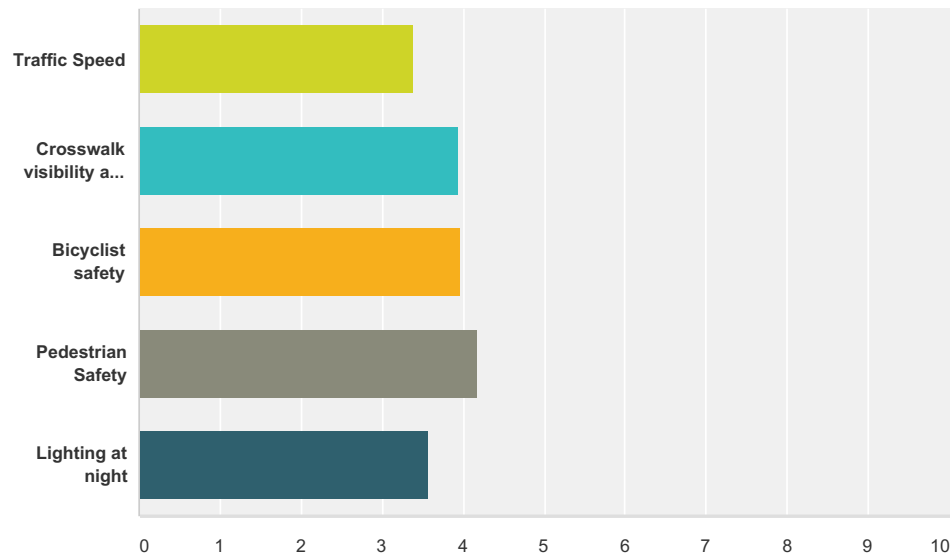
Answered: 205 Skipped: 1



	Extremely unsafe, try to avoid it	(no label)	(no label)	Moderately unsafe	(no label)	(no label)	Somewhat safe	(no label)	(no label)	Extremely safe, would allow my children to unaccompanied	Total	Weighted Average
When you are walking (or using a wheelchair)?	1.02% 2	4.06% 8	10.66% 21	16.75% 33	10.15% 20	6.60% 13	23.86% 47	12.18% 24	9.64% 19	5.08% 10	197	6.01
When you are biking?	19.46% 36	11.35% 21	14.59% 27	20.00% 37	8.65% 16	4.32% 8	12.43% 23	4.32% 8	2.70% 5	2.16% 4	185	4.03
When you are driving?	1.03% 2	1.54% 3	4.10% 8	8.72% 17	5.64% 11	10.26% 20	26.67% 52	16.92% 33	16.92% 33	8.21% 16	195	6.97

Q7 What are your primary safety concerns for Hamline Ave.? (Check all that apply)

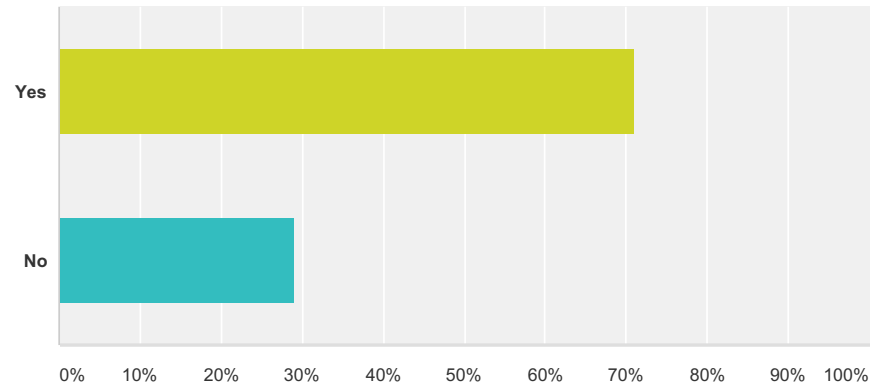
Answered: 202 Skipped: 4



	Least concern	(no label)	(no label)	(no label)	Greatest concern	Total	Weighted Average
Traffic Speed	13.92% 27	10.31% 20	24.74% 48	25.26% 49	25.77% 50	194	3.39
Crosswalk visibility and functionality	7.33% 14	2.62% 5	16.75% 32	35.08% 67	38.22% 73	191	3.94
Bicyclist safety	9.14% 18	5.08% 10	13.20% 26	25.38% 50	47.21% 93	197	3.96
Pedestrian Safety	3.13% 6	3.65% 7	16.15% 31	27.08% 52	50.00% 96	192	4.17
Lighting at night	5.26% 10	13.16% 25	27.37% 52	28.42% 54	25.79% 49	190	3.56

Q8 Would you be more likely to bike on Hamline Ave if bike lanes were installed?

Answered: 200 Skipped: 6



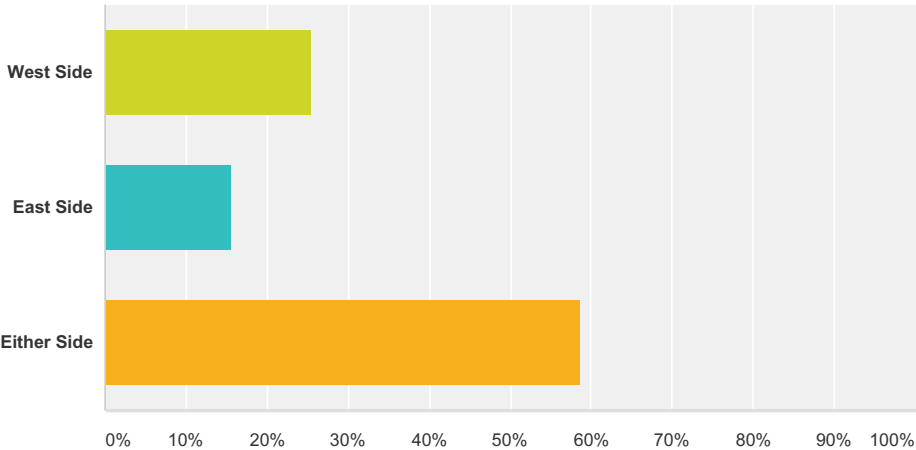
Answer Choices	Responses	
Yes	71.00%	142
No	29.00%	58
Total		200

Q9 Because Hamline Ave. is identified in the Citywide Bike Plan as an important bicycle route, the city is proposing installing bike lanes on both sides of the street. Due to the width of the roadway, this would require removal of on street parking from one side of the street from University to Minnehaha. The parking study recently completed by the Department of Public Works found that the remaining on street parking would be sufficient to satisfy the observed demand. What other suggestions do you have to help accommodate parking needs?

Answered: 124 Skipped: 82

Q10 If parking were only available on one side of Hamline Ave. Between University Ave. and Minnehaha Ave., do you have a preference for which side parking should be on?

Answered: 184 Skipped: 22



Answer Choices	Responses	
West Side	25.54%	47
East Side	15.76%	29
Either Side	58.70%	108
Total		184

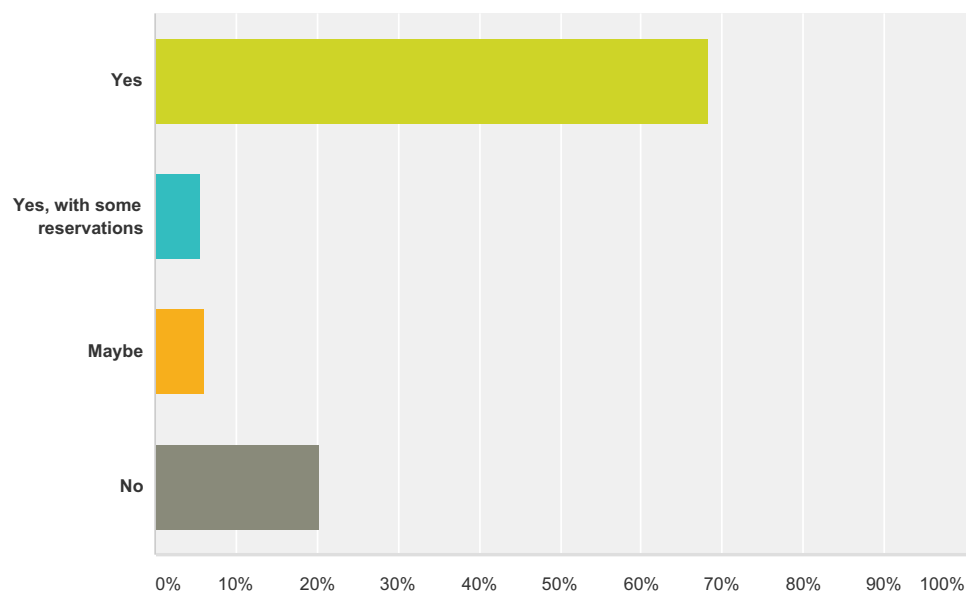
Q11 Do you have any other thoughts or perspectives on this project for the area between Minnehaha and University Avenues you wish to share?

Answered: 124 Skipped: 82

Q12 Considering this section of Hamline Ave is also identified in the Bike Plan as a future route, and will likely eventually receive bicycle infrastructure, do you support using this opportunity to install some type of bicycle infrastructure now?

(Note: this section of Hamline is not identified in any current improvement plans, meaning it could be many years before improvements are made again).

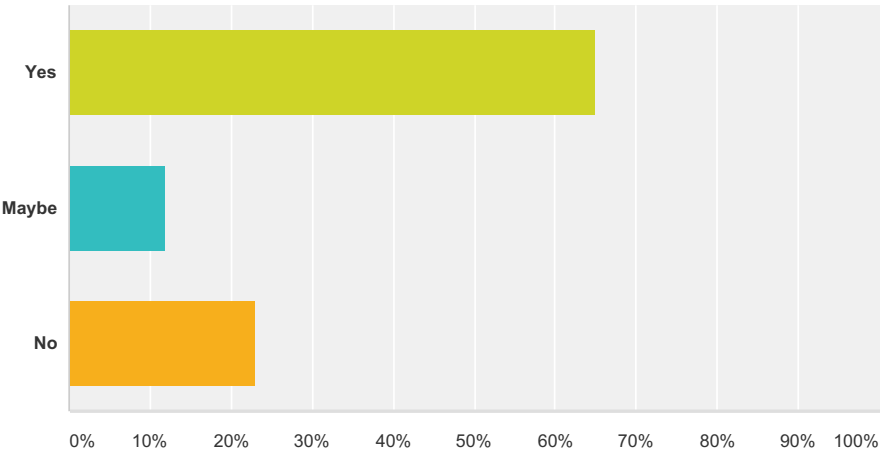
Answered: 198 Skipped: 8



Answer Choices	Responses	
Yes	68.18%	135
Yes, with some reservations	5.56%	11
Maybe	6.06%	12
No	20.20%	40
Total		198

Q13 Because of the width of the road on Hamline Ave between Minnehaha and Pierce Butler, some types of bike infrastructure would require removal of parking from both sides of the street. The parking study recently completed by Public Works determined the parking available on adjacent streets was sufficient for the demand for on street parking in that area. Would you support removing on street parking on Hamline Ave. between Minnehaha and Pierce Butler if it meant safer bike infrastructure could be installed?

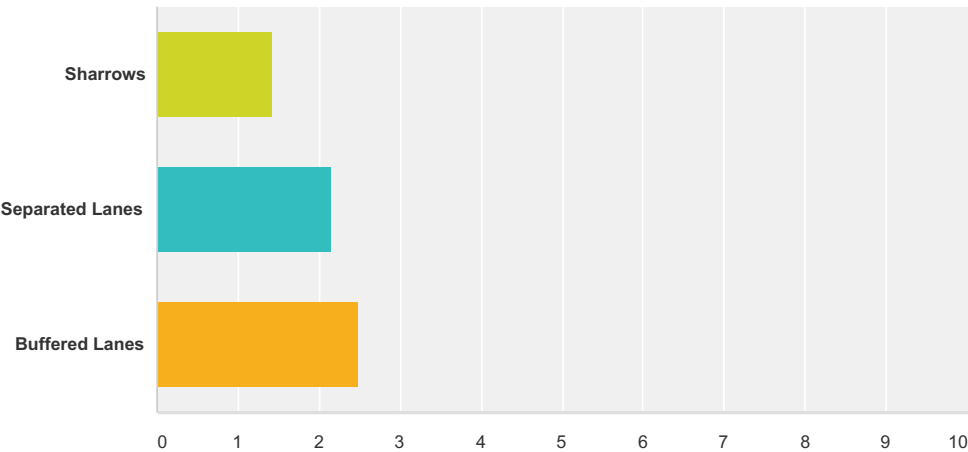
Answered: 200 Skipped: 6



Answer Choices	Responses	
Yes	65.00%	130
Maybe	12.00%	24
No	23.00%	46
Total		200

Q14 Below are images of possible bike infrastructure that could be installed on Hamline Ave between Minnehaha Ave. and Pierce Butler Route. Rank your choices in order of preference.

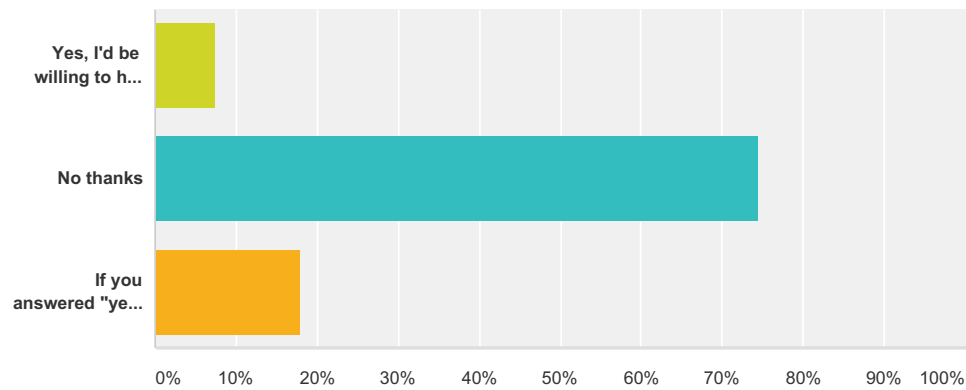
Answered: 183 Skipped: 23



	1	2	3	Total	Score
Sharrows	17.78% 32	7.22% 13	75.00% 135	180	1.43
Separated Lanes	22.54% 39	69.94% 121	7.51% 13	173	2.15
Buffered Lanes	62.86% 110	23.43% 41	13.71% 24	175	2.49

Q15 Are you interested in contributing to engagement efforts around this project?
This could entail things like flyering, helping to set up and take down at meetings, distributing surveys etc.

Answered: 184 Skipped: 22



Answer Choices	Responses	
Yes, I'd be willing to help out some	7.61%	14
No thanks	74.46%	137
If you answered "yes," please leave your email.	17.93%	33
Total		184

Q16 Do you have any other thoughts or perspectives on this project you wish to share?

Answered: 77 Skipped: 129