

Select Plan Recommendations

Street Modifications	Map	Plan Recommend to Implement?	Timeframe	Estimated Cost	Potential Funding Sources
1 st street from one-way to two-way operation from 12 th Ave E to 21 st Ave E	A	Yes / No	Short / Long		STP, SIP, MSA
12 th Ave E from one-way to two-way operation from London Rd to 4 th Street	A	Yes / No	Short / Long		STP, SIP, MSA
14 th Ave E from one-way to two-way operation from London Rd to 4 th Street	A	Yes / No	Short / Long		STP, SIP, MSA
6 th Ave E from one-way to two-way operation from 2 nd to 3 rd Street	A	Yes / No	Short / Long		STP, SIP, MSA
4th Street and 6th Ave E Intersection *Pedestrian amenities *Left turn arrow for EB 4 th St traffic turning N onto 6 th Ave E *Signal timing for left turns from SB 6th Ave E onto EB 4th St	B	Yes / No Yes / No Yes / No	Short / Long Short / Long Short / Long		STP, SIP STP, SIP STP, SIP
3 rd Street from one-way to two-way operation from 6 th Ave E to 21 st Ave E	B	Yes / No	Short / Long		STP, SIP
2 nd Street from one-way to two-way operation from 6 th Ave E to 21 st Ave E	B	Yes / No	Short / Long		STP, SIP
“Road Diet” for London Road from 10 th Ave E to 26 th Ave E Road diets can offer potential benefits to both vehicles and pedestrians. On a four-lane street, drivers change lanes to pass slower vehicles (such as vehicles stopped in the left lane waiting to make a left turn). In contrast, drivers' speeds on two-lane streets are limited by the speed of the lead vehicle. Thus, road diets may reduce vehicle speeds and vehicle interactions during lane changes, which potentially could reduce the number and severity of vehicle-to-vehicle crashes. Pedestrians may benefit because they have fewer lanes of traffic to cross, and because motor vehicles are likely to be moving more slowly. The Federal Highway Administration (FHWA) report Safety Effects of Marked vs. Unmarked Crosswalks at Uncontrolled Locations found that pedestrian crash risk was reduced when pedestrians crossed two- and three-lane roads, compared to roads with four or more lanes.	C	Yes / No	Short / Long		MLSCP, EN, SB, STP, SIP, TB *MLSCP due Dec 7, 2007 max \$100,000 http://files.dnr.state.mn.us/waters/lakesuperior/pg_2008.pdf *EN applications due Dec 14, 2007 min \$50,000 max \$500,000 http://www.nemnatp.org/default.asp?PageID=187 *SB solicitation out early 2008 max \$200,000 http://www.bywaysonline.org/grants/application/guidance/ *TB - MnDOT District 1 Guidance-
“Road Diet” for 6th Ave E from 2 nd Street to 9 th St	D	Yes / No	Short / Long		STP, EN, SIP

STP = Surface Transportation Program (federal); SIP = Street Improvement Program (City), MLSCP = MN Lake Superior Coastal Program (state), EN = Transportation Enhancement Activities (federal), SB = Scenic Byways (state and federal options); TB = Turnback (state)

Street Modifications	Map	Plan Recommend to Implement?	Timeframe	Estimated Cost	Potential Funding Sources
10 th Ave E from Superior to 2 nd Street	E	Yes / No	Short / Long		St. Luke's
12 th Ave E from London Road to Superior Street	E	Yes / No	Short / Long		Plaza - Armory Development Assoc
13 th Ave E from London Road to 1 st Street	E	Yes / No	Short / Long		Plaza - Armory Development Assoc