

Existing conditions

Poor pavement and curb conditions



Pavement conditions are very poor and are overdue for resurfacing.



Curb conditions along Dale Street are deteriorated in various locations.

The county will take this opportunity to look at what other safety improvements can be made.

Average daily traffic volume

Selby Avenue to Marshall Avenue

↑ 15,500 in 2011
16,700 in 2015
16,800 in 2018

Summit Avenue to Selby Avenue

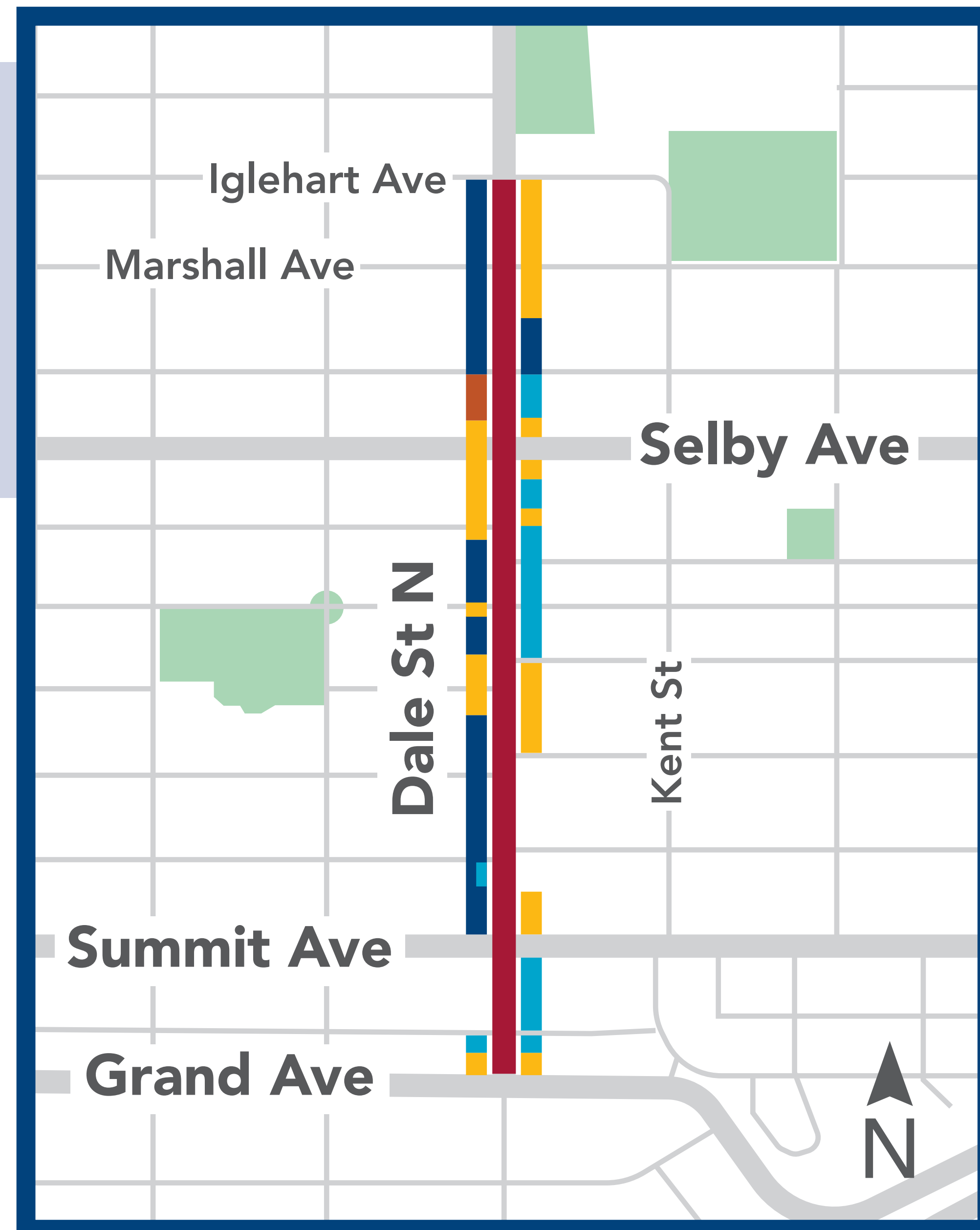
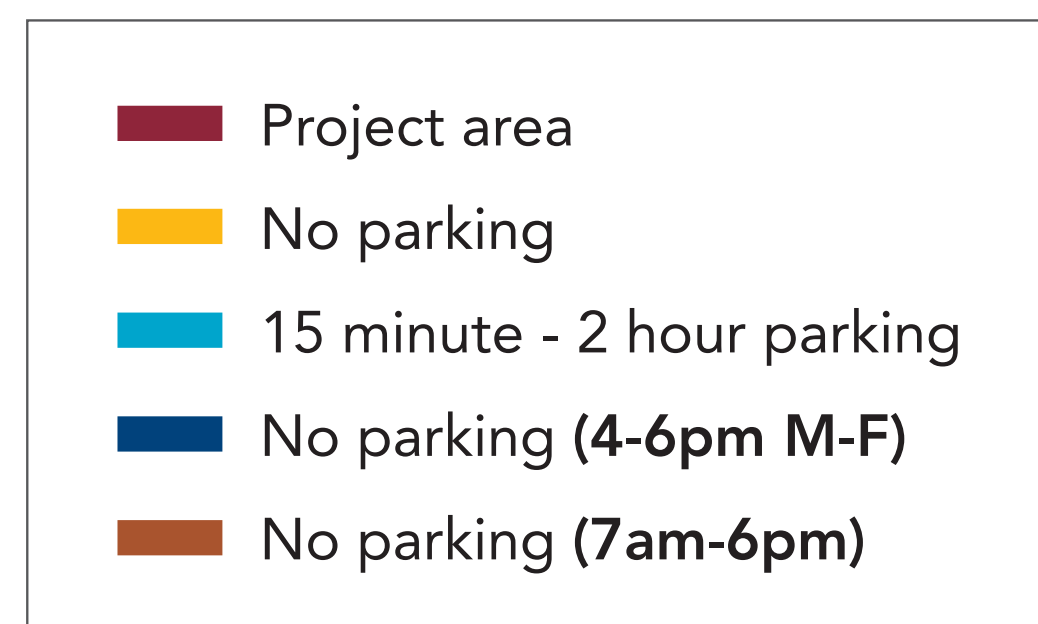
↓ 11,000 in 2009
11,200 in 2011
9,700 in 2017



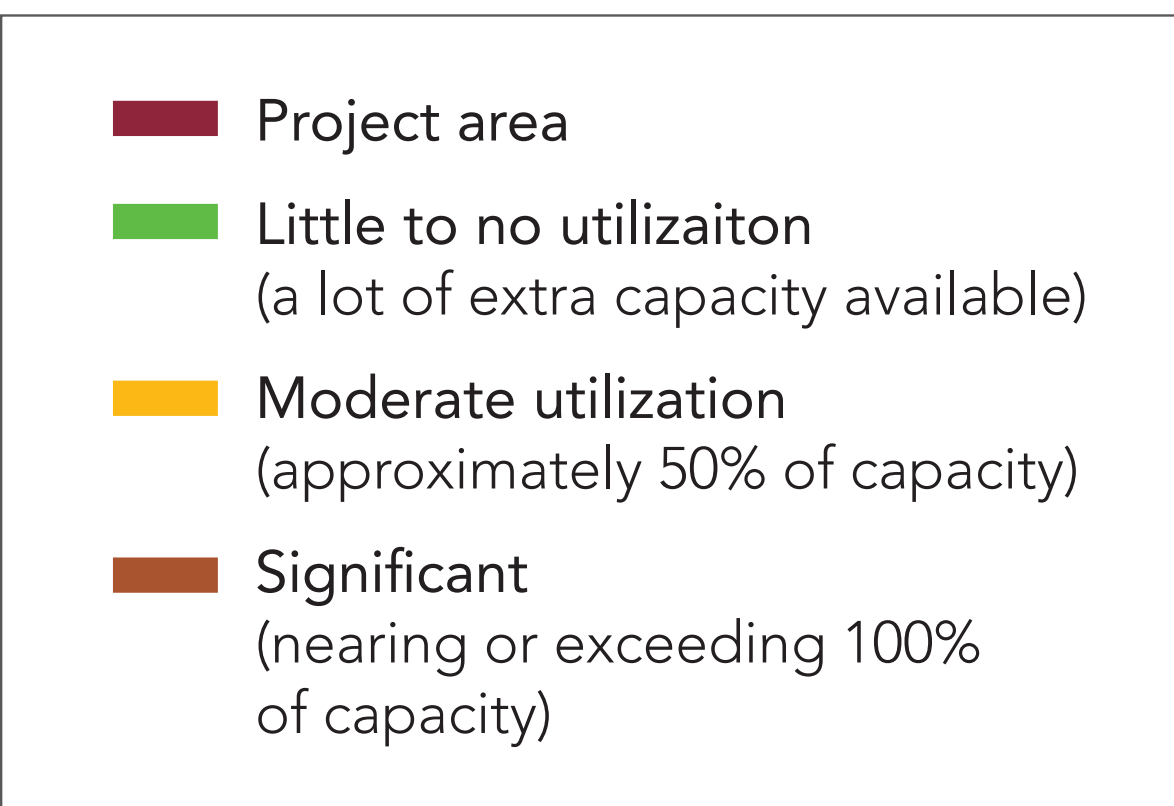
Existing conditions

On-street parking

Existing parking restrictions



Existing parking demand



Safety improvement strategies

4 to 3 roadway lane reduction

Dale Street, from Iglehart Ave to Grand Ave, was identified in the Ramsey County 4 to 3 Lane Conversion Study as a location where a road diet (4-3 lane conversion) would be feasible and beneficial.

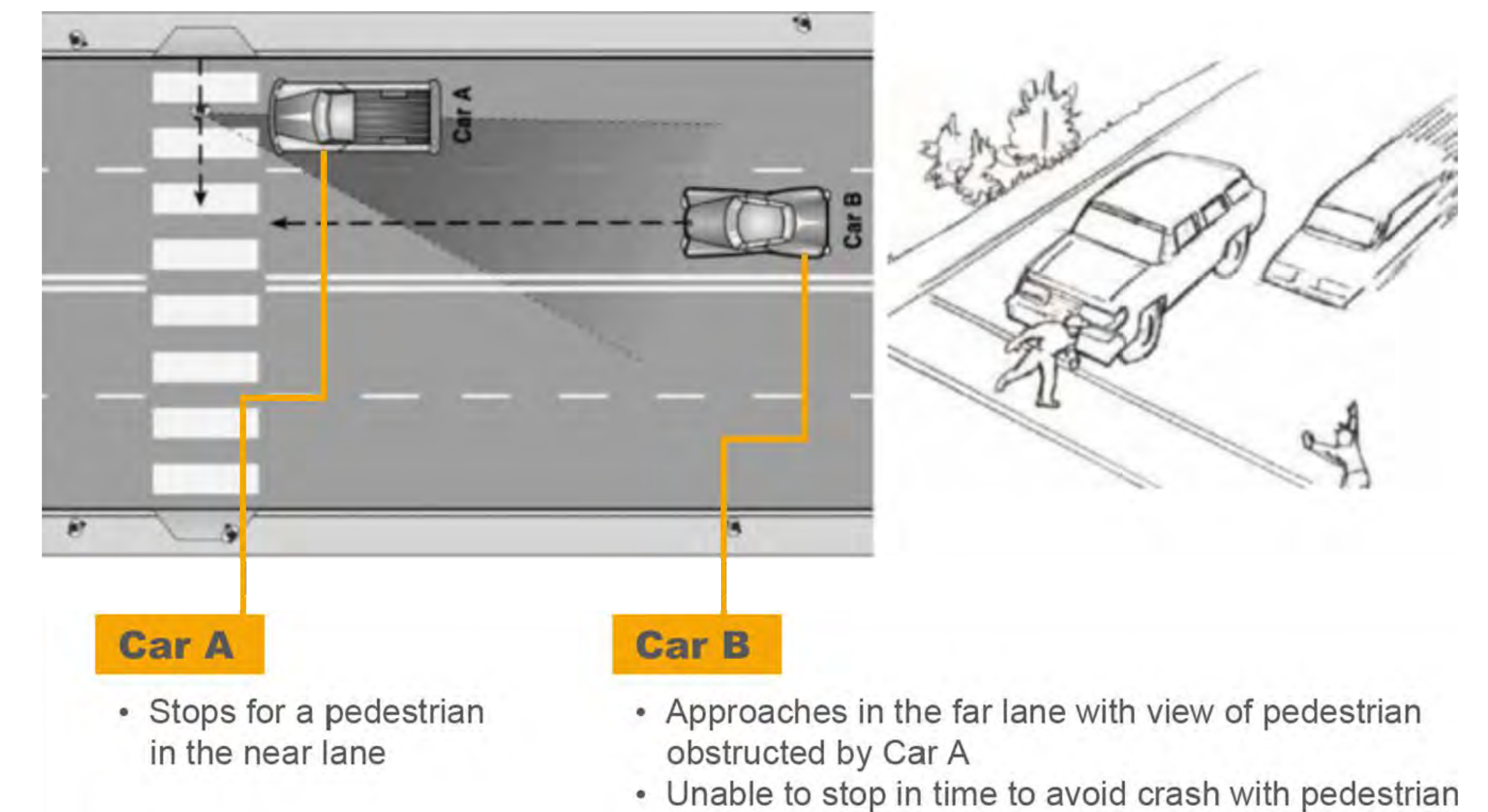
Benefits

It reduces:

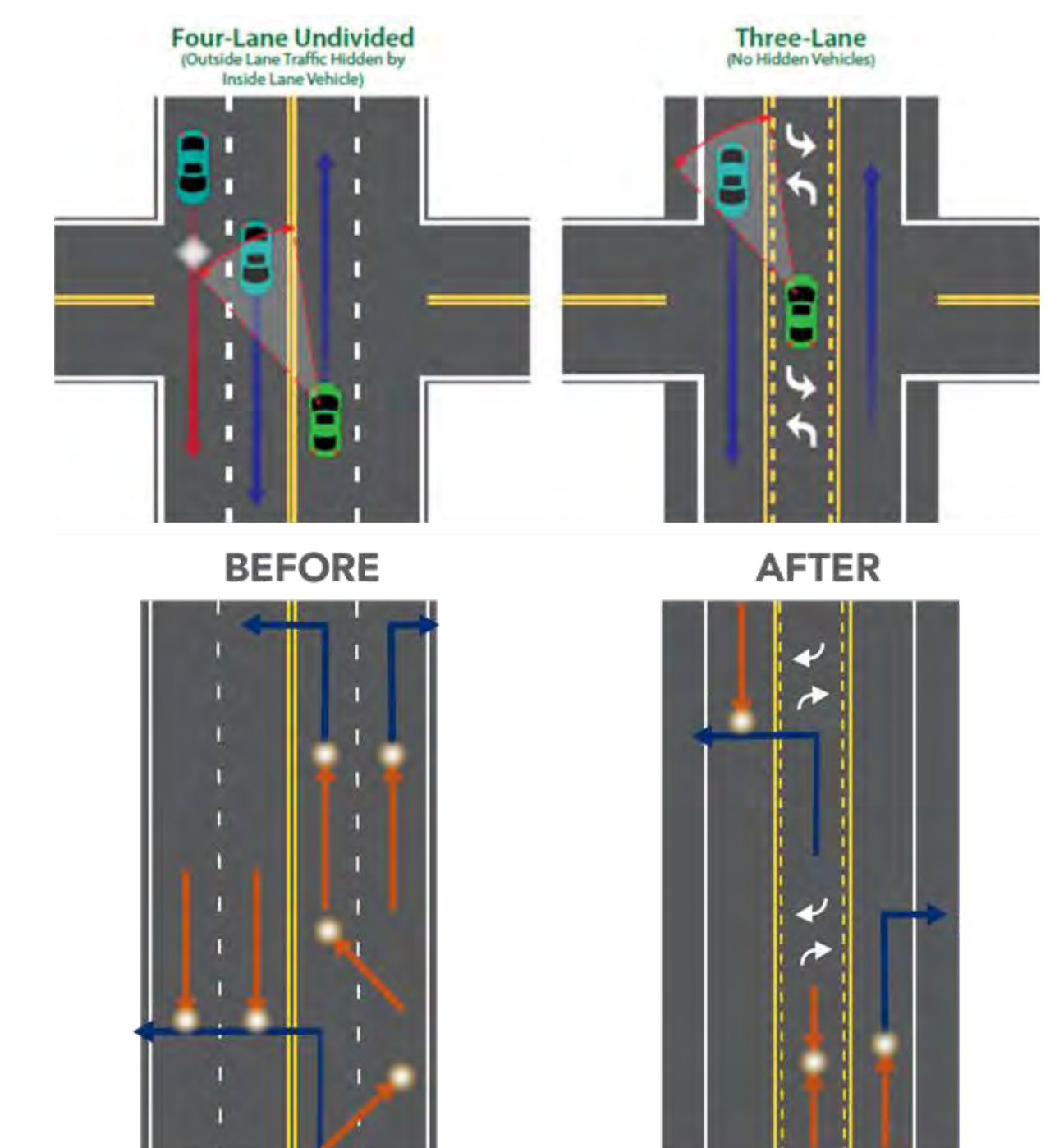
- Crash frequency by 37%
- Average vehicle speeds by up to 5pmh
- Vehicular delay with separate left turn lanes
- Total number of crashes of all types (rear-end, side-swipe, head-on, and pedestrian)
- The number of lanes and width of roadway a pedestrian must cross, which reduces exposure and risk, and eliminates the multiple lane threat
- The number of intersection conflict points

Provides space for other modes and/or curbside uses

Elimination of multiple lane threat



Reduced vehicle conflict points







Dale Street Redesign

From Iglehart Avenue to Grand Avenue

Safety improvement strategies

Pedestrian improvements

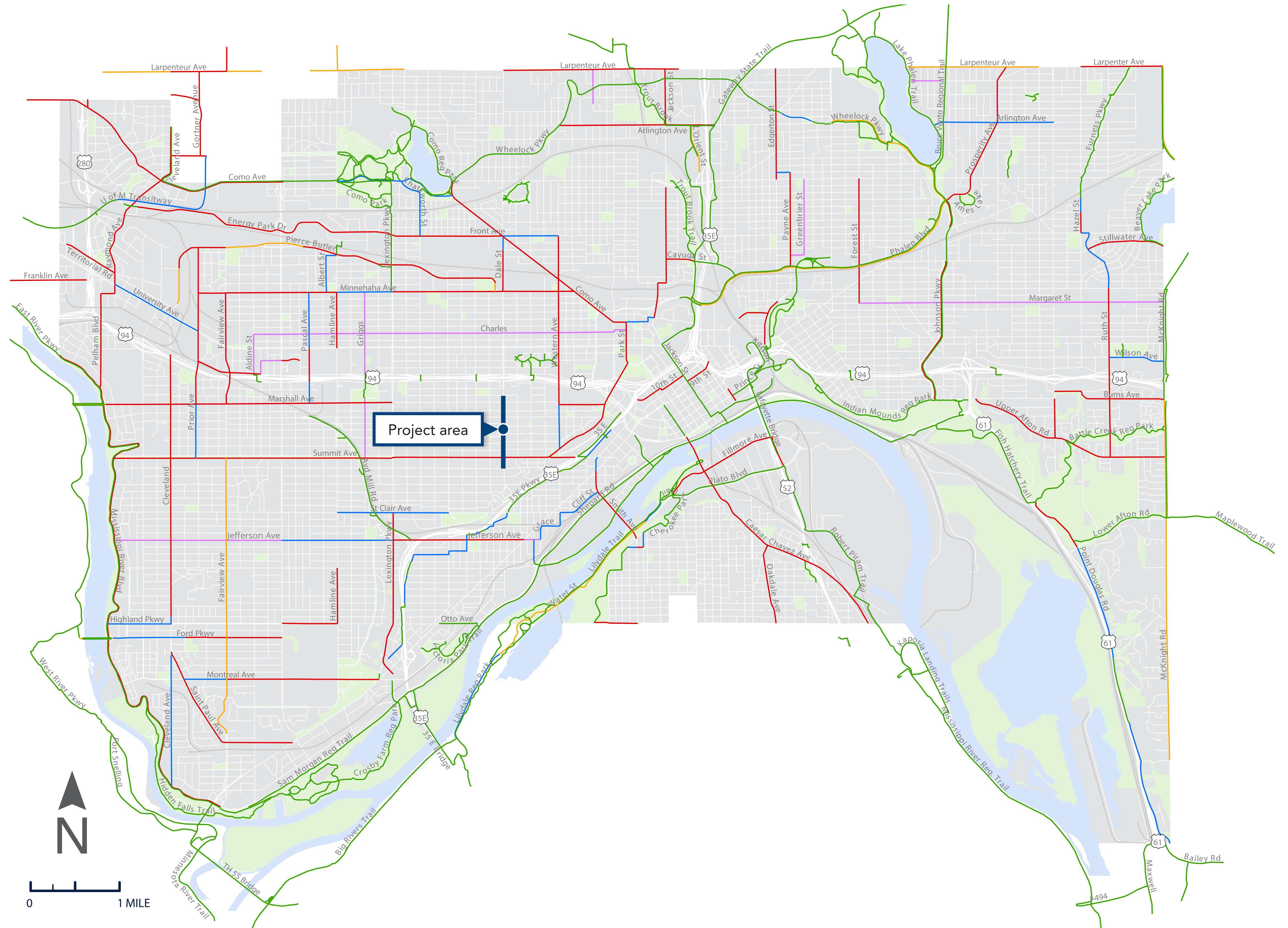
Ramsey County is considering using the following strategies to improve pedestrian safety.

Strategy	What it is		Benefits
Bump outs	Extend curb to edge of travel way to shorten pedestrian crossing distance		Shorter pedestrian crossing distance, lower vehicle speeds
Pedestrian refuge islands	Curb separated areas/islands within an intersection or between lanes of traffic for pedestrians.		Provides pedestrians opportunity for 2-stage crossing, reduces exposure and risk, and serves as traffic calming devices
Leading Pedestrian Intervals (LPI) at signals	Pedestrians enter crosswalk at signalized intersection 3-7 seconds before vehicles enter the intersection		Increased pedestrian visibility lowering pedestrian/vehicle exposure and conflict
Bringing ramps at signalized intersections up to ADA standards	Accessible Pedestrian Signal (APS) push button locations and ramp slopes/alignments		ADA compliance

Saint Paul Bike Network

Existing bicycle network

- Separated bikeways and paths
- On-street bicycle lane
- Paved shoulder
- Bicycle boulevard
- Shared lane



Dale Street Redesign

From Iglehart Avenue to Grand Avenue