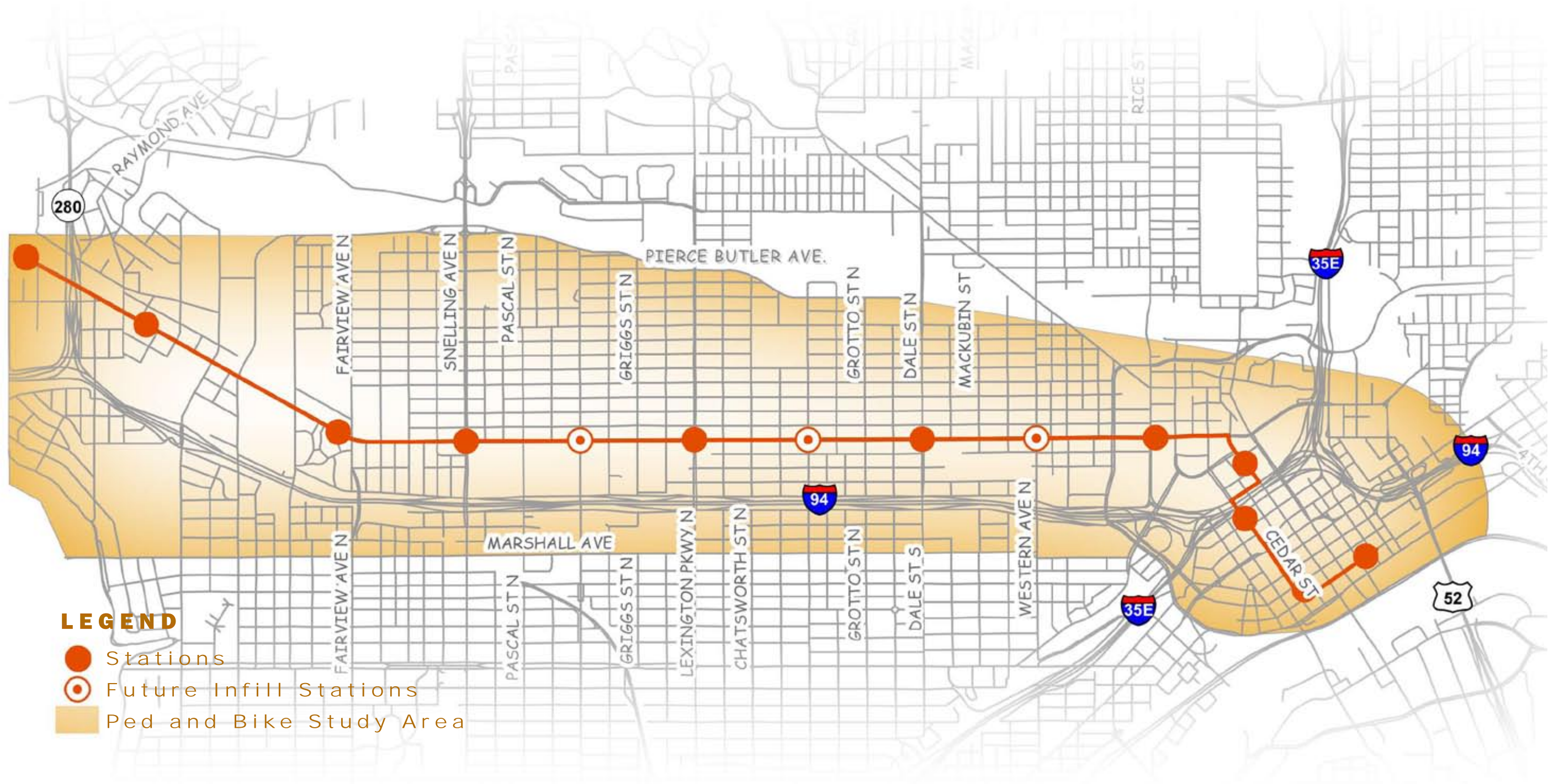


Central Corridor Bike Walk Action Plan

*Open House
February 19, 2009*

Introduction

*Where is the Bike Walk
Central Corridor Study Area?*



Introduction



*Why is the Plan
Being Prepared?*



- The Metropolitan Council in coordination with Minneapolis and Saint Paul is preparing final plans for the Central Corridor LRT line
- The LRT line will run 11 miles between the two downtowns, primarily on Washington and University Avenues
- City of Saint Paul commissioned this Bike Walk Action Plan to assure a safe and inviting pedestrian and biking environment within the Central Corridor
- Bike Walk Action Plan funded by a Federal Non-Motorized Transportation Pilot Program administered by Transit for Livable Communities.

Introduction

What is the Plan About?



The Bike Walk Action Plan:

- Evaluates existing biking and walking conditions;
- Builds on existing bike-walk plans;
- Outlines strategies for creating a bike and walk friendly environment;
- Sets priority actions to move from plan to reality.



Evaluation



- In general, the corridor is pedestrian tolerant with a well developed sidewalk network and lighting, but lacks amenities to make it pedestrian friendly.
- Some places are unfriendly to pedestrians such as sidewalk gaps at in the west Midway area.
- Downtown has some exceptional pedestrian places - Rice Park area and Lowertown.

Existing Walk Conditions



Evaluation



Existing Bike Conditions



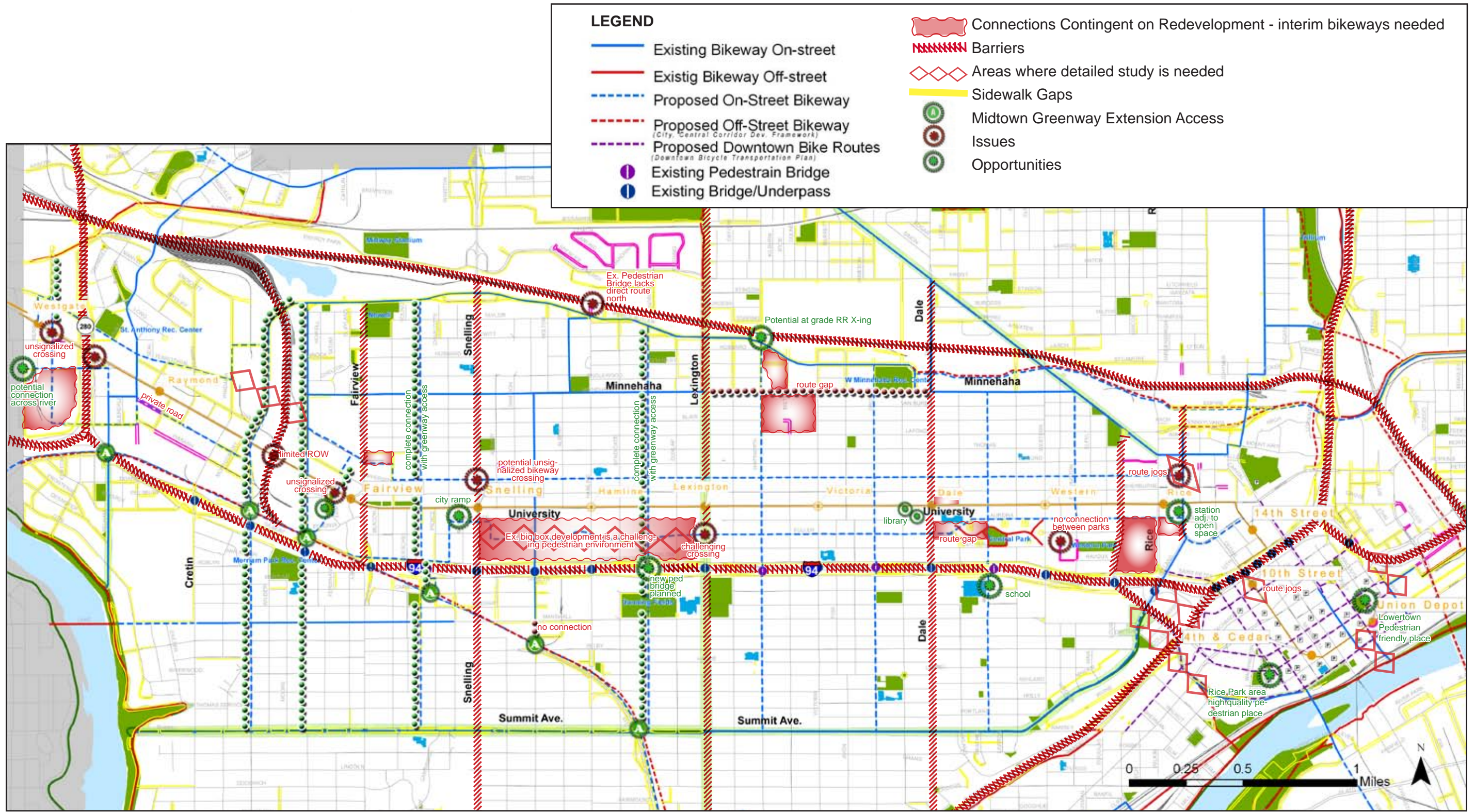
- Overall, the central corridor lacks a connected bikeway network with bike parking and wayfinding.
- The grid street pattern with low traffic residential streets are bike friendly.
- There are some bikeways, notably Raymond-Pelham, Summit, Marshall, Prior, Minnehaha, Pascal, bridges over I-94.
- The rail corridor north of Pierce Butler and I-94 are significant barriers.





Evaluation

Issues & Opportunities



Evaluation

Existing Plans

- Build on existing visioning plans
- Intent is to identify and prioritize projects for implementation

City Planned Bikeways



Central Corridor Development Strategy



Downtown Bikeway Plan





Evaluation

What we Heard

In December and January, 379 people filled out surveys about biking and walking within the Central Corridor.

Here are some highlights:

Most of you said that you...

- Bike for recreation.
- Do not use a car to get to school or work.
- Plan to bike or walk to the Light Rail once it opens.

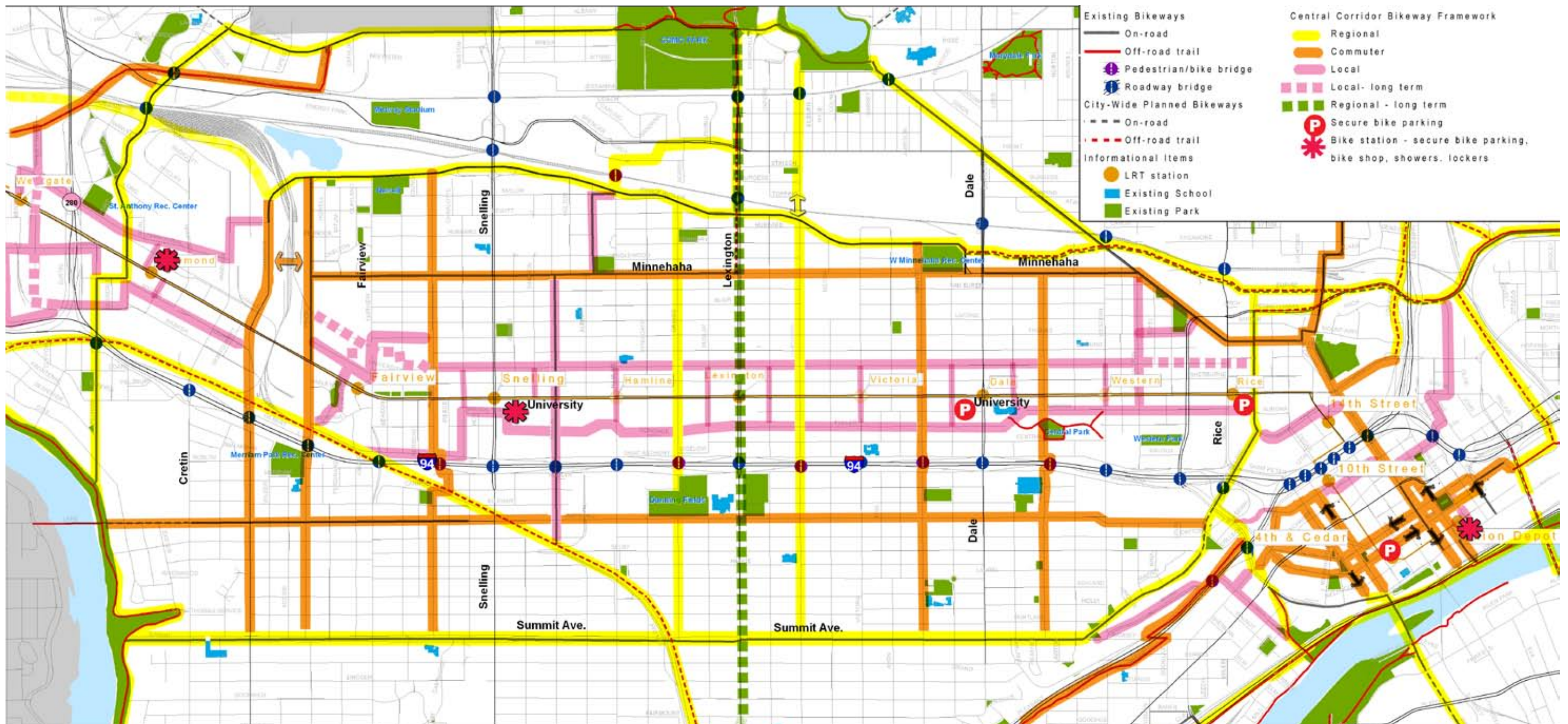
Most of you asked for ...

- Street Crossings.
- Snow Removal and Maintenance.
- Striped Bike Lanes.
- Off-Street Bike Trails.
- Bike Boulevards.

Recommendations

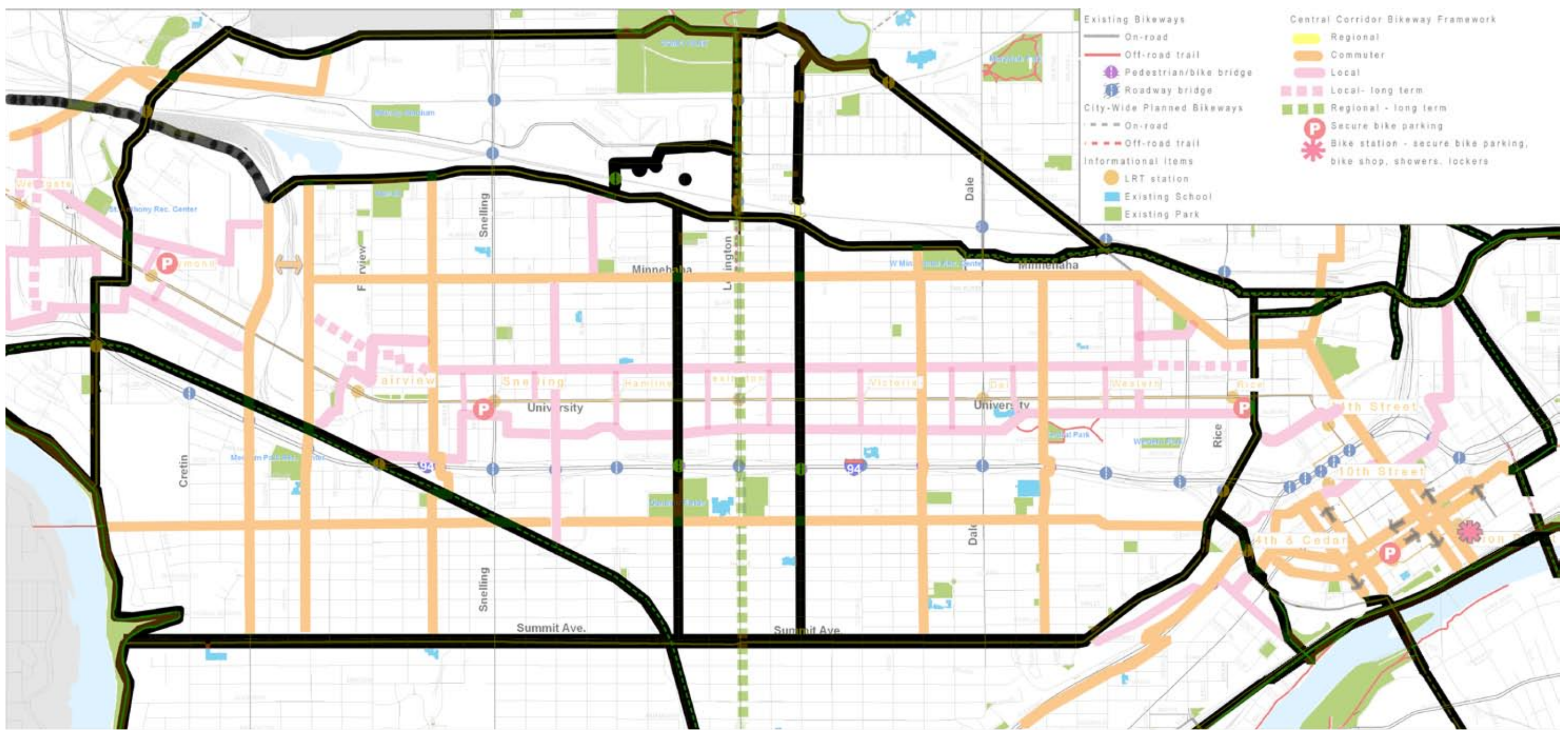
Bikeway Framework

- Network of regional, commuter and local bikeways form a 1/2 mile grid



Recommendations

Bikeway Framework Regional Bikeways



Recommendations

Bikeway Framework Regional Bikeways

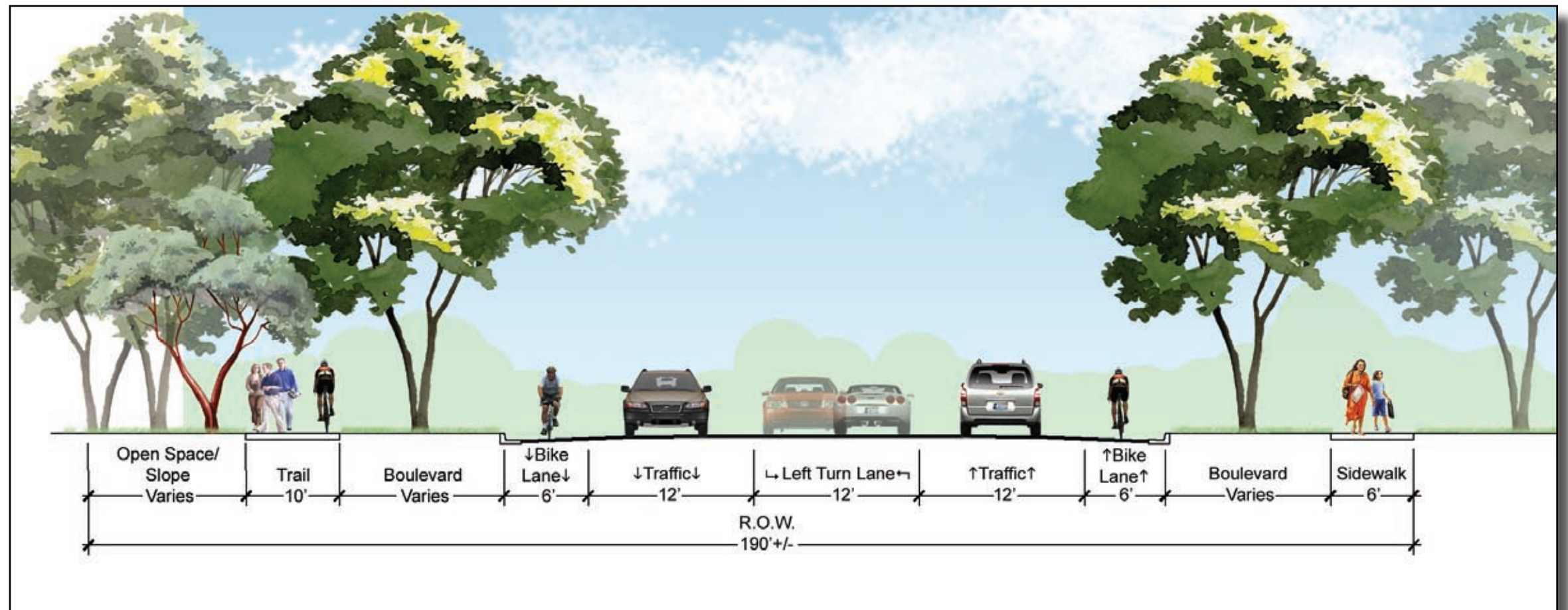


Precedents:



Proposed Bikeway Treatments:

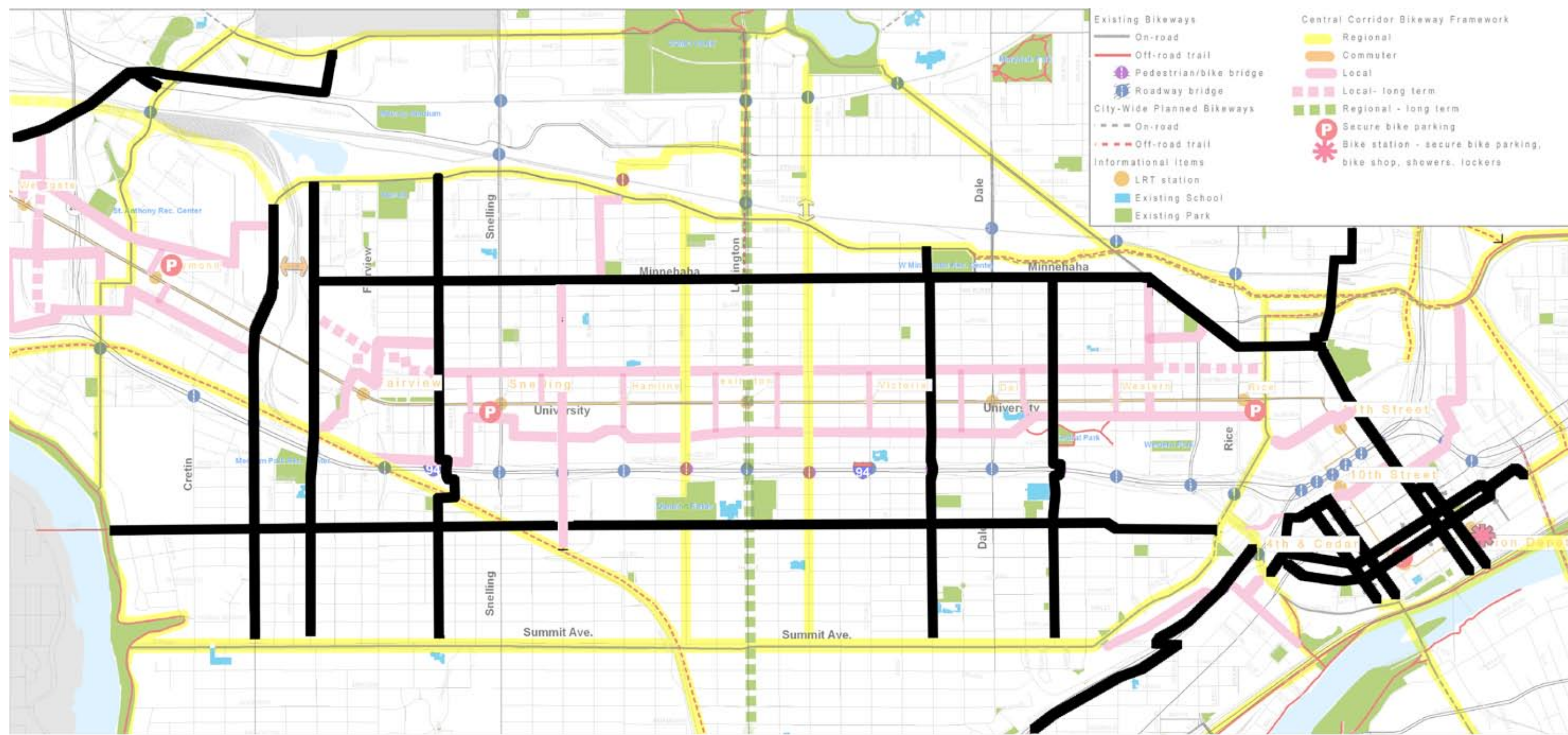
- Off-Street Trails
- On-Street Dedicated Lanes



Recommendations



Bikeway Framework Commuter Bikeways



Recommendations



Bikeway Framework Commuter Bikeways

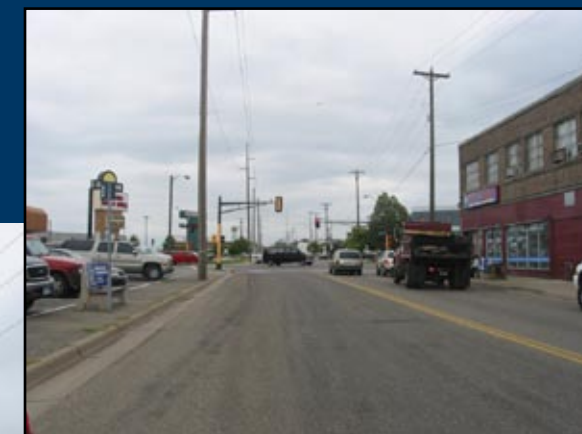


Proposed Bikeway Treatments:

- On-Street Dedicated Bike Lanes
- Sharrows (Share Lanes) where necessary

Commuter bikeway, Prior south of University

Before



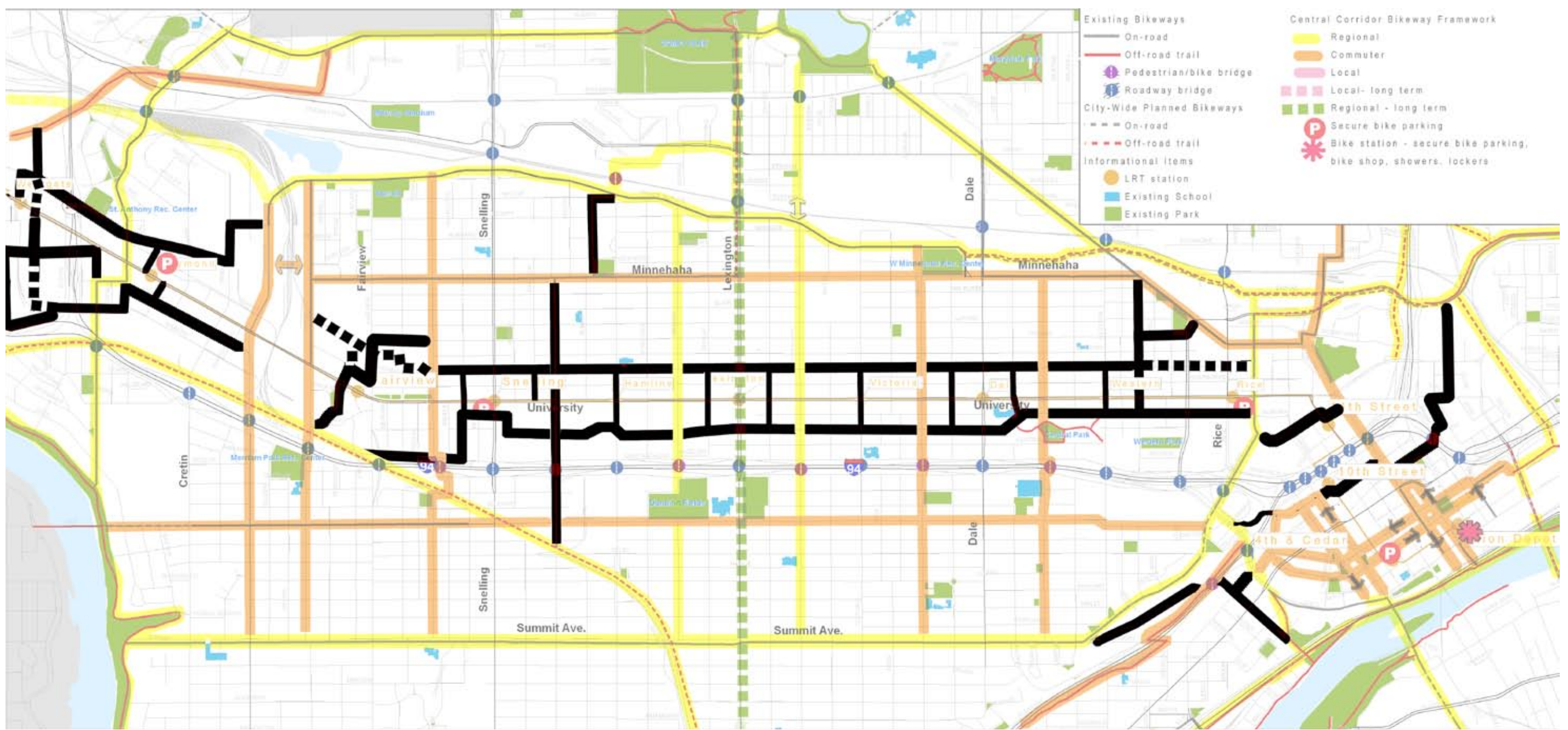
After





Recommendations

Bikeway Framework Local Bikeways



Recommendations



Proposed Bikeway Treatments:

- Bike Boulevards (Traffic calming, sharrow markings, and refuge islands)



Bikeway Framework Local Bikeways



Bike Boulevard on Local Streets Charles - Pictured Charles and Chatsworth



Recommendations

Bikeway Framework Downtown Bikeways

Proposed Bikeway Treatments:

- Dedicated Bike Lanes
- Sharrows and Bike/Bus Lanes where necessary
- Improve bikeway connections in/out of downtown

Typical Shared bus/ bike lane 5th & Wabasha



Recommendations

Bikeway Framework *Bike Parking & Storage*



- Bike racks at local bike boulevards leading to the ends of the station platforms
- Secure bike storage at Rice and Dale
- Full service bike stations with secure bike parking, lockers, showers, bike repair at Raymond, Snelling and Union Depot



Recommendations

Bikeway Framework Route Wayfinding

- Layered approach, with three signage types becoming more prominent approaching LRT and downtown and directing to trip-end facilities
- Create and make accessible City-wide bikeway route map (including Central Corridor bikeways)

Type 1



Type 2

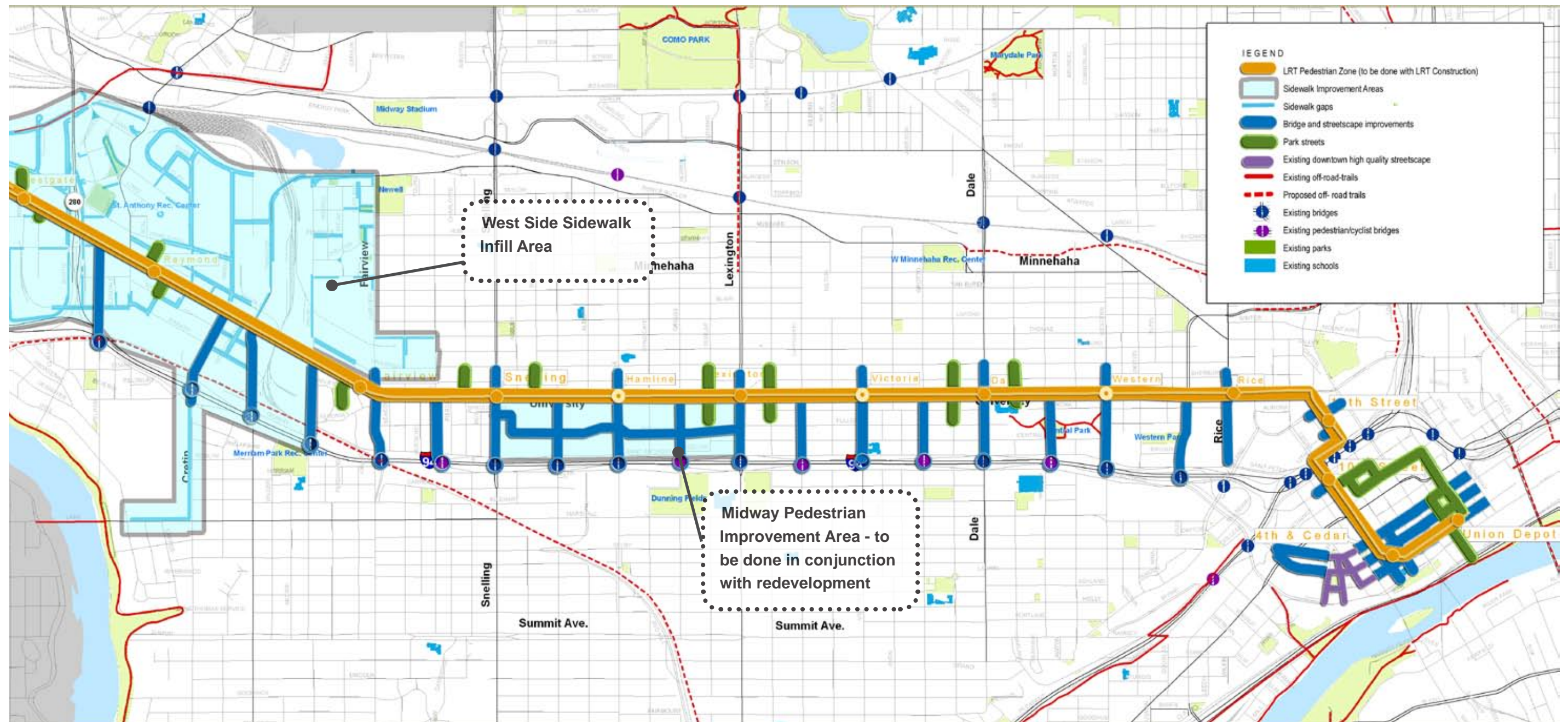


Type 3



Recommendations

Walkway Framework



Recommendations



- Infill sidewalk gaps in west Midway area
- Create landscaped local street connections between Charles and University at ends of LRT station platforms
- Improve sidewalks in the midway area in conjunction with redevelopment
- Improve bridges over I-94 and 280 for pedestrians and cyclists
- Improve streetscape on streets between I-94 and University Avenue

Walkway Framework University Ave. Area



Add sidewalks in west midway area

Recommendations

Walkway Framework Calm Traffic on Busy Streets



Traffic Calming Techniques:

- Enforcement of traffic laws.
- Narrower lane widths.
- Visually narrow street corridors
- Fewer lanes - “road diets”
- Lower posted traffic speeds.
- Signals, crosswalk signage and markings.



Pedestrian Survival Rates - Vehicle Speeds

Vehicle Speed (MPH)	Pedestrian Survival Rate
20	95%
30	55%
40	15%

Pedestrian Crossing Improvements:

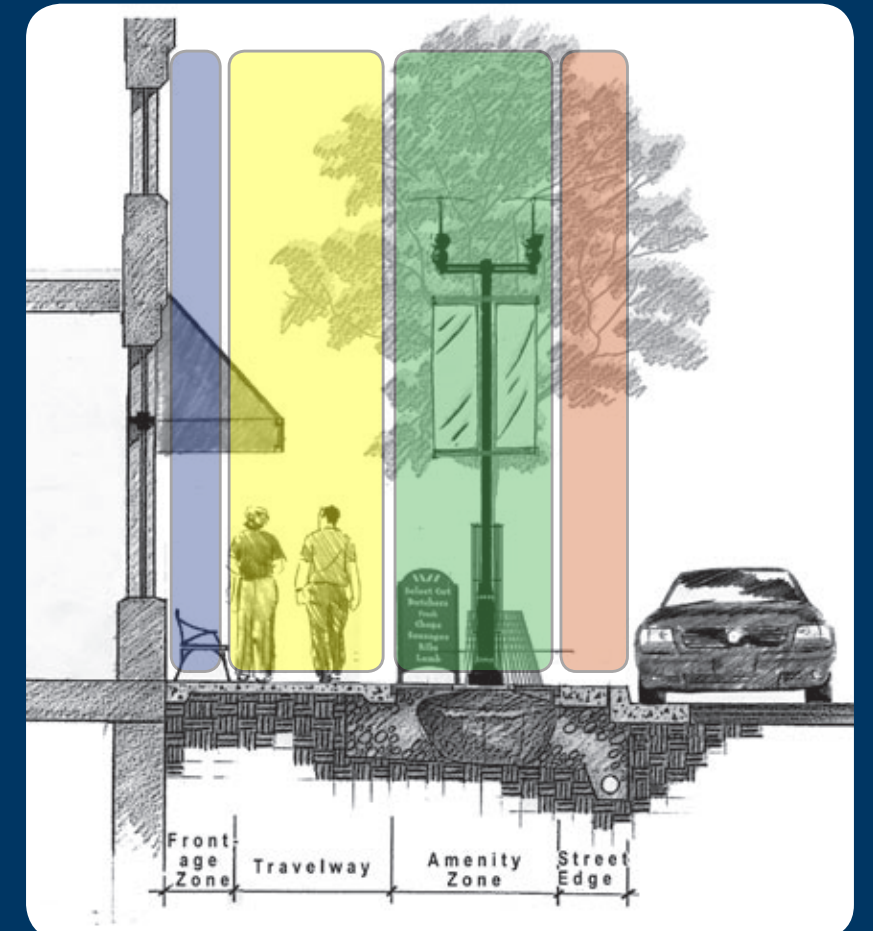
- Adequate walk signal times to cross the street.
- Count down walk signals.
- Pedestrian refuge islands.
- Enhanced crosswalks
- Pedestrian bump outs/curb extensions and neck downs at intersections.

Recommendations

Walkway Framework Expand Downtown Streetscape



- Focus streetscape improvements on 4th, 5th and 6th Streets
- Park-Street Loop connecting parks and residential areas



Commercial Streetscape Widths:

	Constrained -Recommended
Street Edge	1.5 ft. - 2.5 ft.
Amenity Zone	6 ft.- 8 ft.
Travelway	6 ft. -10 ft.
Building Frontage Zone	2.5 ft. - 3 ft.

Recommendations



- Add pedestrian and bikeway wayfinding signs

Walkway Framework Downtown Wayfinding



Add Downtown Wayfinding

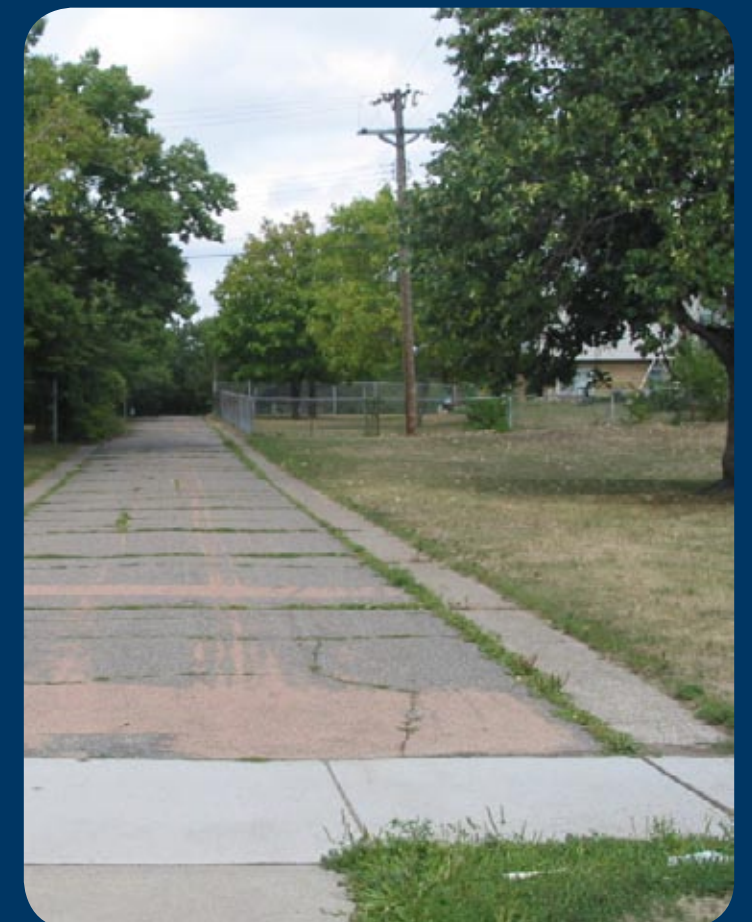
Orientation kiosks and maps are recommended at key tourism sites orient visitors and highlight other attractions within walking distance.

Recommendations

Maintenance



- Improve Snow Removal
- Adopt a Pavement Management Program



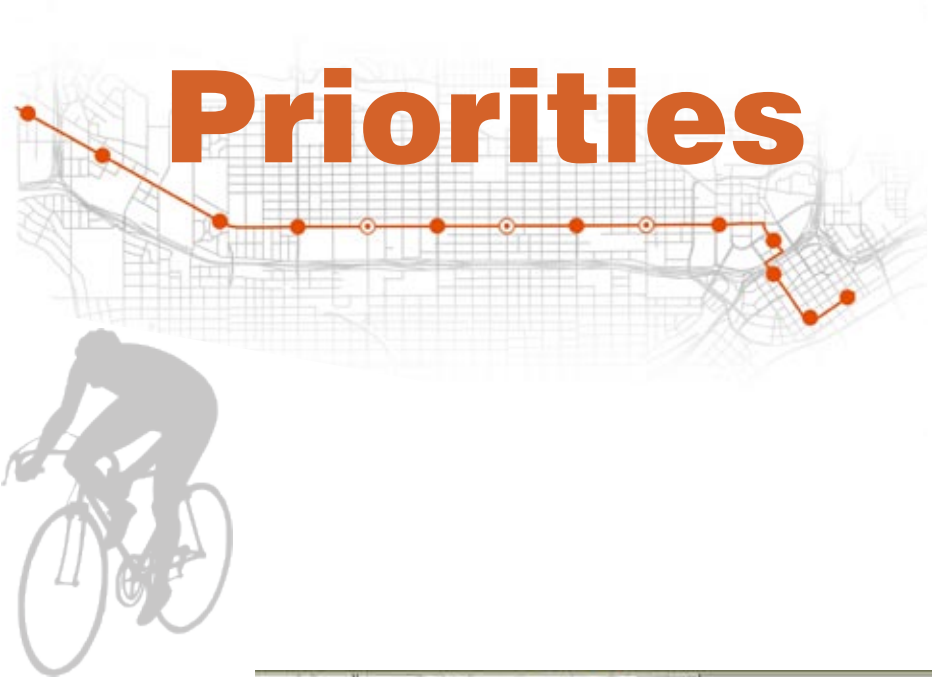
Recommendations



- Education
- Outreach
- Special Events

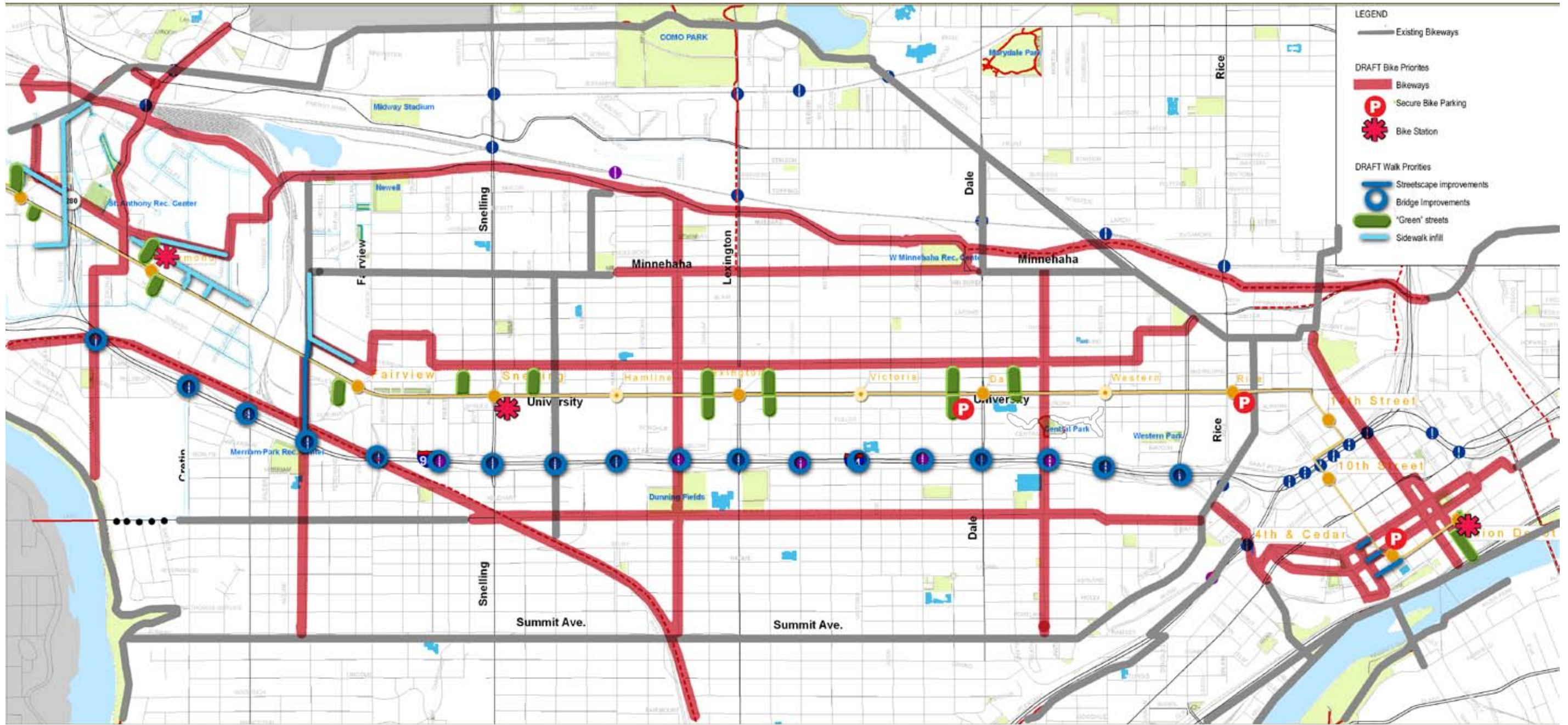
Programs





Priorities

Priority Improvements



Priorities



- Complete priority bikeways
- Secure bike storage at 4th/Cedar, Rice, & Dale
- Bike racks at key locations along University
- Full service bike station at Union Depot
- Install wayfinding signs in a test section to evaluate performance
- Adopt complete streets ordinance/policy
- Implement Traffic calming measures
- Enhance maintenance of bikeways and walkways



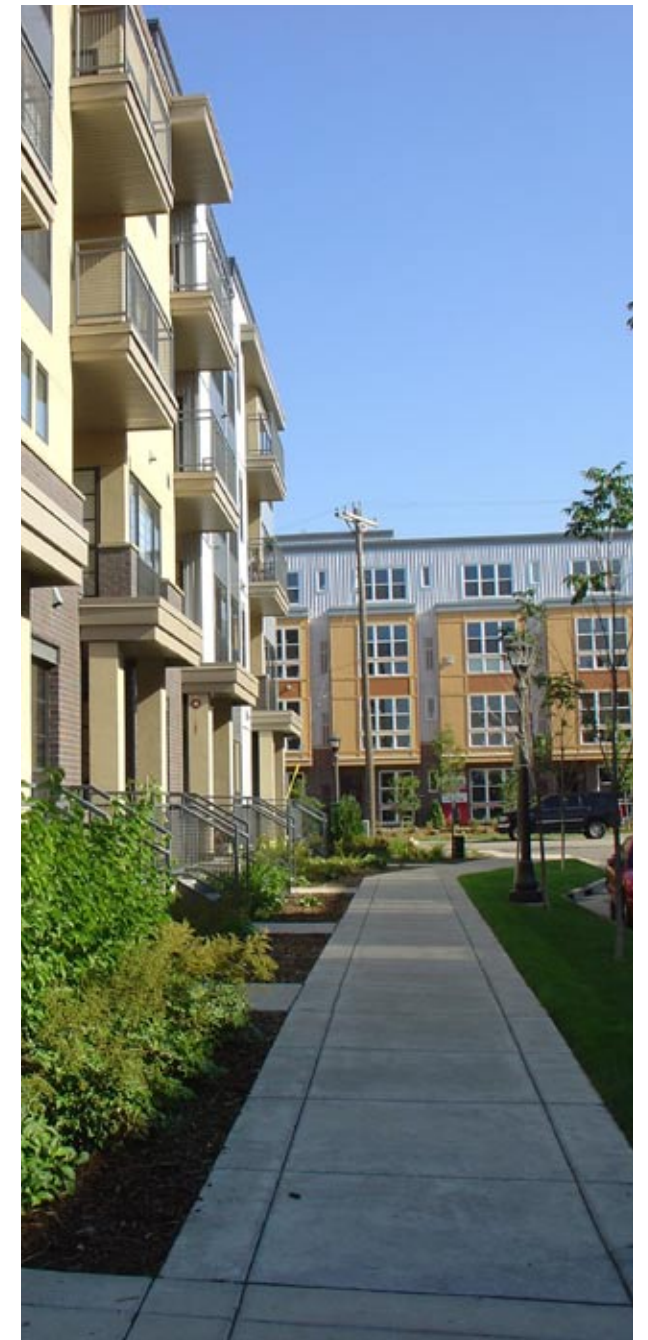
Priorities



Actions
Walk



- High quality streetscape on 4th, 5th, & 6th Streets east of Wabasha Street
- Improve lighting, wayfinding, and “greening” on Sibley Street from Mears Park to Mississippi River
- Create “Park” Streets leading to ends of LRT platforms
- I-94 pedestrian/bike bridge improvements
- Improve safety on Prior Avenue
- Add new sidewalks in the West Midway Area



Priorities

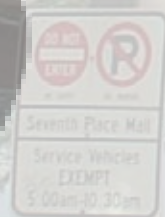


- Hire Bicycle, Pedestrian, and Complete Streets Coordinators
- Prepare city-wide bikeway route in paper and digital format
- Help foster an on-line, on-demand bike route planning tool
- Mobile recreation and outreach for biking and walking
- Conduct road closed to vehicle days

Programs



Questions?





Next Steps



- Open House, stakeholder and web input
- Prepare Final Bike Walk Action Plan
- Secure Funding
- Implementation