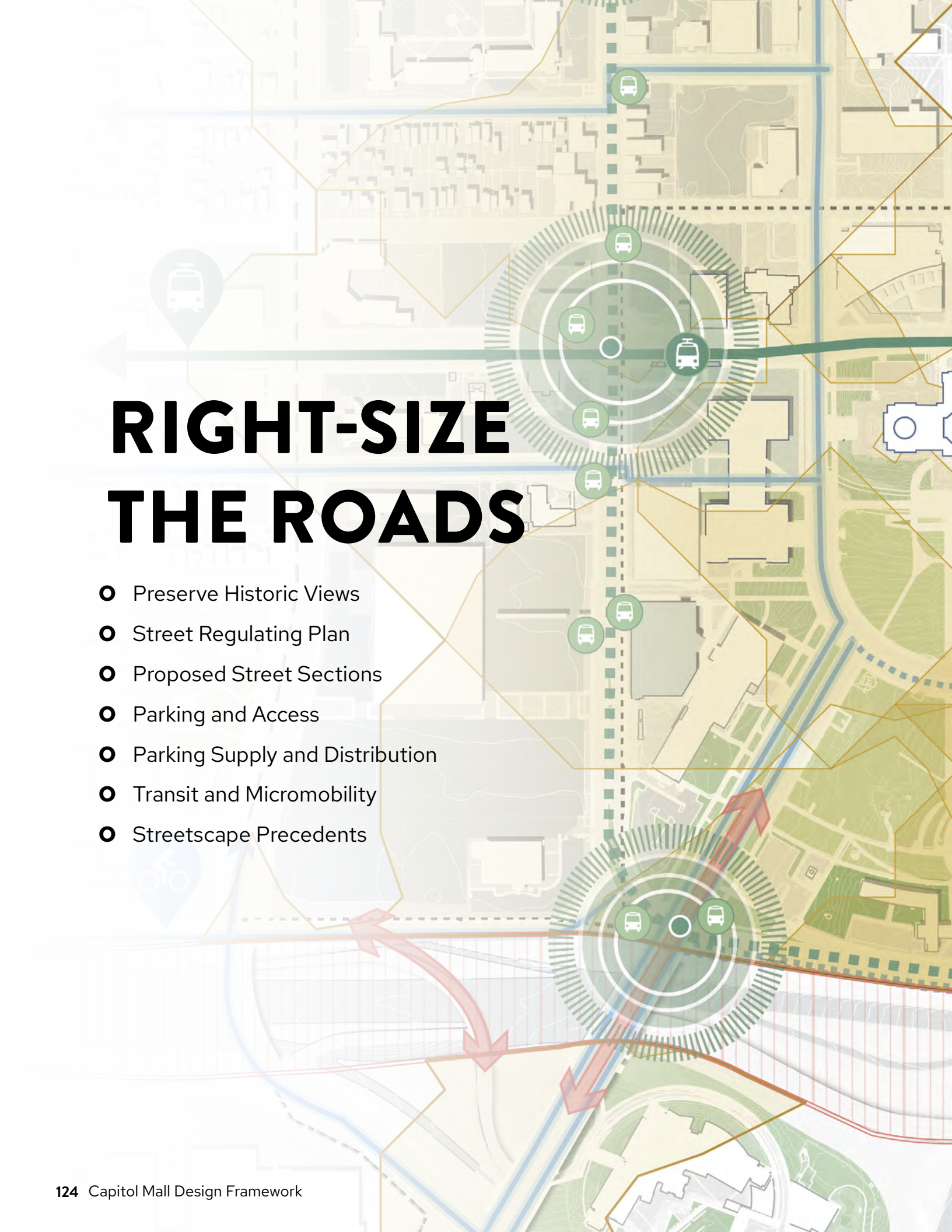


RIGHT-SIZE THE ROADS

- Preserve Historic Views
- Street Regulating Plan
- Proposed Street Sections
- Parking and Access
- Parking Supply and Distribution
- Transit and Micromobility
- Streetscape Precedents

Right size the roads to preserve historic viewsheds and provide comfortable pedestrian experience.

RIGHT-SIZE THE ROADS AND REINFORCE THEM WITH TREES

Many of the streets within the Capitol Campus are over-sized. The lanes themselves are too wide (13+ feet) and/or the streets contain too many lanes given the number of cars that travel them, even during typical rush hour time periods. Therefore, the ROW dedicated to cars can be reduced and reallocated to pedestrians, street trees, green infrastructure, cyclists, and other shared mobility options like BRT. Sometimes referred to as road-diets, these reductions are proven to not create more traffic. Furthermore, the addition of larger sidewalks, increased tree canopy, and bioswales creates more comfortable and engaging public realms that people want to explore and traverse. This is particularly important since many of the streetscapes around the Capitol Campus are infrastructure-heavy and harsh pedestrian environments with few amenities. Given the historic viewsheds created by some of these streets—specifically, John Ireland Boulevard and Cedar Street—extra attention is given to maintaining views between the Capitol Building and Downtown as well as the Cathedral of Saint Paul.

TAKEAWAYS

- The streets around the Capitol Mall are currently oversized.
- ROW dedicated to vehicles can be slightly reduced and given back to pedestrians, street trees, green infrastructure, and other shared mobility options.

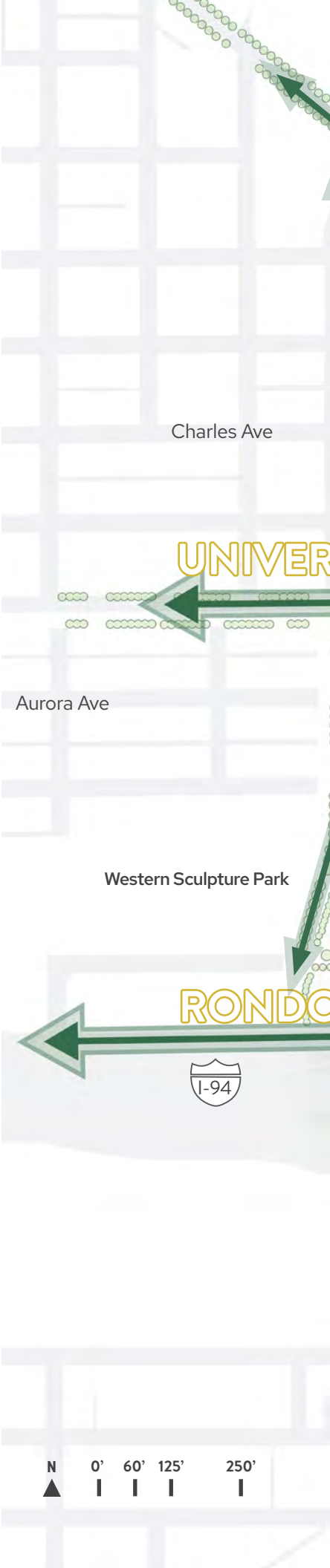
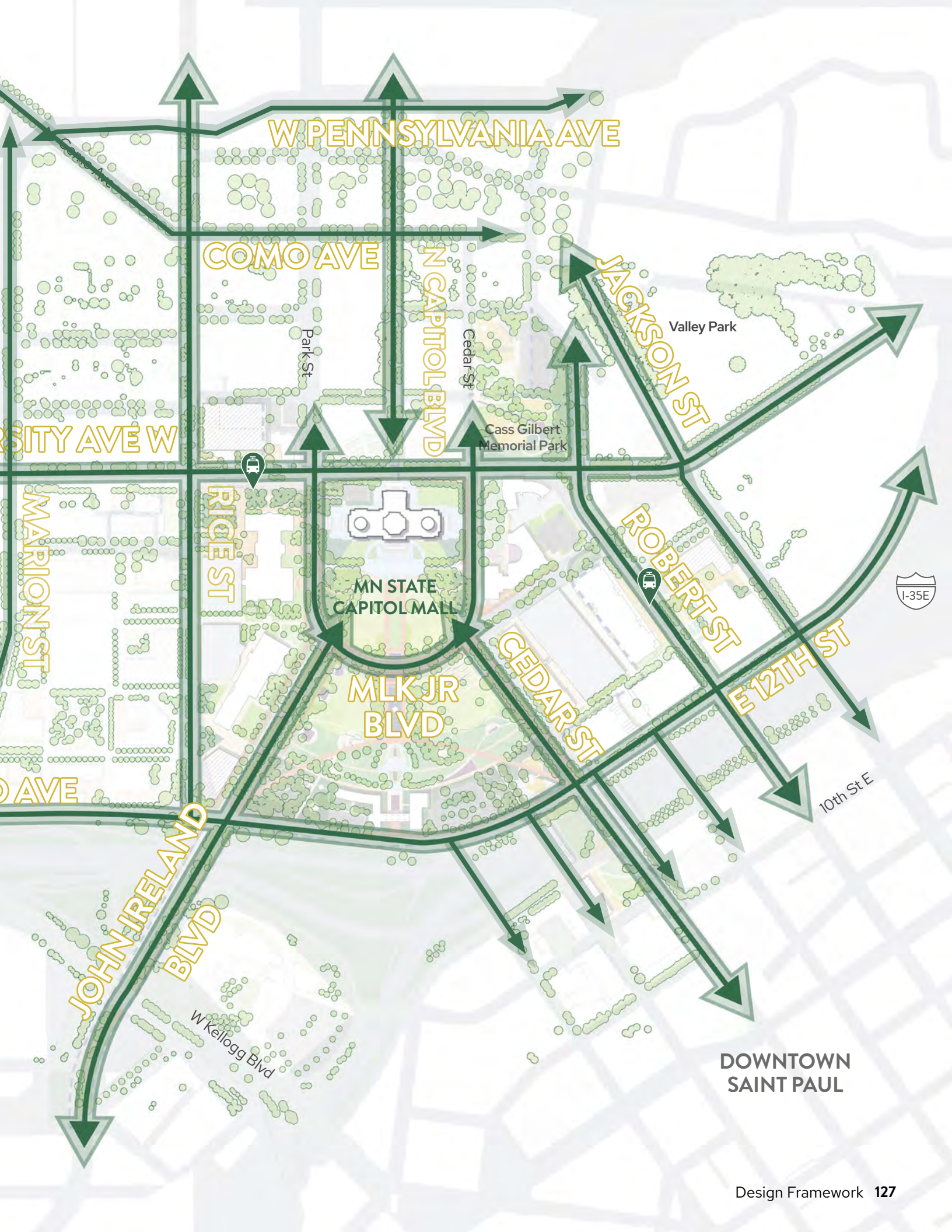


Figure 88: Right-size the Road and Reinforce with Trees


W PENNSYLVANIA AVE
COMO AVE
N CAPITOL BLVD
Park St
Cedar St
JACKSON ST
Valley Park
Cass Gilbert Memorial Park
SITY AVE W
MARION ST
RICE ST
MN STATE CAPITOL MALL
ROBERT ST
I-35E
MLK JR BLVD
CEDAR ST
E 12TH ST
10th St E
D AVE
JOHN IRELAND BLVD
W Kellogg Blvd
DOWNTOWN SAINT PAUL

STREET REGULATING PLAN

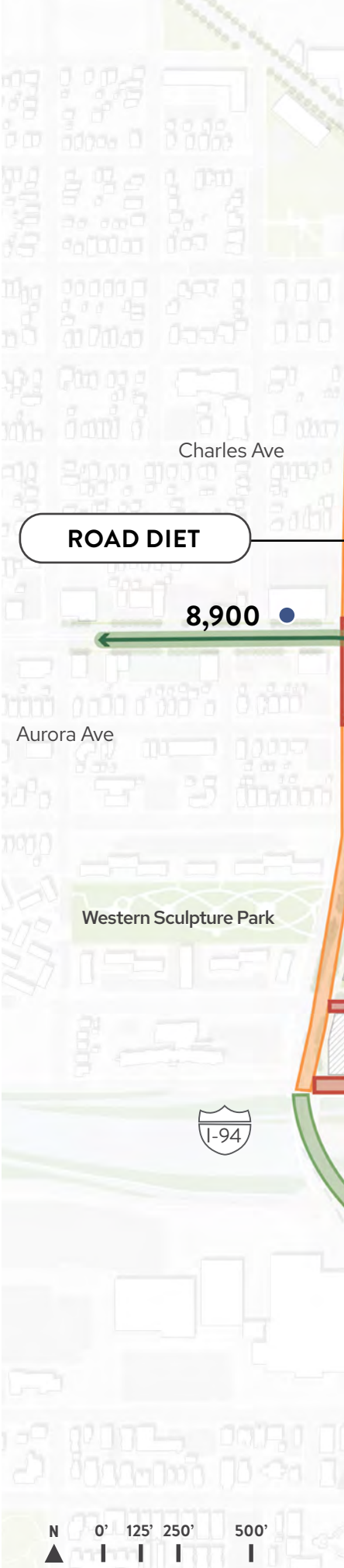
VEHICULAR CIRCULATION

The 2040 Comprehensive Plan categorizes streets based on future desired streetscape experience. These street categories or typologies are still relevant for the Design Framework. They include the following:

- Civic Streets are primary view corridors and pedestrian ways as people move about the Capitol Campus. These streets have a design history dating back to Cass Gilbert.
- Mixed-use Corridors provide access to a mix of small- and medium-sized businesses as well as residences in mixed-use buildings. They also provide high-quality transit service while fostering a pedestrian scale.
- Institutional Streets provide access to state buildings and other large office buildings. They provide an exceptional pedestrian experience with high-quality street furnishings.
- Existing Neighborhood Streets provide safe and inviting places to walk with direct access through the neighborhood to adjacent corridors and transit.
- Residential Corridors are more substantial than existing neighborhood streets and connect neighborhoods to major corridors.
- Downtown Streets host a wide range of high-density uses and provide access to a mix of office, retail, restaurants, arts and entertainment, and residential uses.

While a formal traffic study is underway, best practice determines that average annual daily traffic (AADT) indicates the following streets do not warrant two lanes in each direction and thus support road diets to one-lane in each direction: Rice Street, Cedar Street, and Rev. Dr. Martin Luther King, Jr. Boulevard. For Rice Street in particular, a road diet is the only way to accommodate other modes of travel as specified in the 2040 Comprehensive Plan and other guiding documents (BRT and separated/protected bike lanes). It is important to note that AADT is only a snapshot in time and does not account for traffic volatility or change in traffic patterns due to the pandemic, public transit ridership, and LRT/BRT extensions. Reference the 2040 Comprehensive Plan for more information regarding AADT.

The Design Framework focuses on the following streets as primary candidates for re-envisioning: Rice Street, John Ireland Boulevard, Cedar Street, University Avenue, North Capitol Avenue and West 12th Street. Proposed street sections for these roadways are outlined in the following pages.



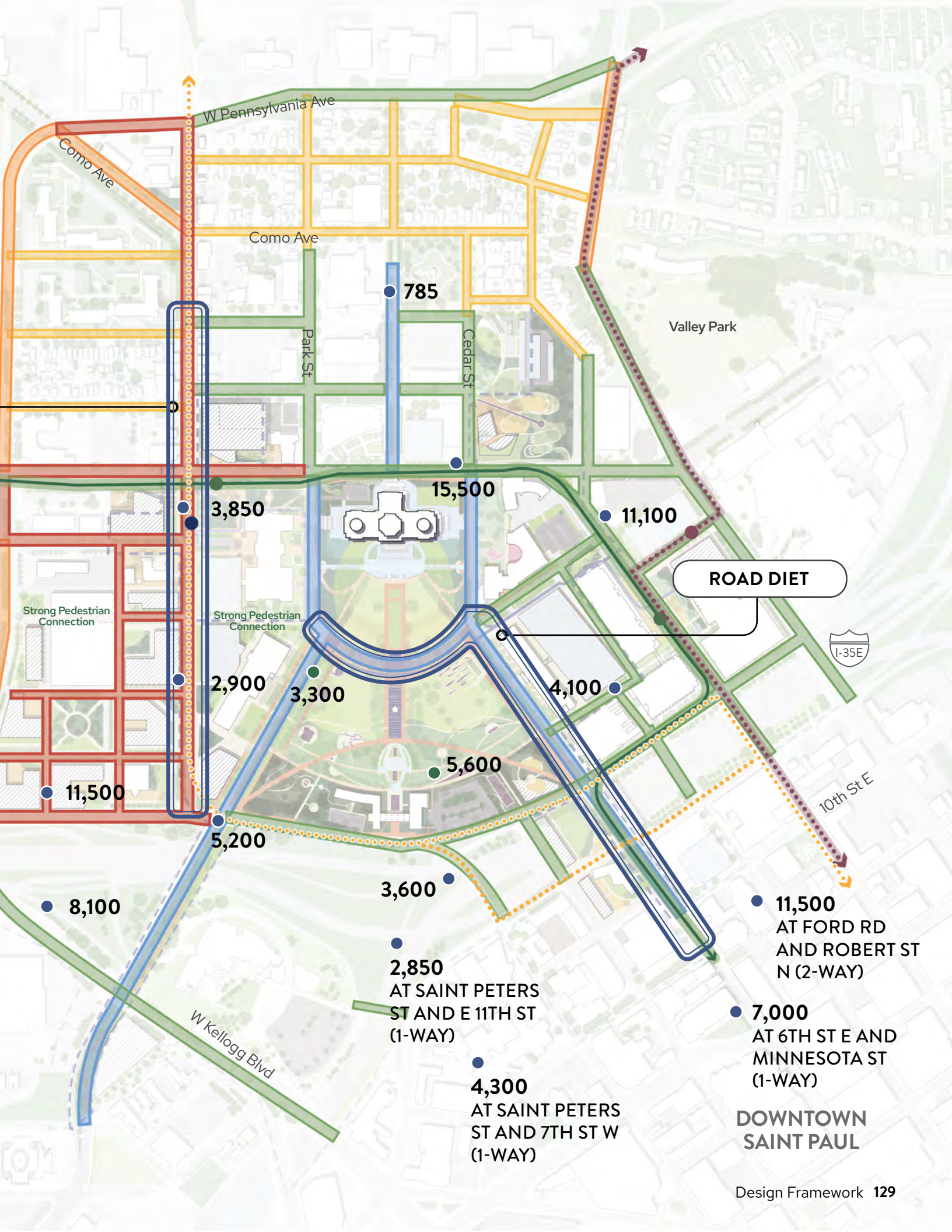
LEGEND

- Road Diet
- LRT Green Line
- BRT Gold Line (Planned)
- BRT Purple Line (Planned)
- Average Annual Daily Traffic Count (2040 Comprehensive Plan, CAAPB)

Street Typologies

- Civic
- Mixed-Use
- Institutional
- Neighborhood Corridor
- Residential

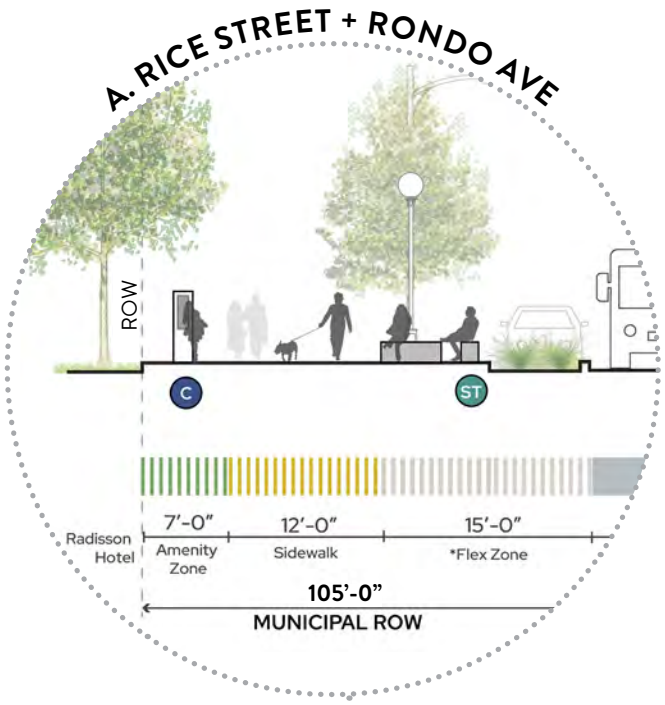
Figure 89: Street Regulating Plan

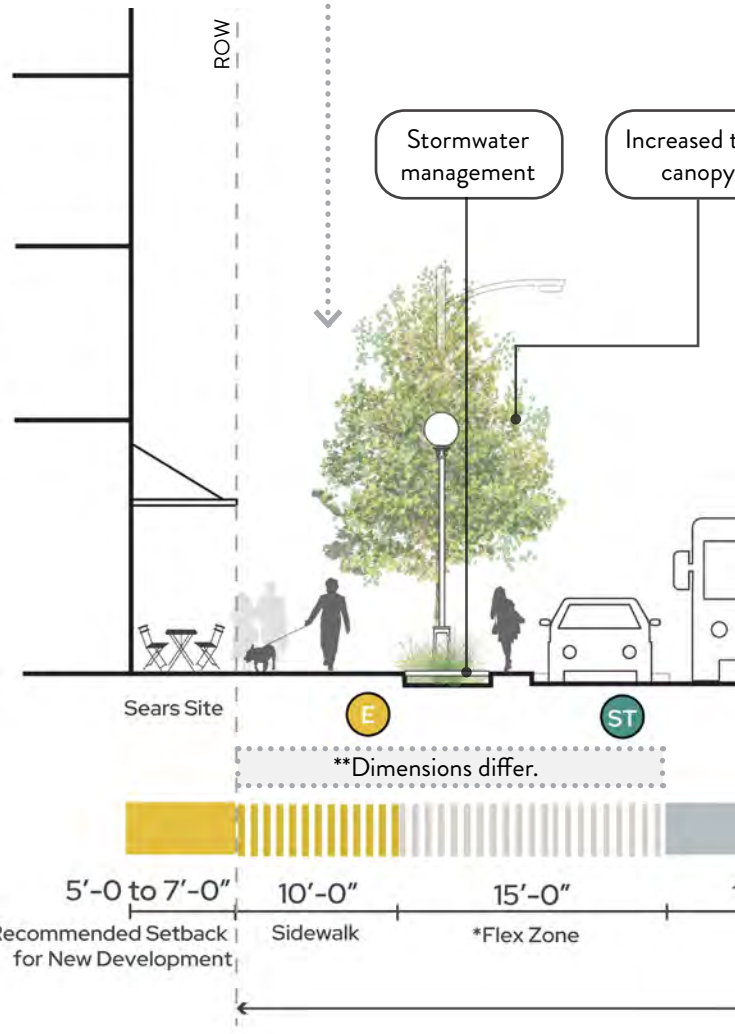

W Pennsylvania Ave
Como Ave
Como Ave
785
Park St
Cedar St
Valley Park
15,500
3,850
11,100
ROAD DIET
Strong Pedestrian Connection
Strong Pedestrian Connection
I-35E
2,900
3,300
4,100
5,600
11,500
10th St E
5,200
3,600
8,100
W Kellogg Blvd
2,850
AT SAINT PETERS ST AND E 11TH ST (1-WAY)
11,500
AT FORD RD AND ROBERT ST N (2-WAY)
7,000
AT 6TH ST E AND MINNESOTA ST (1-WAY)
4,300
AT SAINT PETERS ST AND 7TH ST W (1-WAY)
DOWNTOWN SAINT PAUL

RICE STREET
PROPOSED STREET SECTIONS

Rice Street fluctuates in width from Rondo Ave/West 12th Street (105-foot ROW), to north of University Avenue (80-foot ROW). Rice Street also includes the proposed arterial BRT METRO G-Line. *Flex Zones can include street trees, landscaping, BRT transit shelters, street lighting and street parking. At its widest (A), Rice Street has an expanded pedestrian and amenity zone on the west side of the street closest to the Radisson Hotel. This establishes a threshold to the campus with wayfinding, street furniture and other amenities. At its narrowest (D), Rice Street does not include street parking; the west side of the street only provides a 10-foot flex zone that must simultaneously accommodate sidewalk, tree wells and any other pedestrian amenities. Careful coordination with the City, County, and Metro Transit is required to resolve the proposed BRT station at University and Como, since the ROW is not wide enough to contain both the station platform and separated bike lanes.

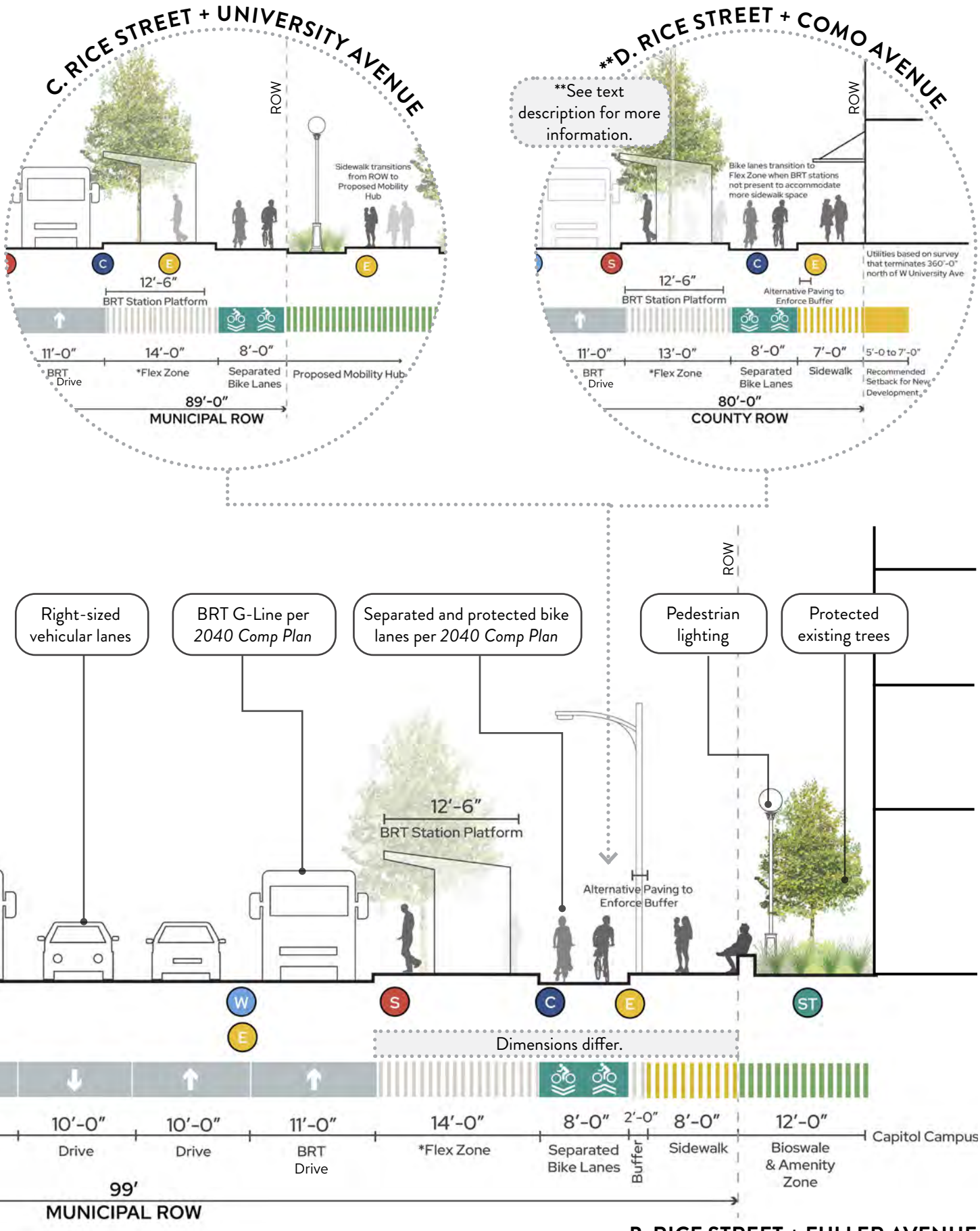
Reference the the Appendix for existing street sections.





LEGEND

- W Water
- ST Stormwater
- E Electrical
- C Underground Communication
- S Sewer



B. RICE STREET + FULLER AVENUE

JOHN IRELAND BOULEVARD
THE BIG DAY


Before

JOHN IRELAND BOULEVARD
EVERY DAY

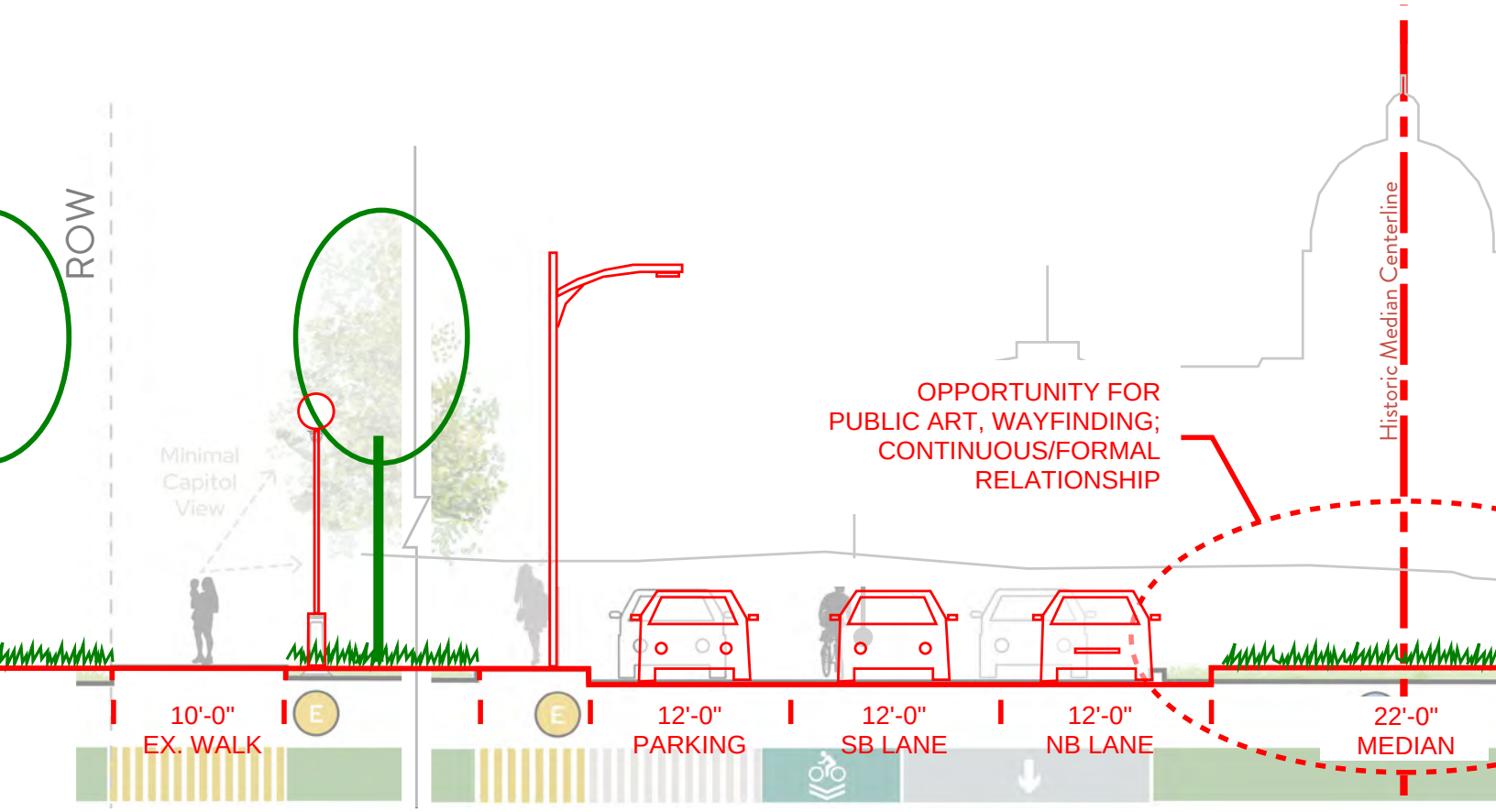

Before
DON'T WORRY
Coffee

JOHN IRELAND BOULEVARD

PROPOSED STREET SECTIONS

John Ireland Boulevard is a historically significant street in that it frames views between the Capitol Building and Cathedral of Saint Paul. Like Rice Street, the Saint Paul Bicycle Plan and 2040 Comprehensive Plan identifies John Ireland Boulevard as a primary bicycle way with separated and protected bike lanes. Lastly, food trucks currently park along John Ireland Boulevard and attract a significant amount of people throughout the day. With all this in mind, the newly envisioned boulevard proposes a lively multi-modal environment with an expanded sidewalk and a promenade where people can grab lunch and sit at movable furniture with primary views to the Capitol Building. This section was updated in the latter half of 2024 as part of the John Ireland Boulevard Bridge Study.

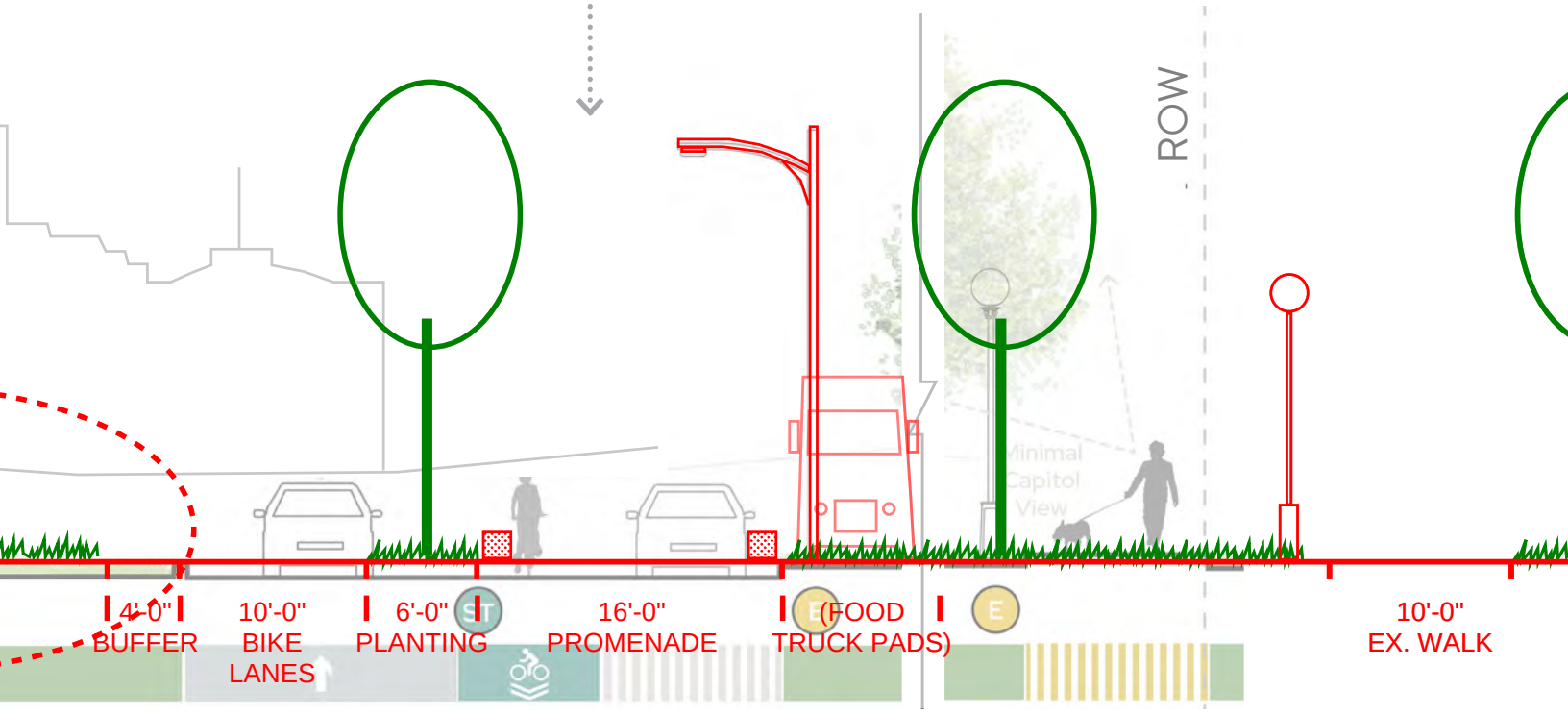
Reference the Appendix for existing street sections.



VIEW 1 FROM AMENITY ZONE

VIEW 2 FROM AMENITY ZONE

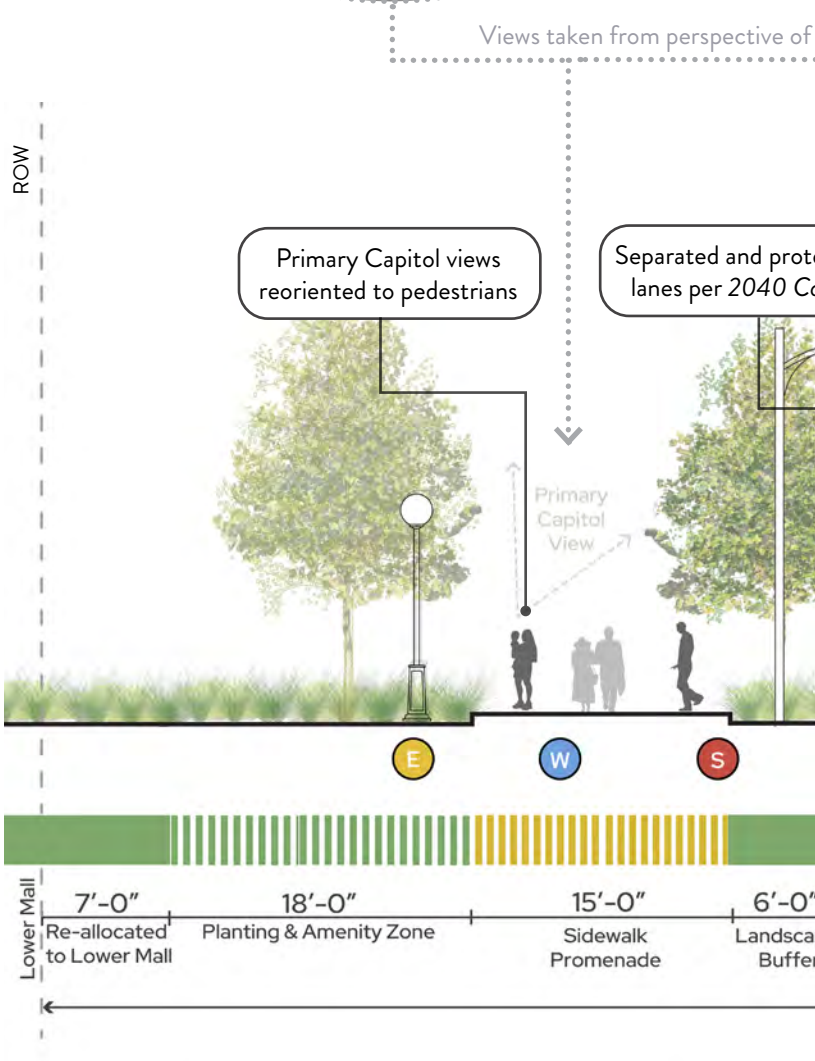
Views taken from perspective of pedestrian in promenade.



CEDAR STREET
PROPOSED STREET SECTIONS

Like John Ireland Boulevard, Cedar Street is a historically significant viewshed between the Capitol Building and Downtown Saint Paul. It is also identified as a primary bicycle way in the Saint Paul Bicycle Plan and 2040 Comprehensive Plan. Lastly, the street is oversized both in width and number of lanes. The proposed Cedar Street addresses all of this, with right-sized vehicular lanes and strategically placed street trees that frame historic views to and from the Capitol Building. Easily accessible street parking allows for visitors and workers to conveniently park. A separated and protected bike lane provides direct access to Downtown. Pedestrians can meander down an extended promenade under large tree canopies. Bioswales and various other landscape zones capture stormwater and display various native plant species.

Reference the Appendix for existing street sections.

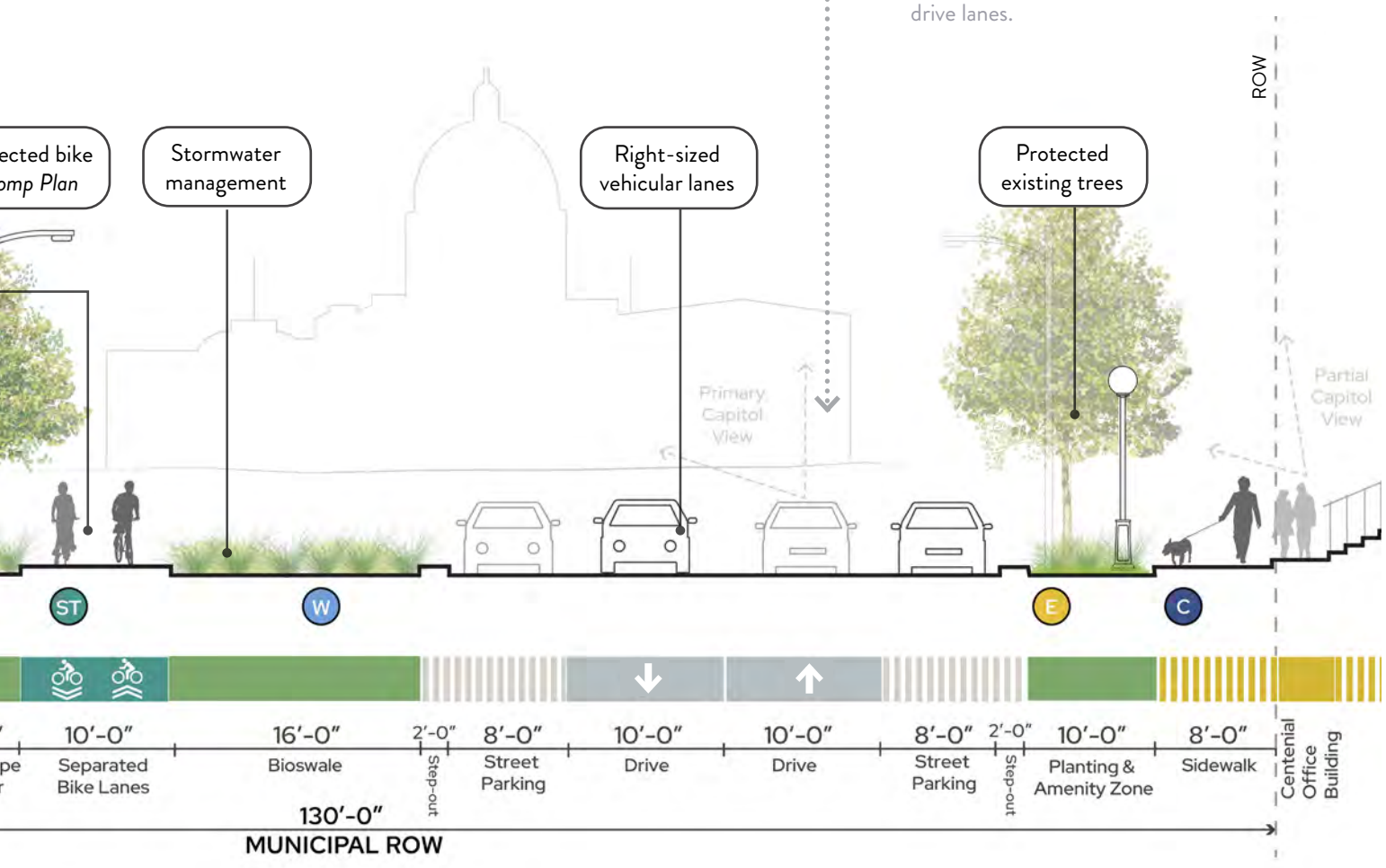


LEGEND

- W Water
- ST Stormwater
- E Electrical
- C Underground Communication
- S Sewer

pedestrian in Sidewalk Promenade.

View taken from perspective of driver in drive lanes.

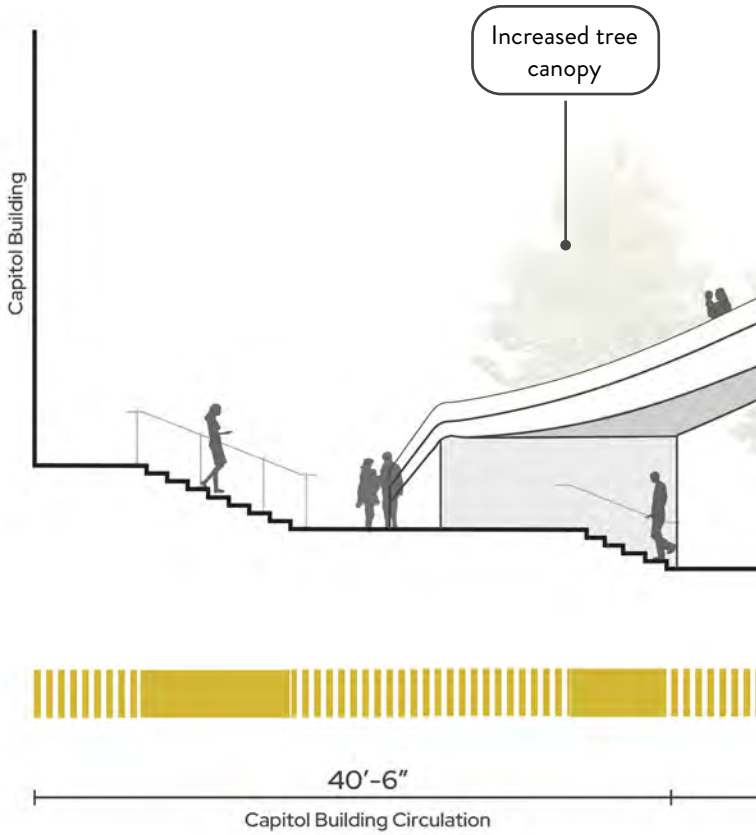


CEDAR STREET AT THE LOWER MALL

UNIVERSITY AVENUE
PROPOSED STREET SECTIONS

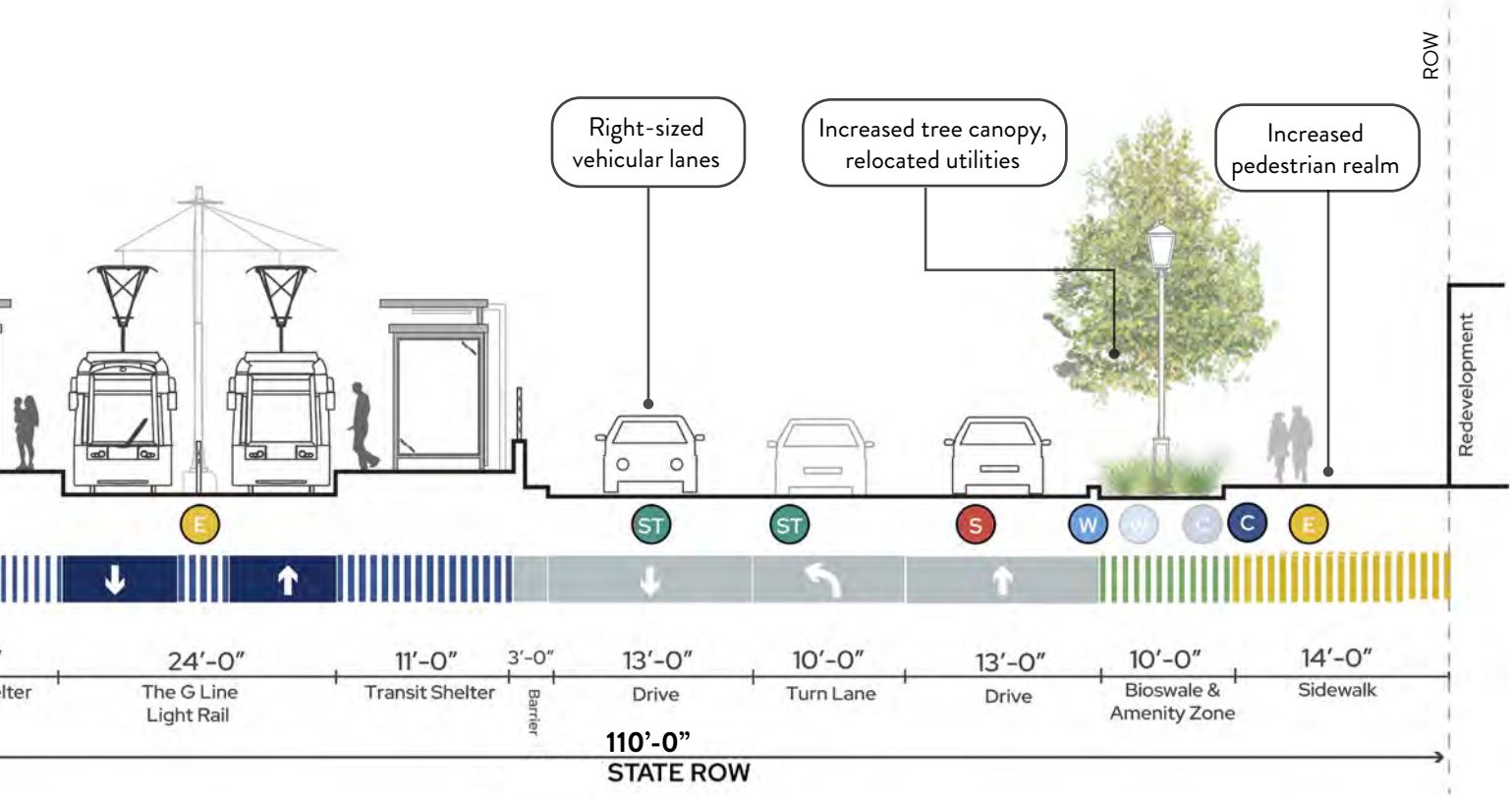
University Avenue fluctuates in size, only occupying a 60-foot ROW just adjacent to the Capitol Building, while expanding to a 110-foot ROW at the Capitol and Rice Street light rail station. Regardless of size, the street must accommodate light rail infrastructure while still providing for a safe and comfortable pedestrian environment. Both street sections right-size the vehicular lanes to add bioswales and extended pedestrian amenity zones. Enlarged sidewalks allow more pedestrian traffic, especially for those traveling to the newly proposed Cass Gilbert Park (discussed in a later section). University Avenue at North Capitol Avenue is a critical neighborhood connection to the north. Therefore, a proposed pedestrian bridge over University Avenue allows people to safely cross the street while observing prime views to the Capitol Building. Bridge design can explore a) a contemporary departure to clearly contrast the historic Capitol Building, or b) include some traditional articulation to tie into the traditional streetscape currently prevalent immediately adjacent to the Capitol Building.

Reference the Appendix for existing street sections.

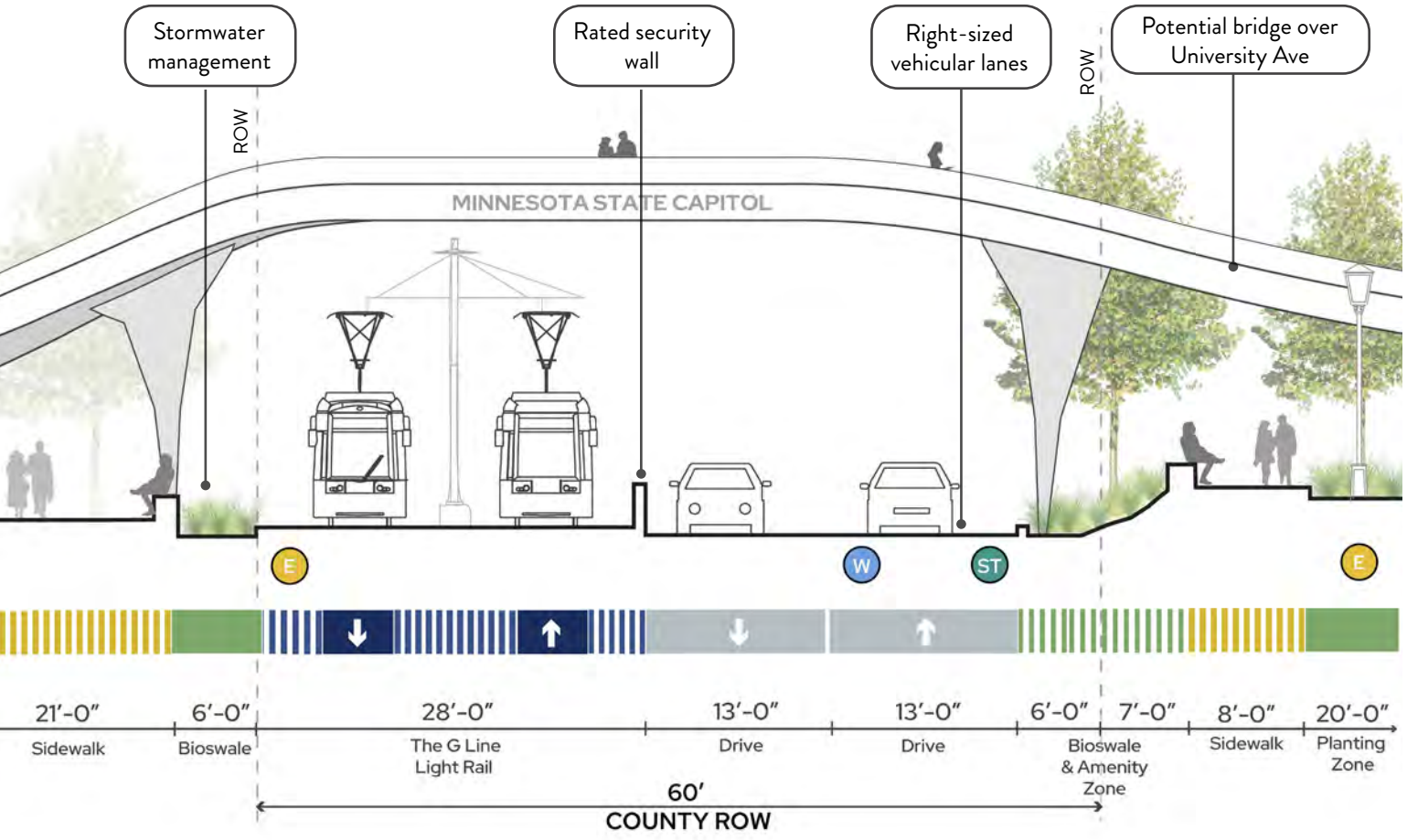


LEGEND

- W Water
- ST Stormwater
- E Electrical
- C Underground Communication
- S Sewer



A. UNIVERSITY AVENUE AT CAPITOL / RICE ST LIGHT RAIL STOP



B. UNIVERSITY AVENUE AT NORTH CAPITOL AVENUE

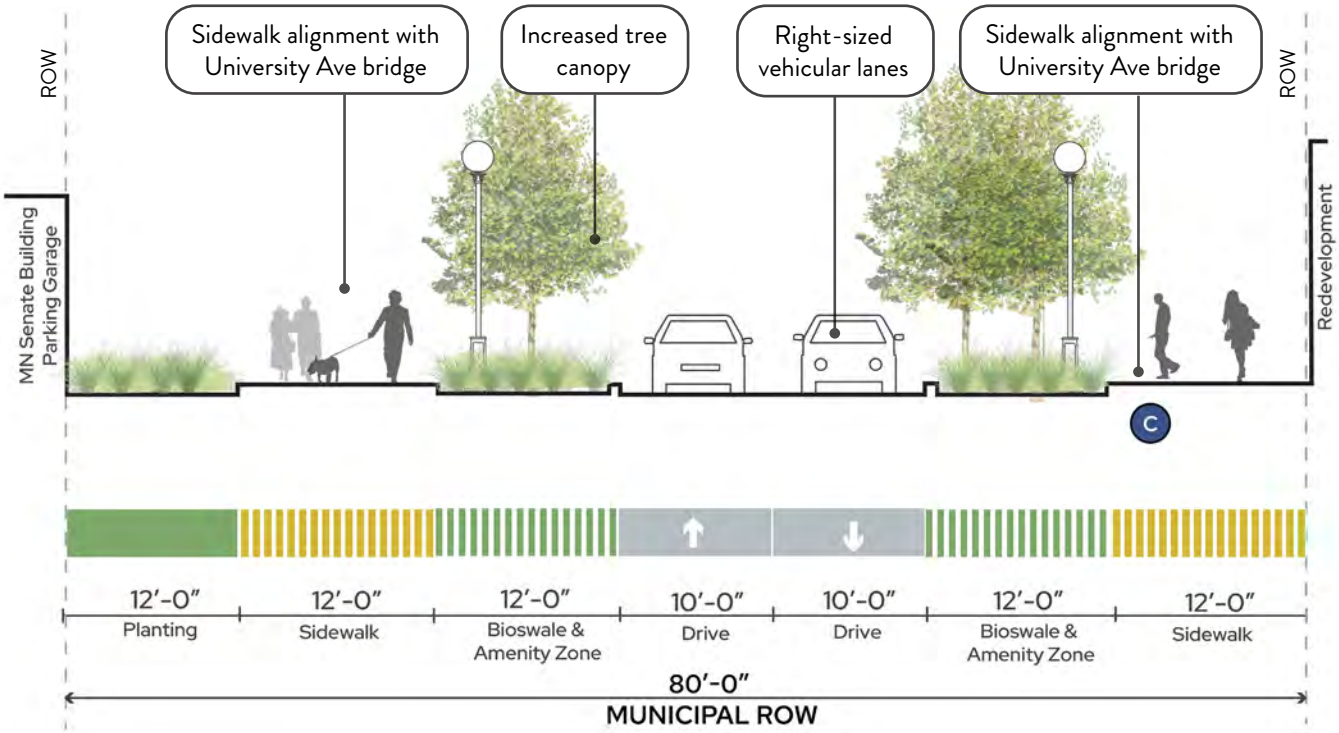
NORTH CAPITOL AVENUE AND WEST 12TH STREET

PROPOSED STREET SECTIONS

A. NORTH CAPITOL AVENUE

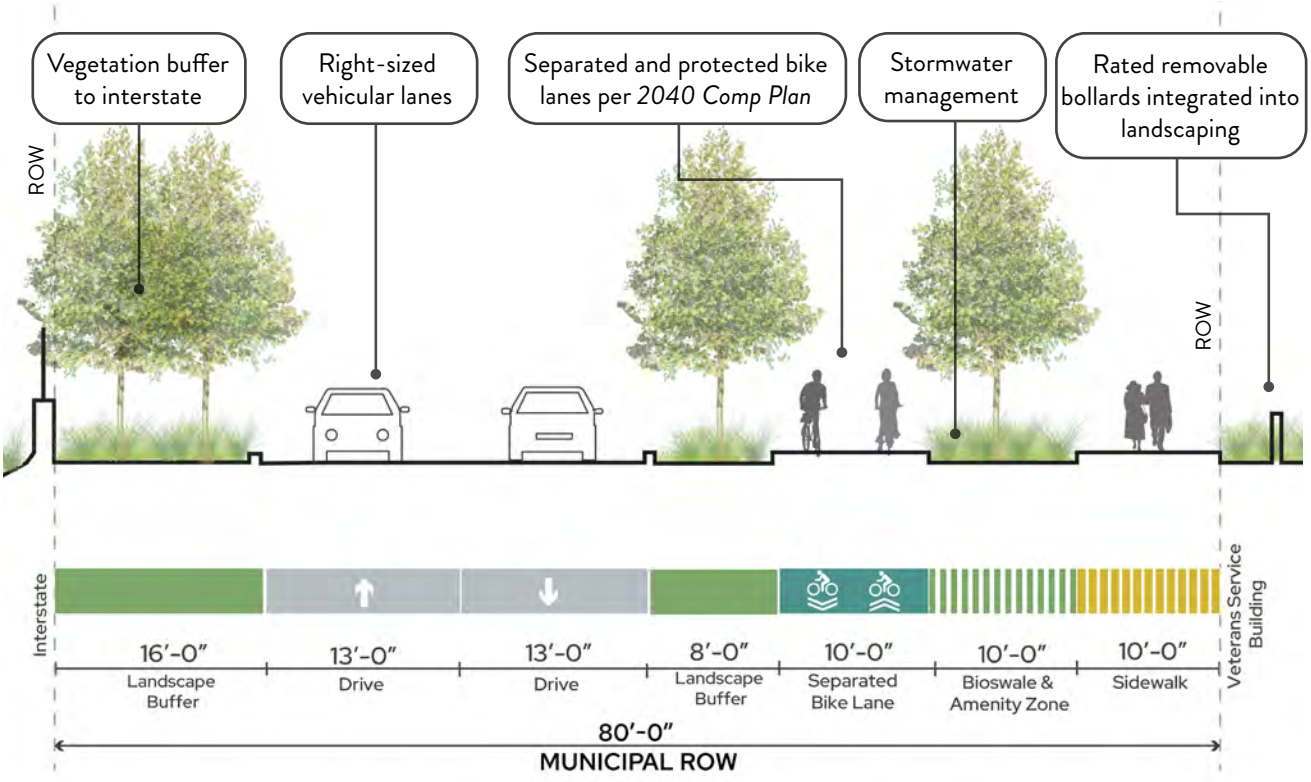
As previously stated, North Capitol Avenue is a primary neighborhood connection that is centered on the Capitol Building. To improve the street, the Design Framework proposes right-sizing the vehicular lanes while adding bioswale and pedestrian amenity zones to improve the public realm experience. Enlarged sidewalks are well-lit and aligned with the proposed University Avenue Bridge to ensure optimal connectivity.

Reference the Appendix for existing street sections.



A. NORTH CAPITOL AVENUE

LEGEND W Water ST Stormwater E Electrical C Underground Communication S Sewer

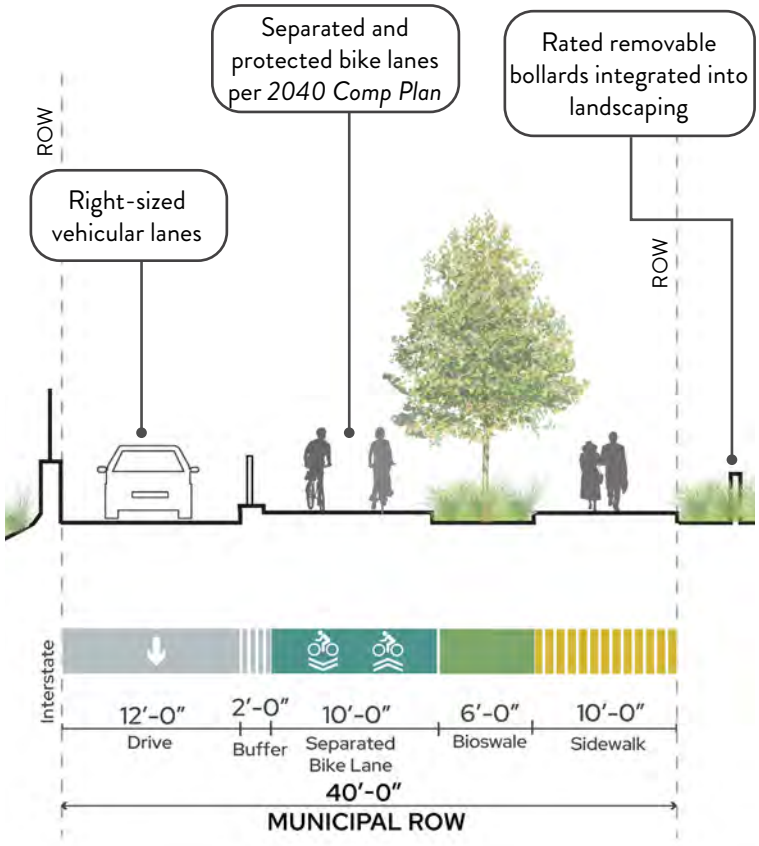


B1. WEST 12TH STREET (TWO-WAY)

B. WEST 12TH STREET

West 12th Street forms the southern border of the Capitol Mall and also buffers the Capitol Mall from particulate and noise pollution from the interstate highways. Furthermore, the street fluctuates between a two-way and one-way street, reducing the ROW by half. The Saint Paul Bicycle Plan and 2040 Comprehensive Plan specify West 12th Street as a primary bicycle way, demanding strategic reallocation of ROW space to accommodate this new mobility option. Therefore, the proposed street section right-sizes the vehicular lanes to accommodate separated and protected bike lanes and additional landscape buffer. By doing this, cyclists can safely traverse the road and make critical connections to John Ireland Boulevard or Rice Street. Pedestrians can comfortably walk while not feeling like they are immediately on an interstate highway.

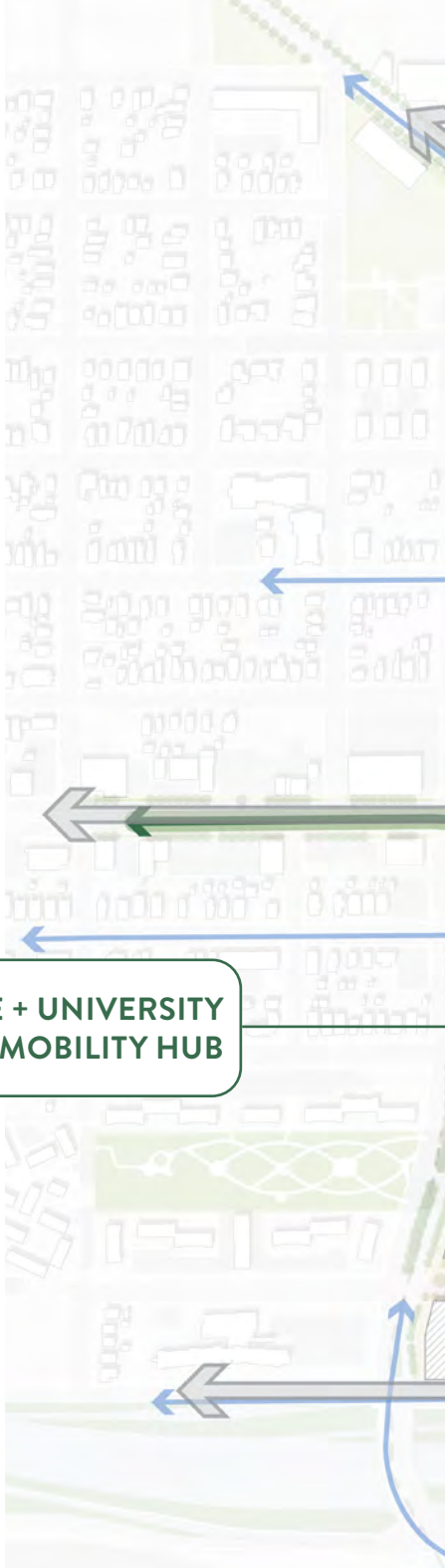
Reference the Appendix for existing street sections.



B2. WEST 12TH STREET (ONE-WAY)

TRANSIT AND MICROMOBILITY

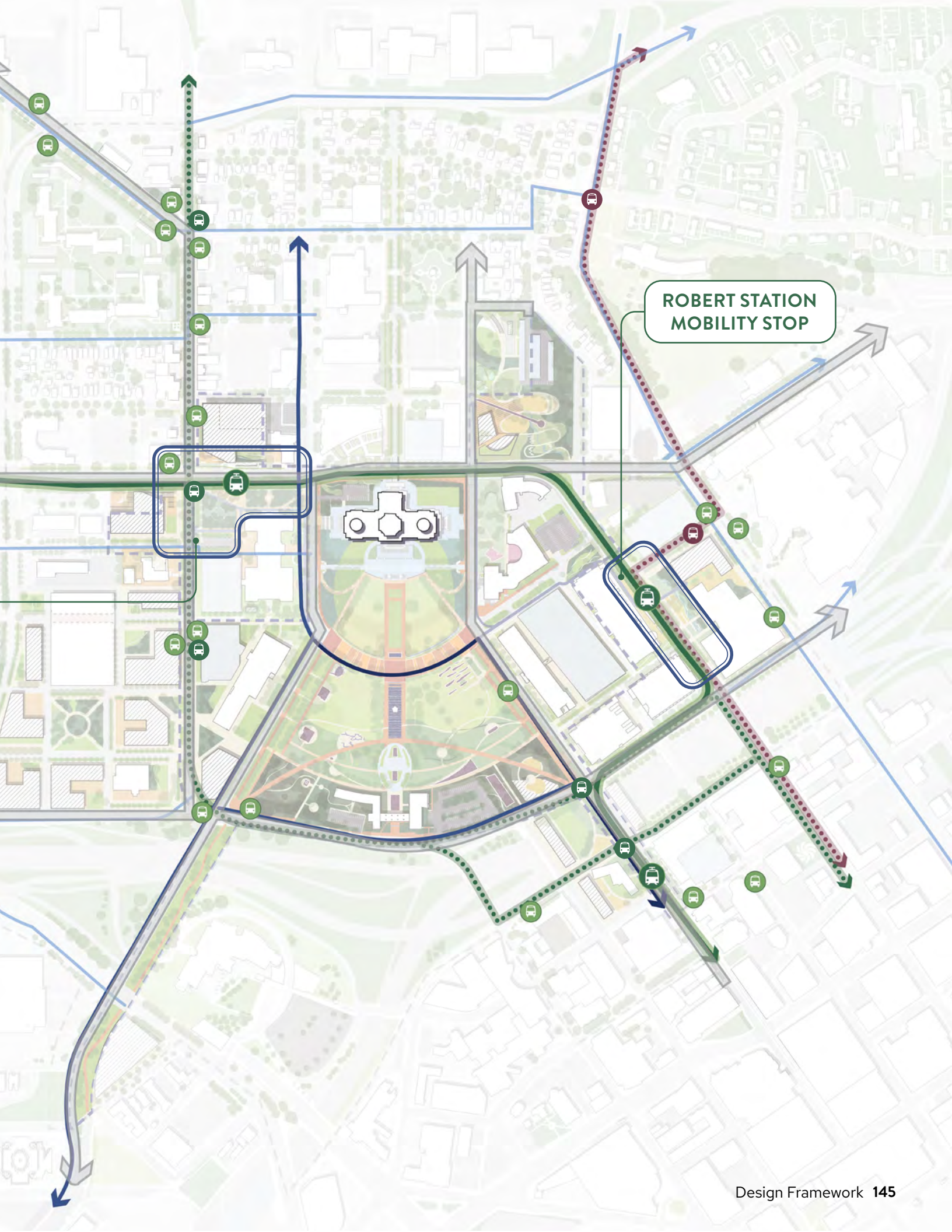
The Capitol Campus is ideally located at the nexus of multiple shared- and micromobility options. An extensive bicycle network, laid out by the Saint Paul Bicycle Plan and 2040 Comprehensive Plan, connects cyclists from Downtown or the north to the Capitol Campus. These bicycle lanes are separated and protected from vehicular traffic in addition to being tree covered and shaded. The LRT Green Line stops at two nearby locations, allowing visitors and workers to easily travel between various destinations without the need of single-occupancy vehicles. Additionally, Metro Transit has two BRT lines planned that run through the Capitol Campus. The BRT G-Line will run down Rice Street, with three distinct stops in walking distance to the Capitol Building and Capitol Mall. The BRT Purple Line will travel down Robert Street and continue northeast, with one stop in walking distance (East 14th Street). Collectively, this network makes the Capitol Campus highly accessible and supports more sustainable and equitable modes of transportation.



LEGEND

- Vehicular Circulation
- Bike Lanes
- 2 Way Bike Lanes (Proposed)
- LRT Green Line
- BRT Purple Line (Planned)
- BRT G Line (Planned)
- LRT Transit Stop
- BRT Purple Line (planned) Transit Stop
- BRT G Line (planned) Transit Stop
- Bus Stops

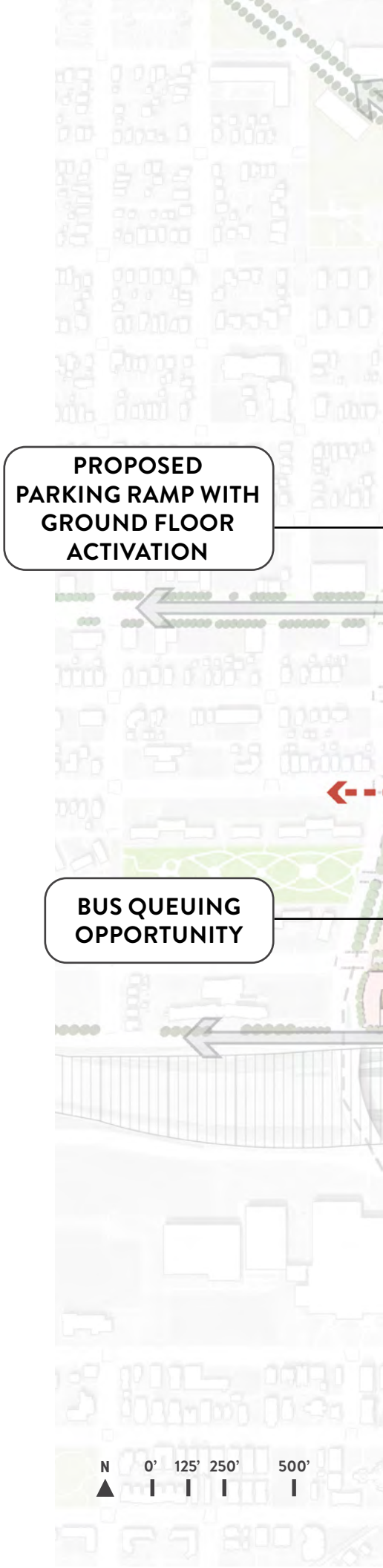
Figure 90: Transit + Micromobility


ROBERT STATION
MOBILITY STOP

CAMPUS ACCESS + CIRCULATION

BUS DROP OFFS

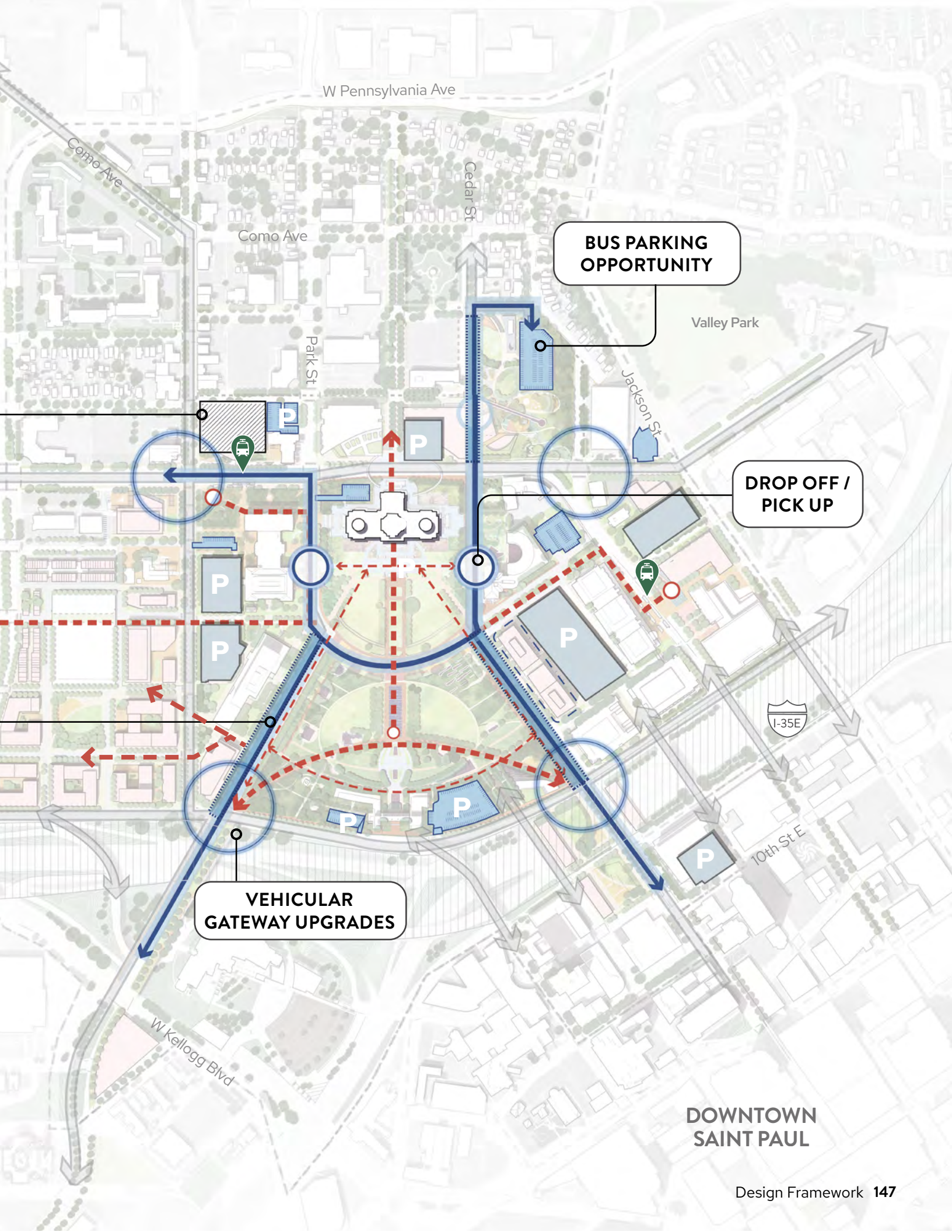
Parking and access is critical to the overall Capitol Campus experience for both workers and visitors alike. While the 2040 Comprehensive Plan outlines a process for transitioning away from single-occupancy vehicles and thus parking, surface and structured parking is still an integral part of the Design Framework in a more strategic and consolidated approach. The Design Framework preserves all existing parking ramps and adds a substantial new parking ramp at the corner of University Avenue and Rice Street. Enhanced pedestrian circulation connects this new parking ramp to the various government buildings around the Capitol Mall. The re-envisioned Cass Gilbert Memorial Park contains a revised surface parking lot with bus parking opportunities. Bus drop-off and pick-up occurs adjacent to the Upper Mall on Cedar Street and Rev. Dr. Martin Luther King, Jr. Boulevard, with queuing along John Ireland Boulevard and the southern portion of Cedar Street. Other surface parking lots have been consolidated to strategic locations that allow for accessible stalls and essential staff parking.



LEGEND

- Enhanced Pedestrian Circulation
- Vehicular Circulation
- Bus Drop Off / Pick Up Circulation
- Surface Parking
- Parking Ramps
- Bus Queue
- Drop Off / Pick Up Area
- Cultural Walk - Stop
- Vehicular Gateway Upgrades at Intersections

Figure 91: Parking + Access


W Pennsylvania Ave
Como Ave
Como Ave
Cedar St
Park St
Valley Park
Jackson St
BUS PARKING OPPORTUNITY
DROP OFF / PICK UP
VEHICULAR GATEWAY UPGRADES
I-35E
10th St E
W Kellogg Blvd
DOWNTOWN SAINT PAUL

PARKING SUPPLY AND DISTRIBUTION

CAPITOL CAMPUS

There are 5,757 parkings stalls throughout the Capitol Campus, including street, surface lot, and structured or subterranean parking. A future, comprehensive parking study is needed to determine parking needs. As a part of this study, a new parking structure should be considered to support the future expansion of Cass Gilbert Memorial Park. Furthermore, the loss of visitor, flexible, and contract parking at Lot Q (Cass Gilbert Memorial Park) can be captured within the proposed parking structure at the northeast corner of University and Rice Street (Lot C). Funding to design, construct, and equip the proposed parking structure at Lot C is a necessary step of the Cass Gilbert Memorail Park implementation plan. Reference the *2040 Comprehensive Plan and Zoning* and *Design Rules for the Minnesota State Capitol Mall* (CAAPB) for more information, specifically structured parking, street parking, smart parking, mode shift, etc.

TAKEAWAYS

Total Existing Campus Parking Stalls: 5,757
**Parking Stall Inventory was done in April 2024. Metric is total parking stalls available on Capitol Campus.

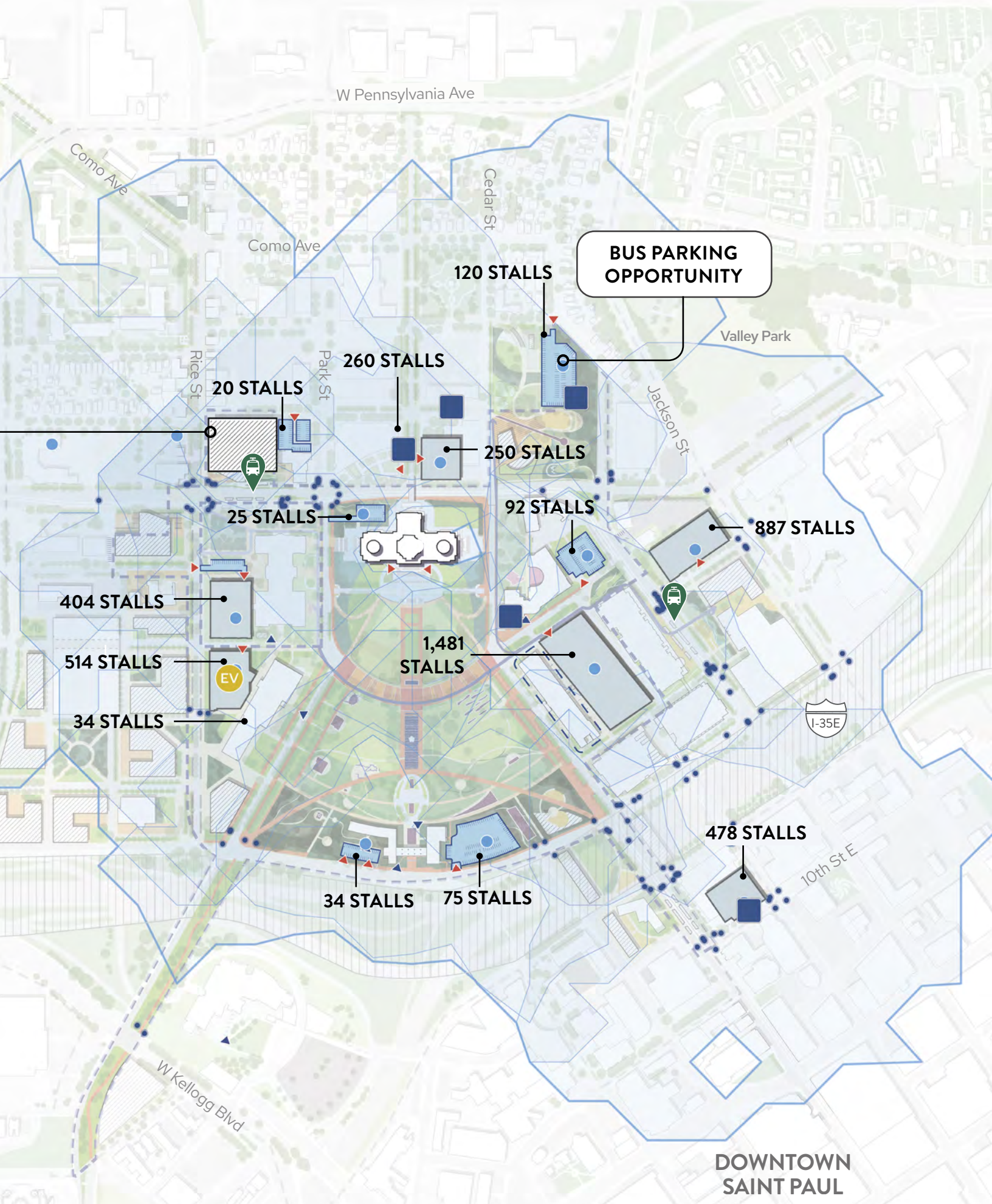
Existing Parking Stalls Removed: 888

Total Adjusted Parking Stalls: 4,869

LEGEND

- Surface Parking
- Parking Ramps
- ADA Parking
- ADA Ramp Entrances
- Parking Entrances
- EV Parking
- 3-Minute Walkshed from Parking Lots
- Pedestrian Crossing Signals

Figure 92: Parking Supply + Distribution


W Pennsylvania Ave
Como Ave
Como Ave
Cedar St
Rice St
Park St
Jackson St
Valley Park
BUS PARKING OPPORTUNITY
120 STALLS
260 STALLS
20 STALLS
250 STALLS
25 STALLS
92 STALLS
887 STALLS
404 STALLS
514 STALLS
EV
34 STALLS
1,481 STALLS
I-35E
478 STALLS
10th St E
34 STALLS
75 STALLS
W Kellogg Blvd
DOWNTOWN SAINT PAUL

STREETSCAPE PRECEDENTS

Figure 93: Castro Valley, CA
Source: https://www.wrtdesign.com/projects/castro-valley-redevelopment-strategic-plan-implementation

Figure 94: Euclid Avenue BRT, Cleveland, OH

Figure 95: Hudson Square streetscape in New York City

Source: https://inhabitat.com/hudson-square-streetscape-is-underway-for-a-greener-tomorrow/spring-street-park-soho-square-3/

Figure 96: Ben Franklin Parkway, Philadelphia

Source: https://www.theolinstudio.com/benjamin-franklin-parkway-master-plan

Figure 97: Flaniermeile Friedrichstrabe, Berlin, Germany

Source: https://www.imago-images.com/st/0103968118