

PAYNE AVENUE RESURFACING SUMMARY OF ENGINEERING RECOMMENDATIONS

Report prepared: 5/1/2019

Open House: 2/28/2019

Public Hearing: 5/15/2019

PROJECT

This project is a resurfacing of Payne Avenue between Woodward Avenue and Edgerton Street. The project will improve the pavement condition, upgrade curb ramps to meet guidelines for ADA accessibility, add pedestrian refuge medians to make it safer and easier for people to cross the street, and add bike lanes. Removal of on-street parking is proposed along the west side of Payne Avenue from Woodward Avenue to just north of Hopkins Street.

PURPOSE

The purpose of this project is to improve pavement condition, enhance pedestrian safety, and provide a north-south bicycling facility on Payne Avenue that connects existing bikeways.

Payne Avenue is an a-minor arterial route owned by Ramsey County. At legal pedestrian crossings, the street is three lanes wide (two travel lanes in each direction and a turn lane). AADT within the project limits is 12,800 vehicles per day. 85th percentile speeds are 35 mph. The posted speed limit is 30 mph. Pedestrians who cross the street are exposed to high volumes of traffic traveling at high speeds.

There are existing bike facilities installed within the project limits at the E. 7th intersection and the Tedesco intersection. The proposed project would connect these and continue the bikeway up to Edgerton. The Saint Paul Bicycle Plan recommends "in-street separated (bicycle) lanes" for this corridor.



I. INITIATING ACTION

Ramsey County is planning a mill and overlay of Payne Avenue between Woodward Avenue and Edgerton Street in summer 2019. To improve road safety for all users, Ramsey County is proposing to add pedestrian refuge medians and bicycle lanes. Pedestrian refuge medians help to control speeds and reduce peoples' exposure to traffic as they cross the street. Bicycle lanes provide designated space for bicyclists. These facilities are consistent with the goals in the draft Saint Paul Pedestrian Plan and the Saint Paul Bicycle Plan.

II. PROPOSED IMPROVEMENTS

The project is between E 7th Street and Edgerton. The City recently completed intersection improvements at E. 7th and at Tedesco in two separate projects. No changes to the street will be made at these intersections.

To accommodate the installation of pedestrian refuge medians and bicycling facilities, on-street parking removal is proposed on the west side of Payne Avenue between Woodward Avenue and just north of Hopkins Street.

To understand how parking is used today, Public Works staff conducted 11 parking occupancy counts along Payne Avenue. Staff is proposing to remove parking on the west side of Payne Avenue between Woodward Avenue and just north of Hopkins Street. In that segment, there are approximately 33 existing parking spaces on the street (18 on the west side and 15 on the east side). On average, staff observed that west side occupancy was 1 vehicle and east side occupancy was 3 vehicles. The peak use staff observed was 3 vehicles on the west side and 6 vehicles on the east side. Based on this data, staff believes that parking supply on the east side of Payne Avenue is sufficient to accommodate existing parking needs along this segment of Payne. The parking occupancy data is attached in the **Appendix** of this document.

III. ALTERNATIVES

Repaving the street without bicycle facilities or pedestrian refuge medians would not improve pedestrian safety, bicyclist safety, or help to control speeds along the corridor. Pedestrian refuge medians have been found to reduce the rate of pedestrian/vehicle crashes by 46 percent. Not pursuing bicycle facilities with the 2019 project would not improve safety or comfort for people bicycling on Payne Avenue, and would fail to connect to existing bicycle facilities on Payne installed as part of the E. 7th & Payne and Tedesco & Payne intersection improvements.

IV. POSITIVE BENEFITS

This project will improve the safety of all users of the roadway. Pedestrian refuge medians help control speeds and make it easier and safer for people to cross the street. Pedestrian refuge medians have been found to reduce the rate of pedestrian/vehicle crashes by 46 percent. Providing dedicated bike lanes improves safety and comfort for people bicycling, encourages predictable riding behavior, and connects exiting bike lanes already striped on Payne. Narrowing the travel lanes to accommodate bicycle

facilities will minimize pedestrians' exposure to motorized traffic. ADA-compliant pedestrian ramps will improve safety for pedestrians at intersections, and all users will benefit from improved pavement quality following the street resurfacing.

V. ADVERSE EFFECTS

Routine impacts such as noise, dust, and general disruptions to vehicular traffic can be anticipated during project construction. Removal of some on-street parking will reduce overall parking capacity along the corridor and make on-street parking less convenient for properties on the west side of Payne Avenue between Woodward and Hopkins.

VI. TIME SCHEDULE

It is anticipated that the mill and overlay and all improvements will be installed in summer 2019.

VII. COST ESTIMATE

Ramsey County is financing 100% of project construction costs.

VIII. ESTIMATED FINANCING

Ramsey County is financing 100% of project construction costs.

IX. PROPOSED ASSESSMENT RATES

No assessments are proposed as part of this project.

X. SOURCE OF ADDITIONAL INFORMATION

For additional information, please contact:

Fay Simer, Transportation Planning and Safety Division
Email: fay.simer@ci.stpaul.mn.us
Phone: 651-266-6204

XI. 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

Attached:

1. Payne Avenue Parking Occupancy Study

Payne Ave Parking Counts
 Boundaries : Edgerton (north) to Woodward (south)
 Total Estimated Legal Parking Capacity: 108

Block	Block	Parking Capacity (west side of St)	Parking Capacity (east side of St)
1	Woodward to Kenny	4	2
2	Kenny to Pettit	7	7
3	Pettit to Hopkins	4	6
4	Hopkins to North	7	16
5	North to Tedesco	5	9
6	Tedesco to Bedford	3	4
7	Bedford to Edgerton	12	22

Totals:	42	66
Total Capacity:	108	

Total Observed Parking:	West Side	East Side
	135	131
Total Observed Parking (Both Sides)	266	

Average parking Utilization (Currently 11 Counts) 24.2

Average Percent of Capacity Utilized: 22.4%

Average parking Utilization Per Side (Current)	west	east
	12.3	11.9
Average Percent of Capacity Utilized (per side)	29%	18%

Observed Maximum Occupancy

		Weekday														Saturday													
		Early Morning (4 AM - 6 PM)				Midday (11 AM - 1 PM)				Evening (6 PM - 8 PM)				Midday (11 AM - 1 PM)		Evening (6 PM - 8 PM)													
		Tuesday, January 22		Thursday, January 24		Tuesday, February 5		Tuesday, January 22		Friday, January 25		Tuesday, February 6th		Monday, February 4		Thursday, January 24		Thursday, February 1st		Saturday, January 19		Saturday, February 16		Saturday, March 26th		Saturday, February 2			
		Observed		Observed		Observed		Observed		Observed		Observed		Observed		Observed		Observed		Observed		Observed		Observed		Observed			
Block	Side	west side of St	east side of St	west side of St	east side of St	west side of St	east side of St	west side of St	east side of St	west side of St	east side of St	west side of St	east side of St	west side of St	east side of St	west side of St	east side of St	west side of St	east side of St	west side of St	east side of St	west side of St	east side of St	west side of St	east side of St	west side of St	east side of St	Totals By Block Segment	Average By Block Segment
1	West	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
1	East	0	3	0	4	0	2	1	1	2	1			0	1	0	4			2	4	2	2	0	1	4	2	36	3.3
2	West	0	2	0	1	0	1	0	1	0	1			1	0	0	0			1	2	1	0	0	1	0	1	13	1.2
2	East	1	0	1	0	0	0	1	0	1	0			0	0	1	2			0	1	1	0	1	0	1	0	11	1.0
3	West	0	0	0	0	0	0	4	2	5	2			2	2	0	0			3	0	2	1	4	1	3	2	33	3.0
3	East	0	0	0	0	0	0	3	4	3	3			2	2	1	2			4	5	3	2	1	1	2	0	38	3.5
4	West	4	1	3	1	2	0	7	9	11	12			7	4	5	2			10	11	7	9	7	11	8	4	135	12.3
4	East																												
5	West																												
5	East																												
6	West																												
6	East																												
7	West																												
7	East																												
Totals		5	6	4	6	2	3	16	17	22	19	0	0	12	9	7	10	0	0	20	23	16	14	13	15	18	9		
Total Capacity		108																											
Both:		11	10	5	33	41	0	21	17	0	43	30	28	27	266														
Percent Capacity used		10%	9%	5%	31%	38%	0%	19%	16%	0%	40%	28%	26%	25%															
Per Time Period		8.66666667																											
Percent Capacity Use		8%																											
% of Legal Capacity Utilized		23%																											

Totals By Block Segment	Average By Block Segment
0	0.0
36	3.3
13	1.2
11	1.0
33	3.0
38	3.5
135	12.3