



## IMPLEMENTATION PROGRESS ON THE *BIKE WALK CENTRAL CORRIDOR ACTION PLAN*

Compiled by Christina Morrison, Department of Planning and Economic Development, August 2010.

Updated by Emily Goodman, Department of Public Works, January 2011

### Capital and Maintenance Projects

- *Central Corridor Sidewalk Completion Fund*: funded at \$350,000 for 2011-2012 to incentivize the installation of new sidewalks in the West Midway area (sidewalk infill area shown on page 28 of the Bike Walk Central Corridor Action Plan).
- *Como Avenue from Raymond to Minneapolis border*: funded at \$333,200 to reconfigure traffic lanes on Como Avenue to accommodate on-street bicyclists. Completed in 2010.
- *Griggs Street from Summit to Minnehaha*: funded at \$362,000 to provide improved bicycle and pedestrian accommodations on Griggs Street to coincide with the completion of the new Griggs bicycle/pedestrian bridge over Interstate 94. Existing bike lanes on Summit and Minnehaha would be connected via the improved Griggs route. As recommended in the draft *Bike Walk Central Corridor Action Plan*, Griggs will serve as a regional route and as an alternative to Lexington Parkway, which is too narrow to accommodate dedicated space for cyclists. Bicycle accommodations will include on-street bike lanes, bike/walk street elements, sharrows & wayfinding signage. Pedestrian accommodations will include pedestrian-level lighting and automated pedestrian detection, with flashers at key intersections.
- *Griggs Bridge Bike/Pedestrian Bridge over 94*: Replaced in 2008.
- *Lafayette Bridge Reconstruction (with bicycle/pedestrian path)*: Project budget is \$185 million, with expected completion in 2014
- *Lexington Bikeway and bridges*: Funded at \$1.570 Million. Connect the proposed off-road bikeway on Lexington Parkway from Minnehaha to Jessamine. The off-road path and bridges would be widened to appropriate standards, and provide new lighting and signage.
- *Marshall Avenue from Mississippi River Blvd to Cretin*: funded at \$490,800 to provide a sidewalk, an eastbound bike lane and "Share the Road" signs for westbound bicyclists on Marshall Avenue between Cretin Avenue and the Lake Street Bridge. Other amenities include countdown timers at the two signalized intersections with pedestrian walk signs, planted medians, bus shelter, bike racks, improved lighting and a dynamic speed display sign. Completed in 2010.
- *Marshall Avenue Snow Plowing Pilot*: During the winter of 2009 – 2010, Public Works offered a trial program to ban parking several nights a week and plow snow to the curb, making Marshall accessible year-round. The pilot envisioned a winter priority bike network that would allow bicyclists to safely traverse the city in the winter. By designating key north/south and east/west streets such as Marshall as winter bike routes the idea is to clear snow more effectively to allow for the widest winter street possible. The final cost of the pilot was about \$45,000.
- *Pelham Boulevard/Raymond Avenue*. Sharrows added to bikeway in 2010.
- *Prior Avenue Bicycle Route Improvements*: Funded at \$53,000, this project would install bikeways with signage and markings on Prior Avenue from Summit Avenue north to University

Avenue, and improving signage and markings on Prior Avenue from University Avenue north to Pierce Butler Route. Public Works is currently reviewing preliminary design.

- *Pierce Butler Route East extension*: Design Phase I and ROW Phase I funded at \$1.94 million.
- *Raymond Avenue Traffic Calming from University to Hampden*: Funded at \$190,000 for 2011.
- *University Avenue Streetscape*: On November 25, 2009, the City Council approved a finance and spending plan for additional streetscape improvements along University Avenue and in downtown Saint Paul as part of the Central Corridor LRT project. These streetscape improvements are needed to ensure that the LRT project meets its full potential to attract new investment and make the corridor more green and walkable.
- *Western Avenue Streetscape from Selby to University*: Funded at \$1.425 Million to implement new curb and gutter, and traffic calming strategies such as bump-outs, new pedestrian level lighting, on-street bike lanes, landscaping, wayfinding, and bike racks.

#### Design/Planning

- *Bridging the Gap report*: A Pedestrian, Bicycle, and Traffic Calming Plan for the St. Anthony Park and Prospect Park Neighborhoods, focusing on better connections on the bridges over Highway 280. (Produced by District 12)
- *Griggs*: Public Works is conducting preliminary design on Griggs for bike/ped treatments.
- *Trout Brook Regional Trail*: Planning is underway for the expansion of the Trout Brook Regional Trail from its existing location at Lake McCarron's County Park. The trail corridor will be expanded to the south and connect to the Mississippi River and Sam Morgan Regional Trail within the City's Lower Landing Park.
- *Trout Brook Boulevard*: This future street would connect to the new Lafayette Bridge, the River, Downtown Saint Paul, and the Trout Brook Regional Trail.
- *5th and 6th Street Plan*: A capital improvement initiative to beautify 6 blocks of streetscape on 6<sup>th</sup> and 5<sup>th</sup> Streets in Downtown Saint Paul (Produced by the Saint Paul Design Center).

#### Education

- *Smart Trips Union Park*: funded at \$112,000. Smart Trips Union Park is a residential social marketing program which uses individualized techniques to get people out of their cars and choosing sustainable alternatives such as transit, biking and walking. The program targets the approximately 7,100 households in the Union Park neighborhood of St. Paul and contains several elements including materials outreach, events and evaluation. Smart Trips Union Park is the second program of this type conducted by St. Paul Smart Trips, the first being Smart Trips Summit-U which occurred over the summer of 2008.
- *Smart Trips Snow Shoveling Campaign*: In the winter of 2009 – 2010, Smart Trips created a website and informational door hanger campaign to help publicize sidewalk snow removal laws and resources for winter maintenance.
- *Smart Trips Saint Paul Greenway Committee*: An adhoc committee will develop a vision for a proposed extension of the Minneapolis Midtown Greenway across the Mississippi River east to Pascal Avenue and then south along the Ayd Mill corridor eventually connecting to the Sam Morgan Trail.
- *St. Paul Bike/Ped Bridges Work Group*: An adhoc committee will develop a vision for how freeway crossings in St. Paul should look and function for bicyclists and pedestrians.

#### Bicycle and Pedestrian Programming

- *Sustainable Transportation Planner*. Hired in December 2010. This staff is anticipated to take on a number of the projects included in the BWCCAP, including bicycle and pedestrian communications, production of a citywide bikeway route map, support of regional bike route planning tool efforts, coordinated partnership of bicycle promotions and events.

#### Funding Being Pursued

- 4<sup>th</sup> Street streetscape improvements
- 5<sup>th</sup> and 6<sup>th</sup> streetscape improvements
- Aldine Bridge Bike/Pedestrian Bridge over 94 replacement
- Central Corridor Friendly Streets (Sherburne, Charles, and Edmund process/improvements)
- Chatsworth Bridge Bike/Pedestrian Bridge over 94 replacement
- Dale Street Bridge Reconstruction over 94
- Ellis/Territorial Road bike boulevard
- Grotto Bridge Bike/Pedestrian Bridge over 94 replacement
- Hamline Avenue Bridge reconstruction, including streetscape improvements and bikelanes
- Kellogg Boulevard bridge reconstruction
- Lafayette bridge replacement, including pedestrian improvements and bikeway
- Mackubin Bridge Bike/Pedestrian Bridge over 94 replacement
- Marshal Avenue from Cretin to Snelling
- Pierce Butler East extension
- Raymond Avenue streetscape improvements
- Trout Brooke Boulevard (Prince-Lafayette connections)
- Western Avenue Streetscape