Overview of Alternative Transportation in Saint Anthony Park

2016

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Background

Saint Paul and its neighborhoods are in the process of creating a multimodal transportation system. The Green Line, redevelopments of Raymond and Como, and other developments create opportunities and challenges for transit, bicycling, and pedestrian activity for the Saint Anthony Park neighborhood. Saint Anthony Park must also work within historical contexts: Industrial zoning in the 1960s and 1970s have created large barriers for non-motorized transportation. These areas are gaining a new mix of uses, and the importance of providing new transportation options for new and existing uses becomes even more important.

This project aims to access the quality of alternative transportation modes in Saint Anthony Park, in light of these recent developments. The project assesses the connectivity of transit, quality of transit stops, bicycle connectivity, bicycle parking, and availability of sidewalks. Recommendations and immediate next steps are then provided to face the challenges identified.

Methods

The study was conducted from January to June of 2016. ArcGIS, Google Maps, and Field Observation were the primary tools utilized in data collection and analysis. Data was collected from the Minnesota Geospatial Commons, United States Census Bureau, Saint Anthony Park Community Council records, and field research by the primary researcher.

Bicycle parking data was collected by the primary researcher, and thus had more room for error. No databases of bicycle parking were found, and thus parking needed to be identified by the researcher. Parking in private housing complexes and the University of Minnesota were omitted due to the nature of their use. Parking displayed in this report was that which can be used by the public for daily uses, such as retail and restaurants.

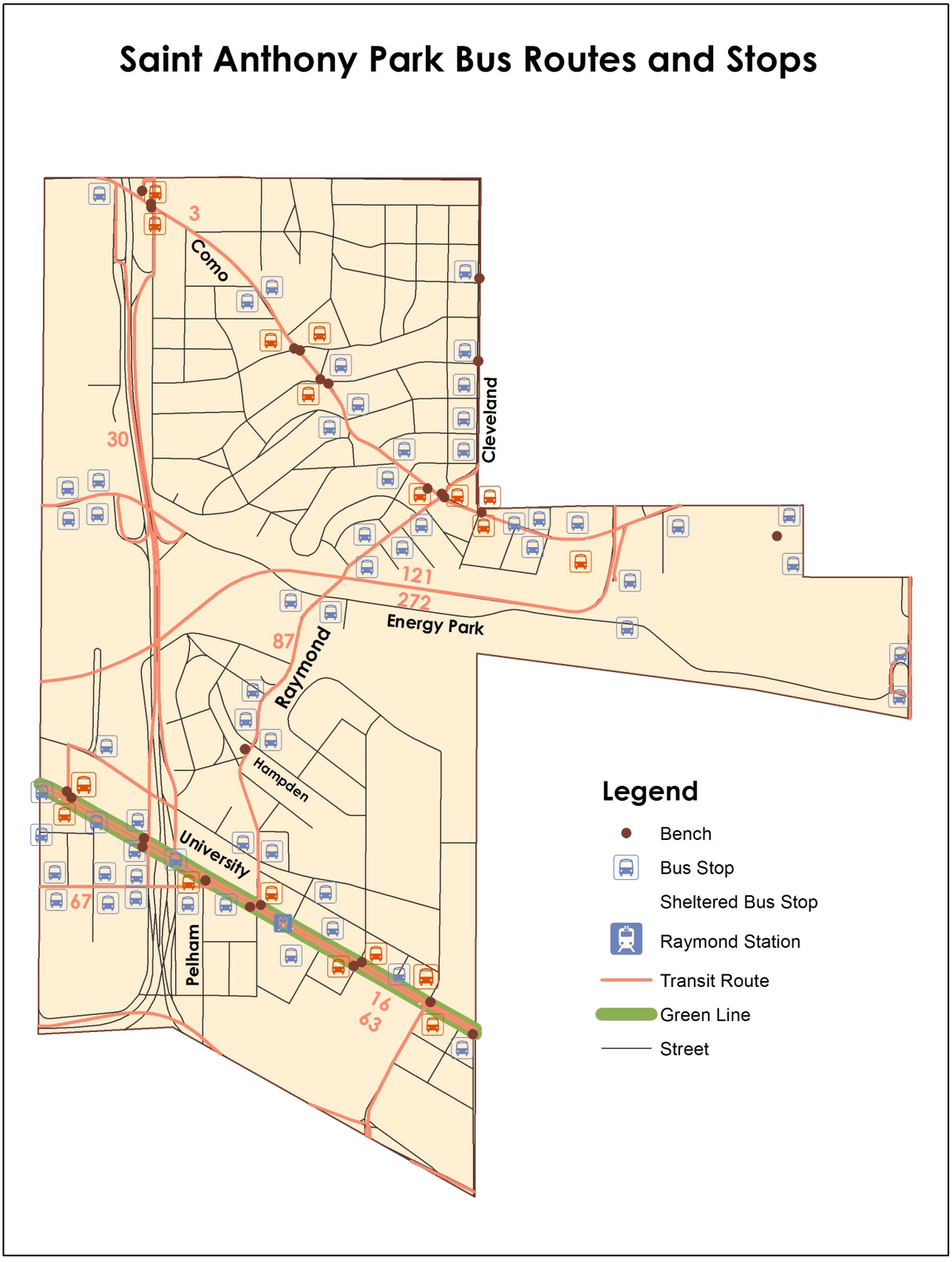
Analysis

Transit

Saint Anthony Park is fairly well connected via transit. Five local service bus routes, two express routes, and the Green Line LRT run through the neighborhood. Local service bus routes connect both north/south and west/east destinations. Express routes connect to Roseville and the West Bank of the University of Minnesota (Route 272) and Northeast Minneapolis (Route 30). Transit amenities, such as benches and shelters, are found along major bus lines, and are reflective of current ridership. Stops for the 3 bus line on Como and the routes within the University corridor (Green Line, 67, 63, and 16) host shelters and benches. Also reflective of current usage is the lack of shelters and benches on smaller, but still important routes, such as the 87, running north and south on Raymond Avenue. Current logic dictates that shelters are provided based on need. This creates a “chicken and egg” scenario for bus stops: Stops only receive shelters if

they are used more often, but they may not be used because there are no amenities like shelters or benches. Current ridership data as evidence only reinforces the idling ridership of buses: The amenities in place serve riders of need, but not riders of choice. Bus shelters and benches can be seen on the following page in Figure 1.1.

Figure 1.1


Saint Anthony Park Bus Routes and Stops
3
Como
30
Cleveland
121
272
Energy Park
87
Raymond
Hampden
University
67
Pelham
16
63
Legend
Bench
Bus Stop
Sheltered Bus Stop
Raymond Station
Transit Route
Green Line
Street

Local Service Bus Routes

Route 3

The route 3 bus is the most heavily used in Saint Anthony Park. The line connects the neighborhood to important destinations such as the University of Minnesota's East Bank, Lake Como, and the Minnesota State Fair. Stops along the 3 are the most likely to have shelters and benches.

Route 87

Route 87 is the main transit connection between south and north Saint Anthony Park. The route extends northward to Falcon Heights, ending at the Rosedale Transit Center, and southward to Highland Park. While a low ridership route system wide, Saint Anthony Park makes up 40% of boardings made on the route. Surprisingly, few stops along this route have benches or shelters. Ridership data suggests these are not necessary when looking route wide. However, the route is one of the most used within the neighborhood. Adding amenities may entice more people to use the service, along with serving those who already use the service.

Route 63

This route connects Saint Anthony Park Grand Avenue and Downtown in Saint Paul, as well as further to McKnight Road in East Saint Paul. The 63 shares sheltered bus stops along University with routes 16 and 67.

Route 67

The 67 connects Saint Anthony Park westward to Minneapolis via Franklin Avenue and eastward into Saint Paul via University, Minnehaha, and into Downtown Saint Paul through Rice Street. As with the 63, the 67 is provided with bus shelters along its University stops.

Route 16

The 16 runs westward to Stadium Village in Minneapolis and eastward to downtown Saint Paul via University. The 16 has largely been replaced by the Green Line.

Express Routes

30

Route 30 runs north on highway 280, through Lauderdale, west through the quarry of Northeast Minneapolis, circling back at Golden Valley Road.

272

This express bus runs from Maplewood Mall to the East Bank are of the University of Minnesota, making stops at the Saint Paul campus along the way.

Transit Successes

Saint Anthony Park is provided far reaching, convenient transit service. Light rail and express buses provide convenient rush hour commuting. Local routes connect to many major destinations.

Transit Challenges

Shelters and benches are only found along high usage routes in heavy traffic corridors. The 87, while not a high ridership route currently, serves an important north-south connection within and through the neighborhood. Ridership of this route could be bolstered by amenities that attract riders of choice to use the route. Total ridership of each line can be found below in Figure 1.2. A comparison of route ridership to neighborhood ridership can be seen in Figure 1.3. Stop-by-stop data can be found in Appendix A, Figure 1.5.

Figure 1.2

Saint Anthony Park Bus and Transit Ridership

Route	Boardings	Offs	Total Riders
Green Line			2752
3	1121	1154	2275
87	974	957	1931
63	371	397	768
67	144	177	321
16	136	139	275
30	18	23	41
272	2	2	4

Figure 1.3

Trips in Saint Anthony Park

Route	Ons	Offs	Total
Green			2,752
3	1,121	1,154	2,275
87	974	957	1,931
63	371	397	768
67	144	177	321
16	136	139	275
30	18	23	41
272	2	2	4

Trips System Wide

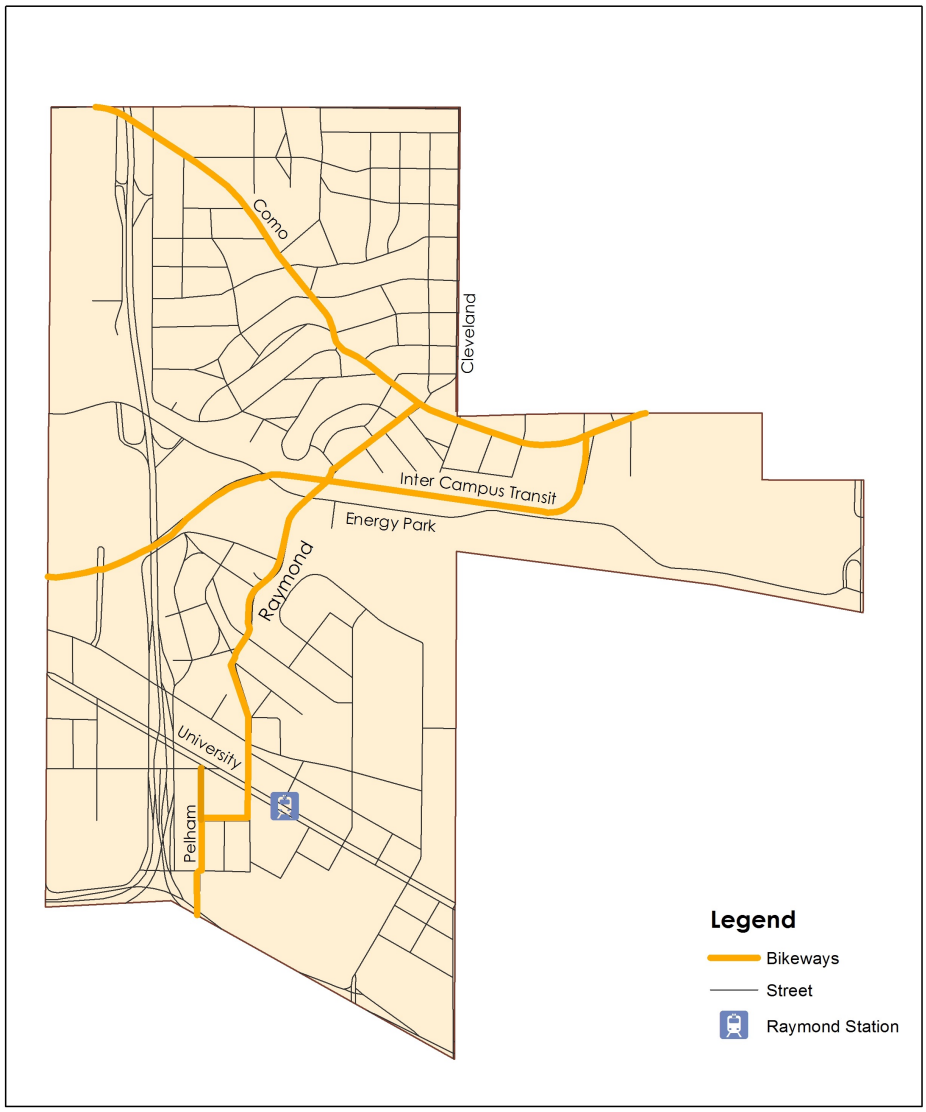
Route	Ons	Offs	Total
Green			107,760
3	14,688	14,769	29,457
87	2,430	2,428	4,858
63	11,091	11,202	22,293
67	2,827	2,857	5,684
16	3,275	3,301	6,576
30	742	740	1,482
272	78	80	158

Route	Percent of Total Route Ridership
Green	2.5%
3	7.7%
87	40%
63	3.5%
67	5.6%
16	4.2%
30	2.8%
272	2.5%

Average Bus Trips
Fall 2015

Figure 1.4

Bikeways Planned and Existing



Bicycling

Bicycling within Saint Anthony Park is above the average experience in Saint Paul. The major north-south and east-west streets, Raymond and Como Avenues, respectively, are both slated to receive improvements to their bicycle infrastructure. Both are already designated as bicycle routes, and will be receiving upgrades in the coming years. Small neighborhood streets in the northern section of the neighborhood host low and slow car traffic, making bicycle designation not as critical as main thoroughfares.

The biggest missing link in Saint Anthony Park's bicycle connections are the east-west connections to the Midway neighborhoods. Industrial areas both north and south of University create barriers for cyclists looking to travel east into Midway, and vice versa. If a cyclist is traveling from Saint Anthony Park to Midway, they must travel from Territorial or Charles to Vandalia, up to Ellis, then Transfer Road/Pierce Butler Route, finally ending on traveling south on Prior Avenue to connect to Minnehaha, the next available designated bicycle route. The route is not direct, and can be confusing. University Avenue is designated as a bicycle route, but semi-truck traffic and no separated bicycle facility make for uncomfortable cycling.

Heavy truck traffic and the wide roads that serve them create hazardous conditions for cyclists on the Transfer Road route. Speed limits are not obeyed, with automobiles traveling at speed of up to 50 miles per hour on Transfer Road. Signage provides the

the only marker of bicycle friendliness, and does not serve as proper accommodation for the average cyclist. Further, railroad infrastructure and large industrial zoned areas create more barriers for the implementation of cycling infrastructure.

South of University does not fare much better. Industrial areas break the street grid or distort it, leaving University the only option for cyclists to travel east-west. Wabash Avenue has been designated by the City of Saint Paul to receive In Street Separated bicycle lanes, which will help connect cyclists traveling east-west. This project would also hinge on bicycle infrastructure on Cleveland Avenue and Gilbert Avenue, which would connect cyclists to Prior Avenue.

Parking

Bicycle parking is found in most major commercial areas of the neighborhood. The Como Avenue business node hosts enough bicycle parking for existing use. The block of Raymond Avenue just north of University hosts eight parking spots, but on a moveable rack. Currently, road signs provide the most secure parking for bicycles on this corner.

Bicycle parking is missing on the block of storefronts between Franklin and University. This block hosts a wide variety of new businesses, but does not have any bicycle parking.

Most private apartment buildings host ample bicycle parking. Seal High Rise, Carleton Artist Lofts, and Commonwealth Terrace Cooperative all provide bicycle parking for their residents. Bicycle parking can be seen in Figure 1.5-1.7, with inset maps of both north and south areas of the neighborhood.

Figure 1.5

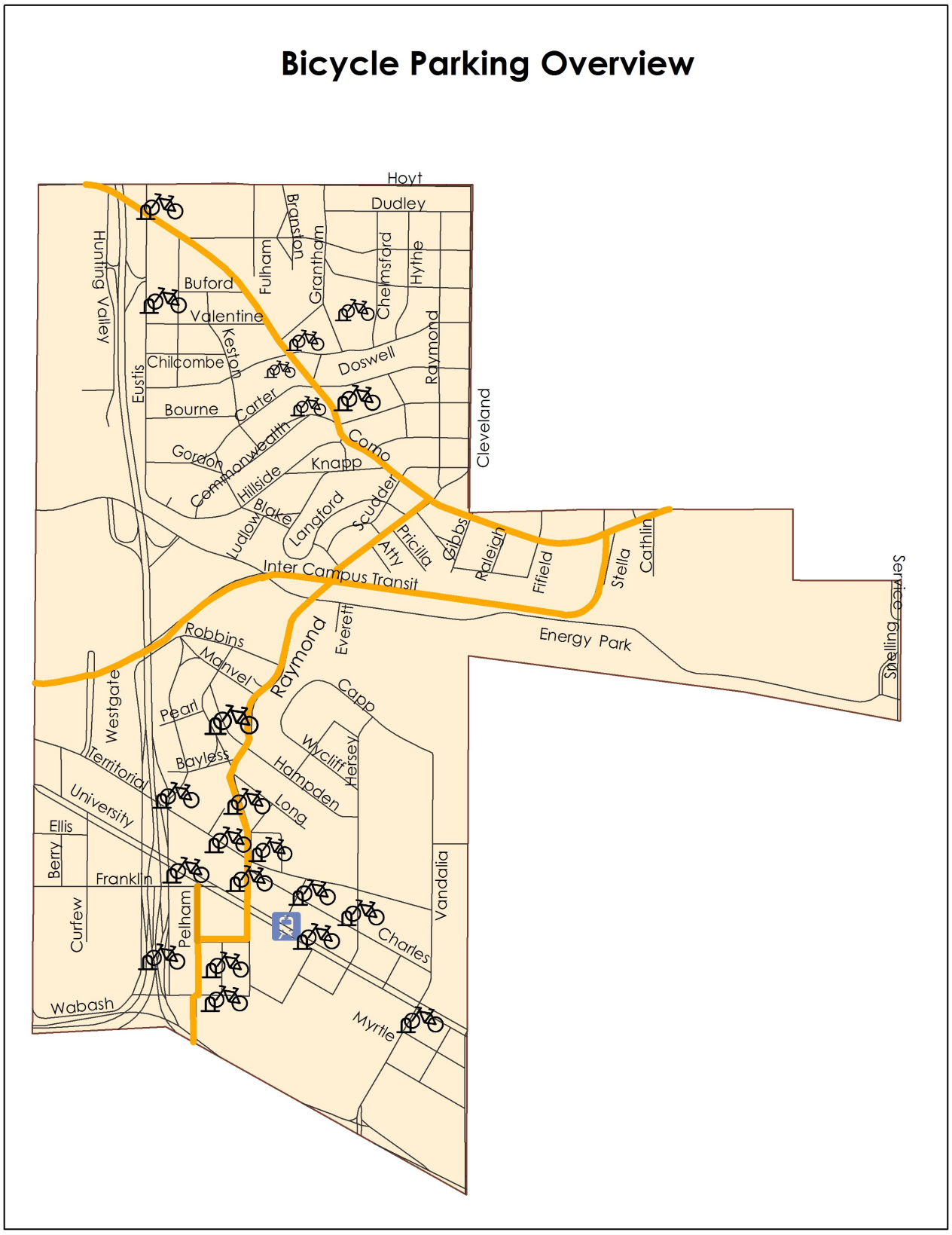

Bicycle Parking Overview
Hoyt
Dudley
Brandon
Fulham
Grantham
Chelmsford
Hythe
Hunting Valley
Buford
Valentine
Kestrel
Chilcombe
Doswell
Raymond
Eustis
Bourne
Carter
Commonwealth
Como
Cleveland
Gordon
Knapp
Hillside
Blake
Ludlow
Lanaford
Scudder
Pricilla
Atty
Gibbs
Raleigh
Fifield
Stella
Cathlin
Inter Campus Transit
Service
Energy Park
Shelling
Everett
Robbins
Manvel
Raymond
Capp
Westgate
Pearl
Wycliff
Hersey
Territorial
Bayless
Hampden
Long
University
Ellis
Berry
Franklin
Curfew
Pelham
Vandalia
Charles
Wabash
Myrtle

Figure 1.6

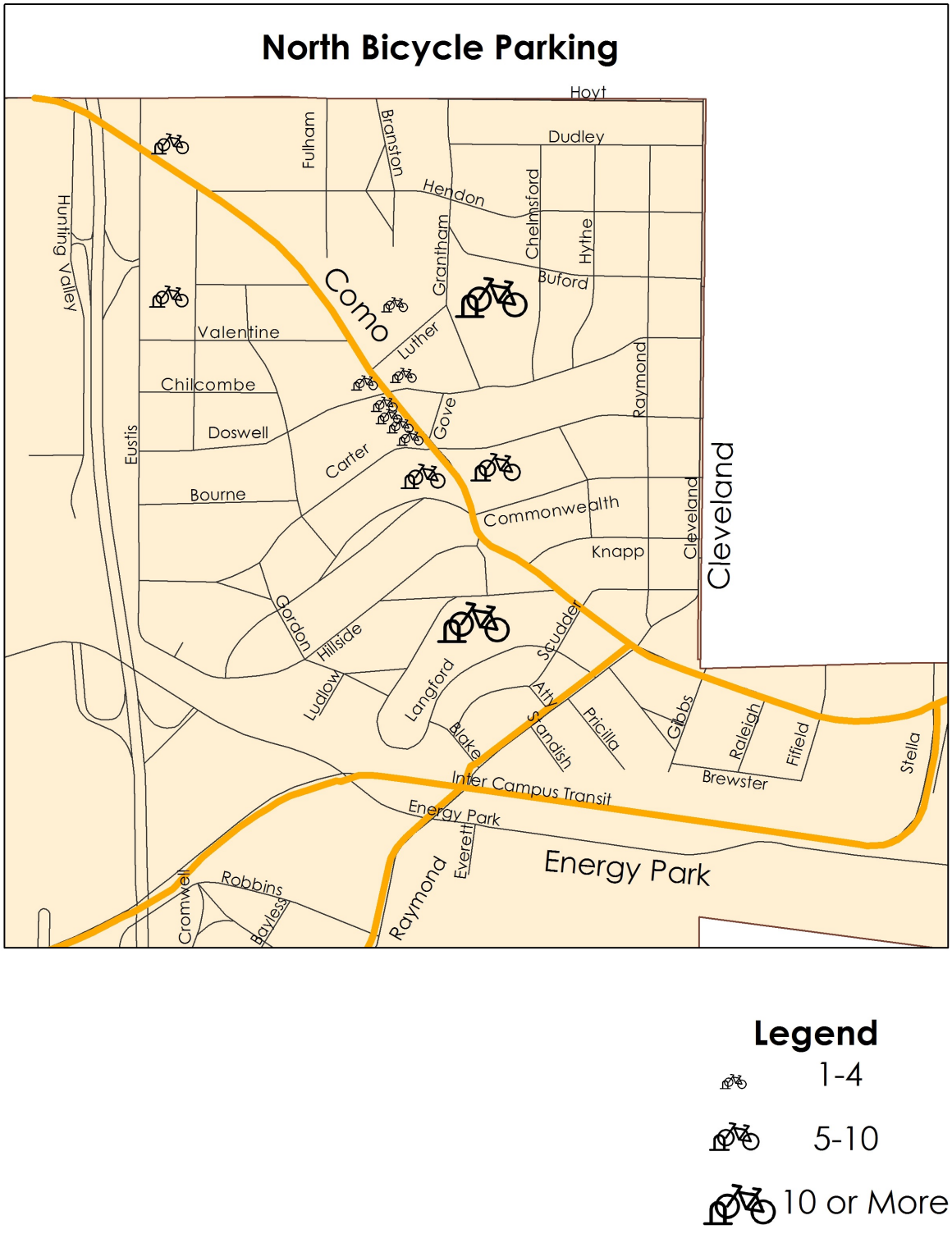
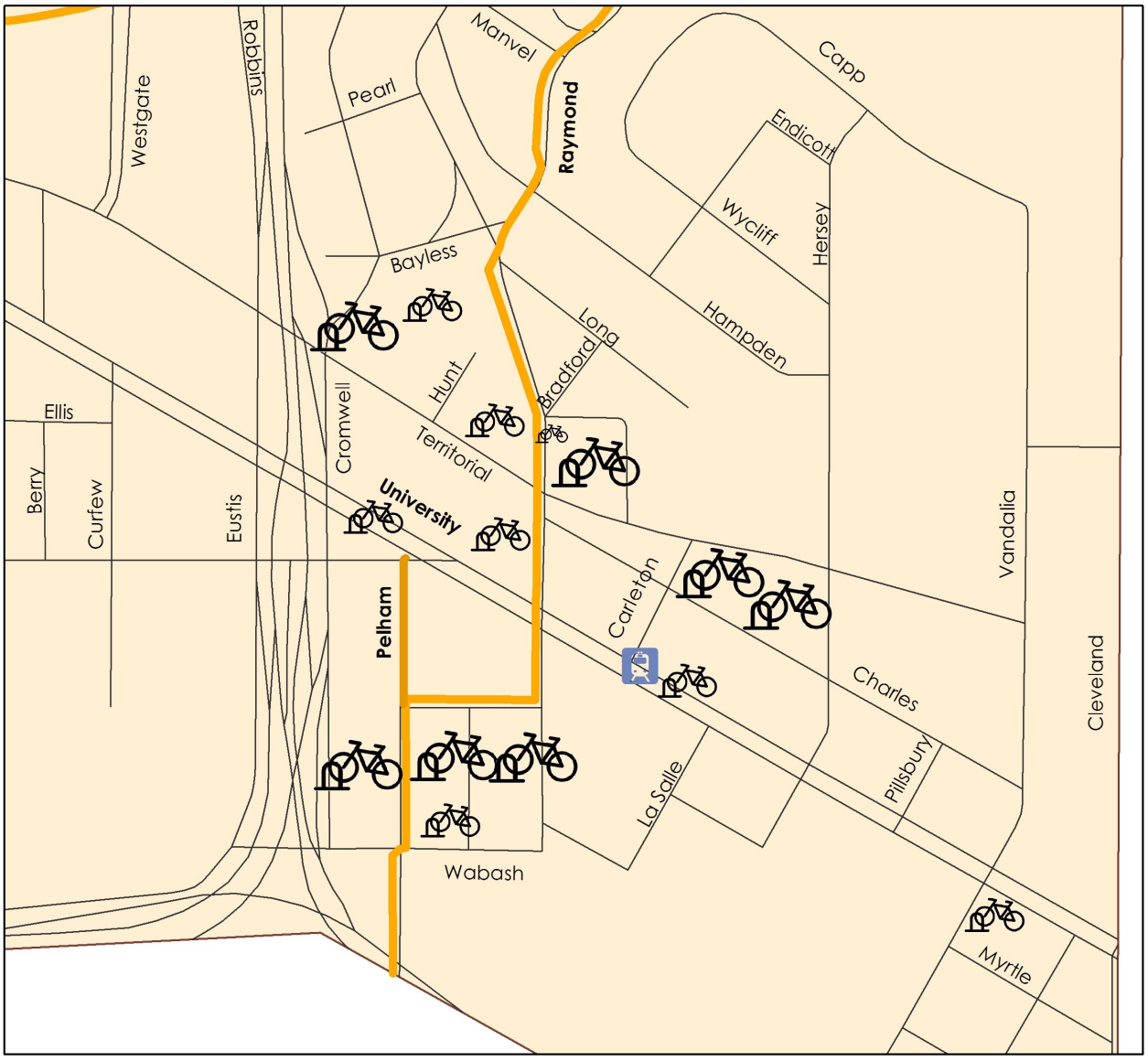

North Bicycle Parking
Hoyt
Dudley
Fulham
Branston
Hendon
Chelmsford
Hythe
Granthem
Como
Buford
Hunting Valley
Valentine
Luther
Chilcombe
Raymond
Gove
Eustis
Doswell
Carter
Bourne
Commonwealth
Cleveland
Knapp
Cleveland
Gordon
Hillside
Scudder
Ludlow
Langford
Ashby
Pricilla
Gibbs
Raleigh
Fifield
Stella
Blake
Standish
Brewster
Inter Campus Transit
Energy Park
Everett
Energy Park
Raymond
Cromwell
Robbins
Bayless
Legend
1-4
5-10
10 or More

Figure 1.7

South Bicycle Parking



Legend

1-4

5-10

10 or More

Current Bicycle Developments

Como Avenue provides access to Minneapolis for North Saint Anthony Park, while Franklin connects south Saint Anthony to Minneapolis. Como is slated for redesign in 2017, while Franklin is yet to be determined. Pelham Boulevard is being planned to connect south Saint Anthony Park to neighboring Desnoyer Park and the Mississippi River Parkway.

The small section of Franklin located east of 280, along with the bridge over 280 are missing bicycle lanes. Lanes begin on the west side of 280. Additionally, the Pelham-Myrtle-Raymond route for cyclists to travel north on Raymond is inadequately marked with bicycle signage. These spots are in need of adequate bicycle signage.

Pelham, Cretin, and Cleveland are the three crossings at I-94 in Saint Anthony Park. Cleveland and Pelham are both on the Saint Paul Bicycle Plan to receive in street, separated bicycle facilities. These two crossings will provide critical north-south connections for cyclists.

Pedestrian

Saint Anthony Park has sidewalks along most major roads and most neighborhood streets. Areas that are missing sidewalks include:

-Small residential streets in North

-Industrial areas both north and south of University

-Around parks, such as Langford and Doswell

These areas can be identified in Figure 1.8.

The necessity of sidewalks in areas that do not already have them will require case by case analysis. South Saint Anthony's lack of sidewalks is symptom of planning decisions from the 1960s and 70s that zoned the area as a mix of industrial and residential. Current residents of Seal High Rise are in need of better walking routes to the Green Line. The Transportation Committee has identified this route as a potential ADA suit. South Saint Anthony faces the challenge of providing better walking amenities for current residents, as well as increasing walkability for newly converted work and leisure spaces within industrial zoned areas.

Figure 1.8


Saint Anthony Park Sidewalk Coverage
Como
Cleveland
Energy Park
Raymond
Hampden
University
Pelham
Legend
Missing sidewalk on one or both sides of street
Sidewalk

Conclusion: Areas of Need

Transit

Bus stops along the 87, along with other high use, unsheltered stops, should be studied further and presented to Metro Transit as in need of shelters and/or benches. Adding shelters and benches to these stops may increase ridership along these routes.

Bicycling

Missed connections going east to Midway, both north and south of University, will need to be investigated. Bicycle lanes along Como, Cleveland, and Pelham are being planned as part of the Saint Paul Bicycle Plan, and the design of these lanes should be discussed in the community. Bicycle parking will continue to be on a per-building owner basis.

Pedestrian

Conversations with Al Czaia from Saint Paul Public Works should be continued to gain new sidewalks in Saint Anthony Park. The ADA case for new walking paths from Seal High Rise to the Green Line should be carried out.

Acknowledgements

Thank you to Cailin Rogers and Suyapa Miranda for providing the opportunity for this project. Additional thanks to Amanda Yang, the Saint Anthony Park Transportation Committee, CURA, Reuben Collins, and Al Czaia for their contributions to this project.

Appendix A

Figure 1.5 Transit Stops in Saint Anthony Park

Stop	Total Weekly Ridership	Shelter	Bench
Raymond Ave Station & Platform	2,752	Y	Y
University Ave & Carleton St	1,286	Y	Y
Como Ave & Eustis St	736	Y	Y
Como Ave & Doswell St	287	Y	Y
Como Ave & Cleveland Ave (Raymond)	274	Y	Y
Como Ave & Raymond Ave	264	Y	Y
University Ave & Raymond Ave	255	Y	Y
University Ave & Hampden Ave	245	N	Y
Como Ave & Gibbs Ave	245	N	Y
Cleveland Ave & Como Ave	211	N	Y
University Ave & Vandalia St	201	Y	Y
Como Ave & Carter Ave	193	N	Y
Buford Ave & Eckles Ave	161	N	Y
Buford Ave & St Paul Student Center	152	N	Y
Como Ave & Fifield St	140	N	N

Gortner Ave & Buford Ave	102	Y	Y
Raymond Ave & Hampden Ave	90	N	Y
Como Ave & Buford Ave	71	N	N
Raymond Ave & Territorial Rd	55	N	Y
Gortner Ave & Dudley Ave	55	Y	Y
Como Ave & Knapp St	54	N	N
Como Eustis P&R & Turnaround	53	Y	Y
Cleveland Ave & Carter Ave	46	N	Y
University Ave & Eustis St	44	N	Y
University Ave & Franklin Ave (Pelham)	42	Y	Y
Eustis & Como	40	N	Y
Como Ave & Commonwealth Ave	38	N	N
Raymond Ave & Energy Park Dr	36	N	N
Cleveland Ave & Knapp St	33	N	N
Cleveland Ave & Commonwealth Ave	28	N	N
University Ave & Transfer Rd	27	N	Y
UNIVERSITY AVE & BERRY ST	22	N	N

Raymond Ave & Manvel St	21	N	N
Raymond Ave & Standish St	20	N	N
University Ave & Cleveland Ave	17	N	Y
Raymond Ave & Atty St	16	N	N
Franklin Ave & Eustis St	12	N	N
Territorial Rd & Westgate Dr	11	N	N
COMO AVE & #1931	9	N	N
COMO AVE & #1931	9	N	N
Cretin Ave & Temple Court	7	N	N
Gortner Ave & Buford Ave / Buford Place	4	N	N
Cleveland Ave & Scudder St	4	N	N
Raymond Ave & Blake St	3	N	N