



**SAINT PAUL**  
MINNESOTA

## **KELLOGG/3<sup>RD</sup> STREET BRIDGE REPLACEMENT PROJECT RESPONSES TO INPUT RECEIVED**

### **April 2020 Survey Feedback Topics**

In April 2020, a survey was mailed to nearby residents and property owners to solicit feedback regarding the replacement of the Kellogg/3<sup>rd</sup> Street Bridge. An additional survey was hosted on the project's website during the spring and summer of 2020.

The topics below are a collection of the input received as well as the City's approach to each topic.

#### **TOPIC 1: Pedestrians, Bicycles, and Other Non-motorized Vehicles**

The Kellogg/3<sup>rd</sup> Street Bridge Replacement Project will be providing two, 12-foot-wide multi-use trails on each side of the bridge. The city is proposing to separate these trails from motorized traffic using 3-foot-tall concrete barriers. The presence of facilities for both pedestrians and bicycles on each side of the bridge eliminates the need for users to make unnecessary crossings of Kellogg Boulevard, improving safety, comfort, and convenience for all.

The City is planning on giving equal access to pedestrians, bicycles, and other non-motorized traffic for both trails. While there is a desire to separate bicycles from pedestrians, limiting bicycles or pedestrians to only one side of the bridge would require them to cross Kellogg, which is not desirable given the width and number of lanes.

For further information, please view Part 1 of the February 2021 Public Presentation linked on the project website.

#### **TOPIC 2: Intersection safety**

At the intersection of Kellogg Boulevard/3<sup>rd</sup> Street and Mounds Boulevard, the City is working in close coordination with Metro Transit's Gold Line Bus Rapid Transit Project. Here, new signalized pedestrian crossings will be added on the northwest and southwest legs of the intersection to connect to the trail facility planned for the north side of the new bridge. The intersection will be reconstructed with ADA-compliant pedestrian ramps and pushbuttons signals for persons with disabilities. The lanes will be modified to help improve motorist sightlines and reduce the frequency of crashes. Additionally, the existing dedicated right turn lane from Mounds Boulevard to 3<sup>rd</sup> Street will be eliminated to reduce the pedestrian crossing distance on the southeast leg of the intersection.

The City's long term transportation vision anticipates increased vehicle and pedestrian use of Lafayette Street. At the Lafayette Street intersection, the City will be installing new traffic signals and pedestrian cross walks at each leg of the intersection.

To increase the safety at the entrances to parking lots between Broadway Street and Lafayette Street, the City is considering installing a median to prevent left turns (creating a right-turn-in/right-turn-out only situation. Right-in/right-out provides a safety benefit as it eliminates conflict points associated with left turns.

For further information, please view Part 3 of the February 2021 Public Presentation linked on the project website.

### **TOPIC 3: Traffic Speeds**

The proposed project design includes several elements intended to reduce speeds along the corridor, including significantly reduced lane widths and the introduction of a center median where possible. On the bridge, concrete barriers with decorative lanterns will be constructed on both sides of the roadway, providing a vertical element to visually narrow the roadway and influence driver behavior. Other devices intended to calm traffic, such as dynamic speed display signs, may be considered as the project moves further into the design process. Additionally, between Broadway and Lafayette Streets, the City is proposing to add a median between the east and westbound lanes. Medians have been shown to be effective speed reduction features.

The City is committed to reducing vehicle speeds throughout Saint Paul, as evidenced by the work to lower the speed limits on roads under its jurisdiction citywide. As part of the effort, the speed limit on Kellogg Boulevard in the project area was reduced to 25 MPH from 30 in 2020. Public Works will continue to work closely with the Saint Paul Police Department to best manage speeds on our roadways.

For further information, please view Part 3 of the February 2021 Public Presentation linked on the project website.

### **TOPIC 4: Traffic Lane number and configuration**

The Kellogg/3<sup>rd</sup> Bridge project team has been working closely with the Gold Line project team to ensure that Kellogg Boulevard will meet that project's goals. Through this coordination, the proposed design including two general purpose travel lanes in each direction on the bridge was developed to meet the travel time and reliability goals of the Gold Line while also allowing for safe and efficient travel for all users.

Dedicated bus lanes on the bridge were considered early in the development of this project. However, it was determined that dedicated bus lanes would result in traffic signal timing difficulties at the Mounds Boulevard Intersection. Furthermore, dedicated bus lanes would result in numerous traffic conflicts as both passenger and vehicular traffic would be required to cross lanes of the other when turning at Mounds Boulevard.

For further information, please view Parts 1 and 2 of the February 2021 Public Presentation linked on the project website.

### **TOPIC 5: Schedule, Detours, and Access During Construction**

Currently, the City is in final design for the project and is anticipating awarding a construction contract in the Spring of 2022. It is anticipated that construction would then begin in the Summer of 2022 and continue until Winter of 2024/25.

During construction, the City anticipates that vehicles would be detoured north, on Mounds Boulevard, to Seventh Street. The City anticipates that pedestrians, bicyclists, and other non-motorized vehicles would be detoured south, on Mounds Boulevard, to Commercial Street, and then follow 4<sup>th</sup> Street Downtown.

Access to the Bruce Vento Nature Sanctuary will be maintained. However, access may have to be redirected or, in limited circumstances, restricted when safety is a concern.

For further information, please view Part 1 of the February 2021 Public Presentation linked on the project website.

### **TOPIC 6: Bridge Aesthetics**

The Kellogg/3<sup>rd</sup> Street Bridge project has contracted with Local Artist Seitu Jones to provide aesthetic guidance to the Project. Seitu has broad experience with large public art projects throughout the twin cities area. Seitu, in collaboration with landscape architects from SRF Consulting, are working to incorporate aesthetic enhancements into elements such as bridge forms, railings, pavements, murals, and interpretive signage.

For further information, please view Part 4 of the February 2021 Public Presentation linked on the project website.

The City is also looking for your input to help guide the project artist as the design takes form. Please take some time to provide feedback within the Input Survey located on the project's webpage.

### **TOPIC 7: Lighting**

The light poles on the new Kellogg/3<sup>rd</sup> Street Bridge will be placed on the barriers that separate the roadway and the multi-use trails on each side of the bridge. Unlike the current, highway-style light poles, the project will use the City's standard ornamental lantern unit. Lighting levels for both pedestrians and vehicles will be upgraded to current standards. The light itself will be selected from a

family of City standards to ensure that the color is consistent with that found throughout downtown.

## **TOPIC 8: Maintenance**

The Kellogg/3<sup>rd</sup> project team is coordinating with City maintenance supervisors to ensure that new bridge elements can be effectively cleaned, maintained, and inspected. Operations and maintenance plans are ultimately developed and implemented by maintenance managers. As city resources and priorities change with time, so do the plans. However, many decisions made during design can result in significant benefits – or long-lasting problems – for future maintenance. Construction details and product types should be specified to be both maintainable and durable. The geometry and configuration of sidewalks and lanes should accommodate the standard equipment and practices that crews use to clear surfaces of dirt and snow. Finally, art and aesthetic treatments are most successful when they are made part of the structure and built from compatible materials.