

SUMMARY OF ENGINEERING RECOMMENDATIONS
Jefferson Avenue Bikeway
City Project No. 09-P-1343

Report Prepared – ~~3/15/2010~~ 2/15/12
Public Hearing – ~~5/5/2010~~ 4/4/2012

Project

Improvements to implement a bicycle facility on the following roadways:

- Jefferson Avenue – Colborne Street to Mississippi River Boulevard
- Duke Street – Jefferson Avenue to James Avenue
- Colborne Street – Jefferson Avenue to Grace Street
- Grace Street – Colborne Street to Western Avenue
- Western Avenue – Grace Street to St. Clair Avenue

Improvements to include installation of pavement markings, signage, street lighting, bumpouts, sidewalk, and other elements as described below. See attached map for further details.

Purpose

The purpose of this project is to provide an improved east/west pedestrian and bicycle facility on Jefferson Avenue between Mississippi River Boulevard and the Sam Morgan Trail located on the east side of Shepard Road. The proposed project would also use local streets east of West Seventh to provide a connection to the West Side via Cliff Road and the Smith Avenue High Bridge. The project as proposed in this document would improve the current pedestrian environment on parts of Jefferson Avenue by adding sidewalks, street lighting and bump outs. The current bicycle environment would be improved by the addition of bicycle related pavement markings and bicycle related destination/directional signs. Additionally, there is a strong neighborhood desire east of Lexington Parkway to provide traffic calming elements that would transform Jefferson Avenue from a busy thoroughfare into a street that is in keeping with the City's Complete Streets resolution. Those traffic calming elements include the bump outs mentioned above as well as narrowing lane widths by restriping the roadway to accommodate bike lanes.

I. INITIATING ACTION

As part of the federal SAFETEA-LU transportation bill, in 2007 Minneapolis and adjoining communities were allocated \$21.5 million for a Nonmotorized Transportation Pilot (NTP) program that would be administered by Transit for Livable Communities (TLC). The purpose of the NTP program was to provide an incentive for shifting trips from vehicles to bikes, walking and transit. The focus of the bill is Minneapolis. However, communities which are geographically connected to Minneapolis are also eligible to apply for funds with the requirement that any proposed project would connect to Minneapolis.

With respect to the City of St. Paul, in 2008 the City applied for funds for two projects: a

bicycle boulevard proposed on Highland Parkway/Edgcumbe Road from Mississippi River Boulevard to Lexington Parkway and proposed bike lanes on Jefferson Avenue from Lexington Parkway to the Sam Morgan Trail and the Smith Avenue High Bridge. The intent of the two projects was to provide a continuous east/west bicycle facility that would connect Minneapolis to points east. Of the two projects the proposed Highland Parkway Bicycle Boulevard was awarded funding. The Jefferson Bike Lanes project was acknowledged by TLC as being a project that had high potential for future funding. The bicycle boulevard proposed for Highland Parkway was not implemented and the funds were returned to TLC.

In 2009 the City worked with TLC to develop the proposed Jefferson Bikeway project as contained herein. The intent of the project is to provide an improved east/west pedestrian and bicycle facility on Jefferson Avenue from Mississippi River Boulevard to the Sam Morgan Trail and the West Side via the Smith Avenue High Bridge. The project has been awarded \$750,000 from TLC and city funds in the amount of \$250,000 have been allocated as part of the 2010/2011 CIB budget.

II. PROPOSED IMPROVEMENTS

Jefferson Avenue – Mississippi River Blvd (MRB) to Snelling Avenue

This section of Jefferson Avenue is classified as a residential street. Years ago, the community successfully had the classification of this street changed from a collector street to a residential street. Elements proposed for implementation along this segment are:

- Installation of directional and destination signage.

The original proposal for Jefferson Avenue between MRB and Snelling Avenue developed by Public Works included installation of traffic calming elements such as traffic circles and revisions to stop sign traffic control at some intersections. ~~Based on community input, all traffic calming elements and stop sign revisions have been eliminated from the proposal. No traffic calming elements will be installed or stop sign intersection controls modified without satisfaction of the City's petition process which requires the signatures of 75% of affected residents as determined by the City.~~

Based on community input in 2011, the following improvements are being recommended for implementation.

- Installing "Sharrow" pavement messages between Mississippi River Boulevard and Snelling Avenue. Messages and spacing would be similar to what is currently in place between Snelling Avenue and Lexington Parkway.
- Installing "Stop" signs on Woodlawn Avenue and Stonebridge Boulevard where the roadways "T" into Jefferson Avenue.
- Removing the stop signs on Jefferson at the Jefferson Avenue/Mount Curve Boulevard intersection.
- Installing a marked crosswalk, Advanced Warning Pedestrian signs and LED Pedestrian Warning signs on Cretin Avenue in advance of, and at, the Jefferson Avenue intersection.

- Installing Dynamic Speed Display Signs (DSDS's) on Cretin Avenue. One would be installed between Randolph Avenue and Jefferson Avenue for northbound vehicular traffic and one would be installed between St. Clair Avenue and Jefferson Avenue for southbound vehicular traffic.
- Installing a marked crosswalk, Advanced Warning Pedestrian signs and LED Pedestrian Warning signs on Cleveland Avenue in advance of, and at, the Jefferson Avenue intersection.
- Installing DSDS's on Cleveland Avenue. One would be installed between Randolph Avenue and Jefferson Avenue for northbound vehicular traffic and one would be installed between St. Clair Avenue and Jefferson Avenue for southbound vehicular traffic.
- Remove existing parking ban on the north side of Jefferson Avenue between Prior Avenue and Kenneth Avenue thereby allowing parking on both sides of the street.
- Install bicycle detection at the Jefferson Avenue/Fairview Avenue signal. Detection would be for bicycle traffic on Jefferson Avenue only.
- Install traffic circles and remove stop signs at the Wheeler Street, Davern Street and Macalester Street intersections with Jefferson Avenue.
- Remove the existing parking ban on the north side of Jefferson Avenue between Fairview Avenue and Snelling Avenue thereby allowing parking on both sides of the street.

2017 Cretin to Cleveland RSVP Project (City Funded)

- Install a traffic circle and remove the stop signs at the Jefferson Avenue/Finn Avenue intersection.

End of SOER amendment

Jefferson Avenue – Snelling Avenue to Lexington Parkway

This section of Jefferson is classified as a collector roadway and is also a Municipal State Aid roadway. The ADT on the on this section ranges from 2,500 to 3,000 vehicles per day between Snelling and Edgcumbe and 4,000 between Edgcumbe and Lexington. This roadway has been reconstructed to MSA standards within last 10 years. Elements proposed for implementation are:

- Implementation of “Sharrow” Pavement Markings. A sharrow is a pavement marking which indicates where bicyclists should ride, informs the driver to expect bicycles on the roadway and indicates that bicyclists will share traffic lane with motor vehicles.
- Installation of directional and destination signage.
- Installation of Dynamic Speed Display Signs

Jefferson Avenue – Lexington Parkway to West Seventh Street

This section of Jefferson is classified as a collector roadway and is also a Municipal State Aid roadway. The ADT on the roadway ranges from 3,000 to 6,000 vehicles per day. There is excess street width available for implementation of a multiuser facility. Elements proposed for implementation are:

- Restripe roadway to add bike lanes.

- Construction of sidewalk on south side of Jefferson from Lexington Parkway to Victoria Street.
- Construction of bump-outs to help calm traffic and improve pedestrian safety.
- Lowering speed limit from 40 mph to 30 mph in vicinity of I-35E bridge
- Installation of Lantern Style Street Lighting. (30% of cost to be assessed –\$7.25 per assessable foot)
- Installation of directional and destination signage.
- A few isolated locations where parking would be banned.

Jefferson Avenue east of West Seventh Street

Elements proposed for implementation are:

- Destination/Directional Signs on:
 - Jefferson Avenue: West Seventh Street to Colborne Street
 - Duke Street: Jefferson Avenue to James Avenue (connects to Shepard Road/Randolph Avenue pedestrian crossing to Sam Morgan Trail)
 - Colborne Street: Jefferson Avenue to Grace Street
 - Grace Street: Colborne Street to Western Avenue
 - Western Avenue: Grace Street to St. Clair Avenue (connects to St. Clair Avenue/Cliff Street/High Bridge)

III. ALTERNATIVES

Ford Parkway, St. Clair Avenue, Randolph Avenue and Highland Parkway were examined as alternates. Highland Parkway was eliminated in 2008 due to opposition by the Highland District Council. The other three were not considered viable candidates since a) they did not provide a complete east/west connection from Mississippi River Boulevard to the Sam Morgan Trail or the Smith Avenue High Bridge, b) had much higher traffic volumes than Jefferson and c) without banning parking, were too narrow to accommodate bike lanes as required by the MnDOT Bikeway Facility Design Manual for streets with higher traffic volumes.

IV. POSITIVE BENEFITS

There would be many benefits of implementing the proposed Jefferson Bikeway project, not the least of which is providing the City with a continuous east/west bicycle facility in the southern half of the City that connects the West Side to the western half of the City. Implementing the proposed bikeway would improve access to recreation centers, parks and schools for experienced bicyclists as well as those who are less experienced. Likewise, the ability of people to commute to/from St. Paul for the purposes of work, recreation or commerce would also be improved. The proposed project would provide an incentive to those who seldom walk or bike to do so more often, helping to improve the health of the City.

On various sections of the corridor pedestrian safety will be improved, traffic calming will be introduced, the aesthetics of the corridor will be improved and a version of the Complete Streets concept will be implemented. The proposed project is in keeping with

Strategy 3.8 of the Transportation Chapter of the Comprehensive Plan, "Promote Bicycle Boulevards as a new type of bikeway".

V. ADVERSE EFFECTS

Normal issues relative to implementing infrastructure improvement projects will be present. Those issues include, but may not necessarily be limited to, noise, dust and general disruption to vehicle traffic.

VI. TIME SCHEDULE

~~It is anticipated that the project would be constructed in 2011.~~
It is anticipated that the project would be constructed in 2012.

VII. COST ESTIMATE

Construction	\$ 885,000
Engineering	<u>\$ 115,000</u>
PROJECT TOTAL	\$ 1,000,000

VIII. ESTIMATED FINANCING

TLC NTP Grant	\$ 750,000
2010/2011 CIB Funds	\$ 215,000
Assessments	<u>\$ 35,000</u>
PROJECT TOTAL	\$ 1,000,000

IX. PROPOSED ASSESSMENT RATES

Lighting Assessment \$7.25 per assessable foot

Note that only the properties abutting Jefferson between W7th Street and Lexington Parkway will be assessed for Street Lighting. The \$7.25 per foot is the standard 2010 rate for street lighting.

X. SOURCE OF ADDITIONAL INFORMATION

~~For additional information please contact David Kuebler at 266-6217.~~
For additional information please contact Emily Erickson at 266-6059.

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.