

Friendly Streets Initiative

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Proposal for Test of Pedestrian and Bicycle Facilities for Fairview and Marshall intersection, revised

INTRODUCTION

Friendly Streets Initiative (FSI) and Crow's Nest Design (CND) is resubmitting a proposal (original proposal submitted in July 2015) for a live test of pedestrian and bicycle facilities at the intersection of Fairview and Marshall Avenues.

FSI has been engaging communities along Fairview Avenue for the past two years including holding four events, collecting over 400 surveys, and acquiring thousands of opinions. The results from the data are contained in the Report on Fairview Avenue. That Report contains many findings, including an evaluation of intersections along Fairview Avenue. The intersection that raised the greatest criticism among event participants and survey respondents is Marshall and Fairview. The principle concern was the safe crossing of pedestrians.

We are proposing the installation of three facilities: Bumpouts, green-painted bike lanes, and a crosswalk utilizing an "artistic" pattern and conventional color-scheme. This revision is based on feedback provided by David Kuebler of Saint Paul Public Works.

With traffic-control assistance from Public Works, utilizing orange cones, safety vests, and a clearly defined protocol and division of labor, we propose to install these tests on one of the following dates, pending the availability of Public Works assistance in the project: September 22nd, 23rd, 24th, 25th, or 26th. The duration of the tests would be two weeks, meaning that strike would occur sometime during the period of October 6th through 10th.

The installation of the bumpouts will take an estimated two hours. The installation of the green painted bike lanes will proceed in four sections, and will take an estimated three hours. The installation of the crosswalk will take an estimated two hours, and may require lane closures of Fairview Avenue, alternating as we progress with the installation. Additional installation details, including strike plans, are discussed below. We conclude with a description of plans for assessment of the tests.

BUMPOUTS

Members of the Fairview Working Group have identified bumpouts as a desired treatment to enable safer crossings at intersection in question. We are seeking to install two bumpouts; one located at the Northwest corner, the other at the Southeast corner; temporary landscaping within the bumpout areas is also requested, and would be comprised of landscape fabric, mulch, and potted plants. FSI will use delineators and possibly panels or carstops to create the bumpouts. FSI will use adhesive to ensure the structural integrity and safety of the bumpouts throughout the duration of proposed installation. We may also utilize white chalk paint to assist in the delineation.

The panels or car stops (and possibly white chalk paint) will create the outline for the bumpout. The delineators will be placed at 3-4 foot intervals following the path of the outline. The lines that create the current crosswalk will be left open/accessible. The crosswalk will be left without panels or bollards obstructing the sidewalk and crossing flow. The concept is similar to figure 1, which is included as an example.



Figure 1. Panel and Bollard bumpout, example

Please see Figures 2 and 3 below as it details the form of our proposed bumpouts. Note that the outer edge of the bumpout is two feet away from the bike lane. As with all of the details of this proposal, we rely on the expertise of Public Works to evaluate, verify and confirm, or modify the proposed test facilities.



Figure 2. Proposed bumpout at Northwest corner of Fairview and Marshall



Figure 3. Proposed bumpout at Southeast Corner of Fairview and Marshall

Strike Plan

Barring requests to do otherwise, at the completion of the test duration FSI will remove the temporary bumpouts and restore the intersection to its pre-test condition. Strike of these facilities should take 1 hour or less.

GREEN BIKE LANES

The second facility that we are proposing to implement are green bike lanes. To demonstrate this FSI will use Tempera powder mixed with water, and/or spray chalk, in green and white. The existing bike lanes define the area in which the chalk will be applied.

Marshall Avenue Westbound lanes



Figure 4. Marshall Avenue Westbound measurements, east of Fairview

East of Fairview

The paint will begin about 180 feet East of the intersection. We are proposing solid green for the bike lane prior to the conflict-zone skip lines. In the conflict zone we are proposing green skip sections every 6 feet up to the solid white line delineating the turn lane. At that point the green lane becomes solid up to the intersection's eastern boundary of the crosswalk. The skips will be a solid green rectangle measuring 2 x 4 feet with white edges about 4 inches in width. Figure 5a and 5b approximates what we have in mind, contingent, of course, on advice and approval of Public Works:



Figures 5a and b: Green painted lane with skip sections

West of Fairview (image not shown)

The current bike lane will be solid green beginning at the crosswalk and will continue west for 20 feet.

Marshall Avenue Eastbound lanes



Figure 6. Marshall Avenue Eastbound measurements, west of Fairview

West of Fairview

The paint will begin 190 feet west of the intersection. We are proposing a solid green lane where there is an uninterrupted bike lane. In the conflict zone we are proposing green skip lines every 6 feet up to the solid white line delineating the turn lane, at which point the green lane is solid up to the intersection's western boundary of the crosswalk.

East of Fairview (image not shown)

FSI is proposing a green lane beginning at the crosswalk and continuing east for 20 feet.

Strike Plan

As we plan to use green and white painted chalks, we expect that both weather and road use will eventually remove the chalk. If Public Works' diagnoses the remnants from the green chalk as problematic, then we will 'powerwash' remaining spray chalk from the roadway surface.

ARTISTIC CROSSWALK

Utilizing stencils and chalk paint, FSI proposes to revitalize the south crosswalk crossing Fairview by marking the crosswalk with an artistic design. We propose to employ black and white chalk paint. We are proposing the following Art Deco design:

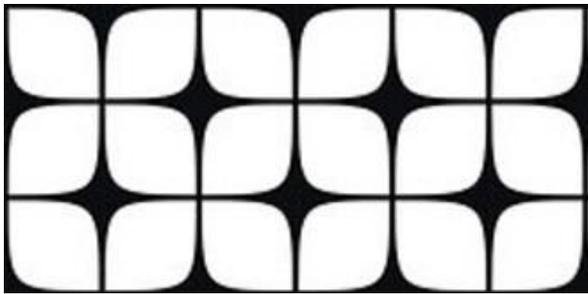


Figure 7. Deco pattern

Strike Plan

As we plan to use white painted chalk, we expect that both weather and road use will eventually remove the chalk. If Public Works' diagnoses the remnants from the green chalk as problematic, then we will 'powerwash' remaining spray chalk from the roadway surface.

ASSESSING IMPACT

In collaboration with Public Works, FSI aims to supply an online survey that will assess users' experiences of all three tests. At the intersection, posted in nearby locations, and promoted online, a link and QR symbol will be supplied to the public. That link and symbol will take potential respondents to a survey entitled "Test of Temporary Pedestrian and Bicycle Facilities at the Intersection of Marshall and Fairview Avenues." The survey would query respondents regarding their experience of the bumpouts, green lanes, and the crosswalk, in their roles as pedestrians, bicyclists, and motorists. If available, we could also utilize the City's online comments system as well to ask the same questions. The survey would go live on the day of the completion of the installation, and would run for the two-week duration.