



Highland District Council
1978 Ford Parkway Saint Paul, Minnesota 55116
651-695-4005 Fax 651-695-4019
Email: hdc@visi.com

Building a More Vibrant, Welcoming, and Safe Neighborhood

Resolution for the Lexington and Randolph Intersection

WHEREAS the intersection of Lexington Avenue and Randolph Avenue in St. Paul facilitates a large amount of traffic daily, totaling of 28,000 vehicles.

WHEREAS Randolph Avenue itself is a main arterial street in St. Paul, one of the few thoroughfares running from Shepard Road to the east, and Mississippi River Boulevard to the west,

WHEREAS, many residents and businesses have expressed concerns about the traffic flow on Randolph Avenue because of the back-up at the Lexington and Randolph Avenue intersection, just west of Interstate 35E,

WHEREAS the total reconstruction of a County road such as Randolph Avenue happens rarely, approximately once every 50 years, and Ramsey County plans to reconstruct Randolph Avenue between Syndicate Street to I-35E, beginning May 21st, 2015.

WHEREAS, to obtain details and provide input from the Highland neighborhood regarding the impact and results of reconstruction of Randolph Avenue as stated, the Highland District Council's(HDC) Transportation Committee met with various County, City and other authorities regarding this project,

WHEREAS, specifically, on June 28, 2011, the HDC's Transportation Committee met with city engineers to discuss signal timing and alternate options for traffic relief at the Randolph and Lexington intersection,

WHEREAS, on December 11, 2011 the HDC's Transportation Committee met with City staff and Metro Transit to discuss a traffic study and how traffic congestion could be relieved at the intersection of Randolph and Lexington, and Metro Transit agreed to look at relocating the bus stop on the southwest corner of Randolph,

WHEREAS, on January 12, 2012, Lee Bennett, Metro Transit Manager of Street Operations, met with the HDC's Transportation Committee and discussed a proposal from Metro Transit to the City of St Paul, to move the southwest Randolph bus stop to the far side of the Randolph and Lexington intersection to reduce congestion caused by bus operations,

WHEREAS, on July 24, 2012, the HDC's Transportation Committee met with Monica Beeman, Traffic engineer with the City of Saint Paul, who presented her suggested changes at the Randolph-Lexington intersection to improve traffic flow through that area:

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- Removing parking on the south side of Randolph west of Lexington, approximately 12 spots to be removed between Lexington and Montcalm Estates Road
- Extending the left turn lane to fit more cars into the bay (currently only three cars can fit into the left turn bay)
- Move bus stop to east side of the intersection so that the bus does not inhibit traffic flow.
- Next steps: Ms. Beeman will talk with the people at Montcalm Estates to obtain input from them.

WHEREAS, the HDC's Transportation Committee held a community meeting with Ramsey County and Traffic engineer, Beth Engum, on October 8, 2013, to discuss the Randolph and Lexington improvements,

WHEREAS, the HDC passed a resolution on June 5, 2014, requesting Metro Transit and the City of Saint Paul move the eastbound Randolph Avenue bus stop to the far side of the intersection (east side of Lexington Parkway), or as a secondary option, move the stop further west from the existing location to accommodate the new right turn lane,

WHEREAS, the HDC passed a resolution on September 4, 2014 asking Ramsey County to work closely with the City of Saint Paul, Metro Transit, immediate property owners and the Highland Park and Macalester Groveland neighborhoods to find a solution to solve the automobile congestion at this intersection,

WHEREAS, city staff recommends approval of the Saint Paul Bicycle Plan including bicycle lanes on both sides of Lexington Avenue,

WHEREAS, on February 10, 2015, and March 10, 2015, Nick Fischer, traffic engineer for Ramsey County met with the HDC's Transportation Committee to discuss the options for reconstruction of the Randolph and Lexington intersection,

WHEREAS, northbound vehicles on Lexington experience the longest delays at the intersection in part due to turn lanes being obstructed by vehicles entering and exiting the Trader Joe's property,

NOW, THEREFORE, BE IT HEREBY RESOLVED that the Highland District Council does not recommend the purchase of properties on the Northeast corner of Randolph and Lexington to widen the intersection, and;

BE IT FURTHER RESOLVED that the use of boulevard space is recommended to extend two lanes through the intersection northbound on Lexington and westbound on Randolph, add bike lanes on Lexington Ave, and pursue pedestrian safety improvements wherever possible, and;

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BE IT FURTHER RESOLVED that Ramsey County work with Metro Transit to move the Randolph eastbound bus stop approximately 150 feet to the west of its current location, and;

BE IT FURTHER RESOLVED that Ramsey County and the City of Saint Paul work with the owner/manager of the Trader Joe's property to designate Juno Avenue as entrance-only for customers and the north driveway as exit-only (delivery trucks exempt), and post appropriate signage.

Approved March 13, 2015

By the Highland District Council Board of Directors