



**SAINT PAUL**  
MINNESOTA

# Wabasha Street Corridor

Capital City Bikeway Interim Design Study

*Summary of Engineering Recommendations*

*Public Hearing Date: 5/12/21*

## Project

The *Capital City Bikeway Interim Design Study* builds off the [Capital City Bikeway Network Study and Design Guide](#), which identified a network of streets in downtown Saint Paul for future protected bikeways. The interim design study reevaluates the route for the west corridor, and takes the network development a step further by developing and evaluating interim designs for the north and west corridors. The two corridors of the Capital City Bikeway network included in the interim design study are:

- 9<sup>th</sup> Street and 10<sup>th</sup> Street (north corridor)
- Wabasha Street **or** St. Peter Street **or** Market Street/St. Peter Street (west corridor)

This document summarizes the engineering recommendations for the west corridor, including the routing of the bikeway on Wabasha Street and the interim design of the Wabasha Street corridor. This document also summarizes two alternative corridors that were considered: St. Peter Street and Market Street/St. Peter Street.

The Wabasha Street corridor (**Figure 1**) consists of:

- Wabasha Street between Kellogg Boulevard and 10<sup>th</sup> Street
- 10<sup>th</sup> Street between Wabasha Street and St. Peter Street
- St. Peter Street between 10<sup>th</sup> Street and 12<sup>th</sup> Street
- 12<sup>th</sup> Street between St. Peter Street and John Ireland Boulevard

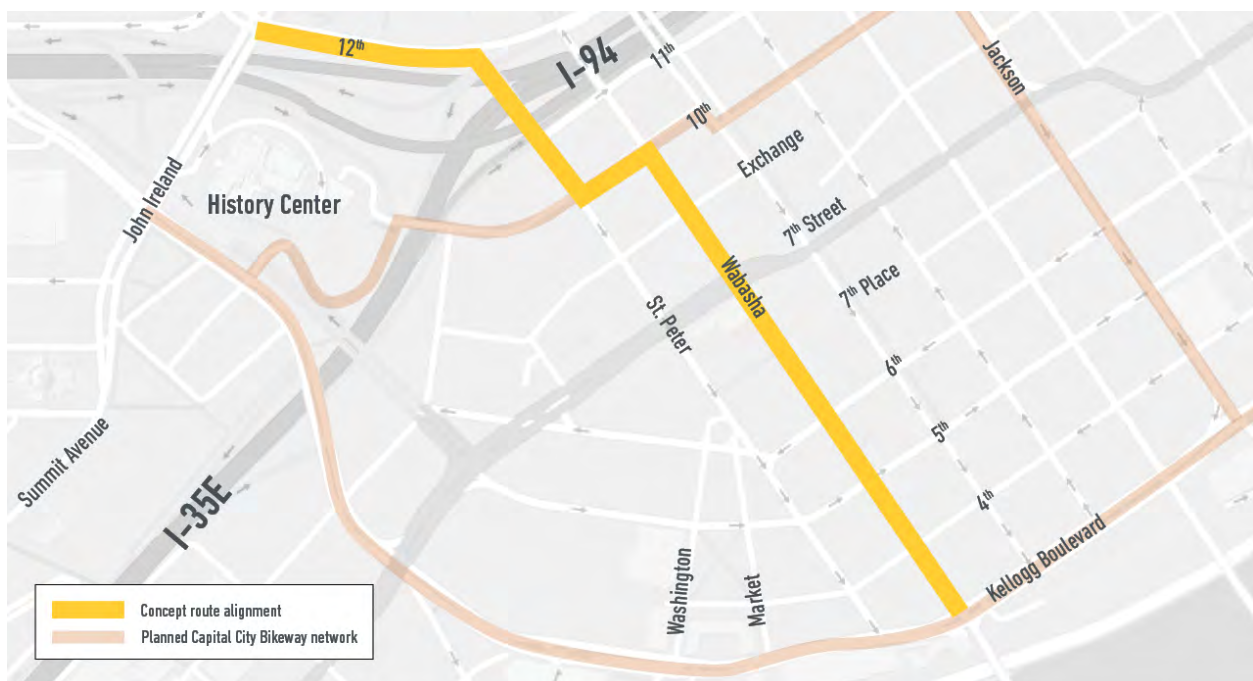


Figure 1: Wabasha Street bikeway corridor.

An interim bikeway design is being considered because it allows for faster build out of the bikeway network. The long-term vision, with protected bikeways at sidewalk level, likely will not happen until there are full street reconstruction projects along each segment of the Wabasha Street corridor. The “interim” bikeway design will be located at street level and incorporated into the existing, between-the-curbs, street width, allowing for implementation independent of full street reconstruction. However, the interim design study does consider the impacts and trade-offs associated with the future full build sidewalk level design.

The three blocks of Wabasha Street between Kellogg Boulevard and 6<sup>th</sup> Street are tentatively scheduled for a full reconstruction in 2022. The full build design concepts for the Wabasha Street corridor and the two alternative corridors are presented in **Appendix B**.

## Purpose

The purpose of the project is to provide a north-south bicycle facility across the western half of downtown Saint Paul that connects Kellogg Boulevard to John Ireland Boulevard and connects to the existing Capital City Bikeway route on 10<sup>th</sup> Street. The project aims to incorporate a protected bikeway that provides physical separation between people walking, biking, and driving, while focusing on safety, design, and traffic impacts.

## Initiating Action

The [Capital City Bikeway Network Study and Design Guide](#), which was adopted in 2017, recommended a protected bikeway on St. Peter Street/12<sup>th</sup> Street between Kellogg Boulevard and John Ireland Boulevard. As part of the interim design study process, City staff were directed to reevaluate the route of the west segment of the bikeway network.

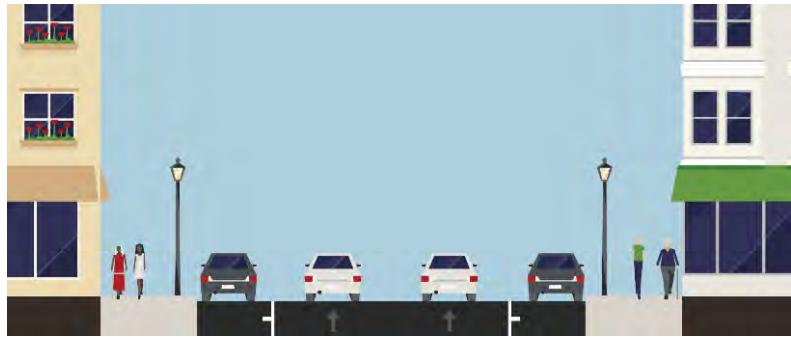
Implementation of the Capital City Bikeway is consistent with city goals and priorities identified in planning and policy documents, such as the Saint Paul Bicycle Plan, the 2040 Comprehensive Plan, and the Climate Action and Resiliency Plan. These plans call for:

- A network of bike facilities downtown
- A network of safe and well-connected bikeways serving all ages and abilities
- Safe and reliable transportation choices throughout the City, with a shift from single-occupant vehicles toward other modes
- Reduction of vehicle miles traveled (VMT) by 40% by 2040 by improving transportation options beyond single-occupant vehicles

Chapter 9 of the [Saint Paul Bicycle Plan](#) identifies incorporating bicycle facilities into larger construction or maintenance projects as the most fiscally efficient way to implement bicycle facilities, and makes the recommendation to “incorporate implementation of bikeways with routine maintenance projects whenever possible.” In 2019, the City of Saint Paul Department of Public Works (Public Works) started a multi-year effort to resurface or reconstruct most streets in downtown Saint Paul. To take advantage of the efficiencies associated with implementing bicycle facilities with existing maintenance projects, Public Works is planning on implementing the west corridor of the Capital City Bikeway with the resurfacing and reconstruction projects scheduled for 2022-2023.

## Existing Conditions

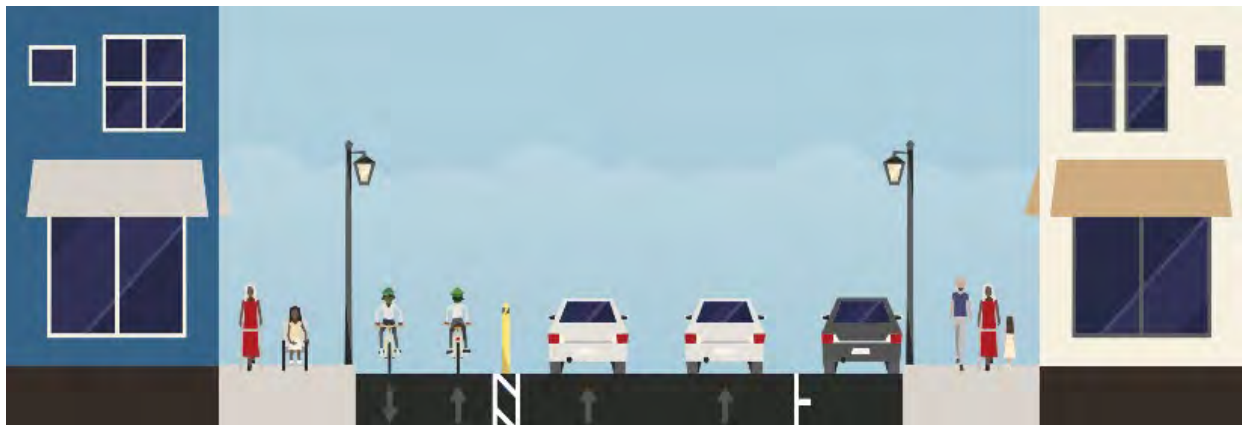
Wabasha Street from Kellogg Boulevard to 10<sup>th</sup> Street has 2-3 lanes of northbound motor vehicle traffic and parking on both sides of the street. There are three lanes of northbound motor vehicle traffic on the one block of the corridor between Exchange Street and 10<sup>th</sup> Street, and two lanes of motor vehicle traffic between Kellogg Boulevard and Exchange Street. The street is classified as a minor arterial and a Municipal State Aid Route. Annual average daily traffic (AADT) within this segment ranges from 7,530-10,300 vehicles per day. The speed limit is 25 MPH.



*Figure 2: **Existing conditions** on Wabasha Street between Kellogg Boulevard and Exchange Street (looking north).*

## Proposed Improvements

The proposed design concept on the Wabasha Street corridor is a two-way bikeway on the west side of the street, two lanes of one-way motor vehicle traffic (northbound), and on-street parking (or vehicle loading) on the east side of the street (**Figure 3**). The existing on-street parking on the west side of the street would be removed to accommodate the bikeway. The bikeway route jogs from Wabasha Street to St. Peter Street on 10<sup>th</sup> Street, via the existing two-way protected bikeway on the south side of 10<sup>th</sup> Street that was implemented in the fall of 2020. This avoids significant traffic impacts to the intersection of Wabasha Street/12<sup>th</sup> Street.



*Figure 3: **Proposed conditions** on Wabasha Street between 4<sup>th</sup> Street and Exchange Street (looking north).*

Due to the full reconstruction of Wabasha Street between Kellogg Boulevard and 6<sup>th</sup> Street scheduled in 2022, those three blocks of the corridor feature a full build sidewalk level bikeway (**Figure 4**).



Figure 4: Proposed conditions on Wabasha Street between Kellogg Boulevard and 4<sup>th</sup> Street (looking north).

The St. Peter Street bridge over I-94 is proposed to be reduced to one lane of motor vehicle traffic in order to accommodate the bikeway on the west side of the bridge (Figure 5). 12<sup>th</sup> Street between John Ireland Boulevard and St. Peter Street would also be reduced to one eastbound motor vehicle lane, but would maintain two westbound motor vehicle lanes (Figure 6). No traffic impacts are anticipated. To see the proposed design concept in more detail, see **Appendix D**.



Figure 5: **Proposed conditions** on the St. Peter Street bridge over I-94 (looking north).

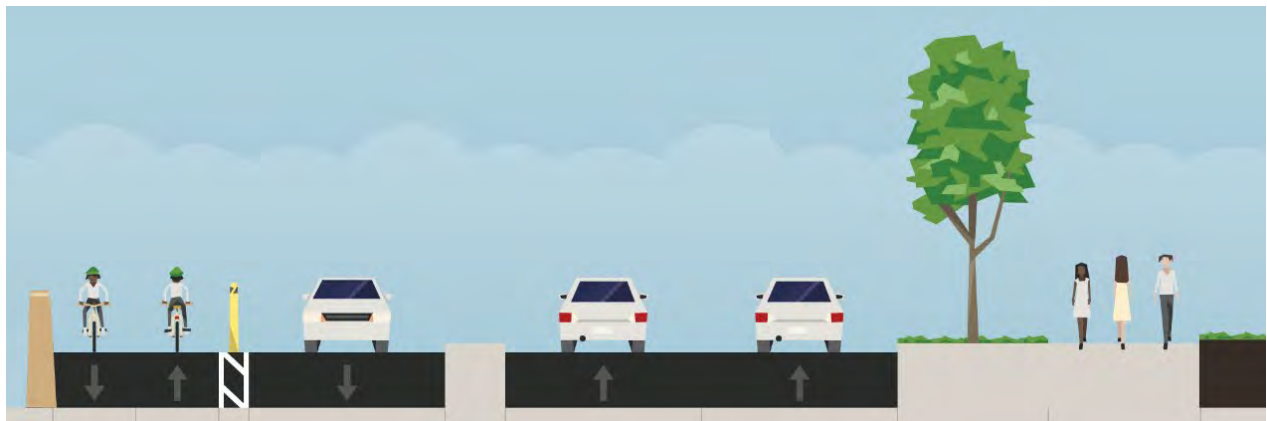


Figure 6: **Proposed conditions** on 12<sup>th</sup> Street between St. Peter Street and John Ireland Blvd (looking west).

The Wabasha Street corridor was recommended over the alternatives for the following reasons:

- Allows full build implementation of the bikeway sooner
- Maintains two travel lanes on entire corridor
- Allows for a more direct connection to the river crossing on the Wabasha Street bridge
- Support from some property or business owners along Wabasha Street
- More economic development opportunity on Wabasha Street



## Alternatives

A total of five bikeway options were initially analyzed as part of the study, including:

- Two options on St. Peter Street
- One option on Wabasha Street/10<sup>th</sup> Street/St. Peter Street
- One option on Market Street/St. Peter Street
- One option on both St. Peter Street and Wabasha Street (one-way bikeways on each street)

The five bikeway options are shown in **Appendix C**. Through technical analysis and community member feedback, the bikeway alternatives were narrowed down to three options:

- St. Peter Street
- Market Street/St. Peter Street
- Wabasha Street

All three route options (**Figure 7**) are the same north of the St. Peter Street/10<sup>th</sup> Street intersection. Each of the three bikeway options were analyzed thoroughly based on many different technical evaluation criteria, shown in **Appendix A**. As a result of the study process, City staff determined that the Market Street/St. Peter Street option is not recommended. The St. Peter Street alternative was determined to be a viable alternative, but not the preferred option. The design concepts for the two bikeway alternatives on St. Peter Street and Market Street are described on the following pages. To view the interim design concept layouts for the three bikeway options listed above, refer to **Appendix D**.

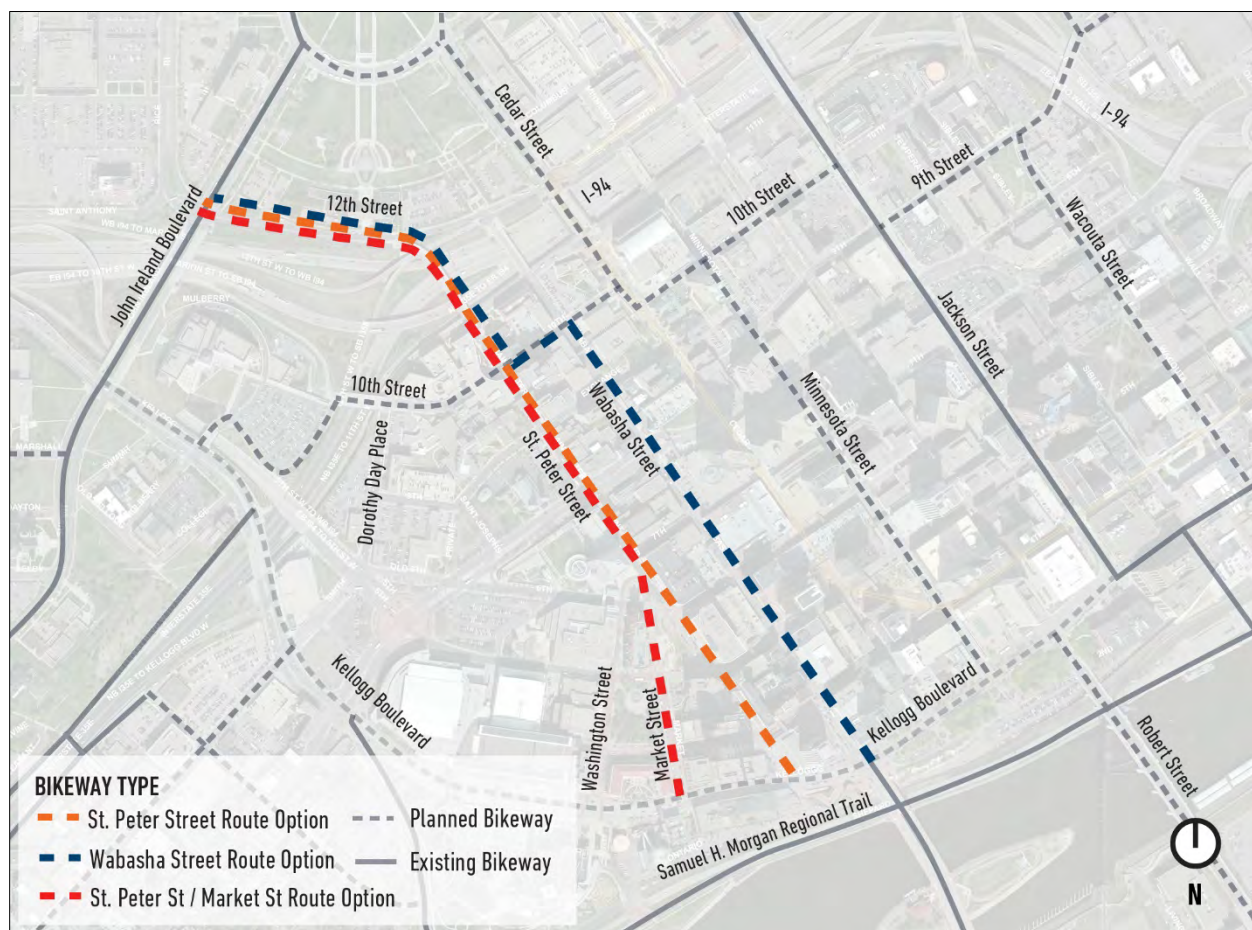


Figure 7: Project corridor map showing the three bikeway route options that were under consideration.

## St. Peter Street Alternative

The St. Peter Street alternative follows St. Peter Street from Kellogg Boulevard over the I-94 bridge to 12<sup>th</sup> Street, and then travels west along 12<sup>th</sup> Street to the intersection with John Ireland Boulevard. The design concept for most of the St. Peter Street alternative is a two-way protected bikeway on the west side of the street, two lanes of southbound motor vehicle traffic on most blocks, and on-street parking on the east side of the street (**Figure 8**). The existing on-street parking on the west side of the street would be removed to accommodate the bikeway.

Due to narrower street widths between 4<sup>th</sup> Street and 6<sup>th</sup> Street, those two blocks would be reduced to one lane of motor vehicle traffic (**Figure 9**).



Figure 8: Proposed conditions on St. Peter Street between 6<sup>th</sup> Street and Exchange, and between 10<sup>th</sup> Street and 11<sup>th</sup> Street (looking north).



Figure 9: Proposed conditions on St. Peter Street between 4<sup>th</sup> Street and 6<sup>th</sup> Street (looking north).

St. Peter Street Design Concept	
Pros	Cons
<ul style="list-style-type: none"> <li>▪ Maintains parking/loading zones on the east side of street on most of the corridor</li> <li>▪ Maintains two motor vehicle lanes along majority of corridor</li> <li>▪ Less vehicle/bike conflicts than Wabasha</li> <li>▪ Direct connection to north across I-94</li> <li>▪ Flexibility in use of street space with full build design (with one lane)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Impacts to valet access, deliveries, and event traffic (reduced to one lane between 4<sup>th</sup> and 6<sup>th</sup> Street)</li> <li>▪ Impact on Palace Theater loading space</li> <li>▪ One lane design constraints (State Aid and Emergency Vehicle Access)</li> <li>▪ Loss of on street parking (60)</li> <li>▪ Removal of bumpouts (6)</li> </ul>

## Market Street/St. Peter Street Alternative

The Market Street/St. Peter Street alternative goes from Kellogg Boulevard to the north along Market Street for three blocks to 6<sup>th</sup> Street, then north along St. Peter Street to 12<sup>th</sup> Street, and west along 12<sup>th</sup> Street to John Ireland Boulevard. The St. Peter Street/Market Street alternative features a two-way protected bikeway on the west side of the street. The segment between Kellogg Boulevard and 5<sup>th</sup> Street has two lanes of motor vehicle traffic, and on-street parking on the east side of the street (**Figure 10**). The existing on-street parking on most of the west side of St. Peter Street and Market Street would be removed to accommodate the bikeway.



Figure 10: **Proposed conditions** on Market Street between Kellogg Boulevard and 5<sup>th</sup> Street (looking north).



Figure 11: **Proposed conditions** on Market Street between 5<sup>th</sup> Street and 6<sup>th</sup> Street (looking north).

The block between 5<sup>th</sup> Street and 6<sup>th</sup> Street is narrower, and features one-way (one lane) northbound motor vehicle traffic and parking on the west side of the street between the bikeway and the travel lane (**Figure 11**).

Market Street/St. Peter Street Design Concept	
Pros	Cons
<ul style="list-style-type: none"> <li>▪ Avoids impacts to St. Peter south of 6<sup>th</sup> Street</li> <li>▪ Maintains parking/loading zones on the east side of St. Peter</li> <li>▪ Maintains two motor vehicle lanes along St. Peter</li> <li>▪ Least amount of vehicle/bike conflicts</li> </ul>	<ul style="list-style-type: none"> <li>▪ Not compatible with the Market Street convertible space. Frequent closures of bikeway</li> <li>▪ Poor connection between Market and St. Peter</li> <li>▪ Parking and ADA impacts to Landmark Center</li> <li>▪ Biggest separation from river crossing</li> <li>▪ Impact to Palace Theater loading space</li> <li>▪ Loss of on street parking (62)</li> <li>▪ Removal of bumpouts (6)</li> </ul>

## Benefits

Providing a protected bikeway on Wabasha Street will improve the health, safety, and comfort for people bicycling downtown, encourage predictable bicycle riding behavior, and will provide a direct connection to the existing Capital City Bikeway route on 10<sup>th</sup> Street, the planned Capital City

Bikeway route on Kellogg Boulevard, and the existing bikeway on the Wabasha Street bridge over the river.

Narrowing the travel lanes to accommodate bicycle facilities will promote slower motor vehicle speeds and will benefit pedestrians by minimizing the street crossing distance. ADA-compliant pedestrian ramps will address operations for pedestrians with low or no vision at intersections, and all users will benefit from improved pavement quality following the street resurfacing. Providing a dedicated space for bicyclists may reduce sidewalk bicycle riding and conflicts with pedestrians.

The installation of bikeways, trails, and sidewalks across the country has proven to bring economic benefits to cities, including increased retail sales and property values, and fewer vacancies. These facilities also provide a place to engage in regular physical activity which has numerous documented health benefits.

## Adverse Effects

To accommodate the proposed bikeway, 87 on-street parking spaces are proposed to be removed on the west side of Wabasha Street between Kellogg Boulevard and 10<sup>th</sup> Street and on the west side of St Peter Street between 10<sup>th</sup> Street and 11<sup>th</sup> Street. Removal of on-street parking will reduce overall parking capacity and may make parking less convenient for some users. To estimate potential parking demand, the project team conducted an on-street parking utilization study (**Appendix E**).

Some loading zones are impacted on the west side of Wabasha Street between Kellogg Boulevard and 10<sup>th</sup> Street, including the loading areas used by the Children's Museum and the Amsterdam Bar & Hall. These existing loading zones may be relocated to the east side of Wabasha street or on an adjacent side street. There are eight existing curb extensions that would be removed to accommodate the bikeway. The Wabasha Street bikeway has the most bike/vehicle conflicts compared to the other two corridor options due to the high amount of motor vehicles that are turning onto or off of Wabasha Street. Lastly, one motor vehicle travel lane would be removed on the St. Peter Street Bridge and on westbound 12<sup>th</sup> Street between St. Peter Street and John Ireland Boulevard.

The benefits and adverse effects specific to the proposed Wabasha Street design concept are summarized in the table below.

Wabasha Street Design Concept	
Pros	Cons
<ul style="list-style-type: none"><li>▪ Earlier implementation of full build bikeway (southern segment in 2022)</li><li>▪ Direct connection to river crossing to south</li><li>▪ Maintains parking/loading zones and bus stops on the east side</li><li>▪ Least overall traffic impacts</li><li>▪ Support from some properties along Wabasha</li><li>▪ More economic development opportunities</li></ul>	<ul style="list-style-type: none"><li>▪ Impact to Amsterdam loading space</li><li>▪ Impact to Children's Museum loading space</li><li>▪ Most vehicle/bike conflicts</li><li>▪ Left turn conflicts at 6th Street</li><li>▪ Loss of on-street parking (87)</li><li>▪ Removal of bumpouts (8)</li></ul>



## Time Schedule

Subject to funding of the bikeway, it is anticipated that the bicycle improvements as proposed will be incorporated into the planned Wabasha Street work currently scheduled for 2022. The work currently scheduled consists of mill and overlay between 6<sup>th</sup> Street and 10<sup>th</sup> Street and reconstruction between Kellogg Boulevard and 6<sup>th</sup> Street.

## Cost Estimate

Approximately \$2 million for bikeway implementation, in addition to general cost of street reconstruction or resurfacing on Wabasha Street.

*\*Note: The cost estimate includes bikeway elements such as concrete medians, curbs, bumpout removals, signal modifications, and bikeway pavement markings and signage. The cost estimate does not include costs for roadway resurfacing or reconstruction, engineering, or ongoing maintenance needs.*

## Estimated Financing

Funding for the incremental cost of the bikeway is currently not identified. Improvements associated with the general roadway resurfacing (6<sup>th</sup> Street to 10<sup>th</sup> Street) will be funded through the Street Maintenance Service Program and assessments. The street reconstruction (Kellogg Boulevard to 6<sup>th</sup> Street) will be funded by Municipal State Aid and assessments.

## Source of Additional Information

For additional information, please contact:  
Randy Newton, P.E., P.T.O.E.  
City Traffic Engineer, Department of Public Works  
Phone: 651.266.6209  
Email: [randy.newton@ci.stpaul.mn.us](mailto:randy.newton@ci.stpaul.mn.us)

## Summary and Recommendations

The Department of Public Works believes the project submitted herein to be necessary and feasible. The Department's Engineering Recommendation is for approval of the project as proposed.

## Appendices

**Appendix A: Technical Evaluation Matrix**

**Appendix B: Full Build Design Concept Layouts**

**Appendix C: Community Engagement Results**

**Appendix D: Interim Design Concept Layouts**

**Appendix E: Corridor Parking Utilization**



Appendix A: Technical Evaluation Matrix

Table 1: The project team evaluated each bikeway route alternative based on many different technical evaluation criteria. The criteria are grouped into five categories – pedestrian and transit impacts, motor vehicle impacts, bicycling comfort and connectivity, cultural and economic impacts, and full build considerations.

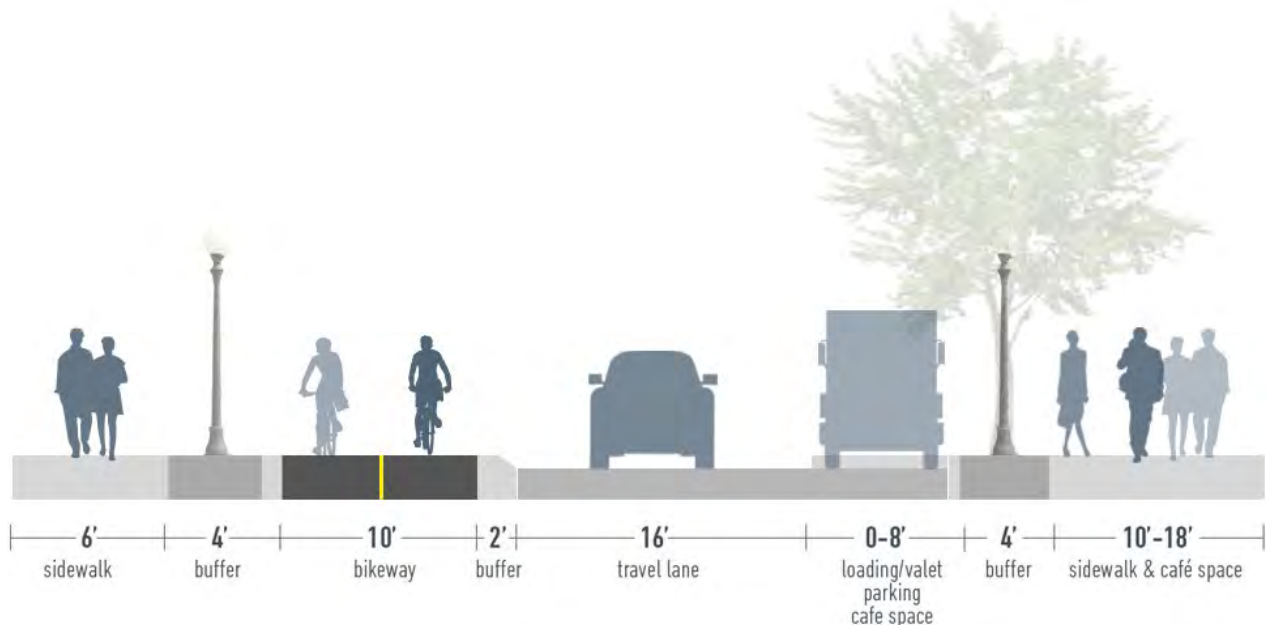
Category	Evaluation Criteria	St. Peter Street Route	St. Peter Street / Market Street Route	Wabasha Street Route
PEDESTRIAN AND TRANSIT IMPACTS	Bus conflicts	No buses	Conflict with planned Gold Line BRT station on south side of Hamm Plaza	Bus stops on east side of street; No bus impacts to bikeway on west side of street
	Curb Extension Removals	6	6	8
	Pedestrian Signal Timing Lengthened	3	2	4
MOTOR VEHICLE IMPACTS	On-Street Parking Impacts	Loss of 60 spaces	Loss of 62 spaces	Loss of 87 spaces
	Loading Zone Impacts	Most existing loading zone spaces preserved or relocated	Most existing loading zone spaces preserved or relocated	Most existing loading zone spaces preserved or relocated
	Motor Vehicle Traffic Volumes	2,850-4,300	2,850	7,530-10,300
	Motor Vehicle Traffic Operation Impacts	Negative traffic operational impacts on south end of corridor if converted to one motor vehicle lane; Potential blockage of single lane due to loading vehicles, delivery vehicles and valet users	No significant traffic operational impacts; Conversion of Market Street to one-way between 5th and 6th	No significant traffic operational impacts
BICYCLING COMFORT AND CONNECTIVITY	Bikeway and Buffer Widths	10-foot two-way bikeway; 2-foot or greater buffer width	10-foot two-way bikeway; 2-foot or greater buffer width	10-foot two-way bikeway; 2-foot or greater buffer width
	Bike Connectivity & Directness	Direct connection over I-94; long-term connection to riverfront; indirect connection to river bridge	Direct connection over I-94; indirect jog onto Market Street; long-term connection to riverfront; longest connection to river bridge	Direct connection over river via Wabasha Street bridge; jog in bikeway at 10th Street
	Motor Vehicles Turning Across Bikeway <u>onto</u> Corridor	931	667	1571
	Motor Vehicles Turning Across Bikeway <u>off</u> Corridor	316	344	763
	Driveway Crossings	3	1	9
CULTURAL AND ECONOMIC IMPACTS	Connectivity to Cultural Destinations	1. Palace Theatre 2. Landmark Plaza 3. Hamm Plaza	1. Palace Theatre 2. Landmark Plaza 3. Hamm Plaza 4. Rice Park 5. George Latimer Central Library	1. Fitzgerald Theater 2. Palace Theatre 3. History Theatre 4. Minnesota Children's Museum
	Street Closure for Special Events	2 days/year	42 days/year	1 day/year
	Existing Street Level Vitality	Many established street-level businesses	Many established street-level businesses	Some established street-level businesses
	Future Economic Development Potential	Many established businesses; less opportunities to attract new businesses	Many established businesses; less opportunities to attract new businesses	Opportunities to attract new businesses
FULL BUILD CONSIDERATIONS	Implementation Schedule	No schedule for full build	No schedule for full build	Wabasha between Kellogg and 6 <sup>th</sup> scheduled for reconstruction in 2022; No schedule for full build of remaining segment
	Design Opportunities	Flexibility in use of street space with one-lane design; Minimal flexibility with two-lane design	Flexibility in use of street space with one-lane design; Minimal flexibility with two-lane design	Minimal flexibility in use of street space

## Appendix B: Full Build Design Concepts

The interim design concept layouts shown in **Appendix D** were developed based on the existing, curb-to-curb roadway width. Developing design concepts within the existing roadway width is necessary for bikeway implementation that would occur as part of a mill and overlay project. The full build design concepts presented below were developed to illustrate the potential for the bikeway designs if implemented in concurrence with a full street reconstruction project. Bikeway implementation that would occur as part of a full street reconstruction project provides more flexibility because there is an opportunity to move the curb lines and completely change the geometry and configuration of the existing street. Plan view layouts of the full build design concepts for each of the three route options are also presented on the following pages.

### St. Peter Street Full Build Design Concept

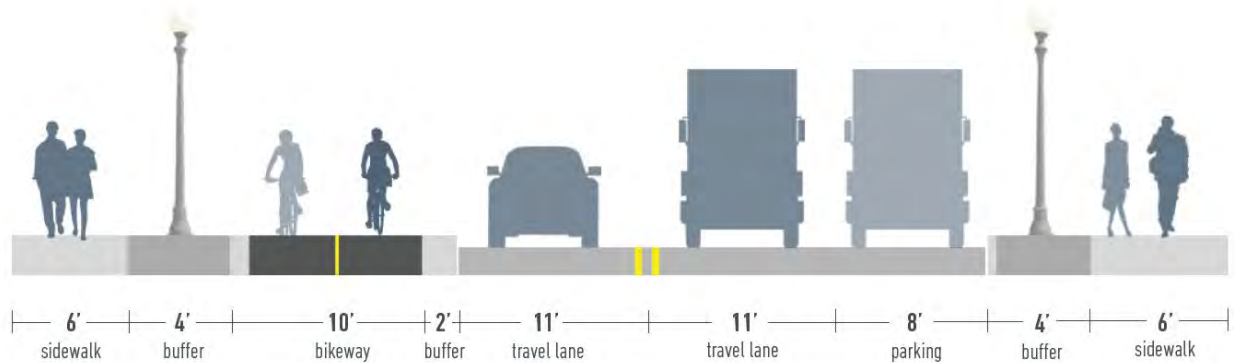
The full build design concept for St. Peter Street features a two-way, sidewalk-level bikeway on the west side of the street, one lane of southbound motor vehicle traffic, expanded sidewalks and sidewalk cafes, and wider boulevards. The primary difference between the interim design concept and full build design concept on St. Peter Street is that there is only one motor vehicle travel lane, which narrows the roadway and provides more space for sidewalks, sidewalk cafes, and boulevards. Another key difference is the bikeway in the full build design concept is located at sidewalk level, similar to the existing bikeway on Jackson Street.



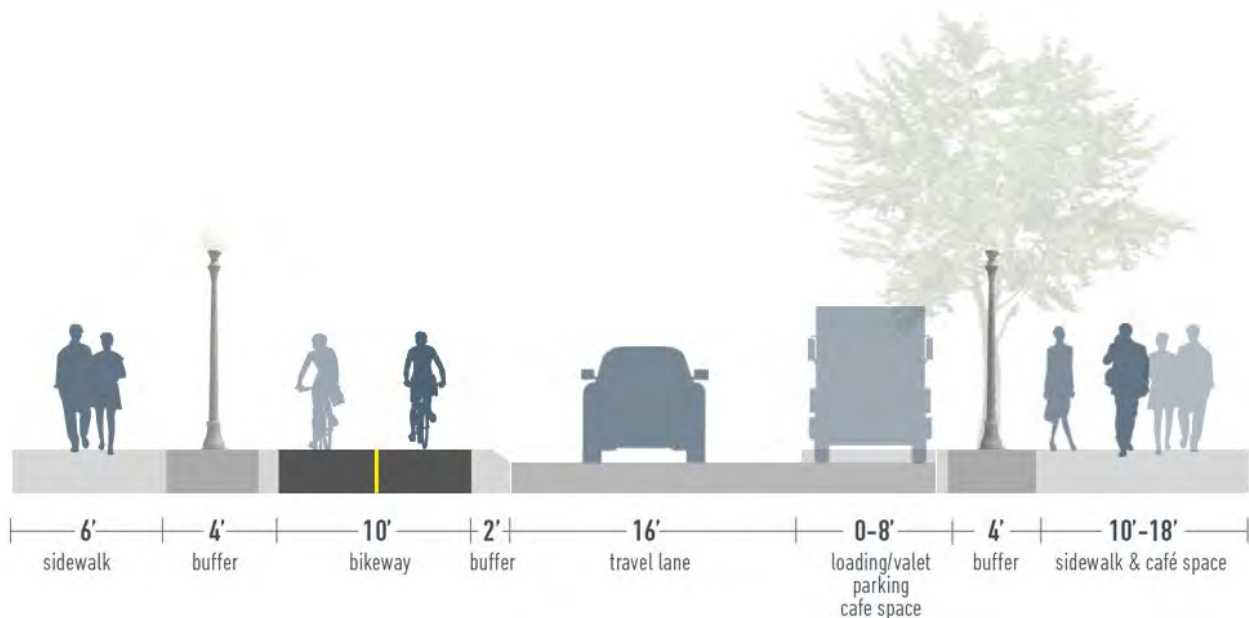
*Full build typical cross section for St. Peter Street (looking north).*

## St. Peter Street/Market Street Full Build Design Concept

The full build design concept for St. Peter Street/Market Street features a two-way, sidewalk-level bikeway on the west side of Market Street and St. Peter Street. Market Street maintains two-way motor vehicle traffic and parking on the east side of the street. The boulevard space in the full build design concept on Market Street is wider than in the interim design concept, providing an opportunity for trees and landscaping. The full build design concept on St. Peter Street reduces the roadway to only one motor vehicle travel lane on Saint Peter Street, which narrows the roadway and provides more space for landscaped boulevards, sidewalks, and sidewalk cafes. Unlike the interim design concept, the bikeway on the full build design concept is located at sidewalk level, similar to the existing bikeway on Jackson Street.



*Full build typical cross section for Market Street (looking north).*

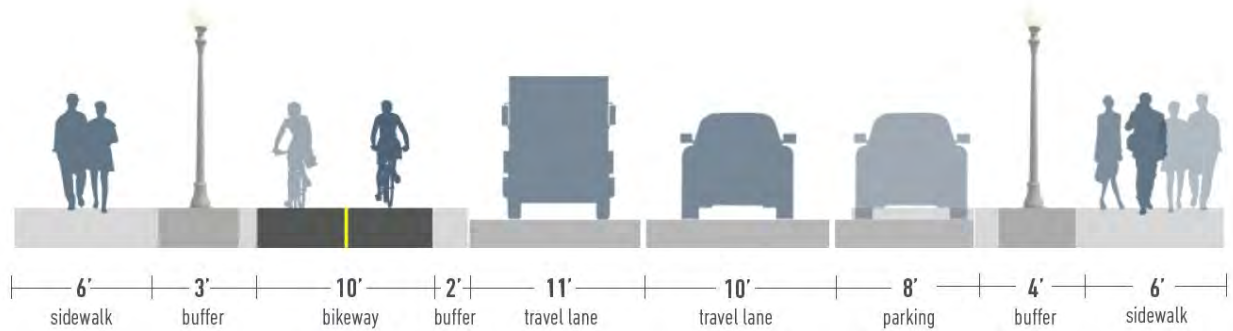


*Full build typical cross section for St. Peter Street (looking north).*

## Wabasha Street Corridor Full Build Design Concept

The full build design concept for Wabasha Street/10<sup>th</sup> Street/St. Peter Street features a two-way, sidewalk-level bikeway on the west side of Wabasha Street, the south side of 10<sup>th</sup> Street, and the west side of St. Peter Street. The full build concept on Wabasha Street features two lanes of northbound motor vehicle traffic and parking on the east side of the street. The boulevard space in

the full build design concept on Wabasha Street and 10<sup>th</sup> Street is wider than in the interim design concept, providing an opportunity for trees and landscaping. Unlike the interim design concept, the bikeway in the full build design concept is located at sidewalk level, similar to the existing bikeway on Jackson Street.

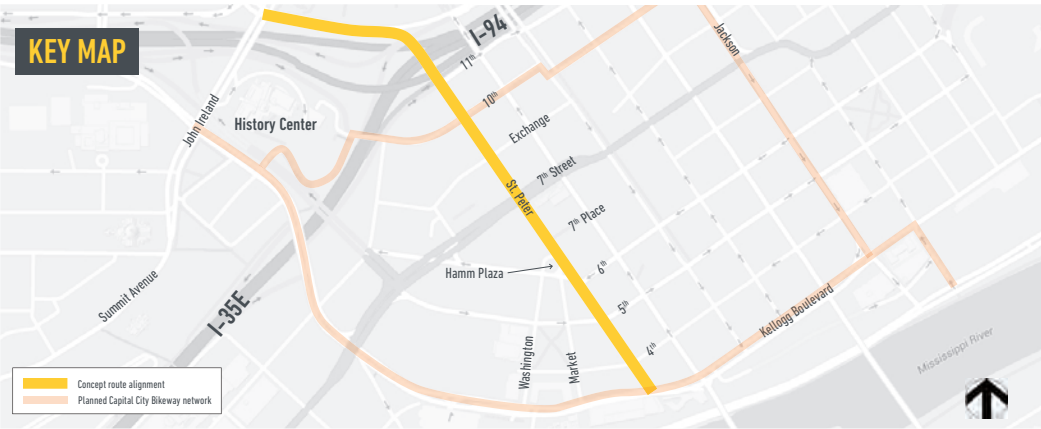


*Full build typical cross section for Wabasha Street (looking north).*

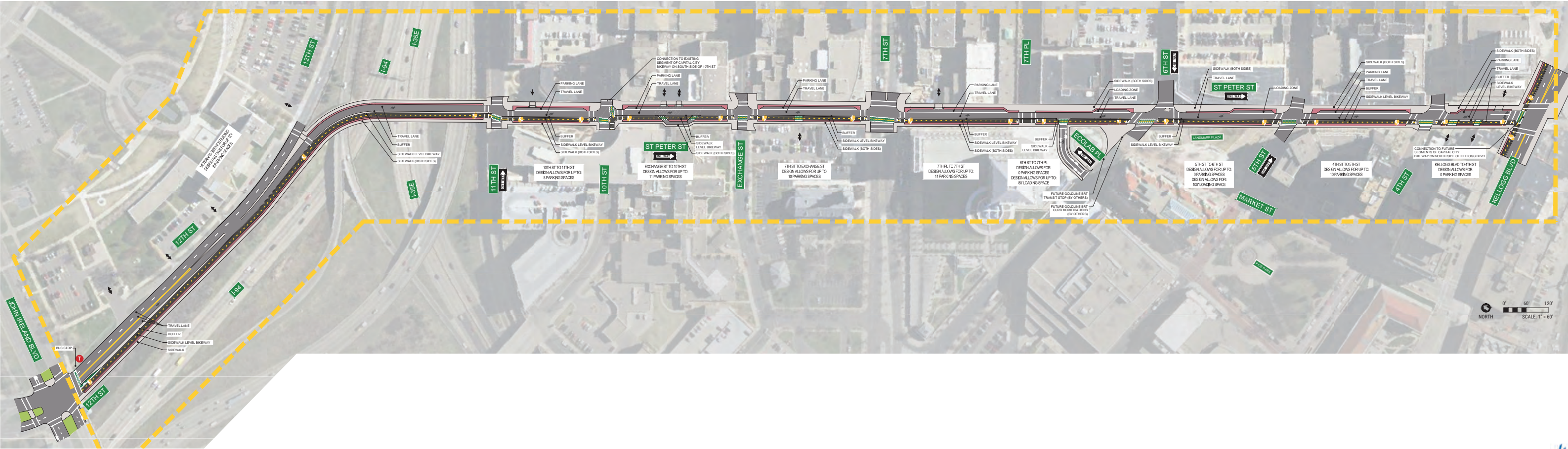
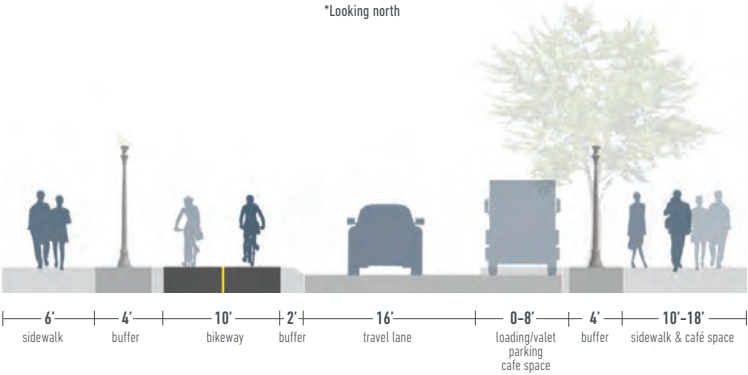


# ST. PETER STREET

## FULL BUILD CONCEPT



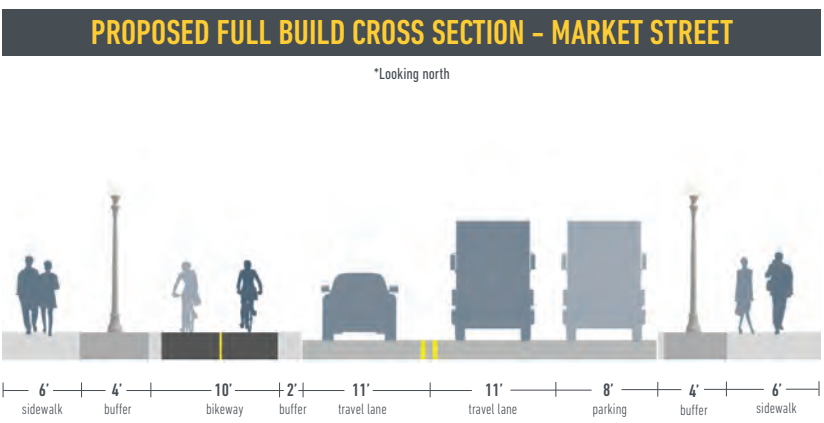
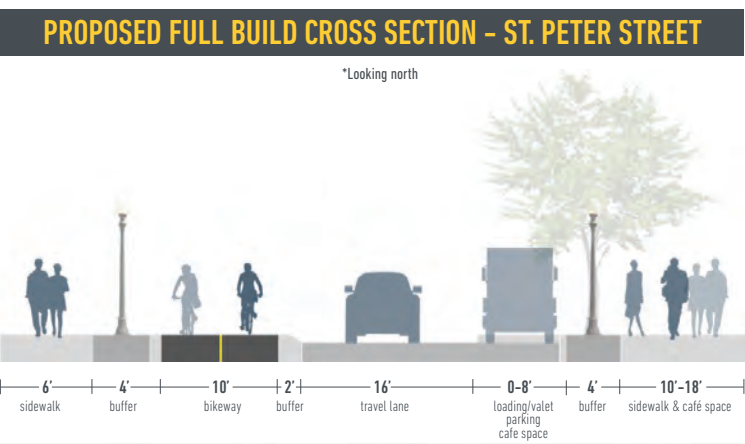
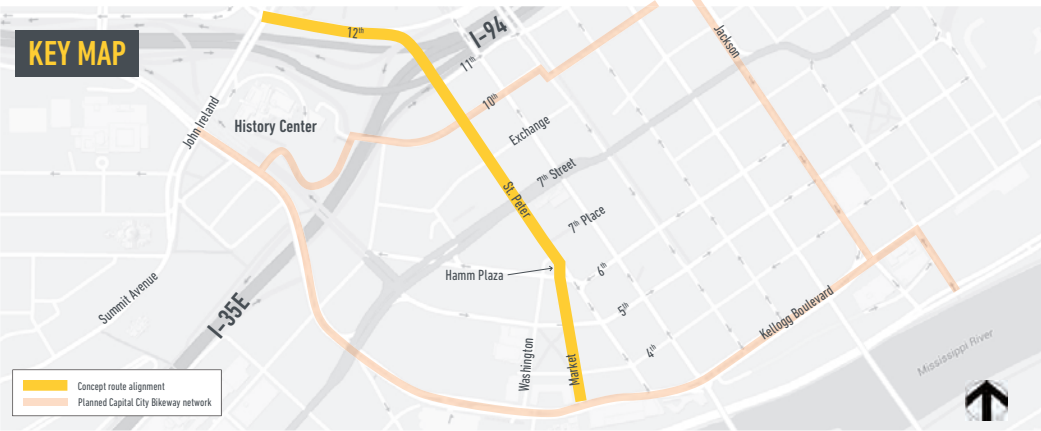
### PROPOSED FULL BUILD CROSS SECTION - ST. PETER STREET





# ST. PETER STREET / MARKET STREET

## FULL BUILD CONCEPT



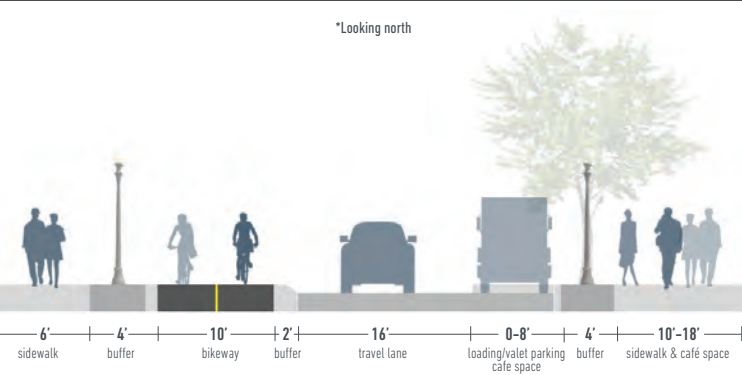


# WABASHA STREET / 10<sup>TH</sup> STREET / ST. PETER STREET

## FULL BUILD CONCEPT



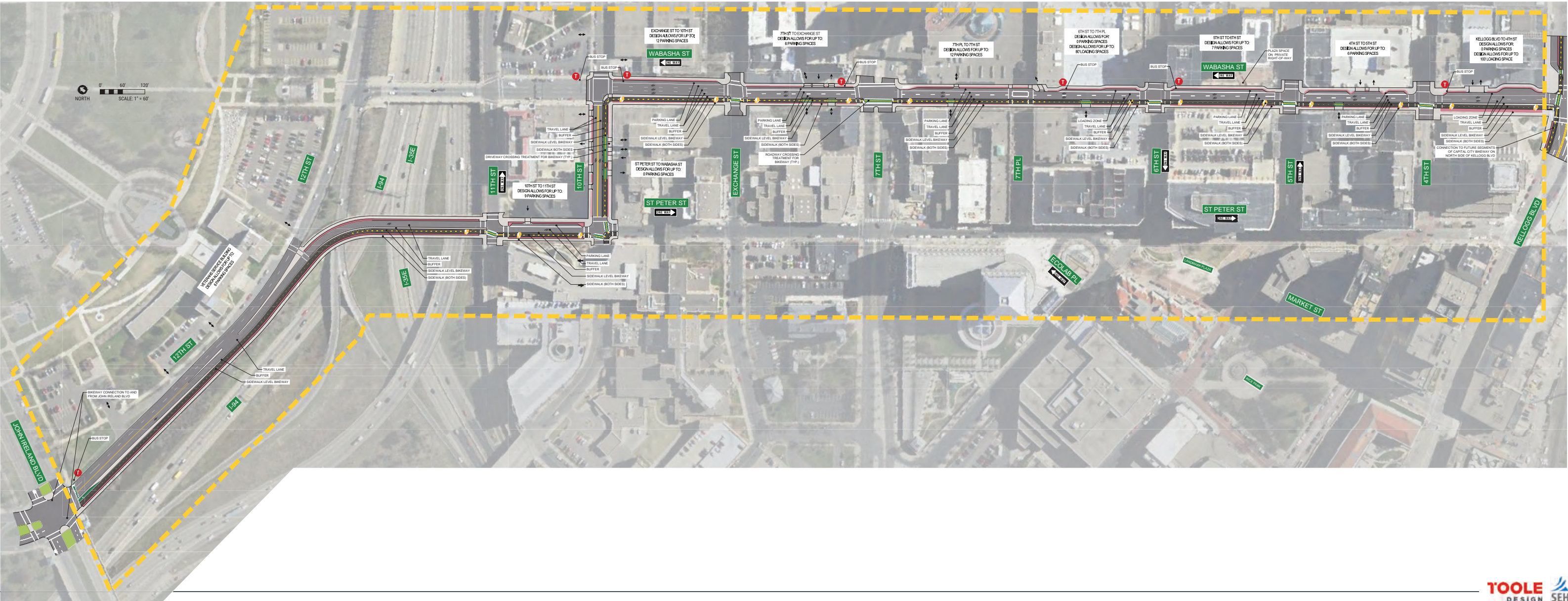
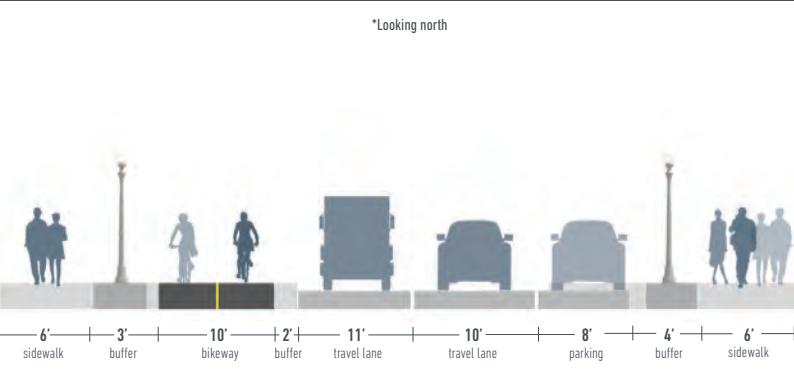
### PROPOSED FULL BUILD CROSS SECTION - ST. PETER STREET



### PROPOSED FULL BUILD CROSS SECTION - 10<sup>TH</sup> STREET



### PROPOSED FULL BUILD CROSS SECTION - WABASHA STREET





## Appendix C: Community Engagement Results

The project included a robust community engagement process that included public open houses, small group stakeholder meetings, direct mailings to stakeholders, online surveys, three meetings with a technical advisory committee, and four meetings with the City's Transportation Committee.

Three open houses were held to present project information and technical analyses, as well as to solicit feedback on the bikeway route and design options on St. Peter/Wabasha/Market Street.

Open houses were held on:

1. Thursday, May 30, 2019 at Saint Paul Fire Station 8
2. Thursday, October 10, 2019 at Osborn 370 (downtown office building)
3. Thursday, February 6, 2020 at Osborn 370 (downtown office building)

Following each of the three open houses, the project team developed online surveys to gather feedback from community members who were unable to attend the open houses in person. The three online surveys were advertised via social media and email.

A fourth engagement opportunity was provided online in April 2021. Due to the COVID-19 pandemic, a recorded video presentation with the final recommendation was posted on the project webpage, along with a feedback form. The feedback form was available April 8-25, 2021.

A general summary of feedback received from stakeholders and community members is described below:

- Preference for bikeways with physical separation from motor vehicle traffic
- Preference for two-way bicycle facilities
- Sidewalks and sidewalk amenities are top priority for use of right of way
- Loading zones and valet zones are important for business operations
- Loss of convenient on-street parking is a concern
- Concern over traffic impacts with one-lane on St. Peter Street
- Potential blockage of single lane due to loading vehicles, delivery vehicles and valet users
- Event traffic levels
- Support from some properties along Wabasha Street
- Bikeway maintenance is important, especially snow clearing

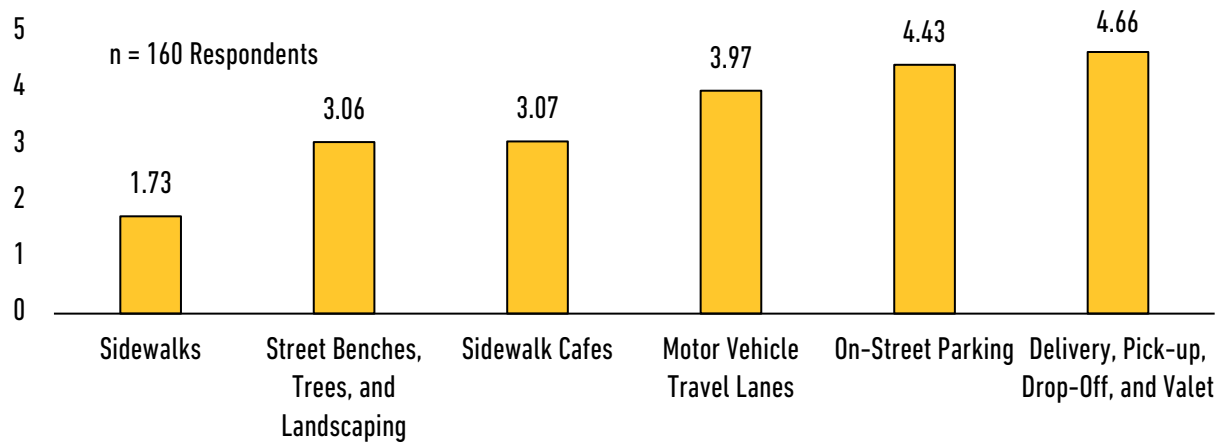
The summaries below include the information presented at each community engagement opportunity held throughout the project, as well as the feedback received from community members.

### Open House #1/Online Survey #1 – May 2019

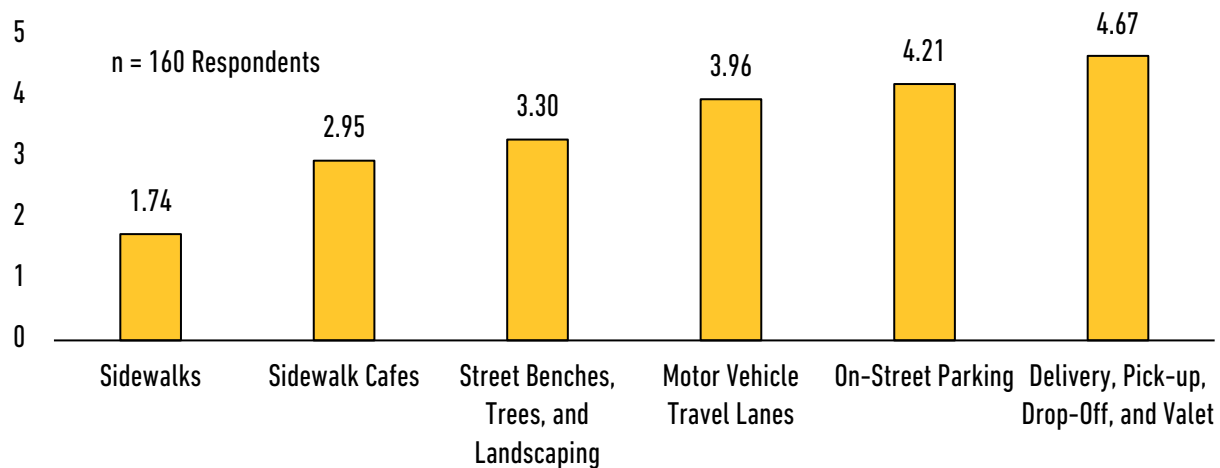
At the first project open house in May 2019 and in the subsequent online survey, the project team asked community members what street characteristics were most important to them on both St. Peter Street and Wabasha Street. Participants were given a list of six street characteristics, and were asked to rank them from 1-6 (#1 being their most important priority for that street). Results for St. Peter Street and Wabasha Street were very similar, with sidewalks, sidewalk cafes, street benches, trees and landscaping being their top priorities on both corridors. The graphs below show the results in more detail.

**\*Note: The lowest average value indicates the top priority. The highest average value indicates the lowest priority.**

## St. Peter Street



## Wabasha Street



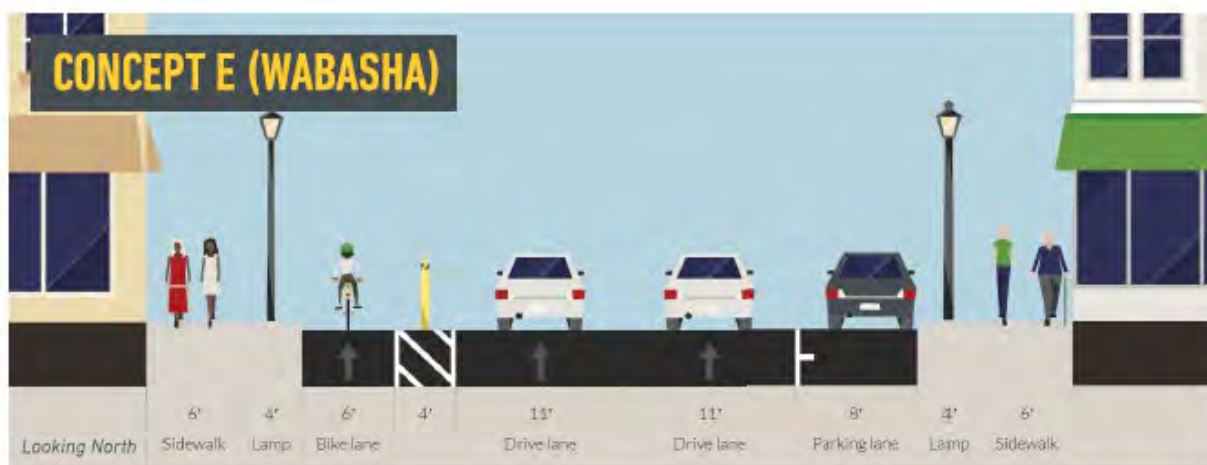
## Open House #2/Online Survey #2 – October 2019

At the 2<sup>nd</sup> open house and in the 2<sup>nd</sup> online survey, five different design concepts were presented:

- Concept A: St. Peter Street (Two lanes of motor vehicle traffic, one parking lane)
- Concept B: St. Peter Street (One lane of motor vehicle traffic, two parking lanes)
- Concept C: St. Peter Street (10<sup>th</sup> Street to Market Street)/Market Street (St. Peter Street to Kellogg Boulevard)
- Concept D: Wabasha Street/10<sup>th</sup> Street
- Concept E: St. Peter Street & Wabasha Street (One-way bikeway pairs between 10<sup>th</sup> Street to Kellogg Boulevard)

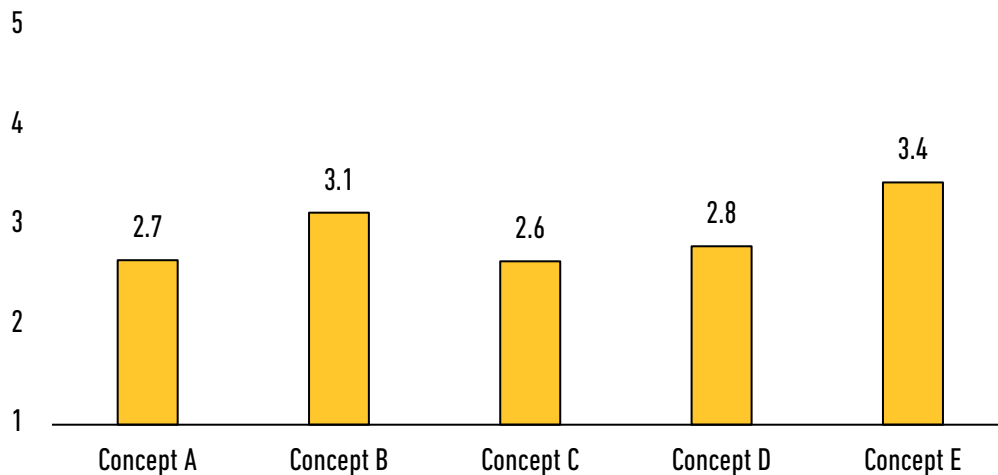






Open house and online survey participants were asked to review each of the five design concepts, and then rank them from 1-5 (1 being their preferred concept, and 5 being their least preferred concept). The following pages show typical cross sections for each of the five design concepts. All

the concepts are shown looking north. The chart below displays the combined voting results from the open house and online survey, with the lowest average score being the highest preference.



*\*Lowest average value indicates the preferred concept. The highest average value indicates the least preferred.*

### Open House #3/Online Survey #3 – February 2020

At the third open house and in the third online survey, the project team narrowed the five design concepts presented at open house #2/survey #2 down to the three options. Participants were presented more design concept layouts for each of the three corridors:

1. St. Peter Street
2. St. Peter Street/Market Street
3. Wabasha Street/10<sup>th</sup> Street/St. Peter Street

Over 60 participants provided comments at the open house, and over 180 people participated in the online survey, for a total of over 240 survey respondents. Due to the high volume of responses, the section below does not include all community member comments but instead summarizes key themes from comments that were made by multiple community members.

#### St. Peter Street Concept

##### What do you like about this design concept?

- People like the directness of the route and think that the segment provides a nice through access from Kellogg across I-94.
- People like the location of the bikeway and think this would also improve traffic flow by eliminating street parking places.
- Some people think the design will slow down motor vehicles and reduce danger to pedestrians and cyclists.
- People like the connection with the Landmark Center.

##### What are your concerns about this design concept?

- People are concerned with losing parking and loading zones, especially near Palace Theatre.

- People are concerned with converting part of the corridor to one lane. They think that congestion will occur during Xcel events, hockey games, Ordway performances, and other busy nights during the year.
- People are concerned with safe turns between St. Peter & 10<sup>th</sup> St bikeways.
- Bicyclists won't have a separate traffic signal when they are turning left on John Ireland Blvd, and a car turning left might hit them.
- People are concerned about the ends of the bikeway corridor and how it would connect with the rest of the bikeway network.

## **St. Peter Street/Market Street Concept**

### **What do you like about this design concept?**

- Direct access to Rice Park, the library, and other cultural destinations in downtown.
- Market Street is quieter so there is less interaction with vehicles, which would be safer for bicyclists.
- It avoids the most congested part of St Peter Street on the south end.
- It avoids conflicts with motor vehicle traffic entering and exiting I-94.
- People think that would reduce motor vehicle traffic, which would help to slow vehicle speeds.
- It avoids the diagonal intersections at 6th, 5th, and 4th streets that they think are always a hassle for pedestrians.
- It has the least amount of driveway crossings.

### **What are your concerns about this design concept?**

- The design of the 6th Street intersection and the crossing to Market Street looks confusing and dangerous.
- Conflicts with the Gold Line BRT station.
- Concerns about losing parking. People argue that parking will be very limited for business owners and residents.
- The connection to existing bicycle infrastructure on John Ireland Boulevard.
- The bikeway will often be closed because of several events along the corridor.
- People think that Market Street should be pedestrian-focused, and not for bicyclists.
- Market Street is further from the Wabasha Street bridge connection over the river

## **Wabasha Street/10<sup>th</sup> Street/St. Peter Street**

### **What do you like about this design concept?**

- Direct connection to the Wabasha Street bridge to cross the river
- There are less businesses that would be affected by the loss of travel lanes and parking. Additionally, some businesses on Wabasha support this route.
- Direct route through downtown.
- It would serve the most potential cyclists (office workers).
- Avoids the event congestion on Market Street and near Rice Park.
- Does not have any impacts to bus traffic.

### **What are your concerns about this design concept?**

- Concerns with the existing parking ramps and the possible conflicts with bicyclists and pedestrians at those entrances.
- High traffic volumes on this segment would not be safe for bicyclists and pedestrians, and there may be more conflicts between bicyclists and motor vehicles.
- The loss of parking and loading zones.
- The bikeway jogs at 10<sup>th</sup> Street to St. Peter Street is less direct.
- Three lanes of motor vehicle traffic on the north side of 10<sup>th</sup> means that cars will drive faster and be unsafe for bikes.
- Concerns about the left turn from St. Peter Street to 10<sup>th</sup> Street.

## Recorded Presentation and Feedback Form - April 2021

In April 2021, City staff recorded [a presentation video](#) that included information about Saint Paul Public Works' recommendation on the west corridor of the Capital City Bikeway. The video presentation includes Public Works' recommendation, project history, evaluation of the three options, discussion of the interim and long-term design concepts, and next steps.

The following is a list of the key themes from the feedback form:

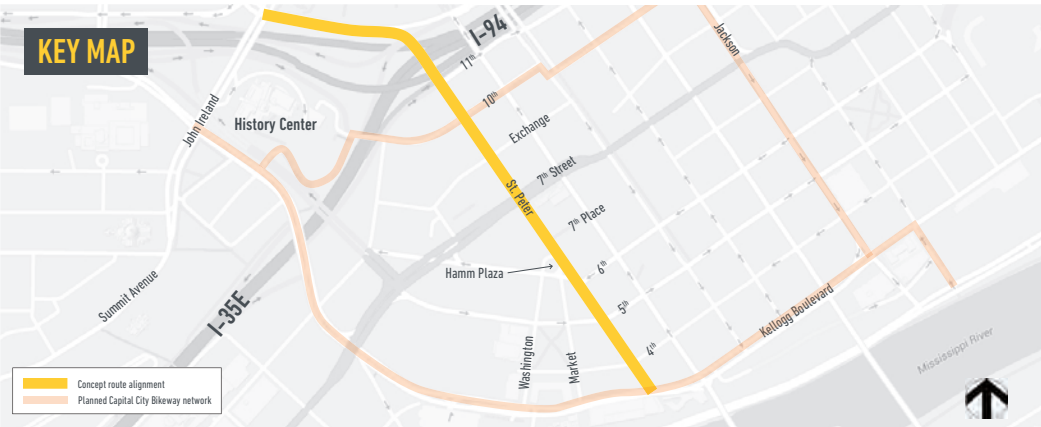
- Support for the recommendation of Wabasha Street as the west corridor of the Capital City Bikeway
  - People expressed preference for the direct connection across the river that Wabasha Street provides.
  - People expressed the importance of maintaining two motor vehicle lanes, which the Wabasha Street option provides.
- Desire for a complete bike network and connections through 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 10th 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.

## Appendix D: Interim Design Concept Layouts



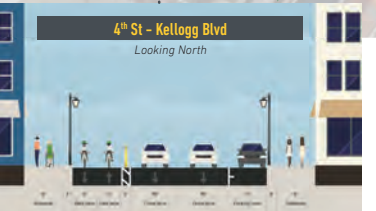
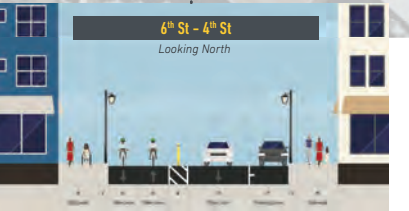
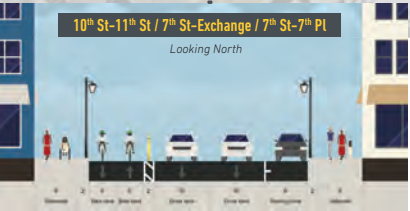
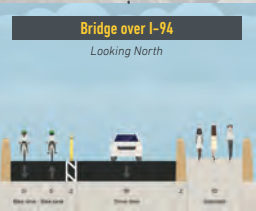
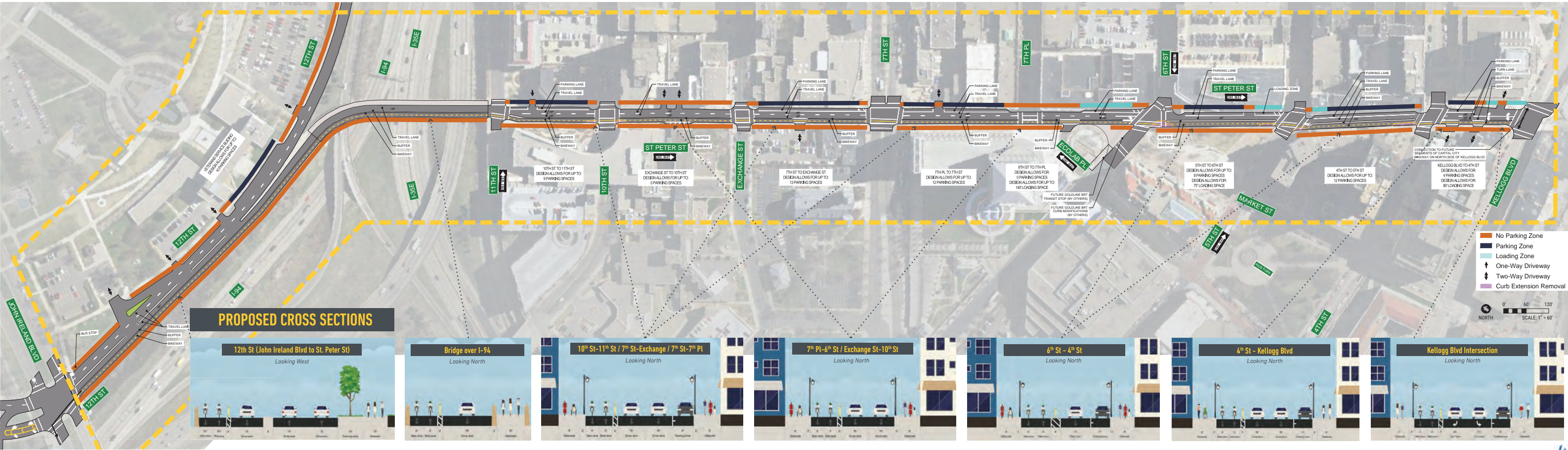
# ST. PETER STREET

## INTERIM DESIGN CONCEPT



### OVERVIEW

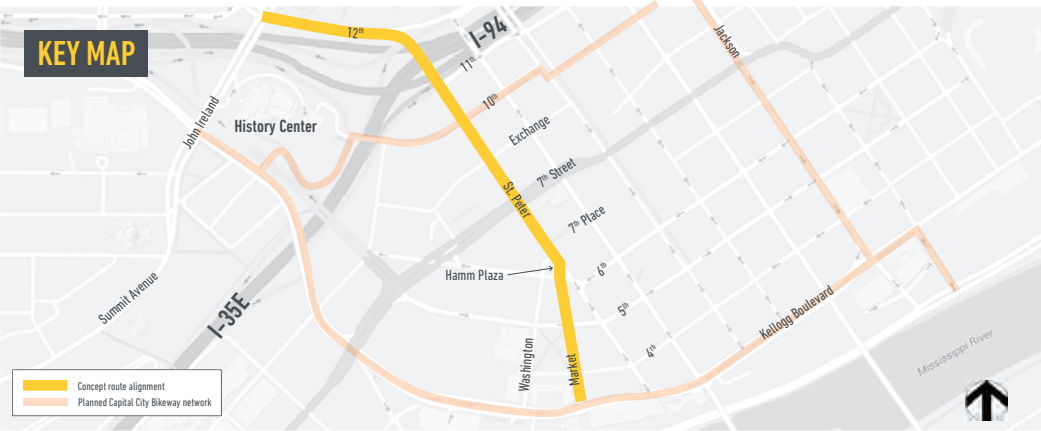
- Two-way bikeway on south side of 12<sup>th</sup> Street and west side of St. Peter Street
- Reduces motor vehicle travel lanes to one lane on:
  - 12<sup>th</sup> Street (eastbound only) between John Ireland Blvd and I-94 bridge
  - I-94 bridge
  - 6<sup>th</sup> Street - 4<sup>th</sup> Street





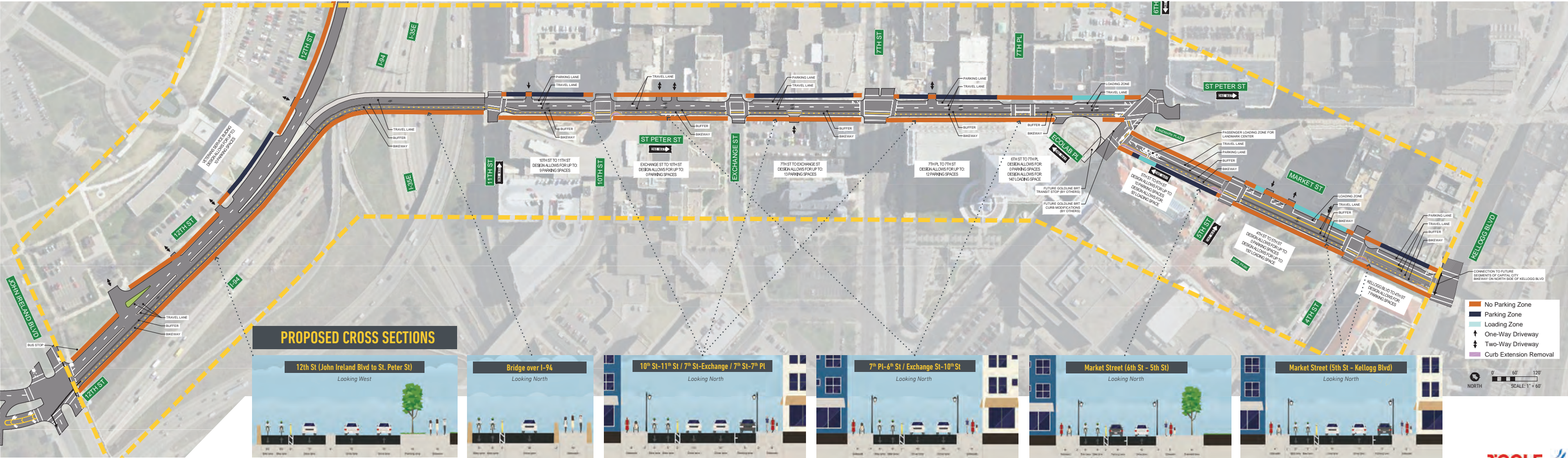
# ST. PETER STREET / MARKET STREET

## INTERIM DESIGN CONCEPT



### OVERVIEW

- Two-way bikeway on south side of 12<sup>th</sup> Street, west side of St. Peter Street, and west side of Market Street
- I-94 bridge reduced to one motor vehicle travel lane
- Converts one block of Market Street (between 6<sup>th</sup> St and 5<sup>th</sup> St) to one-way motor vehicle traffic (northbound)



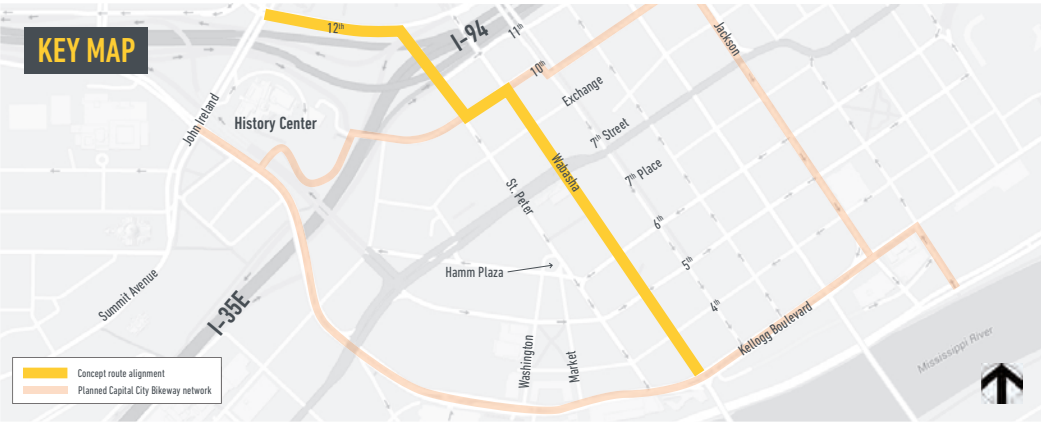
### PROPOSED CROSS SECTIONS





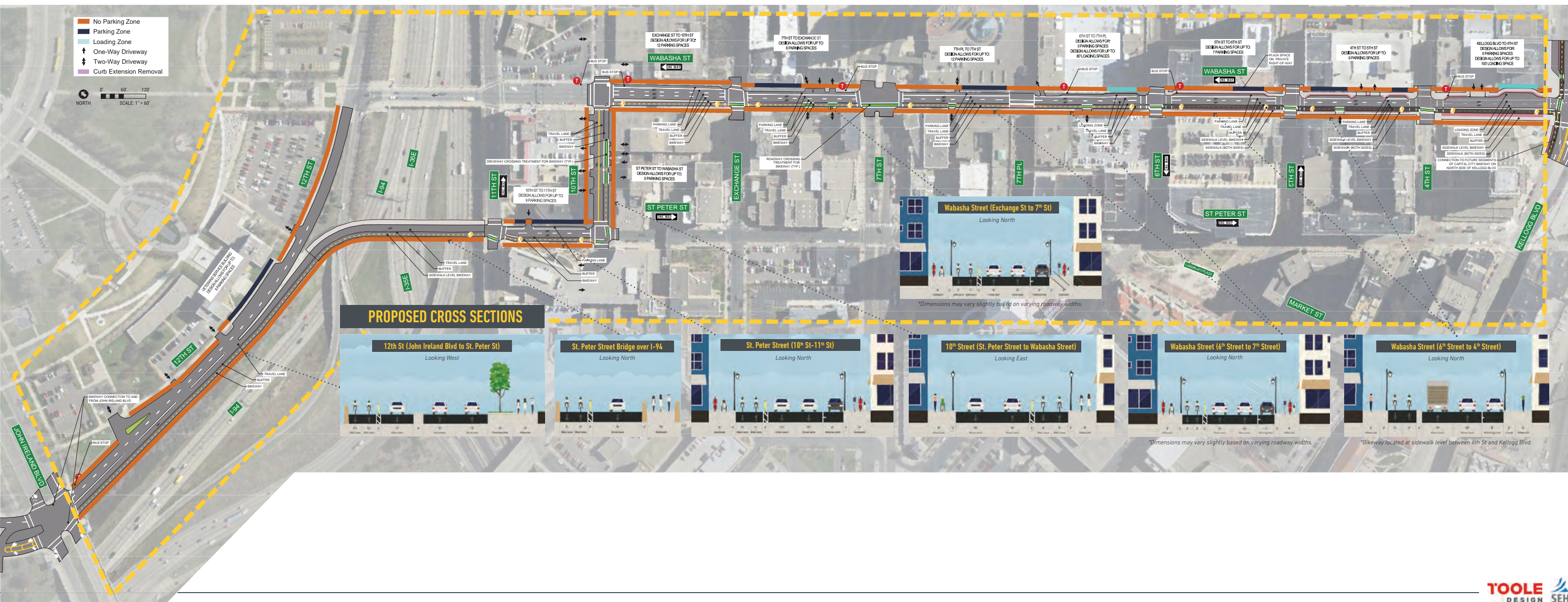
# WABASHA STREET / 10<sup>TH</sup> STREET / ST. PETER STREET

## INTERIM DESIGN CONCEPT



### OVERVIEW

- Two-way bikeway on:
  - South side of 12<sup>th</sup> Street (between St. Peter Street and John Ireland Boulevard)
  - West side of St. Peter Street (between 10<sup>th</sup> Street and 12<sup>th</sup> Street)
  - South side of 10<sup>th</sup> Street (between Wabasha Street and St. Peter Street)
  - West side of Wabasha Street (between Kellogg Boulevard and 10<sup>th</sup> Street)
- I-94 bridge and eastbound 12<sup>th</sup> Street reduced to one motor vehicle travel lane
- Bikeway is recommended on west side of Wabasha due to bus stop conflicts on the east side





## Appendix E: Corridor Parking Utilization

The following pages provide data on parking utilization and curbside uses along St. Peter Street and Wabasha Street. The graphics below show parking utilization percentages at various times of day during the week, as well as during the evening on the weekends (when parking utilization is highest). The parking utilization percentages refer to the number of on-street parking spaces being used on that block (during the time the parking counts were taken) divided by the total number of on-street parking available on that block. On St. Peter Street and Wabasha Street, weekday parking count data was collected on Tuesday 4/23/19 and weekend parking data was collected on Saturday 4/20/19.

### Weekday AM (8-10 AM) | On-Street Parking Utilization

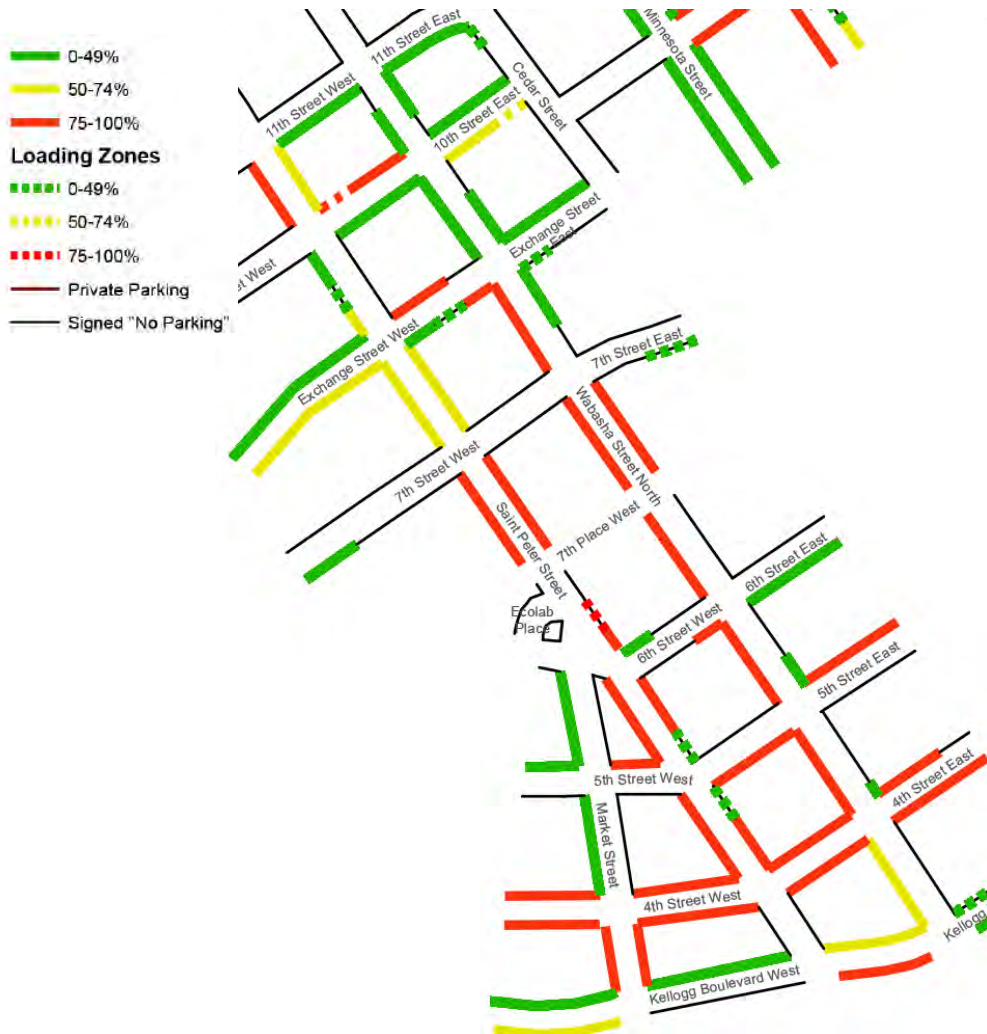


## Weekday Mid-day (11 AM-1PM) | On-Street Parking Utilization

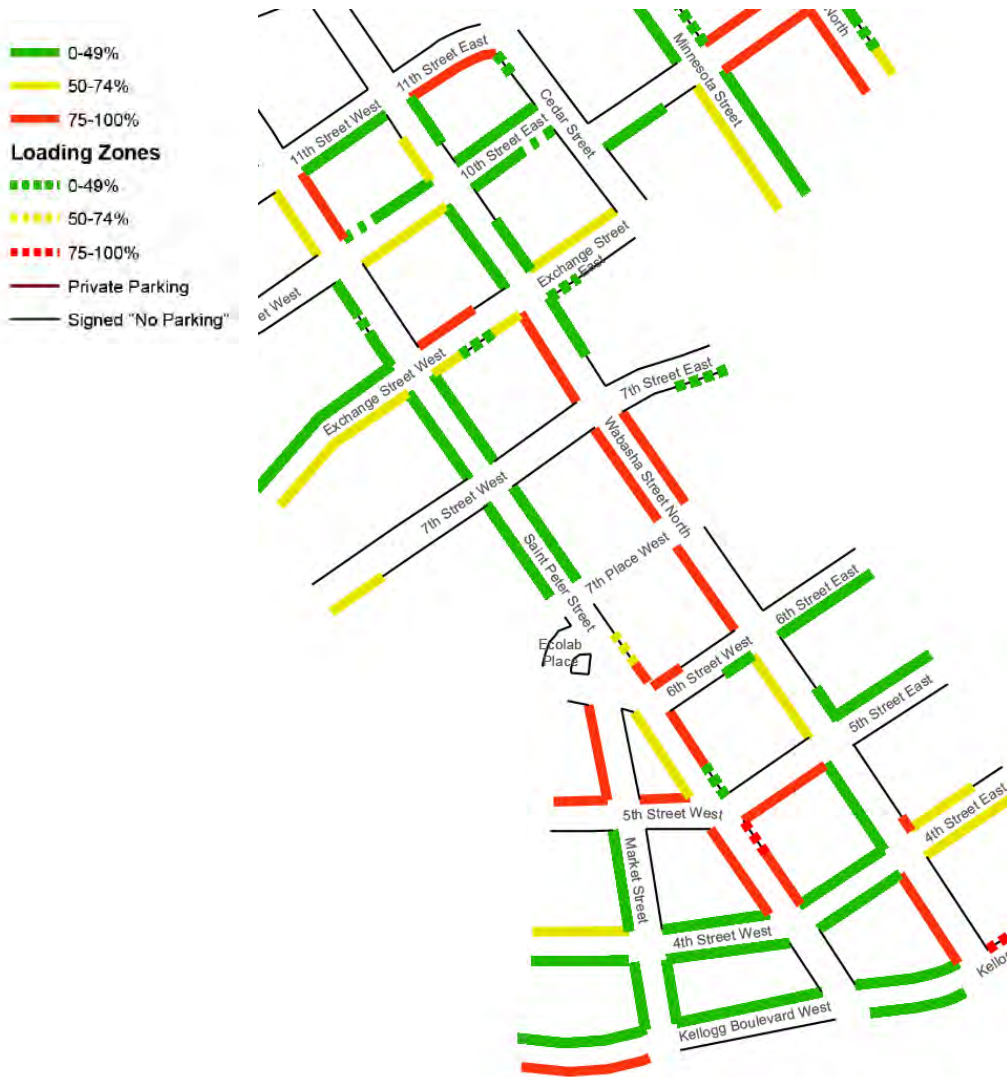




## Weekday PM (6-8 PM) | On-Street Parking Utilization



## Weekend PM (6-8 PM) | On-Street Parking Utilization



## Curbside Uses

### Curbside Use

#### Curbside Use

- 15 minute parking 6am-7pm Mon-Fri
- Bus Stop
- Loading Zone or Valet Parking (No other Parking)
- No Parking (seem to double as loading zones)
- No Parking 3-6am (Mon, Wed, Fri), Meters enforced 8am-10pm Mon-Sat, 4 Hr Limit for Handicapped Vehicles
- No Parking 3-6am (Tues & Thurs), Meters enforced 8am-10pm Mon-Sat, 4 Hr Limit for Handicapped Vehicles
- No Parking Restrictions
- No Parking except 4-6pm Sat, 6am-2pm Sun
- Private Parking

