

Project Alternatives

At this point in the process, three alternative approaches to roadway improvements are being proposed.

- **Concept A:** prioritizes separated bike lanes
- **Concept B:** prioritizes a shared ped/bike path
- **Concept C:** prioritizes more space for pedestrians

The following pages show cross sections and sample images for each of them.

Evaluation Goals and Criteria

The goals listed below are being used to evaluate the concepts

Transportation

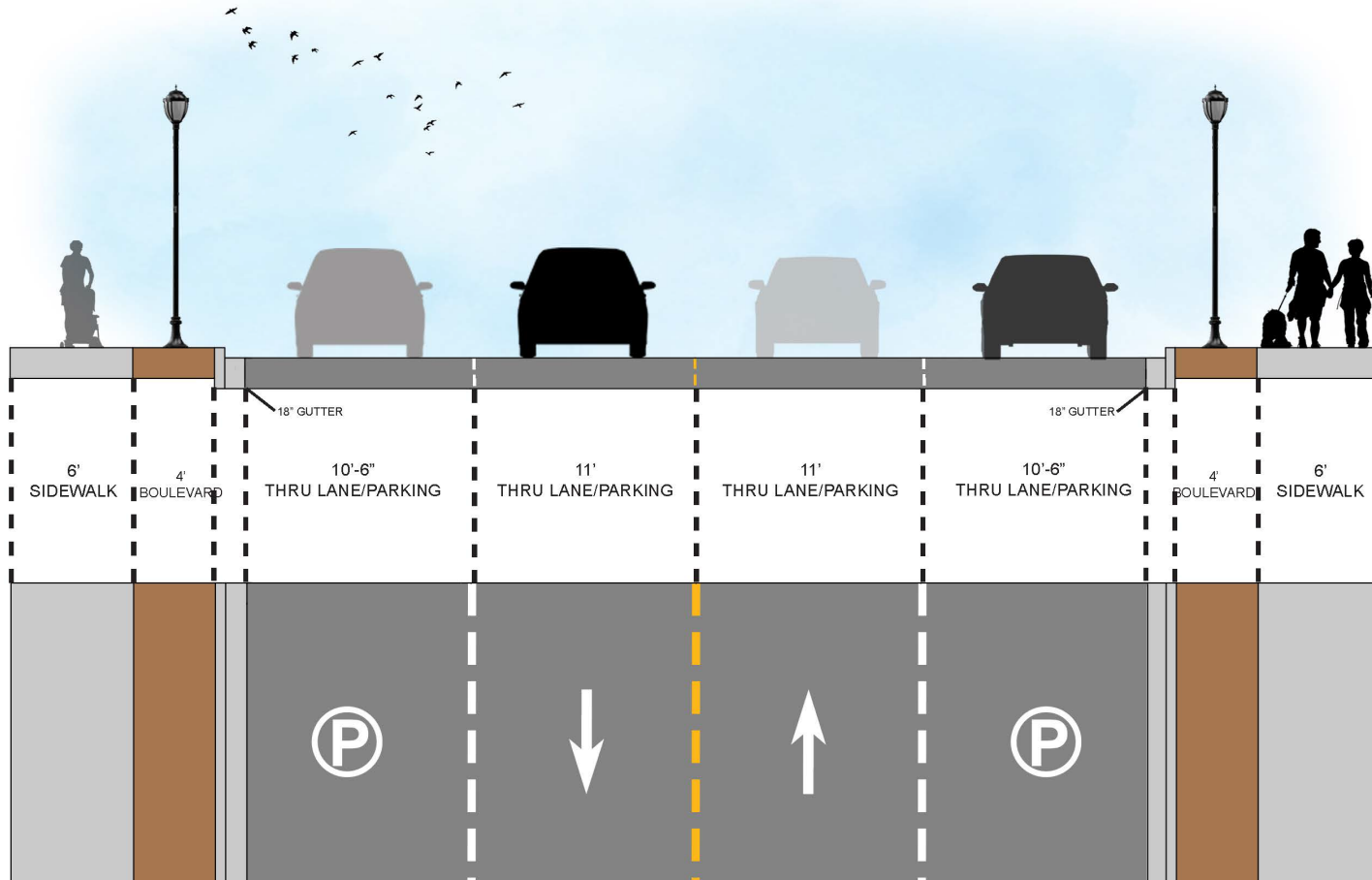
- 1** Safe pedestrian accommodations
- 2** Safe bicycle connections
- 3** Improved transit service
- 4** Safe traffic operations
- 5** Welcoming streetscape

Community Context

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

Existing

4-Lane Roadway, Sidewalks

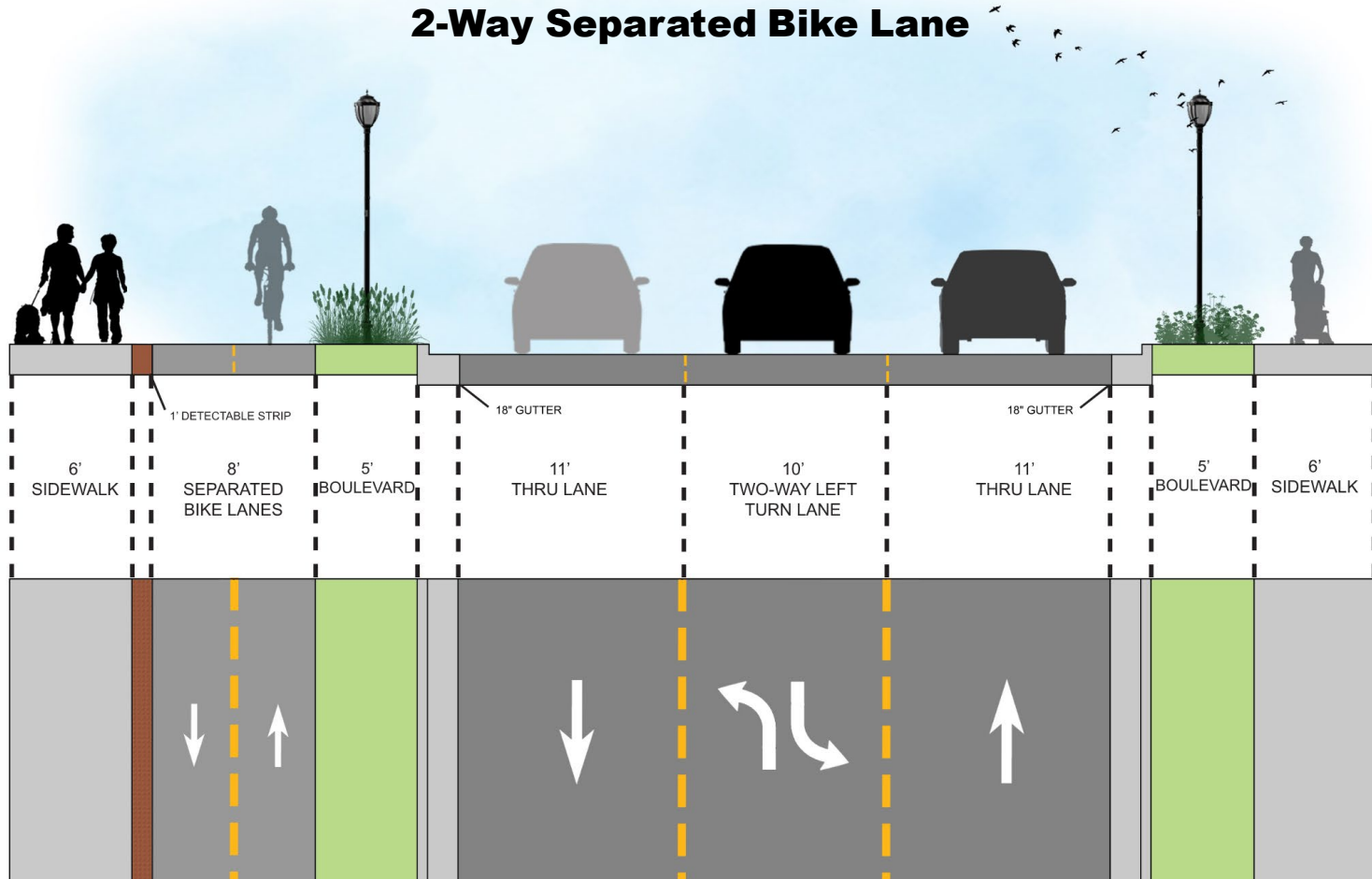


Key elements

- 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

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 A

Draft Visualization: Montana Avenue and Rice Street

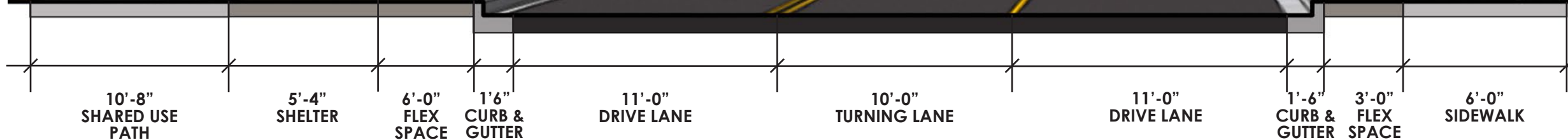


Note: Preliminary only – subject to change

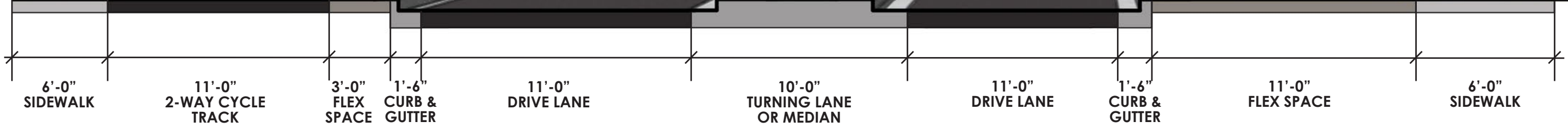
SYCAMORE & RICE STREET | CONCEPT A



Sycamore, Atwater, and Wayzata are all under consideration for a future G Line station

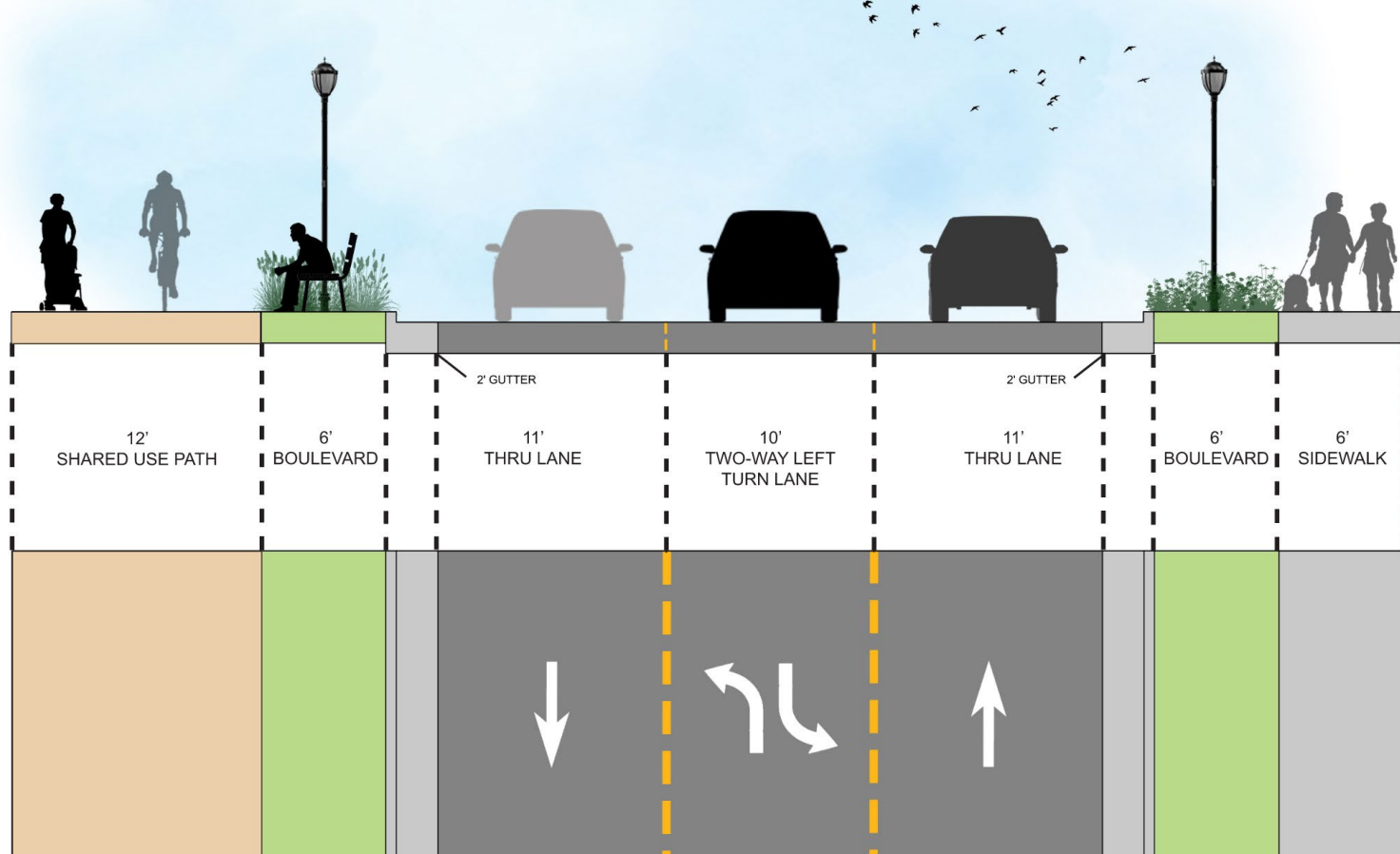


MONTANA AVE & RICE STREET | CONCEPT A



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

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 B

Draft Visualization: Ivy Avenue W and Rice Street

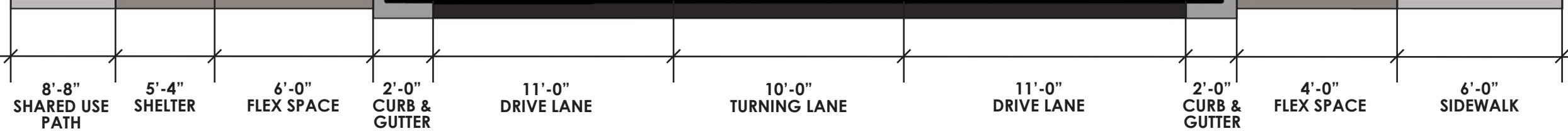


Note: Preliminary only – subject to change

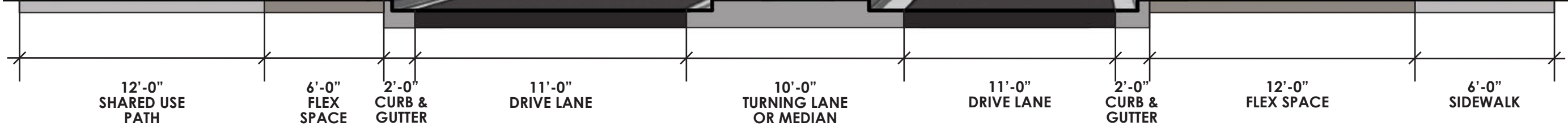
SYCAMORE & RICE STREET | CONCEPT B



Sycamore, Atwater, and Wayzata are all under consideration for a future G Line station

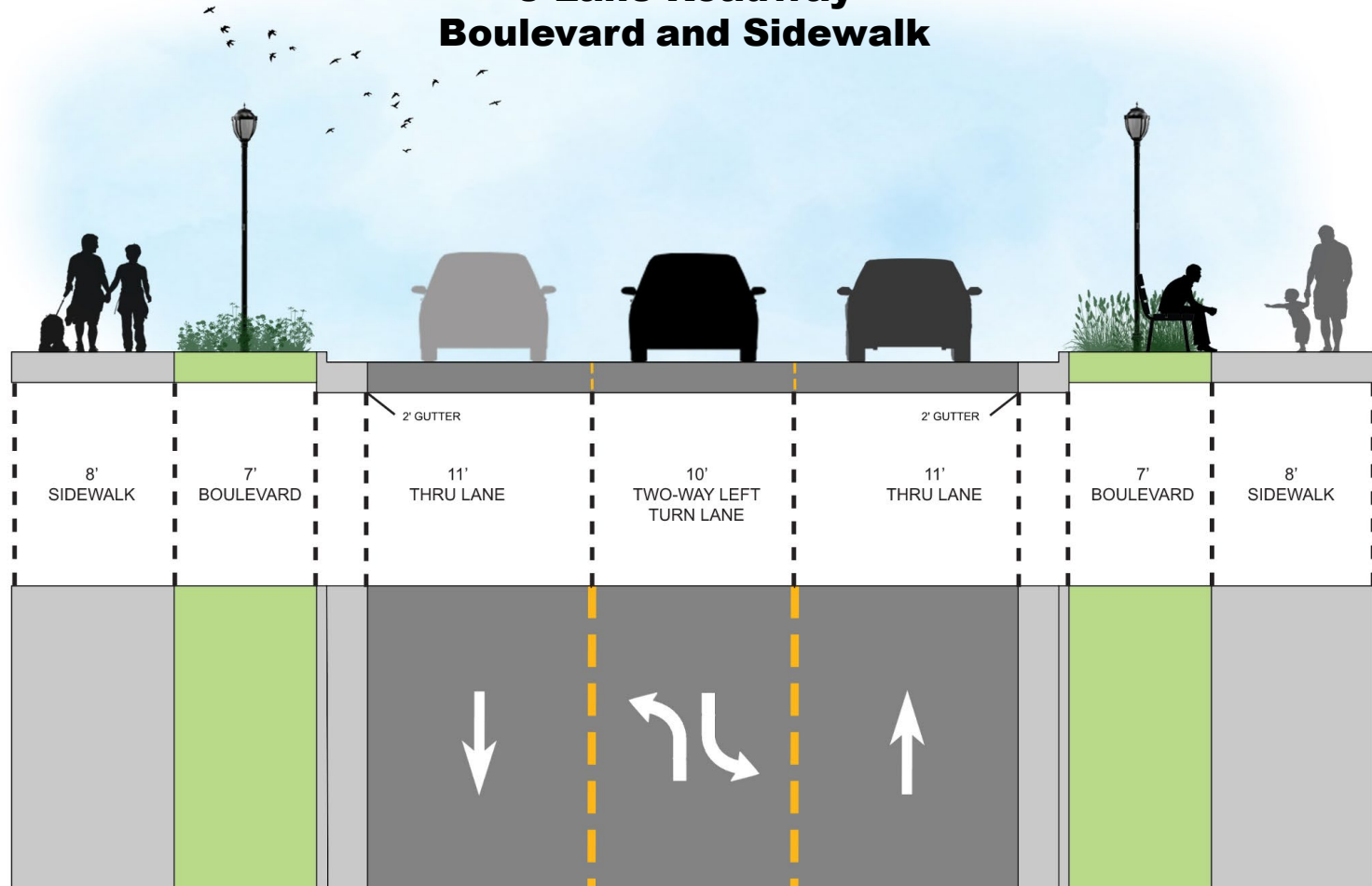


MONTANA AVE & RICE STREET | CONCEPT B



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

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

Concept C

Draft Visualization: Winnipeg Ave and Rice Street



Note: Preliminary only – subject to change

SYCAMORE & RICE STREET | CONCEPT C



MONTANA AVE & RICE STREET | CONCEPT C



Share your thoughts

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