

Funded/In-Design 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).
- *Chatsworth Bridge Bike/Pedestrian Bridge over 94*: funded at about \$800,000. This project will replace the structurally deficient bicycle/pedestrian bridge to maintain an important non-motorized transportation connection over the freeway.
- *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 *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.
- *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.
- *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 \$2.1 million for 2013. This project consists of reconstructing Raymond Avenue from University Avenue to Hampden Avenue. Project elements include: bump-outs, medians, intersection re-alignments, new sidewalk, sidewalk repair/replacement, new pedestrian ramps, countdown pedestrian timers, lantern style street lighting, mill & overlay (University to Territorial), new curb & gutter and pavement (Territorial to Hampden), bike lanes and trees/landscaping.
- *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.

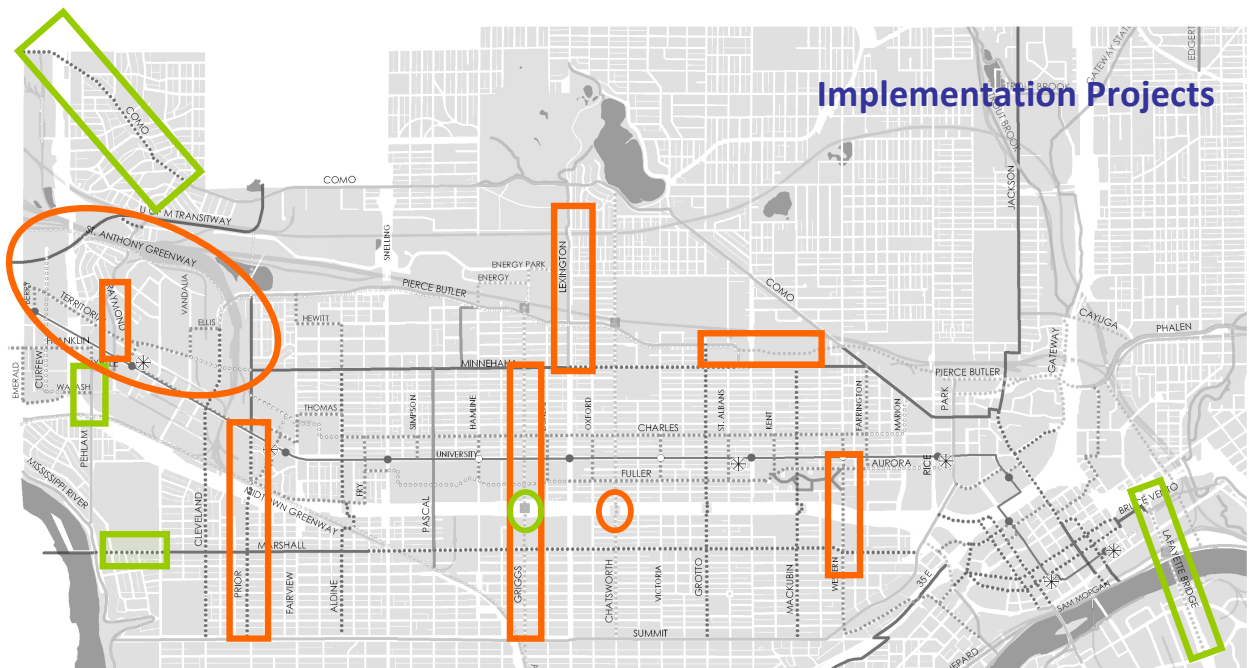
Under Construction/Completed Projects

- *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 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
- *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

CENTRAL CORRIDOR TRANSPORTATION IMPROVEMENTS

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.
- **Nice Ride Stations:** Nice Ride expanded their successful bike-sharing system in 2011 to 20 new stations in St. Paul, including stations along University Avenue.
- **Pelham Boulevard/Raymond Avenue:** Sharrows added to bikeway in 2010.
- **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.
- **Traditional Neighborhood Zoning:** New zoning for higher-density development, reduced demand for parking, and a more pedestrian- and transit-oriented environment along University Avenue was adopted in April 2011.



In Development

- *Citywide Bicycle Plan*: The plan will provide bicycle infrastructure recommendations, including bikeways, end-trip facilities, and priority implementation projects. The primary goal is to provide a clear vision for the city's bikeway development, in order to improve implementation efficiency.
- *Complete Streets Plan*: Creating and implementing the complete streets plan will establish a formalized complete streets process for the City. The street design manual component of the plan will illustrate possible street design best practices, explain positive and negative impacts of the design on all potential modes of transportation, and show how street design elements can be used together to create a complete streets design.
- *Streetcar Feasibility Study*: The plan will explore the feasibility of a modern streetcar network citywide. The process will develop a set of prioritized streetcar investments that are physically viable, offer the greatest potential for improving local circulation, support economic development, and complement existing and planned regional transportation systems. The plan will prepare Saint Paul for long-term success in financing and implementing a comprehensive streetcar network. Planning will be initiated in early 2012.
- *Central Corridor Open Space Action Plan*: The purpose of the Central Corridor Parks and Open Space Action Plan is to summarize, evaluate, and refine the recommendations for parks and open spaces included in the adopted Central Corridor Station Area Plans and determine priorities for implementation. The plan should be completed in 2012.
- *Union Depot Bicycle Center*: Ramsey County is currently seeking proposals for the development of a bike center in 2012. The center will feature secure bicycle storage, showers and lockers for commuters. Additionally, there is space for bicycle repair, community education and retail.
- *Downtown Saint Paul Passenger Facility Improvements*: \$2.6 million Federal Bus Livability grant for improving transit passenger facilities in Downtown St. Paul.

Funding Being Pursued

- 4th Street streetscape improvements
- 5th and 6th streetscape improvements
- Aldine 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
- Mackubin Bridge Bike/Pedestrian Bridge over 94 replacement
- Pierce Butler East extension
- Trout Brook Boulevard (Prince-Lafayette connections)
- Vertical pedestrian connection at the future 4th and Cedar LRT Station