



SAINT PAUL
MINNESOTA

RESPONSES TO INPUT RECEIVED

February 2021 Survey Feedback Topics

In February 2021, four online presentations were posted to the Kellogg/3rd Street Bridge Replacement Project Website (www.stpaul.gov/kellogg-3). Along with these presentations, an online survey was hosted on the project's website between February and April 2021. The purpose of this survey was to solicit public feedback regarding the proposed project.

The topics below are a collection of the input received as well as the City's response to frequently asked questions during the survey.

TOPIC 1: People Walking, Biking and Using Other Non-motorized Vehicles

Why 12-foot-wide trails on both sides?

The Saint Paul Comprehensive Plan calls for prioritizing people who walk, bike and use other non-motorized vehicles when designing public streets and the Saint Paul Pedestrian Plan indicates that streets within the City should have sidewalks on both sides. Providing space for those who walk, roll and bike on both sides of the bridge reduces the number of times people walking, rolling and biking need to cross Kellogg Boulevard.

A 12-foot-wide trail allows for a person biking to pass someone coming from the opposite direction of the trail without a conflict or for two bicyclists to ride comfortably side-by-side.

Why can't bikes use one trail and people who walk use the other?

While there is a desire to separate space for people biking from space for people walking, limiting bicycles to one side of the bridge and people walking to the other would require them to cross Kellogg Boulevard. This is not recommended by the project team given the width and number of lanes. The convenience for people walking and biking is maximized by allowing both modes to operate on both sides of the bridge.

What features will be incorporated that will improve bike and pedestrian safety?

On the bridge, bikes and pedestrians will be separated from traffic using a 3-foot-tall concrete barrier that has been designed and tested to retain cars and trucks. A lower height barrier with metal railing will be installed on the outside of the bridge to allow for better viewing opportunities while still providing protection.

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 safety at the entrances to the private parking lots on the north side of Kellogg Boulevard (between Broadway Street and Lafayette Street) the City is considering installing a median to prevent left turns into the private parking lots; meaning vehicles will only be able to make right turns in and out of these parking lots. This improvement provides a safety benefit by eliminating conflict points associated with left turns. Additionally, the median will provide refuge for people who walk across Kellogg at the western entrance to the Union Depot parking lot.

At the Mounds Boulevard Intersection, new signalized pedestrian crossings will be added to the north and west legs of the intersection so that there are crosswalks on all sides of the intersection. Along with Metro Transit's Gold Line Bus Rapid Transit Project, the existing intersection and traffic signals will be reconstructed to include Americans with Disabilities Act (ADA)-compliant crosswalk ramps and audible signal pushbuttons for persons with disabilities.

Will there be connections to existing and future bikeways and sidewalks?

The Kellogg/3rd Street Bridge Replacement project will fill the existing sidewalk gap on the north side of Kellogg Boulevard between Lafayette Street and Mounds Boulevard. The planned bike facilities along Kellogg Boulevard will connect to existing bike lanes on Broadway Street and the existing trail along Lafayette Street (which provides access to the Bruce Vento Regional Trail, Indian Mounds Regional Park Trail, and the US-52 Bridge Trail via Prince Street).

Additional planned bicycle facilities in the area include the Capital City Bikeway along Kellogg Boulevard as well as a planned trail along 3rd Street between Mounds Boulevard and Maria Avenue.

TOPIC 2: Traffic Lanes on the Bridge

Why 4 vehicle lanes? Can the roadway be reduced to 2 lanes? Can dedicated bus lanes be incorporated?

The 4-lane design was established to meet the transportation needs of transit, freight, and motor vehicles in and out of downtown while providing adequate capacity and travel time reliability for future uses.

The barriers of the freeways, rivers, and railroad tracks surrounding downtown restricts access to the area and the bridge provides an important connection for regional destinations such as CHS Field, Xcel Energy Center, and Union Depot to the east side of Saint Paul and the East Metro area. Furthermore, Kellogg Boulevard may serve as a critical evacuation route in case of disaster or emergency.

The Kellogg/3rd 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, Gold Line supported two general purpose travel lanes in each direction on the bridge to meet their travel time and reliability goals 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. The City and the Gold Line project coordinated and determined busses could operate efficiently by sharing two common traffic lanes.

TOPIC 3: Mounds Boulevard Intersection

How will the Kellogg/Mounds intersection function with the Gold Line dedicated bus lanes and transit station on Mounds Boulevard?

While some of the work will be performed with the bridge project, the design of the Mounds Boulevard and Kellogg Boulevard/3rd Street intersection is primarily being developed as part of Metro Transit's Gold Line Bus Rapid Transit project. The construction of these two projects is being coordinated. The final design of the intersection has not been completed, but the traffic signal phasing and lane assignments will be modified to help improve motorist sightlines and reduce the frequency of crashes.

What improvements are being made for those who walk, bike, or use non-motorized vehicles to travel?

While final design of the intersection has not been completed, numerous safety improvements are being made as part of the bridge and LRT projects, including:

- Adding ADA-compliant ramps at all legs of the intersection.
- Installing audible push buttons and countdown timers for people walking, biking, or using a non-motorized vehicle.
- Eliminating the existing dedicated right turn lane from Mounds Blvd to 3rd Street to reduce the crossing distance for people who walk, bike, or use non-motorized vehicles on the southeast leg of the intersection.

TOPIC 4: Schedule, Detours, and Access During Construction

Currently, the City is in the final design phase of the project and is anticipating awarding a construction contract in the Fall of 2022. It is also anticipated that construction would then begin in the Fall of 2022 and continue into the summer of 2025.

During construction, the City expects vehicles to be detoured north, on Mounds Boulevard, to Seventh Street and people who walk, bike, and use other non-motorized vehicles to be detoured south, on Mounds Boulevard, to Commercial Street, and then follow 4th 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.