

APPENDIX B >> Design Workshop Summary



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## DOWNTOWN BIKE LOOP AND JACKSON STREET RECONSTRUCTION

### Briefing Report – Status to Date

August 3, 2015

Toole Design Group (TDG) was hired by the City of Saint Paul (City) in mid-March 2015 to confirm the best routes for the downtown bicycle network, develop initial design concepts for the recommended bicycle network alignments, determine potential connections to Downtown from the broader regional bikeway system, and implement the first phase of the Downtown bicycle network on Jackson Street from Shepard Road to 11<sup>th</sup> Street. The larger goals of the project are to help enhance the economic vitality of Downtown, improve the prospects for continued economic development, and make Downtown a more attractive place for all users.

In order to jump start the project, a two-week workshop (charrette) process was proposed to help move things forward given the condensed timeline for the project. The week long discovery workshop was held from Monday, May 18<sup>th</sup> to Thursday, May 21<sup>st</sup>. A week long design workshop was held Monday, June 8<sup>th</sup> to Thursday, June 11<sup>th</sup>. For a list of downtown bicycle network recommendations from the workshop process, refer to pages 14 and 15.

#### Discovery Workshop

The discovery workshop was held on Monday, May 18<sup>th</sup> to Thursday, May 21<sup>st</sup>. The June 1<sup>st</sup> Briefing Report summarized the process and results of the workshop along with the advisory committee meetings that occurred before the discovery workshop. The June 1<sup>st</sup> Briefing Report is available upon request.

#### Community Advisory Committee (CAC)

The CAC did not meet between the workshops, however, the CAC was provided a copy of the June 1<sup>st</sup> Briefing Report summarizing the project process and recommendations from the discovery workshop. CAC members were invited and encouraged to attend open studio times throughout the design workshop week, and the open house.

#### Technical Advisory Committee (TAC)

The TAC met on June 2<sup>nd</sup> between the workshops to discuss the June 1<sup>st</sup> Briefing Report and recommendations for major bikeway alignments to move further into conceptual design. TAC members also identified meeting times for focus groups with City departments to identify design concerns and opportunities along Jackson Street. In addition to coordinating focus groups, the TAC participated in a Google Street View “walk through” of Jackson Street to identify issues and opportunities along the Jackson Street corridor, including parking, roadway geometry, historic district status, and space constraints. Many of these issues and opportunities were used as a starting point for the design work during the design workshop. TAC members were invited and encouraged to attend related focus groups, open studio times, a “pin-up” session to review design progress made to the public open house, and the public open house at the design workshop to review progress and provide feedback. A full summary of this TAC meeting is available upon request.

## Policy Advisory Committee (PAC)

The PAC convened on Wednesday, June 3<sup>rd</sup> to discuss the June 1<sup>st</sup> Briefing Report and recommendations for major bikeway alignments to move forward into conceptual engineering. The PAC supported the recommendations to continue further concept design on Jackson Street, Kellogg Boulevard, St. Peter Street, and the 9<sup>th</sup>/10<sup>th</sup> Street combination. A 4<sup>th</sup> Street shared street concept is still under consideration, however, it is being reviewed and analyzed through a separate business and City coordination project.

## Design Workshop (June 8<sup>th</sup> to June 11<sup>th</sup>, 2015)

A discovery workshop was held on June 8<sup>th</sup> through June 11<sup>th</sup>, 2015. The purpose of the workshop was to begin design of the downtown bike loop facilities as well as the Jackson Street reconstruction project while receiving input from the public and stakeholders at various times during the workshop events.

### Monday, June 8<sup>th</sup> – Workshop Goals and Team Design Work

The design workshop week began with a City project management team meeting to set goals for the outcome of the design workshop. The team prioritized the order of concept design development for the downtown bicycle network. The team decided to focus primarily on Jackson Street and Kellogg Boulevard concept designs, as these two routes have preliminary funding in place, followed by St. Peter Street and 9<sup>th</sup>/10<sup>th</sup> Streets in no particular order. Following the meeting, design options were started for Jackson Street on both the east and west sides of the street for comparison. In addition, a strengths and weaknesses matrix for each side of Jackson Street was started based on the prioritized criteria developed during the discovery workshop.

### Tuesday, June 9<sup>th</sup> and Wednesday, June 10<sup>th</sup> – Focus Group Meetings, Custom House Coordination, Team Design Work, Open Studio, Pin-Up Session

On Tuesday and Wednesday, focus group meetings were held between City staff, stakeholders and the design team. A summary of each focus group is available upon request. Focus group meetings were held on the following topics:

- Urban design
- Stormwater
- Traffic
- Public art
- Historic/cultural resources

Additionally, two meetings were facilitated between the design team and the representatives of the Custom House redevelopment team related to the design impacts of the proposed redevelopment on the southeast corner of the intersection of Jackson Street and Kellogg Boulevard. The design team presented the concept layouts developed so far, and the Custom House team presented their proposed site plan, including improved sidewalk space along Jackson Street for a sidewalk café. Both teams worked together over the course of the week to understand concerns and desires for the southeast quadrant of Jackson Street and Kellogg Boulevard. A compromise was made in this area to allow the width needed for the two-way protected bikeway, while also allowing Custom House to extend its patio sidewalk to the furthest extent possible by adjusting lane and facility widths through this section. While the

proposed sidewalk on the east side of Jackson Street required narrowing at the intersection of Jackson Street and Kellogg Boulevard, further south of the intersection, the sidewalk was able to widen from the initial Custom House design.

The design team continued to work on the design of the Jackson Street, and began conceptual design for Kellogg Boulevard, and 9<sup>th</sup>/10<sup>th</sup> Street corridors. In addition to investigating design alternatives on each side of the road, design concepts were developed for complex intersections along each of the major corridors. In addition to Jackson Street, evaluation matrices with strengths and weaknesses of bikeway alignment were started for St. Peter and 9<sup>th</sup>/10<sup>th</sup> Streets. Throughout the week, these matrices were refined as concepts were developed.

On both days, the public, CAC, TAC, PAC and City staff were invited to open studio times to interact with the design team, provide input, and react to the design progress. One open studio was held from 4 to 6 pm, after work hours, while the other was held from 11 am to 1 pm to capture members of the public over the lunch hour. Design work continued during open studio time, as well as opportunities to answer questions, comments, and concerns from those in attendance.

In addition to open studio, a pin-up session was provided for TAC members and the project management team to comment on and review materials for Thursday's public open house.

#### Thursday, June 11<sup>th</sup> – Team Design Work, Public Open House

Thursday was spent finalizing exhibits and information from the pin-up to share with the community at an evening public open house. Information presented at the open house is provided in the Outcomes section of this briefing. The information shared at the open house represents the TDG team's preliminary bikeway alignment recommendations and design concepts. At the event, community members were able to interact with staff and exhibits to share what their reactions were to the concept layouts for Jackson Street and Kellogg Boulevard, public art, paving, plantings, branding, and other materials related to the design workshop. A summary of comments from the open house is available upon request.

#### Comment Box

In addition to feedback received at the various open house stations, the community had an opportunity to provide written comments via comment cards. Documentation of all comments are available upon request. Some key comment themes included:

- General support of the project
- The existing roadway network not providing safe and comfortable biking facilities
- Connecting the proposed facilities to the rest of the city's bicycle network (John Ireland, Margaret Bikeway, etc.)
- Preference for a protected bikeway on St. Peter Street over Wabasha Street

#### Online Survey

Following the workshop, TDG created an online survey to gather additional community input on the materials and starter ideas presented at the design workshop. Overall 217 surveys were fully completed and 189 more were partially completed. The full survey results are available upon request. A generalized summary of survey answers is provided below:

- Support for a bikeway on the west side of Jackson Street
- The connection from Jackson Street to the Sam Morgan Regional Trail via 2<sup>nd</sup> Street and Sibley Street is not optimal, but is functional. A primary concern was to make the crossing at 2<sup>nd</sup> Street as safe as possible.
- Slight preference for a protected bikeway on the northeast side of Kellogg Boulevard between Summit Avenue and Mulberry Street. A primary concern of the southeast side was crossing the I-35E entrance and exit ramps. In addition, the northeast side provides better connections to the Downtown core and Xcel Energy Center.
- Support for the Kellogg Boulevard concept design on the south side of the street south of 7<sup>th</sup> Street.
- Strong support to have “Capital City” in the name of the Downtown bicycle network. Respondents liked bikeway or loop to still be considered in the name.

## Engagement after the Design Workshop

### Policy Advisory Committee (PAC)

The PAC met on June 18<sup>th</sup>, 2015 and discussed the strengths and weaknesses of the Jackson Street bikeway alignment alternative as well as the sample cross sections for the bikeway facility. Progress on the other routes was also discussed. The PAC concluded that the west side alignment for the Jackson Street corridor should be carried forward to design. Following the meeting, PAC members contacted key property owners and building managers along the corridor to inform them of the recommendation and open communication for further discussions with these stakeholders.

### Technical Advisory Committee (TAC)

The TAC met on June 16<sup>th</sup>, 30<sup>th</sup>, and July 14<sup>th</sup>. During this time, the TAC was updated on the recommendation and agreement from the PAC to place a protected bikeway on the west side of the street. The TAC reviewed and discussed strengths and weaknesses of bikeway alignment alternatives for the remaining bicycle network on 9<sup>th</sup>/10<sup>th</sup> Street, St. Peter Street, and Kellogg Boulevard. A draft creative briefing was also presented for the branding for the downtown bicycle facilities.

In addition, the TAC also discussed the possibility of a shared street concept on 4<sup>th</sup> Street and participated in a Google Street View “walk through” of the corridor to identify areas of opportunity and concerns. There is currently a separate study underway from business owners along the corridor to analyze the feasibility of this concept.

Full summaries of these meetings are available upon request.

### Community Advisory Committee (CAC)

The CAC met on July 9<sup>th</sup> to discuss project updates, the findings of the workshops, and the strengths and weaknesses of the alignment alternatives for the 9<sup>th</sup>/10<sup>th</sup> Streets, St. Peter Street, and Kellogg Boulevard segments. Summarized comments for each corridor and of the meeting are available upon request. Key takeaways from each corridor included:

- Kellogg Boulevard (between Summit Avenue and 7<sup>th</sup> Street)
  - Bikeway on northeast side to avoid conflicts and heavy motor vehicle turning movement volumes at the entrance and exit ramps to I-35E
  - Bikeway on northeast side allows other options to access the Downtown core

- Bikeway on southeast side would be a nice connection to W. 7<sup>th</sup> Street and the hospital
- St. Peter Street
  - Bikeway on east side creates tight space between sidewalk cafes, along with more pedestrian conflicts
  - Bikeway on west side has more space and better views of prominent buildings and landmarks
- 9<sup>th</sup>/10<sup>th</sup> Street
  - Bikeway on south side to avoid the exit ramp at I-35E
  - Bikeway on south side by Pedro Park to better connect to city parks
  - Bikeway on south side to cross to the sidewalk on the east side of I-94 and avoid the entrance ramp to I-35E

### Meetings with Jackson Street Property Owners and Managers

City staff and TDG met with specific property owners and managers to discuss potential issues related to ingress and egress from parking structures and other general concerns about a bikeway on the west side of Jackson Street. As the detailed design is developed, City staff and TDG will continue to meet with property owners and managers to discuss their issues and address their concerns as appropriate.

### Outcomes

Based on feedback from stakeholders, the community, pre-workshop engagement, City staff, and team knowledge, the design team created concept designs for bikeway facilities in Downtown Saint Paul. The following sections describe the comments received from the open house, the information used to determine design recommendations, and the concept layouts for Jackson Street and Kellogg Boulevard.

### Concept Layouts

The concept layouts developed for the Jackson Street and Kellogg Boulevard alignments during the design workshop were presented for comment at the open house. Additionally, a concept layout for the St. Peter Street/6<sup>th</sup> Street/Washington Street intersection area was shown at the public meeting. Full PDFs of these concepts are available upon request.





### Alignment Evaluation

As a part of the previous discovery workshop and the City of Saint Paul Bike Plan, the following streets were considered major bikeways for the Downtown bicycle network that moved forward into conceptual design:

- Jackson Street
- Kellogg Boulevard
- St. Peter Street
- 9<sup>th</sup>/10<sup>th</sup> Street combination

Each of these streets included various alternatives for bikeway alignments and treatments along them. Specifically, the design team considered the following alignment alternatives during and after the design workshop.

- Jackson Street: east side alignment vs. west side alignment
- Kellogg Boulevard: northeast side alignment vs. southwest side alignment between Summit Avenue and W 7<sup>th</sup> Street
- Kellogg Boulevard: north side alignment vs. south side alignment between 7<sup>th</sup> Street and Sibley Street

- St. Peter Street: east side alignment vs. west side alignment
- 9<sup>th</sup>/10<sup>th</sup> Street: north side alignment vs. south side alignment

Analysis matrices highlighting the strengths and weaknesses were prepared for each alignment alternative based on the community priorities identified from the discovery workshop, including:

- Connectivity – connections to regional trails, neighborhoods outside of Downtown, parks, businesses, cultural resources, and destinations
  - Micro Connectivity: connections to destinations within Downtown Saint Paul
  - Macro Connectivity: connections to regional trail system and destinations outside of Downtown
- Level of Comfort – comfort and ease of use felt by people who use the route. Designs that accommodates children and inexperienced or concerned bicycle riders
  - Driveway crossings
  - Bikeway facility (allowable design of the bikeway due to geometric and other constraints)
- Legibility/Wayfinding – straight, easy to find, and easy to navigate
- Preserve On-Street Parking – maintain as much on-street parking as possible, maximize the number and presence of on-street parking spaces
- Placemaking/Green Space –opportunities to provide new public spaces potentially with grass, trees, or other vegetation
- Economic Development – areas available for redevelopment
  - Surface parking lots (potential for redevelopment)

The strength and weakness analysis matrix for each alignment analysis is provided in Figures 1 through 4. These matrices were presented and discussed with the City project management team, TAC, and CAC.



## Jackson Street Analysis

Community Priorities	Decision Criteria	West Side	East Side
Connectivity	<b>Micro Connectivity</b>	Need to cross street to Lowertown	Need to cross street to Downtown Core
	<b>Macro Connectivity</b>	Provides connection to Sam Morgan Trail via 2 <sup>nd</sup> St and Sibley St Need to cross street to access Gateway Trail extension	Provides connection to Sam Morgan Trail via 2 <sup>nd</sup> St and Sibley St Provides more direct connection to Gateway Trail extension
Level of Comfort	<b>Driveways</b>	9 existing driveways	10 existing/planned driveways
	<b>Bikeway Facility</b>	Curb level 2-way bikeway provided	Curb level bikeway proposed - Curb line changes to allow curb level bikeway may conflict with Lowertown Historic Guidelines
Legibility / Wayfinding	<b>Directness / Complex Intersections</b>	Entire facility can be located on the west side since there are no complex intersections on the west side to avoid.	The facility must cross from the east to the west side at 10 <sup>th</sup> and 4 <sup>th</sup> to avoid complex intersections on the east side at 11 <sup>th</sup> , 7 <sup>th</sup> , and Kellogg
Preserve On Street Parking	<b>Metered Parking Spaces</b>	Retain approximately 82 parking spaces Remove approximately 21 parking spaces	Retain approximately 67 parking spaces Remove approximately 36 parking spaces
Placemaking & Green Space	<b>Placemaking</b>	Opportunities for placemaking on private plazas where building setbacks are greater	Limited opportunity within Lowertown Historic District (designated)
	<b>Green Space</b>	Trees allowed Greater building setbacks	Any landscaping requires Heritage Preservation Commission approval within Lowertown Historic District
Economic Development	<b>Surface Parking Lots</b>	1 surface parking lot facing Jackson	3 continuous surface lots facing Jackson

*Figure 1 - Jackson Street Strength and Weakness Analysis Matrix*

## Kellogg Boulevard Analysis

Community Priorities	Decision Criteria	Southwest Side	Northeast Side
Connectivity	Micro Connectivity	North of 7 <sup>th</sup> Street – Hospital, restaurants on W 7 <sup>th</sup> Street South of 7 <sup>th</sup> Street – Science Museum, River Balcony, Future Ramsey County jail site redevelopment, Custom House	North of 7 <sup>th</sup> Street – History Center, Cleveland Circle Area and redevelopment, Xcel Energy Center South of 7 <sup>th</sup> Street – RiverCentre, Central Library, City Hall/Courthouse
	Macro Connectivity	Provides connection to Summit Avenue and East out of Downtown via planned bikeways Connects via Eagle Pkwy to Sam Morgan Trail	Provides connection to Summit Avenue and East out of Downtown via planned bikeways Connects to future 10 <sup>th</sup> Street bikeway Provides alternative connections to Downtown core
Level of Comfort	Driveways	North of 7 <sup>th</sup> Street – 1 ramp South of 7 <sup>th</sup> Street – 1 ramp, 1 loading zone	North of 7 <sup>th</sup> Street – 0 South of 7 <sup>th</sup> Street – 5 ramp driveways, 3 pullout loading zones, 3 regular loading zones, 1 driveway
	Bikeway Facility	Curb level 2-way bikeway provided. Some shared path space with pedestrians.	Curb level 2-way bikeway provided. Some shared path space with pedestrians.
Legibility / Wayfinding	Directness / Complex Intersections	North of 7 <sup>th</sup> Street – Facility must cross complex intersections at the I-35E on and off ramps (likely could NOT protect bike movement from turning movement) South of 7 <sup>th</sup> Street – Skewed intersection at Eagle Pkwy and entrance to 2 <sup>nd</sup> Street	North of 7 <sup>th</sup> Street – Bicyclists along Summit Ave would cross Kellogg to the bikeway South of 7 <sup>th</sup> Street – Overall, more intersections to cross and coordinate with signals
Preserve On Street Parking	Metered Parking Spaces	44 existing spaces 1 existing handicap zone (Removal could be avoided)	42 existing spaces (Removal would likely be needed)
Placemaking & Green Space	Placemaking	North of 7 <sup>th</sup> Street – none South of 7 <sup>th</sup> Street – Open space by Science Museum, River Balcony/Park area, Ramsey County jail site redevelopment	North of 7 <sup>th</sup> Street – Cleveland Circle Redevelopment South of 7 <sup>th</sup> Street - none
	Green Space	North of 7 <sup>th</sup> Street – Existing green field south of Summit Ave South of 7 <sup>th</sup> Street – Greater offset to buildings	North of 7 <sup>th</sup> Street – Green space by History Center South of 7 <sup>th</sup> Street – Existing green space by Central Library
Economic Development	Surface Parking Lots	North of 7 <sup>th</sup> Street - 2 surface parking lots	North of 7 <sup>th</sup> Street - 1 surface parking lot

Figure 2 - Kellogg Boulevard Strength and Weakness Analysis Matrix

## St. Peter Street Analysis

Community Priorities	Decision Criteria	West Side	East Side
Connectivity	<b>Micro Connectivity</b>	Saint Paul Hotel, Landmark Plaza, Farmer's Market, Mickey's Diner, St. Joseph's Hospital, Restaurants northwest quadrant of 7 <sup>th</sup> Street	Ramsey County Courthouse/Saint Paul City Hall, Juvenile & Family Justice Center, Capital District, Restaurants – Sakura, <u>Pazzaluna</u> , <u>Kincaids</u> , Meritage, Great Waters
	<b>Macro Connectivity</b>	Provides connection to north side of Downtown Core Likely need to cross to east side of road to utilize existing shared use path across I-94	Provides connection to north side of Downtown Core
Level of Comfort	<b>Driveways</b>	3 existing driveways	5 existing driveways
	<b>Bikeway Facility</b>	Curb level 2-way bikeway provided. Little to no buffer space between pedestrian and bicycles	Curb level 2-way bikeway provided. Little to no buffer space between pedestrian and bicycles
Legibility / Wayfinding	<b>Directness / Complex Intersections</b>	The facility would likely need to cross from the west to the east side to access the existing shared use path north of 11 <sup>th</sup> Street across I-94	Entire facility can be located on the east side. Sight lines may be of concern
Preserve On Street Parking	<b>Metered Parking Spaces</b>	54 existing spaces – parking would be removed	42 existing spaces – parking would be removed
Placemaking & Green Space	<b>Placemaking</b>	Opportunities for <u>placemaking</u> on private and public plazas where building setbacks are greater	Limited opportunity within Capital Area District
	<b>Green Space</b>	Greater building setbacks	Street cafes limit available width
Economic Development	<b>Surface Parking Lots</b>	1 surface parking lot facing St. Peter	No surface parking lots

Figure 3 - St. Peter Strength and Weakness Analysis Matrix



## 9<sup>th</sup>/10<sup>th</sup> Street Analysis

(Assumes bikeway follows 10<sup>th</sup> Street from I-35E to Jackson and 9<sup>th</sup> Street from Jackson to I-94)

Community Priorities	Decision Criteria	North Side	South Side
Connectivity	Micro Connectivity	Need to cross street to Downtown Core	Need to cross street to Capital Area
	Macro Connectivity	Provides connection to Jackson and St. Peter bikeways	Provides connection to Jackson and St. Peter bikeways
Level of Comfort	Driveways	-West of Cedar: 9 existing driveways (2 hospital access, 1 large parking ramp) -Cedar to Jackson: 8 existing driveways (3 fire station driveways) -East of Jackson: 4 existing driveways	-West of Cedar: 6 existing driveways (1 ambulance/emergency room access) -Cedar to Jackson: 7 existing driveways -East of Jackson: 5 existing driveways
	Bikeway Facility	Curb level 2-way bikeway provided	Curb level 2-way bikeway provided
Legibility / Wayfinding	Directness / Complex Intersections	More conflicts with 10 <sup>th</sup> /Cedar intersection and LRT station	Fewer conflicts with 10 <sup>th</sup> /Cedar intersection and LRT station
On Street Parking	Parking Spaces	-West of Cedar: 12 metered spaces -Cedar to Jackson: 2 free spaces, 16 metered spaces -East of Jackson: No parking allowed	-West of Cedar: 15 metered spaces -Cedar to Jackson: 2-4 church spaces, 2 free spaces, 19 metered spaces -East of Jackson: 16 metered spaces
Placemaking & Green Space	Placemaking	More existing plaza facilities on north side of 9 <sup>th</sup> /10 <sup>th</sup>	More existing park facilities on south side of 9 <sup>th</sup> /10 <sup>th</sup>
	Green Space	Limited width for green space	Limited width for green space
Transit	Bus Stops	Existing stop at NE corner of 10 <sup>th</sup> /Cedar	No existing bus stops
Economic Development	Surface Parking Lots	3 surface parking lots facing north side of 9 <sup>th</sup> /10 <sup>th</sup>	4 surface parking lots facing 9 <sup>th</sup> /10 <sup>th</sup>

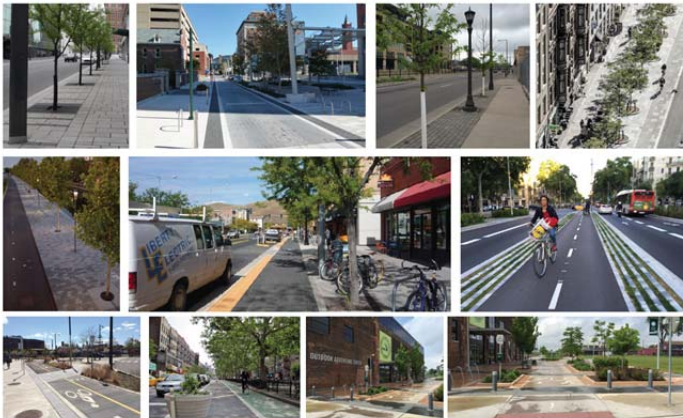
Figure 4 - 9th/10th Street Strength and Weakness Analysis Matrix

## Materials

Materials boards were created to encourage reflections on what the downtown bicycle network should look and feel like. The materials presented included elements (brick pavers, brushed metal, and wood), furnishings (various bench types, trash receptacles, drinking fountains, and bike racks), integrated art (decorative tree grates and colored brick patterns), paving (colored pavements and differentiated pavements for separate transportation facilities), plantings (trees, vertical landscaping, native plants, and planting beds), and materials on existing St. Paul street facilities (pavers, boulevards, railing treatments, plantings, etc.) for comparison and discussion. Comments were received for and against the various types of treatments. Overall, the feedback on materials boards from the open house and stakeholder interviews/discussions was positive. Many people commented on the importance of having seating options, planted areas, bike racks, fix-it stations, and water along the entire network, and to capitalize on placemaking opportunities. Participants expressed an interest in the suite of materials fitting together to make one identifiable, iconic bikeway for the City. Summaries of the comments are available upon request. The following are some of the comments received during the open house:

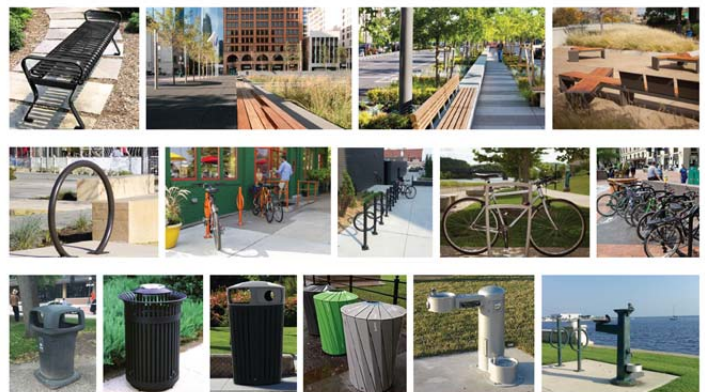
- Like to see a mix of old and new
- Use quality, long-lasting, and beautiful paving materials
- Lighting is important
- Like the vertical landscaping
- Please include lots of plants, art, and placemaking
- Make sure visibility remains good for all modes
- Different color for different uses is good
- Furnishings should fit with overall branding style of trail

MATERIALS  
» PAVING



CITY OF SAINT PAUL  
DOWNTOWN BICYCLE NETWORK  
OCT 2014

MATERIALS  
» FURNISHINGS



CITY OF SAINT PAUL  
DOWNTOWN BICYCLE NETWORK  
OCT 2014

Utilizing the responses and reflections from the materials board, a style guide will be created documenting the materials that should be used throughout the entire downtown bicycle network.

## Branding

The discovery workshop indicated a desire for a combination of grounded and modern mood boards for the downtown bicycle network. The TDG Team presented an updated mood board for the downtown

bicycle network at the design workshop. The mood board received very positive responses from the public, stakeholders, and City staff.



In addition to an updated mood board, a range of naming considerations were shared for feedback, including:

- Capital City Trail
- Saint Paul Urban Bikeway
- Downtown Bike District
- Sainly City Bikeway
- Rivertown Corridor

The names were provided for people to reflect upon, not as absolute options. Based on the feedback on the naming considerations, “Capital City” was a favorite descriptor of Saint Paul that evokes pride in the city. In addition, feedback was strong for both “Bikeway” and “Loop”. The “Capital City” concept was presented to the TAC and CAC, where it received very positive feedback. “Bikeway” had positive feedback, however, there were concerns that the name was limiting to only highlight bicycles when the network will present economic development opportunities, improvements for pedestrians, and a different experience for motor vehicles than other downtown streets. “Loop” also had positive feedback in that it creates a sense of place when combined with “Capital City”, however there were concerns that the public may view the bicycle network as a loop to ride around in circles, as well as it may create confusion with the many other “Loops” in the Twin Cities area. A full summary of comments on the mood board and naming is available upon request. A briefing report on the brand and name is also available upon request.



Following public engagement, the name options were presented to the PAC and Mayor Coleman. Ultimately, “Capital City Bikeway” was chosen as the brand name for the downtown bicycle network.

## Recommendations

After consideration of community, committee, and staff feedback and priorities, along TDG bikeway design expertise, the following bikeway alignments are recommended by the design team for concept development:

### Jackson Street

#### *West side of Jackson Street from 11<sup>th</sup> Street to 2<sup>nd</sup> Street*

- Removes conflicts with heavy turning motor vehicle volumes at 11<sup>th</sup> Street (I-35E and I-94 entrance ramps) and 5<sup>th</sup> Street
- Provides a direct connection for bicyclists
- Removes conflicts with 3 Custom House access points on a steep grade between Kellogg Blvd and 2<sup>nd</sup> Street

#### *Connection to Shepard Road/Warner Road/Sam Morgan Regional Trail via 2<sup>nd</sup> Street to Sibley Street*

- Existing width underneath railroad structure is too narrow for a two-way protected bikeway

### Kellogg Boulevard

#### *Northeast side of Kellogg Blvd from Summit Avenue to W. 7<sup>th</sup> Street*

- Removes conflicts with heavy turning motor vehicle volumes at the I-35E entrance and exit ramps
- Less street crossings
- More width to create bikeway
- Provides a direct connection to downtown core if bicyclists want to take other routes (i.e., 7<sup>th</sup> Street)
- Economic development opportunity at Cleveland Circle development

#### *South side of Kellogg Blvd from W. 7<sup>th</sup> Street to Union Depot*

- Consistent curb line to design off of
- Less loading zones than north side
- Less street crossings than north side
- Ability to retain on-street parking
- Future river balcony provides economic development and destination

### St. Peter Street

#### *West side of St. Peter Street from Kellogg Boulevard to 11<sup>th</sup> Street*

- Reduces conflicts with pedestrians and street cafés
- Provides better connection to parks and plazas

#### *East side of St. Peter Street across I-94/I-35E bridge*

- Utilizes existing shared use path structure
- Provides better connection to Capitol area



## 9<sup>th</sup>/10<sup>th</sup> Street

*South side of 10<sup>th</sup> Street from I-35E bridge to Cedar Avenue*

- Removes conflicts with I-94 exit ramp

*Further investigation of bikeway alignment on 10<sup>th</sup> Street between Cedar Avenue and Jackson Street*

*South side of 9<sup>th</sup> Street from Jackson Street to I-94 bridge*

- Removes conflicts with I-94 entrance ramp

## Further Review

As conceptual design continues, additional analysis will be completed to confirm the feasibility of the major bikeway routes, including:

- 1) Traffic analysis
- 2) Intersection design
- 3) Bikeway transitions
- 4) Structural considerations
- 5) Emergency vehicle considerations
- 6) State aid requirements and variances

## Next Steps

Two additional public open houses will be held in late summer/fall for the Downtown bicycle network and Jackson Street reconstruction. Stakeholder outreach will also be ongoing, particularly with Jackson Street property owners and businesses for construction phasing. As details are developed in the vicinity of key property owners, these details will be shared with the owners to work toward a concept that accommodates building tenants, as well as roadway users. Other public outreach will be scheduled as appropriate. The TAC, CAC, and PAC will also continue to meet bimonthly (TAC) and monthly (CAC and PAC) to discuss the evolving design progress on the project.

The design team will move forward with preliminary design for the Jackson Street corridor from 11<sup>th</sup> Street to Shepard Road toward 30 percent design with a protected bikeway on the west side of the street. Conceptual design of the St. Peter Street, Kellogg Boulevard, and 9<sup>th</sup>/10<sup>th</sup> Street bikeway segments will continue as well.