

Rethinking I-94 Phase 2

Pedestrian and Bicycle Working Group

Monthly Meetings Recap:

The following is a summary of topics, outcomes, and action items that were discussed at the Pedestrian and Bicycle Working Group meetings

April 2019

- No meeting

March 2019

- No meeting

February 2019

- February Meeting Updates: To assist in identifying pedestrian and bicycle needs, various resources were explored including: Minnesota Walks, Metropolitan Council Regional Bicycle Barrier Study, Phase 1 T12 Non-motorized Crossing Analysis, Walk Score, online heat island mapping tool which helps identify areas where pedestrians are particularly vulnerable due to heat, and NACTO design guides.
- Saint Paul Presentation: The City of Saint Paul presented an upcoming resurfacing project on portions of Saint Anthony Avenue and Concordia Avenue (two frontage roads that parallel I-94). The city evaluated concepts to reconfigure the travel lanes and add bike lanes as part of the resurfacing to help address concerns related to vehicle speeds and discomfort experienced by pedestrians crossing the streets. Refined concepts will be shared with the community to identify a preferred concept. Construction is programmed in 2021.
- GIS Maps and Analysis Demonstration: WSB presented a pedestrian analysis using GIS to create five- and ten-minute walksheds from the I-94 crossings. A walkshed is an area that can be accessed on foot within a given travel time or distance from a certain location based upon the available walking network of sidewalks and trails. WSB presented additional examples of data sets that can be displayed and layered to assist with needs identification. Potential ways to expand the use of the tool using data from the SPACE tool and designating areas based on school district zones, zero car ownership, and areas of concentrated poverty.
- Next Steps: Pedestrian counts are being explored and will likely be collected in August/September 2020. A draft plan/approach will be shared with the working group for review. A potential pedestrian survey may be conducted to better understand the crossing needs over I-94. In addition, the group expects to conduct a Visual Impact Assessment and/or a Visual Quality Manual (on preferred alternative Tier 1 in 2021/2022) with a Crossing Design Guide.
- Future Meetings: Future meetings are suspended for now due to level of detail being studied at the Scoping level. Will reconvene at a future date to be determined.

January 2019

- No meeting

December 2019

- No meeting

November 2019

- Saint Paul neighborhood and small area plans: The City of Saint Paul provided the group information about its neighborhood plans and station area plans as they related to I-94 and potential crossings and connections to the Green Line LRT. Discussion focused on neighborhood desires and what types of promises the city could make and the types of improvements it could afford to do. There were questions about the use of non-traditional lighting, wider crossings, beautification, etc. on crossings and whether or not an I-94 project could pay for that. It was discussed that MnDOT would need to look at cost participation and design requirements as part of the development of projects and that discussions should occur in the next year to make progress on these items.
- SPACE tool overview: MnDOT presented its SPACE tool. This tool is by the safety folks at MnDOT to help identify locations where there has the potential to be pedestrian and bicycle safety issues or conditions that could lead to safety problems for pedestrians and/or bicyclists. The tool uses demographic and other data to identify locations where there are concentrations of low-income and minority populations. Areas with higher concentrations may have greater numbers of people walking and biking. The data can be refined for small areas to help identify populations. The I-94 corridor, as shown through other demographic analyses, has a high concentration of low-income and minority populations. The conclusion from the safety staff was that pedestrian and bicycle safety problems should be evaluated along the corridor. Nicole and others indicated that consultant staff working on the project has done an extensive safety analysis on I-94 and the roadways connecting into I-94 and looked at locations with pedestrian and bicycle crash concentrations. Information on safety for the corridor, including pedestrian and bicyclists can be found in the safety memo on the Sharepoint site.
- Future Topics: The group discussed presenting information on Minneapolis and its neighborhoods in January. Other interest including discussing potential design elements for crossings as well as cost participation policies.

October 2019

- Existing Conditions Memo: The group was provided an overview of the Pedestrian and Bicycle existing conditions memo.
- Multimodal Level of Service (MMLOS) Analysis: The group reviewed the MMLOS analysis and preliminary results that will be used in the Purpose and Need document as well as to evaluate alternatives. The MMLOS analysis provides separate scores for bicyclists and pedestrians along segments and at signalized intersections. The scoring criteria is based upon the perceived level of comfort on a rating of A (optimal) to F (poor) based on the HCM methodology as adapted by the Oregon Department of Transportation.

- Future Topics: The group discussed future topics that could be presented, including approaches to determine what the baseline bridge design is for pedestrian and bicycle treatments and to further understand how cost participation policies would be applied.

September 2019

- First meeting held in September: This meeting highlighted the Working Group's purpose, objectives, and role.
- Future Topics: In future meetings, the group will be discussing pedestrian and bicycle safety, connectivity across I-94, and access needs along the I-94 corridor.