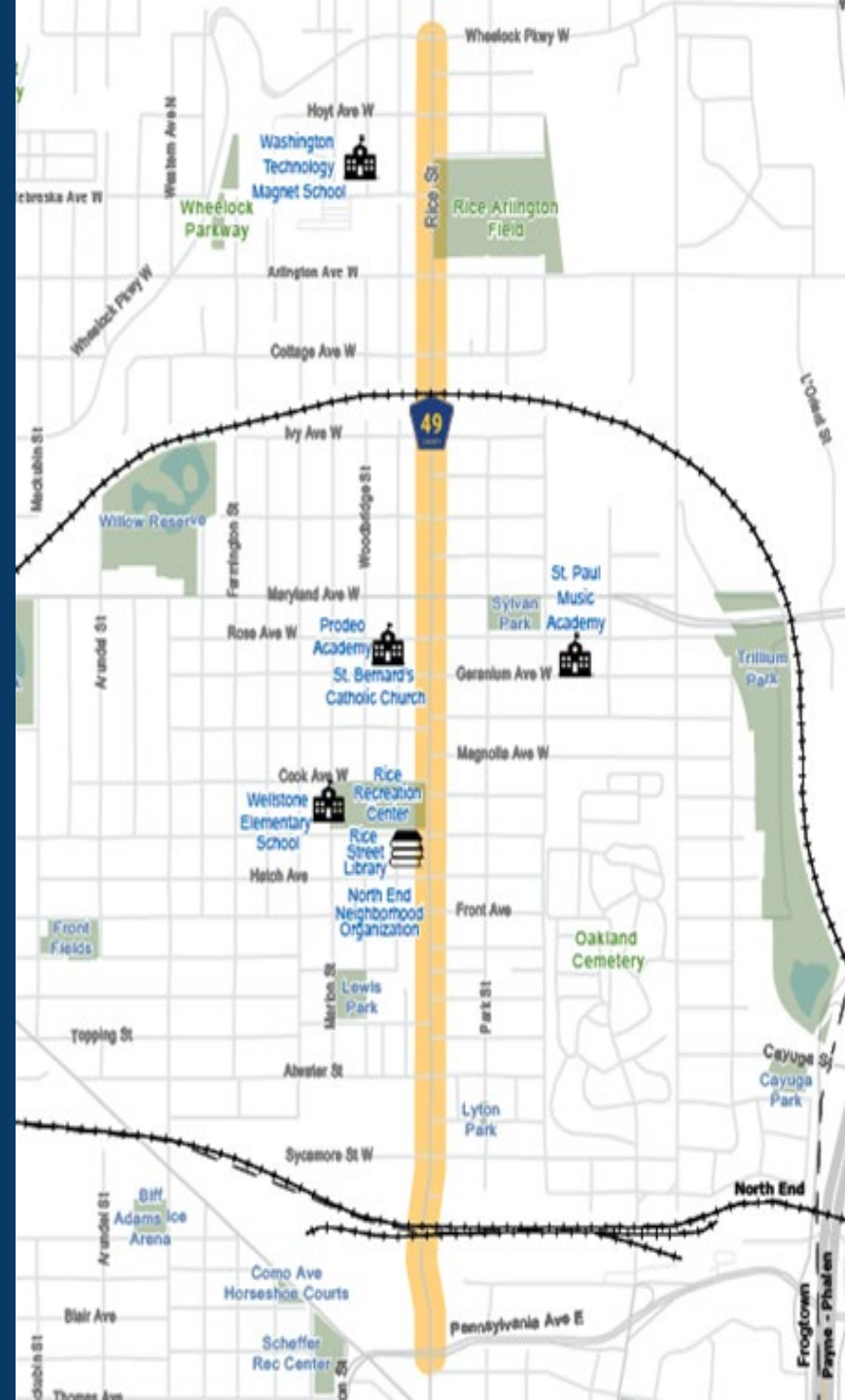


RICE STREET VISIONING STUDY

Saint Paul Transportation Committee

August 23, 2021



Project Overview

- **Project area:** Rice Street between Pennsylvania Avenue and Wheelock Parkway in St. Paul
- Diverse mix of residents, users, businesses, and modes of travel
- Safety and traffic, community development, business vitality, bike and pedestrian connections, public safety, and livability concerns

Project Timeline



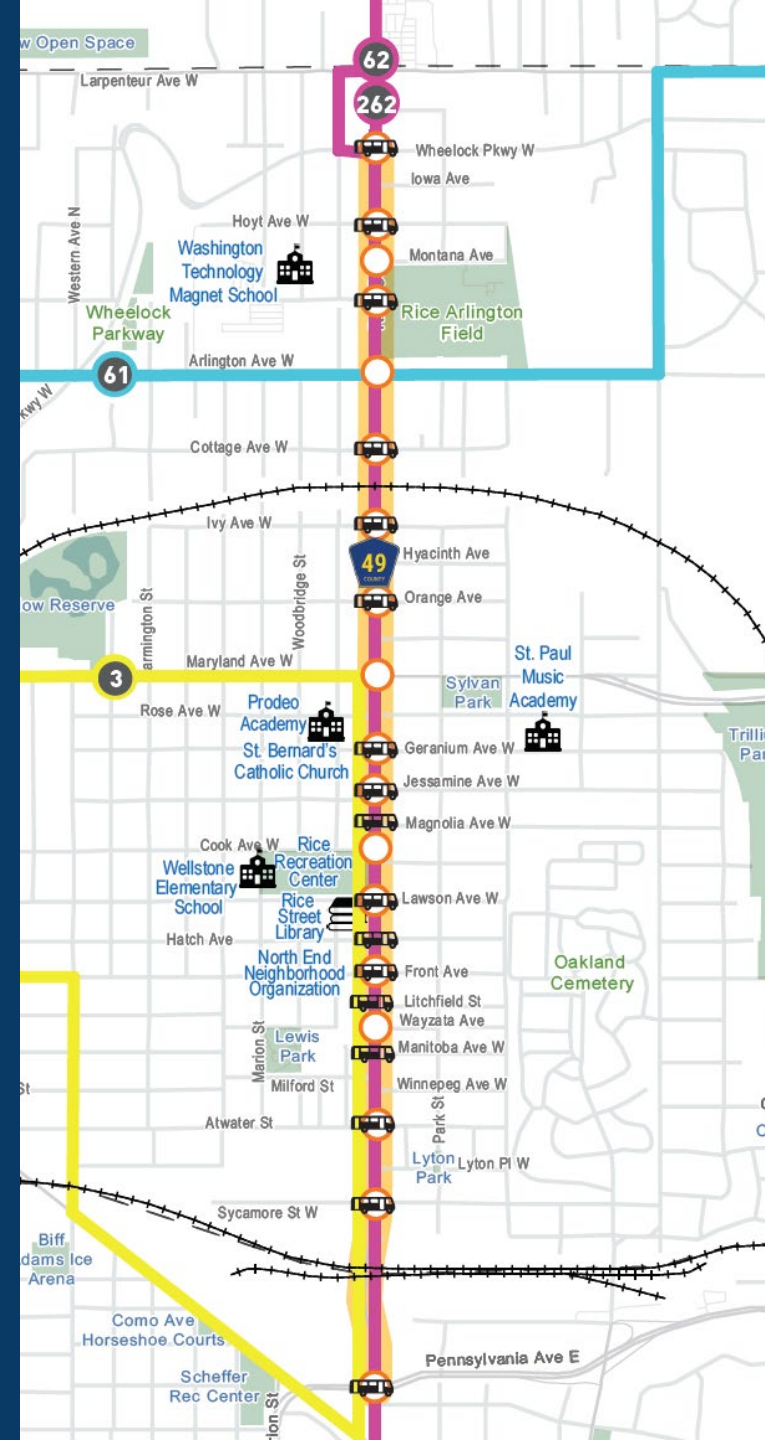
Public Engagement
September 2019 – October 2021



Preliminary Design
August 2020 – August 2021



Implementation
2022 and Beyond



Engagement Strategy

- Work with the community
- Invest in community institutions
- Build relationships and capacity
- Look to the long term



How Engagement Informs Project

Pedestrian and traffic safety improvements

- Roadway reconfiguration
- Enhanced pedestrian crossings

Bicycle and transit options/enhancements

- Options with upgraded bike facilities
- Upgraded transit facilities, related to BRT

Community support

- Implementation and partnership approach beyond the roadway
- Inclusive, capacity-building process

Evaluation Goals and Criteria

Transportation

- 1** Safe pedestrian accommodations
- 2** Safe bicycle connections
- 3** Improved transit service
- 4** Safe traffic operations
- 5** Welcoming streetscape

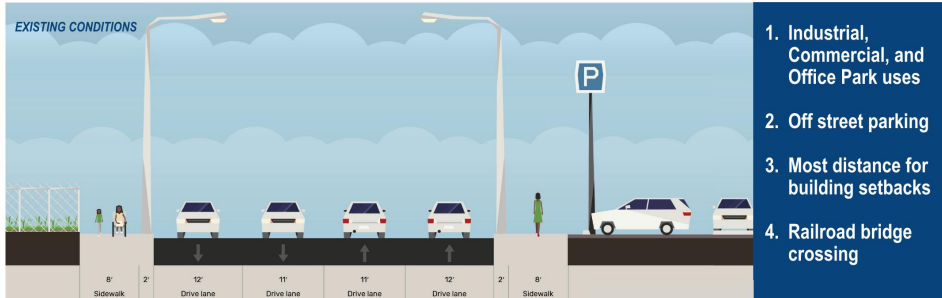
Community Context

- 1** Economic development
- 2** Workforce development
- 3** Healthy community
- 4** Public safety
- 5** Community-defined goals

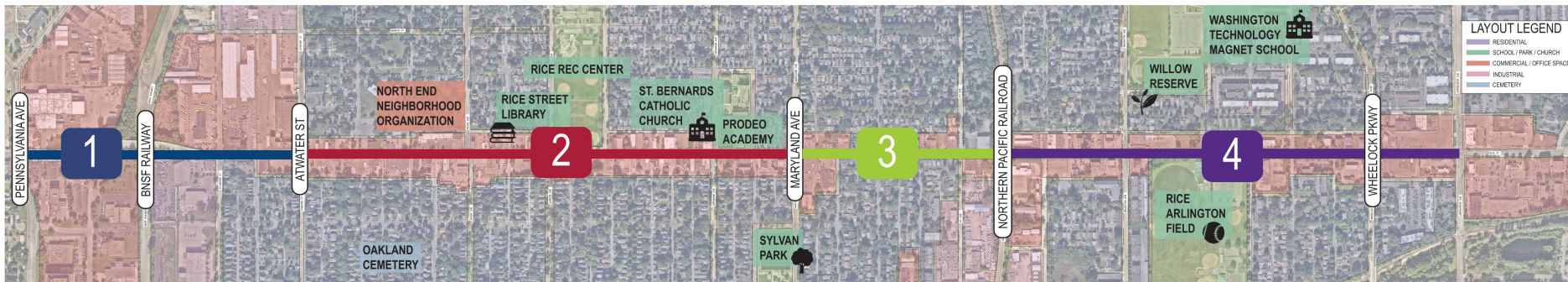
DRAFT - RICE STREET PROJECT SEGMENTS

BASED ON EXISTING CONDITIONS

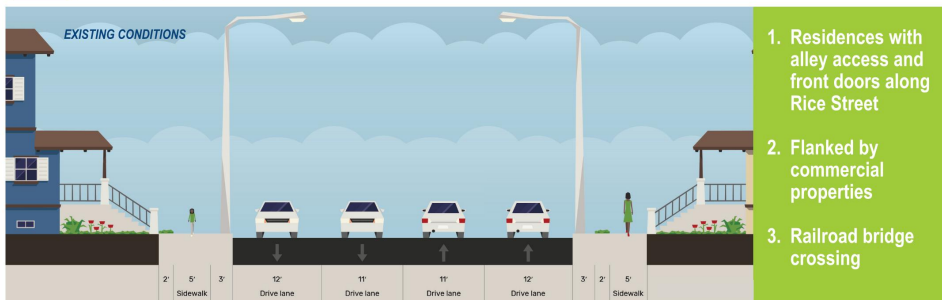
1 Pennsylvania to Atwater



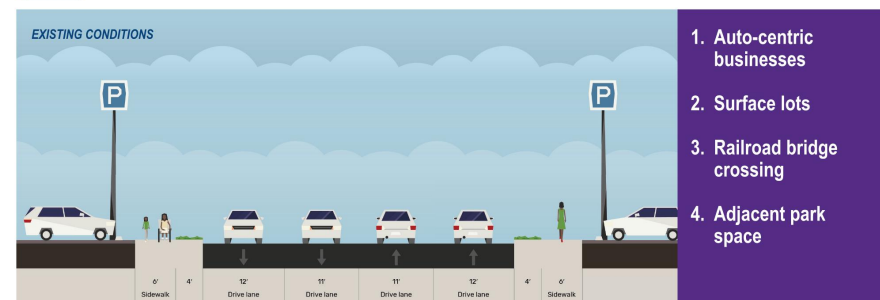
2 Atwater to Maryland



3 Maryland to Railroad

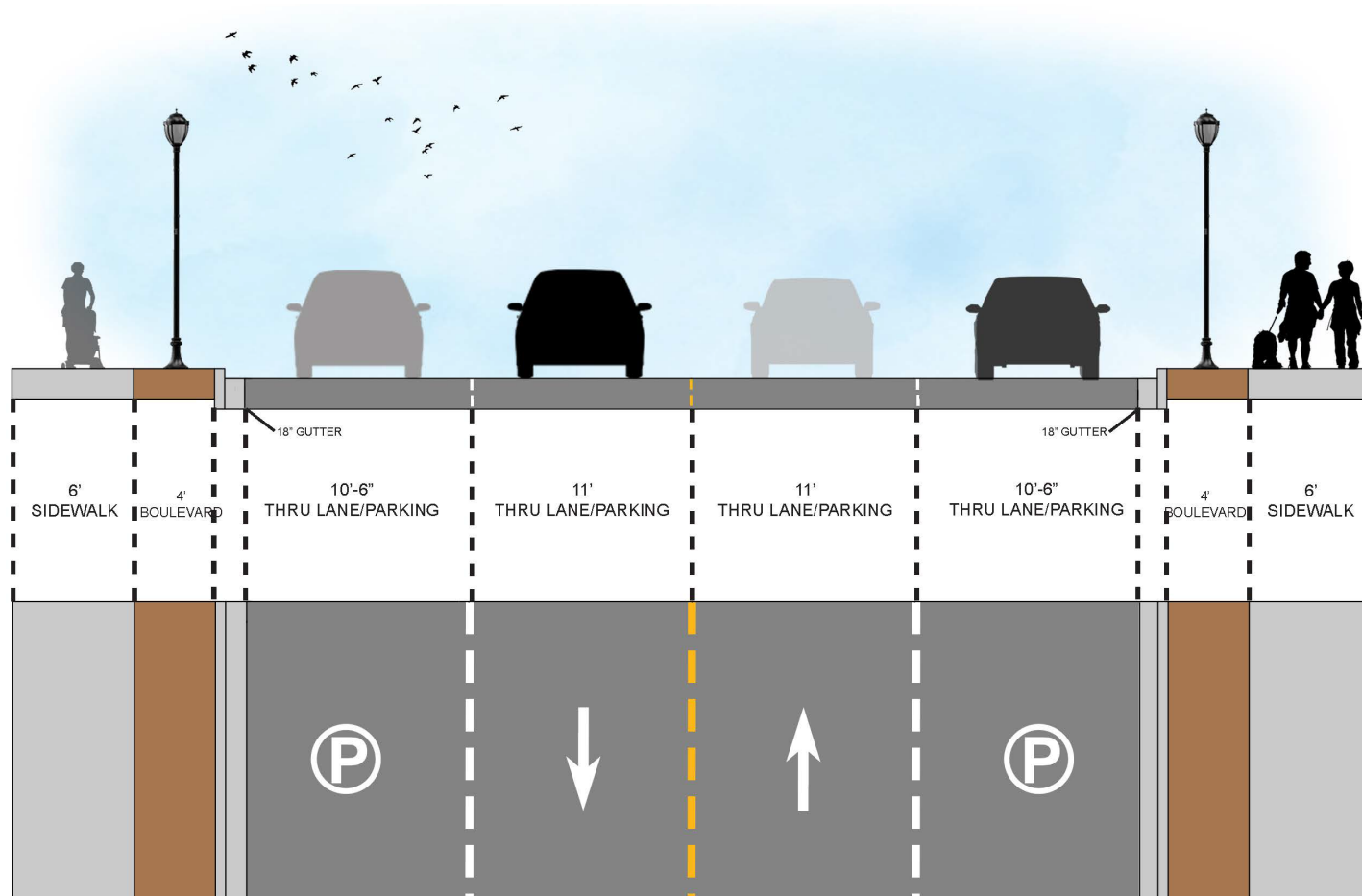


4 Railroad to Wheelock



Existing

4-Lane Roadway, Sidewalks

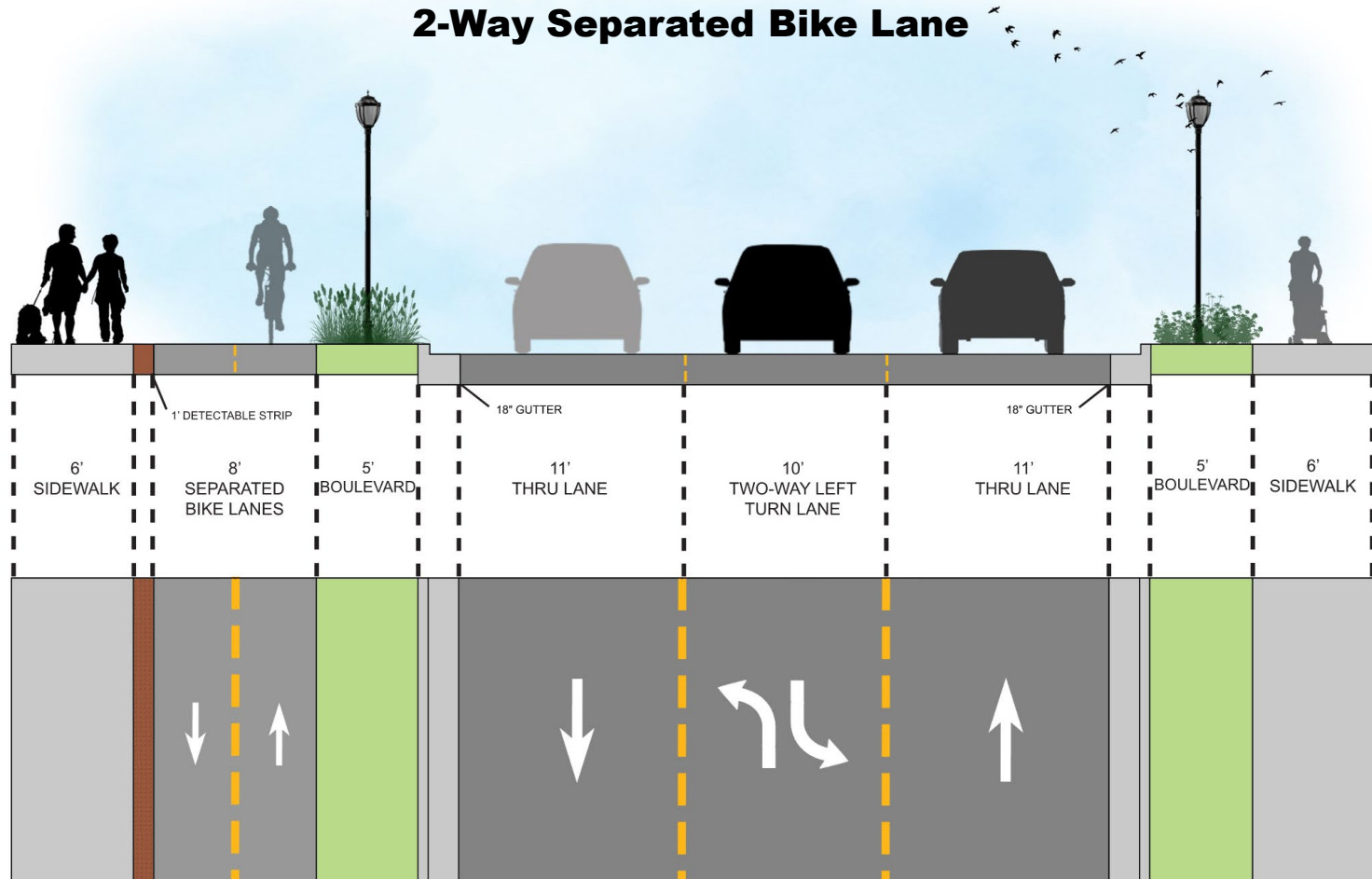


Key elements

- 4-lane roadway with 11-12' lanes
- 6' sidewalks and 4' boulevards
- Parking during certain hours in outside lanes
- NOTE: 4-lane option not considered viable

Concept A

3-Lane Roadway, 2-Way Separated Bike Lane



Key elements

- 3-lane roadway with 11' thru lanes and a 10' turn lane
- 6-foot sidewalks, 5-foot boulevards
- Two-way 8-foot separated bike lane

Concept A

Draft Visualization: Montana Avenue and Rice Street



Note: Preliminary only – subject to change

Concept A

Pros and Cons

PROS

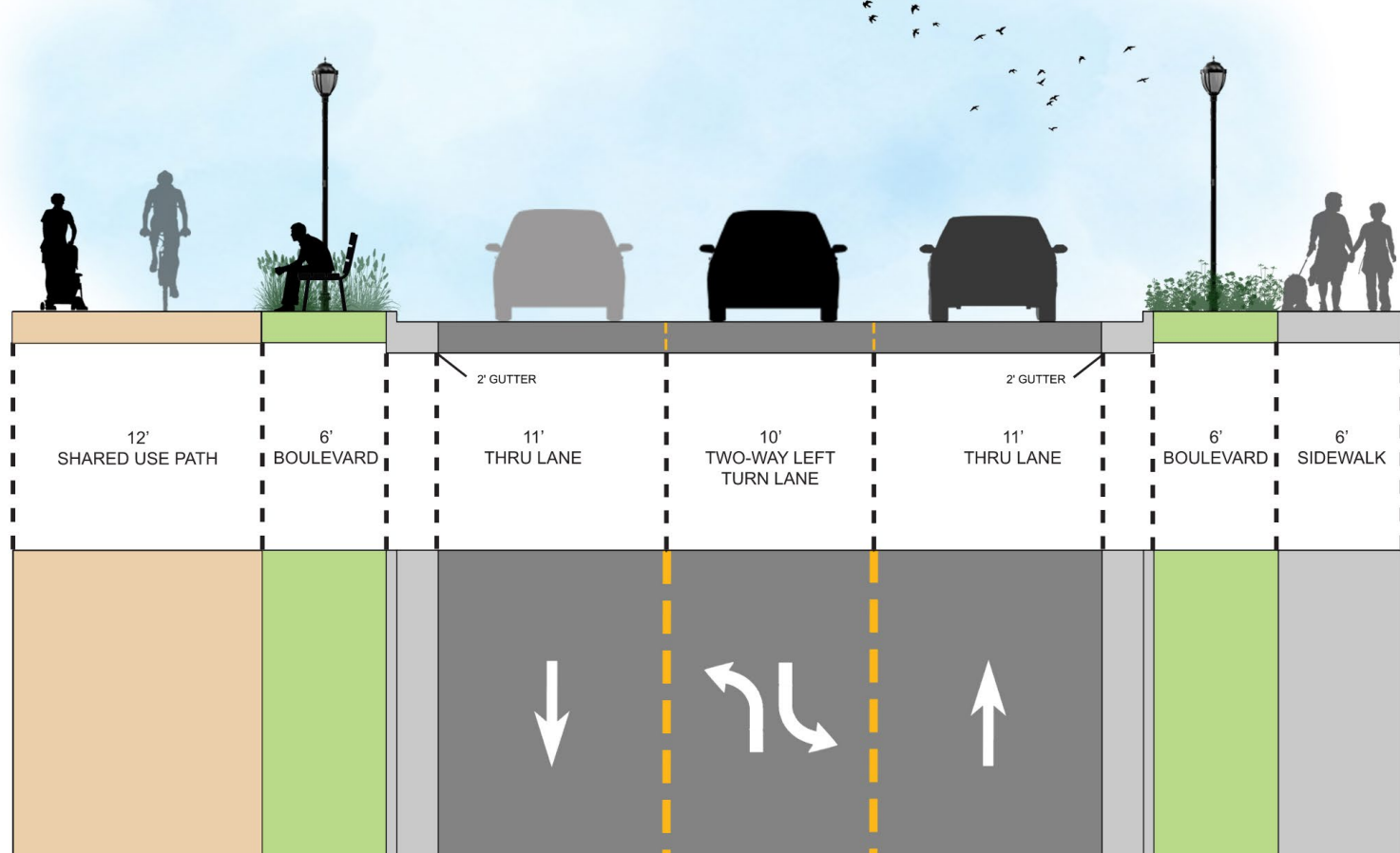
- Dedicated bicycle facility provides regional and local connections
- All ages and abilities bicycle network
- Increased buffer between sidewalk and vehicle lanes on west side of corridor

CONS

- Challenge with fitting pedestrian and transit facilities
- Maintenance issues regarding snow storage
- Least likely to accommodate parking
- Minimum bikeway widths
- Only provides bicycle access to one side of the street
- Limited opportunities for non-motorized amenities and green infrastructure

Concept B

3-Lane Roadway, Shared Use Path



Key elements

- 3-lane roadway with 11' thru lanes and a 10' turn lane
- 6-foot sidewalk, 6-foot boulevards
- 12-foot shared use side path

Concept B

Draft Visualization: Ivy Avenue W and Rice Street



Note: Preliminary only – subject to change

Concept B

Pros and Cons

PROS

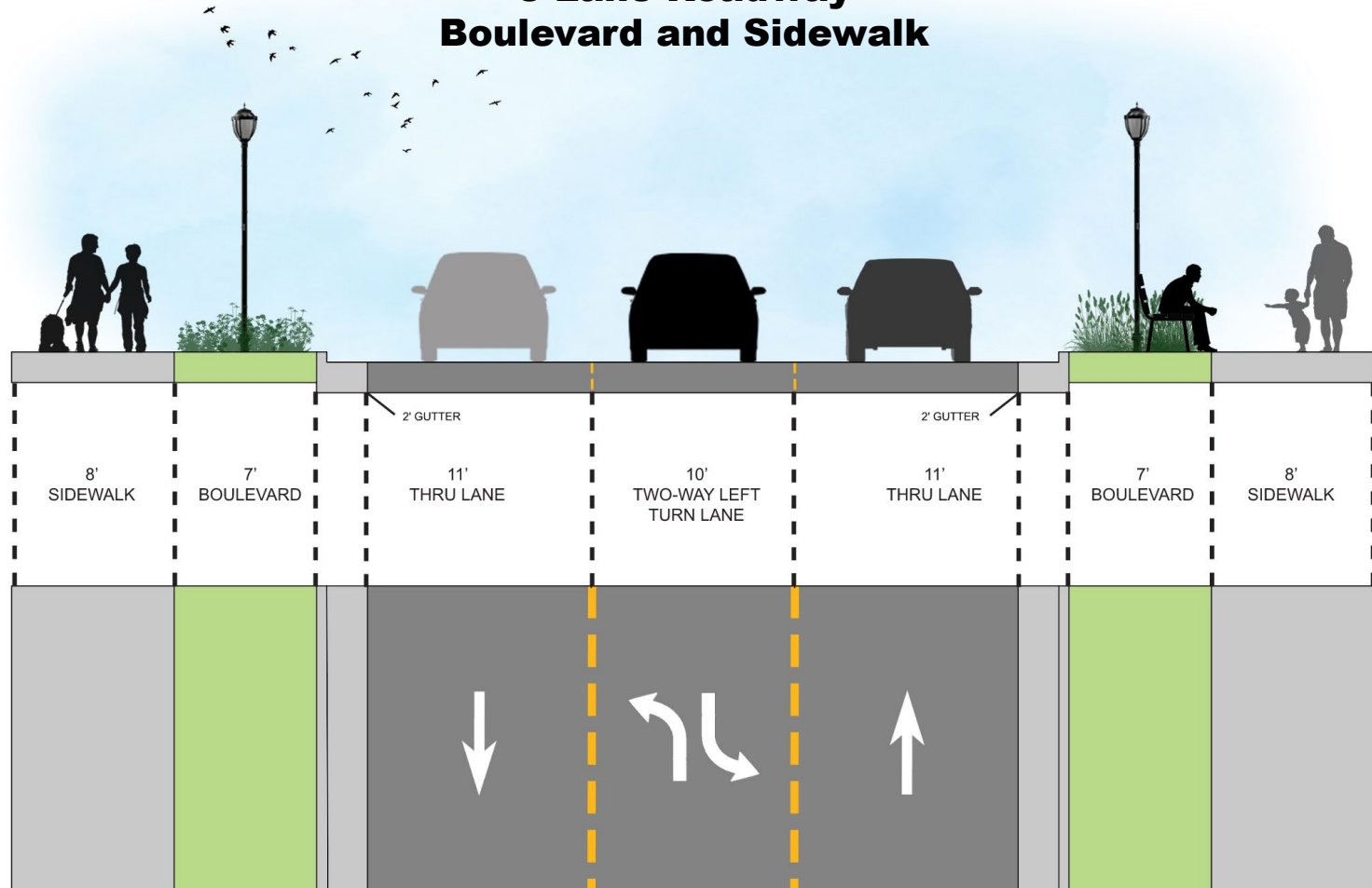
- Accommodates bikes, but without taking as much space as Concept A
- More compatible with transit
- Increased boulevard space for non-motorized amenities and green infrastructure

CONS

- Mixing pedestrian and bike traffic creates some potential issues in shared spaces

Concept C

3-Lane Roadway Boulevard and Sidewalk



Key elements

- 3-lane roadway with 11' thru lanes and a 10' turn lane
- 8-foot sidewalks, 7-foot boulevards

Concept C

Draft Visualization: Winnipeg Ave and Rice Street



Note: Preliminary only – subject to change

Concept C

Pros and Cons

PROS

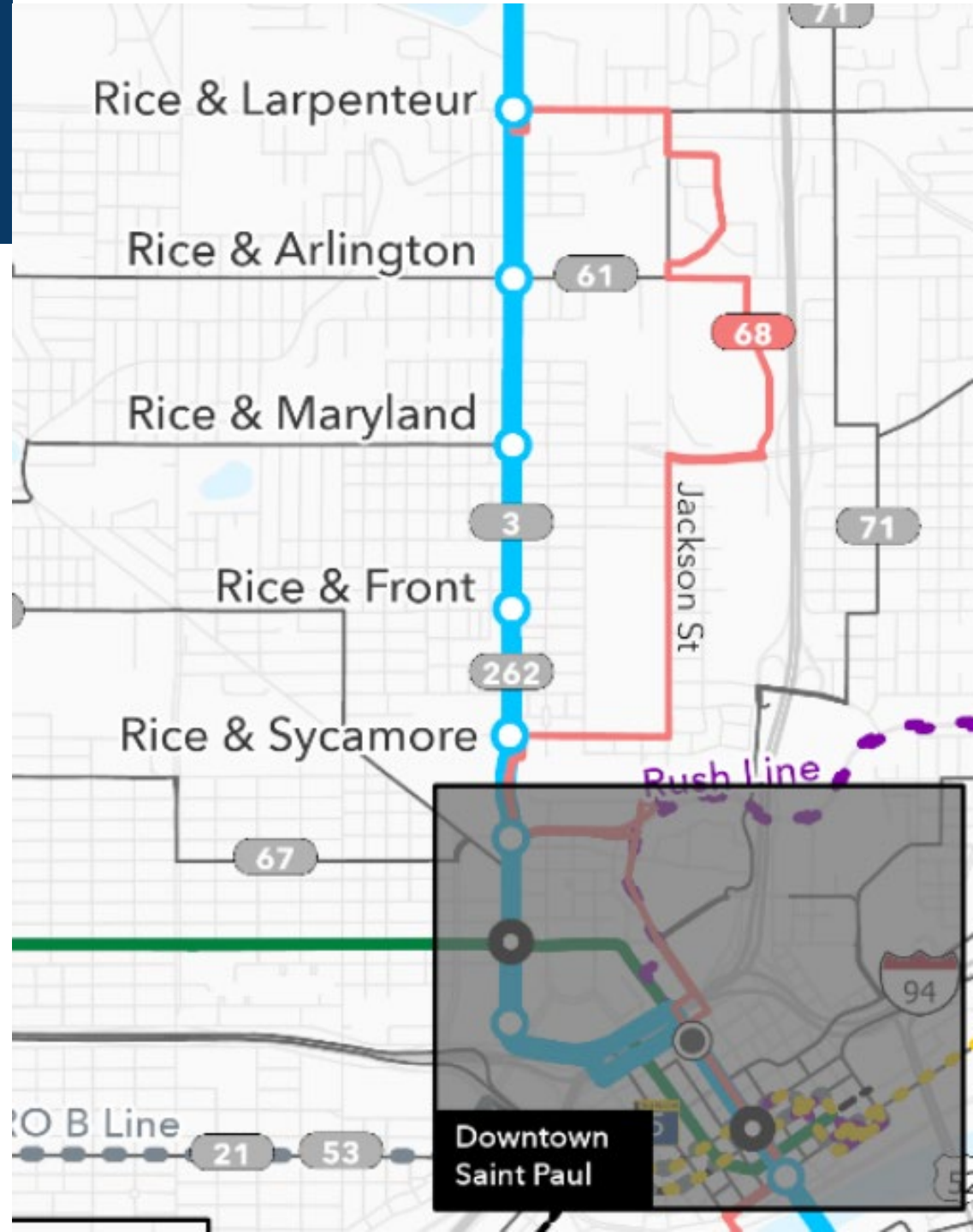
- Most likely to accommodate parking
- Somewhat wider pedestrian realm, more room for transit and non-motorized amenities

CONS

- No dedicated bike facility, an identified project priority

BRT Project

- G Line stations in Rice project area:
 - Arlington
 - Maryland
 - Front
 - Sycamore
 - Pennsylvania
- H Line stations intersecting
 - Maryland



Issues to Address



Space: Constrained roadway = trade-offs for what fits



Priority: What are most important goals?



G Line: Fitting BRT stations in the right locations



Timing: Won't be all done at once – what is first?



Details: Intersection-level designs to follow...

Livability Framework Implementation Plan



Roadway and
transportation
improvements



Land use,
urban design,
and
development



Public realm
and
placemaking



Business
support and
workforce
development



Public
health,
safety, active
living

Next Steps



Alternative
evaluation and
refinement



Targeted
community
outreach



Report back on
preferred concept
in Fall 2021

Thanks!

