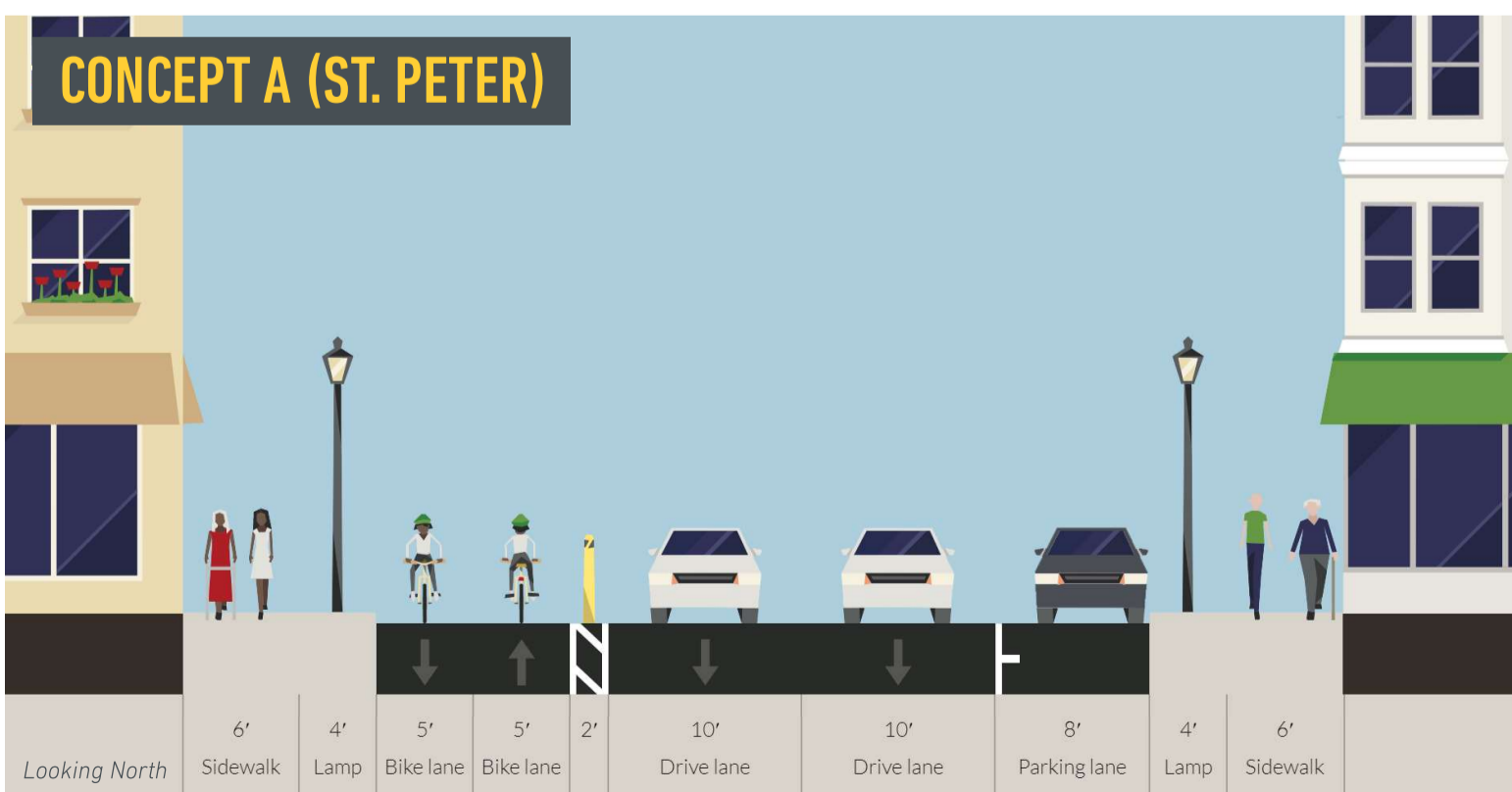
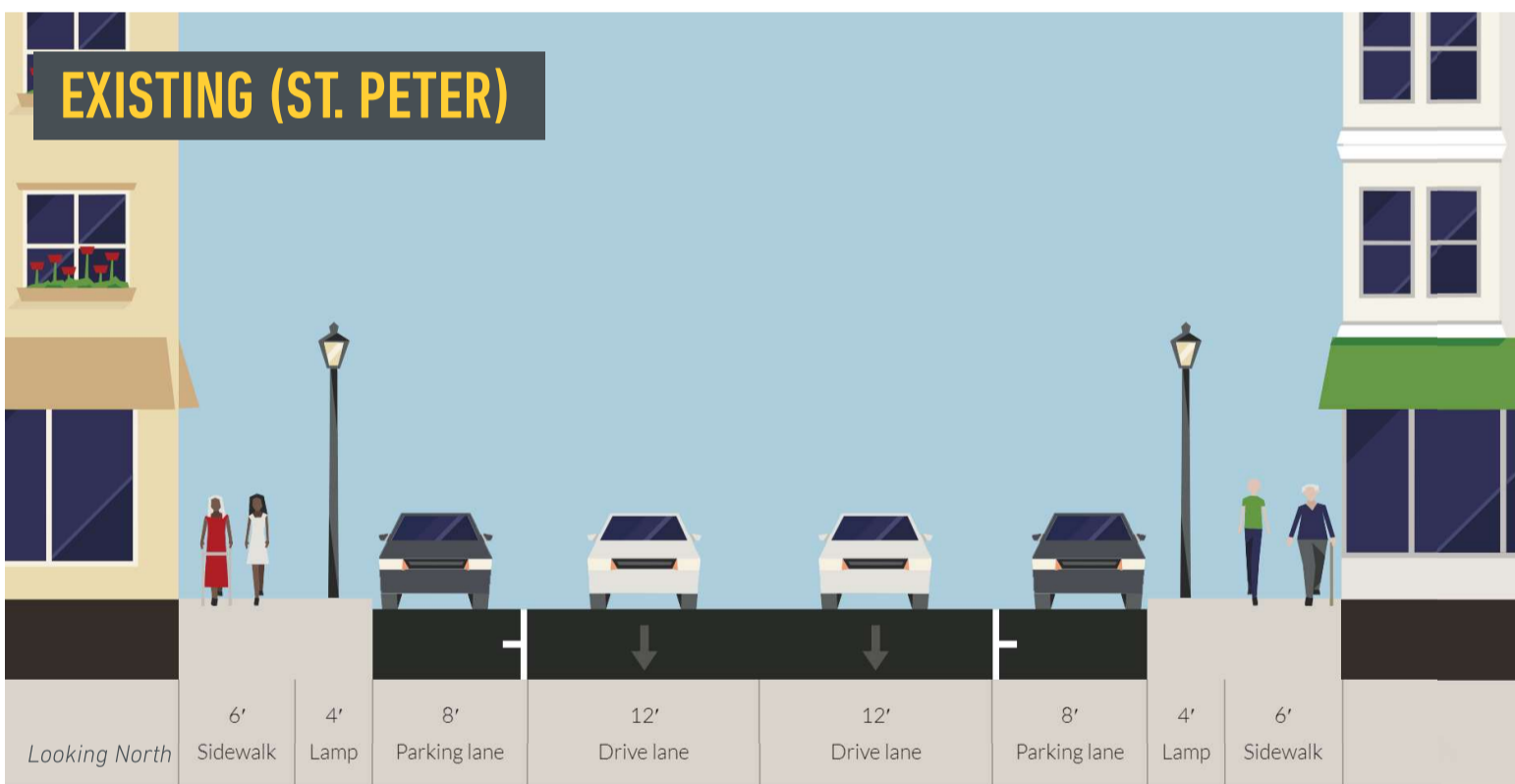
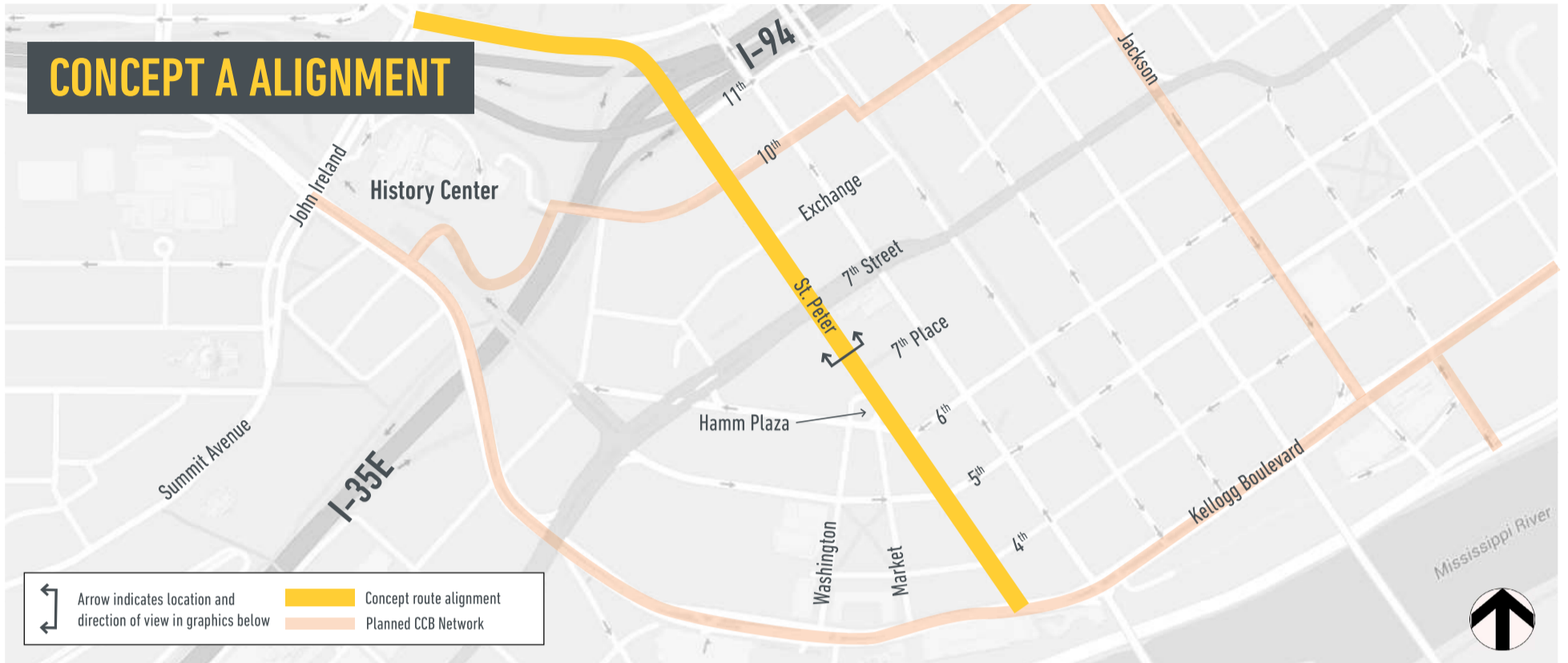


3

CONCEPT A ST. PETER STREET



PROS

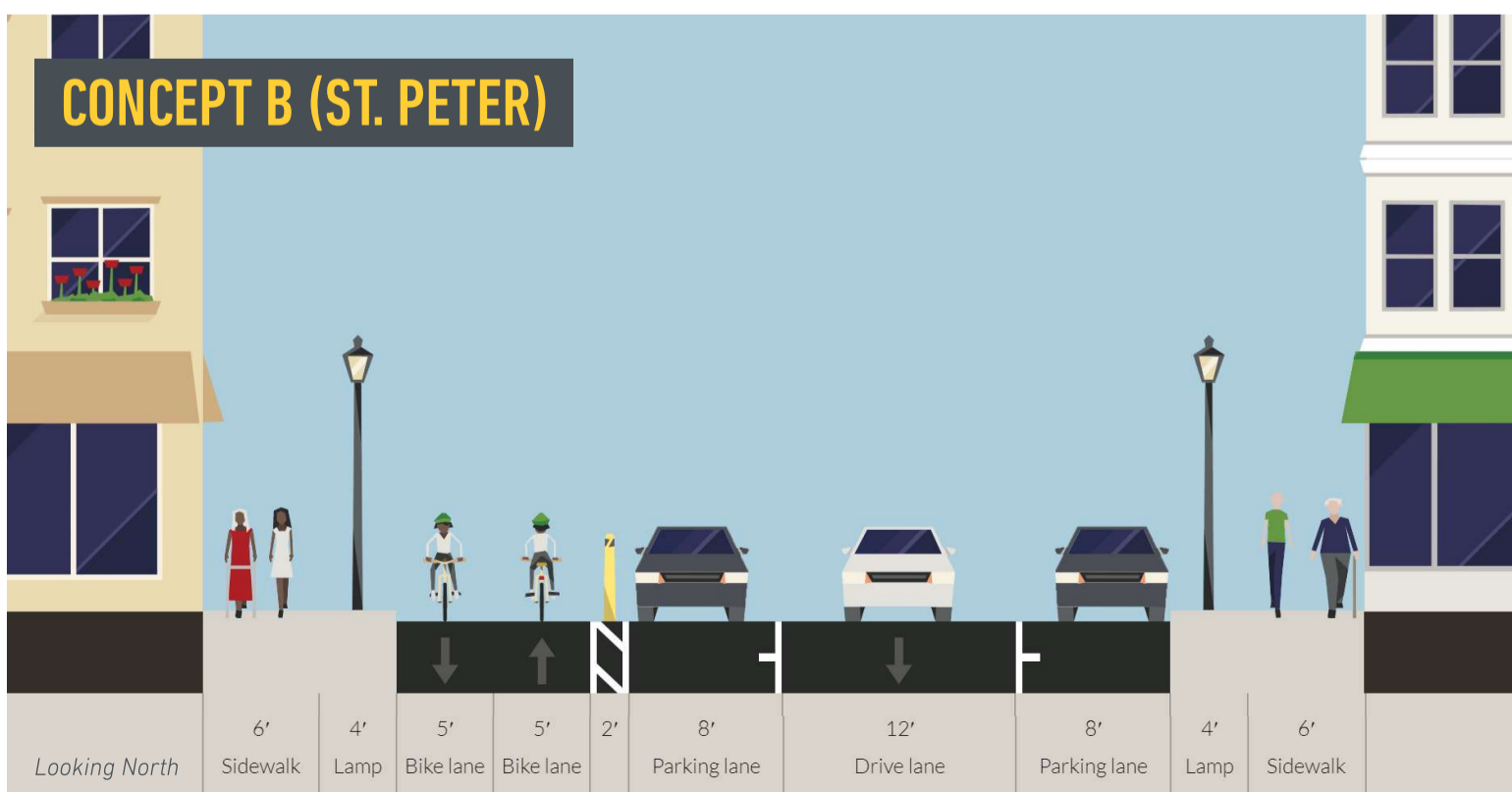
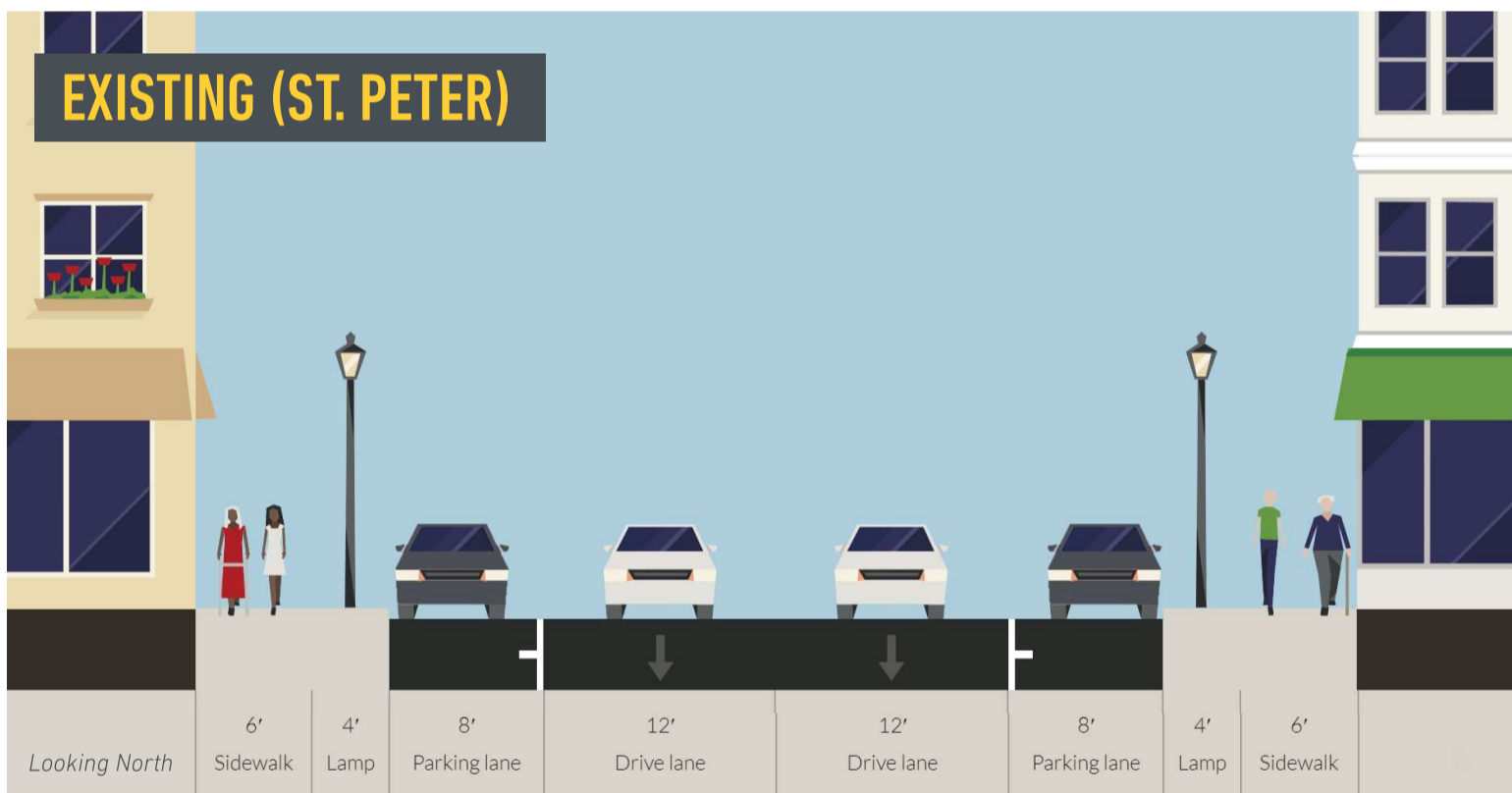
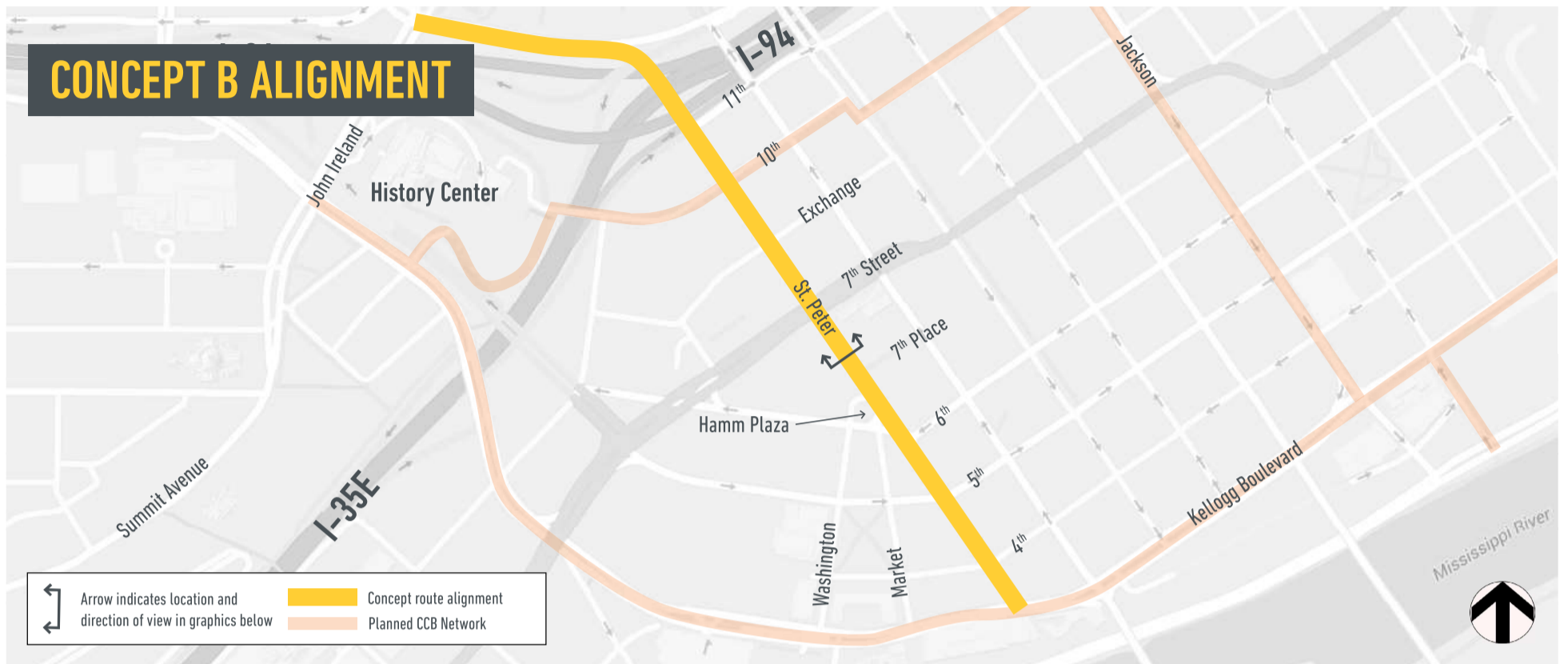
- Maintains two motor vehicle travel lanes
- Maintains parking on the east side of street

CONS

- Removes parking on the west side of the street
- Reduced space for snow operations and snow storage (may require modifications to snow operations)

3

CONCEPT B ST. PETER STREET



PROS

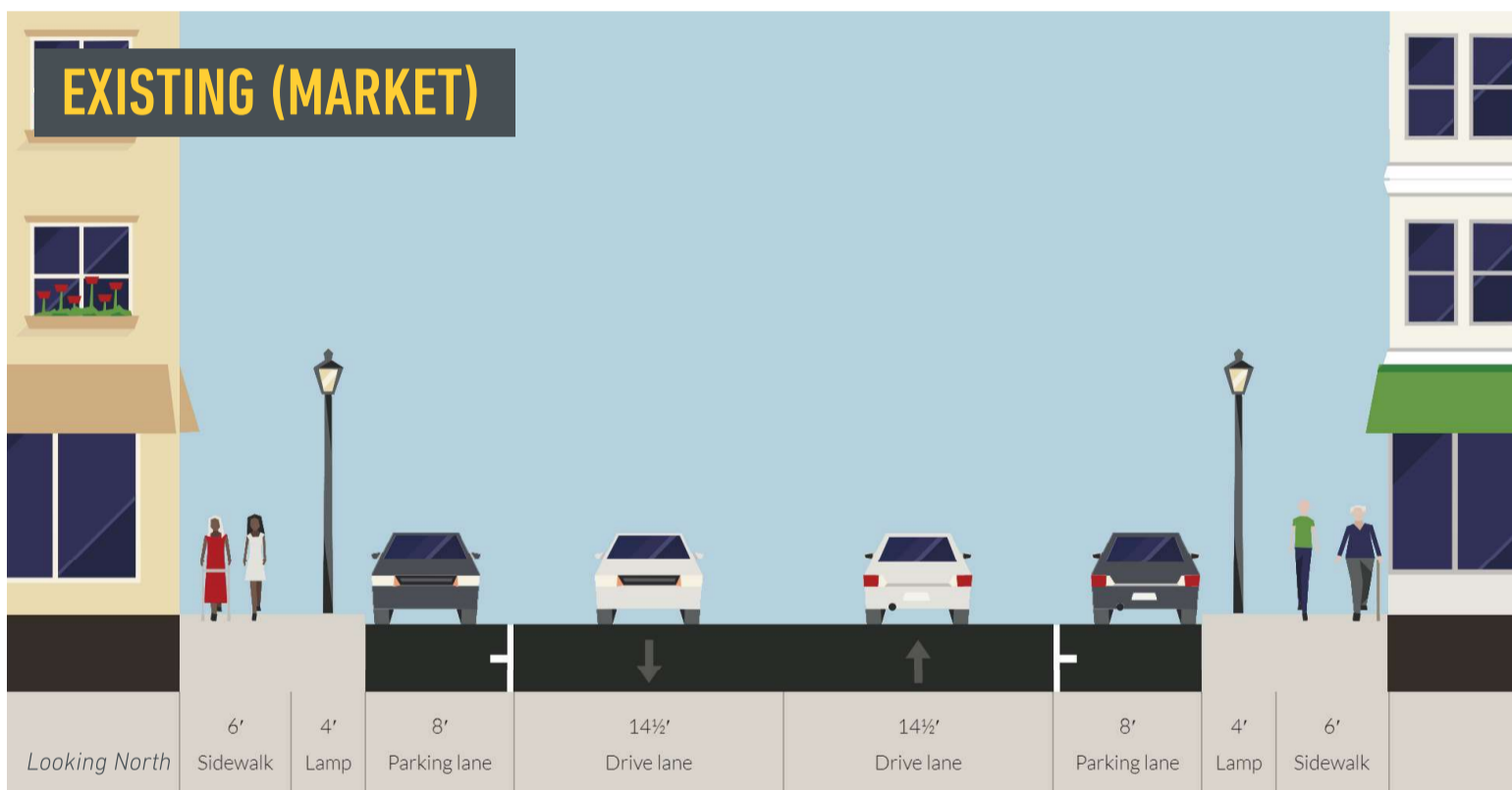
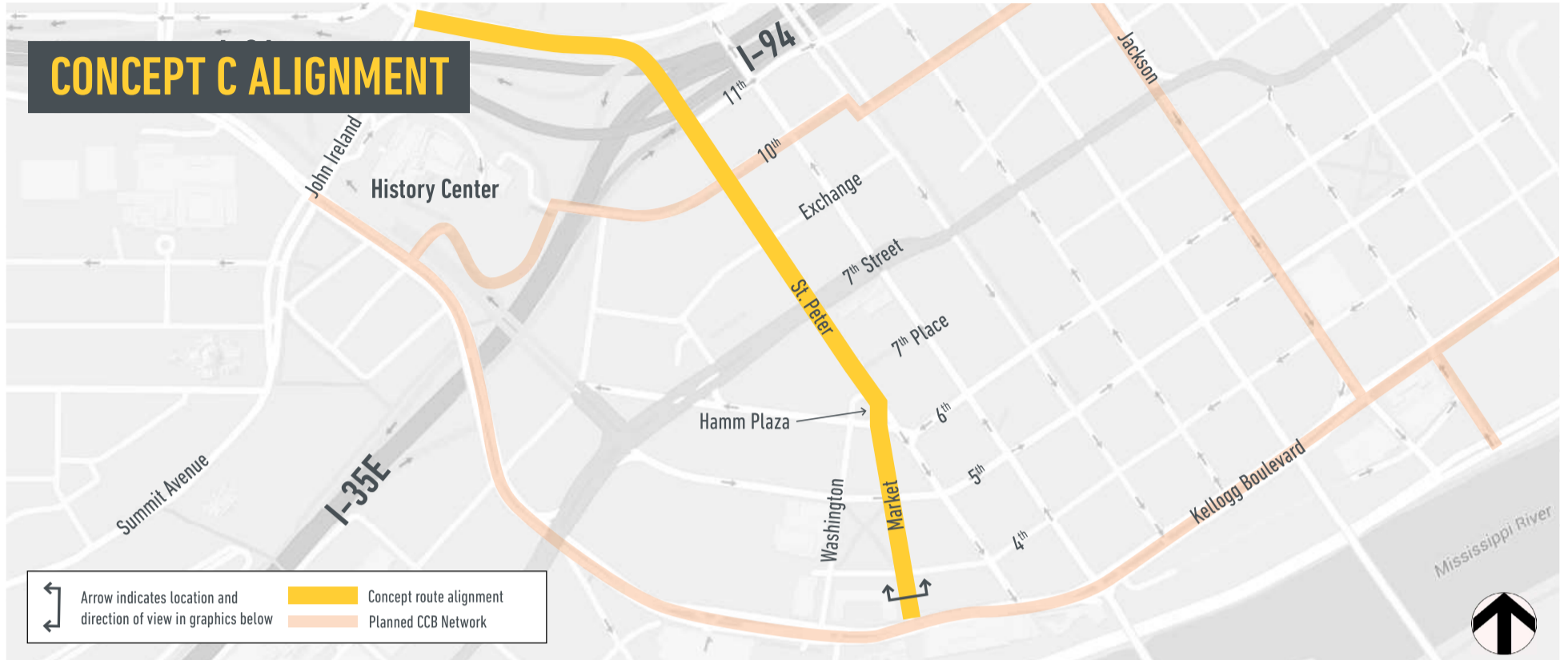
- Maintains on-street parking on both sides of the street

CONS

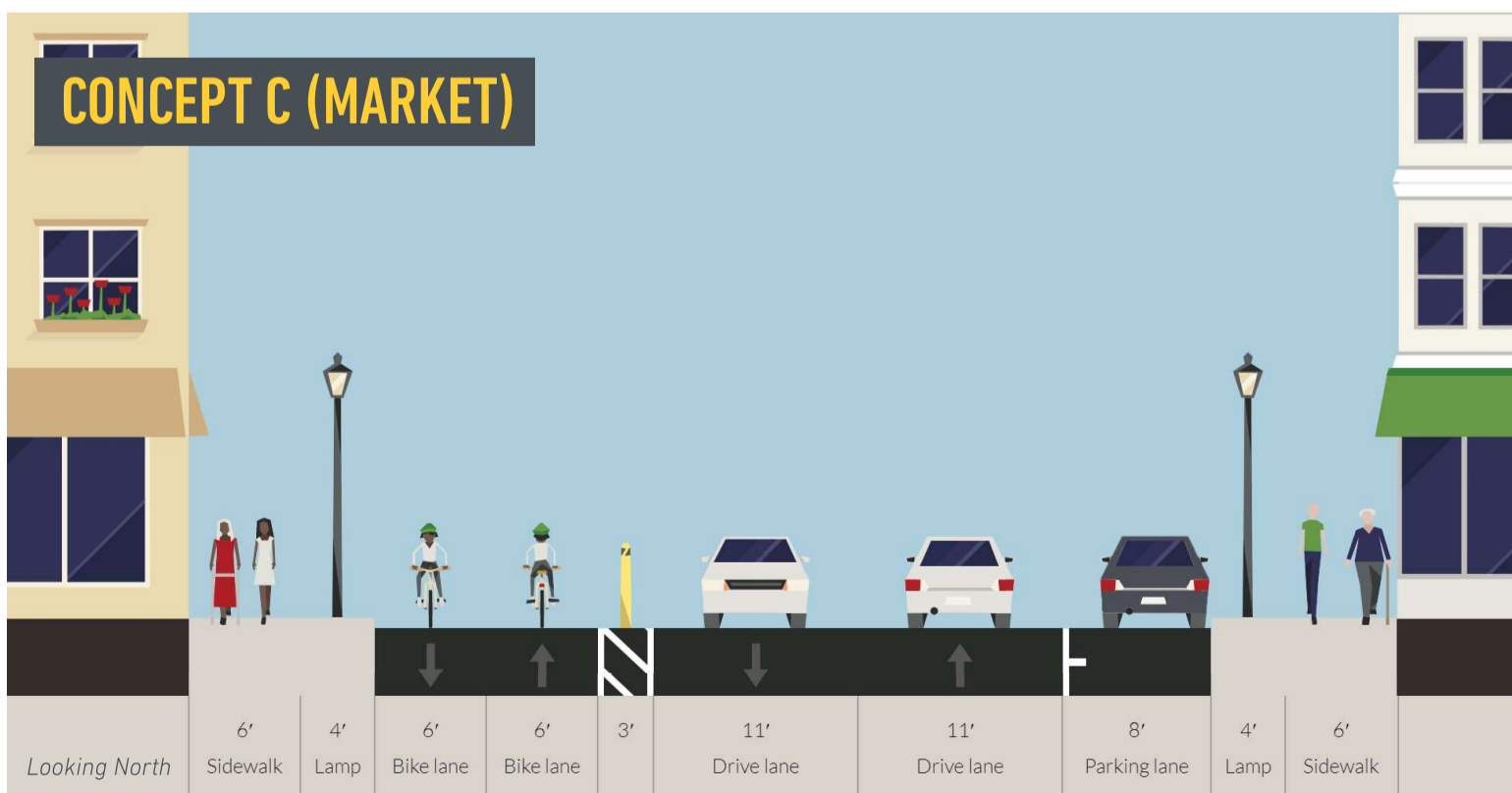
- Reduces motor vehicle travel to one lane
- Reduced space for snow operations and snow storage (may require modifications to snow operations)
- May require additional winter parking restrictions

3

CONCEPT C ST. PETER ST/MARKET ST



*The existing conditions vary on each of the 3 blocks of Market Street. This graphic depicts existing conditions on the southern block, between 4th Street and Kellogg Blvd. There is no parking on the east side of Market Street between 4th Street and 6th Street. There are curb extensions on the block between 5th and 6th and the block between 4th and Kellogg.



PROS

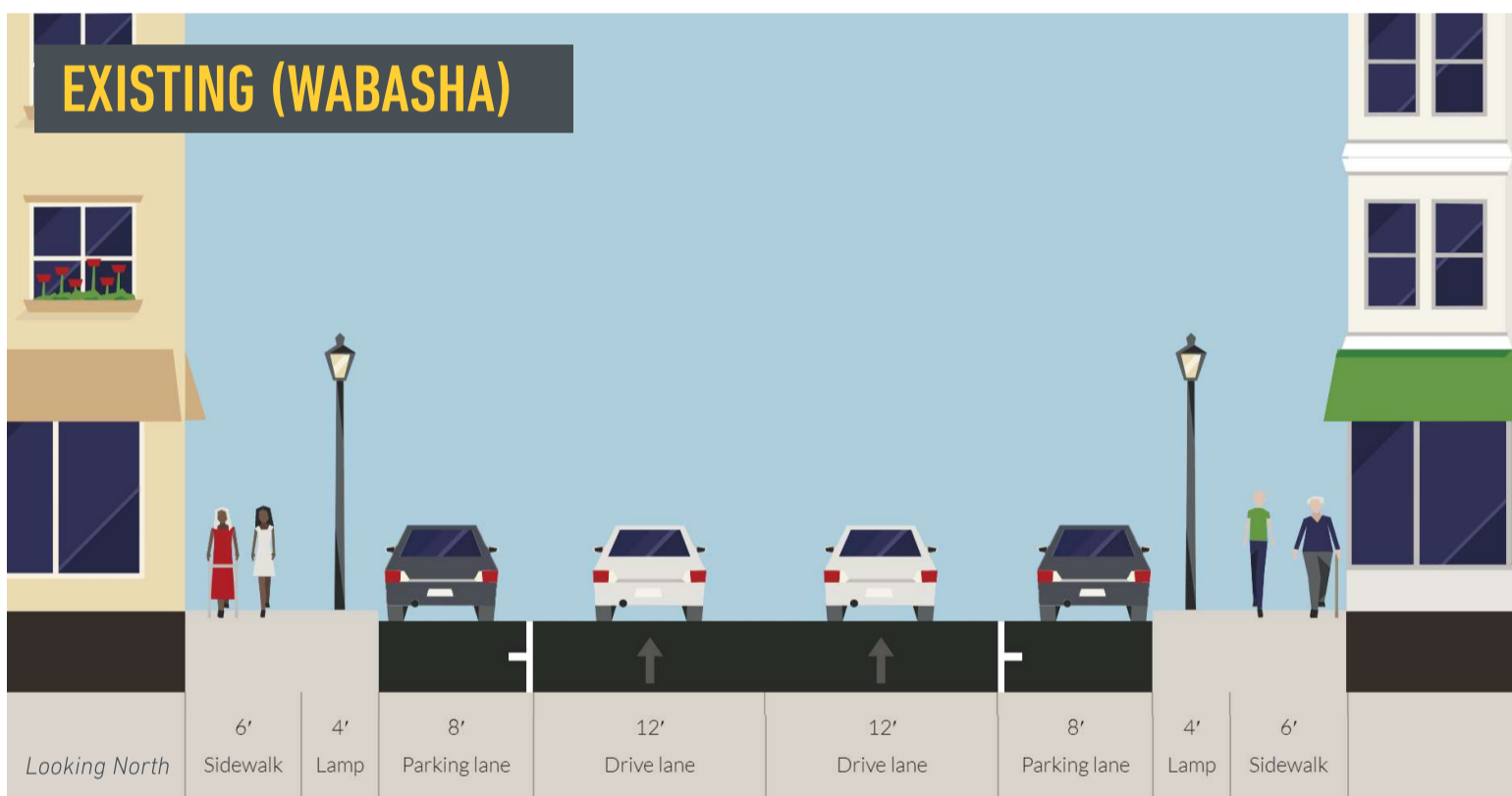
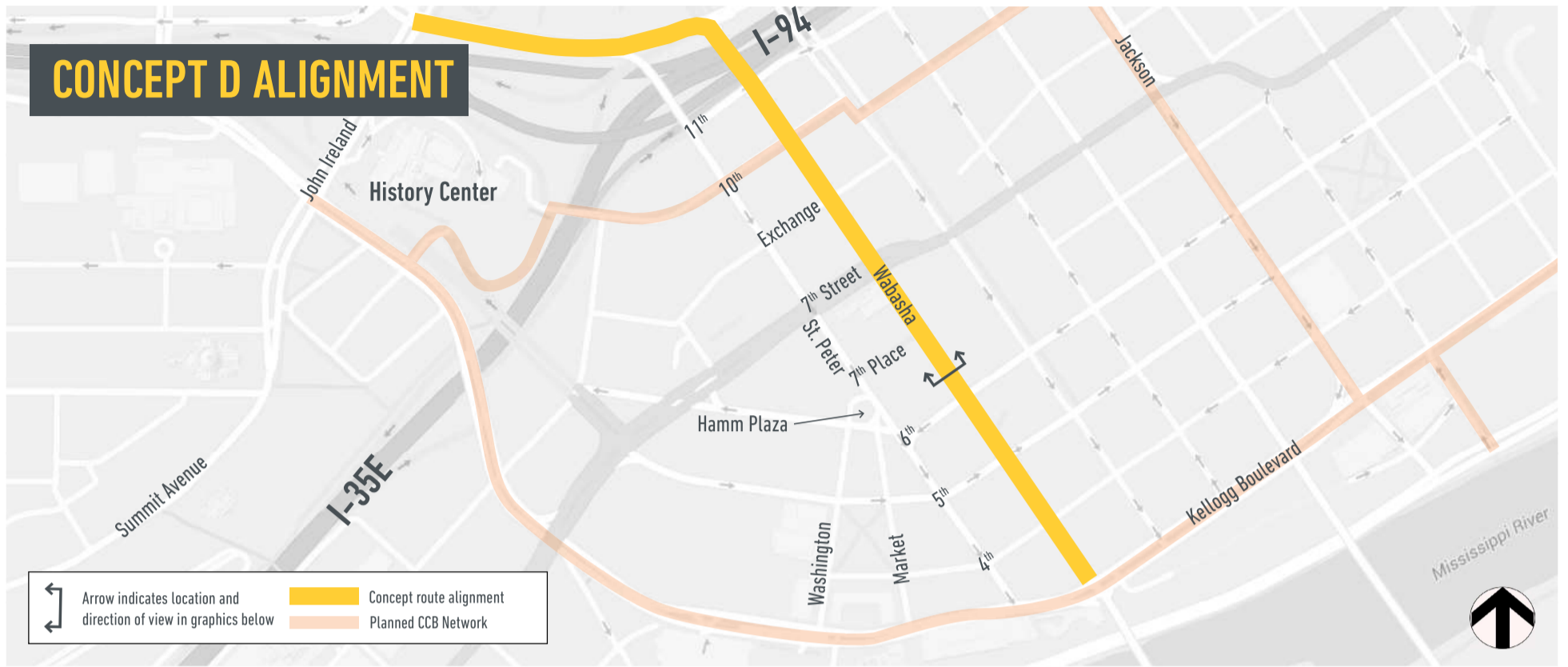
- Maintains two motor vehicle travel lanes
- Maintains parking on the east side of St. Peter Street
- No modifications to St. Peter Street south of 6th Street

CONS

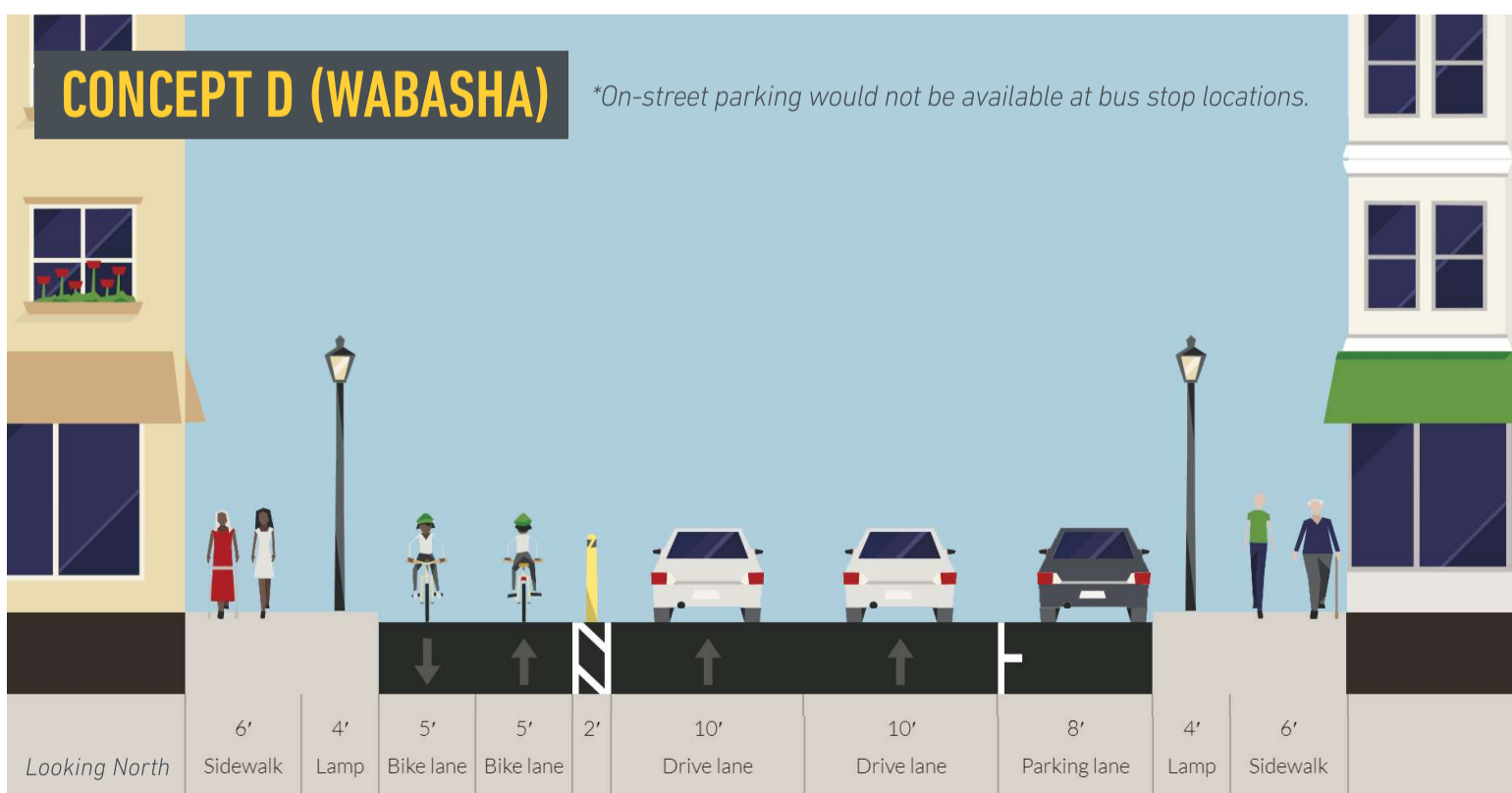
- Removes parking on the west side of the St. Peter Street (north of 6th St) and Market Street
- Reduced space on St. Peter Street for snow operations and snow storage (may require modifications to snow operations)
- Reduces size of convertible space on Market Street between 5th and 6th (may impact use of this space)

3

CONCEPT D WABASHA STREET



*The existing conditions vary along the Wabasha Street corridor. This graphic depicts existing conditions south of Exchange Street and north of 4th Street; this is the narrowest, most constrained segment. The blocks north of Exchange Street and south of 4th Street contain 3 drive lanes. Parking, curbside uses, and curb extensions also vary.



*On-street parking would not be available at bus stop locations.

PROS

- Maintains two motor vehicle travel lanes
- Maintains parking on the east side of street

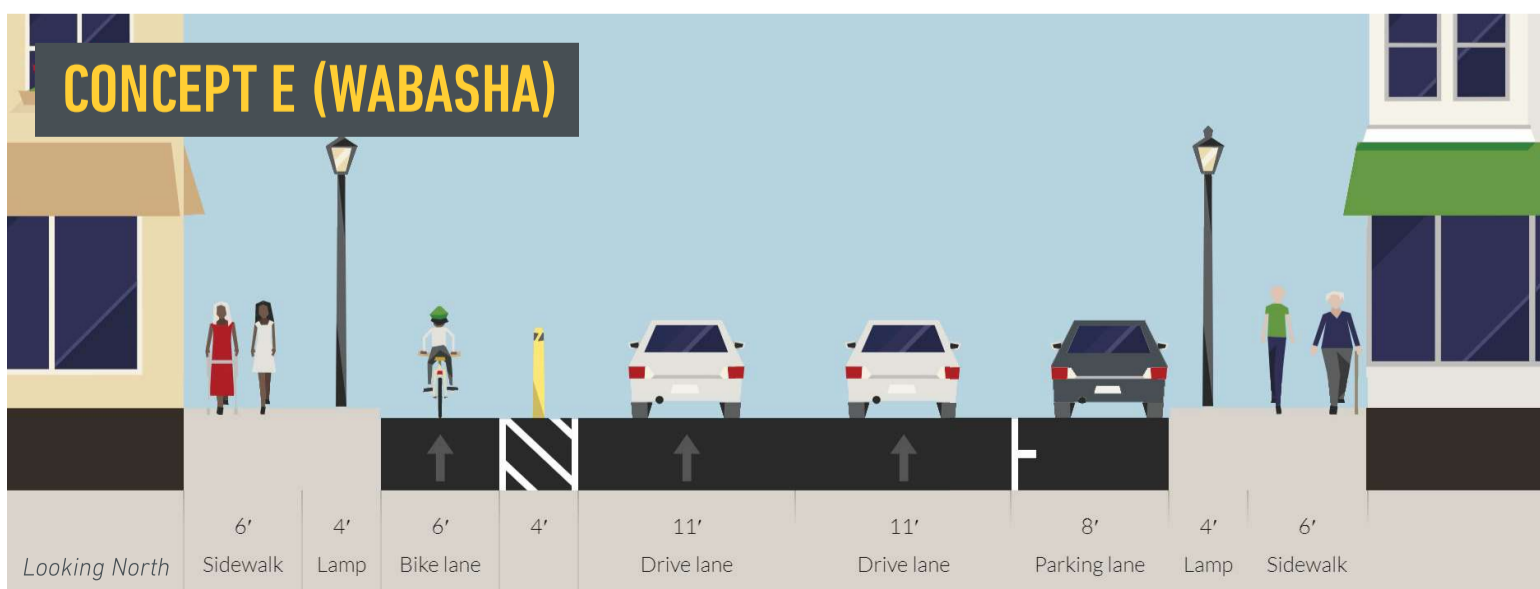
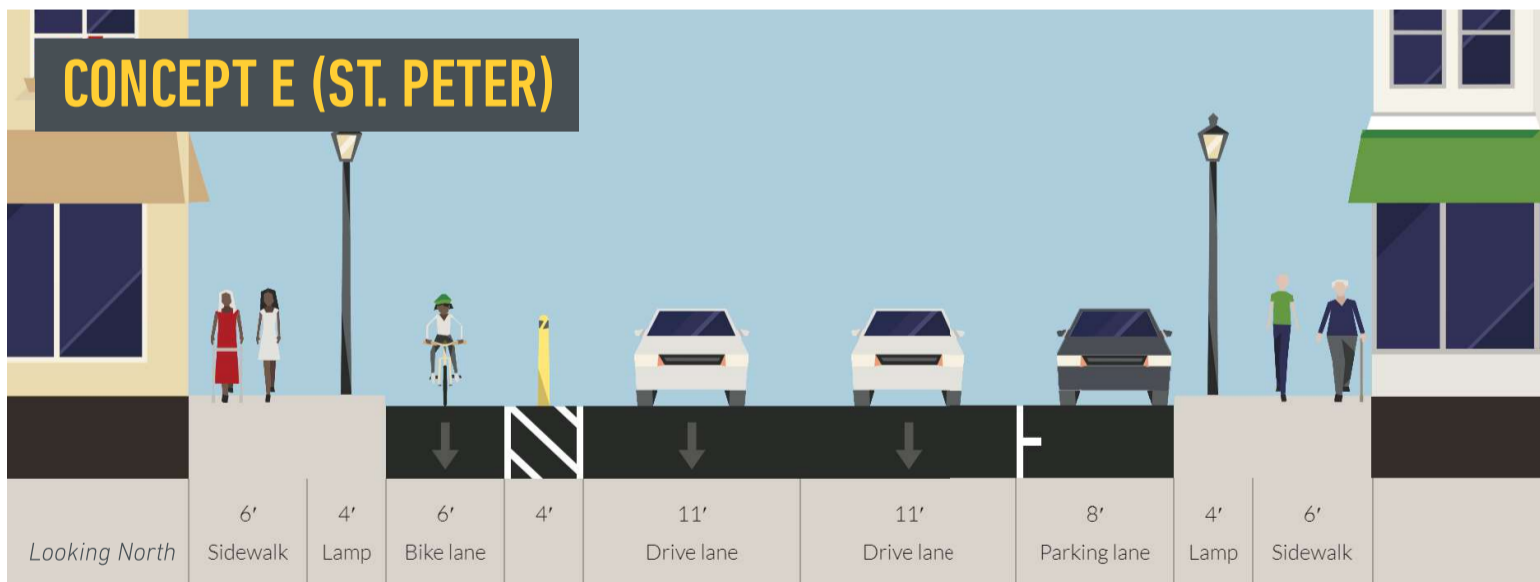
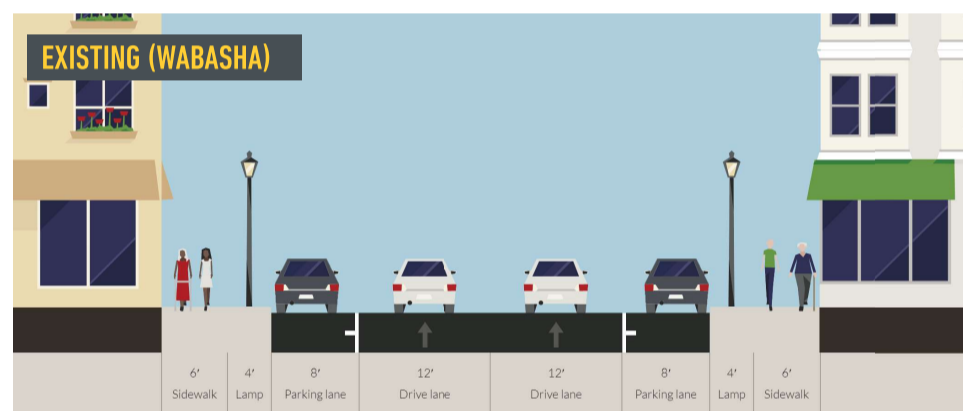
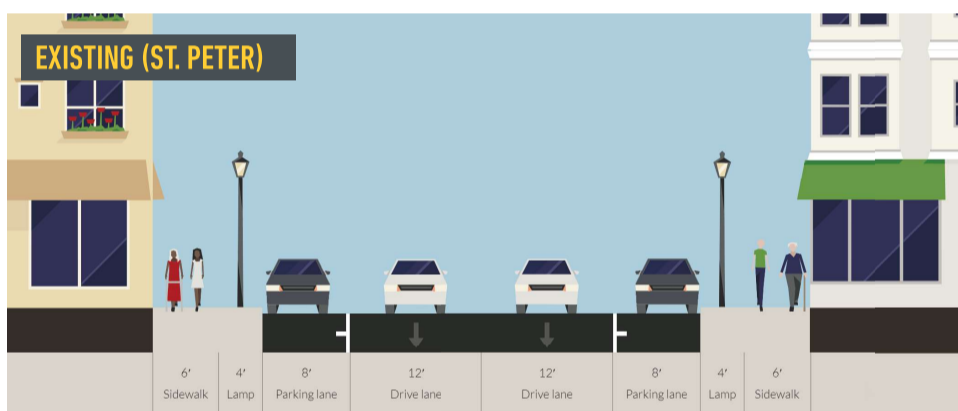
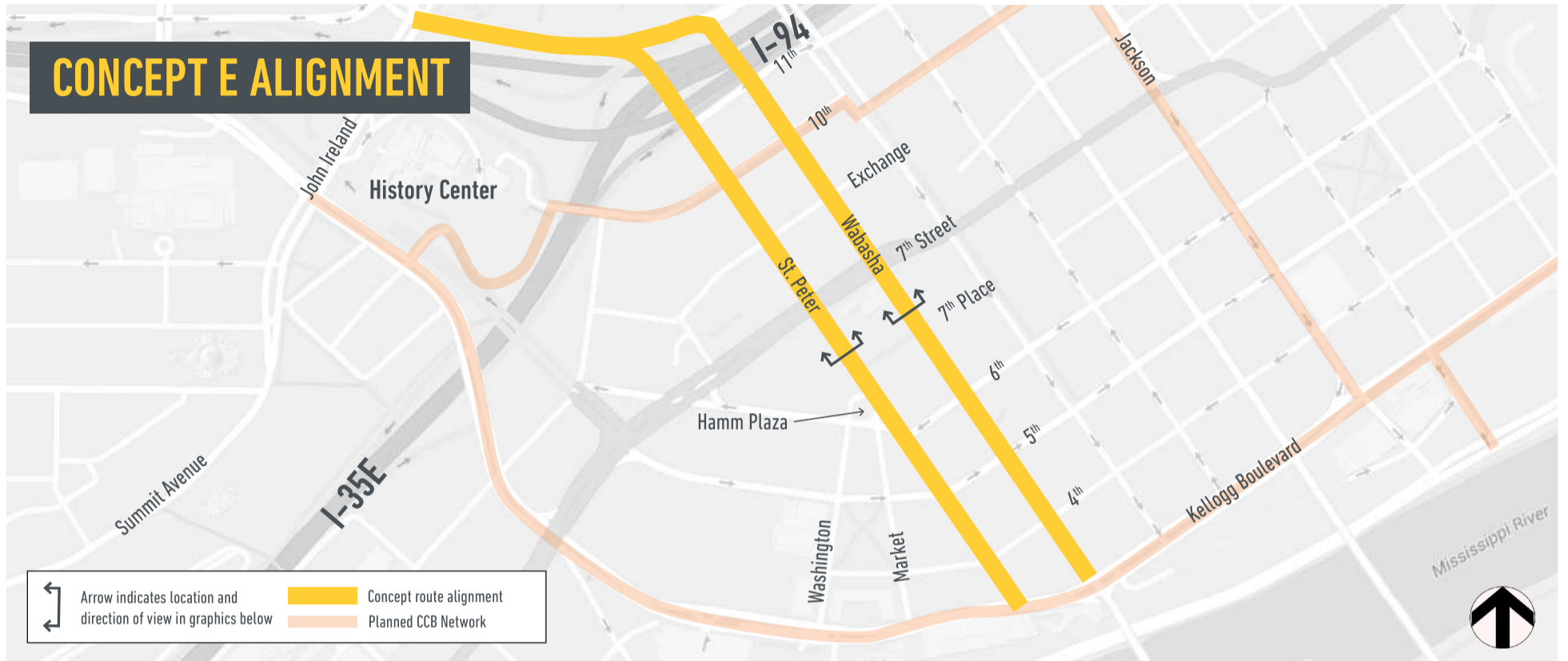
CONS

- Removes parking on the west side of the street
- Reduced space for snow operations and snow storage (may require modifications to snow operations)

*The two-way bikeway is shown on the west side of the street due to the presence of 6 bus stops located on the east side of the street within this corridor.

3

CONCEPT E ST. PETER ST / WABASHA ST



PROS

- Maintains two motor vehicle travel lanes on St. Peter Street and Wabasha Street
- Maintains parking on the east side of St. Peter Street and Wabasha Street

CONS

- Removes parking on the west side of St. Peter Street and Wabasha Street
- Narrow, one-way bikeways require the use of smaller snow clearing and other maintenance equipment
- Two bikeways must be maintained instead of one

**The bikeway is shown on the west side of Wabasha Street due to the presence of 6 bus stops located on the east side of the street within this corridor.*