Wabasha Capital City Bikeway Extension Phase 2 Engagement Summary



Figure 1 Completed portion of Wabasha Capital City Bikeway alongside Wabasha Street

The Phase 1 engagement summary highlights the project team's efforts to engage the public in the Wabasha Bikeway Extension project. The team conducted several activities, including; a Mobility Mingle event to serve as an open house, four pop-up events, and three listening sessions with stakeholders along the corridor. With this crucial feedback, the team learned the public's priorities for safety, parking, landscaping, street amenities, and the overall placement of bikeway features across distinct sections of the project corridor.

In Phase 2, engagement revealed strong feelings towards similar topics to those in the previous phase. Participants in the engagement activities asked questions and received answers from the project team about budget, maintenance, and other general concerns. These interactions provided valuable feedback on key considerations for the corridor design. Engagement activities in phase 2 included: three listening sessions with stakeholder groups, a field walk, an online survey, and a second open house.

To read the Phase 1 Engagement Summary, please visit the "Design & Technical Data" section under the "Project Documents" section on our project website.

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Overview of Engagement Activities

The project team engaged with the public through several key activities in the second engagement phase of the Wabasha Capital City (CCB) Bikeway Extension project.

Listening Sessions

The Fitzgerald Theater

On September 9, three project team members met with a representative of the Fitzgerald Theater who is also a board member of the Fitzgerald Condominiums. The discussion focused on layout and operational needs along Wabasha Street. The Theater preferred metered parking over a loading-only zone, citing concerns about long-term parking and towing. They expressed a desire to maintain two-sided parking, even if it reduces green space, and shared observations about limited foot traffic between 10th Street and Exchange Street.

Maintaining access to the alley behind the building is critical, as it provides trash and loading access for the Fitzgerald theater and nearby buildings. The representative shared that on-street parking is their top priority, followed by maintenance of predictable movements for both pedestrians and vehicles. Since September and October are the Theater's busiest months, the representative suggested that utility work be done in early 2026. After the meeting, the project team was tasked with several action items including coordination of communications and a field walk.

Comments from this interaction are incorporated into the Project Layout Key Takeaways section below.

History Theatre

On October 3, a project team member met with staff from the History Theatre who shared several key concerns related to access and operations during construction. With 2027 marking the History Theatre's 50th season, staff emphasized the importance of maintaining reliable access along Wabasha during this milestone year. They noted that parking and drop-off space on Wabasha is essential, as a typical show relies on 4–5 buses using this area. The Theatre also highlighted the need for continued access to their loading dock for single-unit vehicles and garbage trucks.

The group expressed interest in adding a potential handicapped ramp in the boulevard area off the Wabasha parking lane to improve access to their side entrance. They also

requested a dedicated meeting with the project team, the building owner, and History Theatre staff to work through design details and coordination needs as the project advances.

Comments from this interaction are incorporated into the "Project Layout Key Takeaways" section below.

Gallery Towers Condominiums

On October 22, three project team members introduced and shared the proposed project design at the biweekly Gallery Towers Community Relations Teams meeting. The meeting attendees included seven residents of Gallery Towers and a member of the Church of Scientology who participates in the Fitzgerald Neighborhood Alliance. The group shared a desire for better lighting, safer crossings, and more greenery on 10th Street. One attendee raised concerns about using taxpayer funds for the project, expressing doubts about bikeway use.

Key questions from the group focused on landscaping, tree maintenance, project costs, and coordinating with stakeholders such as the Fitzgerald Theatre. The group shared concerns about loitering near proposed parking areas on 10th Street, interest in public bike lockers, and safety issues near the 10th and St. Peter intersection. The group highlighted the poor condition of the sidewalks and the lack of lighting on Exchange Street. Residents expressed that removing a travel lane on Wabasha and maintaining parking on both sides between 10th Street and 11th Street would help address community concerns.

Comments from this interaction are incorporated into the Project Layout Key Takeaways section below.

Open House 2

On October 23, the project team, along with the Kellogg Boulevard Capital City Bikeway project team, hosted an open house at the Minnesota History Center. To promote this event, the event coordinators sent approximately 2,500 postcards to residents and businesses, distributed informational flyers, sent emails, and placed sidewalk decals along the Wabasha Street and Kellogg Boulevard project corridors.

Of the 42 attendees at the open house, the majority expressed overall support for the Capital City Bikeway expansion. Many people shared that they appreciated the investment in biking infrastructure. Some attendees expressed concerns about parking availability, bike speeds, and safety for both cyclists and pedestrians. Several attendees noted that driver behavior can make biking on the street uncomfortable, which would make a

separate biking facility desirable. A few attendees had questions about the long-term maintenance of the bikeway and any new landscaping.

During the open house, the project team asked attendees to participate in a sticker-ranking activity on alternative design options. Participants selected a sticker representing their preferred mode of travel (car, bicycle, or walking/rolling) through the project area. The results showed some trends: on St. Peter Street, most drivers preferred parking on the east side, while walkers and bicyclists favored removing parking. On West 10th Street, drivers were generally neutral about the north-side parking option, while pedestrians and cyclists preferred no parking. Option 1, which allows for a wider bike lane but slightly less space for trees on N Wabasha Street between 10th Street and Exchange Street, received the strongest support across all travel modes.

Comments from this interaction are incorporated into the Project Layout Key Takeaways section below. Go to Appendix A for the alternative sticker ranking tallies referenced above.



Figure 2 Project team members engage with open house attendees

Project Layout Key Takeaways

Wabasha Street

- **Parking**

- The History Theatre team informed the project team of their requirements to load/unload aging population and student groups on Wabasha Street near 10th Street.
- Fitzgerald Theater expressed a strong desire to retain on-street parking and would prefer parking meters as an alternative to loading-only zones. They also prefer two-sided parking on Wabasha Street.
- Residents shared that eliminating a driving lane on Wabasha St and keeping parking on both sides of the street between 10th and 11th St is desirable.

- **Safety:** In the Fitzgerald listening session, the project team heard a preference to keep signalized intersections for safety reasons.
- **Sidewalk width:** No concern demonstrated by the Fitzgerald staff about this feature.
- The alley south of the E Exchange Street buildings used for business operations by the Fitzgerald Theater, Central Towers, and Hotel Celeste remains a priority.
- The project team shared that there will be a reduction of travel lanes from three to two lanes. Residents agreed that the current third lane encourages speeding.

10th Street

- **Trees and landscaping**
  - Residents shared they would like to see new trees on the block after several were destroyed.
  - Residents asked questions about landscape planning and budget for its maintenance. The project team clarified that this project does not have maintenance.
- **Lighting:** Drivers get confused about bikeway presence without enough lighting.
- **Parking**
  - Residents mentioned the unintended consequences of people loitering in parking spots if additional parking spots are established.
  - Residents believe parking on both sides of the street between 10th and 11th Street will put a lot of people at ease.

Saint Peter Street

- **Safety:** In a listening session, the project team told attendees about a proposed sidewalk café space on St. Peter Street. In response, residents shared experiences of feeling unsafe at the intersection of 10th St and St. Peter Street due to public illicit substance use.

- **Parking:** One person from a listening session shared the opinion that retaining parking on the west side of Saint Peter Street (St. Joe's hospital side) is logical. An open house attendee shared this same sentiment.

12th Street

- **Safety**
  - The project team shared that a Rectangular Rapid Flashing Beacon (RRFB) will be placed on 12th Street after crossing near west end of the bridge after residents expressed safety concerns.
  - Residents informed the project team that people tend to ignore this type of signal in this area. The residents thought that speed bumps might be an effective alternative to slow traffic at this conflict point.

General Comments

- W Exchange Street between St. Peter Street and N Wabasha Street is in poor condition and does not have adequate lighting.
- **Desire path**: People use a counter directional unpaved path along 12th Street to access the protect sidewalk on NE St. Peter Street.
- **Safety**
  - Residents suggested paid bike lockers to secure bikes safely along the corridor.
  - An open house attendee referenced the Kellogg Avenue bikeways for its clearly marked separation between sidewalks and bikeways. They believed that adequate width for these street features allows room for oncoming traffic.
- An open house attendee expressed dissatisfaction with the planned route and would have preferred the project corridor to continue onto Wabasha over I-94.
  - They cited the benefits this would have served for visitors but are still pleased with the planned existence of a bikeway connection from the riverfront to the Capitol.
  - Other attendees named a similar excitement for the bikeway system expansion.
  - Another attendee felt similarly about the route due to a pillar that currently obstructs the view of the Capitol on 12th Street.
- Several people shared questions with the project team about where the bikeway would connect to bike infrastructure outside of downtown St. Paul.

- **Signage**: An open house attendee stated that street signage must be clear for two-way bikeways on one-way streets.
- **Maintenance**
    - **Sidewalk repairs**: A listening session attendee asked the project team about utility work timing in relation to sidewalk repairs. The project team clarified that all sidewalk replacements will occur separately from the utility maintenance work. The sidewalk conditions will be improved on both sides of the street.
    - **Bridge repairs:** The 12th Street bridge is not including in MnDOT's current John Ireland Boulevard bridge project repair list. This was shared during a listening session after a suggestion to paint the eroding 12th Street bridge.
    - People would like an option for parking in city ramps during snow emergencies.
- **Budget**
    - The project team answered a question about the cost of the project and funding sources. The project's construction budget is around $15 million consisting of federal funding accounts in addition to the City of Saint Paul Capital Improvement budget.
    - A resident who attended the open house felt upset that the city seems to be prioritizing bike lines rather than downtown Saint Paul's revitalization through economic development and crime reduction.

Survey

Overview of Responses

Capital City Bikeway Improvements Questions

36 people responded to the survey that included questions about the proposed layout and alternative options. Survey respondents also had the option to explain their rankings in open format.

The survey asked participants to share their top 3 priorities for corridor improvements. The options included sidewalk width, bikeway width, landscaping, on-street parking and seating. The top three priorities according to the survey question are sidewalk width, bikeway width, and landscaping. Although on-street parking ranked the 2nd lowest in this question, the open-ended responses revealed parking to be one of the most frequently discussed topics. Most people who responded to the survey visit downtown Saint Paul or

travel on the Capital City Bikeway. A few people who responded live, work, or own property near the Capital City Bikeway.

Go to Appendix B.1 for a table of common themes prevalent throughout the survey commentators.

Demographic Questions

Most people who took the survey responded to the optional demographic questions. 18 people identified as a man and 11 people identified as a woman. 27 people racially identified as White and 1 person identified as Hispanic/Latino. 1 person identified as having a disability, while the majority did not. Many survey participants fell under the "30-44" or "45-64" age range. Most people heard about the project through email, and word of mouth was the second most selected option. For the race, age, gender and disability demographic questions, a few participants chose the "I prefer not to say" option.

Key Takeaways

Opinions on parking fell at opposite ends of the spectrum. Some commentators wanted more parking for the sake of businesses and downtown recreation. Others felt that losing parking was a necessary cost for more bikeway width, sidewalk width, and bikeway features.

Key themes throughout the survey responses included comments related to corridor use, safety, parking, greenspace, corridor layout, cost, maintenance, and other subjects. The most prevalent topics are corridor use, safety and parking. Respondents felt very strongly about corridor design choices that implemented safety measures or allowed flexibility with the project corridor's use.

Go to Appendix B.2 for a table of tallied rankings of the preferred layout and corridor section alternatives referenced below. To review the original comments submitted to the online survey, please go to Appendix B.3.

Preferred Design – E 12th Street

- Based on the survey responses, the proposed layout is the most favorably received option with 68% of people stating that it serves their travel needs.
- This corridor section produced many opinions on the necessity of a bikeway.
- Most concerns related perceived safety issues since this section is seen as a busy street with unsafe driving behaviors.
- Other commentators against the design were worried about the safety of crossing the 12th Street bridge and the disruption this bikeway may cause to businesses.

- Of those concerned about crossing John Ireland Boulevard, one person would like clarity on suggested bikeway connections from the Wabasha bikeway.
- Another person who is not in favor of the bikeway felt that a street-level bikeway would better serve cyclists and reduce conflicts with motorized bicycles and scooters.
- Several comments believe the proposed layout balances several considerations well while prioritizing safety.
- One respondent shared, **"I frequently struggle to bike to the downtown area because of the lack of bike lanes, especially over the 94 corridor. This option would provide a safe way to easily get downtown**."

Design Alternatives – St. Peter Street

While parking retention is important to some, the highest support was the option prioritizing wider sidewalks, greenspace, and flexible use, reflecting a community's interest in pedestrian and cyclist amenities alongside accessibility considerations. Option 3 was the most popular option for the St. Peter Street corridor segment; however, none of the options garnered majority support.

St. Peter Street option 1 retains parking on the east side of St. Peter Street.

- Only 29% of survey respondents are in favor of this option, compared to the 45% in favor of option 2 and 47% of people who feel that option 3 best serves their travel needs.
- Comments on these alternative options revealed displeasure with the proposed offset and the lack of tree inclusion.
- Incorporating green space remains a priority for many survey respondents.
- Several people expressed satisfaction with parking retention in this design, shared their travel behavior habits and emphasized their desire for safe travel.

St. Peter Street option 2 retains parking on the west side of St. Peter Street.

- Garnered moderate support (45%).
- Several people shared conflicting views on parking options.
- A commentator in favor of option 2 suggested reducing parking on the west side of St. Peter Street to allow for alignment parallel to St. Peter Street rather than have cyclists cross at a diagonal direction.
- Another survey respondent cited loitering concerns that may arise with this street design.

- **One respondent shared, "I imagine the parking is most important to visitors of the medical buildings on the southside. Retaining parking on that side could be more helpful for pickup/dropoff and reduces crossing for people going to/from med appts."**

St. Peter Street option 3 eliminates parking on both sides of St. Peter Street.

- This alternative proved to be the most popular option for the St. Peter Street corridor segment with 47% of respondents in favor.
- Option 3 prompted many comments about the necessity of parking.
- A survey respondent asked the project team to consider accessibility needs due to the elimination of parking. They wrote, **"[r]emoving parking disadvantages people with disabilities. Many people who have limited disability drive cars and need to park safely near their destinations."**
- Comments on this segment's 3rd alternative option described a desire for trees and flexible sidewalk use that the wider sidewalk design allows.

Design Alternatives – W 10th Street

Respondents prioritized safety, comfort, and travel mode flexibility over adding parking. This made option 2's "no parking" alternative the preferred design for W 10th Street.

W 10th Street option 1 adds parking on the north side of the street.

- Received low support, with 59% of respondents disapproving.
- Several other survey respondents also felt negatively about the reduced bikeway width. Comments not in favor of this option would prefer multiuse sidewalks without a designated bikeway.
- One survey respondent concerned with car speed believes that the smaller allowance for car travel paired with more trees will allow for overall safer travel conditions.
- **One respondent shared, "Reducing the bikeway width makes it harder to bike with kids and trailers. This also adds extra conflicts with pedestrians. There currently is no parking on this stretch and I think it is fine."**

W 10th Street option 2 no parking on the north side of the street.

- Most favored option, approved by 56% of respondents.
- This option garnered high support from survey respondents who believe that it serves the needs of drivers, pedestrians, and cyclists.
- A commentator expressed satisfaction with the segment design stating it provides great **"bike comfort."**

- One recurring concern people expressed is the lack of parking. A commentator highlights the safety this option provides: **"This option supports the most road users and ensures clear sight lines for individuals who are turning into driveways for pedestrians."**

Design Alternatives – N Wabasha Street

Respondents generally favored designs that separate pedestrians and cyclists to reduce conflicts and that maintained safe and accessible travel for all users. The survey results indicated that a slight majority preferred option 2.

N Wabasha Street option 1 has a wider bike lane and sidewalk, but there is no separation between the two.

- People shared concerns with potential conflict points with this alternative while others believe cyclists can accommodate potential pedestrians by slowing down or walking on this segment.
- One person suggested the inclusion of street furniture to create a buffer between different types of travelers.

N Wabasha Street option 2 has a slightly narrower sidewalk and bike lane with a space between them to prevent mixing.

- Approximately 52% of respondents felt that this option would better fit their travel needs.
- Several comments expressed pleasure with the buffer feature in this segment design and bikeway width but are concerned with winter maintenance practices that may force them to share the road with cars.
- A survey respondent who enjoys the design continuity with the existing Wabasha Street Bikeway this alternative provides suggested that the project team should reconsider the buffer if the current width jeopardizes pedestrians with mobility issues.

Appendix

Appendix A

Alternative Boards Sticker Rankings from Open House 2

St. Peter Street – East Parking

	1	2	3	4	5
Car stickers	1	0	0	2	0

Bike stickers	0	2	0	0	0
Walk stickers	0	0	0	0	0

St. Peter Street – West Parking

	1	2	3	4	5
Car stickers	1	0	1	0	0
Bike stickers	1	1	0	1	0
Walk stickers	0	0	0	0	0

St. Peter Street – No Parking

	1	2	3	4	5
Car stickers	1	1	0	0	0
Bike stickers	0	0	0	1	2
Walk stickers	0	0	0	1	3

W 10th Street – North Parking

	1	2	3	4	5
Car stickers	0	0	2	0	0
Bike stickers	1	1	0	0	0
Walk stickers	0	0	0	0	0

W 10th Street – No Parking

	1	2	3	4	5
Car stickers	2	0	0	0	0
Bike stickers	0	0	0	1	2
Walk stickers	0	0	0	1	2

N Wabasha Street – Option 1

	1	2	3	4	5

Car stickers	1	0	0	1	0
Bike stickers	0	0	1	3	0
Walk stickers	0	0	0	0	1

N Wabasha Street – Option 2

	1	2	3	4	5
Car stickers	0	1	0	0	0
Bike stickers	0	3	0	1	1
Walk stickers	0	0	0	1	0

Appendix B.1

We identified common themes presented throughout the survey responses and categorized them into the selected topics which include corridor use, safety, parking, greenspace, layout, cost, maintenance, and other. Each time a comment mentioned an idea about one of these topics, the project team tallied the response as indicated in the "frequency column." Some survey responses included multiple topics and were tallied for each relevant category.

Prevalent Themes in Survey Responses

Topic	Frequency
Corridor Use	36
Safety	33
Parking	29
Greenspace	23
Layout	22
Cost	15
Maintenance	13
Other	14

Appendix B.2

Preferred Layout and Alternatives Rankings from Online Survey

Question (ranking 1 poorly serves and 5 perfectly serves travel needs)	1	2	3	4	5
Rank E 12th Street option 1, bike facility on the south side of E 12th St	6	0	2	5	10
Rank St. Peter St option 1, parking on the east side of St. Peter Street	7	5	8	4	3
Rank St. Peter Street option 2, parking on the west side of St. Peter Street	8	2	4	6	5
Rank St. Peter Street option 3, no parking on St. Peter Street	8	3	3	1	11
Rank W 10th St option 1, parking on the north side of the street	9	7	4	3	3
Rank W 10th St option 2, no parking	6	3	1	5	10
Rank Wabasha St N, wider travel lanes	7	6	4	5	5
Rank Wabasha St N, wider travel lanes	5	4	4	8	6

Appendix B.3

Open-ended survey responses (comments are presented exactly as submitted):

Rank E 12th Street option 1, bike facility on the south side of E 12th St **Explain your ranking:**
Survey Comment
Seems like a very busy street to put the bike facility on.
I have had to bike this strip and cars coming off/heading to the freeways are very aggressive. Sometimes a prefer to bike on the sidewalk (carefully) even though it's not legal, it's safer.
I use St. Peter, or did before work commenced on John Ireland Bridge, to ride trough DT to the Wabasha bridge across the River to access Lilydale and the Perham trail to the Swing bridge and beyond to Hastings. This is not an improvement. Putting two way bike traffic adjacent to the busy 12th street—which feeds into important freeway entrances, is dangerous

I don’t think the bike path serves anyone’s travel needs. I work on Wabasha daily and see very very few bikers using the path. If the people on the council ever went downtown they would see how worthless this is.
When bike commuting this was my preferred way into downtown from the summit hill area. This works we’re well for that purpose.
I frequently struggle to bike to the downtown area because of the lack of bike lanes, especially over the 94 corridor. This option would provide a safe way to easily get downtown.
I bike to downtown St Paul from NE MPLS and come in from Como Ave to Rice St, which then turns me onto St Peter Street. This option is a good connection from Rice St and a safer way to get to downtown and cross a highway. I would like to see what the connection further west/north would look like because the transition from Como to Rice Street is terrible and I have no choice but to ride next to cars without a protected bike lane or pathway.
No snow storage. Unsafe two way bicycle “sidewalk.” Mixes E scooters emotos and peleton cyclists with pedestrians. (Pedestrians use sidewalk level bike lanes). Please, stop building these horrible trails! Keep bike lanes in the street —painted bike lanes are economical safe and flexible. They will adapt over the next 109 years, as transportation needs change.
Not many cyclists ride here. This design is like riding on a sidewalk. Cyclists belong in a lane on the street. Especially dangerous for cyclists going west bound - it’s like riding the wrong direction down the street. Even more dangerous for east bound cyclists who want to turn left. Turning left from the sidewalk in a high speed road like this is very dangerous.
Looks like a nice, safe option.
Sadly, I think parking brings more money to businesses than bike lanes. It's hard enough for businesses to survive in DT StP. Eliminating on-street parking near businesses should be seen as a non-starter when it's being done for the purposes of biking. Biking is largely a recreational activity here, not a means of commuting. The state demographer's report shows that only 0.6% of people commute via biking. Putting their needs above the needs of downtown businesses does not make sense. Bike commuters have somehow convinced too many in our city that they are the *deserving* 1% (and I'm rounding up).
As someone who bikes to work at the State Capitol Complex, I feel disconnected from downtown Saint Paul. I would like to bike downtown more often but the incomplete nature of the CCB currently stops me from doing so.
Its great says the PM
When I'm headed east and south from John Ireland into downtown, this gives me an out-of-traffic option. But when I'm headed back, I take Wabasha to 12th to John Ireland, and would most likely not try to get on this bike path.

Less than 5% of people bike downtown, money would be better spent on making the city better looking with more parking options
A reasonable compromise.
Best and safest
What happens after you cross John Ireland? To best assess these plans there needs to be an overview. How did I get to this point on my bike? I need to see an overview of the whole downtown bikeways.
Seems like a good compromise of variables. Smoother flow for bikers and cars.

Rank St. Peter St option 1, parking on the east side of St. Peter Street **Explain your ranking:**
Survey Comment
The larger offset at 11th street intersection is a big negative.
I don't understand the big picture plan so I just rated 3
Good that parking is retained but it is still a poor design.
I don't drive to St. Paul. I only bike or take transit to work or restaurants so my priorities are biking and eating.
Unnecessary waste of taxpayer dollars.
conflicts with cars looking for parking in this area is always a concern and it may be beneficial to completely remove parking to support mobility for cars and pedestrians.
All options shift the bike lane. This works best for short term parking for the businesses. Less likelihood of bikers being doored.
Loss of greenspace, trees and shade will increase car speeds as "perceived" lane widens, making biking and walking less safe.
This is fine but I think the crosswalk/curb transition on the north side is not as safe.
Same problem. Too expensive, too limited, unsafe. No snow storage. Unsafe two way bicycle “sidewalk.” Mixes E scooters emotos and peleton cyclists with pedestrians. (Pedestrians use sidewalk level bike lanes). Please, stop building these horrible trails! Keep bike lanes in the street —painted bike lanes are economical safe and flexible. They will adapt over the next 109 years, as transportation needs change
Please just stop these very expensive bike lane projects that eat up what? Millions of dollars for very few bikes. They take up valuable space that could be used for wider sidewalks and on street parking. So many people are walking their dogs and pushing strollers and just not paying attention that these “bike lanes” really aren’t. Just put in wide sidewalks and paint a lane for cyclists. That’s what works best for cycling...
I don't like the idea of limiting area to plant (much needed) trees.

I expect trees on both sides of the street. This option does not have trees on both sides of the street.
This offset is going to be an issue. Move parking next to bike lane, allowing auto traffic to have a straighter path (i see this is option below now)
I imagine thre offset could be quite awkward. It would be nice to avoid having any bends/offsets in the roadway portion and in the separated/protected portions instead.
Wow! Amazing Design!
I don't usually see a need for a bike path on this block. But I wouldn't mind using it if it's properly plowed in the winter.
Less than 5% of people bike downtown, money would be better spent on making the city better looking with more parking options
I travel by bike
I would like more trees
I like green space, trees, but bike safety is first, followed by a path to get through downtown. I see the bikeways downtown for commuting to shopping, going out to eat, and work, not so much a weekend ride, which has its place too. I look at the bikeways as how to get around downtown from Lowertown where I live. I commuted to the U for years when I was teaching. Getting out of downtown was a chore. What was the best way? Marshall, not Summit. Summit is nice but too slow. The getting from downtown to the River Road needs to be reengineered. There is commuting, using your bike for as transportation and out for a spin.
Don’t like offset of intersection
Still has good tree coverage and has parking available.
Rank St. Peter Street option 2, parking on the west side of St. Peter Street **Explain your ranking:**
Survey Comment
Have you even ridden this section of St. Peter? There are a lot of folks mingling around and inevitably will be using the bike trail as additional hangout space.
I don't drive to downtown St. Paul so I don't need parking. I commute to St. Paul for work or go to a restaurant with friends so my priorities are biking and eating space.
who came up with these stupid ideas?
Appreciate that if there is parking it will protect the bike lane.
Loss of greenspace, trees and shade will increase car speeds as "perceived" lane widens, making biking and walking less safe.

I like the large crosswalk/curb transition on the east side of the street but I don't think this would work as well for businesses.
Same smoke and mirrors. No snow storage. Unsafe two way bicycle “sidewalk.” Mixes E scooters emotos and peleton cyclists with pedestrians. (Pedestrians use sidewalk level bike lanes). Please, stop building these horrible trails! Keep bike lanes in the street — painted bike lanes are economical safe and flexible. They will adapt over the next 109 years, as transportation needs change. And no trees?!?!
Squeezing the street with excessively wide bike lanes that are not used by cyclists and that are really just a second super wide sidewalk does serve downtown at all - more congested and wow what a waste of taxpayer dollars- Please stop this wasteful spending!
I don't care for an idea that maximizes car parking. We should always look for ways to deter car use, and grow bike, ped and transit use.
I expect trees on both sides of the street.
Perhaps a 1 additional parking space could be sacrificed on the western end of this segment to better align the crossbike so it is not as diagonal as shown in the rendering. This would put the bend in the bikeway on the separated portion rather than in the middle of a roadway crossing. I imagine the parking is most important to visitors of the medical buildings on the southside. Retaining parking on that side could be more helpful for pickup/dropoff and reduces crossing for people going to/from med appts.
I just can't decide which I like best!
I don't usually see a need for a bike path on this block, but I'd use it if it's properly plowed.
Less than 5% of people bike downtown, money would be better spent on making the city better looking with more parking options
I like the option with more space for trees.
Not that big of a difference. Cost difference?
Better than option one
Nice to have the parking, but seems on the wrong side of the street. A line of cars protecting bikeway doesn't seem as necessary since the bikeway is elevated on a curb (right?). If not elevated, then having a row of parking between traffic and a bike lane always seems problematic. Cars don't know where to park and often encroach into bike lane.
Rank St. Peter Street option 3, no parking on St. Peter Street **Explain your ranking:**

Survey Comment
I like that this will have space for trees.
Chunking up the feedback like this seems very odd.
Removing parking disadvantages people with disabilities. Many people who have limited disability drive cars and need to park safely near their destinations.
I bike to work from Minneapolis to St. Paul and in the summer its incredibly hot in the downtown areas. It would be great to have as many trees as possible to provide shade and cool the city streets as folks bike through.
Eliminate parking on St Peter, really. People don't go downtown now because parking is so messed up
This option best supports folks getting into downtown and create more vibrancy for the block with the ability for more flexible sidewalk uses. If parking in the lane is allowed, I would recommend it only be for loading/unloading rather than for general.
Greenspace, trees and shade will reduce car speeds as "perceived" lane narrows, making biking and walking more safe.
In my idea world this is the best option and businesses would be ok without parking.
Trees versus parking? How trees, parking, sidewalks and snow storage? Use painted bike lanes. No snow storage. Unsafe two way bicycle "sidewalk." Mixes E scooters emotos and peleton cyclists with pedestrians. (Pedestrians use sidewalk level bike lanes). Please, stop building these horrible trails! Keep bike lanes in the street —painted bike lanes are economical safe and flexible. They will adapt over the next 109 years, as transportation needs change
No more bikeways - they are a waste of space and a waste of taxpayer dollars.
Love it! Encouraging the most trees and increased bikeway and sidewalk width? Win-win!
Trees on both sides is good. I fail to see the need to add a bike lane to this street, generally speaking.
If ramp occupancy in the area is low enough, this would be much preferred and would reduce conflicts on the bikeway with passenger pickup/dropoff.
3 options! This is too much!
Though I don't drive, I know people want parking. See my above comments about the need for a bike path on this block.
Less than 5% of people bike downtown, money would be better spent on making the city better looking with more parking options
There's very limited street parking anyway and this is more compatible with new people-oriented business
Need to retain parking? Yes, it'd be nice if there were no cars in downtown, but let's be real. The bikeways and cars need to look at parking. Parking is part of the solution. St. Paulites need to get over having to walk a block or two. They will if there is easy access

parking. The city needs to consider revenue from parking and what they are doing with the bikeway and how it replaces parking.
Need some parking
Eliminating parking is a poor choice. Understand the value of wider sidewalks and bikeway, but not worth the loss of parking.
Rank W 10th St option 1, parking on the north side of the street **Explain your ranking:**
Survey Comment
Reducing the bikeway width makes it harder to bike with kids and trailers. This also adds extra conflicts with pedestrians. There currently is no parking on this stretch and I think it is fine.
I only bike to take transit to downtown St. Paul so I don't need parking spaces.
Bike path is a stupid idea
there seems to be a number of off-street parking locations. Adding parking does not benefit the majority of road users and negatively impacts walkers and rollers.
Loss of greenspace, trees and shade will increase car speeds as "perceived" lane widens, making biking and walking less safe. There is already a lot of paved parking in this area.
Same narrow thinking. None of these options are good. No snow storage. Unsafe two way bicycle “sidewalk.” Mixes E scooters emotos and peleton cyclists with pedestrians. (Pedestrians use sidewalk level bike lanes). Please, stop building these horrible trails! Keep bike lanes in the street —painted bike lanes are economical safe and flexible. They will adapt over the next 109 years, as transportation needs change
Yes please reduce bike way width to zero. Sidewalks work just fine for the main users of these things...
I'm a broken record -- I do not favor ideas that encourage car use and parking.
trees need to be on both sides of the street.
Becuase the bikeway is two-way, it would functionally still feel wide most of the time - plenty of room to pass; Parking concessions for local businesses are important.
I see we have a stray line at the East end. Oops!
I'm not sure - I rarely bike this block.
Less than 5% of people bike downtown, money would be better spent on making the city better looking with more parking options
About as bad as it could be.
I don’t like the narrower bike and ped lanes
Reduced bike and sidewalk width is a nonstarter. Set some standards and cutdown on all these options.

Good to have the parking while also having space for biking and trees on one side of street.
Rank W 10th St option 2, no parking **Explain your ranking:**
Survey Comment
need to have a uniform approach -- for bikes, cars, parking, traffic flow.
Again, disregards the needs of people who want to aces the restaurants and other destinations.
I like this one but would like to see more trees planted to provide shade for bikers and pedestrians.
Don’t need a Bike path
This option supports the most road users and ensures clear sight lines for individuals who are turning into driveways for pedestrians.
Greenspace, trees and shade will reduce car speeds as "perceived" lane narrows, making biking and walking more safe.
Just do painted bike lines in the roadway. Keep parking, keep trees keep sidewalk. No snow storage. Unsafe two way bicycle “sidewalk.” Mixes E scooters emotos and peleton cyclists with pedestrians. (Pedestrians use sidewalk level bike lanes). Please, stop building these horrible trails! Keep bike lanes in the street —painted bike lanes are economical safe and flexible. They will adapt over the next 109 years, as transportation needs change
I’ll never ride on this - I ride 2000 miles a year mostly on St Paul streets and I will not ride on these multi use trails (they are not for just bikes) Paint me a stripe on the road - that is a bikeway.
This is the best choice for our future health and well being.
I already have issues on this section with people walking on bike path and also cars driving and parking on path to access building to south. We need more sidewalk here and more protection to keep cars off bike / ped areas
Bike comfort here would be outstanding! Could the turn radius at St Peter and 10th be reduced even more since this St Peter is a one-way and they can turn wide into the outer lane? I am thinking this could help to maximize the queueing space for bikes waiting at that intersection. Maybe a much reduced turn radius with a mountable apron for the trucks?
The line is on this one too. How did I miss it twice?
I'm not sure - I rarely bike this block.
Less than 5% of people bike downtown, money would be better spent on making the city better looking with more parking options
Love wider lanes for peds and bikes

No parking? Where's the nearest parking? Why does one even need to park here, what are car drivers going to?
Need short term parking
Rank Wabasha St N, wider travel lanes **Explain your ranking:**
Survey Comment
this is more similar to the design across wabasha and making maintenance easier is important.
In the infrequent cases where there would be conflicts, bikes should be willing to slow to a walking pace to navigate for one block.
Conflicts are a non-issue for me as both a pedestrian and biker.
All of these create conflicts with pedestrians! And none are used by more than a handful of people for only half the year! In Montreal, they create seasonal bike lanes with movable planters. Let's think seasonally and not rebuild the roadway for some trend of the moment. No snow storage. Unsafe two way bicycle "sidewalk." Mixes E scooters emotos and peleton cyclists with pedestrians. (Pedestrians use sidewalk level bike lanes). Please, stop building these horrible trails! Keep bike lanes in the street —painted bike lanes are economical safe and flexible. They will adapt over the next 109 years, as transportation needs change
This is the worst one of all them the way it disrupts downtown traffic flow. No more bikeways (that are really just oversized sidewalks)
Seems mighty nice, but looking at option 2....
This is okay, but I think for continuity of the biking experience this segement should include a buffer/furniture area like the existing portion of Wabasha wherever possible.
The line is on this one too!
I'm fine with the way the rest of Wabasha has been done, but it's not always properly cleared in the winter, so I often ride on the road when there's snow.
Less than 5% of people bike downtown, money would be better spent on making the city better looking with more parking options
Don't like the risk of conflicts
I can live with no separation is pedestrians understand they are sharing the sidewalk with bikers. Bikers need to slow down and respect people who walk.
Having a buffer between biking and the sidewalk doesn't seem like a relative priority. So this design seems OK.
Rank N Wabasha St, slightly more space for trees and plantings **Explain your ranking:**
Survey Comment

safer for pedestrians
See above.
I like adding more trees for shade.
Bike path is a waste of money
Nice to have the space but think that the narrower bikeway and more difficulty for winter maintenance does not feel like a good tradeoff for the buffer between the sidewalk and bikeway.
Conflicts are a non-issue for me as both a pedestrian and biker.
i appreciate more buffer between pedestrians and cyclists!
That little space does not reduce conflicts, pedestrians walk wherever they want to walk. Do not put bicycles on the same level of pedestrians! “More difficult to maintain in winter” —with painted bike lanes—one plow, one pass.
Please Stop spending my tax dollars on these worthless space wasting projects
Yes. This is the best option. Having some separation from a bikeway and sidewalk feels and is safer.
people will still walk on bike path.
This matches the character of the existing Wabasha portion of CCB. The buffer does a lot of heavy lifting in keeping bikes/peds separated but it shouldn't be at the expense of pedestrians (e.g. 4th St thru 7th St CCB). We should strive for more than minimum ADA widths. If the buffer constrain peds with mobility impairments, then the buffer should be minimized or eliminated in favor of bartiles delineator. If possible, better lightpost and garbage would be nice compared with the existing Wabasha CCB between 4th and 7th.
Love the Pink!
It's nice that the Wabasha bike path will be continued north, but I've biked on the road in the winter before, because the bike path wasn't safe (not cleared properly), so if this is harder to maintain, I don't want it.
This is better than no separation.
Doesn't seem like a priority to create the buffer at the expense of the sidewalk width. I'm not sure what the buffer would be comprised of (curb? greenery - which is hard to maintain and at risk of being weeds).