

# some ideas

## for a better Lake Street



"... Lake Street is a very vital area ..., not because of what the city has decided, but because Lake Street is what we are becoming. It is the future of America. It changes every day. How many new shops are opening on Lake Street? It is representative of all the different cultures."

- Wing Young Huie

### Yesterday

For most of human history streets comfortably accommodated the full range of human activity. In villages, towns and cities, the streets were the place for socializing, children's play, public meetings, entertainment, demonstrations, and social change. They were also routes for travel and the movement of goods, but until the motor age, there was a balance.



how things used to be: Lake Street and Fouth Avenue, 1949

### Today

The balance is lost. Streets are now traffic corridors that cut swaths through local communities.

Official attention is concentrated on moving cars while ignoring local lives; streets lose their vitality, and through neglect, become dirty and unattractive places.

Communities everywhere are affected, most often in the hearts of cities and low-income areas.



how things are today: Hiawatha and Lake



### Tomorrow

We can work to change the way our cities and communities work; the streets can be given back to people.

The balance can be corrected to turn all of our streets into Living Streets.

# The Streetscape

spans the curb to the building face, and is the human realm of the street. Here people interact face to face and use their feet to go from place to place. At present, the streetscape on Lake Street is among the most vibrant in the city, in spite of a dreary, narrow strip of concrete that has an effective walking space of less than 6 feet in most places.

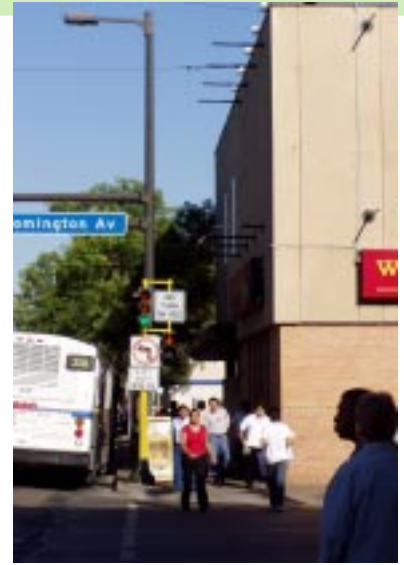
Pedestrians are present the whole length of Lake Street, in numbers paralleled only by Uptown, downtown and the University. Let's support this urban spirit with wider sidewalks and bumpouts as the groundwork for a beautiful and functional streetscape.

## Today:

Pedestrians are cramped into narrow spaces; crossing the street is difficult and dangerous. The sidewalk is too narrow for people to walk on, much less for amenities such as bus shelters and trees.



crossing Lake Street can be difficult



narrow sidewalks are often congested

## a better Lake Street would have wider sidewalks

... and add bumpouts for easier pedestrian flow and safer crossings. Ample space would allow amenities like benches and water fountains. Bumpouts would provide places for outdoor cafes and sidewalk displays. Fourteen foot sidewalks could sustain large trees with the green space they need to thrive.

### wider sidewalks accommodate ...



wider sidewalks give mature trees the space they need



kiosks,



planters,



benches,



and drinking fountains



bumpouts decrease crossing distance, increase visibility, and create placemaking opportunities

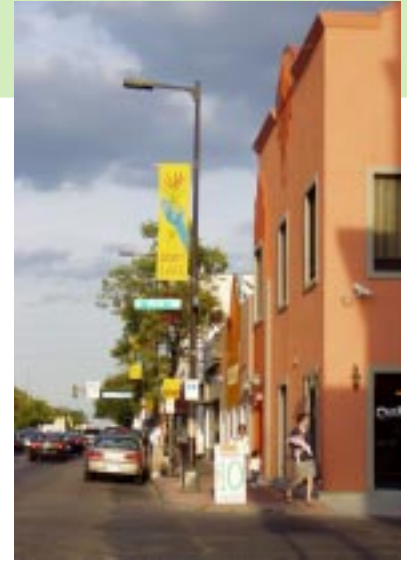
# On-street parking

plays a vital role for the viability of small businesses. The availability of on-street parking also helps to reduce the total number of off-street parking spaces needed in the project area, making more street frontage available for possible development and potential economic activity and employment.

The alternative to on-street parking: surface lots underutilize valuable land and rob vitality from Lake Street.



*a better Lake Street* would provide full-time on-street parking for the entire length of Lake Street.



on-street parking buffers pedestrians from traffic and sustains high quality development

# bicycles belong on Lake Street

*Today:*

Bicycling is a cheap and healthful, non-polluting form of transport.

Lake Street does not accommodate the needs of bicyclists today. But cyclists ride it anyway, often under dangerous or uncomfortable conditions.

The Midtown Greenway will draw even more cyclists to the area and to Lake Street.



cyclists ride in lanes of traffic, a dangerous situation



cycling on sidewalks puts pedestrians at risk, and hinders transit boarding and exiting

*a better Lake Street would welcome cyclists back to Lake*



wider sidewalks can safely accommodate pedestrians, cyclists, ...



... bikeracks ...



... and maybe even on-street bikelanes?

# transit makes Lake Street work

"You can move 18,000 people in about 300 buses, which is what happens on Lake Street today, or choose to move them instead in about 18,000 cars ..."

- Steve Davies, Project for Public Spaces

*a better Lake Street* would have room for larger and more comfortable transit shelters.

## a 3 lane Lake Street?

Urban planners and transportation engineers throughout North America have begun to advocate for the conversion of four lane roads to three lanes because this type of street configuration can help create more inviting pedestrian environments while meeting the needs of automobile traffic.

Studies have shown that three lane conversions can:

- improve vehicular safety and decrease accident rates,
- improve pedestrian safety,
- calm traffic, and
- improve emergency vehicle response time

Transit is well-accomodated in three lane conversions. Pullout areas allow buses to move out of the traffic stream so that cars can continue to flow freely around them.



Rice Street (in Saint Paul): before ...



... and after conversion

## what kind of Lake Street do we want?

*AN AUTO ZONE?*



LET'S DO LAKE STREET RIGHT

For more information, resources and upcoming events, please visit us online:

*OR A PEOPLE ZONE?*