

WELCOME TO THE

# RICE STREET CAPITOL AREA RECONSTRUCTION PROJECT OPEN HOUSE

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*Scan me!*

Share your vision for  
the future of Rice Street!

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

# Rice Street

## Capitol Area Reconstruction



### Project overview

Ramsey County and the City of Saint Paul are working in partnership with the Capitol Area Architectural and Planning Board to design and construct a community-driven vision for Rice Street near the Minnesota state capitol from John Ireland Boulevard to Pennsylvania Avenue. This project is also being coordinated with Metro Transit's METRO G Line project.

### Project goals



Improve pedestrian safety and access



Improve transit and multimodal operations



Improve vehicle safety and operations



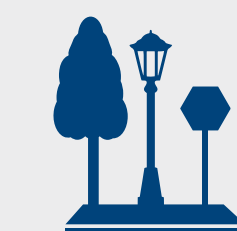
Design for existing and changing land uses



Improve bicycle safety and access



Develop mobility hub



Design an enhanced, sustainable public realm



Utilize partnerships and have a transparent process

### Timeline

**Gather feedback on Rice Street**

Fall – winter 2024

WE ARE  
HERE

**Share potential designs**

Spring – summer 2025

**Introduce recommended design**

Summer – fall 2025

**Share construction timeline**

Fall – winter 2027

**Construction start**

Anticipated start spring 2027



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### Project area



# Rice Street

## Capitol Area Reconstruction



RAMSEY COUNTY



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### Existing conditions engagement

From August to December 2024, the project team gathered feedback on the existing conditions of Rice Street between the John Ireland Boulevard and Pennsylvania Avenue near the Minnesota State Capitol. Members of the public were able to learn more about the project, share their feedback on the current condition of the roadway and find out how to stay involved throughout the process.

#### ENGAGEMENT SNAPSHOT



Project website



Community stakeholder group newsletters



Open house postcard & door hanger invitations



Email & text subscription list



Social media posts



In-person open house

#### INFRASTRUCTURE PREFERENCES VOTING

At the last open house in November 2024, community members chose their top three priorities for each infrastructure category, listed below. Sixteen people participated in the activity.



**Vehicle infrastructure**

11

Roadway lighting

6

Flashing yellow arrow

5

Dedicated turn lane



**Transit infrastructure**

11

Floating bus stop

8

Bus only lane

7

Flexible curbside lane



**Pedestrian & bike infrastructure**

10

Separated bike lanes

7

Curb extensions

6

Pedestrian lighting



**Streetscaping features**

6

Community development

4

Art in pedestrian spaces

Stormwater management

Wayfinding signage



**Neighborhood design**

9

Public eating places

8

Tabled intersection

7

Street prioritizing walking & biking

#### COMMENT THEMES

##### TRAFFIC AND TRANSPORTATION IMPROVEMENTS

- Slower speed limits
- Safer crosswalks
- Improve bike lanes
- Create a two-way bike link to the north multi-use path and connect to the bike boulevard on Charles Avenue
- Add a left-turn lane from Pennsylvania Avenue to Como Avenue
- Address confusing and awkward intersections, specifically at 12th Street and John Ireland Boulevard and at Rondo Avenue and 12th Street

##### SAFETY AND SECURITY ENHANCEMENTS

- Improve lighting
- Add street cameras
- Address slip lane at Como Avenue and Rice Street

##### CLEANLINESS AND MAINTENANCE

- Increase frequency of trash pickup crews
- Increase foot traffic and cleanliness to decrease crime and ensure successful businesses
- Improve parking and accessibility

##### COMMUNITY AND BUSINESS DEVELOPMENT

- Draw in more restaurants and stores
- Add more public facilities (eating areas, greenspaces with benches, public restrooms)
- Develop a linear park between the Sears development and Rice Street

# Rice Street

## Capitol Area Reconstruction



### Proposed 4-to-3 lane conversion

Ramsey County is proposing converting Rice Street in this area from four lanes of traffic to two. Instead of two lanes of traffic going in each direction, there would be one lane of traffic in each direction with a two-way left turn lane in the center. This is known as a 4-to-3 lane conversion, sometimes referred to as a “road diet.”

According to the Minnesota Department of Transportation, benefits of a 4-to-3 lane conversion include:

- Fewer crashes overall, especially rear-end and left-turn crashes
- Fewer lanes for pedestrians to cross
- Space for bicycle lanes, street parking, bus stops, curb extensions or other uses
- Simplified left turns from side streets and dedicated left turn lanes onto side streets
- Smoother traffic flow with less lane switching

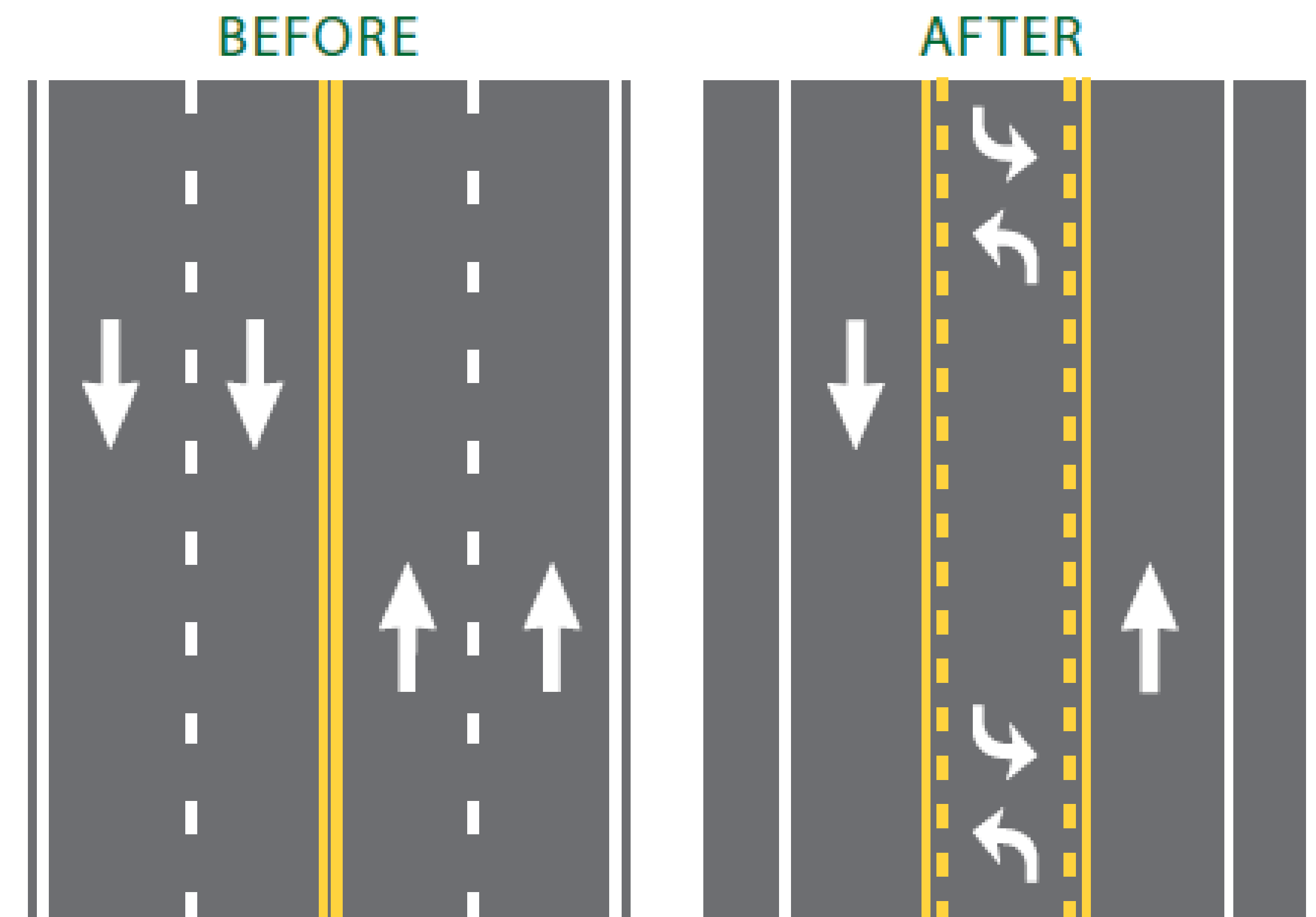


Figure 1: Photo from MnDOT



19-47% REDUCTION  
IN CRASHES



REDUCED  
CONFLICT POINTS



FEWER LANES  
TO CROSS



SLOWER OVERALL  
SPEEDS



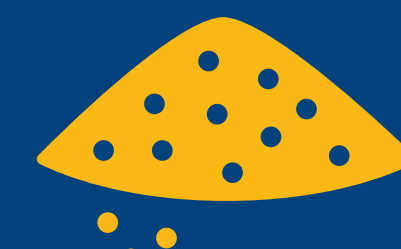
BETTER SIGHT  
DISTANCE



SAFER STREET  
CROSSINGS



ELIMINATES  
PASSING



LESS PAVEMENT =  
LESS SALT

*Studies show that 4-to-3 lane conversions can reduce crashes by 19 to 47 percent, according to the Federal Highway Administration. Because they utilize the existing road space, this is a cost-effective way to create safer streets for all users.*

# Rice Street

## Capitol Area Reconstruction

### Bicycle and pedestrian features

Ramsey County is proposing a few different options for bicycle and pedestrian features.



**Shared use path**

A shared use path is a wide, paved area next to the roadway for both bicycles and pedestrians.

Benefits	Challenges
This design takes up less space, which would leave more room for other amenities such as trees.	There is potential for conflicts between bicycles and pedestrians since they are all using the same path.



**Two-way cycle track**

A two-way cycle track is a designated bike path with striping to separate bicyclists going in either direction. It is separated from the pedestrian/sidewalk area.

Benefits	Challenges
It is clearly marked where pedestrians and bicyclists are supposed to be.	This design takes up more space, which would require the bikeway to be immediately adjacent to the sidewalk. This could be challenging for those with visual disabilities.

# Rice Street

## Capitol Area Reconstruction

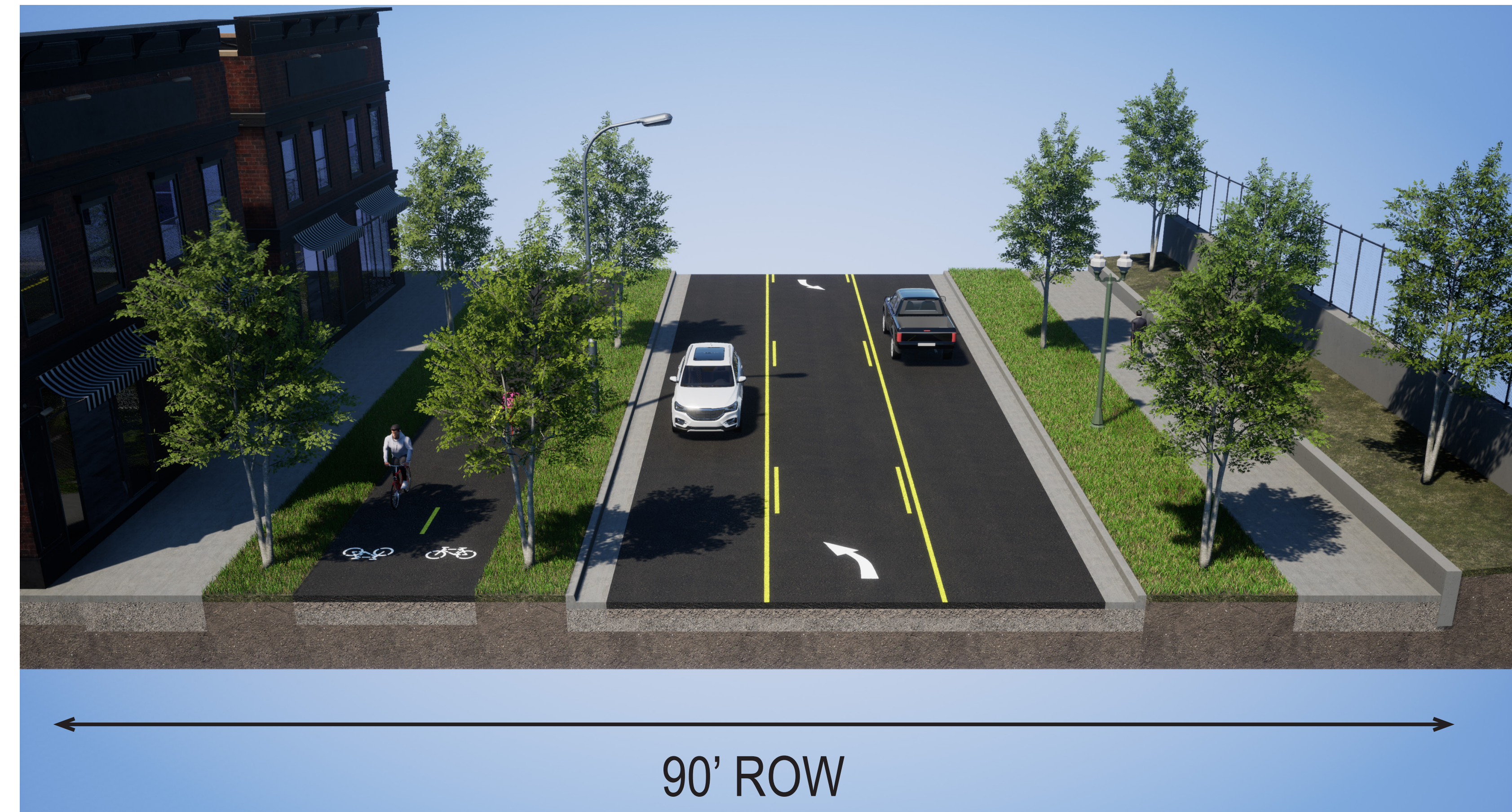


### Concept 1: Bicycle track

- 3-lane roadway, including left turn lanes
- Two-way cycle track
- Separate sidewalk space
- Medians at Charles Avenue and south of Fuller Avenue
- Boulevard spaces to allow for trees and greening

The medians at Charles Avenue and south of Fuller Avenue will keep drivers from darting around stopped buses. It also serves as a pedestrian refuge so people would only need to cross one lane of traffic at a time.

See the layout on the tables for a more detailed view of this concept.



How does this concept meet your needs in the following areas? *Sticker your answers below.*

<b>Driving safety and access</b>	This does not meet my needs	This meets some of my needs	This meets most of my needs
<b>Bicyclist safety and access</b>	This does not meet my needs	This meets some of my needs	This meets most of my needs
<b>Pedestrian safety and access</b>	This does not meet my needs	This meets some of my needs	This meets most of my needs
<b>Transit user safety and access</b>	This does not meet my needs	This meets some of my needs	This meets most of my needs
<b>Public space access</b>	This does not meet my needs	This meets some of my needs	This meets most of my needs

# Rice Street

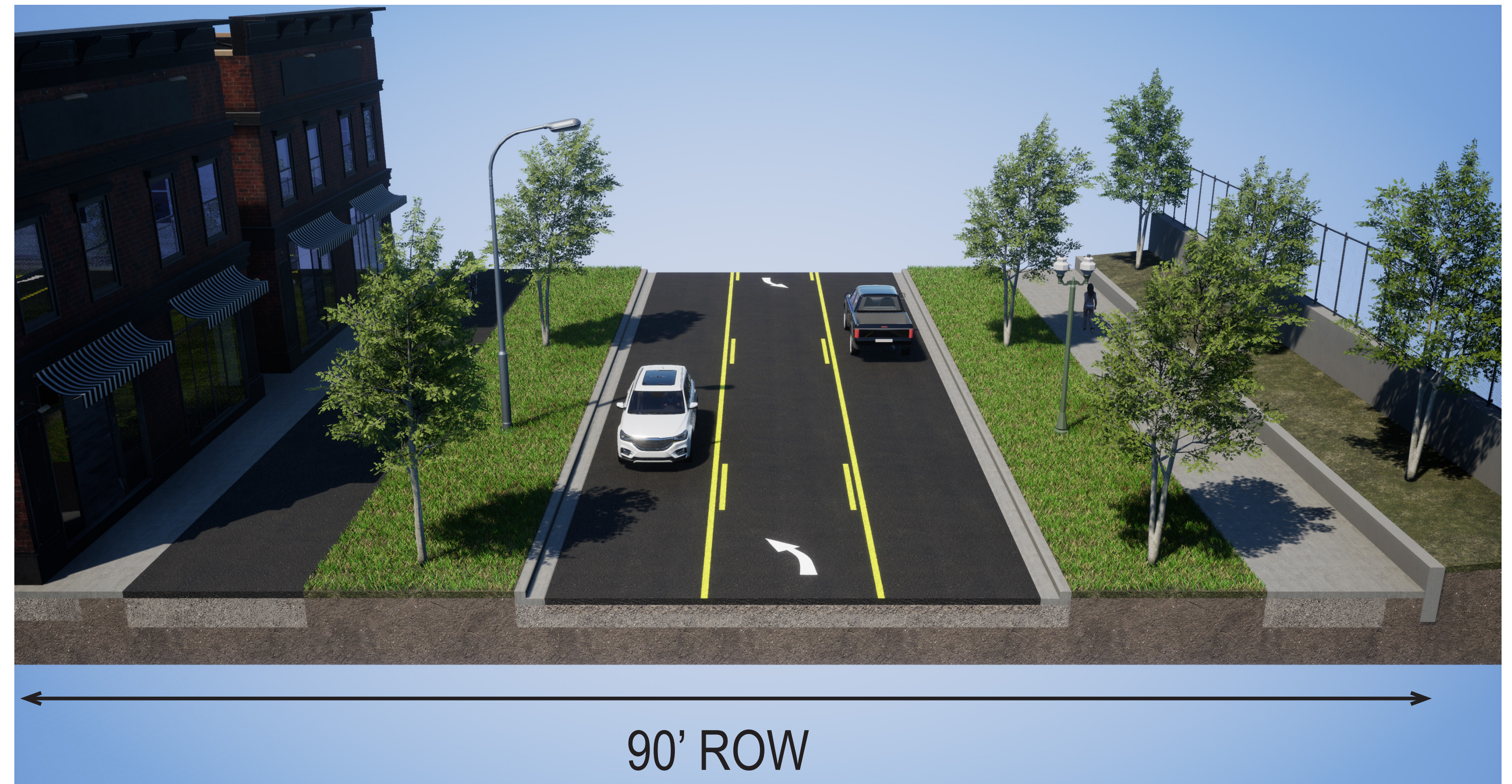
## Capitol Area Reconstruction

### Concept 2: Shared use path

- 3-lane roadway, including left turn lanes
- Shared use path on the west, sidewalk on the east
- Medians at Charles Avenue and south of Fuller Avenue
- Boulevard spaces to allow for trees and greening

The medians at Charles Ave and south of Fuller Avenue will keep drivers from darting around stopped buses. It also serves as a pedestrian refuge so people would only need to cross one lane of traffic at a time.

See the layout on the tables for a more detailed view of this concept.



How does this concept meet your needs in the following areas? *Sticker your answers below.*

	This does not meet my needs	This meets some of my needs	This meets most of my needs
<b>Driving safety and access</b>	_____	_____	_____
<b>Bicyclist safety and access</b>	_____	_____	_____
<b>Pedestrian safety and access</b>	_____	_____	_____
<b>Transit user safety and access</b>	_____	_____	_____
<b>Public space access</b>	_____	_____	_____

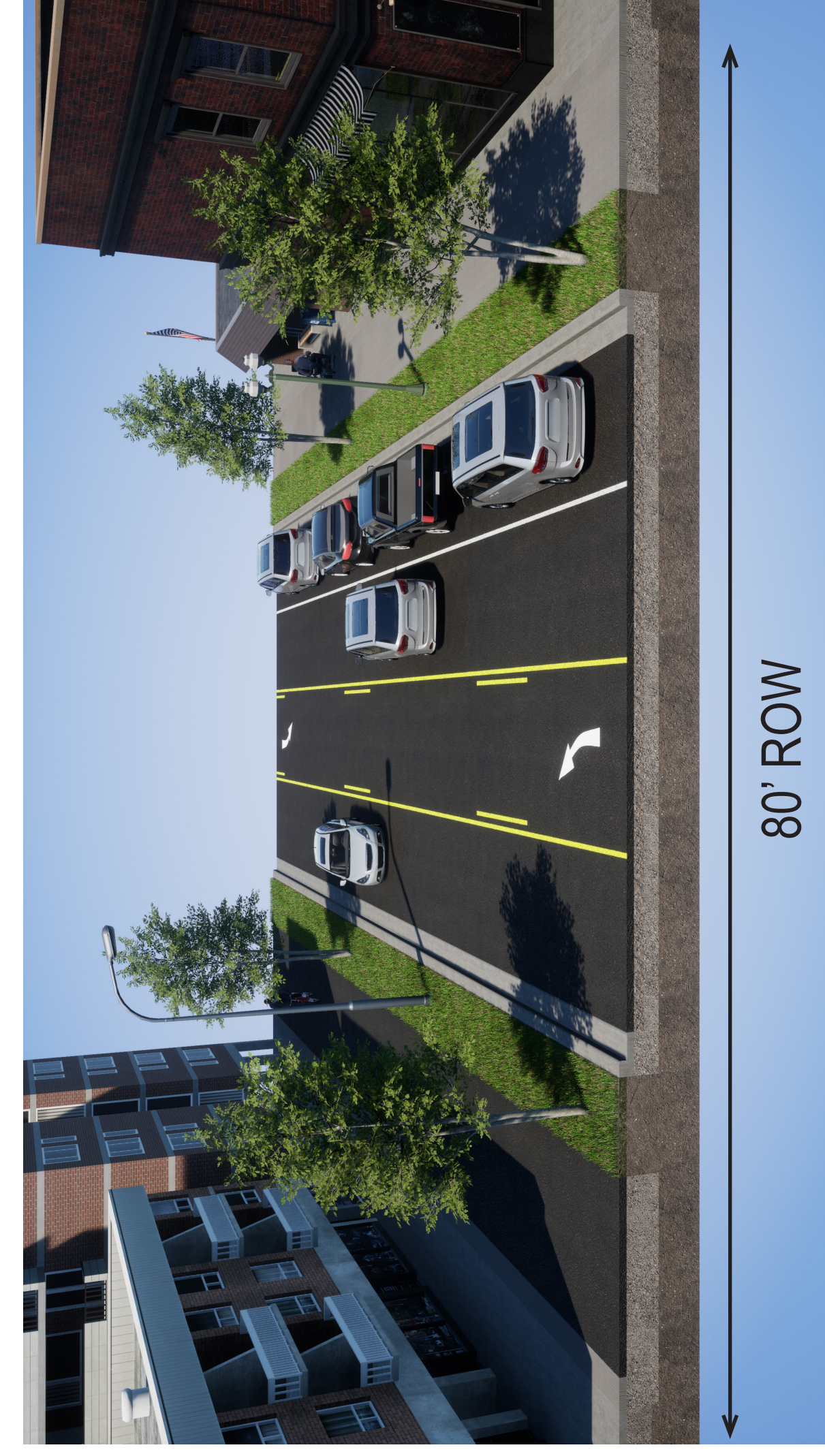
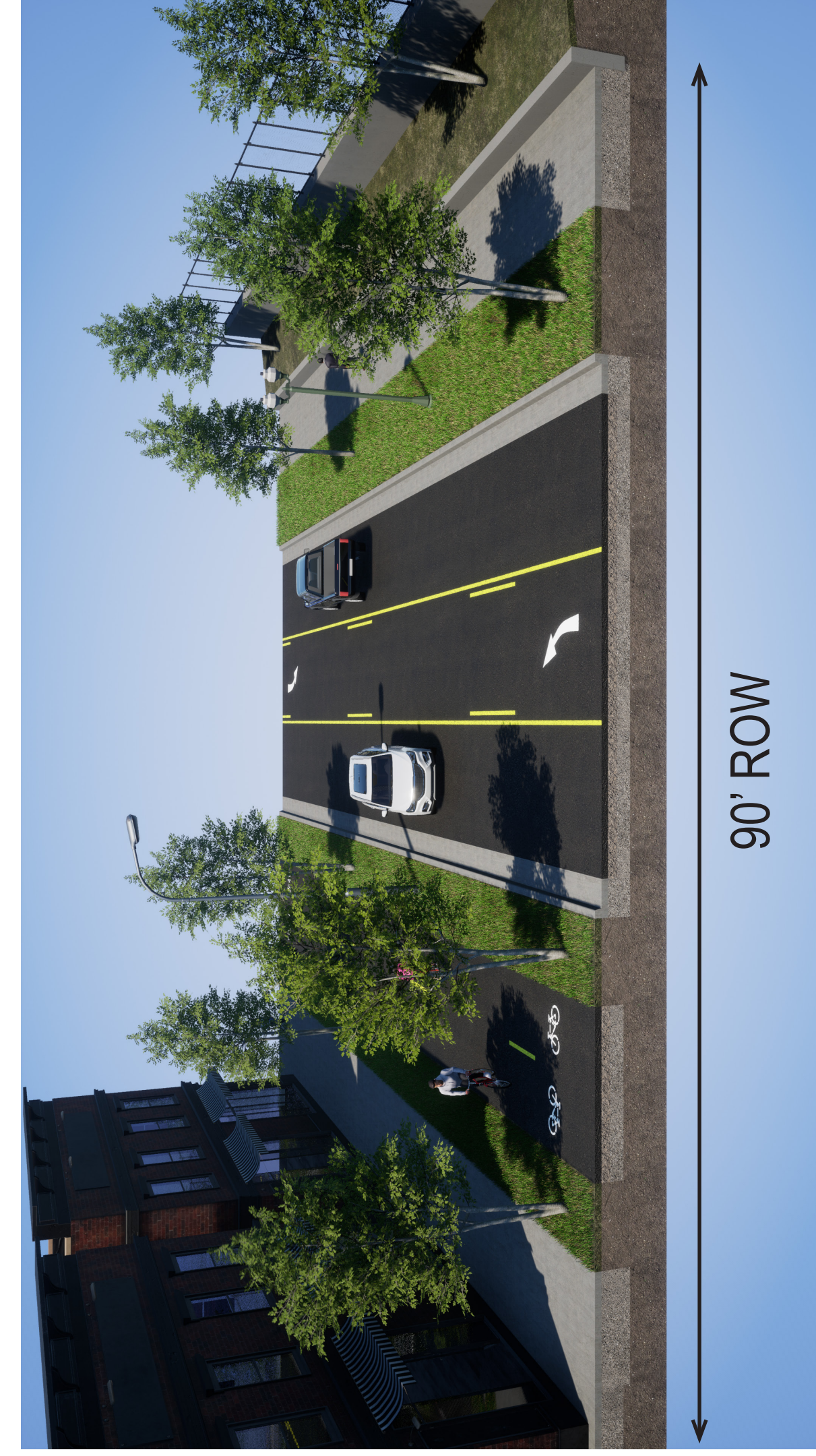
# Rice Street Capitol Area Reconstruction

## Concept 3: Hybrid bicycle features

- 3-lane roadway, including left turn lanes
- Two-way cycle track from John Ireland Boulevard to University Avenue
- Shared use path from University Avenue to Pennsylvania Avenue
- Medians at Charles Avenue and south of Fuller Avenue
- Boulevard spaces to allow for trees and greening

The medians at Charles Ave and south of Fuller Avenue will keep drivers from darting around stopped buses. It also serves as a pedestrian refuge so people would only need to cross one lane of traffic at a time.

See the layout on the tables for a more detailed view of this concept.



How does this concept meet your needs in the following areas? *Sticker your answers below.*

<b>Driving safety and access</b>	This does not meet my needs	This meets some of my needs	This meets most of my needs
<b>Bicyclist safety and access</b>	This does not meet my needs	This meets some of my needs	This meets most of my needs
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<b>Transit user safety and access</b>	This does not meet my needs	This meets some of my needs	This meets most of my needs
<b>Public space access</b>	This does not meet my needs	This meets some of my needs	This meets most of my needs

# Rice Street

## Capitol Area Reconstruction



### Rice Street north of University Avenue

Rice Street north of University Avenue is narrower than the segment south of University Avenue, meaning fewer features will be able to fit within the roadway space.

Which of the following are most important to include? **Sticker two.**

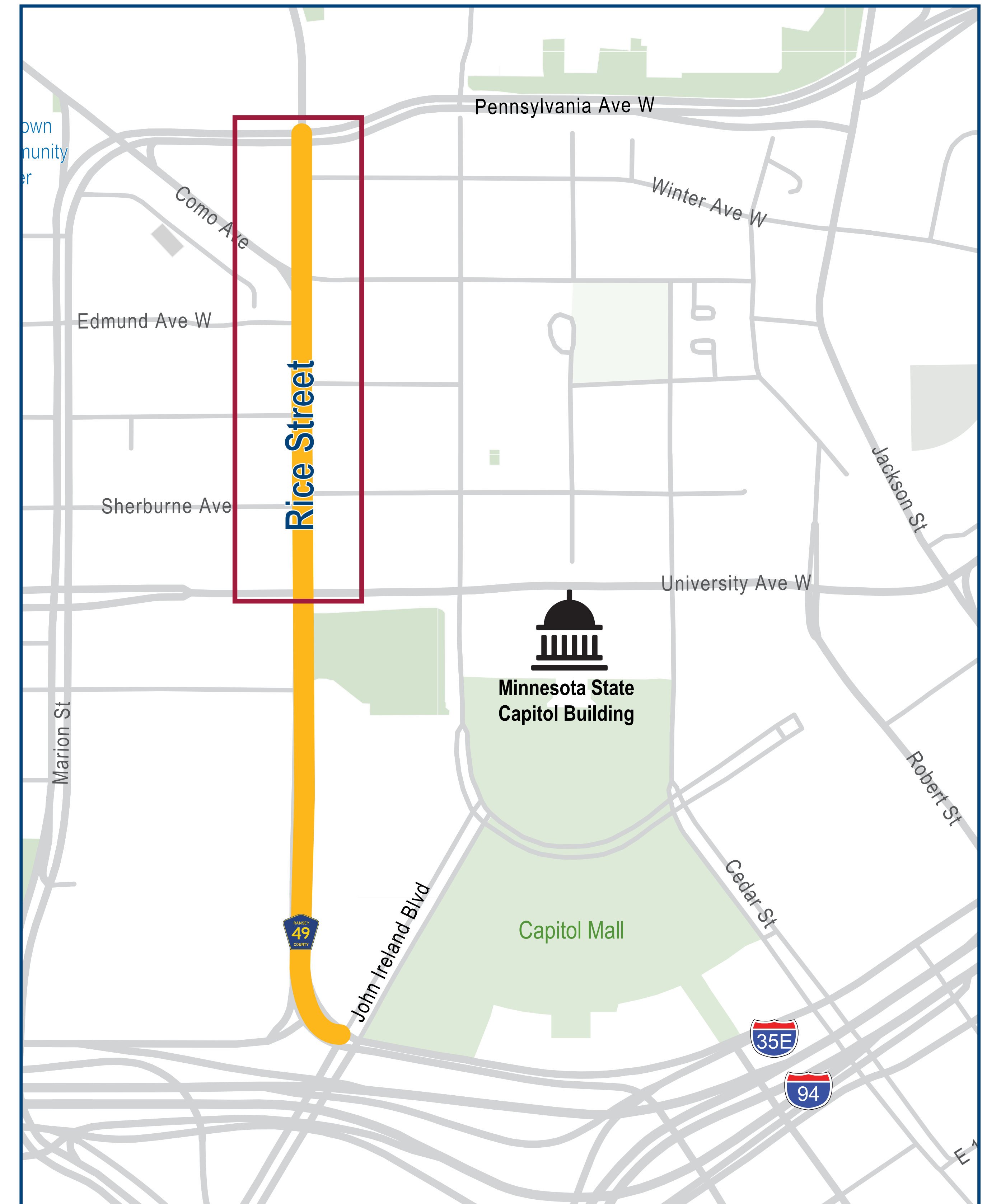
 Public space

 Two-way cycle track

 Shared use path

 Benches/tables

 On-street parking



# Rice Street Capitol Area Reconstruction

## Triangle area

The “triangle area” is a confluence of many streets and crossing places for cars, people, and bikes around the intersection of Rice Street, Como Avenue, and Pennsylvania Avenue.

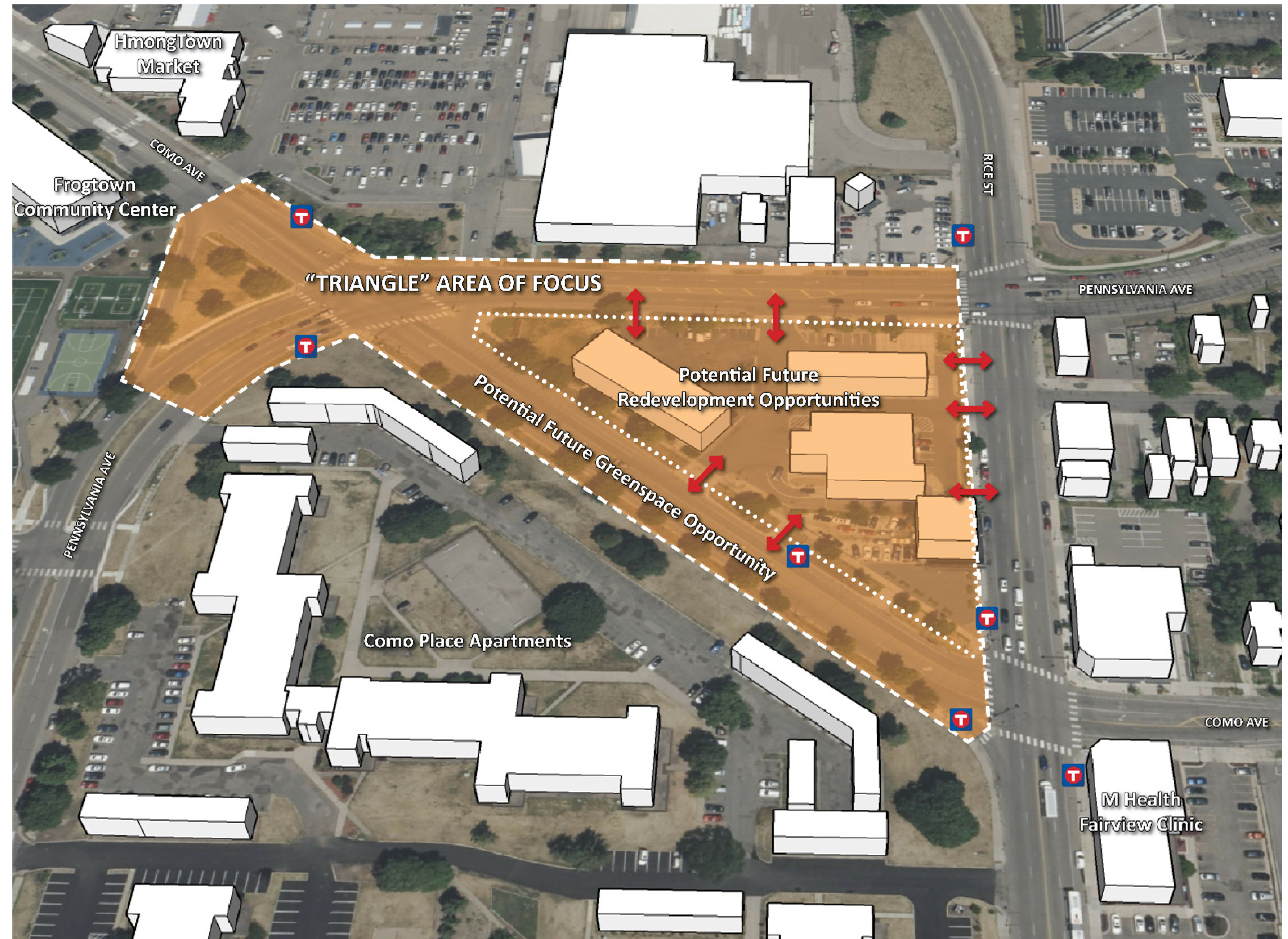
Rethinking the arrangement of the streets could create safer access, more green spaces, and potential redevelopment.

**What concerns do you have traveling around the triangle area today?**

**What improvements, if any, would you like to see in the future?**



Leave your ideas on a sticky note on the map.



# Rice Street

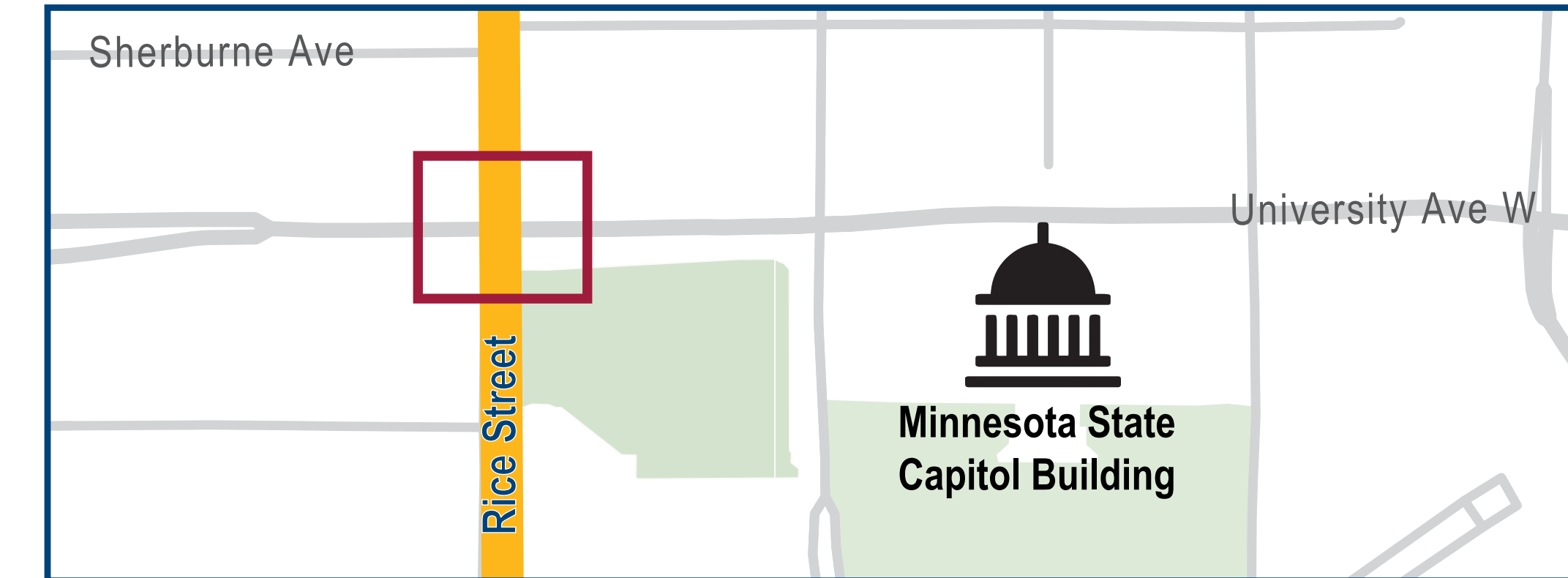
## Capitol Area Reconstruction



### Rice Street and University Avenue mobility hub

Ramsey County plans to make the area surrounding the Rice Street and University Avenue intersection into a mobility hub. A mobility hub is a place where people can connect with several forms of transportation, such as public transit, bike/scooter share, and car share. These areas can also include additional pedestrian and multimodal amenities.

What features would you especially like to see at a mobility hub here? Sticker two.



#### Trees and greenery



#### Public art



#### Wayfinding



#### Rideshare zone



#### Tables, chairs, benches



#### Improved lighting



#### Bike and scooter parking



# Rice Street

## Capitol Area Reconstruction


### Rondo/John Ireland Boulevard area

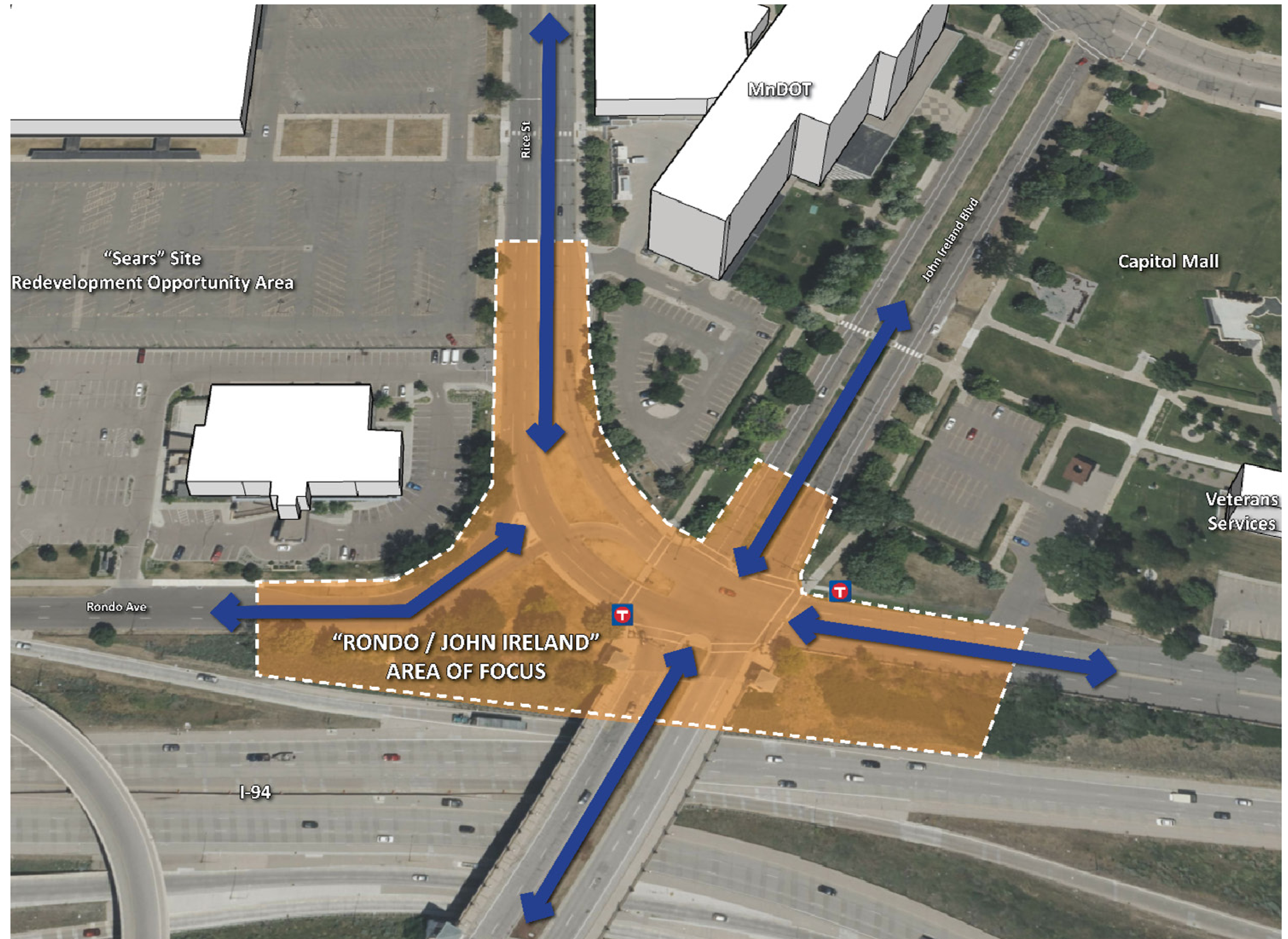
The Rondo/John Ireland Boulevard area is a confluence of many streets, coming together in one complicated intersection: Rice Street, Rondo Avenue, and John Ireland Boulevard just north of Interstate 94.

Rethinking the arrangement of the streets could create safer access, and crossings for those walking, biking, and driving.

**What concerns do you have traveling around the Rondo/John Ireland Boulevard area today?**

**What improvements, if any, would you like to see in the future?**

 Leave your ideas on a sticky note on the map.

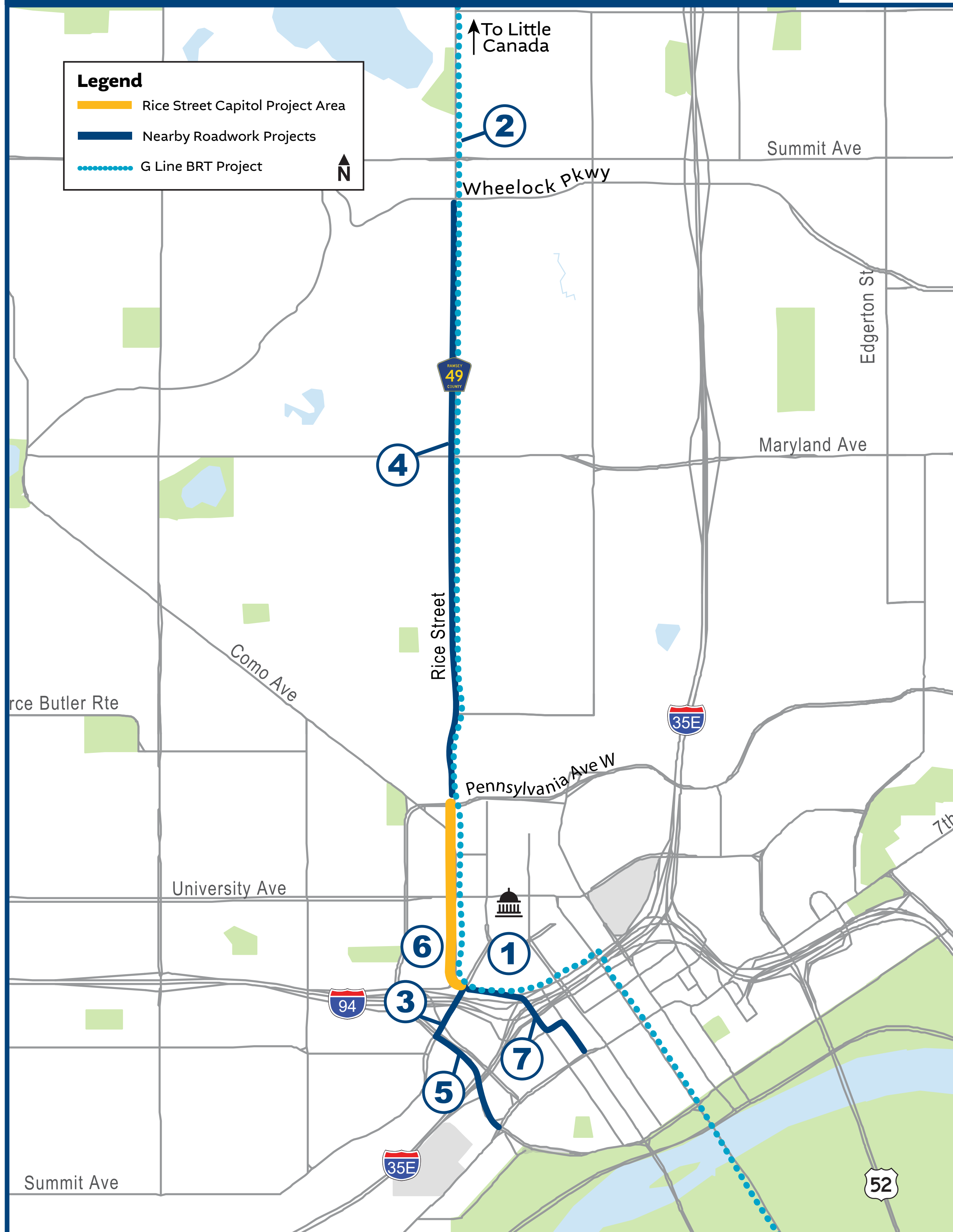


# Rice Street

## Capitol Area Reconstruction



### Coordinated Projects



#### 1 Martin Luther King Jr Blvd Community Commons

Capitol Mall area

- Martin Luther King Jr. Blvd. Community Commons is the first project of the Capitol Mall Design Framework. This project aligns with priorities expressed in the framework to expand tree canopy, install more benches and picnic tables and add gardens and symbolic plantings (#3 priority). The project works to create a new heart for community gathering, artistic expression and free speech.



[mncapitolmall.engage.sasaki.com](https://mncapitolmall.engage.sasaki.com)

#### 2 Metro Transit G Line

Rice St from Little Canada – West St. Paul

- The METRO G Line is a planned arterial bus rapid transit (BRT) line. The G Line will provide fast and reliable transit service in the Rice Street and Robert Street corridor. The Rice Street portion of the G Line is expected to be constructed in Phase 1 of the project.
- Phase 1 expected in 2026 and 2027, Phase 2 in 2028



[metrotransit.org/g-line-project](https://metrotransit.org/g-line-project)

#### 3 John Ireland Bridge

John Ireland from Kellogg Blvd - Rice St

- MnDOT will be making improvements and focused structural repairs to the John Ireland Blvd. bridge over I-94 between Kellogg Blvd. and Rice St. in Saint Paul.
- Begins in 2026



[dot.state.mn.us/metro/projects/johnirelandbridge/index.html](https://dot.state.mn.us/metro/projects/johnirelandbridge/index.html)

#### 7 Wabasha Capital City Bikeway

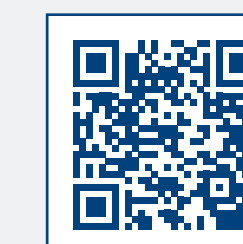
Wabasha St - 10th St - St. Peter St - 12th St

- The bikeway network will connect to existing trails and on-street bikeways, allowing people comfortable and convenient bicycle access to and through downtown.
- In visioning stage – timeline to be determined

#### 4 Rice Street Reconstruction (North Area)

Rice St from Pennsylvania Ave - Wheelock Pkwy

- Ramsey County and the City of Saint Paul are working to define a community-driven vision for Rice Street. Over the past several years, the project has been defined by a focus on coordination and collaboration. Long term road closures on Rice Street will not start until the spring of 2025. The road will be closed during the construction season 2025-2027. The roadway will be open to traffic during the winter.
- 2025-2027



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

#### 5 Capital City Bikeway Phase III

Kellogg Blvd from John Ireland Blvd to W 7th Street

- The bikeway network will connect to existing trails and on-street bikeways, allowing people comfortable and convenient bicycle access to and through downtown.
- 2025-2027



[stpaul.gov/departments/public-works/transportation-and-transit/bike-saint-paul/capital-city-bikeway](https://stpaul.gov/departments/public-works/transportation-and-transit/bike-saint-paul/capital-city-bikeway)

#### 6 Sears Site Redevelopment

425 Rice Street

- Ongoing process of redesigning the old Sears site at 425 Rice Street with the goal of creating a cultural heritage corridor for people to work, live, learn and play.
- In visioning stage – timeline to be determined



[ww1.amamedia.org/redevelopment-of-sears/](https://ww1.amamedia.org/redevelopment-of-sears/)

# Rice Street

## Capitol Area Reconstruction



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### Next steps

Cece Zarzar



Krista Beier



Malik Curtis



Melvin Giles



Take the survey  
[surveymonkey.com/r/RiceStreetSurvey](https://surveymonkey.com/r/RiceStreetSurvey)

*Scan me!*

We will continue to collect input on these concepts through the end of June. Below are a few of our confirmed events, hosted by artists!

#### Triangle Garden Social Hour

Intersection of Rice Street and Como Avenue

Saturday, June 7,  
1 to 4 p.m.

#### Community Peace Celebration

Ober Community Center  
(376 Western Avenue North, Saint Paul)

Friday, June 20,  
2 to 6 p.m.

#### Little Mekong Night Market

422 University Avenue West, Saint Paul

Saturday, June 28,  
5 to 11 p.m.

Sunday, June 29,  
5 to 8 p.m.

At the next public meeting, we will share the recommended design concept based on technical analysis and public input. Sign up for email updates to stay in the loop on upcoming events.



*Sign up for text or email updates!*