Annapolis Street Reconstruction Project

2023 – 2024 Construction
Overview

- Border street with City of St. Paul with 6+ inches of concrete under the existing asphalt
- West St. Paul - project lead
- Kimley-Horn - design engineering consultant
- Bicycle/Pedestrian upgrades desired by both cities
- St. Paul’s Bicycle and Pedestrian Plan shows bike lanes on Annapolis Street
- West St. Paul’s Bicycle and Pedestrian Plan shows sidewalks on Annapolis Street
- Both cities favor filling in sidewalk gaps along the corridor
- Open House #1 was December 7, 2021
Project Area Map

**Scope of project improvements:**
- Full pavement, curb and gutter, and sidewalk reconstruction
- Storm sewer and utility reconstruction as needed
- Driveway apron reconstruction
- Explore options to add bicycle lanes or trails
- Review for safety and traffic operations improvements at Annapolis Street, Charlton Street, and Dodd Road Intersection
Annapolis Street Reconstruction Project

ANNAPOLIS STREET (Smith Ave to Oakdale Ave)

- Addition of trail or bicycle lane improvements will require removing on-street parking on one side of the Annapolis Street.
- Further study and input needed to determine where on-street parking is most valuable.
- Further study and input needed to determine which side of Annapolis Street is most feasible for trail construction.
Annapolis Street Reconstruction Project

ANNAPOLIS STREET
(Oakdale Ave to Kansas Ave)

Proposed Street Section

Shared Lane Example Pavement Markings

Shared Lane Example on Jefferson Ave, St. Paul
Open House/Online Questionnaire
Results (96 responses through Jan. 3)

Is the addition of bicycle facility improvements important to you along Annapolis Street?

- **64% Yes**
- **36% No**

Which bicycle facility do you feel best fits the Annapolis Street corridor? (Check all that apply).

- **70% Off-street multi-use trail**
- **30% On-street bike lanes**
- **10% Other (please specify)**

The addition of dedicated bike facilities (on-street bike lanes or an off-street multi-use trail) would require the loss of on-street parking on one side of Annapolis Street. Which side of parking on Annapolis Street (north/south) is most valued?

- **61% S. Side Parking Most Valued**
- **39% N. Side Parking Most Valued**
Trail Option

- Gets bicycles off the traveled lanes
- Not in either city’s Bicycle & Pedestrian Plan
- Impacts private utility poles, trees, driveway aprons and yards
- Temporary easements likely
- Parking down to one side (which side?)
- Requires snow removal operations by one city (St. Paul would prefer the trail on WSP side)
Bicycle Lane Option

- Bike lane design supports St. Paul’s Bicycle & Pedestrian Plan
- Sidewalk gaps get filled in, meeting both pedestrian plans
- Connects to adjacent on-street bike routes
- Parking would remain on the south side (WSP side) of the street
- Narrows driving lanes to 11’ for traffic calming
- Minimizes impacts behind the curb as the road width doesn’t change
Annapolis Street, west of Smith Avenue (Trunk Hwy 13) has existing bicycle lanes in the same configuration as proposed.
Existing Bicycle Lanes

- Oakdale Avenue, north of Annapolis Street has existing bicycle lanes
POTENTIAL ANNAPOLIS STREET, CHARLTON STREET, AND DODD ROAD INTERSECTION MODIFICATIONS

Existing Intersection Layout

Potential Intersection Modifications

Intersection modifications shown above represent a menu of options being considered by the design team. Final recommended improvements will be based on the safety and operational benefits to all modes of transportation, public input, and available right-of-way.
Annapolis/Dodd/Charlton Intersection

- Intersection turning movement study was completed in December
- Currently looking at multiple designs
- Right-of-way acquisition not in either City’s budget
- Options to be displayed at 2nd Open House in February for public comment
- Upcoming meetings with adjacent property owners
**Annapolis Street Reconstruction Project**

**TENTATIVE PROJECT SCHEDULE**

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<th>2021</th>
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<td><strong>OPEN HOUSE #1</strong>&lt;br&gt;Provide introduction to the project and obtain public input</td>
<td><strong>OPEN HOUSE #2</strong>&lt;br&gt;Provide recommendations of the feasibility report and obtain public input</td>
<td><strong>PRELIMINARY/FINAL DESIGN &amp; OPEN HOUSE #3</strong>&lt;br&gt;Prepare final design plans, obtain agency approvals, and coordinate final improvements with property owners</td>
<td><strong>CONSTRUCTION</strong>&lt;br&gt;Smith Ave to Robert Street</td>
<td><strong>CONSTRUCTION</strong>&lt;br&gt;Robert Street to Kansas Ave</td>
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<td><strong>FEASIBILITY REPORT</strong>&lt;br&gt;Prepare feasibility report for the project</td>
<td><strong>BIDDING &amp; AWARD</strong>&lt;br&gt;Solicit bids from qualified contractors and award the project</td>
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Looking for input on corridor layout:

- Bike lanes?
- Multi-use trail?
- Sidewalk gaps?
- Dodd/Annapolis/Charlton intersection