

### **Summary of Feedback from Capital City Bikeway West Corridor Recommendation of Wabasha Street**

The following is a list of the key themes from the Feedback Form and emails that were received for the Recommendation of Wabasha Street:

- Support for the recommendation of Wabasha Street as the west corridor of the Capital City Bikeway
  - People expressed preference for the direct connection across the river that Wabasha Street provides.
  - People expressed the importance of maintaining two motor vehicle lanes, which the Wabasha Street option provides.
- Desire for complete bike network and connections through the downtown
  - Community members shared support for adding another corridor of the Capital City Bikeway and making the connection across I-94/I-35E.
  - Some people expressed concerns about the connection to the Capitol and the intersection of 10<sup>th</sup> Street with Cedar, where the Capital City Bikeway crosses the light rail line.
- Concerns about loss of parking on Wabasha Street
  - Community members and business owners expressed concerns about losing on-street parking on Wabasha Street for businesses and loading purposes.
- Concerns about the impact to businesses on Wabasha Street
  - Some people expressed concern about the impact of construction, in addition to parking loss, on Wabasha Street businesses that are already hurting from the COVID-19 pandemic.

<b>Feedback form and email comments about Wabasha Street Recommendation</b>
How wide will the buffer be between the bike lanes and travel lanes? Plan looks good but I would feel more comfortable biking on Wabasha if there was a wide buffer and LOTS of bollards to prevent cars from using the bike lane.
It is great to have a dedicated and separate bikeway.
<p>As a business owner on Wabasha St, I am very concerned about the adverse effects a bike path on Wabasha would pose to my business. Many of my customers like to park in front of the store for convenience. The street front/available street parking was a major draw for me choosing this location for my business. A bikeway will be a huge inconvenience for my customers and will be detrimental to my business, which has already been severely impacted by COVID and social unrest. It has been challenging to getting customers to come to St Paul and It will be an extra expense for my customers and for my business. To my objection, if this project proceeds on Wabasha, I would expect the city to pay for parking vouchers for my customers as I can't afford to absorb this cost.</p> <p>I love downtown St. Paul but am concerned about my business levels being affected. As a business that is struggling right now, I hope you can understand my fears about having to possibly close my doors.</p> <p>Thank you for your consideration.</p>
<p>I've learned extending the Wabasha option to 11th street, the worry is crossing 12th to the Capitol on the west side. There are already no-crossing signs at this intersection, on the west and existing crosswalks to get from the west side of the bridge to the east, where a crosswalk exists at 12th.</p> <p>The fact is, riders WILL travel north at 10th, regardless of whether the CCB crosses from St Peter at 10th or 11th. The options from 10th to 11th on Wabasha are stay in the left lane (which ends in nearly the same result), move to the center of three lanes, which is incredibly dangerous or merge all the way to the right lane, within less than a block, then merge out of that lane once it becomes a turn lane.</p>
License all bikes. And enforce traffic laws that apply.
<p>The Public Works Department video regarding the Wabasha proposal mentions that the 10th Street segment is "complete". I take that to mean that you have decided what is going to be done at southwest corner of 10th and Cedar. That is the corner of the History Theater where bike riders and pedestrian will have to share the 10 foot wide sidewalk because of two concrete barriers — the transit station wall and the retaining wall along the Cedar side of the History Theater. And because southbound Cedar is already a very narrow lane, bikes cannot be expected to safely share that lane with vehicles. I would like the complete details of what that plan is, including when and how it will be done. Also, how much is it going to cost, and does the City have the funding available to correct the bike/pedestrian/vehicle congestion problem at that corner?</p>

It is our feeling that it would be in the best interest of the City of St. Paul and it's patrons, drivers and bicyclists to forego the bike lane altogether or put it on St. Peter and not Wabasha Street for the following reasons:

- Wabasha Street is the main corridor for northbound traffic through Downtown St. Paul. Traffic is much heavier on Wabasha than St. Peter, making Wabasha a more dangerous option for bike riders.
- Wabasha Street is narrower than St. Peter. It would make more sense to place the bike lane on a wider street.
- The loss of on-street parking along the west side of Wabasha Street will have a significant negative impact to properties and businesses along Wabasha which will likely result in more vacant store fronts.
- Six parking facilities are located on Wabasha Street between Kellogg and 7th Place mall and all have traffic that exits onto Wabasha directly or indirectly.
- St. Peter is naturally a better setting for a bike path. It is wider, not as busy and has proximity to green space.
- This is not a good use of City funds, particularly given the negative impact the Pandemic has had on our community. It does not make sense for the City to make such a substantial investment into a bike lane at a time when there are much higher priorities throughout the City of St. Paul.
- It has felt like this has been more of a political decision, rather than practical one. As a result, we do not believe that the City has fully studied the safety, traffic and access issues that would result from placing the bike lane on Wabasha. Again, we oppose the placement of the bike lane on Wabasha Street, but If the decision is ultimately made to move forward with this, we urge the City to consider the following in mind prior to proceeding:
- We have significant concern over Wabasha Street construction being performed in 2022 just as we are starting to recover from COVID. This will only prolong the negative impact to businesses along Wabasha.
- Given the negative impact this will have on Wabasha Street businesses, the City should consider some sort of compensation or grant to offset the additional loss of business that will occur during construction, and potentially beyond, due to the loss of street parking.
- It would be even more devastating to the businesses if the City were to assess the property owners along Wabasha for any of this work. This cannot happen.
- If this does move forward, significant emphasis has to be placed on selecting a contractor that can commit to getting the work done as quickly as possible. Consider including liquidated damages clauses should they not complete by a certain date. We can't afford to have Wabasha closed down for any extended length of time.
- Focus must be placed on all left and righthand turn lanes. There should not be any turn lanes signed with "no turn on red" either from Wabasha or onto Wabasha in order to allow for the normal traffic flow. The City should consult with businesses along Wabasha before finalizing the design.
- The bicycle lights that are on Jackson should not be on Wabasha as they will further restrict the flow of traffic.
- If the City chooses to move loading zones to cross streets, full consideration needs to be given to addressing blind spots and the impact on ingress/egress from parking facilities. For instance if Amsterdam is forced to move it's loading to 6th Street, this will only exacerbate the blind spot that already exists when exiting the Lawson ramp and further slow the exiting of vehicles from the ramp.

We do not believe the City needs this bike lane and we definitely don't believe that it should be placed on Wabasha Street. Thank you for considering these comments. Todd Geller, Jeff Weiker - Victory Parking, Inc.

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Hello, please do not loose street parking at the Courthouse/City Hall on Wabasha side! There is hardly any parking as is with the mayor having a reserved spaces, deputies/police and contractors taking up other spaces and the meters are the only affordable option for those visiting the Courthouse to take care of matters. Thank you

I have worked, and been a business owner of Candyland for 47 years downtown. Our number one complaint from our customers has been that there is not enough parking. Now you want to take more parking away. This will devastate our business! I have expressed this to you many times, and have never received a response to my questions. Where will our customers park? (Especially when they have to pick up there 20 tins of popcorn) Where will our handicap customers park? Where will our delivery drivers park? Where will our service people park? Where will our Uber eats drivers park? Where will our Door Dash drivers park? And like I have told you before, If have to put a bike path in because you want to waist money, ( While the pan handlers Harass and threaten our customers and employees. And the homeless sleep in our doorway) you could put it on St Peter street with no effect on anyone. Only have a single lane of traffic, with a bike lane, and 2 lanes of parking. There is very little traffic on St. Peter street compared to Wabasha Street. I should know, I am downtown almost every day, 7 days a week, 365 days a year. Hope to hear from you soon! Thanks. Doug Lamb

Hi Gary,

As you may be aware the city is proposing a bike lane and reconstruction on Wabasha. This will greatly impact our business and operations at the Lawson Ramp. We have many concerns regarding this proposal.

Apparently they will be tearing up our heated sidewalk. In order to replace the heated sidewalk this proposal must include replacing the entire heated sidewalk including the areas on 5th and 6th Streets as it is one entire loop extending around our property on the Parking Facility property side only . We will need to make sure they budget for this as well.

This will also greatly impact the flow of traffic entering and exiting the ramp due to the fact that there is No Turn On Red Lights on bike lanes. This will cause traffic flow issues especially during rushes and event parking with the 5th St exit and entrance lanes being blocked when vehicles waiting to turn left on Wabasha. They are also proposing a commercial loading zone parking on 6th St east of our exit for Amsterdam. This will complicate exiting the ramp on 6th St due to trucks or tour busses being parked there obstructing the view for customers exiting on 6th St.

Our tenants will also loose street parking and access for loading to their spaces. Certainly these are issues that will need to be addressed before this project is finalized.

Thank you  
Daniel Grove  
Victory Parking Inc  
Db a Lawson Ramp

There is already a parking problem down town St. Paul. Many people I know have turned down jobs downtown because of parking. One of the worst areas is by the Ramsey County Court House. People who do business at the Court House are often stressed out already. If Half of all the Court House parking is removed this issue will be exasperated. It will reduce the ability of the public to obtain services. Overall this will be a great disservice to the Down Town Community as a whole. For the good of the people, please reconsider this proposal. Thank You

I think it should go on St Peter Street. Seems it would have the least impact on businesses if it was there, not as congested. I voiced my concern of it being on Wabasha Street. Wabasha street seems too congested and not enough room. There are a lot of concerned business owners on Wabasha that would be impacted. My Hot Dog Stand sits on the corner of Wabasha and 5th Street by the Osborn building and dont want to see my corner wiped out. I was told it will not be like the bike lanes on Jackson where it required a lot of construction. I was also told they will not wipe out my corner where the hot dog stand sits and I hope that is the case.

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I still prefer St. Peter over Wabasha, but will accept the path of least resistance.

Unfortunately there is a significant missed opportunity in the current interim design recommendations. Using 10th street instead of 11th street to cross between St. Peter and Wabasha leaves an access gap to the State Capitol.

Riders heading north on Wabasha, who wish to continue to the State Capitol will be on the wrong side of three lanes of traffic, with no protection. There is a nice big sidewalk on the Wabasha/94 bridge that could allow, essentially, safe bicycle travel from Kellogg Blvd to the steps of the State Capitol.

Even if we must, for whatever reason, cross on 10th, An extension should be added between 10th and 11th on Wabasha so riders won't end on the wrong side of traffic and they have safe access to the Capitol grounds. Do not force riders, who wish to remain on safe protected infrastructure to end up on the unprotected and accident prone John Ireland bike lanes to get to the Capitol.

Don't let this one block gap become a one block mistake. More seasoned riders, who will almost certainly take the straightest path. Don't force them to ride on the wrong side of three lanes of traffic or try to cross three lanes.

If this area were grass, it would become a goat trail. Don't make it become a blood trail because you errored by one block.

Thank you for the presentation. The Wabasha route although not perfect is the route I had hoped would be implemented.

I believe the bikeway should be on Wabasha street for efficient vehicle commutes/parking options and minimal disruption to existing businesses.

(Accidentally sent 1st form without completing it.) The disruption of life as we know it by putting the bikeway on St. Peter would be horrendous. Our many restaurants would lose parking, terraces, delivery space (no alleys). The entertainment venues would also lose parking, suffer traffic impairment, set-up and delivery problems. It is also not a direct connection to the Wabasha bridge for bikers. Wabasha has more lanes, can lose one.

I strongly agree with the recommendation to place the downtown portion of the bike lane west leg on Wabasha as a preferred location over the original plan for St. Peter. The need to restrict St. Peter to a single lane from 6th to 4th is a life safety issue that must be considered strongly on getting emergency vehicles and traffic down St. Peter and the removal of a lane of parking on St. Peter is a major negative impact to those businesses that rely on street parking (numerous restaurants, bars, etc...) for customers patronizing their business. The pending removal of the Landmark Towers ramp parking (350 stalls) at 4th and Market in the Arts and Entertainment district (also serves St. Peter businesses) once the building converts to 24/7 residential will also further restrict parking options in the A&E and St. Peter Street areas.

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I support the plan to add the next stretch of the CCB on Wabasha Street, for many of the reasons it is recommended by the city. Most of all, there is a greater abundance of destinations on Wabasha: restaurants, shops, etc. I am also glad that the connection across the highway will be included in this new segment: the CCB will become much more useful when it connects downtown with the rest of the city.
WABASHA
The Wabasha option for the bike path is the best as that is the high volume pathway that will be used each weekday for people who work in downtown, but live in the suburbs. It is by far the safest route for bikers from both the northern suburbs and the southern suburbs. Saint Peter is a very busy street for events and remain accessible for people who visit the Saint Peter establishments for entertainment either for fine dining and for enjoying the nearby cultural and sports events. If Saint Paul were to get a reputation to be a very difficult place to navigate, Twin Cities residents would avoid. Access to streets close to dining and entertainment venues are important, especially for the older, upscale out-of-town visitors.
I'm very happy the bike path was put on Wabasha. I think this path will prove to be very beneficial to that important business corridor and it will be a great pathway for cyclists to move across this area of Saint Paul safely.
I like the Waubesha option. Please provide better marking at the LTR crossing on Cedar. It is very difficult to navigate the car traffic.
I'm excited that we will get a bike way!
In favor of Wabasha bike path.
Wabasha makes total sense and we can grow our business because of it!
Concerns related to the decision to place the Bikeway Corridor on St Peter Street. This iconic street is already difficult to manage traffic. Once the pandemic allows us to get back to shopping and restaurants, we want to support those businesses. While we can walk to them as someone who lives downtown, I know that it will be very difficult for others to navigate this street if we add bike route there. Far prefer Wabasha. Thank you
I come to downtown regularly to visit my elderly parent. We walk to restaurants on St Peter, close to her condo. St Peter restaurants have indicated that they are concerned about traffic, delivery of goods and the ability to stay open. In looking at Wabasha, only ONE block away, the general make-up of that street appears significantly different. Wabasha has fewer sit down restaurants, more parking lots and although busier, looks as if it can absorb the traffic better if biking lane was added (versus St Peter, which is quieter now) Please consider this in your decision making.
I'd rather have the bike path closer to where I work--which is not over on St Peter. Wabasha is a more direct route. I would not even have known about this issue, but have a friend who lives downtown and is unhappy about a bike path near her walking paths. She avoids Wabasha on foot due to traffic, makes sense to me to put the bike and car routes together--if we do so safely.
Wabasha makes sense logistically and from a development viewpoint. I agree with the recommendation.
Wabasha would be the best place for a bikeway.

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I support the Wabasha Street recommendation for the West Corridor. All the pros for this route make sense. I use both bicycle and car, and I am glad that this route maintains two car lanes on such a high-traffic street, as well as two lanes for bicycles. I will definitely be a frequent user of this route especially as it will connect to John Ireland Boulevard. My primary concern is the loss of street parking. I own property in the Gallery Towers Condominium, and the amount of street parking was already limited before we lost parking spots on 10th Street as a result of this project. It would be a big help if the city and this project found a way to make up for some of this parking loss, which could involve working with local businesses and properties.

The completion of this segment would be CRITICAL for me to switch to biking for my commute. I live in Como Park and work at the downtown Courthouse (25-30 minute bike ride). I've biked to work on occasion and I've run into unsafe situations with car drivers on Wabasha and St Peter, so I haven't continued it. It costs me \$170 to park at a ramp downtown every month. Having bike lanes on Wabasha would make it cheaper, and more importantly, a lot safer for me to bike to work. Please make it a reality!

Overall, I find this project to be a waste of valuable tax dollars post-pandemic. In the three years I have been living downtown, I see very few bike riders on Jackson St. Maybe it would be more impactful if we had the Nice Ride Bikes, but honestly, I think I would much rather see the clay bricks around Rice Park get repaired, get sidewalks resurfaced and repaired, or provide more funds for downtown ambassadors. If it is going to be done, Wabasha St is the only street that makes sense, but I really wish the city would reconsider this project.

A quick comment, I may not live here but I have a big interest with this project. With the project heading to St. Paul via Rice Street, Ramsey County has also been working on a study for Rice Street Between Pennsylvania Ave and Wheelock Parkway (Where a segment of the St. Paul Grand Rounds Trail is.) One of the Alternatives of that plan is to implement a two-way protected bikeway on one side of Rice Street. If that alternative is approved (And I hope it does get approve.) It would make a great backbone to what could be a connected bike network. It would be great to see the city of St. Paul and Ramsey County work together to have a two way bikeway go from Wheelock Pkwy to John Ireland Blvd so it can connect the Grand Rounds Trail to the Capital City Bikeway as well as many multi-use trails, bike lanes, neighborhoods, and businesses along Rice Street.

Hello Sean and Randy, We're pleased to hear this news for Landmark Center and the Rice Park neighborhood. Many thanks for hearing and heeding our concerns. I also understand the complex decisions you needed to make and appreciate the consideration that went into it. The explanations within the presentation were very clear and thoughtful. I hope the concerns of Wabasha stakeholders -- I'm sure they have them as well -- are able to be addressed without too much angst and inconvenience. Have a good weekend! Amy



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CM Tolbert, Please consider that putting the bike lane on wabasha is not in the public's interest. I operate the Amsterdam Bar and Hall which has been located on Wabasha between 5th Street and 6th Street since 2011. The way the bike lane will impede our ability to do business is in our ability to accomodate for touring bands. The proposed bike lane will also be a safety hazard making the corner of 6th and Wabasha a dangerous intersection for pedestrian, bike and vehicle traffic. I have been working closely with Public Works in detail about how the bike lane would impede our ability to operate as a business as it will get rid of our access to load bands safely from wabasha into the backstage area of Amsterdam located at the middle of the block. The new bike lane will create a situation where some artists who travel with busses and trailers or multiple busses and trailers will not be able to have shows at our venue because of the amount of continuous space they need to park and unload. Other shows that just have busses without trailers or vans with trailers will have to unload from half a block away and at times across a busy street. This poorly designed accommodation will result in artist management deciding to have shows at other venues who can accomodate for professional tours. Outside of our business being hurt, I also believe that the decision to put the bike lane on Wabasha is a mistake because it is logistically wrong and much less safe than St Peter. Wabasha Ave is a busier street than St Peter and the busiest north/south street in all of downtown other than Robert. Eight parking ramps let out onto wabasha or are off of wabasha intersections that will be more congested and made less safe. The bike lane will eliminate turn lanes on 4th and 6th and make an already dangerous blind intersection at 6th and wabasha much worse. If our loading is moved off of Wabasha and onto 6th, it will put larger busses and trucks between the Lawson ramp exit and oncoming traffic moving up the blind hill on 6th with no more turn lane on Wabasha. The 6th and Wabasha intersection will become hazardous, especially if you throw increased bike and pedestrian traffic into that mix. Another important difference between Wabasha and St Peter is that Metro Transit Busses travel on Wabasha and not St Peter. This makes an already logistically congested and dangerous intersection more complicated on Wabasha that would not exist on St Peter. On Wabasha there will be more vehicle traffic, more bus traffic, more blind intersections, and a less safe situation for bicyclists, pedestrians and drivers than on St Peter. So please do not support the proposed bike lane on wabasha. It logically makes no sense at all, it will hurt our business, make traffic worse and more people will be put in unsafe situations and get hurt than need to be. - Jarret Oulman, Chief Manager White Squirrel, Amsterdam Bar and Hall, 331club and The Sheridan Room

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Dear Mayor Carter, I operate the Amsterdam Bar and Hall which has been located on Wabasha between 5th Street and 6th Street since 2011. The way the bike lane will impede our ability to do business is in our ability to accomodate for touring bands. The proposed bike lane will also be a safety hazard making the corner of 6th and Wabasha a dangerous intersection for pedestrian, bike and vehicle traffic. I have been working closely with Public Works in detail about how the bike lane would impede our ability to operate as a business as it will get rid of our access to load bands safely from wabasha into the backstage area of Amsterdam located at the middle of the block. The new bike lane will create a situation where some artists who travel with busses and trailers or multiple busses and trailers will not be able to have shows at our venue because of the amount of continuous space they need to park and unload. Other shows that just have busses without trailers or vans with trailers will have to unload from half a block away and at times across a busy street. This poorly designed accommodation will result in artist management deciding to have shows at other venues who can accomodate for professional tours. Outside of our business being hurt, I also believe that the decision to put the bike lane on Wabasha is a mistake because it is logistically wrong and much less safe than St Peter. Wabasha Ave is a busier street than St Peter and the busiest north/south street in all of downtown other than Robert. Eight parking ramps let out onto wabasha or are off of wabasha intersections that will be more congested and made less safe. The bike lane will eliminate turn lanes on 4th and 6th and make an already dangerous blind intersection at 6th and wabasha much worse. If our loading is moved off of Wabasha and onto 6th, it will put larger busses and trucks between the Lawson ramp exit and oncoming traffic moving up the blind hill on 6th with no more turn lane on Wabasha. The 6th and Wabasha intersection will become hazardous, especially if you throw increased bike and pedestrian traffic into that mix. Another important difference between Wabasha and St Peter is that Metro Transit Busses travel on Wabasha and not St Peter. This makes an already logistically congested and dangerous intersection more complicated on Wabasha that would not exist on St Peter. On Wabasha there will be more vehicle traffic, more bus traffic, more blind intersections, and a less safe situation for bicyclists, pedestrians and drivers than on St Peter. So please do not support the proposed bike lane on wabasha. It logically makes no sense at all, it will hurt our business, make traffic worse and more people will be put in unsafe situations and get hurt than need to be. Jon Oulman