

MARGARET STREET BICYCLE AND PEDESTRIAN IMPROVEMENTS

PROJECT OVERVIEW

The goal of the Margaret Street Bikeway project is to establish an east to west route through the east side of the City of Saint Paul, providing a connection to existing bicycle facilities on Johnson Parkway, Ruth Street, and McKnight Road.

The project was proposed by the Dayton's Bluff Greenspace Committee and approved for \$100,000 in Capital Improvement Bonds for 2014.

To accomplish the project's goal, the city proposed treatments for Margaret Street for the short-term, completed in 2014, as well as long-term treatments intended to create a bicycle boulevard facility as funding became available.

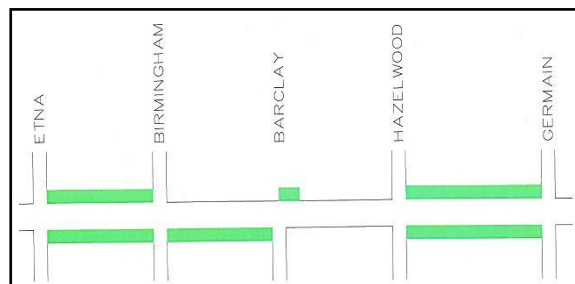
The 2018 project is to implement the long-term treatments. The project is funded through a grant from the Metropolitan Council and Federal Street Transportation Program funds. There will be no assessment to the adjacent property owners.

Part of this project proposes an off-street shared-use trail on the west side of McKnight Road from Minnehaha Avenue to Hudson Road. This will connect the existing trail north of Minnehaha Avenue to Battle Creek Park.

PROPOSED IMPROVEMENTS IN 2018

NEW SIDEWALK

Gaps in the sidewalk system between Etna Street and Germain Street will be filled. New sidewalk will be installed on both sides of the street or where none currently exist. All pedestrian ramp quadrants will be constructed to meet the current Americans with Disabilities Act (ADA) requirements.



BUMP OUTS

In order to improve pedestrian safety by reducing the crossing distance, bump outs are proposed at three intersections. High visibility crosswalks may also be included at these locations. The three proposed locations are at:

Forest Street, Earl Street, and Ruth Street



TRAFFIC CIRCLES

Through the preliminary design process, five locations were identified as candidates for the implementation of neighborhood traffic circles. Neighborhood traffic circles are traffic calming devices located in the center of an intersection of two low-volume local residential streets. Neighborhood traffic circles positively affect the type and severity of accidents at an intersection, eliminate non-compliance issues related to stop signs, improve through-movement for all users, and provide space for enhancements such as gardens and other landscaping.

The five proposed locations are at:



Atlantic Street, Hazelwood Street, Flandrau Street, Hazel Street, and Winthrop Street

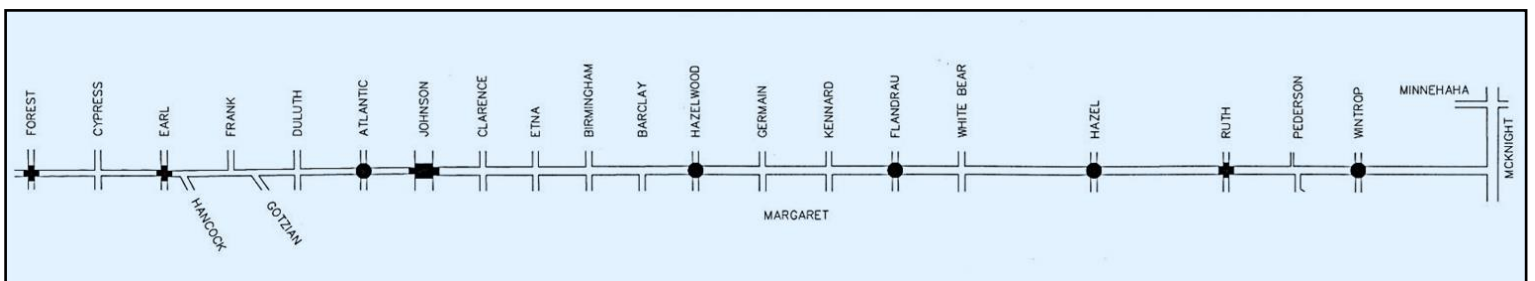
MARGARET STREET AT JOHNSON PARKWAY

Due to the existing service roads along Johnson Parkway, this intersection is large and confusing. One potential solution to improve the conditions at this intersection is to eliminate vehicle access to Johnson Parkway and enable pedestrians and bicycles to pass through. Closing access to Johnson Parkway would reduce vehicle traffic on Margaret Street, increase pedestrian and bicycle safety, and increase green space. This would also enhance the future proposed trail along Johnson Parkway.



Currently, there is a test closure with temporary barriers at Margaret Street. This test will allow the city to gather feedback from residents and understand the impacts this closure may have.

If the test is successful, the closure will be made permanent in 2018.



+ INTERSECTION RECONSTRUCTION **●** TRAFFIC CIRCLES LOCATION

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