

# City of Saint Paul Downtown Bike Loop + Jackson Street Reconstruction

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COMMUNITY ADVISORY COMMITTEE

July 9, 2015



# AGENDA

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1. Welcome and Introductions – Cynthia Whiteford & James McClean, Co-chairs
2. Role of the Community Advisory Committee (CAC) – James McClean, Co-chair
3. Expectations for CAC Meetings – Cynthia Whiteford, Co-chair
4. Project Update – Kevin Nelson, City of Saint Paul & Ciara Schlichting, Toole Design Group
5. ACTIVITIES – Bikeway Alignments and Naming
6. Next Steps

# CAC Role and Expectations

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# Project Update

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## PROJECT TIMELINE

March 2015   A   M   J   J   A   S   O   N   D   January 2017   F   M   A   M   J   J   A   S   O   N   D   January 2017

CAC   CAC   CAC   CAC   CAC   CAC   CAC   CAC

### Downtown Bike Loop Planning & Design



### Public Art Planning, Trail Branding & Identity



### Pilot Demonstration Program



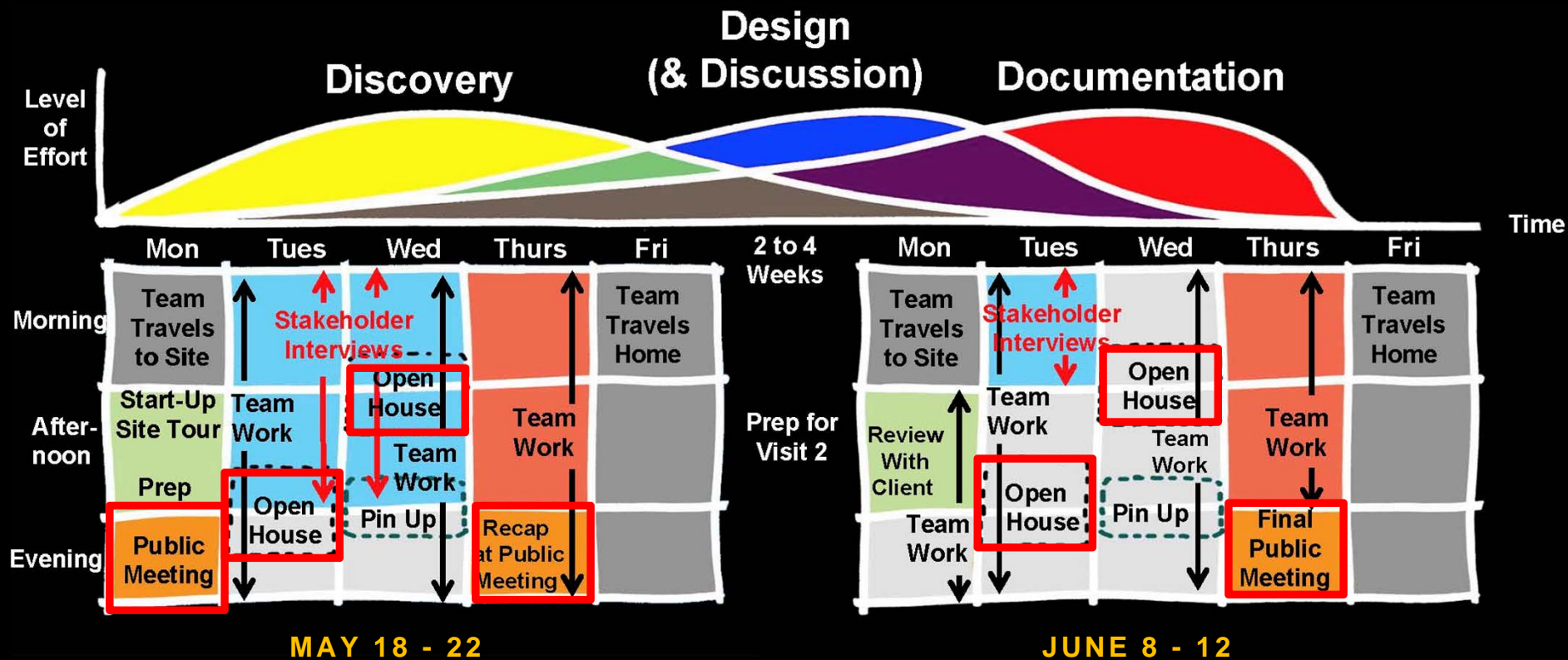
### Jackson Street Reconstruction



### Community Engagement

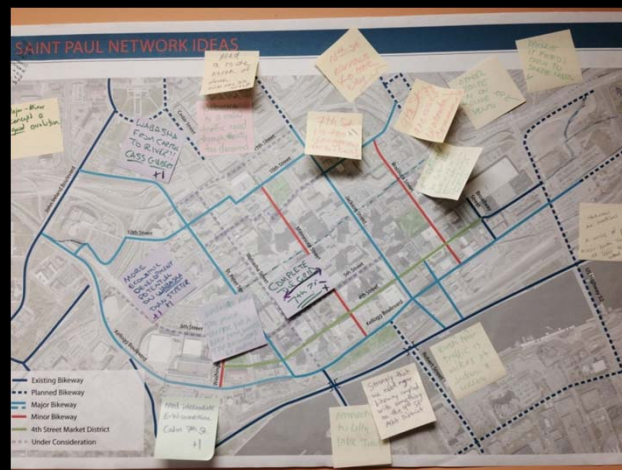
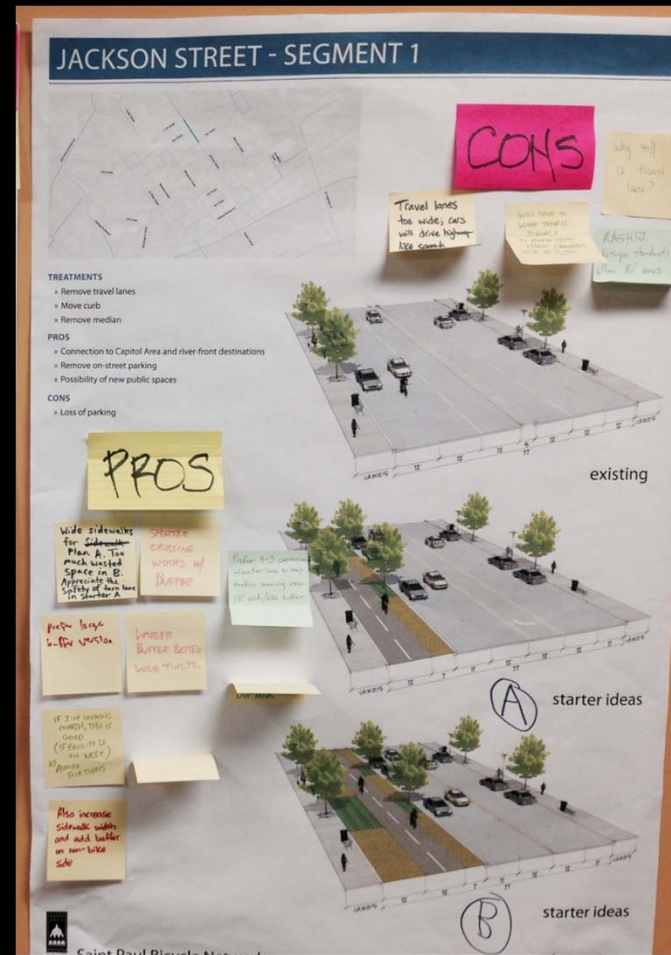
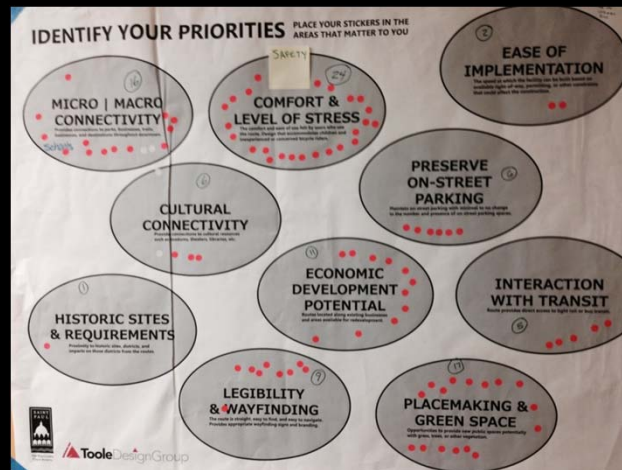


# TWO-WEEK WORKSHOP PROCESS



CAC Participation Opportunities

# DISCOVERY WORKSHOP MAY 18 - 22



# TYPICAL CROSS SECTION





# COMMUNITY SURVEY – ROUTING PREFERENCES

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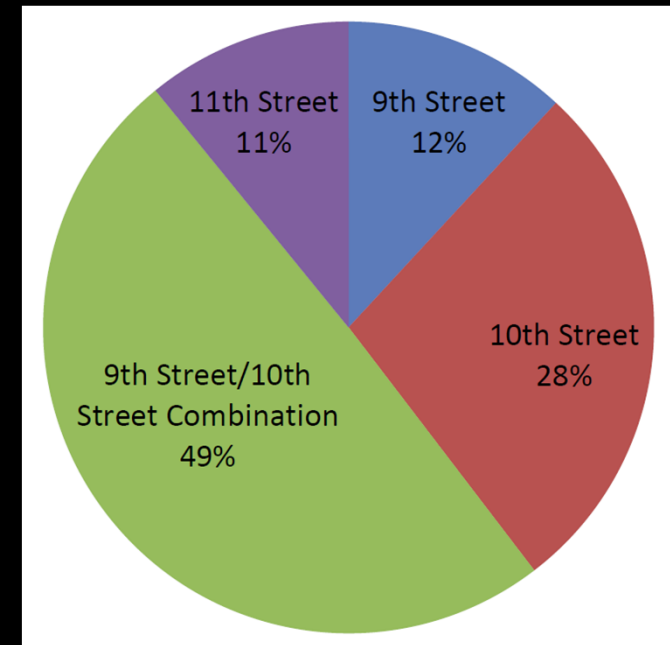
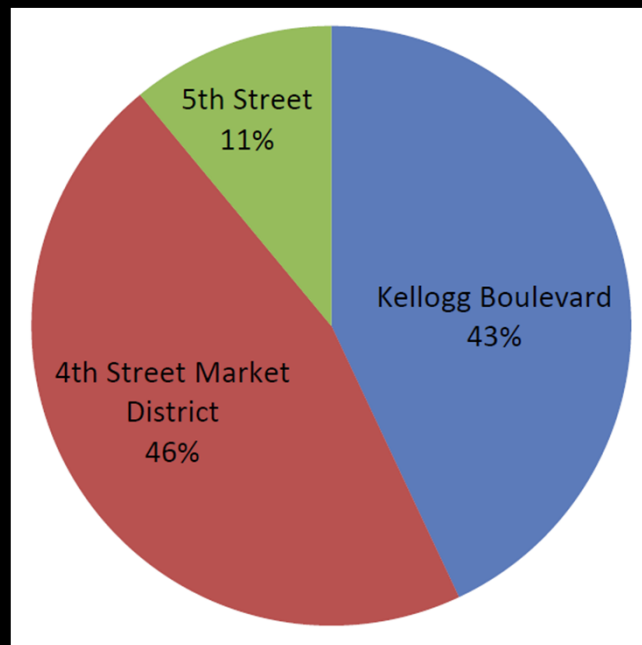
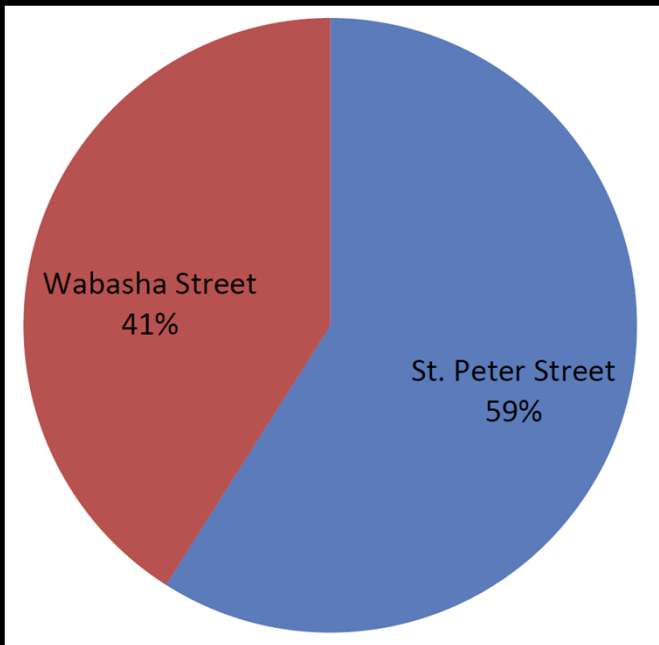


Table 5 - Saint Paul Downtown Bikeways Evaluation Matrix

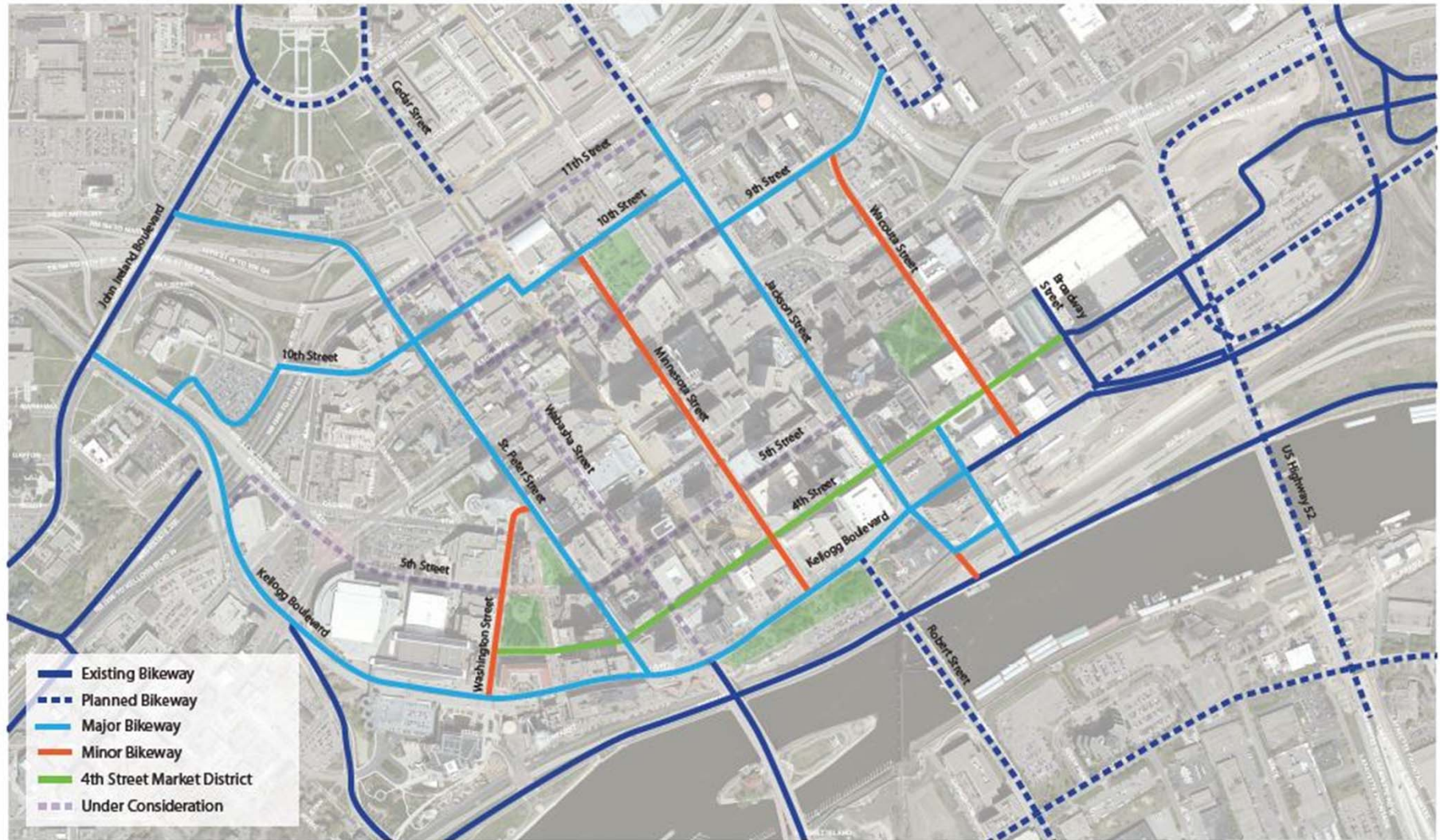
EVALUATION CRITERIA	MAJOR ROUTES CONSIDERED								
	SAINT PETER STREET	WABASHA STREET	10TH STREET	11TH STREET	9TH STREET/EXCHANGE STREET	KELLOGG BOULEVARD	4TH STREET	5TH STREET	
<b>NEIGHBORHOOD/TRAIL CONNECTIVITY</b> Provides connections to regional trails and neighborhoods outside of downtown.	YES (N)	YES	YES (W)	NO	YES	YES	YES	YES (W)	
NOTES	N to John Ireland Blvd	N to John Ireland Blvd, S to Mississippi River	W to Summit Ave		W to Summit Ave, E to Pine St	W to Summit Ave, E to East Saint Paul	E to Prince Street, which connects into Swede Hollow then up to Gateway/Bruce Vento/regional trails	W to Summit Ave	
<b>MICRO/CULTURAL CONNECTIVITY</b> Provides connections to parks, businesses, cultural resources such as museums, theaters, libraries, etc., and destinations throughout downtown.	YES	YES	YES	NO	YES	YES	LIMITED	YES	
NOTES	Key Downtown restaurants, Landmark Plaza	Intentional historic vision/Connection from Capitol to Mississippi River, local stores, MN Children's Museum	Pedro Park, Lund's, MN History Center		Fitzgerald Theater, future shared street plan (Fitzgerald Park Precinct Plan)	Saint Paul RiverCenter, Xcel Energy Center, Science Museum of MN, George Latimer Central Library, Union Depot	Rike Park future art corridor @Downtown Station Area Plan/Bike Walk Central Corridor Action Plan	Landmark Plaza, Rike Park, Ordway Theater, Xcel Energy Center, restaurants	
<b>LEVEL OF COMFORT</b> The comfort and ease of use felt by people who use the route. Designs that accommodate children and inexperienced or concerned bicycle riders.	HIGH	MEDIUM	HIGH	LOW	HIGH	MEDIUM	HIGH	MEDIUM	
<b>LEGIBILITY/WAYFINDING</b> The route is straight, easy to find, and easy to navigate. Provides appropriate wayfinding, signs and branding.	HIGH	HIGH	MEDIUM	HIGH	LOW	HIGH	HIGH	MEDIUM	
<b>TRANSIT CONFLICTS</b> Bikeway route could conflict with transit loading and unloading.	NO	YES (BUS)	NO	NO	NO	NO	NO	YES (BUS)	
<b>PLACEMAKING OPPORTUNITIES</b> Opportunities to provide new public space potentially with grass, trees, or other vegetation.	YES	YES	YES	ON DOT PROPERTY ONLY	YES	YES	YES	BAR/OC	
<b>ECONOMIC DEVELOPMENT POTENTIAL</b> Routes located along existing businesses and areas available for redevelopment.	EXISTING	EXISTING	EXISTING	LONG-TERM	SHORT-TERM	SHORT-TERM	SHORT-TERM	SHORT-TERM	
<b>PRESERVE ON-STREET PARKING</b> Maintain as much on-street parking as possible, maximize the number and presence of on-street parking spaces.	1 SIDE	1 SIDE	1 SIDE	LIMITED	1 SIDE	YES	N/A/ TBD	YES	
<b>CONTROL OF RIGHT OF WAY</b> The City of Saint Paul owns the right of way needed to construct a bikeway.	YES	YES	YES (HISTORY CENTER)	YES (S SIDE)	NO	YES	YES	YES	
<b>HISTORIC SITES &amp; REQUIREMENTS</b> Proximity to historic sites, districts, and impacts on those districts from the routes.	SITES	DISTRICT (SE) & SITES	NONE	DISTRICT (N)	DISTRICT (E)	DISTRICT (E) & SITES	DISTRICT (E) & SITES	DISTRICT (E)	
<b>TRAFFIC VOLUMES*</b> Existing traffic volumes along the route.	5000-5300	2400-34400	2900-5900	0700-12700	2000**	16200-22400	5200-6200	8600-9400	

**LEGEND**

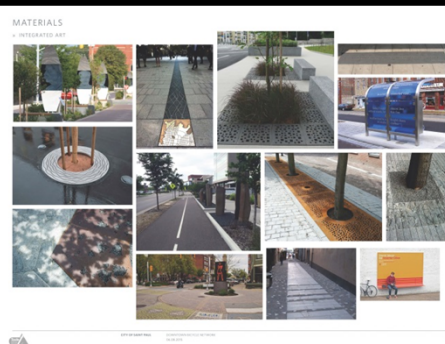
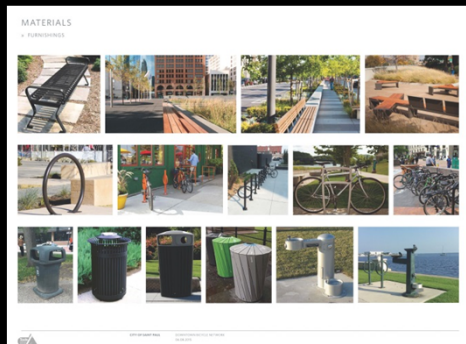
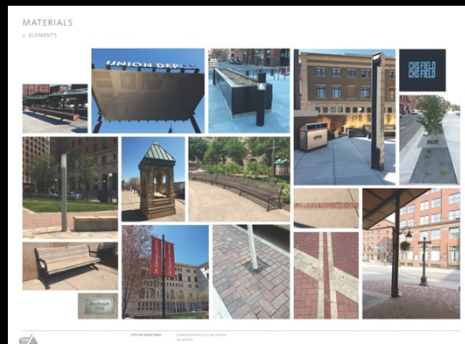
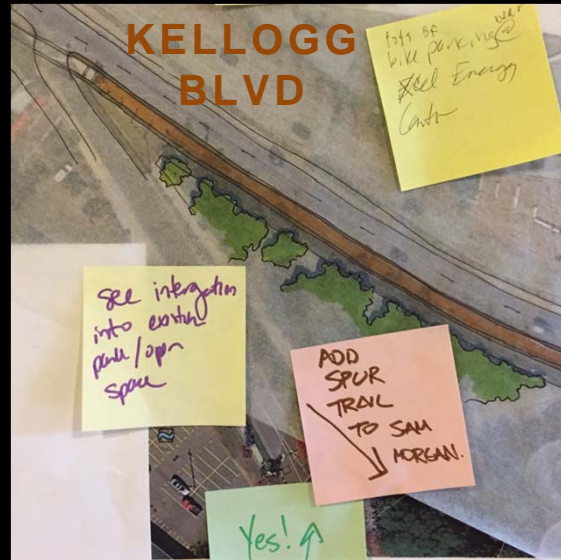
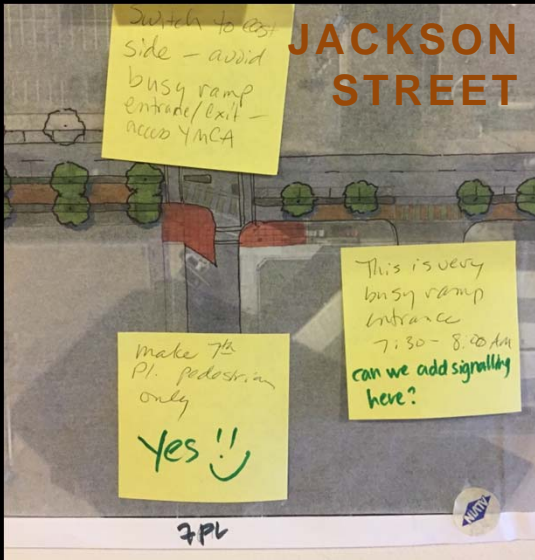
GOOD	GOOD	GOOD
FAIR	FAIR	FAIR
POOR	POOR	POOR

S = SOUTH  
 N = NORTH  
 E = EAST  
 W = WEST  
 BUS = BUS ROUTE  
 RR COORD = RAILROAD COORDINATION MAY BE NEEDED  
 EXISTING = EXISTING RETAIL  
 SHORT-TERM = VACANT BUILDINGS, STORE FRONTS OR LOTS ALONG ROUTE  
 LONG-TERM = EXISTING BUILDINGS WOULD NEED REPLACEMENT OR RETROFITTING FOR RETAIL  
 \*WAS NOT PRESENTED AT WORKSHOP OR SURVEY  
 \*\*ACTUAL COUNTS RECORDED DURING LANE CLOSURES ON KELLOGG BOULEVARD AND WABASHA STREET BRIDGE  
 \*\* BASED ON GOOGLE ADT LISTINGS

# SAINT PAUL NETWORK IDEAS



# DESIGN WORKSHOP JUNE 8 - 11

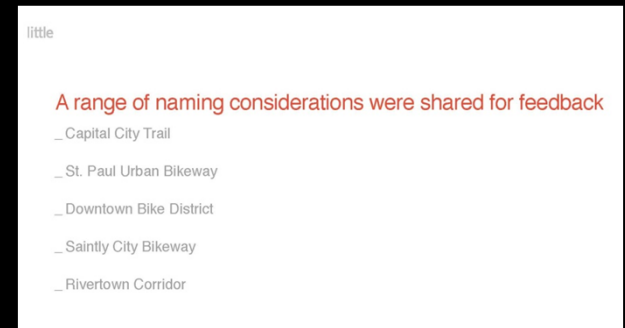
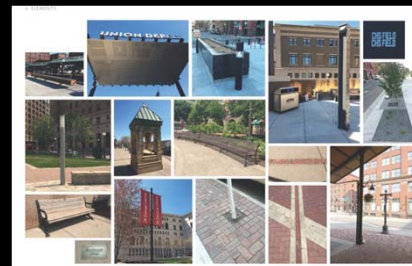


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A range of naming considerations were shared for feedback

- \_ Capital City Trail
- \_ St. Paul Urban Bikeway
- \_ Downtown Bike District
- \_ Sainly City Bikeway
- \_ Rivertown Corridor

# COMMUNITY SURVEY: JUNE 23 – JULY 6



# JACKSON STREET – WEST SIDE



# ACTIVITIES

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SAINT PETER – WEST VS. EAST SIDE

9<sup>TH</sup>/10<sup>TH</sup> – NORTH VS. SOUTH SIDE

KELLOGG BLVD – WEST VS. EAST SIDE

NAMING CONSIDERATIONS & BRAND

## Next Steps

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## NEXT STEPS – SCHEDULE MILESTONES

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- Next CAC meeting: Thursday, August 13, 2015 (4 p.m. – 6 p.m.)
  - Jackson Street & Bikeway Design Concepts Update
  - Style Guide / Brand Identity / Public Art Integration / Historic & Cultural Resources
- September 2015
  - Jackson Street 30% Design, Draft Brand Identify, Draft Style Guide, Draft Public Art Plan
  - Community Open House
- November - Jackson Street 60% Design, Final Brand Identify, Final Style Guide, Final Public Art Plan
- January 2016 – Jackson Street 95% Design
- February 2016 – Jackson Street Final Design
- March 2016 – Bids
- May 2016 – Begin Construction!

THANKS!

