

SUMMARY OF ENGINEERING RECOMMENDATIONS
Charles Avenue Project
City Project No. P-1375

Report Prepared – 7/3/12
Revised – 8/22/12
Public Hearing – 9/5/12

Project

Improve the multimodal function of Charles Avenue between Aldine Street and Park Street.

Purpose

The current environment along Charles Avenue is typical for an older urban area in that the focus of the roadway is the vehicle. By developing a strategy that implements complimentary soft and hard infrastructure elements such as signing, striping, traffic circles and median refuges the focus of the roadway shifts such that other users, i.e. non-motorized users, are more mainstream. A roadway that is more inclusive is a facility that is safer for all users, conveys a positive image about the neighborhood and the city, and allows the intergration of walking and biking as an alternative to vehicular travel.

The purpose of the Charles Avenue project is to provide a major east/west corridor for non-motorized users that compliments other transportation modes. The proposed modifications will allow the avenue to provide a more balanced service for all users by implementing complimentary soft and hard infrastructure elements.

I. INITIATING ACTION

As part of the federal SAFETEA-LU transportation bill, in 2007 Minneapolis and adjoining communities were allocated approximately \$25 million for a Nonmotorized Transportation Pilot (NTP) program that would be administered by Transit for Livable Communities (TLC). The proposed Charles Avenue Project has been awarded a \$450,000 NTP grant.

II. PROPOSED IMPROVEMENTS

Based on feedback from the neighborhood involvement process, the following improvements are being preliminarily proposed for Charles Avenue. See attached Project Elements document for additional information.

- Traffic circles at the intersection of Charles Avenue with Fry Street, Asbury Street, Pascal Street, Griggs Street, Chatsworth Street, Milton Street, Grotto Street, Arundel Street and Farrington Street. **To be constructed at a later date pending budget.**

- Median at Snelling Avenue, Hamline Avenue, Lexington Parkway, Dale Street, Western Avenue, Marion Street and Rice Street.
- A raised intersection at Syndicate Street. **To be constructed at a later date pending budget.**
- Bump outs on Charles Avenue between Elfelt Street and Galtier Street. **To be constructed at a later date pending budget.**
- Bike boulevard pavement markings along entire corridor.
- Bicycle specific destination, directional and route marker signs.

III. ALTERNATIVES

This project came to Public Works via a neighborhood coalition which had reviewed other alternatives to Charles. Since Charles Avenue is identified in the Bike/Walk Central Corridor Action Plan as being a viable east/west route between Aldine Street and Park Street, the other alternatives were eliminated from moving forward to Public Works.

IV. POSITIVE BENEFITS

There would be many benefits of implementing the proposed project. The project would provide an improved continuous east/west pedestrian and bicycle facility that provides improved access to recreation centers, parks, schools and the LRT. It will also provide an incentive to those who seldom walk or bike to do so more often, helping to improve the health of the City. The project is in keeping with the Complete Streets initiative, the Bike/Walk Central Corridor Action plan, the Transportation Chapter of the Comprehensive Plan and the Mayor's goal of making Saint Paul the Most Livable City in America.

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 move toward shifting the paradigm on Charles Avenue will begin.

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 will be let in fall of 2012 and constructed in the spring of 2013.

VII. ESTIMATED COST & FINANCING

COST ESTIMATE

Construction	\$ 600,000.00
Engineering	<u>\$ 150,000.00</u>

PROJECT TOTAL **\$ 750,000.00**

TLC NTP Grant	\$ 450,000.00
MnDOT Funds	\$ 50,000.00
City Match	<u>\$ 250,000.00</u>

PROJECT TOTAL **\$ 750,000.00**

A separate budget resolution will be processed in the fall of 2012.

VIII. PROPOSED ASSESSMENT RATES

Not applicable

IX. SOURCE OF ADDITIONAL INFORMATION

For additional information please contact Christina Morrison at 266.6546.

X. 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.

Proposed Charles Avenue Project Elements
8/22/2012

Location	Proposed Design	Construct in 2013 under NTP Project	Construct in Future When Funded
Aldine to Park	Bike Blvd Pavement Markings	X	
Aldine to Park	Bike Symbol on Charles Street Name Signs	X	
Aldine to Park	Route Marker & Destination Signs	X	
Aldine (Stop on Charles)	No Change		NA
Fry (Existing Stops on Fry)	Construct Landscaped Traffic Circle in 2017 under RSVP and remove stops		X
Snelling	Close Charles Intersection to Vehicle Traffic with Concrete Pedestrian Refuge Median. Open up Sherburne to full access, with left turn lanes on Snelling	X	
Asbury (Existing Stops on Asbury)	Landscaped Traffic Circle and remove stops		X
Simpson (Existing Stops on Charles)	Turn Stops to Simpson		X
Pascal (Existing Stops on Charles)	Landscaped Traffic Circle and remove stops		X
Albert (Existing Traffic Circle)	No Change		NA
Hamline	Construct Concrete Pedestrian Refuge Median Still Open to Vehicle Traffic	X	
Syndicate (All Way Stop)	Raised Intersection and remove stops on Charles		X
Griggs (Stop on Charles)	Remove Bumpouts, Construct Landscaped Traffic Circle and remove stops		X
Dunlap (All Way Stop)	Landscaped Traffic Circle and remove stops		X
Lexington	Close Intersection to Vehicle Traffic with Landscaped Pedestrian Refuge Median, Small islands within intersection to be concrete	X	
Oxford (Stops on Charles)	Turn Stops to Oxford		X
Chatsworth (Stops on Charles)	Landscaped Traffic Circle and remove stops		X
Milton (Stops on Charles)	Landscaped Traffic Circle and remove stops		X
Victoria (Stops on Charles)	No Change		NA
Avon (Stops on Charles)	Turn Stops to Avon		X
Grotto (Stops on Charles)	Landscaped Traffic Circle and remove stops		X
St. Albans (Stops on Charles)	Turn Stops to St. Albans		X
Dale	Close Intersection to Vehicle Traffic with Concrete Pedestrian Refuge Median	X	
Kent (Stops on Kent)	No Change		NA
Mackubin (All Way Stop)	No Change		NA
Arundel (Stops on Charles)	Landscaped Traffic Circle and remove stops		X
Western	Construct Concrete Pedestrian Refuge Median Still Open to Vehicle Traffic	X	
Virginia (Stops on Charles)	Turn Stops to Virginia		X
Farrington (Stops on Charles)	Landscaped Traffic Circle and remove stops		X
Elfelt (Stop on Elfelt)	No Change		NA
Elfelt to Galtier	Mid Block Landscaped Bumpouts		X
Galtier (Stops on Charles)	Implement All Way Stop		X
Marion	Close Intersection to Vehicle Traffic with Landscaped Pedestrian Refuge Median, Small islands within intersection to be concrete	X	
Rice	Construct Concrete Pedestrian Refuge Median Still Open to Vehicle Traffic	X	
Park (Stop on Charles)	No Change		NA