

# RICE STREET VISIONING STUDY

## OPEN HOUSE 2

*November 18, 2020*



# 1 Project overview (10 min)

## 2 Topic discussions

**Topic 1:** Rice Street today (30 min)

**Topic 2:** Community engagement (30 min)

**Topic 3:** Potential solutions (30 min)

## 3 Next steps and questions (20 min)





**Stay on mute during presentations**



**Use the chat box**



**Raise your hand if you have questions**



# Project Overview

## Topic 1

Rice Street  
today

## Topic 2

Community  
engagement

## Topic 3

Potential  
solutions

## Next Steps

## Questions

# What is this project all about?

- **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

**Goal: develop plan for Rice Street!**



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# Other Goals...



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# Project Timeline



**Public Engagement**  
September 2019 – October 2021



**Preliminary Design**  
August 2020 – August 2021



**Implementation**  
2022 and Beyond

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# Rice Street Today

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# Key factors to look at



**Walking and  
biking**



**Transit**



**Traffic**



# Walking and biking



**33** crashes with people walking

Data collected from January 2014 to September 2019





# Walking and biking



**33** crashes with people walking



**19** crashes with people biking

Data collected from January 2014 to September 2019





# Walking and biking



**33** crashes with people walking



**19** crashes with people biking

**52 total crashes**

Data collected from January 2014 to September 2019





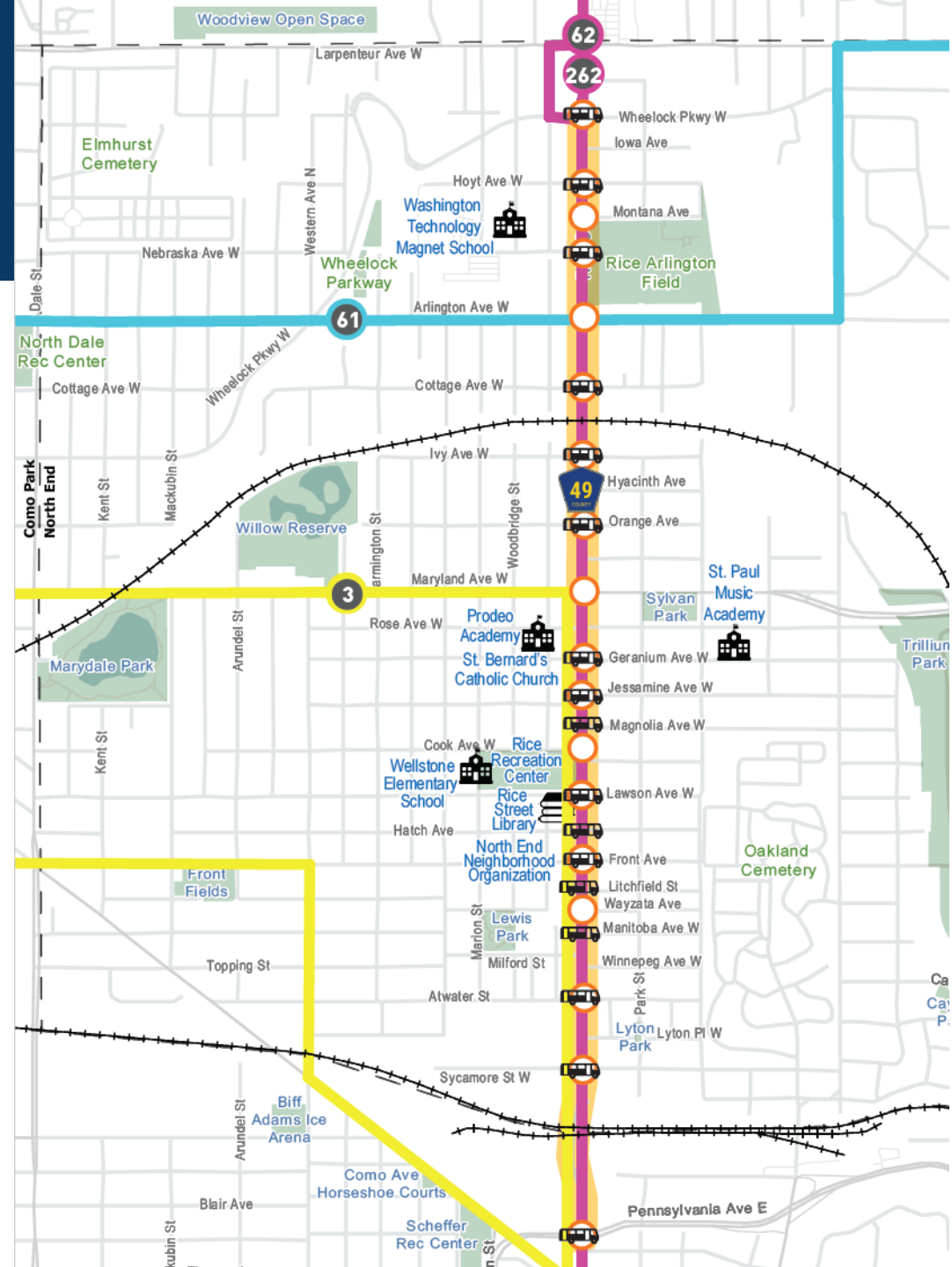
# Transit

**17 bus stops**  
on Rice Street

**4 bus routes**  
Routes 61, 3, 62 and 262

**Route 62**  
Frequency increase pilot

**Bus rapid transit**  
Considered for Rice Street (longer term)







# Traffic

**125 crashes**

reported per year on Rice Street

**3x more crashes**

per year than the statewide average

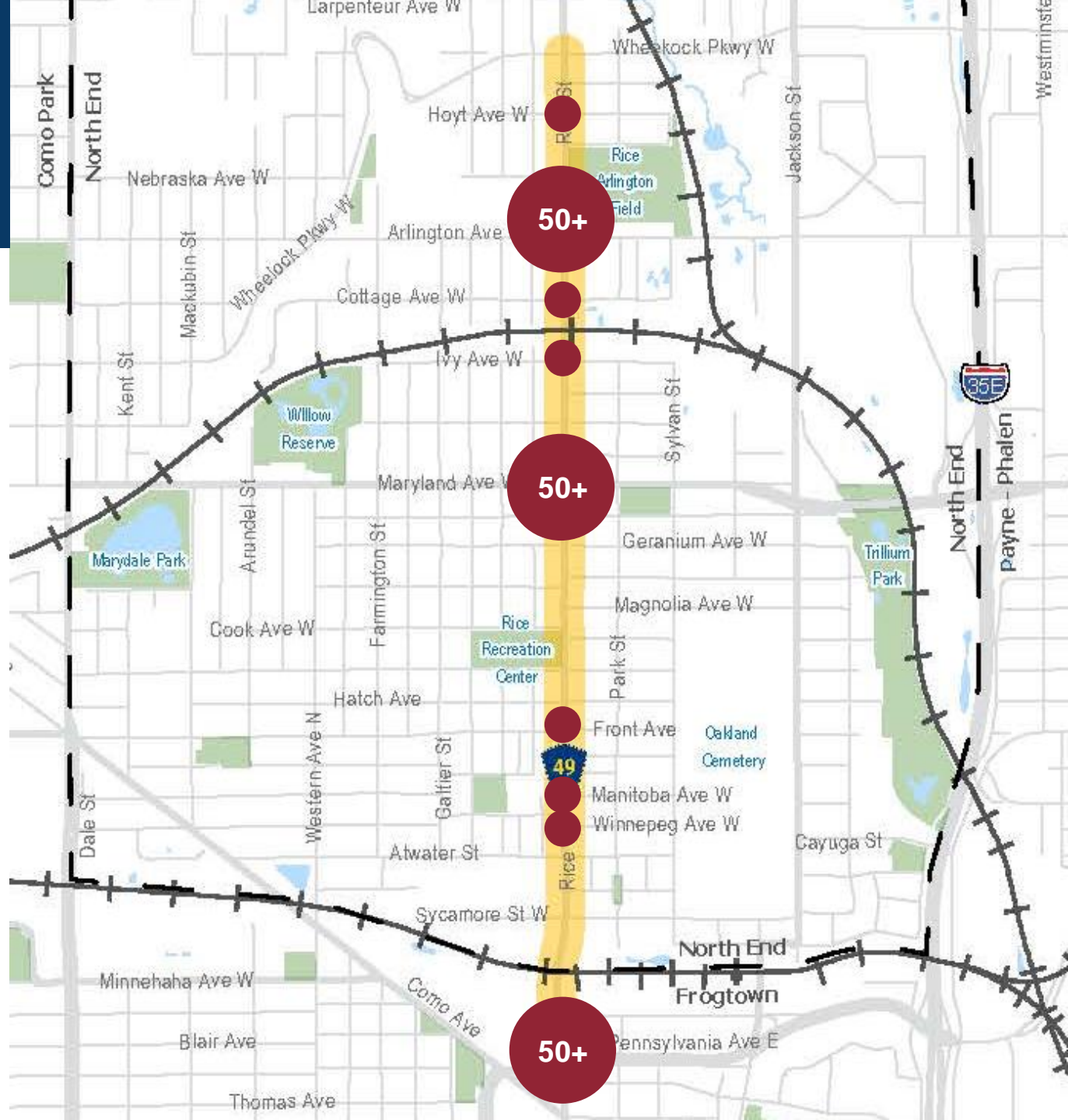
**9 intersections**

on Rice Street with a crash rate higher than the statewide average

**Rush hour**

and summer crashes common

*Data collected from January 2014 to September 2019*

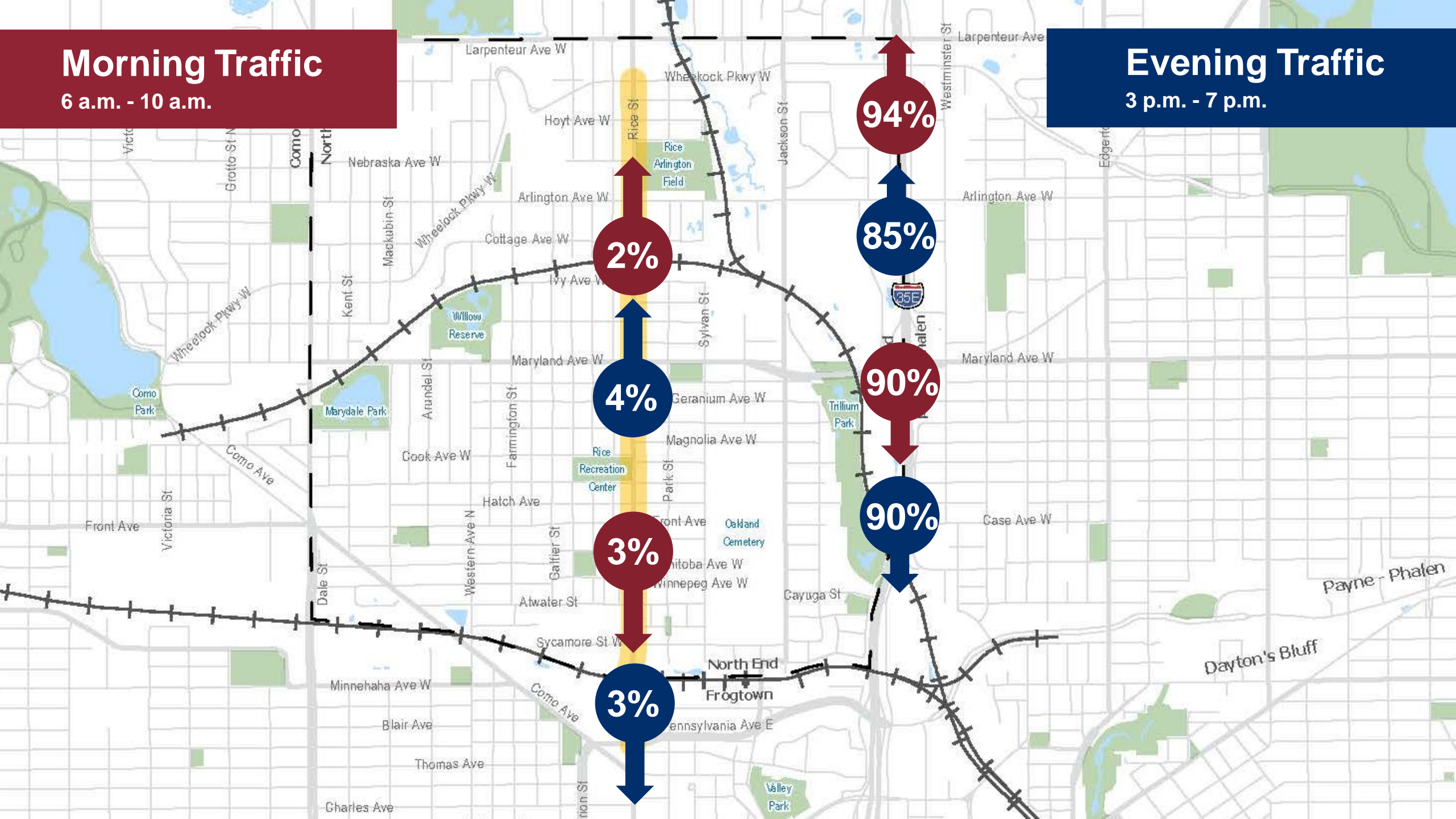


## Morning Traffic

6 a.m. - 10 a.m.

## Evening Traffic

3 p.m. - 7 p.m.



# What we've heard



**Walking and  
biking**



**Transit**



**Traffic**

**Pedestrians**



14%



31%



55%

**Bicyclists**



17%



7%



76%



# What we've heard



**Walking and  
biking**



**Transit**



**Traffic**

Transit



43%



39%



18%

# What we've heard



**Walking and  
biking**



**Transit**



**Traffic**

Passenger vehicles



34%



45%



21%

Freight vehicles



16%



59%



25%



**Walking and  
biking**



**Transit**



**Traffic**

# Breakout Session

**10 minutes**

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**Walking and  
biking**



**Transit**



**Traffic**

# Report Back

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# Community Engagement

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# The Rice Street Community

**70%**  
people of color

**33%**  
Under 18 years

**30%**  
Foreign-born residents

**45%**  
Speak language other than English

**35%**  
Service workers

**33%**  
Government workers

# Engagement strategy

**Existing  
conditions**

**Toolbox of  
ideas**

**Potential  
solutions**

**Chosen  
design**

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# Engagement strategy

Oct 2019-Jul 2020



## Existing conditions

1 Open house

4 Online  
engagement series  
topics

3 Pop-ups

2 surveys with over  
240 responses

Update from  
community liaisons

## Toolbox of ideas

## Potential solutions

## Chosen design

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# Engagement strategy

Oct 2019-Jul 2020

**Existing  
conditions**



July 2020-Nov 2020

**Toolbox of  
ideas**



**1 Open house**

**5 Toolbox series  
topics**

**3 Pop-ups**

**5 surveys with over  
320 responses**

**Potential  
solutions**

**Chosen  
design**

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# Safe in-person engagement



## Feedback on Rice Street Transit Potential Traffic Solutions

Please rate your support for [potential transit design solutions](#) for Rice Street.

\* Indicates a required field

Mobility hubs

- None - ▾

Shared bus/bike lanes

- None - ▾

Business access and transit lanes

- None - ▾

Flexible curbside lanes

- None - ▾

Enhanced transit shelters with dynamic signs

- None - ▾

Additional comments or ideas

Please enter your zip code \*

Submit

The traffic solutions described below would improve traffic flow and safety for motorists and other roadway users, including pedestrians and bicyclists.

Share your feedback on traffic solutions

### Photo examples

The image gallery below shows an example of each potential traffic calming solution described on this page.



+ On-street parking

- Lane reduction/4-to-3 lane conversion

A lane reduction decreases the number of lanes on the roadway. A common example is a [4-to-3 lane conversion](#) which changes a four-lane roadway to a three-lane roadway that consists of two through traffic lanes and a left lane in the center.



### Rice Street Visioning Study

[Español](#) | [Hmoob](#) | [Soomaali](#)

#### Reminder: Don't forget to check out the pedestrian and bicycle toolbox!

What pedestrian and bicycle improvements would you like to see on Rice Street? The [pedestrian and bicycle toolbox](#) shares the benefits and challenges of different tools that could meet project goals and improve the user experience along Rice Street. Check out examples below.

#### Bicycle box

An intersection bicycle box is a designated area at the approach to a signalized intersection consisting of an advance stop line and bicycle symbols.

Bike boxes are used primarily to facilitate queuing a larger number of bicyclists at the head of the traffic queue to reduce conflicts between drivers and bicyclists at the beginning of the green signal phase.



#### Pinchpoints

Pinchpoints are designed to slow traffic speeds and add pedestrian space within the public right-of-way. Pinchpoints can facilitate mid-block crossings and should be paired with pedestrian crossing facilities along high volume roadways.



Learn more about the benefits and challenges of bicycle boxes, pinchpoints and more by visiting the [pedestrian and bicycle toolbox](#), and share your feedback by [taking a short survey](#). Be on the lookout for toolbox features on transit, streetscape, vehicle traffic and neighborhood design over the next few months!

[ramseycounty.us/RiceStreetStudy](https://ramseycounty.us/RiceStreetStudy)

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# Digital engagement



# Community Liaison Update

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# What we've heard...

## OPEN HOUSE 1



Pedestrian crossing safety,  
especially near schools



High traffic speeds



Better community  
connections



Accessibility for all  
transportation modes



Safety and enforcement in  
parking restriction areas



Bike lanes on Rice Street



Roadway configuration,  
operations, and safety



Congestion impacts to  
surrounding local streets



Lack of destinations and  
gathering spaces



Traffic weaving around  
parked cars and left turns



Public Safety



Need for youth/student  
engagement

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# What we've heard...

## Toolbox phase

### Needs

Prioritize businesses, transit, non-motorized users, and vulnerable populations (children, elderly, disabled)

Maintain current traffic flow and lanes

Safer pedestrian infrastructure (wider sidewalks, medians, pedestrian lighting)

Traffic calming devices (narrowing lanes)

Safer bicycle infrastructure (protected bike lanes rather than advisory or shared bike lanes)

Maintain or increase amount of parking

Placemaking (attractive infrastructure, green spaces, art, community branding, historical plaques)

### Concerns

Bus and bike lanes impact on traffic flow

Traffic speed and congestion

Impacts of limiting side street access

Right-of-way space

Diversion of traffic to side-streets

Bike lane usage in winter

Winter maintenance of non-motorized facilities

Access to businesses

Improvement costs

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# What we've heard...

## Input ID Comment Map



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# Major project takeaways

Give high priority for pedestrian and traffic safety, particularly at intersections and crossings.

Carefully consider bicycle and transit facility options and how they fit with other modes.

Support the community beyond the roadway: economic development, business vitality, public safety, and livability.

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10 minutes

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## 10 minutes

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# Potential Solutions

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# Some considerations...



## Not all the roadway will be reconstructed at once

- Minimize disruptions to businesses and travelers
- Focus on areas that need the biggest change



## Options can be flexed by roadway segment

- Variations in overall right-of-way width
- Differences in need for on-street parking



## Future discussions will get into details

- Intersection/pedestrian crossing design
- Transit service and facilities

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# Tools included



## Enhanced pedestrian facilities

- Improved sidewalks
- Shared use paths



## New bicycle facilities

- On street lanes
- Separated lanes



## Safety improvements with lane configuration



## On-street parking options



## Improved streetscape

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# Evaluation Goals and Criteria

## Transportation Goals & Criteria

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

## Community Context Goals & Criteria

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

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# Existing

## 4-Lane Roadway, Sidewalks

Overview

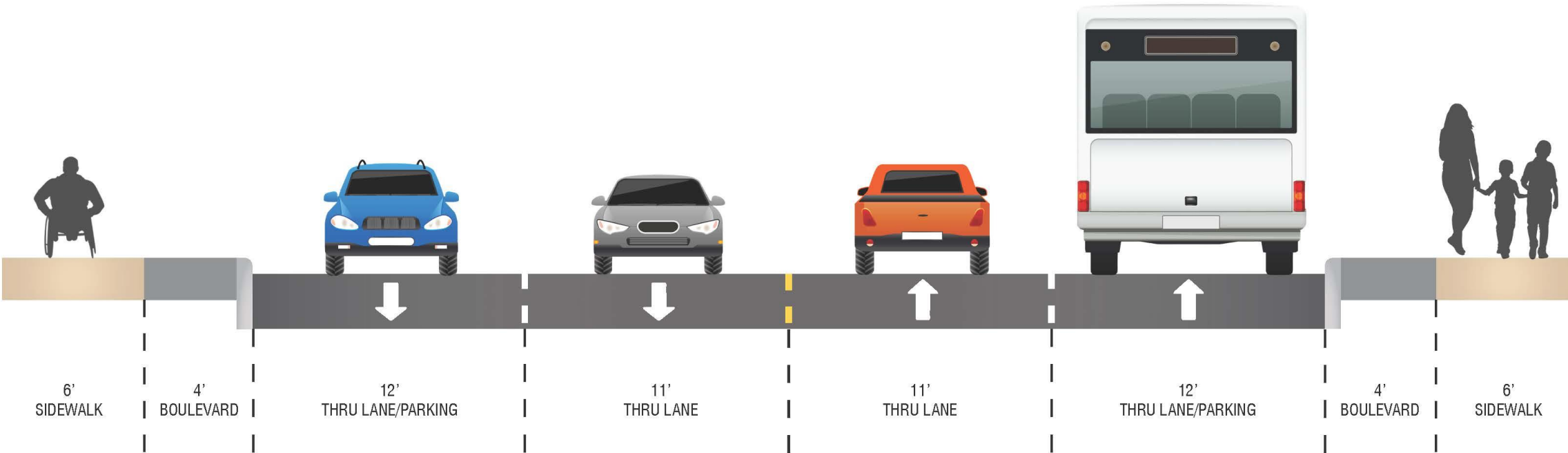
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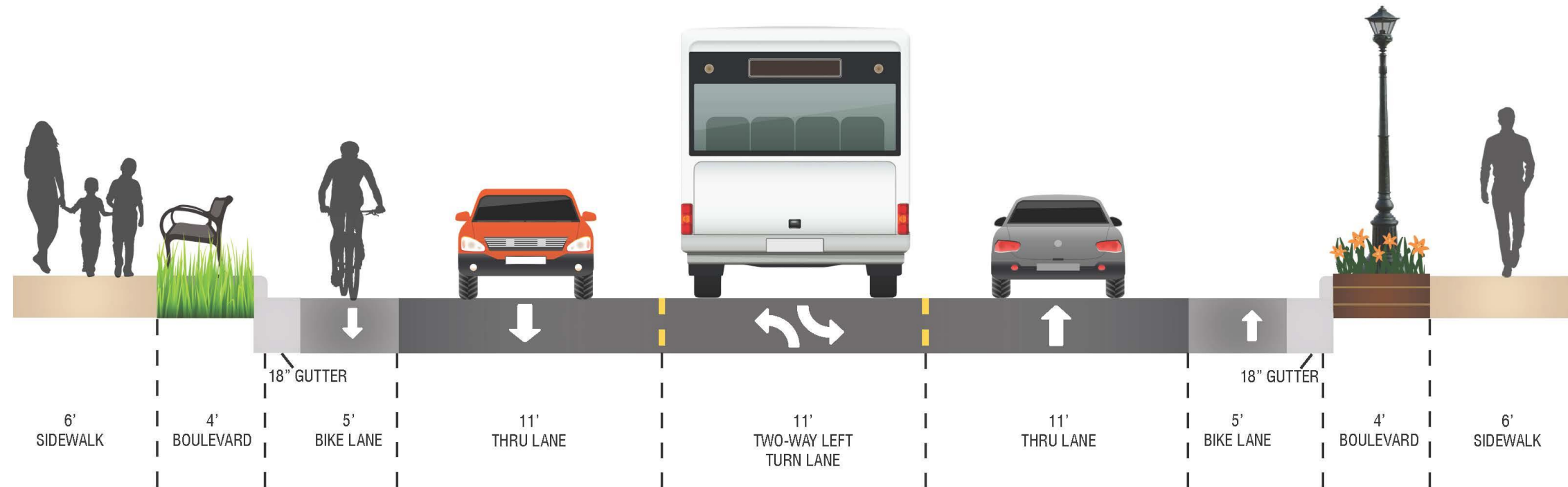


# Key elements

- 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 1

## 3-Lane Roadway, Bike Lanes



## Key elements

- 3-lane roadway with 11' lanes
- 6' sidewalks, 5' bike lanes, and 4' boulevards
- OPTION: Omit center lane, add 1-sided parking

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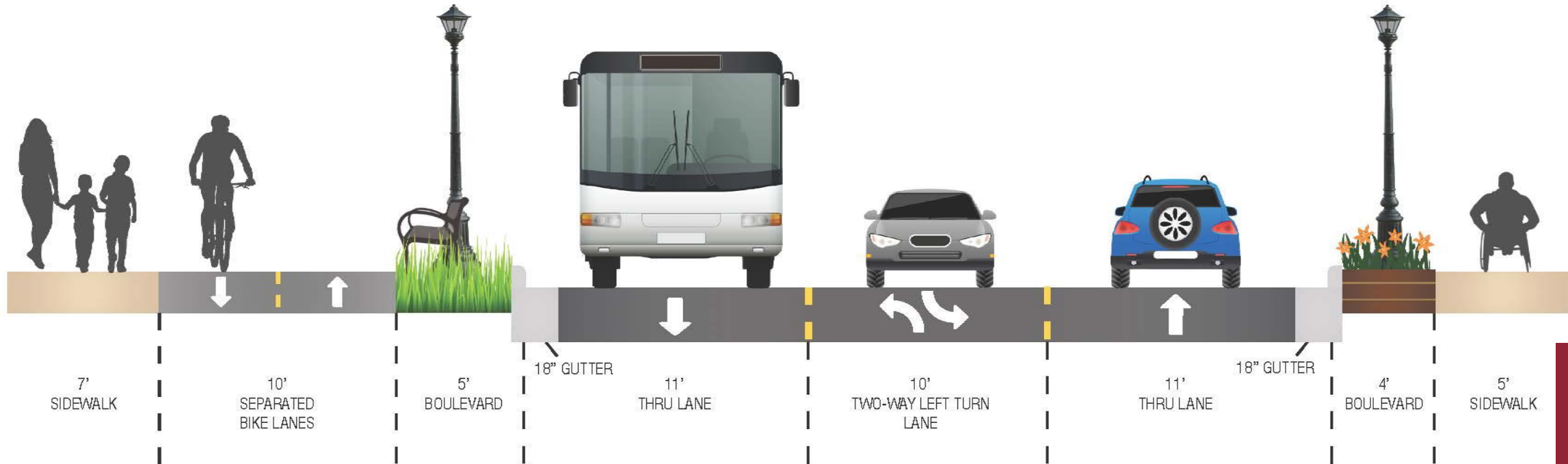
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# Concept 2

## 3-Lane Roadway, 2-Way Separated Bike Lane



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## Key elements

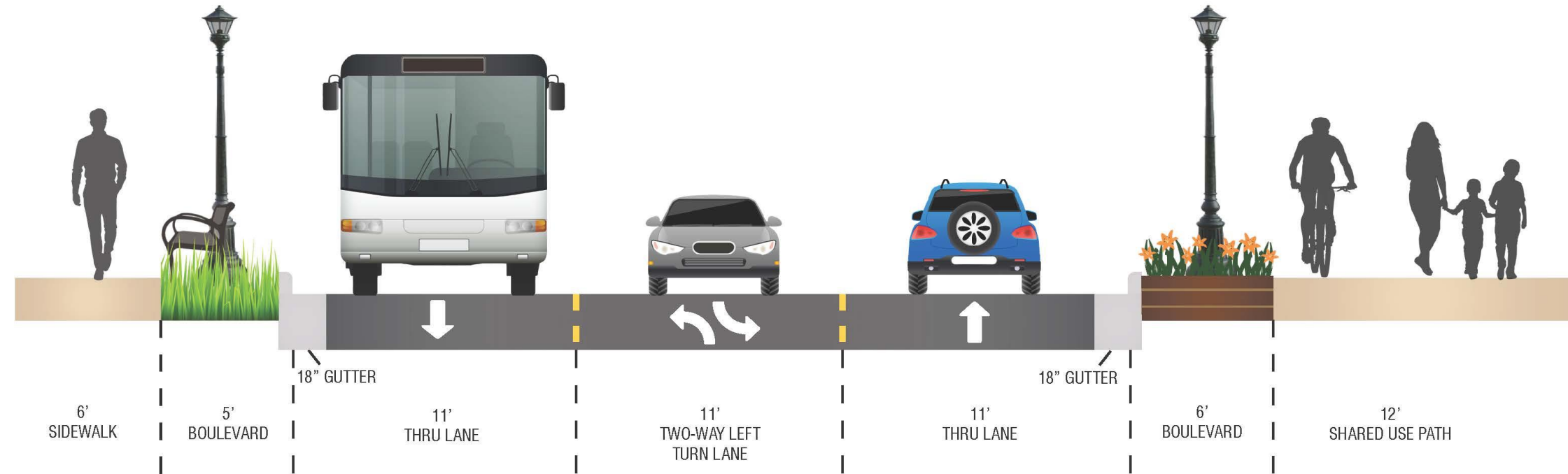
- 3-lane roadway with 11' lanes
- 6' sidewalks, 3-6' boulevards
- Two-way 10' separated bike lane
- OPTION: Omit center lane, add 1-sided parking

Next  
Steps

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# Concept 3

## 3-Lane Roadway, Shared Use Path



## Key elements

- 3-lane roadway with 11' lanes
- 7' sidewalk, 4' boulevards
- 14' shared use side path
- OPTION: Omit center lane, add 1-sided parking

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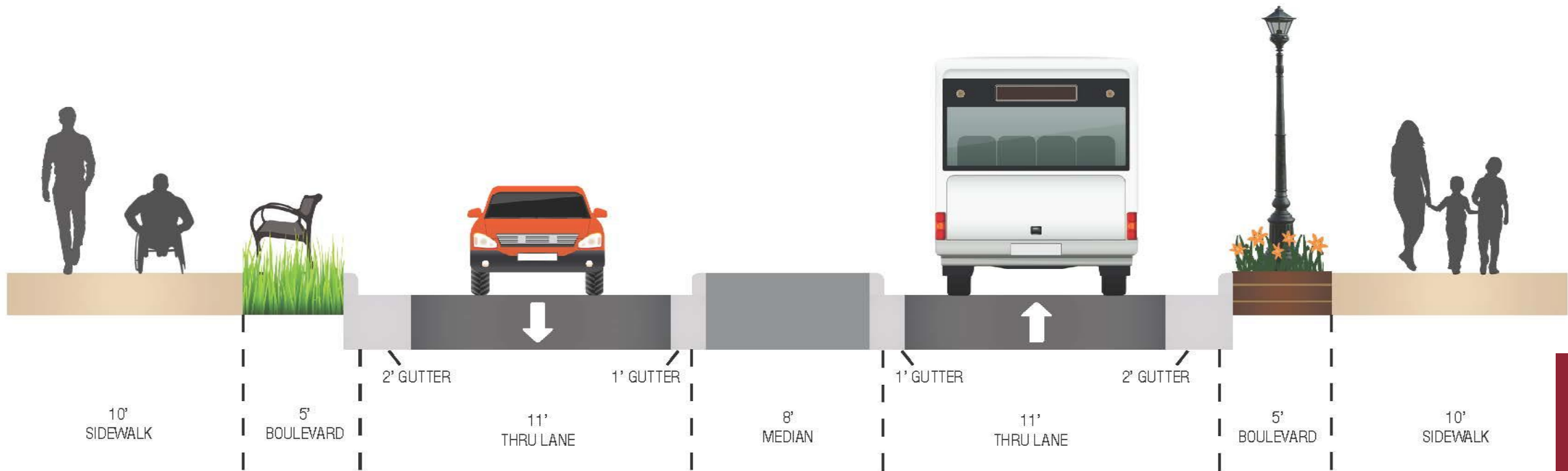
Topic 3  
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# Concept 4

## 2-Lane Roadway, Median, Wide Sidewalks



## Key elements

- 2-lane roadway with 12' lanes
- 6' median, can be pedestrian refuge
- 10' sidewalks, 5' boulevards

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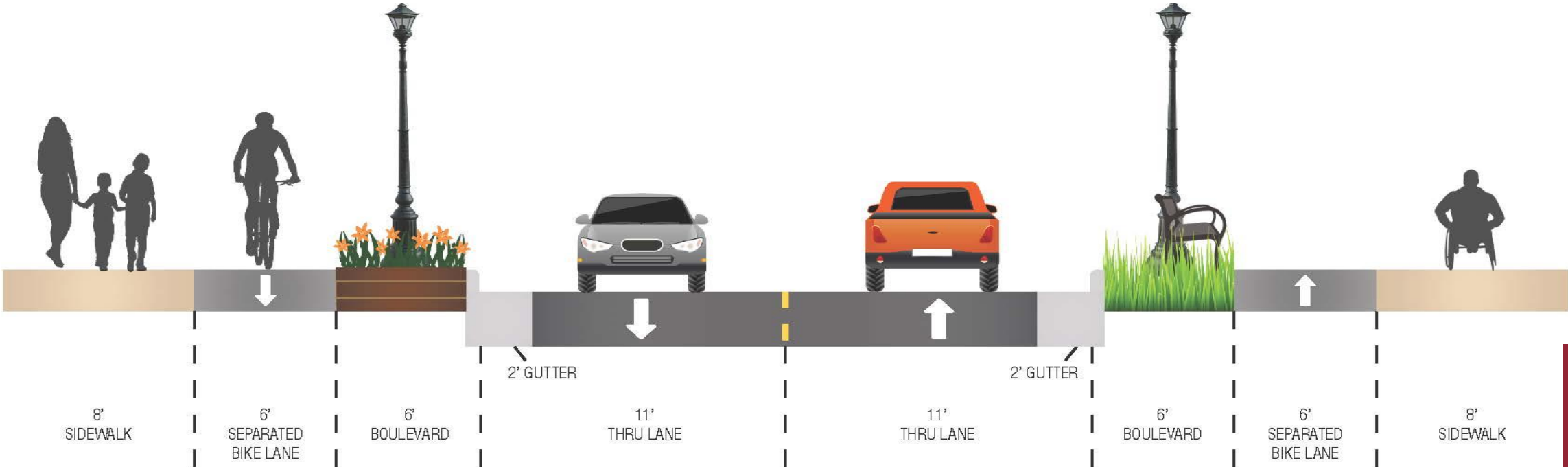
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# Concept 5

## 2-Lane Roadway, Separated Bike Lanes



## Key elements

- 2-lane roadway with 12' lanes
- 8' sidewalks, 5' boulevards
- 6' 1-way separated bike lanes on each side

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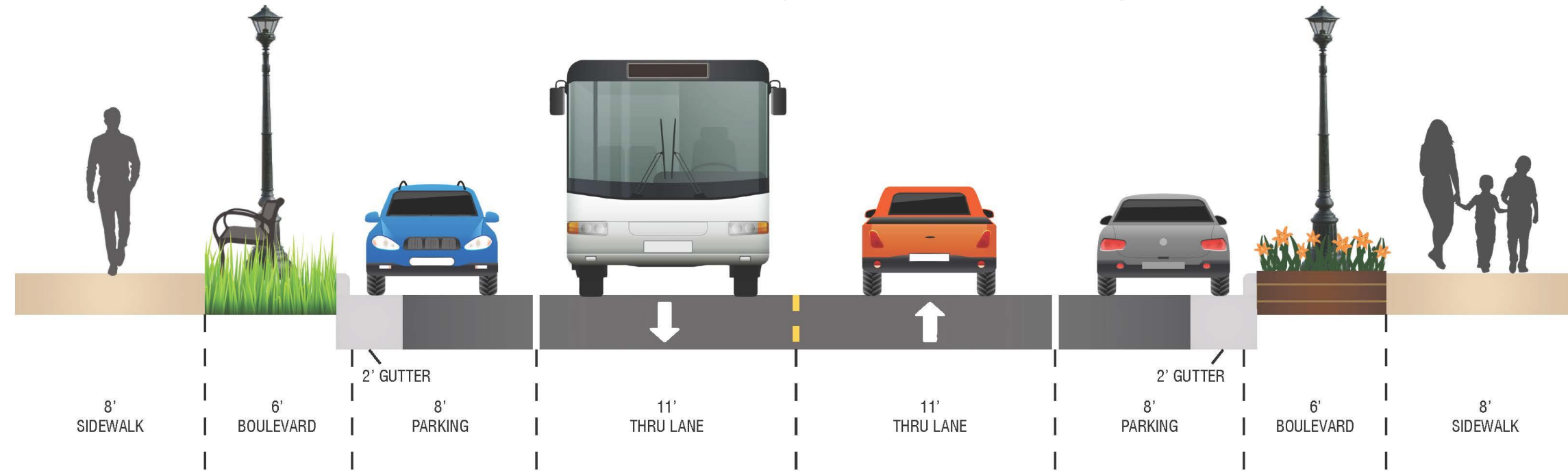
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# Concept 6

## 2-Lane Roadway, 2-Sided Parking



## Key elements

- 2-lane roadway with 12' lanes
- 8' sidewalks, 5' boulevards
- 8' parking lanes on both sides
- OPTION: Bump-outs at intersections

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# Concept 7

## 3-Lane Roadway, 1-Sided Parking

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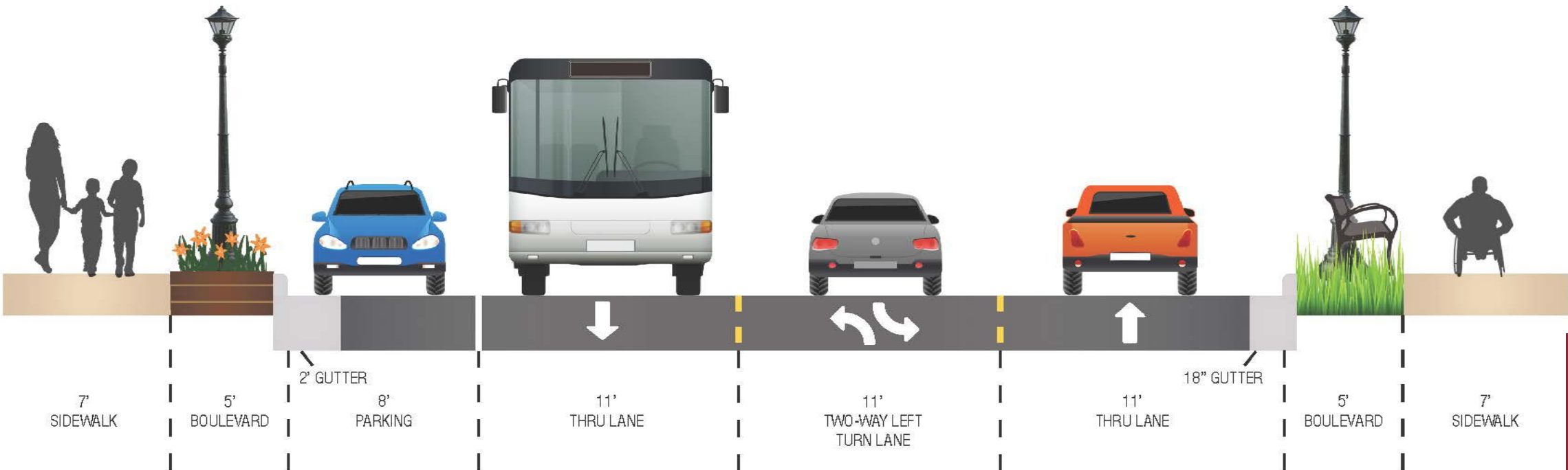
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## Key elements

- 3-lane roadway with 11' lanes
- 7' sidewalks, 5' boulevards
- 8' parking lane on one side
- OPTIONS: Bump-out or medians at intersections

# Some considerations...



## Not all the roadway will be reconstructed at once

- Minimize disruptions to businesses and travelers
- Focus on areas that need the biggest change



## Options can be flexed by roadway segment

- Variations in overall right-of-way width
- Differences in need for on-street parking



## Future discussions will get into details

- Intersection/pedestrian crossing design
- Transit service and facilities

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# Breakout Session

## 10 minutes

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## 5 minutes

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# Next steps



Materials and survey for this meeting online for comment through end of 2020



Alternatives analysis based on feedback and technical evaluation



Targeted community conversations



Report back on refined options by Spring 2021

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# Next steps: evaluation

- Based on goals defined by the community
- Supported by analysis of existing and forecasted conditions
- Qualitative and quantitative factors
- Reflecting community priorities and concerns

											
	Safe routes to school compatibility	Connections to existing and planned bike routes	Designated bicycle routes	Improved transit facilities	Potential to accommodate future transit service	Transit integration to multimodal connections	Improved pedestrian scale lighting	Enhancements reflect unique history and character	Provides opportunity for public gathering space	Enhancements supported by community	Allows flexibility in curbside uses
Solution 1											
Solution 2											
Solution 3											
Solution 4											

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# Additional questions?

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# Thank you!

[ramseycounty.us/  
RiceStreetStudy](http://ramseycounty.us/RiceStreetStudy)



*Don't forget to sign up for  
email updates on the website!*

