

Project Overview

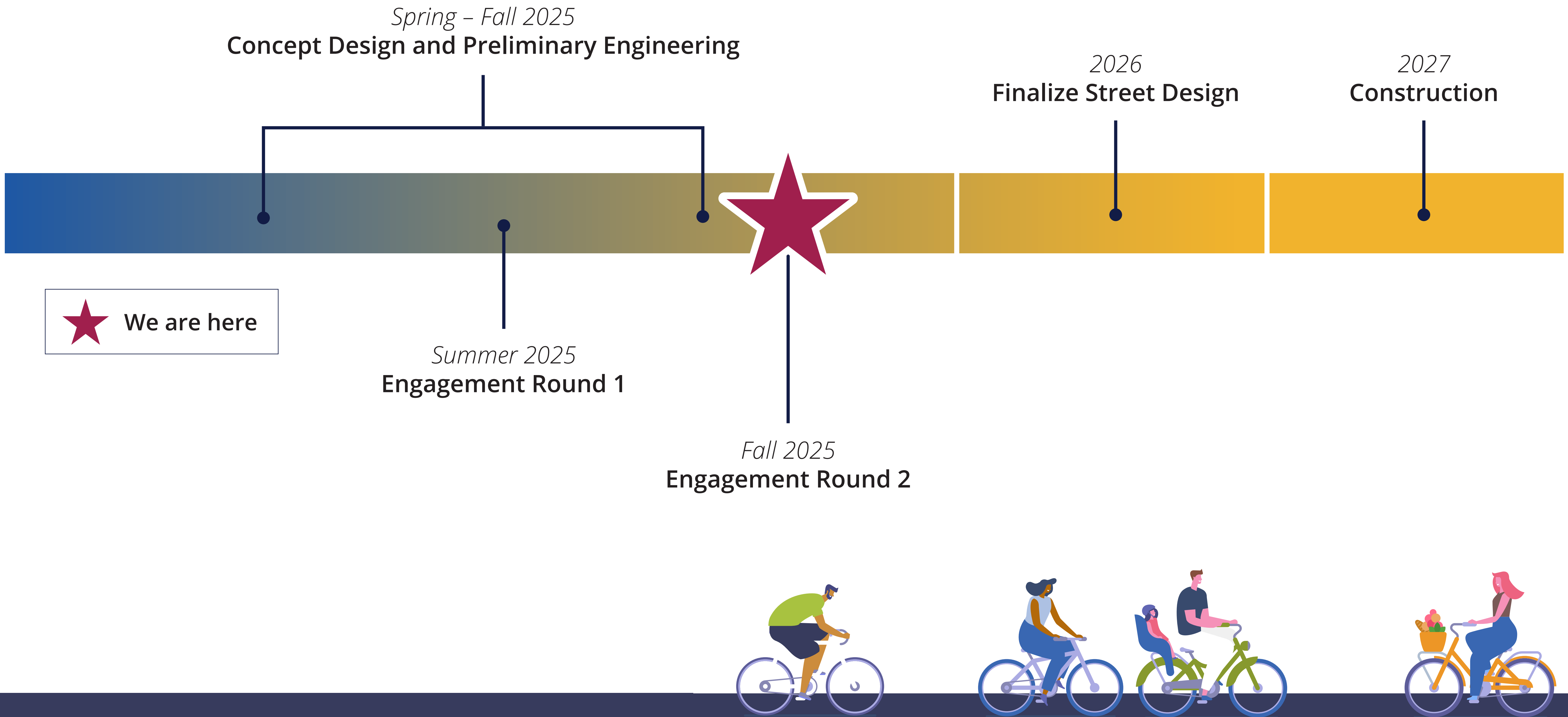
The City of Saint Paul is building out the Capital City Bikeway Network to create a safe, all-ages and abilities bike connection throughout the city. This project aims to improve safety and provide more affordable transportation options for people who live, work, and visit Saint Paul.

This project will extend the existing Wabasha Street bikeway and connect it to key destinations, including:

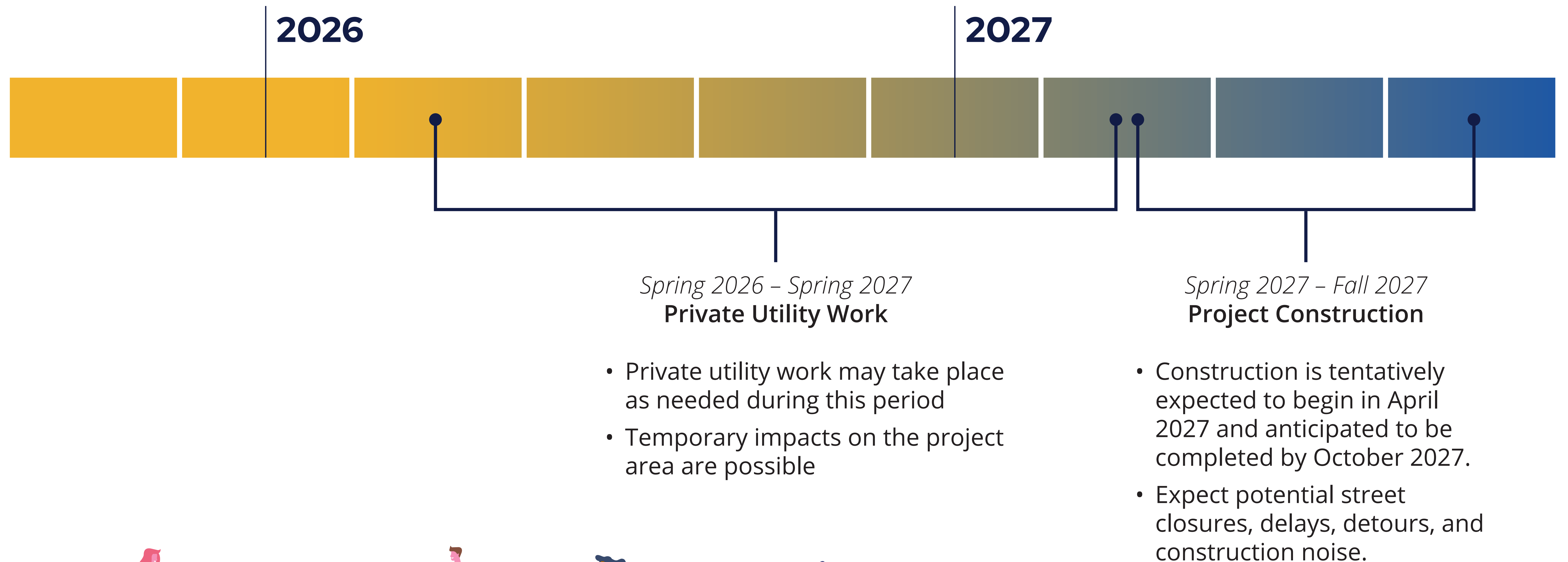
- The existing protected bicycle lanes on 10th Street
- The Capitol grounds across Interstate 94
- The existing bikeway on John Ireland Boulevard
- The planned bikeway on Rice Street



Timeline



Preliminary Construction Timeline



What We Heard

Engagement Snapshot

MOBILITY MINGLE

- City of Saint Paul planning projects
- Transportation advocates
- Minnesota Department of Transportation

4 DOWNTOWN SAINT PAUL POP-UPS

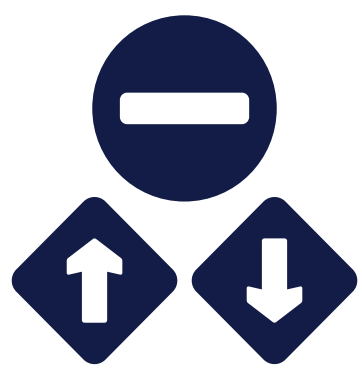
- Resident event at Saint Paul Public Housing Agency
- National Night Out at the Church of Scientology
- Downtown Ambassador Appreciation event at Rice Park
- Summer Nights in Rice Park

6 LISTENING SESSIONS/ MEETINGS

- St Paul Downtown Alliance
- Veterans Service Building
- Fitzgerald Theater
- History Theatre
- Saint Paul Public Housing Agency residents
- Gallery Tower Condominiums



Key Takeaways



Safety and signage

People noted the necessity of providing separate spaces for different travel modes, like cars, bikes, and people walking or rolling. People expressed a desire for clear signage so that everyone knows where they can travel along the street.



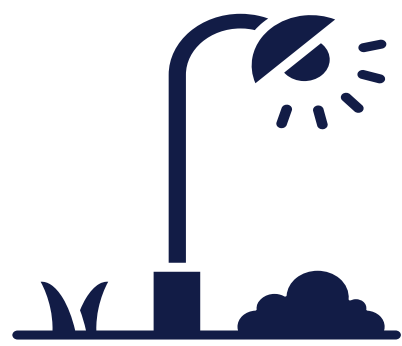
Reduce conflicts between travel modes

People are concerned about bikes, pedestrians, and cars competing for space on the street. Many people would prefer to see the bikeway routed on the west side of Saint Peter Street / south side of 12th Street to minimize the number of times bicyclists have to cross into travel lanes.



Parking

Residents, employees, and visitors shared the importance of retaining as much parking as possible along the project corridor.



Landscaping and lighting

Many event attendees noted that landscaping and greenery will make the downtown environment more vibrant and welcoming, and understood that there will be less room for landscaping if on-street parking is available on both sides of Wabasha St. People want to see more street lighting to improve visibility.

Share your feedback

E 12th Street

★ Preferred Design

South Bikeway

How input shaped the design:

During engagement, we heard the following perspectives on this design option:



Safer for bikers, pedestrians, and drivers

People preferred the bikeway option that reduces the need for bicyclists to cross traffic lanes.



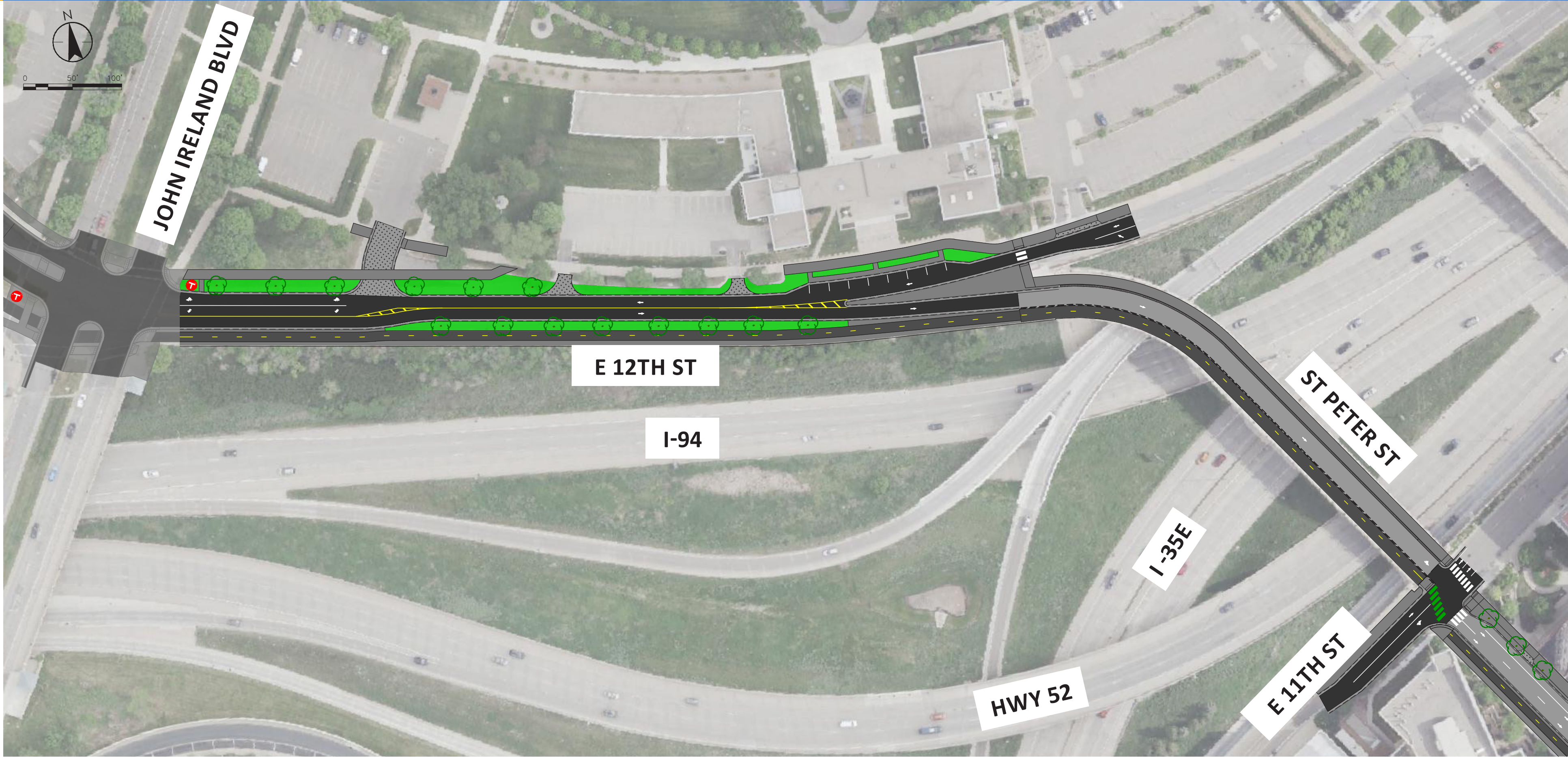
Reduces potentially hazardous driver behavior

People noted a high crash frequency on E 12th St, and narrowing the roadway can help calm vehicle traffic.



Parking lot access for the Capitol complex

The south bikeway enables both westbound and eastbound vehicles to turn into parking lots.



Benefits

- Minimizes conflict points between bicyclists, pedestrians, and car traffic
- All bike crossings will occur at signalized intersections
- Connects directly to the proposed Rice Street bikeway
- Retains parking access for the Capitol complex
- Most cost-effective option: smallest impact to the existing St Peter Street bridge and shortest duration of construction
- Leaves space for a sidewalk seating area on St Peter Street

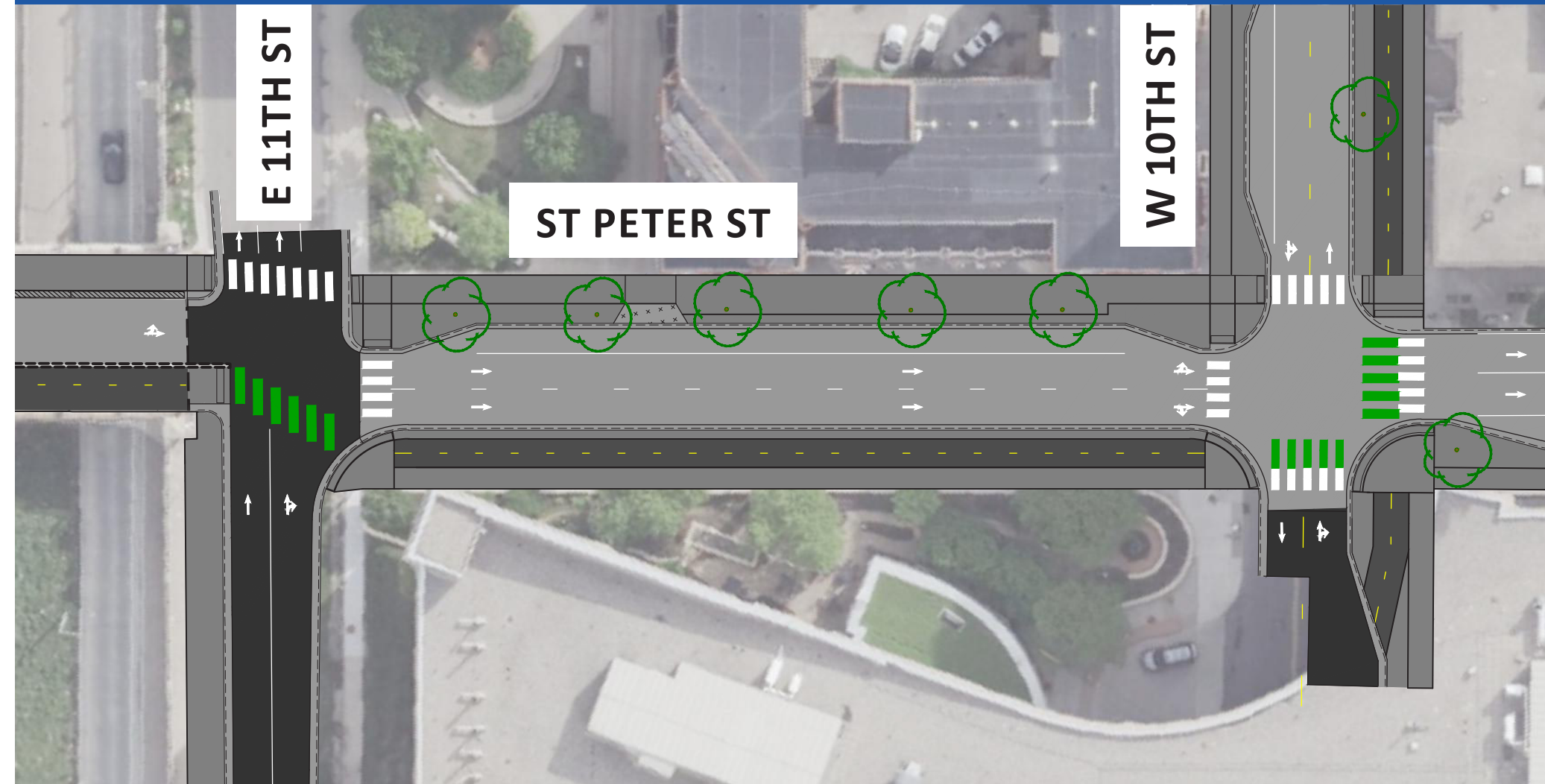
Tradeoffs

- Less bicycle connectivity to the Veterans Service Building
- More challenging maintenance on St Peter Street bridge (requires two passes and no space for snow storage)

Share your feedback

St. Peter Street

East Parking

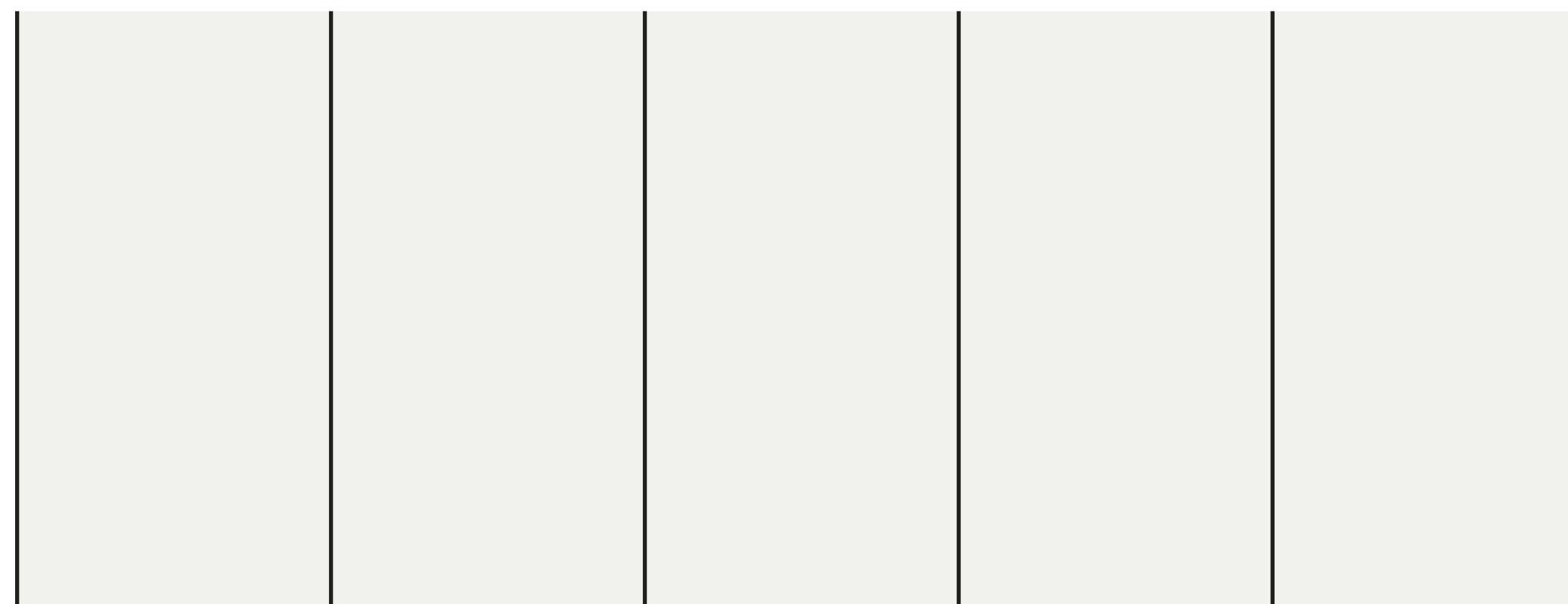


Benefits

- Places parking closest to the restaurants and businesses most impacted by parking

Tradeoffs

- Limits space for planting trees
- Creates largest offset at 11th street intersection



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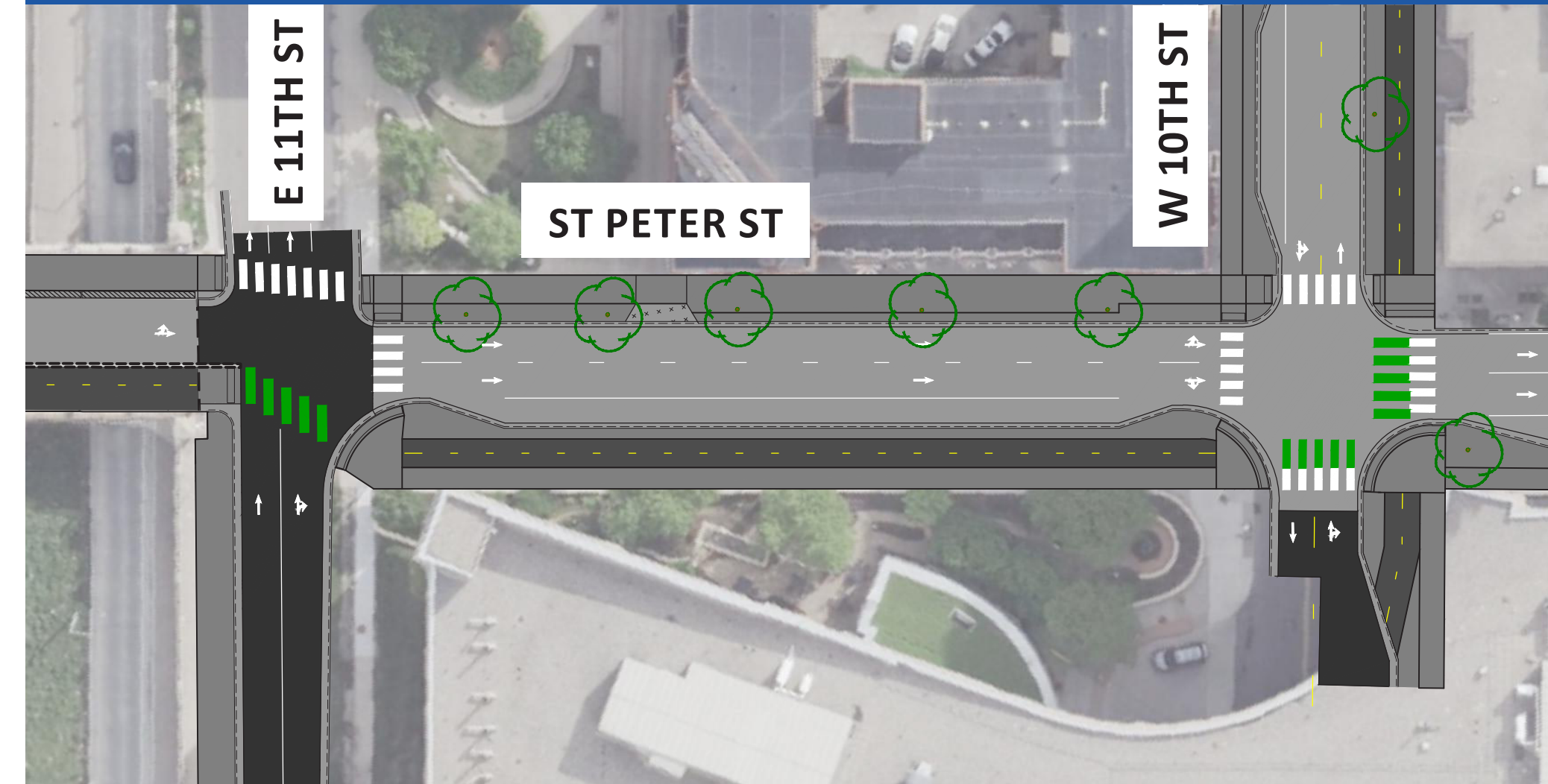
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West Parking

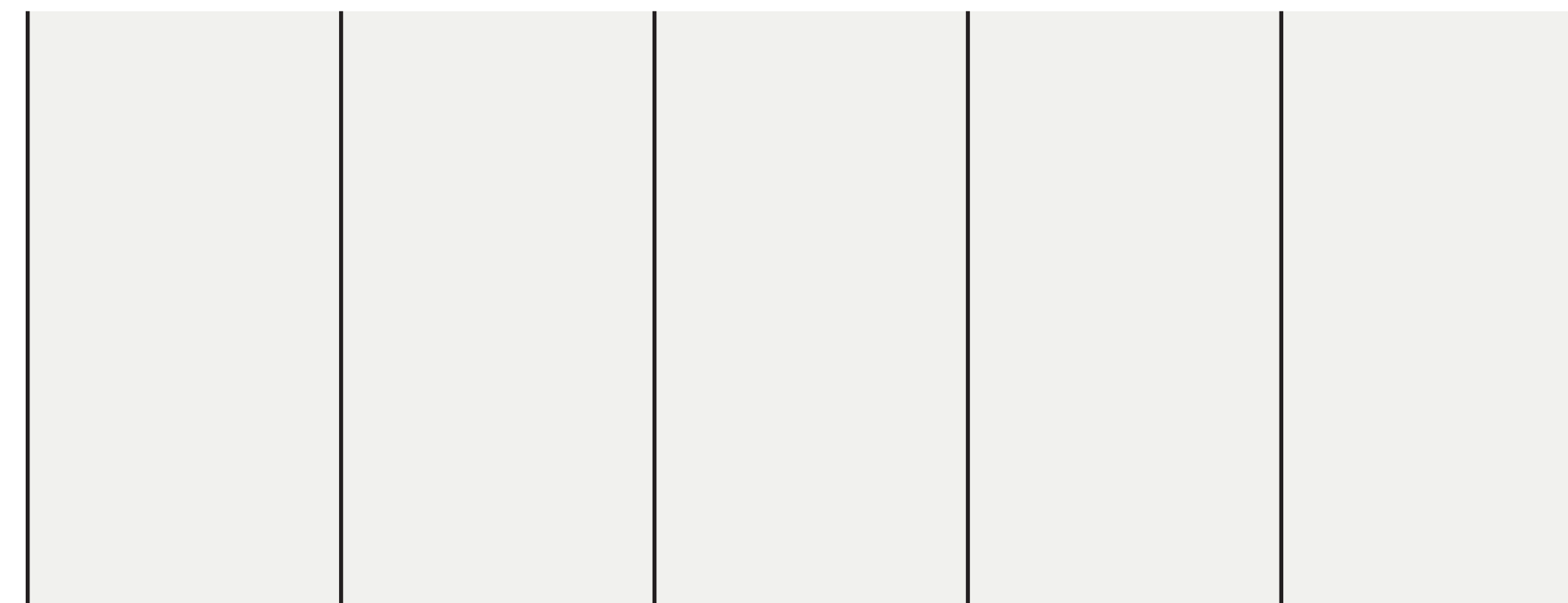


Benefits

- Retains largest number of parking spaces
- Parked cars protect the bikeway and deter vehicles from parking on the bikeway

Tradeoffs

- Limits space for planting trees
- Limits parking access next to restaurants and businesses



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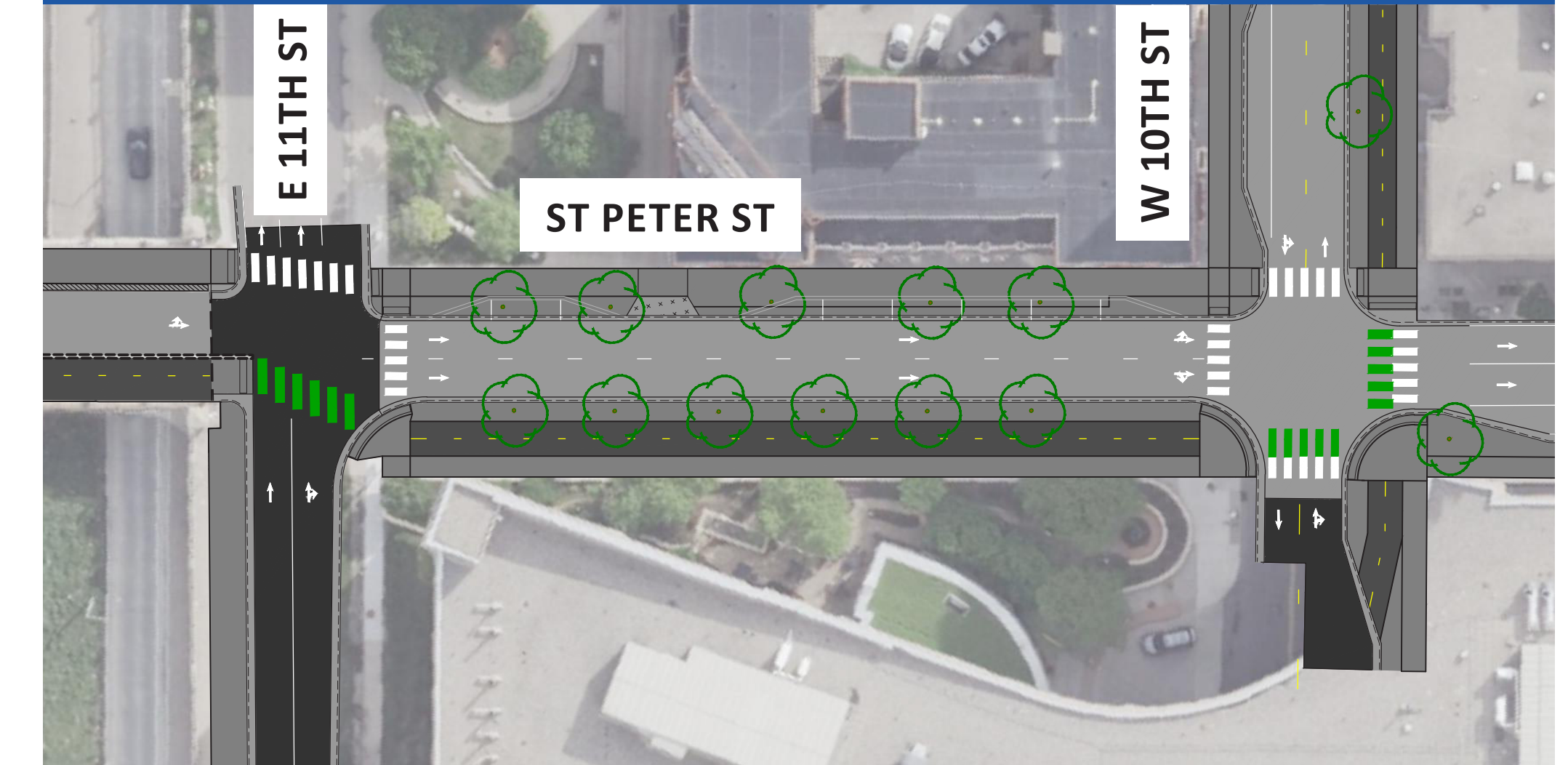
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No Parking

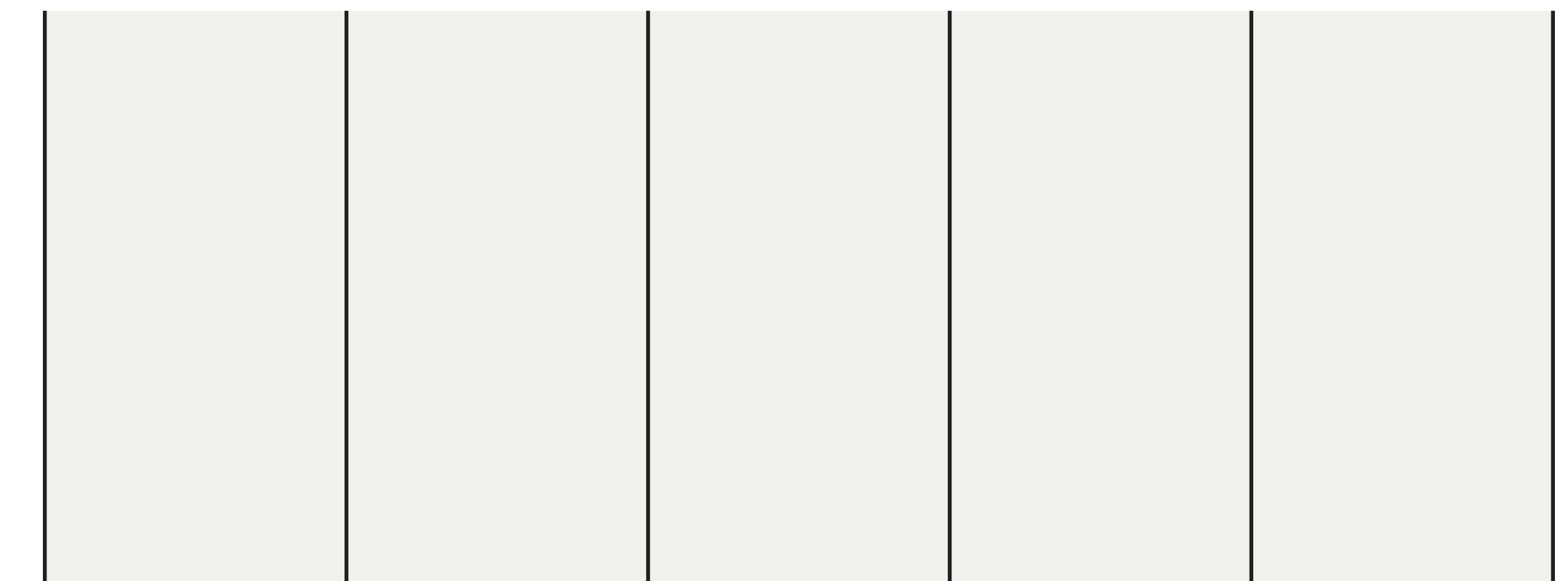


Benefits

- Allows for trees on both sides of the street
- Allows for greater bikeway and/or sidewalk café width

Tradeoffs

- Parking either not allowed or only allowed during certain times of day



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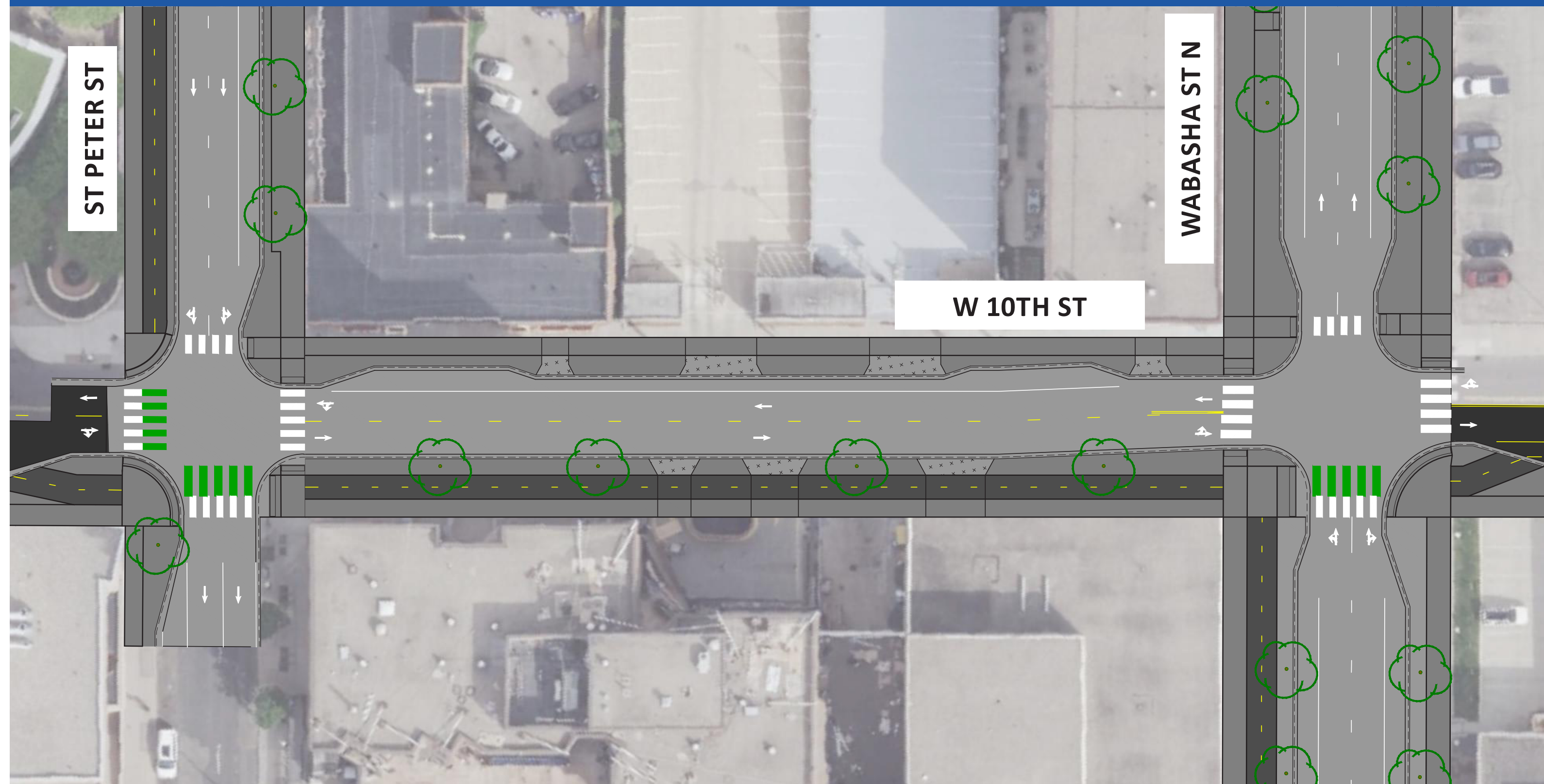
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W 10th Street

North Parking



Benefits

- Adds spaces for on-street parking on the north side of the street

Tradeoffs

- Reduced bikeway width and sidewalk width

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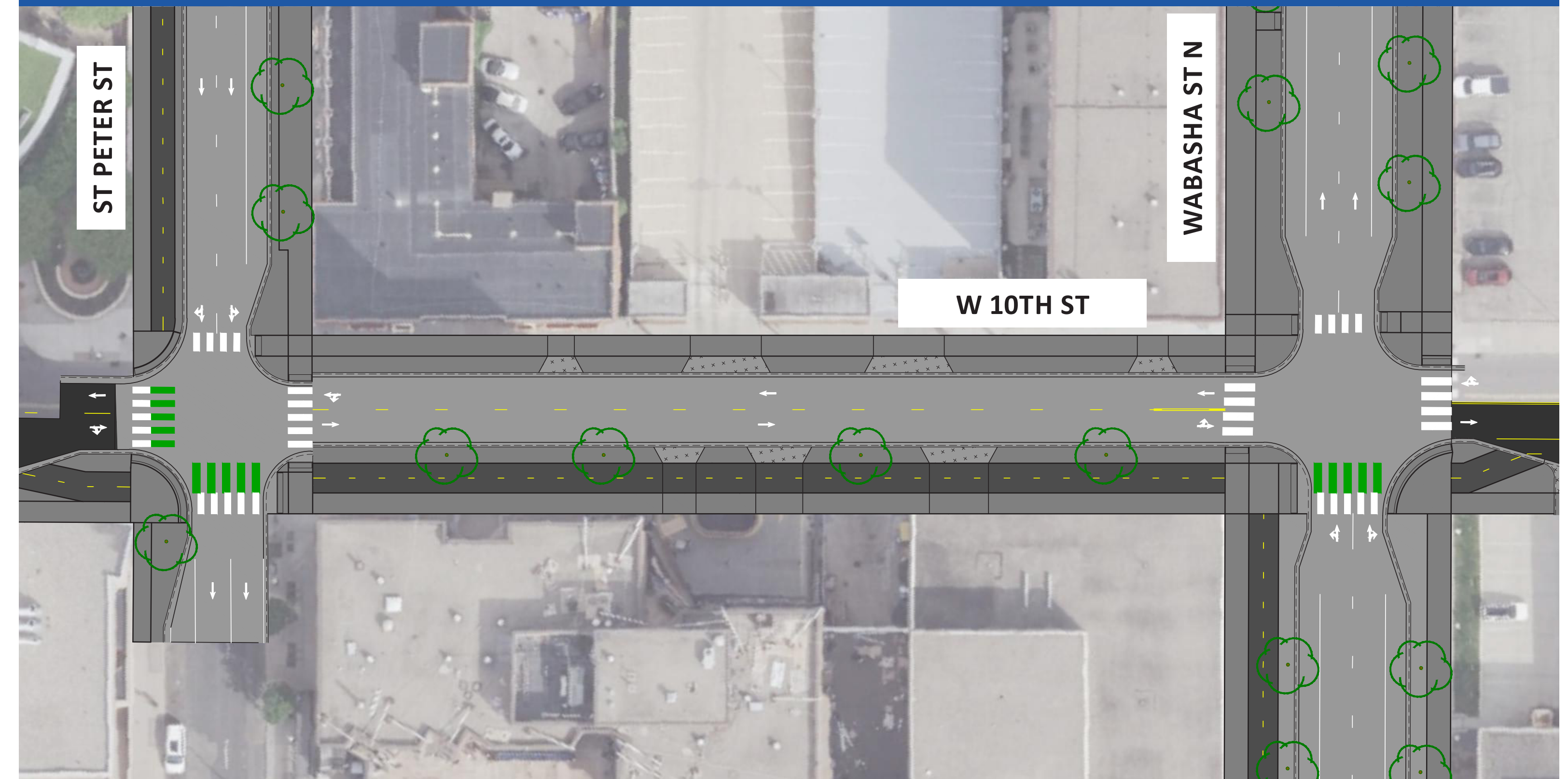
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No Parking



Benefits

- Increases sidewalk and bikeway width

Tradeoffs

- No additional on-street parking areas

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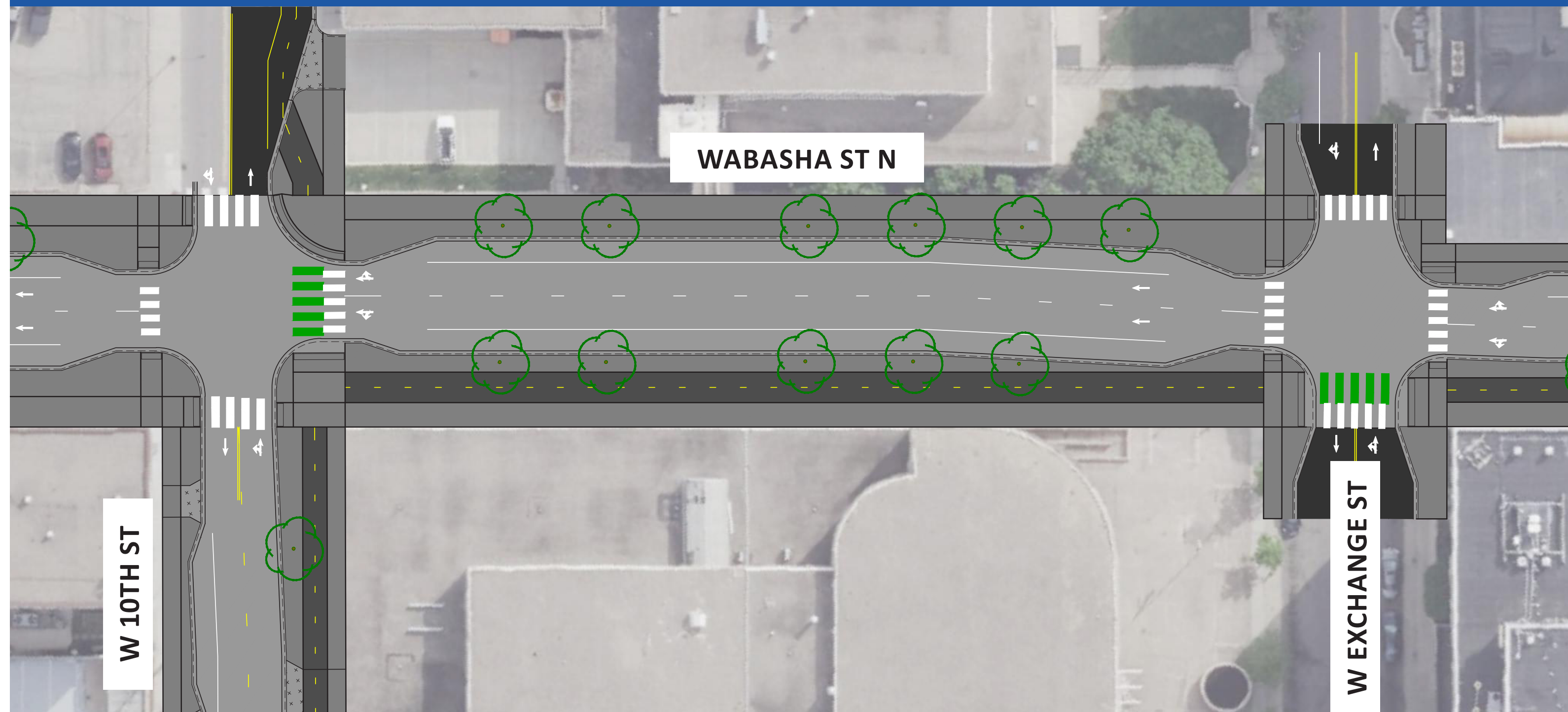
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Wabasha Street N

Option 1



Benefits

- Easier maintenance of bikeway
- Wider bike facility

Tradeoffs

- Slightly less space for trees and plantings
- Bike facility adjacent to sidewalk creates opportunities for conflicts between bicyclists and pedestrians

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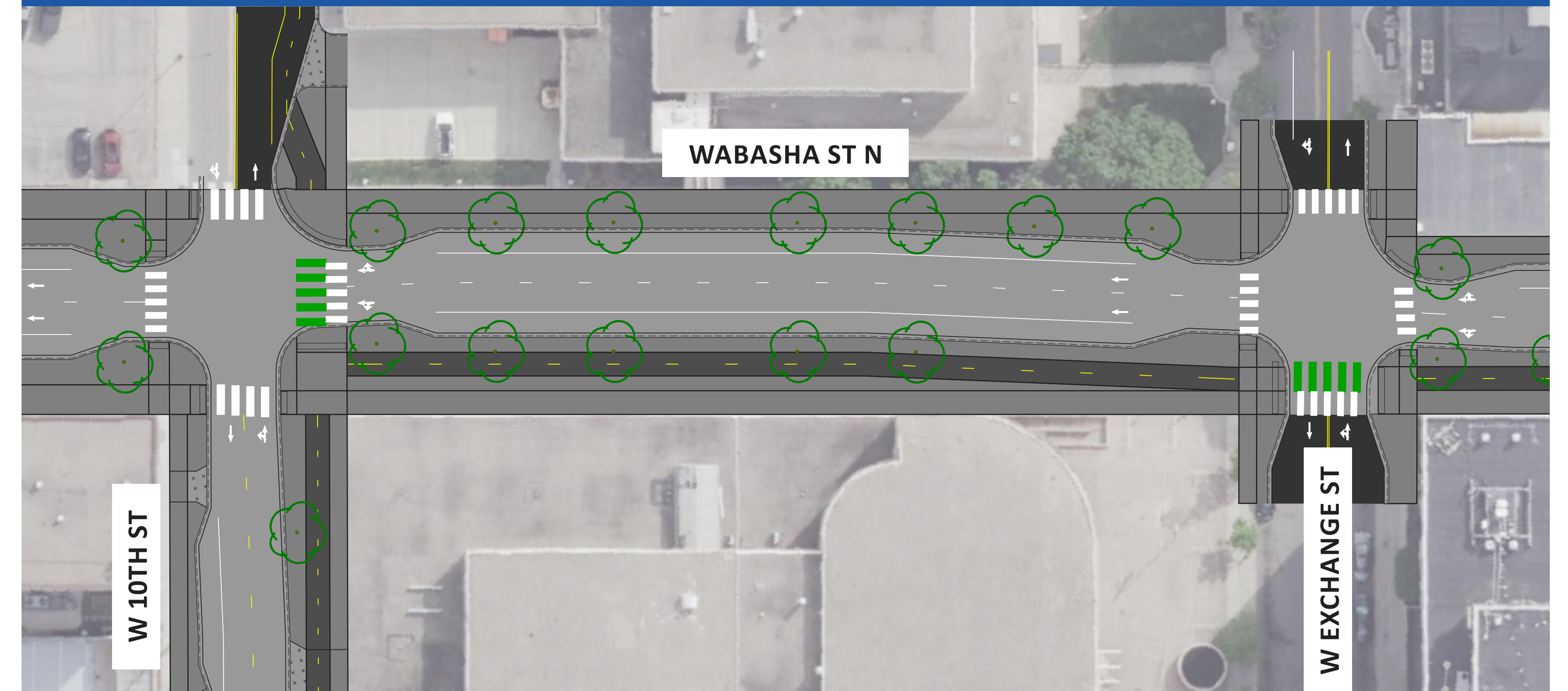
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Option 2



Benefits

- More space for trees and plantings
- Increases space between the sidewalk and bikeway, reducing potential conflicts between bicyclists and pedestrians

Tradeoffs

- More difficult to maintain during winter months
- Narrower bikeway

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