

SUMMARY OF ENGINEERING RECOMMENDATIONS
Margaret Street Pedestrian and Bicycle Improvement Project

City Project No. 18-T-1348
State Aid Project No. 164-080-014

Report Prepared 12/13/2017
Public Hearing 2/07/2018

PROJECT

The project seeks to improve pedestrian and bicycle infrastructure on **Margaret Street between Forest Street and McKnight Road**. The project also proposes to construct a shared use, off street trail on **McKnight Road between Hudson Road and Minnehaha Avenue**.

EXISTING CONDITIONS

Margaret Street is identified as a prime location for a bike boulevard in the adopted St. Paul Bicycle Plan. In 2014, Margaret Street was established as a bike boulevard by implementing signage and pavement markings.

The existing street width on Margaret is 32' between Forest and Johnson Parkway. Margaret is 40' wide between Johnson Parkway and McKnight. There are gaps in the sidewalk system between Etna and Germain Street. 76 of the existing 78 pedestrian ramps do not meet ADA standards.

On McKnight Road there is an existing 5' wide concrete sidewalk on the west side of the street.

PROPOSED IMPROVEMENTS

The project will include five intersections with traffic circles and bump outs at major crossing roads. Proposed traffic circles locations are at Atlantic, Hazelwood, Flandrau, Hazel and Winthrop. Proposed bump outs are located along Margaret Street at Forest, Earl, Johnson, Ruth, and McKnight. Additional bump outs are also proposed along McKnight Road at Third Street. Gaps in the existing sidewalk system will be filled. All non-compliant pedestrian ramps will be reconstructed to meet ADA standards.

The project also includes geometry changes at the intersection of Margaret Street and Johnson Parkway. Due to the existing service roads along Johnson Parkway, this intersection is large and confusing. The project proposes to improve the conditions at this intersection by eliminating vehicle access to Johnson Parkway, enabling pedestrians and bicycles to pass through. Closing access to Johnson Parkway would

reduce vehicle traffic on Margaret, increase pedestrian and bicycle safety, and increase green space. Closing the gap in the medians at Margaret so that cars can no longer cross Johnson Parkway would also enhance the planned future trail along Johnson Parkway

The off street, shared use trail along the west side of McKnight Road would connect users of the bicycle boulevard to travel north/south to reach one of the existing traffic signals along McKnight to safely cross the four-lane divided roadway.

There are No Right of Way acquisitions required for this project. A Limited Use Permit will be required for work along McKnight Road from Hudson Road to Old Hudson Road, where MnDOT's Right-of-Way exists.

ALTERNATES

Margaret Street, an identified major bikeway on the Saint Paul Bicycle Plan, will continue to have insufficient facilities that would discourage residents from using a bicycle. Pedestrian facilities will also remain to have an insufficient system, distressed sidewalk and non-ADA-compliant pedestrian ramps. Safety concerns at major road intersections would be additional discouragement for users. The gap in the Regional Bicycle Transportation Network would endure until alternative routes or resources are established. Access to major businesses at the Sunray Shopping Center and bike trail east of McKnight Road would remain difficult.

POSITIVE BENEFITS

Margaret Street is an important east/west route for bicycling across the east side of Saint Paul. While traffic volumes on Margaret are low, additional improvements to the corridor help establish a safe bicycling alternative to much busier streets such as Minnehaha Avenue or 3rd Street. Gaps in the existing sidewalk system will be filled. All non-compliant pedestrian ramps will be reconstructed to meet ADA standards.

ADVERSE EFFECTS

Normal problems associated with construction such as noise, dust, reduced access to the neighborhood, and general disruption will be present. The closure at Johnson Parkway will cause some re-routing of traffic patterns.

EFFECTS ON TREES

Boulevard tree removal on McKnight Road will be necessary to make room for the wider shared use trail. Some trees may need to be removed to accommodate new sidewalk construction on Margaret between Etna and Germain.

TIME SCHEDULE

The project will begin in the summer of 2018 and will be completed by the fall of 2018.

COST ESTIMATE

Construction	\$ 1,576,000
Engineering	\$ <u>394,000</u>
PROJECT TOTAL	\$ 1,970,000

ESTIMATED FINANCING

Capital Improvement Bonds	\$ 720,000
Federal STP Funds	\$ <u>1,250,000</u>
PROJECT TOTAL	\$ 1,970,000

There are no assessments proposed for this project.

SOURCE OF ADDITIONAL INFORMATION

For additional information, contact the Project Engineer, Barb Mundahl, at 266-6112.

SUMMARY AND RECOMMENDATION

The Department of Public Works has ranked this a high priority project and the Engineering Recommendation is for approval of the project and financing.

Respectfully submitted,



Barbara Mundahl
Public Works

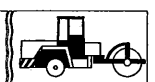


DESIGNED	CX
DRAWN	CX
APPROVED	BRM

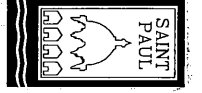
PREPARED BY STREET ENGINEERING DIVISION FOR THE CITY OF ST. PAUL, DEPARTMENT OF PUBLIC WORKS

MARGARET STREET

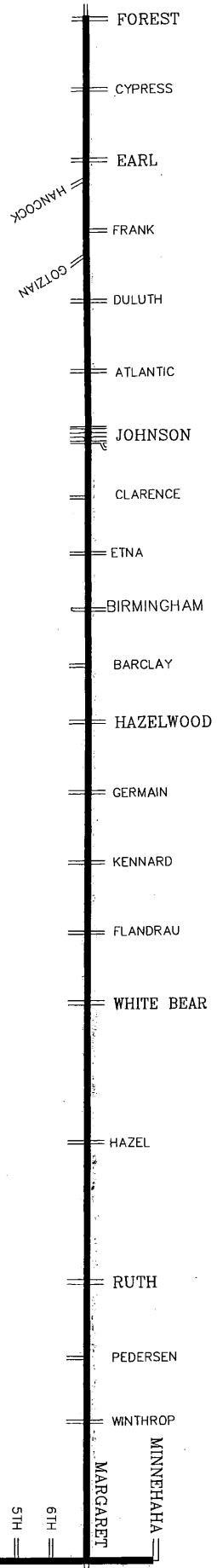
PROJECT:	18-T-1348
STATE AID	164-080-014
PROJECT NUMBER:	
DATE:	8/30/2017



PROJECT MAP



City of Saint Paul
 Department of Public Works
 Street Design and Construction Division



TRAFFIC CIRCLE LOCATIONS
 ATLANTIC
 HAZELWOOD
 FLANDRAU
 HAZEL
 WINTHROP

BUMP OUT LOCATIONS
 FOREST
 EARL
 RUTH

NOTE:
 OFF-STREET TRAIL
 ALONG MCKNIGHT



2018

MARGARET STREET BIKE BOULEVARD

