

Technical Evaluation Matrix

Table 1: The project team evaluated each bikeway route option based on many different technical evaluation criteria. The criteria are grouped into five categories – pedestrian and transit impacts, motor vehicle impacts, bicycling comfort and connectivity, cultural and economic impacts, and full-build considerations.

Category	Evaluation Criteria	St. Peter Street Route	St. Peter Street / Market Street Route	Wabasha Street / 10 th Street Route
PEDESTRIAN AND TRANSIT IMPACTS	Bus conflicts	No buses	Conflict with planned Gold Line BRT station on south side of Hamm Plaza	Bus stops on east side of street; No bus impacts to bikeway on west side of street
	Curb Extension Removals	6	6	8
	Pedestrian Signal Timing Lengthened	3	2	4
MOTOR VEHICLE IMPACTS	On-Street Parking Impacts	Loss of 60 spaces	Loss of 62 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 Operation 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 valet users	No significant traffic operational impacts	No significant traffic operational impacts; Conversion of Market Street to one-way between 5th and 6th
BICYCLING COMFORT AND CONNECTIVITY	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 river bridge	Direct connection over I-94; indirect jog onto Market Street; long-term connection to riverfront; longest connection to river bridge	Direct connection over river via Wabasha Street bridge; jog in bikeway at 10th Street
	Motor Vehicles Turning Across Bikeway <u>onto</u> Corridor	931	667	1571
	Motor Vehicles Turning Across Bikeway <u>off</u> Corridor	316	344	763
	Driveway Crossings	3	1	9
CULTURAL AND ECONOMIC IMPACTS	Connectivity to Cultural Destinations	1. Palace Theatre 2. Landmark Plaza 3. Hamm Plaza	1. Palace Theatre 2. Landmark Plaza 3. Hamm Plaza 4. Rice Park 5. George Latimer Central Library	1. Fitzgerald Theater 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 Vitality	Many established street-level businesses	Many established street-level businesses	Some established street-level businesses
	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
FULL-BUILD CONSIDERATIONS	Implementation Schedule	No schedule for Full-Build	Wabasha between Kellogg and 6 th 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.