



DOWNTOWN BIKE LOOP AND JACKSON STREET RECONSTRUCTION

CAC Meeting

July 9, 2015

To: Kevin Nelson, City of Saint Paul
From: Ciara Schlichting
Project: Downtown Bike Loop and Jackson Street Reconstruction
Re: CAC Meeting 2 Notes – July 9, 2015

Meeting Attendees:

Kevin Nelson, Reuben Collins, Mark Riegel, Anne Hunt, – City of Saint Paul, Scott Beauchamp – St Paul Chamber of Commerce, Matt Hill – D & H Consultants/Cap River Council/Heritage Preservation Commission, Nathan Houge – Brake Bread, Jim Ivey – Grand Ave Software/Saint Paul Downtown Alliance/CIB, Brenda Lamb – CandyLand, Bill Lindeke – Planning Commission/Transportation Comm./Minnpost, James McClean – HealthPartners, Sarah McGee – MnSCU, Joe Olson – Childrens Museum, Ben Ortega – GovDelivery, Juanita Ortiz – St Paul School District/League of Latino Teachers, Brent Peterson – Regions Hospital, Mary Phelps – Saint Paul Chamber Orchestra, Patrick Seeb – Riverfront Corp, Rowzat Shipchandler – St Paul Foundation/MN Philanthropy Partners, Jessica Treat – Smart Trips, Cynthia Whiteford – Retired/Lower Phalen Creek BOD, Paul Deroin – Travelers

Ciara Schlichting, K.C. Atkins – Toole Design Group

Meeting Notes:

Project Update

- Thank you to all of the CAC members who were able to participate in the discovery and design workshops! We appreciated all of your input!
- The project timeline was reviewed. We are currently heading toward 30 percent design for a bikeway on the west side of Jackson Street, along with designing the other recommended routes of the downtown bicycle network and planning public art, trail branding and identity.
- The discovery and design workshop activities were highlighted, including open house times that the CAC participated in. Both workshop summaries are available in project briefing reports 1 and 2.

- The CAC noted that end off trip facilities, wayfinding to bus routes and destinations, and bike facilities outside of the major bikeways will be important to encourage bicyclists to access more destinations downtown.
- A discussion was had regarding the importance of a name for the major routes of the downtown bicycle network and it was brought up that a name “builds possibility” for downtown Saint Paul.

Kellogg Boulevard – Southwest vs. Northeast Side

- A protected bikeway facility will be placed on the south side of Kellogg Boulevard from 7th Street to the east. The CAC discussed the strengths and weaknesses of a southwest vs. northeast protected bikeway from 7th Street to Summit Avenue. The following is a summary of the discussion.
 - o An alignment on the northeast side of Kellogg makes more sense for people to access the downtown core and destinations.
 - o A southwest protected bikeway could connect to the existing trail on the south side of I-35E.
 - o It is important to look at connections across Kellogg Boulevard where it is on the south side to connect to the downtown core.
 - o The intersection of Mulberry Street and Kellogg Boulevard is difficult to cross today. Anything that can be done to slow down speeds through this area and encourage motorists to yield to bicycles and pedestrians should be considered.

St. Peter Street – West vs. East Side

- A strengths and weaknesses matrix was presented for the St. Peter Street corridor that included considerations based on the evaluation criteria that was guided by the public. The following is a summary of the discussion.
 - o A protected bikeway on the west side would better separate bicycle and pedestrian conflicts by the street cafes.
 - o A protected bikeway on the east side of the street could create a better buffer between the street cafes and motor vehicles.
 - o The west side of the street has a lot of green space and opportunities for placemaking.
 - o Even if the bikeway is placed on the west side of the street, St. Peter Street is narrow and easy to cross for access to destinations on the east side.

9th/10th Street – North vs. South Side

- A strengths and weaknesses matrix was presented for the 9th/10th Street corridor that included considerations based on the evaluation criteria that was guided by the public. The following is a summary of the discussion.
 - o The south side makes the most sense by the MN History Center to avoid the exit ramp on the north side of 10th Street.

- The protected bikeway should be placed on the south side of the street along 9th Street to avoid the entrance ramp on Broadway Street and to connect better to destinations across the freeway.
- From Cedar to Jackson Street, the bikeway would be preferred on the south side of the street for access to destinations. It was discussed that the fire truck turning radii may play a role in the decision, in addition to the crossing at Cedar Street.

Downtown Bicycle Network Name

- Based on community feedback, Capital City is the recommended leader phrase of the downtown bicycle network, however, there is still mixed feedback for the identifier that should come after Capital City, i.e. Capital City _____.
- The main consensus is split between Capital City Bikeway and Capital City Loop for options. Discussions included that bikeway shows pride in the infrastructure being implemented, whereas loop can create a sense of place, i.e., "I'm in the loop".

Next Steps

- Next CAC Meeting: Thursday, August 13th (4 to 6 pm) at the Courthouse Room 41
- September 2015 – Jackson Street 30% design, draft brand identity, draft style guide, draft public art plan, community open house
- November 2015 – Jackson Street 60% design, final brand identity, final style guide, final public art plan
- January 2016 – Jackson Street 95% design
- February 2016 – Jackson Street final Design
- March 2016 – Bids
- May 2016 – Jackson Street construction begins!