



Phase 1 Engagement Summary: Wabasha CCB Extension to the Capitol

Summer 2025 Summary

Phase 1 engagement for the Wabasha Capital City Bikeway Extension project included the following engagement activities:

- Mobility Mingle with other City of Saint Paul planning projects, transportation advocates, and the Minnesota Department of Transportation
- Four pop-ups at community events in downtown Saint Paul:
 - 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
- Three listening sessions with stakeholder groups:
 - Saint Paul Public Housing Agency residents
 - Veterans Service Building
 - Downtown Alliance

Several more pop-ups and listening sessions are planned for Fall 2025; the themes provided in this document are a point in time summary of what has been gleaned to date.

Project Layout Key Takeaways

Wabasha Street

- **Parking:**
 - The attendees at the Mobility Mingle preferred the one-sided parking option on Wabasha.
 - The Saint Paul Public Housing Agency residents and Downtown Alliance staff members prefer double-sided parking on Wabasha, noting both the current lack of parking in downtown Saint Paul and the presence of on-street parking as a pedestrian enhancement. At other community pop-ups, attendees regularly noted the challenge of parking in downtown Saint Paul.
 - People also noted the need for loading and unloading zones for the Fitzgerald Theater, where tour buses can remain parked for four to five days during events.



- **Safety:**
 - Signage for Drivers accessing Interstate: People desire clear signage for each lane, especially as drivers prepare to merge onto highways. It needs to be clear what travel lanes will become “This lane only.”
 - Signage for Bicyclists merging into mixed traffic (today): People also expressed a desire for clear signage on Wabasha now, alerting drivers that cyclists are merging from the bikeway into travel lanes, before the bikeway extension happens.
- **Landscaping:** people desire landscaping along Wabasha St. to make the area more inviting.
- **Lighting:** residents want to see increased lighting in the project area.
- **Separation of modes:** Several participants noted the desire for separation of bikes and pedestrians at sidewalk level. This was noted as desirable both for safety reasons (to minimize mixing between the two modes, and make it feel safer to walk without impact from faster moving bicyclists) and to improve aesthetics (provide a clearer edge between sidewalk and bicycle path material)

10th Street

- **Safety:** people noted that cars will often drive on the bikeway on 10th St.
 - Suggestions include adding a barrier between the roadway and the bikeway to prevent cars from entering the bikeway, as well as signage to alert drivers to the presence of the bikeway.
 - People want a barrier between the sidewalk and the bikeway.
- **Bike parking:** people want to see bike rack parking near 10th St.

Saint Peter Street

- **Safety:**
 - There is an unsafe crossing at 12th St. Suggested improvements are signage and a Rectangular Rapid Flashing Beacon (RRFB).
 - Vehicle speeds are high on 12th St.
 - Drivers on one-way streets do not look for 2-way bicycle travel.
- **East bikeway on Saint Peter:**
 - If the bikeway and sidewalk are on the same side, the bike and pedestrian space will be bigger and look better visually.
- **West bikeway on Saint Peter**
 - If the bikeway and sidewalk are separate, the people walking don’t have to worry about the people biking or using scooters.



- People prefer the west bikeway because it feels safer for both non-motorized modes to be physically separated.

12th Street

- **Bikeway in Median**

- If bicycles remain in the median, there is less conflict between cars, bicyclists, and pedestrians; however, bikes will have to cross traffic lanes to access the Capitol area. There needs to be a crossing option.
- The bikeway in the median prevents Veteran Services Building access and U-turns on 12th St.
 - Many people access the parking lots along 12th St. from both directions, and this option limits access for eastbound traffic.
- Representatives from the VSP expressed concern about the space required for a bikeway in the median.

- **North bikeway**

- **Safety:** people are concerned about vehicles not noticing bikes along the bikeway when turning into the driveways along 12th St. The north bikeway has conflict points.
- **Access to the Capitol:** The north bikeway provides better connection to the Capitol than the south bikeway (west layout). Several people prefer this option for its connectivity.
- **Maintenance:** people are concerned that the city will not plow an off-road bikeway.

- **West layout (south bikeway on 12th St.)**

- **Limited connectivity:** the west layout option has limited connectivity to the Capitol mall and the Veteran Services Building.
- **Safety:** the west layout option reduces conflict points between bikes and vehicles. Many people prefer this layout for safety reasons.
- **Parking Lots:**
 - It is important to maintain ingress and egress driveways to the I and J lots.
 - J-Lot: They are adding a large gate arm to this lot. Traffic driving west, where the road shifts from two to one lane, will back up as people park in the parking lot.
 - I-Lot: They are also adding large gate arms to this lot. The current driveway into I-Lot is shallow, and vehicles with large turning radii often enter the second lane of traffic to complete the turn. This lot also serves as the loading area for the Veterans Service Building (VSB) and the Department of



Administration. Consider widening the driveway to accommodate turning radii.

- **Parking in front of VSB:** Semi-trucks park in the open spaces in front of the building and it is important to retain this parking.
- **U-turns:** Cars routinely make U-turns on West 12th Street, which will be virtually impossible with the new layout. Traffic calming is great because there are a lot of crashes on 12th Street. The project team should consider adding “No U-turn” signs as the road.
- **Landscaping:** Additional greenery will help make the area look more welcoming.
- **Representatives from the VSB prefer the west side option** because it keeps conflicts between bikes and cars to a minimum and retains parking access for VSB and the Capitol complex.
- **Preserving views and access to the Capitol:** Be cognizant of access to the Capitol. There is an important processional route that begins under the VSB at the Medal of Honor memorial. If there is a crossing here, the project team needs to consider access.

General Comments

- **Safe places to park**
 - **bikes:** people noted that there is a lot of bike theft along the project corridor, especially on Wabasha St. People want to see safe places to park bicycles.
 - **Cars:** people noted that there is not enough parking for cars in downtown, and especially near event centers like the Fitzgerald and History Theatre.
 - **Scooters/shared mobility:** people noted wanting to have distinct places for shared mobility vehicles to travel and park.
- **Safe, even, and direct sidewalks:** people want to see sidewalks repaved for safety and accessibility. Exchange Street was noted as in need of sidewalk repair. Direct walking paths and crossings of the street are good for all modes and people of all abilities.
- **Prioritize separation between bicyclists and all other modes:** including pedestrians, but also cars (minimize conflict points)