

Jefferson Bicycle Facility Information

Proposed Project

Implement a dedicated bicycle facility on Jefferson from Mississippi River Boulevard to West Seventh Street with connections east from Seventh Street on residential streets to Sam Morgan Trail and the Smith Avenue High Bridge. The project limits are shown on the attached concept map. The overall length of the proposed project is approximately 4 miles.

Project Funding

Total estimated cost of project is \$1,000,000. Public Works has secured \$750,000 of Federal Non-Motorized Transportation (NTP) Pilot Program Funds which is administered by Transit for Livable Communities for project. Remaining \$250,000 is being requested in 2010-2011 St. Paul Capital Improvement Budget process.

Project Details

Jefferson – Mississippi River Blvd to Snelling

This section of Jefferson is classified as a residential street. Years ago, the community successfully had this street re-designated from a collector street to a residential street. Proposed project includes:

- Bicycle Boulevard Treatment
- Implementation of Bike Pavement Markings
- Installation of directional and destination signing
- Parking would remain as is – investigate implementing two side parking on some sections where currently one side parking.
- Consider Measures (Bumpouts, Traffic Circles, Pedestrian Refuge Islands) to calm traffic and reduce thru motor vehicle traffic and enhance residential character of street and provide higher priority to bicycle thru trips
- Coordinate with proposed residential street paving project on Jefferson between Fairview and Snelling planned for 2010.

Jefferson – Snelling to Lexington

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 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. Proposed project includes:

- Implementation of “Sharrow” Pavement Markings. A sharrow is a pavement marking which indicates where bicyclists should ride. Bicyclists will share traffic lane with motor vehicles
- Installation of directional and destination signing
- Parking would remain as is

Jefferson – Lexington 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. Street is wider than needed. Proposed project includes:

- Implementation of striped Bike Lanes

- Construction of sidewalk on south side of Jefferson from Lexington to Victoria (there is no continuous walk on both sides of Jefferson in this area.)
- Construction of bumpouts as shown on map to calm traffic and improve pedestrian crossings
- 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 –roughly \$7.00 per assessable foot)
- The intent would be to leave on street parking in place. There may be some locations where parking would need to be banned.
- Installation of directional and destination signing

Jefferson east of West Seventh Street

Implementation of Bicycle Boulevard Treatment (Pavement Markings and Signs) on

- Jefferson – West Seventh to Colborne
- Duke – Jefferson to Randolph (connects to Shepard/Randolph pedestrian crossing to Sam Morgan Trail)
- Colborne – Jefferson to Grace
- Grace- Colborne to Western
- Western- Grace to St. Clair (connects to St. Clair/Cliff/High Bridge)

Project Benefits

This project would provide an important River to River connection across St. Paul with connections to the Ayd Mill Trail (which connects to planned Midtown Greenway Extension Trail), the I35E trail corridor, and numerous schools and recreation centers along Jefferson Avenue corridor. The sidewalk proposed on south side of Jefferson between Lexington and Victoria would provide a connection between the West Seventh and Macalester Groveland neighborhoods.

Community Process

The City will work closely with TLC, St. Paul Bicycle Advisory Board, Macalester Groveland Community Council, West Seventh Federation and residents of the community on design and implementation of the project. City Council will make final decisions on project details and whether to proceed.

Schedule

Spring 2009 – Community Information Meeting

Summer 2009 – Work with District Councils/residents to refine project

Fall 2009 – Community Information Meeting

Late Fall 2009 – Request project Approval by District Councils and City Council

2010 – Complete Construction

Project Contact

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