

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	
NEIGHBORHOOD/TRAIL CONNECTIVITY 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	
MICRO/CULTURAL CONNECTIVITY 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 visual 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 RiverCentre, Xcel Energy Center, Science Museum of MN, George Latimer Central Library, Union Depot	Rice Park, future art corridor (Downtown Station Area Plan/Bike Walk Central Corridor Action Plan)	Landmark Plaza, Rice Park, Ordway Theater, Xcel Energy Center, restaurants	
LEVEL OF COMFORT The comfort and ease of use felt by people who use the route. Designs that accommodates children and inexperienced or concerned bicycle riders.	HIGH	MEDIUM	HIGH	LOW	HIGH	MEDIUM	HIGH	MEDIUM	
LEGIBILITY/WAYFINDING 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	
TRANSIT CONFLICTS Bikeway route could conflict with transit loading and unloading.	NO	YES (BUS)	NO	NO	NO	NO	NO	YES (BUS)	
PLACEMAKING OPPORTUNITIES Opportunities to provide new public spaces potentially with grass, trees, or other vegetation.	YES	YES	YES	ON DOT PROPERTY ONLY	YES	YES	YES	MAYBE	
ECONOMIC DEVELOPMENT POTENTIAL Routes located along existing businesses and areas available for redevelopment.	EXISTING	EXISTING	EXISTING	LONG-TERM	SHORT-TERM	SHORT-TERM	SHORT-TERM	SHORT-TERM	
PRESERVE ON-STREET PARKING 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	
CONTROL OF RIGHT OF WAY 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	
HISTORIC SITES & REQUIREMENTS 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)	
TRAFFIC VOLUMES* Existing traffic volumes along the route.	5000-5100	2400-14400	2900-5900	6700-12500	2000**	16200-22400	5200-6200	8600-9400	

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