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CITY OF SAINT PAUL

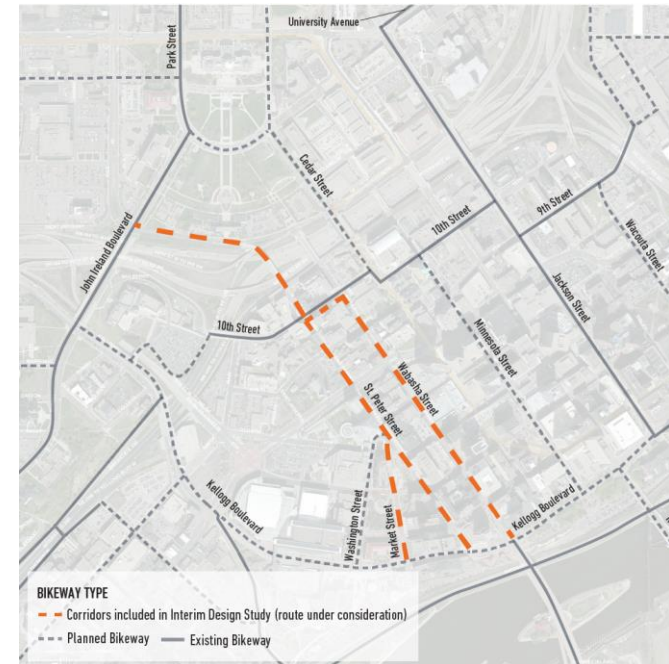
CAPITAL CITY BIKEWAY INTERIM DESIGN STUDY





Capital City Bikeway: West Corridor

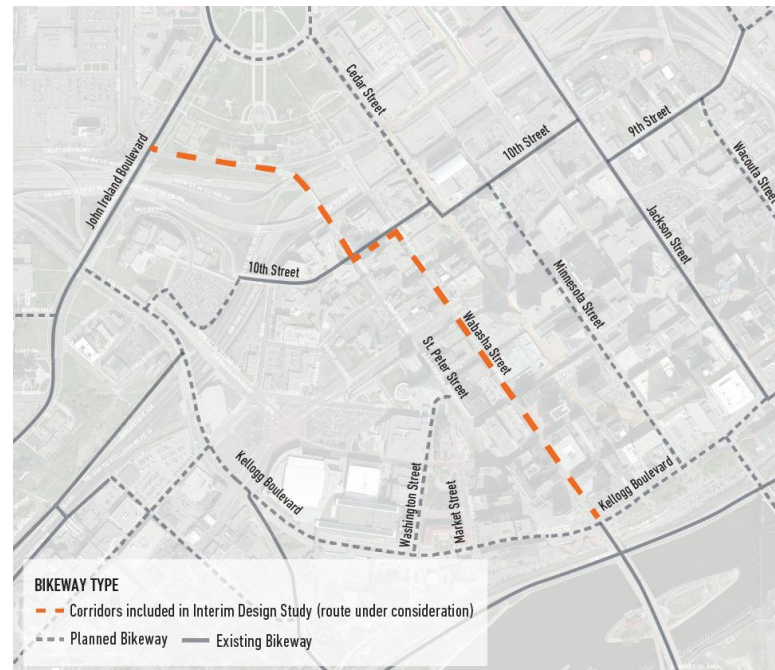
- Capital City Bikeway is more than a downtown bikeway
 - Connects to regional bike trails and Grand Round
 - Fills in gaps in the citywide bike infrastructure
- Complex decision because two viable alternatives
 - St. Peter Street
 - Wabasha Street
- Both corridors impact businesses, economic development, parking, and people
- Multi-year community engagement (2019 to present)
 - Follow-up to Capital City Bikeway Network Study and Design Guide (2015 to 2017)





Recommendation: Wabasha Street

- Allows full build implementation of the bikeway sooner
- Maintains two travel lanes on entire corridor
- Provides a more direct connection to the river crossing
- Support from some properties along Wabasha Street
- More economic development opportunity on Wabasha Street





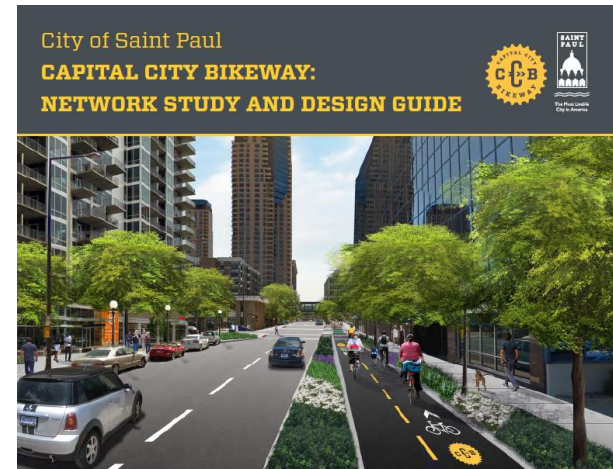
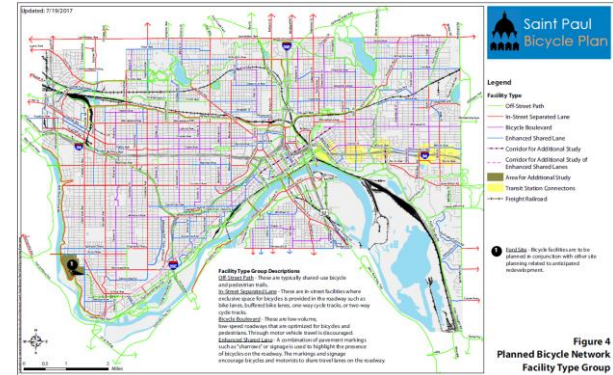
Agenda: What led to this recommendation

- Capital City Bikeway History
- Capital City Bikeway Implementation
- Interim Design Study Overview
- Public and Stakeholder Engagement
- Evaluation of St. Peter Street / Market Street / Wabasha Street
- Recommendation
- Next Steps



Capital City Bikeway History

- Saint Paul Bike Plan adopted in 2015
- Bike Plan implementation priorities
 - Develop a downtown bicycle network
 - Complete the Grand Round
- Capital City Bikeway Network Study and Design Guide
 - Adopted in 2017 as amendment to Bike Plan
 - Determined routes and alignments
 - Design standards





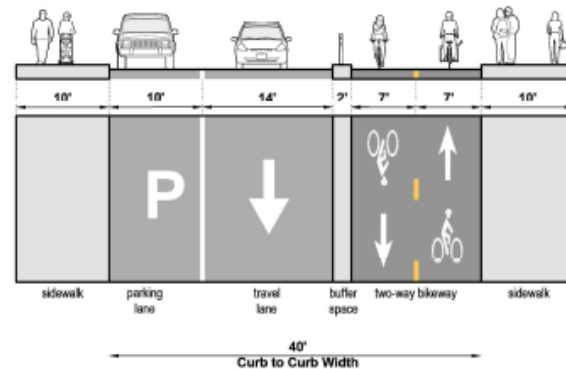
Capital City Bikeway Implementation

- Jackson Street – east corridor
 - Constructed Warner to University in multiple phases from 2016 to 2018
 - Majority completed as part of full street reconstruction
- 9th/10th Street – north corridor
 - Implemented in Fall 2020
 - Mix of two-way separated bikeway (10th Street) and traditional bike lanes (9th Street)
- Market / St. Peter / Wabasha – west corridor
 - Recommend Wabasha to City Council in 2021
- Kellogg Blvd – south corridor
 - Scheduled Jackson Street to 7th Street for 2023 and 2025
 - Federal funding secured for both segments





10th Street Implementation





Capital City Bikeway Advances City Goals & Policies

Implementation of the Capital City Bikeway is consistent with city goals and priorities identified in the Saint Paul Bicycle Plan, the 2040 Comprehensive Plan, and the Climate Action and Resiliency Plan:

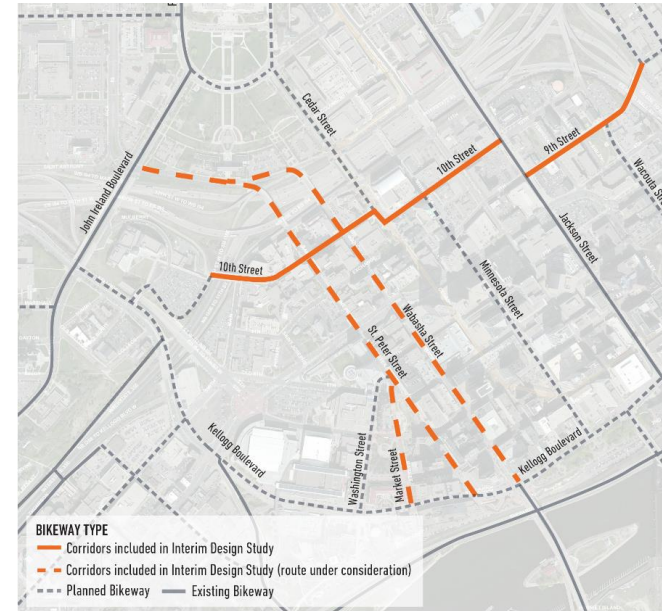
- Network of bike facilities downtown is a priority
- Calls for a network of safe and well-connected bikeways serving all ages and abilities
- Safe and reliable transportation choices throughout the City, with a shift from single-occupant vehicles toward other modes
- Reduce vehicle miles traveled (VMT) by 40% by 2040 by improving transportation options beyond single-occupant vehicles





Interim Design Study Overview

- Study began in 2019 with three primary objectives:
 - Determine interim design for north corridor on 9th/10th Street (**Completed**)
 - Determine preferred **route** for west corridor of Capital City Bikeway
 - St. Peter Street or Wabasha Street
 - Determine interim **design** for west corridor of Capital City Bikeway





“Interim” vs. “Full-Build” bikeway design

Interim Design

(Implemented with resurfacing project)



Full-Build Design

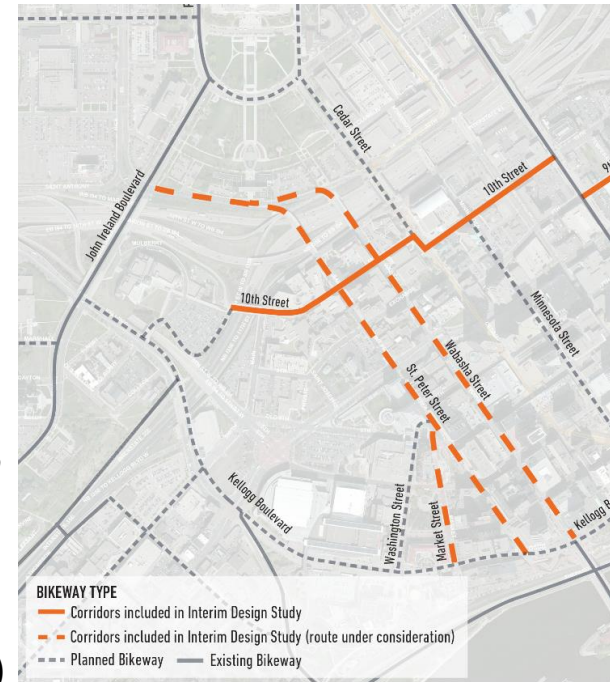
(Implemented with full reconstruction project)





St. Peter Street / Market Street / Wabasha Street

- Five preliminary route concepts studied:
 - a. **St. Peter** (*Two-way bikeway on west, two motor vehicle lanes*)
 - b. **St. Peter** (*Two-way bikeway on west, one motor vehicle lane*)
 - c. **St. Peter / Market** (*Two-way bikeway on west*)
 - d. **Wabasha** (*Two-way bikeway on west*)
 - e. **St. Peter / Wabasha** (*One-way bikeways on each street*)
- Each concept vetted through technical review and community member input (Open House #2 + survey)

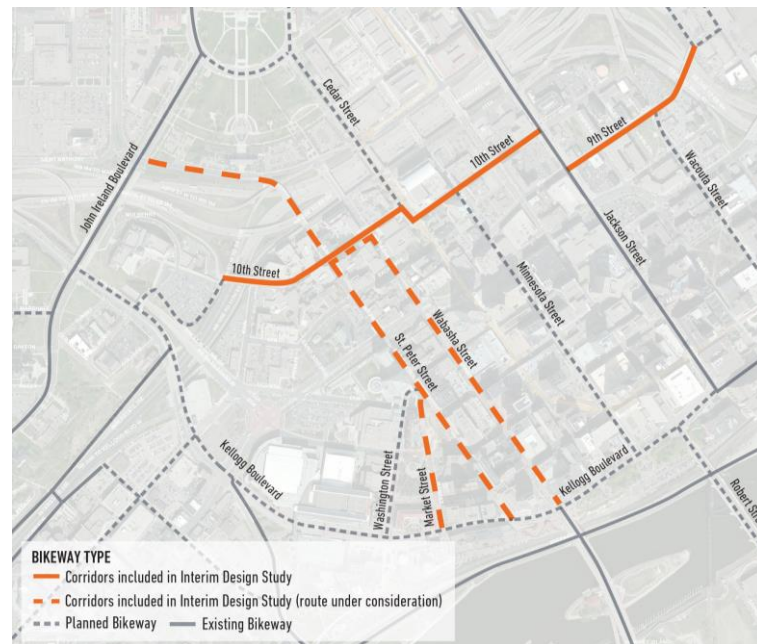




St. Peter Street / Market Street / Wabasha Street

Three concepts selected for further study:

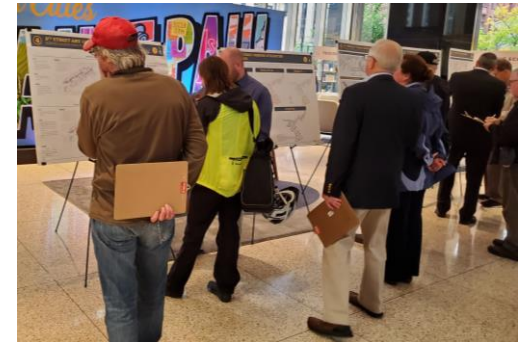
1. St. Peter Street / Market Street
 - Two-way bikeway on west side
2. St. Peter Street
 - Two-way bikeway on west side
 - Primarily two motor vehicle lanes
3. Wabasha Street
 - Revised alternative utilizing 10th St and St. Peter at north end





Public and Stakeholder Engagement

- Project webpage – www.stpaul.gov/ccbinterimstudy
- Three public open houses (May 2019, Oct 2019, Feb 2020)
 - 70 attendees (1st); 85 attendees (2nd); 80 attendees (3rd)
- Three online surveys in coordination with public open houses
 - 140+ responses (1st); 100+ responses (2nd); 180+ responses (3rd)
- Direct mailings and emails
- Targeted stakeholder engagement
 - Direct outreach to stakeholders
 - Meetings with stakeholder groups
- Technical Advisory Committee meetings
- Transportation Committee (May 2019, Oct 2019, and May 2020)





What We've Heard

- Preference for bikeways with physical separation from motor vehicle traffic
- Preference for two-way bicycle facilities
- Sidewalks and sidewalk amenities are top priority for use of right of way
- Loading zones and valet zones are important for business operations
- Loss of convenient on-street parking is a concern
- Concern over traffic impacts with one-lane on St. Peter Street
 - Potential blockage of single lane due to loading vehicles, delivery vehicles and valet users
 - Event traffic levels
- Support from some properties along Wabasha Street
- Bikeway maintenance is important, especially snow clearing



St. Peter Street / Market Street / Wabasha Street

Evaluation and Considerations

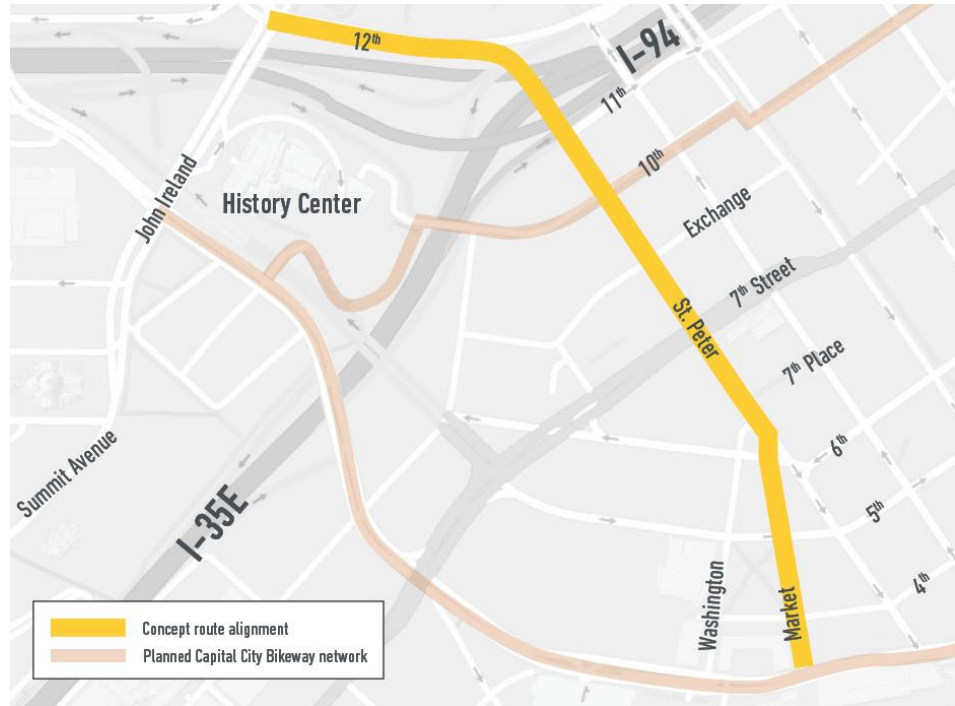
- Event impacts on Market Street alternative (40+ days/year)
- Traffic Volume – Wabasha 2-3 times higher than St. Peter and Market
- More vehicle/bike conflicts on Wabasha (volumes and driveways)
- More parking loss on Wabasha (approx. 80 vs. 60 on St. Peter)
- Connectivity
 - St. Peter direct connection to north (I-94 crossing)
 - Wabasha direct connection to south (river crossing)
- Full-Build Consideration
 - St. Peter offers more design flexibility if challenges of single lane can be accepted
 - Wabasha offers opportunity for faster full-build implementation
- More economic development opportunity on Wabasha

Category	Evaluation Criteria	St. Peter Street Route	St. Peter Street / Market Street Route	Wabasha Street / I-94 Street Route
PEDESTRIAN AND BICYCLE IMPACTS	Bus conflicts	No buses	Conflict with planned Gold Line BRT station on north side of Harmon Plaza	Bus stops on east side of street; No bus impacts to bikeway on west side of street
	Curb Extension Removals	4	6	8
	Pedestrian Signal Timing Lengthened	9	2	4
INTER-VEHICLE IMPACTS	On-Street Parking Impacts	Loss of all spaces	Loss of 42 spaces	Loss of 87 spaces
	Loading Zone Impacts	Most existing loading zone spaces preserved or relocated	Most existing loading zone spaces preserved or relocated	Most existing loading zone spaces preserved or relocated
	Motor Vehicle Traffic Volumes	2,850-4,300	2,850	7,530-10,300
	Motor Vehicle Traffic Operational Impacts	Negative traffic operational impacts on south end of corridor if converted to one motor vehicle lane. Potential blockage of single lane due to loading vehicles, delivery vehicles and retail users	No significant traffic operational impacts	No significant traffic operational impacts; Closure time of Market Street to one-way between 5th and 6th
	Motor Vehicle Traffic Operational Impacts			
BIKEWAY CONNECTIVITY AND CONFLICTS	Bikeway and Buffer Widths	10-foot two-way bikeway; 2-foot or greater buffer width	10-foot two-way bikeway; 2-foot or greater buffer width	10-foot two-way bikeway; 2-foot or greater buffer width
	Bike Connectivity & Directness	Direct connection over I-94; long-term connection to riverfront; indirect connection to riverfront	Direct connection over I-94; indirect path onto Market Street; long-term connection to riverfront; longest connection to riverfront	Direct connection over river via Wabasha Street bridge; path to bikeway at 10th Street
	Motor Vehicles Turning Across Bikeway (g) Corridor	931	647	1571
	Motor Vehicles Turning Across Bikeway (g) Corridor	314	344	743
	Driveway Crossings	9	1	9
CULTURAL AND ECONOMIC IMPACTS	Connectivity to Cultural Institutions	1. Palace Theatre 2. Landmark Plaza 3. Harmon Plaza	1. Palace Theatre 2. Landmark Plaza 3. Harmon Plaza 4. River Park 5. George Lathrop Central Library	1. Fitzgerald Theatre 2. Palace Theatre 3. History Theatre 4. Minnesota Children's Museum
	Street Closure for Special Events	2 days/year	42 days/year	1 day/year
	Existing Street Level Utility	Many established street-level businesses	Many established street-level businesses	Some established street-level businesses
FUTURE ECONOMIC DEVELOPMENT OPPORTUNITIES	Future Economic Development Potential	Many established businesses; less opportunities to attract new businesses	Many established businesses; less opportunities to attract new businesses	Opportunities to attract new businesses
	Implementation Schedule	No schedule for Full-Build	Wabasha business corridor and 4th scheduled for reconstruction in 2022. No schedule for Full-Build of remaining segment.	No schedule for Full-Build
	Design Opportunities	Flexibility in use of street space with one-lane design. Minimal flexibility with two-lane design.	Minimal flexibility in use of street space.	Flexibility in use of street space with one-lane design. Minimal flexibility with two-lane design.



St. Peter Street / Market Street Overview

- Two-way bikeway on:
 - South side of 12th Street
 - West side of St. Peter Street
 - West side of Market Street
- I-94 bridge reduced to one motor vehicle travel lane
- Converts one block of Market Street (6th Street to 5th Street) to one-way motor vehicle traffic (northbound)

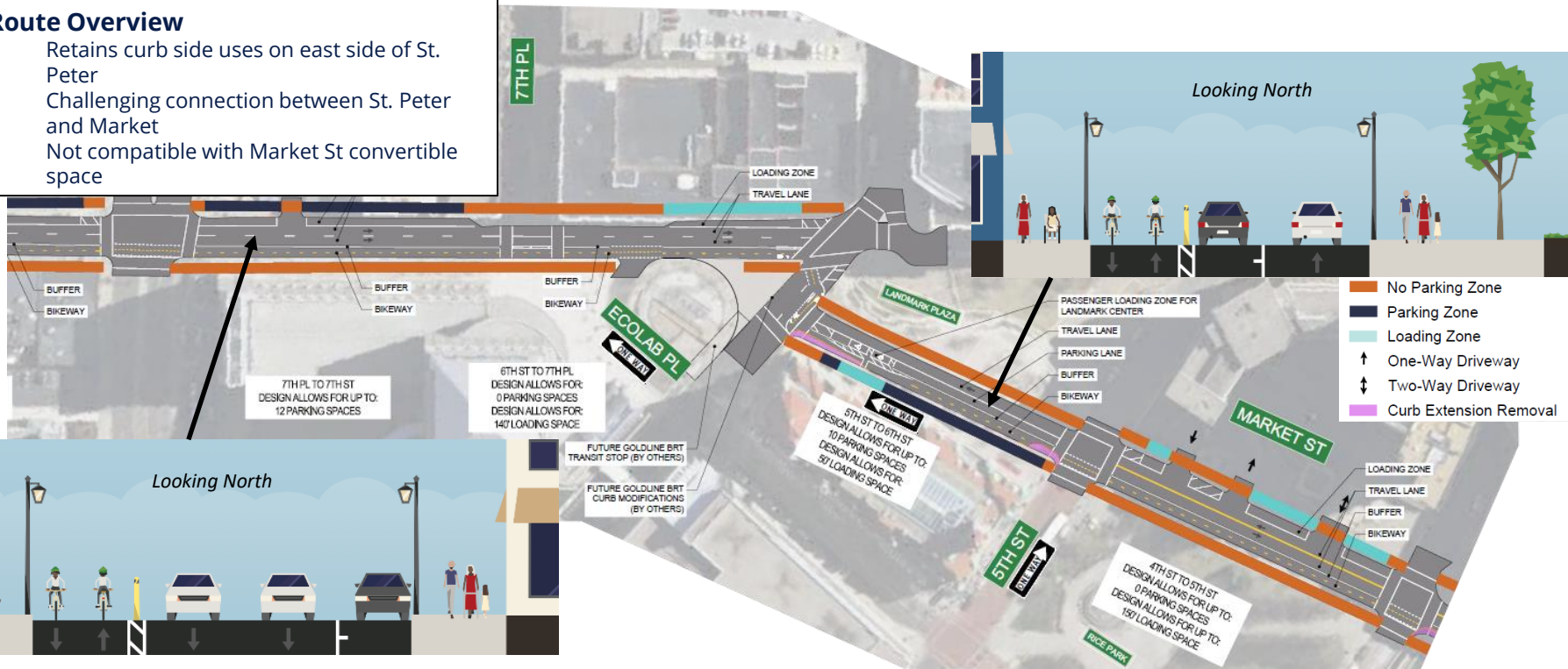




St. Peter Street / Market Street

Route Overview

- Retains curb side uses on east side of St. Peter
- Challenging connection between St. Peter and Market
- Not compatible with Market St convertible space





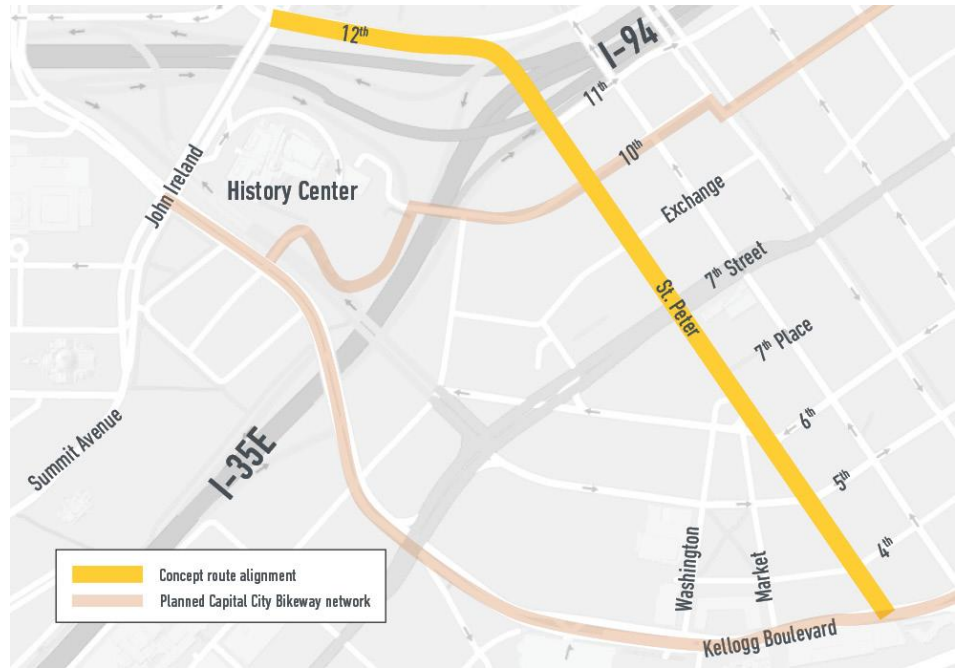
St. Peter / Market (Not Recommended)

Pros	Cons
<ul style="list-style-type: none">• Avoids impacts to St. Peter south of 6th Street• Maintains parking/loading zones on the east side of St. Peter• Maintains two motor vehicle lanes along St. Peter• Least amount of vehicle/bike conflicts	<ul style="list-style-type: none">• Not compatible with the Market Street convertible space. Frequent closures of bikeway• Poor connection between Market and St. Peter• Parking and ADA impacts to Landmark Center• Biggest separation from river crossing• Impact to Palace Theater loading space• Loss of on-street parking (62)• Removal of bumpouts (6)



St. Peter Street Overview

- Two-way bikeway on:
 - South side of 12th Street
 - West side of St. Peter Street
- Reduces motor vehicle travel lanes to one lane on:
 - 12th Street (eastbound only) between John Ireland Blvd and I-94 bridge
 - I-94 bridge
 - St. Peter between 6th Street and 4th Street

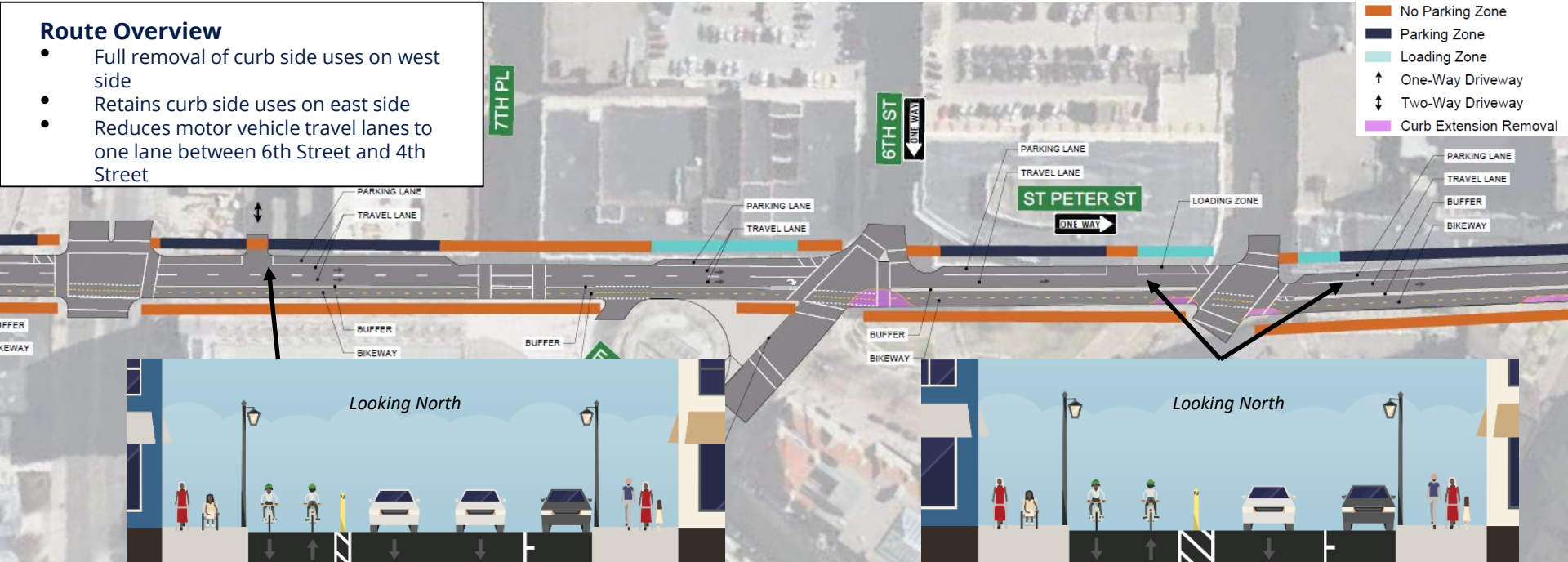




St. Peter Street

Route Overview

- Full removal of curb side uses on west side
- Retains curb side uses on east side
- Reduces motor vehicle travel lanes to one lane between 6th Street and 4th Street





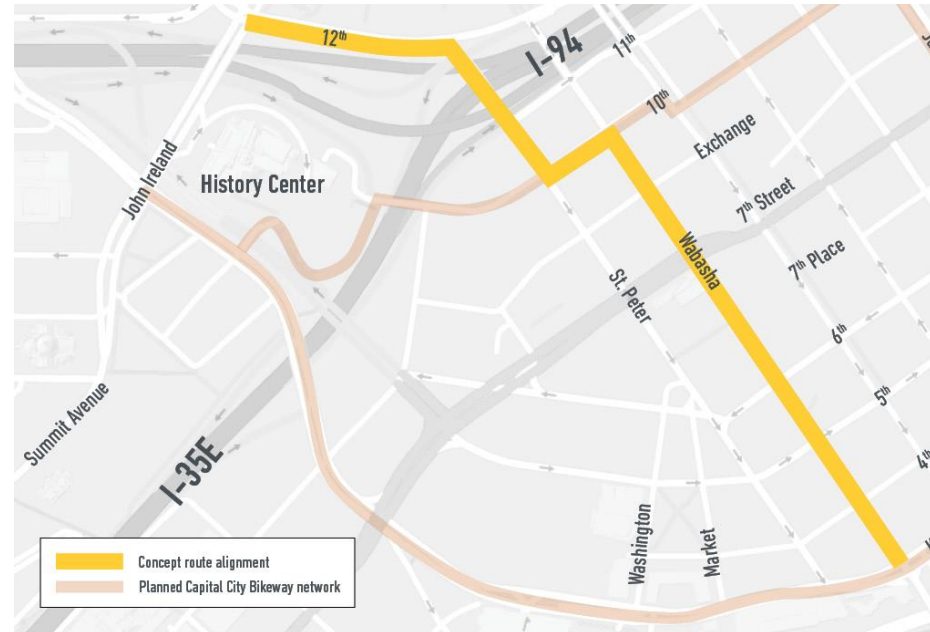
St. Peter Street (Viable)

Pros	Cons
<ul style="list-style-type: none">• Maintains parking/loading zones on the east side of street on most of the corridor• Maintains two motor vehicle lanes along majority of corridor• Less vehicle/bike conflicts than Wabasha• Direct connection to north across I-94• Flexibility in use of street space with full build design (with one-lane)	<ul style="list-style-type: none">• Impacts to valet access, deliveries, and event traffic (reduced to one-lane between 4th and 6th Street)• Impact on Palace Theater loading space• One-lane design constraints (State Aid and Emergency Vehicle Access)• Loss of on-street parking (60)• Removal of bumpouts (6)



Wabasha Street Overview

- Two-way bikeway on:
 - South side of 12th
 - West side of St. Peter
 - South side of 10th
 - West side of Wabasha
- 12th Street (eastbound only) and I-94 bridge reduced to one vehicle travel lane
- Bikeway is recommended on west side of Wabasha due to bus stops on the east side
- Wabasha between Kellogg and 6th Street tentatively scheduled for reconstruction in 2022

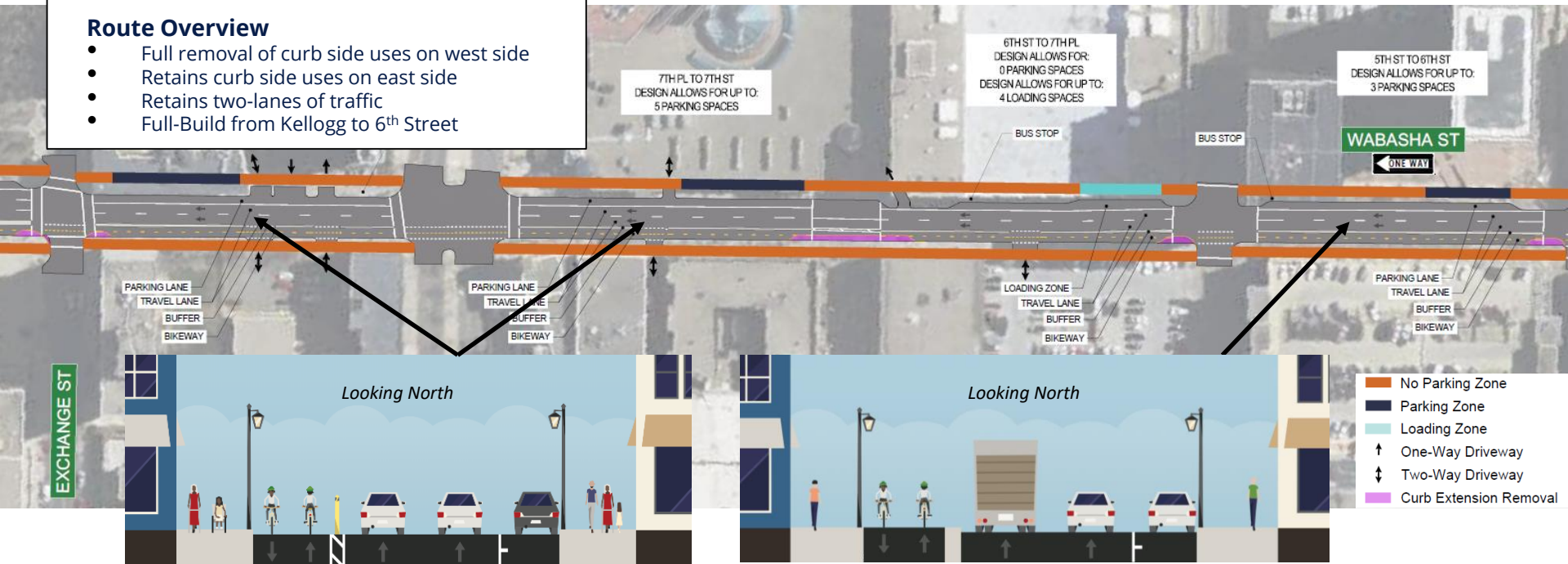




Wabasha Street

Route Overview

- Full removal of curb side uses on west side
- Retains curb side uses on east side
- Retains two-lanes of traffic
- Full-Build from Kellogg to 6th Street





Wabasha Street (Recommended)

Pros	Cons
<ul style="list-style-type: none">• Earlier implementation of full-build bikeway (southern segment in 2022)• Direct connection to river crossing to south• Maintains parking/loading zones and bus stops on the east side• Least overall traffic impacts• Support from some properties along Wabasha• More economic development opportunities	<ul style="list-style-type: none">• Impact to Amsterdam loading space• Impact to Children's Museum loading space• Most vehicle/bike conflicts• Left turn conflicts at 6th Street• Loss of on-street parking (87)• Removal of bumpouts (8)



Recommendation: Wabasha Street

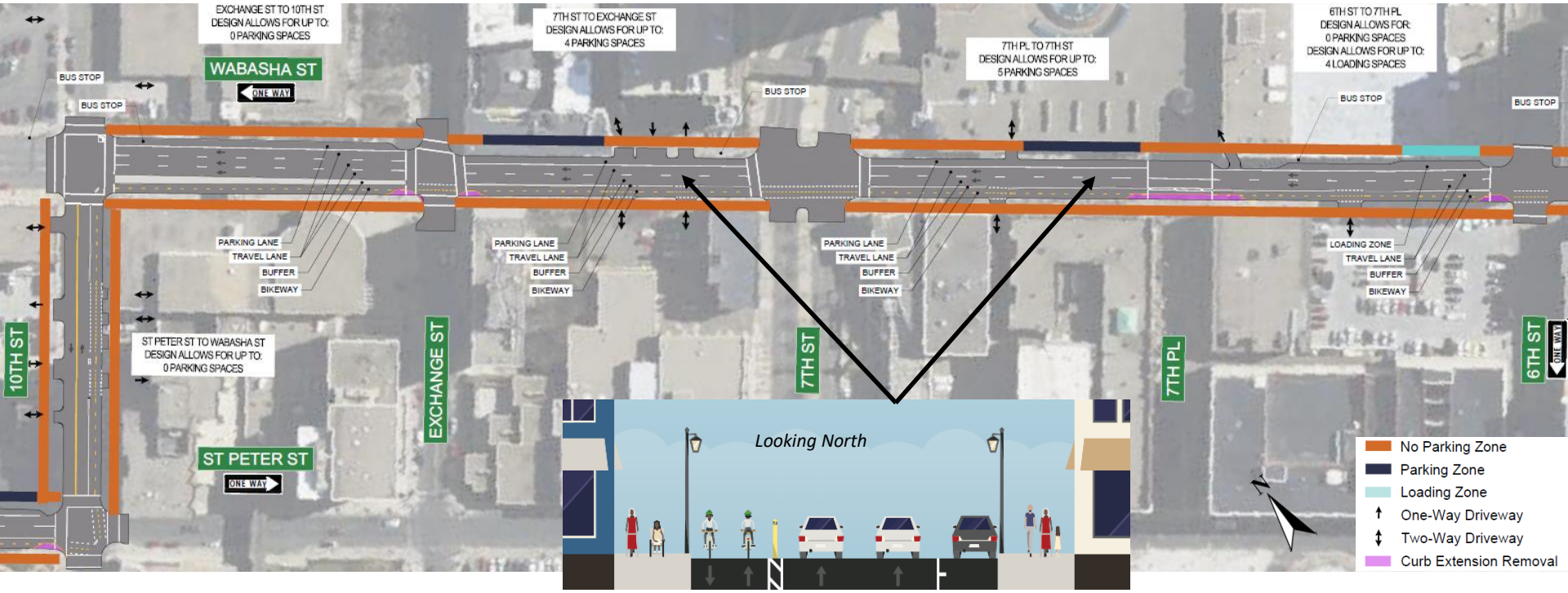
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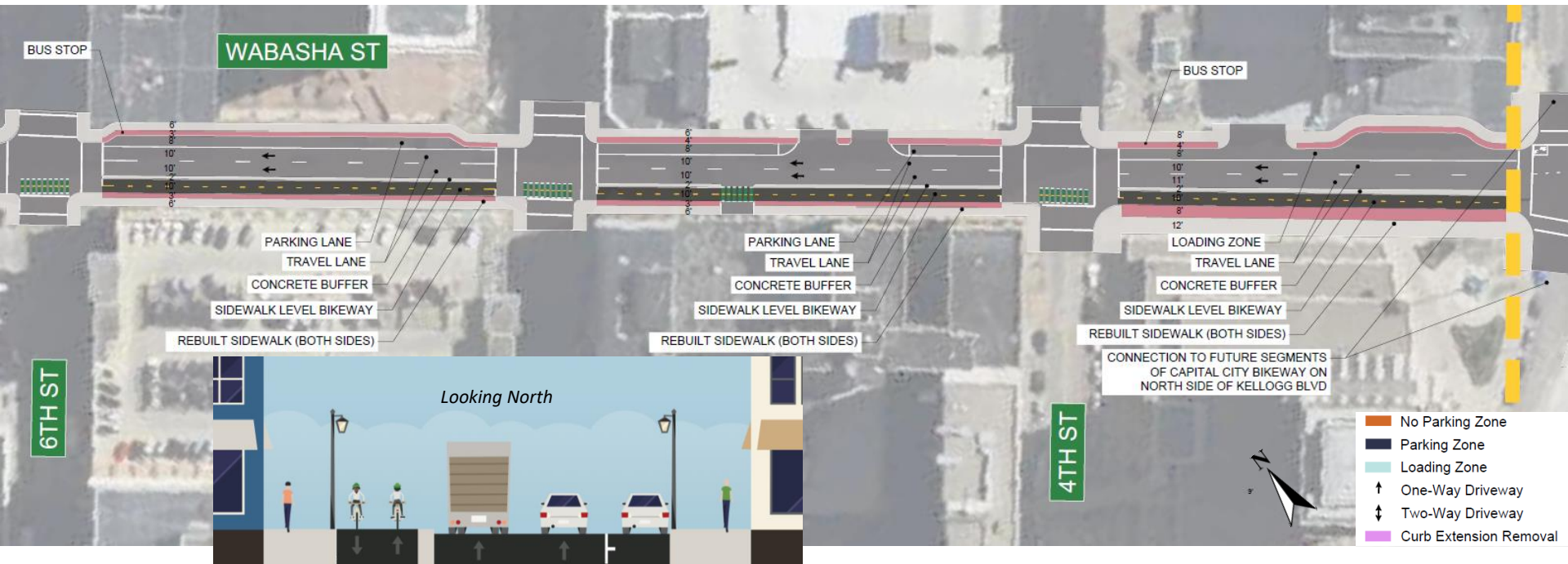


Wabasha Street (10th St to 6th St)





Wabasha Street (6th St to Kellogg Blvd – Full Build)





Bikeway Implementation Cost and Schedule

- Implementation of CCB on Wabasha is currently not funded or scheduled
- Estimate for bikeway implementation as proposed on Wabasha is approximately \$2 million
- Wabasha between Kellogg and 6th Street tentatively scheduled for reconstruction in 2022
 - Additional costs and design need to be incorporated into project budget and timeline
- Wabasha north of 6th Street tentatively scheduled for mill and overlay in 2022
 - Additional costs and design need to be incorporated into project budget and timeline
- Capital City Bikeway network includes 3.5 miles of new protected bikeway which requires additional annual maintenance funding



Project Next Steps

- Accepting comments on this recommendation until April 25, 2021
 - Comment form is linked on project webpage
- City Council Public Hearing – May 12, 2021
 - Comments must be submitted in writing or by voicemail by noon the day before the public hearing
 - Meeting can be viewed online
- Determine Capital City Bikeway project funding and implementation schedule – TBD