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STUDY OVERVIEW & COMMUNITY FEEDBACK



WHAT IS THE CAPITAL CITY BIKEWAY?

- » A planned network of bikeways throughout downtown Saint Paul that will connect to existing trails and on-street bikeways
- » The *Capital City Bikeway: Network Study and Design Guide* (2016) includes:
 - » Downtown Bikeway Network Study
 - » Bikeway Design Guide and Style Guide
 - » Implementation Plan
- » The network vision includes more than just a bikeway, it includes streetscaping enhancements such as new sidewalks, landscaping, benches, pedestrian-scale lights, directional signage, bicycle parking, and public art
- » The first Capital City Bikeway segment was implemented in 2017 on Jackson Street, from University Avenue to Kellogg Boulevard

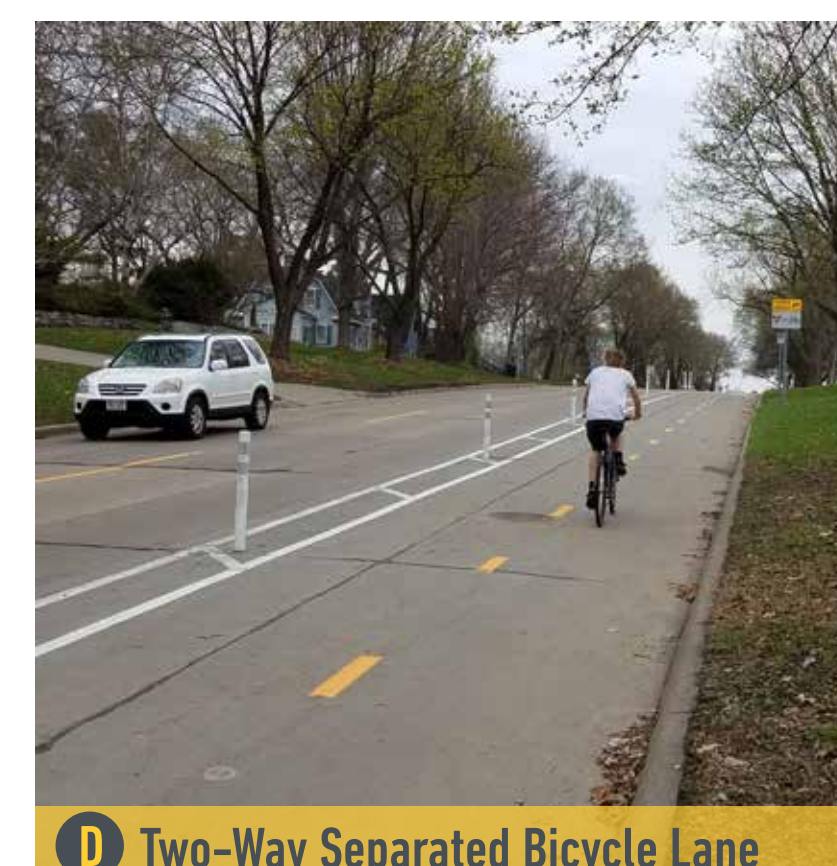
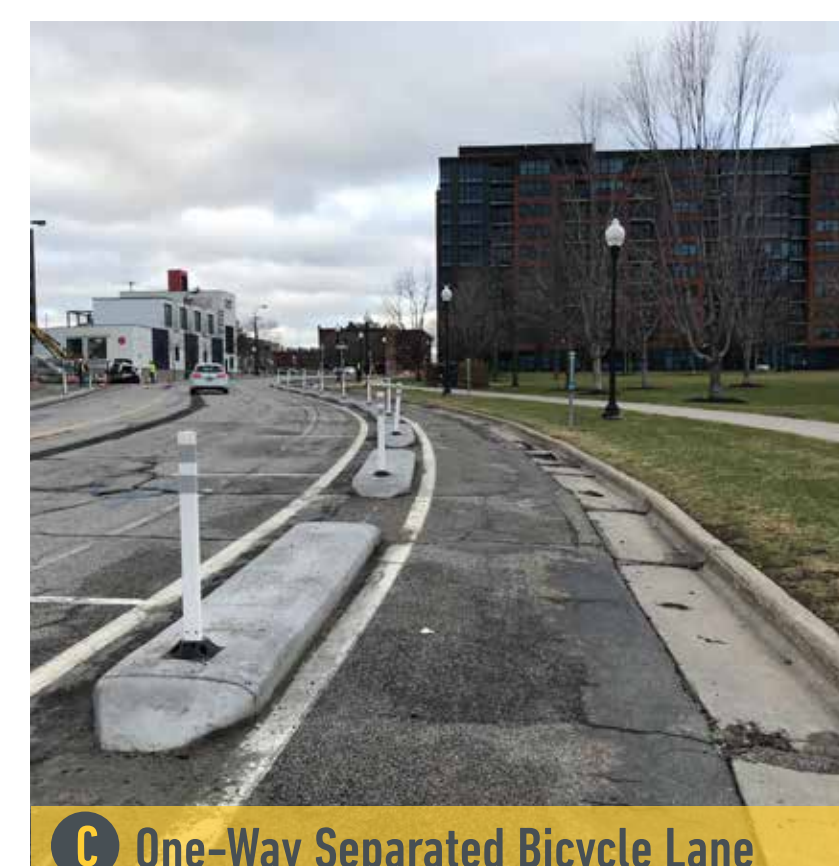
INTERIM DESIGN STUDY OVERVIEW

- » Develop and evaluate interim street designs with bikeways on:
 - » 9th Street
 - » 10th Street
 - » St. Peter Street and/or Wabasha Street
- » Bikeway designs are considered “interim” because they will be implemented as part of street resurfacing projects, not full street reconstruction projects that provide the opportunity to implement the long-term bikeway design by reconfiguring the entire street (i.e., moving curb lines)
- » The interim bikeways will be located on-street (i.e., between the existing curbs). Options include:
 - A** Standard Bicycle Lanes
 - B** Buffered Bicycle Lanes
 - C** One-Way Separated Bicycle Lanes
 - D** Two-Way Separated Bicycle Lanes
- » Understand community member preferences and priorities for:
 - » The bikeway design on 9th Street and 10th Street
 - » The bikeway location on St. Peter Street and/or Wabasha Street
- » Evaluate the downtown motor vehicle traffic circulation impacts of converting segments of 9th Street and/or 10th Street from two-way motor vehicle travel to one-way motor vehicle travel

LONG-TERM BIKEWAY DESIGN VISION



INTERIM BIKEWAY DESIGN OPTIONS



COMMUNITY FEEDBACK

The following is a list of key themes that the project team heard from community members during past open houses, online surveys, and meetings with stakeholders.

- » **Preference for bikeways with physical separation from motor vehicle traffic**
 - » People expressed a strong preference for bike facilities that are physically separated from motor vehicle traffic with some type of vertical element, such as a concrete curb.
- » **Sidewalks and sidewalk amenities are the top priority**
 - » Community members rank sidewalks and sidewalk amenities such as cafes, trees, and landscaping as the highest priority over any other street feature.
- » **Loading zones and on-street parking are important**
 - » Community members expressed the importance of maintaining on-street parking where possible, and more importantly, providing loading zone areas for local businesses.
- » **Preference for two-way bicycle facilities**
 - » Most people surveyed prefer two-way bikeways (on one side of the street) compared to one-way bikeways (on both sides of the street).
- » **Mixed feedback on two-way to one-way street conversion**
 - » People surveyed were generally split regarding the idea of converting a portion of 10th Street to one-way motor vehicle traffic (westbound). People in support of one-way street conversions liked it because it would preserve some on-street parking and loading zones while still providing a bikeway physically separated from motor vehicle traffic.
- » **Maintenance is important, especially snow clearing**
 - » It's important to design the streets and bikeways to be easily maintained, especially for snow clearing operations in the winter. Feasibility of maintenance is a critical factor for the concept designs.