

Minnesota Street Reconstruction

Open House Round 2: October 5, 2021

Thank you for taking the time to join us today!

This meeting will be recorded and posted on the project webpage: stpaul.gov/MinnesotaStreet

To make this meeting comfortable and welcoming to everyone, please:

- Be respectful of staff and guests
- Keep yourself muted until the presentation is over

If you would like to submit a comment, please:

- Type the comment in the CHAT feature
- Wait until the end of the presentation and use the RAISE HAND feature. Staff will call on you and ask you to unmute.
- Email anna.potter@ci.stpaul.mn.us



Agenda

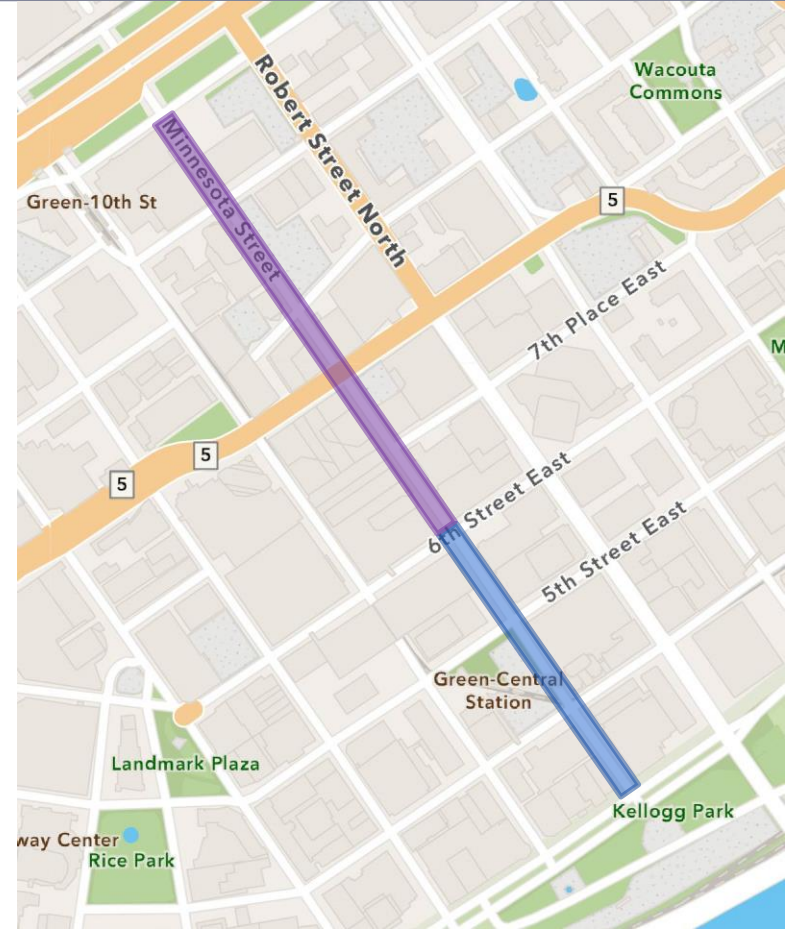
- Review Project Scope, Goals, and Schedule
- What We've Heard So Far
- Design Options
- Transit Considerations
- Parking Considerations
- Next Steps
- Questions



Project Scope/Timing

Full reconstruction in 2 phases:

- **Phase 1:** 2023. Kellogg to 6th Street
- **Phase 2:** 2024. 6th Street to 11th Street



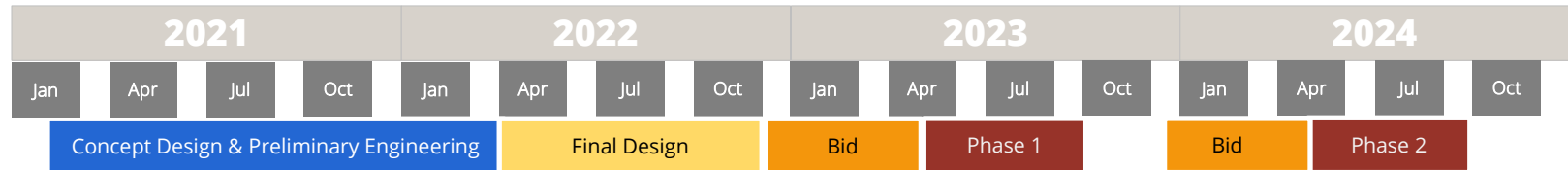


Minnesota Street Reconstruction Goals





Schedule



Round 1: Set Goals
and Identify
Opportunities

We are here
Round 2:
Evaluate Realm
of Possibilities

Round 3:
Refine the
Design

What We've Heard So Far

Full engagement results available on
stpaul.gov/MinnesotaStreet



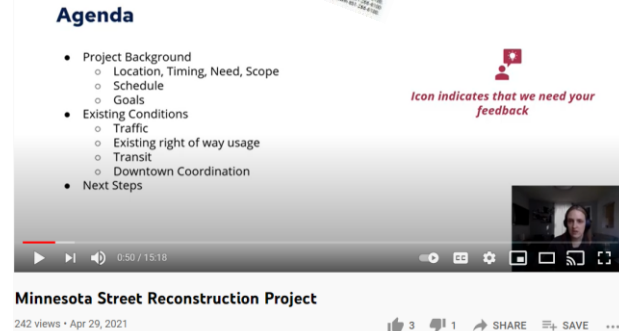
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How we got feedback previously

- A virtual open house via a recorded presentation on YouTube
- An online survey
- In-person flyering of the corridor
- Generated a project email list
- Conducted key stakeholder meetings





Round 1 feedback statistics

- The virtual presentation was viewed **over 230 times**
- There were **209 surveys taken**
- **69 emails** were added to the project distribution list
- **5+ stakeholder meetings** (and counting...)





Round 1 Engagement Themes

- People are passionate about the opportunity to improve a central corridor in downtown. Many people requested **comprehensive changes** such as greenways or transit malls; others only called for minor, **site-specific tweaks**.
- There is a strong desire for character and visual interest via landscaping, trees, art, different materials, benches, etc. **How we use the sidewalk space is critical**
- Many mentions of traffic calming and right-sizing the street to meet the **multimodal needs of downtown users**



The pedestrian and transit experience was voted overwhelmingly important; the driving and bicycling modes had votes on both ends of the spectrum

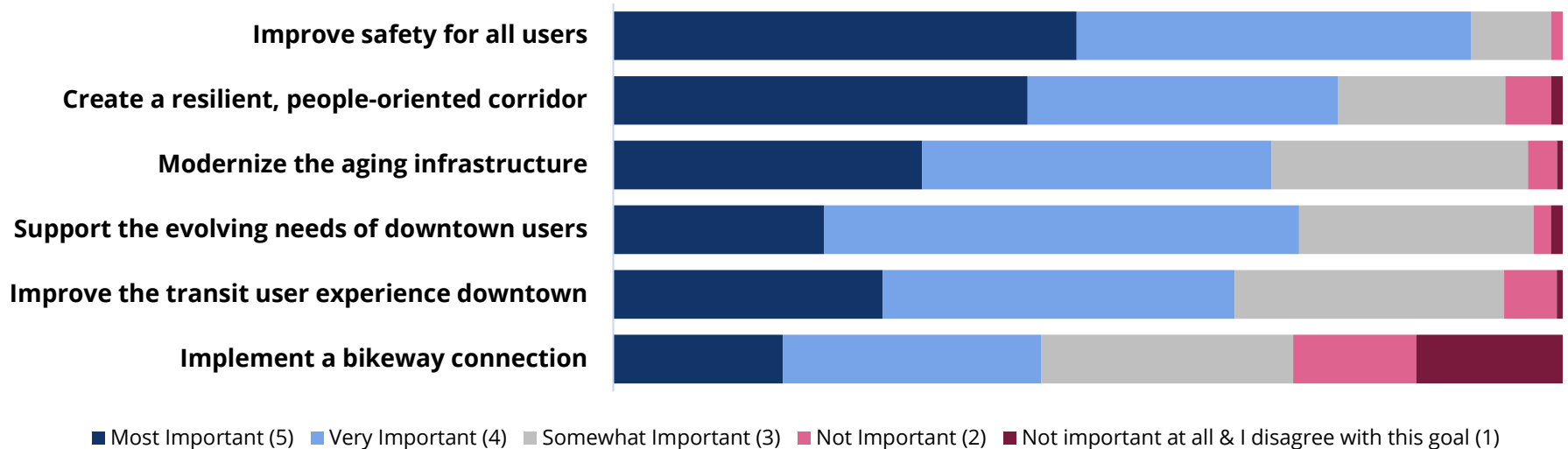
Q6. Please tell us how important each mode is to you on Minnesota Street.

	Not important at all & this mode should not be accommodated	Not important	Somewhat important	Very important	Most important	Weighted Average "Score"
Walk or use a mobility device	4	6	13	65	82	4.3
Take Transit (bus or train)	4	21	35	63	35	3.7
Drive	23	27	39	32	45	3.3
Bike	20	27	34	50	27	3.2
Get dropped off	17	54	48	25	4	2.6



Below are the City of Saint Paul goals for the project, sorted by survey findings

Q9. Please tell us how important you think each goal is.



Design Options



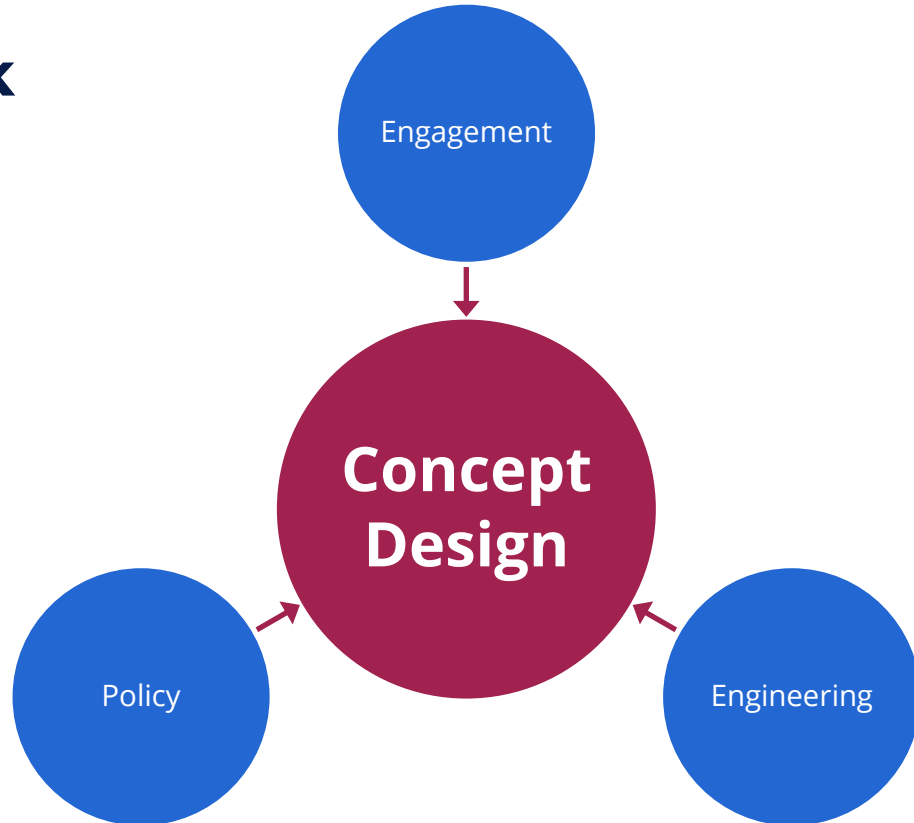
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Translating Feedback to Cross-Sections

- There are three different types of inputs that go into the concept design
- Some of the inputs are conflicting
- Identify needs vs. wants





Proposed sections have the “needs” met

What “want” features are most important to you?

Needs	Wants
<div><input checked="" type="checkbox"/> Expanded pedestrian space & narrow crossings (engagement and policy input)</div> <div><input checked="" type="checkbox"/> Two travel lanes (engineering input)</div> <div><input checked="" type="checkbox"/> Minimize bus and bicycle conflicts (engagement and engineering input)</div> <div><input checked="" type="checkbox"/> Separate bicycle space from vehicles (policy input)</div>	<ul style="list-style-type: none">• Landscaping and/or furnishings• Short-term on-street parking• Buses stop in a travel lane• Off-street bicycle facility• Two-way bicycle facility



Existing Use

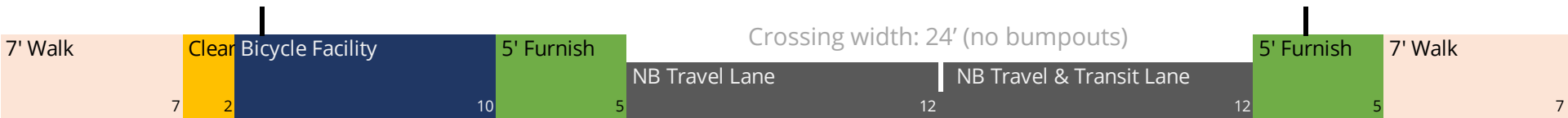


Note on widths:

- Some blocks on the corridor have easements that yield an effective ROW greater than 60'
- We need to plan for the most constrained block(s) which are limited to this existing 60'



Option 1



KEY FEATURES

Increases pedestrian space

Provides high-quality two-way bike facility

Compatible with city policies that prioritize pedestrians, bikes, transit, then cars

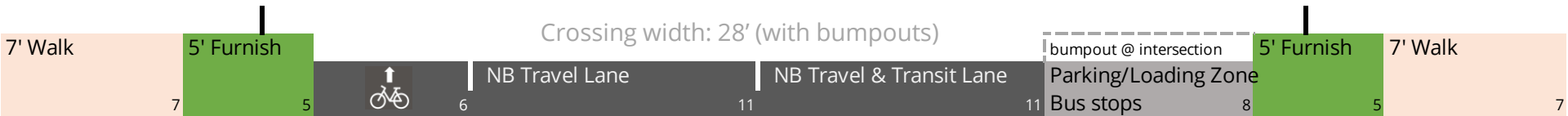
On-street snow plow & removal conditions are good

No on-street parking

Loadings/deliveries would happen in a travel lane



Option 2



KEY FEATURES

Maintains some on-street parking & loading zones

Narrower travel lanes adjacent to on-street parking is more challenging for transit and maintenance

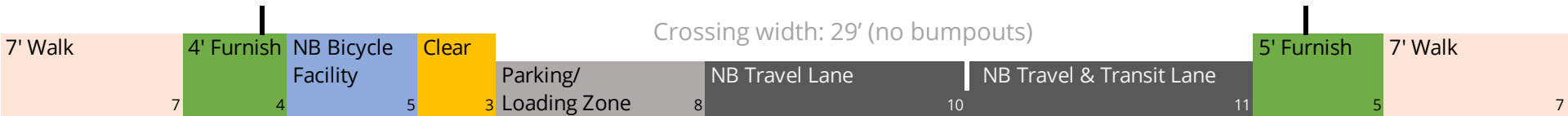
Has separate bicycle space from vehicles

One-way bike facility poses network questions

Increases pedestrian space



Option 3



KEY FEATURES

Accommodates all modes with a one-way protected bicycle facility

Increases pedestrian space

Maintains some on-street parking & loading zones

One-way off-street bike facility poses safety and network questions

Multiple design elements are at the minimum acceptable dimensions, including travel lanes

Snow storage challenging with narrow curbside clear zone



Other Options Considered

Two-Way; Bikes Off-Street



- Transit operations could be slow
- Deliveries prohibited/unrealistic

No Bicycle Facility



- Incompatible with city policy
- Creates unsafe conditions for bicyclists

Floating Parking Zone



- Historically results in incorrect use of the parking zone & subsequent unsafe bicycling conditions

Two-Way; Bikes On-Street



- Creates transit and bicycle conflicts
- Minimum dimensions for all users

One Vehicular Lane







- Transit would need to relocate
- Deliveries prohibited/unrealistic

Shared Use Path

- Shared Use Paths are intended for corridors with low pedestrian activity
- Shared Use Paths are not a good tool for downtown corridors
- Downtown is a High-Priority Area for Walking Investment



Option Comparison: Key

	walk or use a mobility device	take transit	drive	bike	deliveries	parking	maintenance
 Preferred	Wider walk and furnish than today						
 Acceptable	Wider walk and furnish than today but bicyclists might encroach on ped space						
 Inferior	Narrow walks and no traffic calming						
 Not Accommodated	No sidewalks						

"Preferred", "Acceptable", and "Inferior" definitions are based on Round 1 survey and stakeholder feedback. Designations do not necessarily represent City of Saint Paul design guidelines or other engineering standards.



Option Comparison: Results

	walk or use a mobility device	take transit	drive	bike	deliveries	parking	maintenance
Option 1							
Option 2							
Option 3							
<i>Existing Conditions</i>							

KEY	Preferred 	Acceptable 	Inferior 	Not Accommodated
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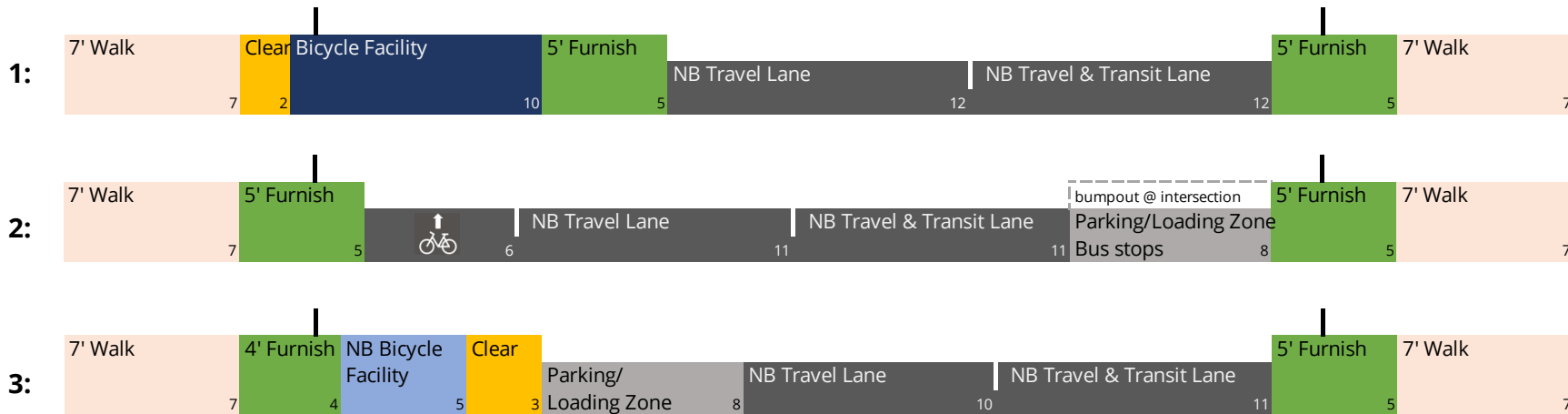
Reminder of Options #1-3



What do you think of these options?






















[Take the project survey](#)

available through October 21, 2021





Project Goals

	Option 1	Option 2	Option 3	Notes/Caveats
 Improve safety for all users				Minimum dimensions and unfamiliar facility in #2 & #3
 Create a resilient, people-oriented corridor				Maintenance agreements needed
 Modernize the aging infrastructure				
 Support the evolving needs of downtown				Need stakeholder input to evaluate
 Improve the transit user experience downtown				Future transit network TBD
 Implement a bikeway connection				

Transit Considerations



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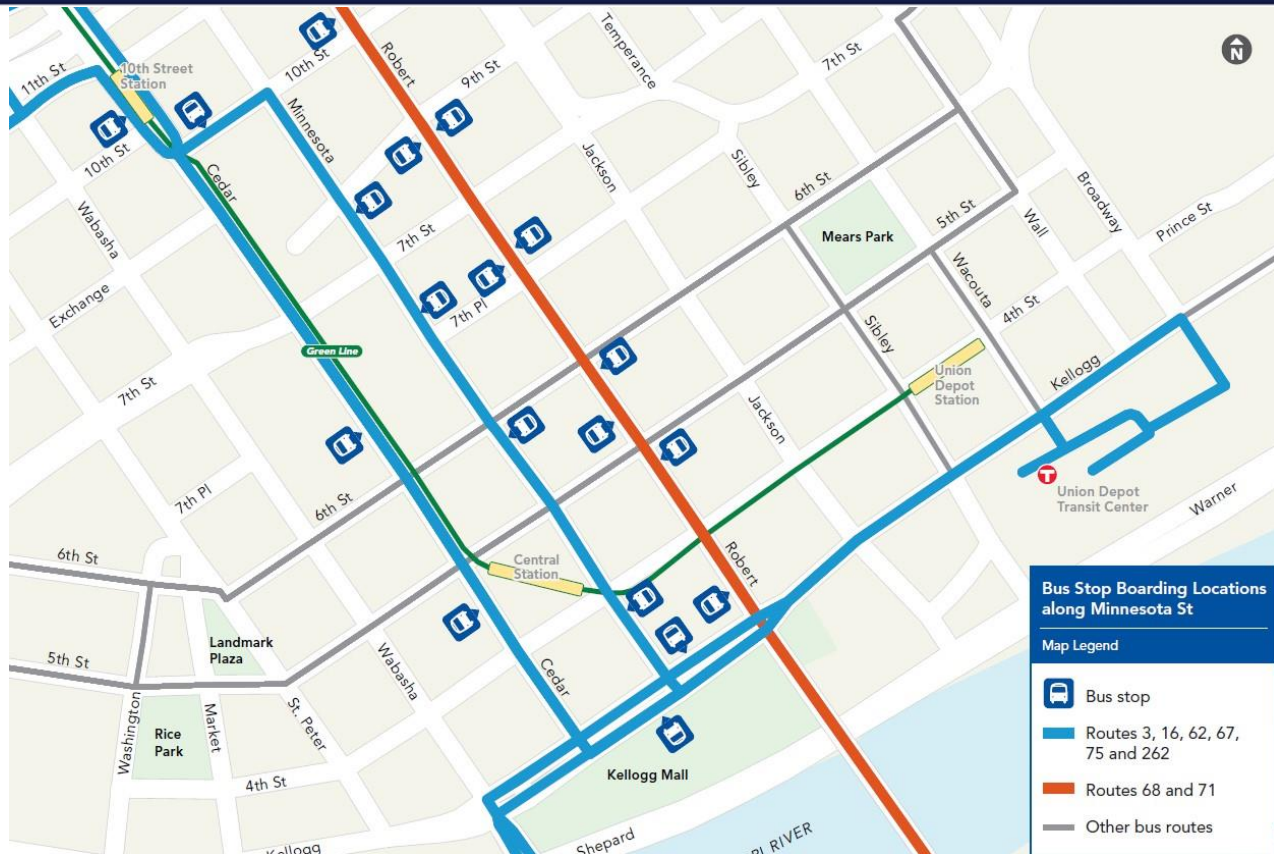
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Transit Assumptions

Shown is the assumed post-reconstruction network, with Minnesota Street having:

- 6 local routes
- ~17 NB buses/hour in the peak period

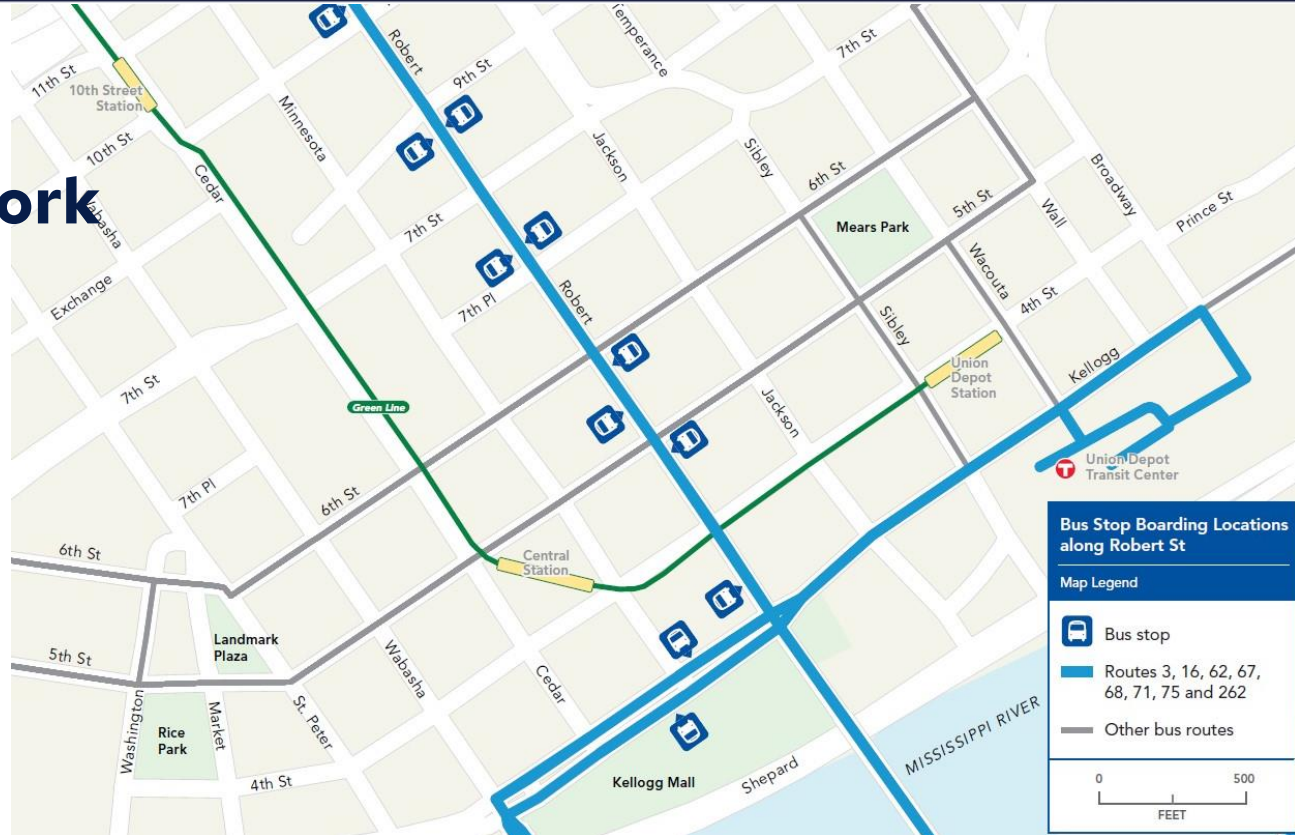


NOT A DEPICTION OF ACTUAL SERVICE
Source: Metro Transit staff, Aug 2021. "Scenario A"



A Potential Alternate Network

An alternate network which consolidates buses to Robert Street is being considered by Metro Transit

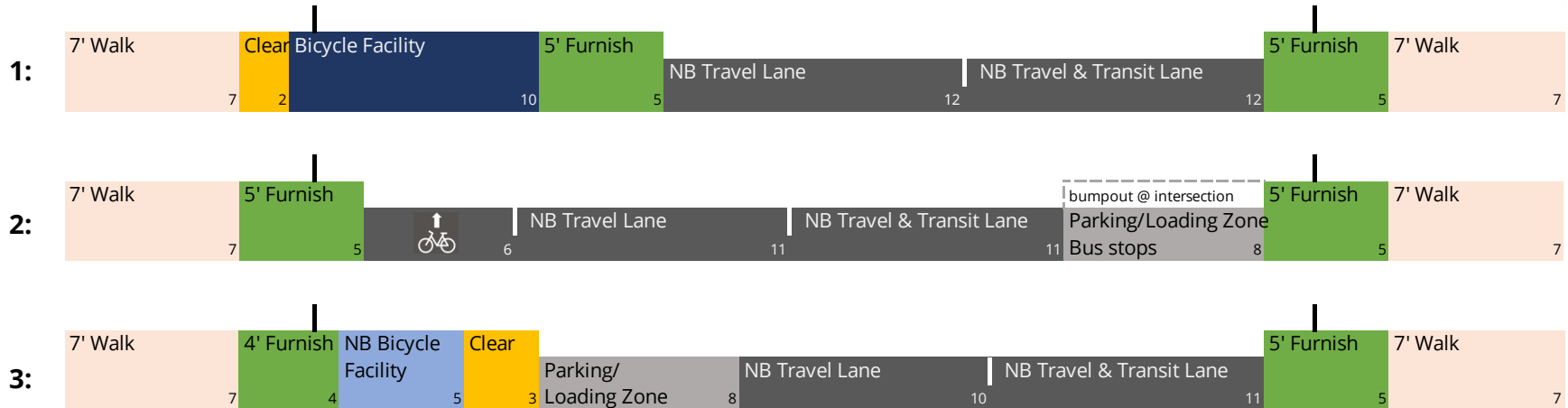


NOT A DEPICTION OF ACTUAL SERVICE
Source: Metro Transit staff, Aug 2021. "Scenario B"



Transit Considerations

- Regardless of network, Metro Transit would likely still use Cedar/Minnesota for detours
- If buses are consolidated to Robert
 - We have an opportunity to create separate corridors for buses and bicycles
 - Does a bi-directional bicycle facility become a “need” instead of a “want”?



Parking Considerations



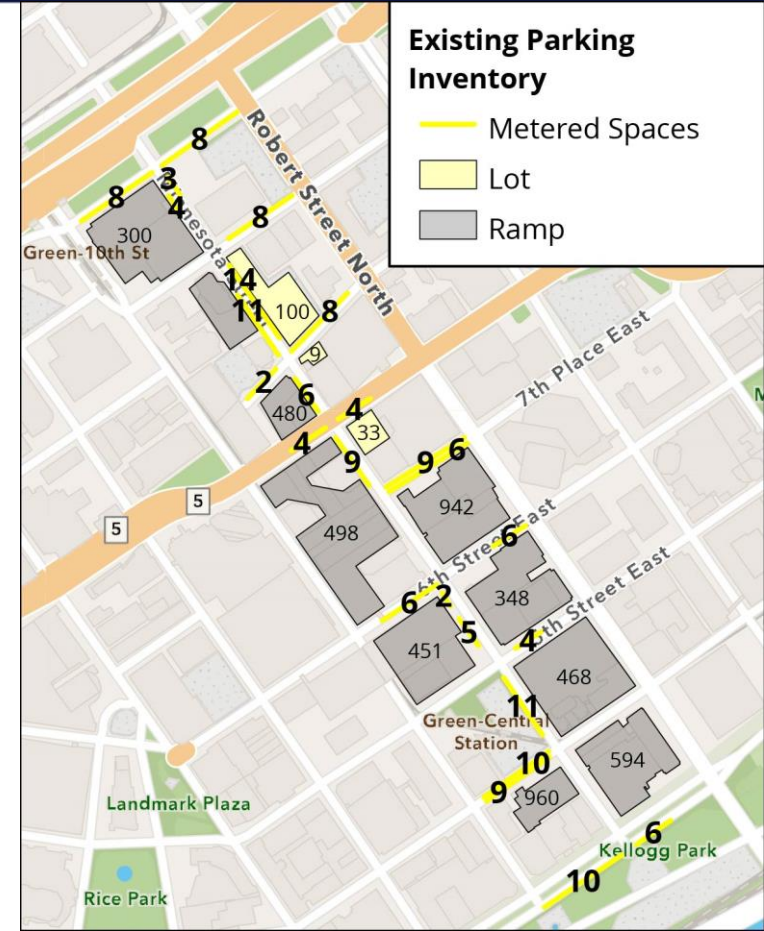
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Parking Inventory

- The corridor has three different types of parking available:
 - Minnesota Street metered parking: 65 spaces
 - Side-street metered parking: 100 spaces
 - Off-street ramps and lots: over 5,000 spaces
- The metered parking on Minnesota Street represents only one percent of the parking in the corridor





On-Street Parking Observation

Summary of Parking Occupancy collected August 2021

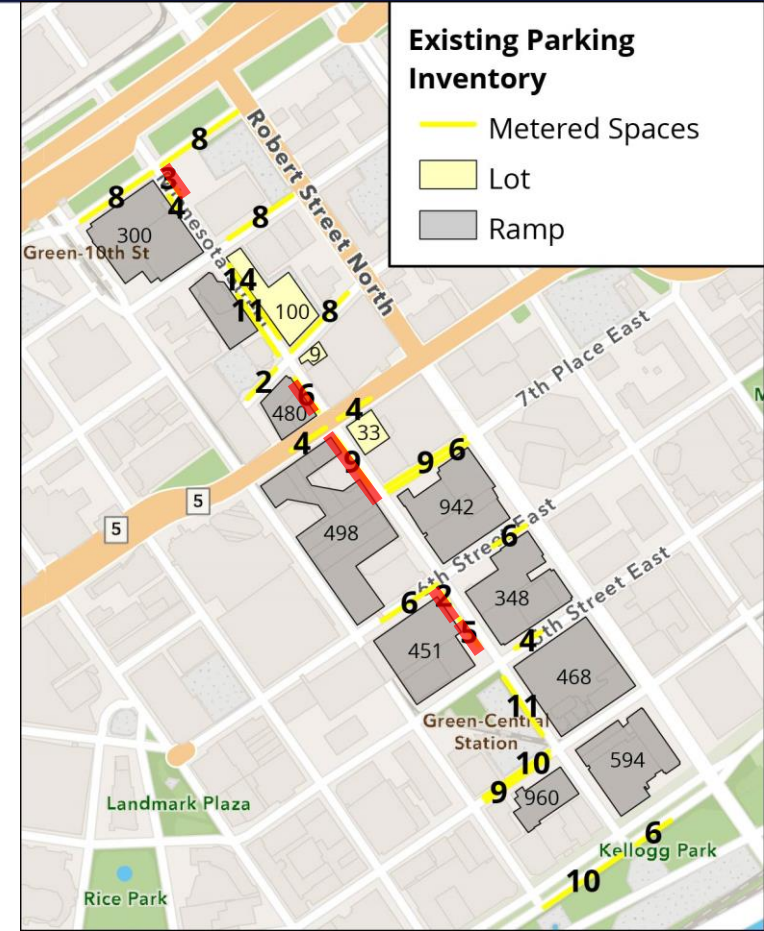
				Weekday			Weekend		
				Type of Count	Overnight	Midday	Evening	Midday	Evening
				Time	5:00 AM	11:00 AM	7:30 PM	11:15 AM	7:15 PM
				Day of Week	Thursday	Wednesday	Tuesday	Sat	Sat
				Date Counted	8/19/2021	8/18/2021	8/17/2021	8/28/2021	8/28/2021
Street	From	To	Number of Meters	Percent of Meters Occupied*					
Minnesota	10th Street	11th Street	4	25%	0%	25%	0%	0%	
Minnesota	10th Street	11th Street	3	100%	67%	100%	100%	100%	
Minnesota	9th Street	10th Street	14	21%	43%	14%	7%	43%	
Minnesota	9th Street	10th Street	11	0%	36%	0%	9%	0%	
Minnesota	7th Street	9th Street	6	0%	100%	33%	0%	17%	
Minnesota	7th Place	7th Street	9	0%	111%	22%	11%	11%	
Minnesota	5th Street	6th Street	2	0%	100%	100%	100%	100%	
Minnesota	5th Street	6th Street	5	0%	100%	20%	40%	20%	
Minnesota	4th Street	5th Street	11	0%	73%	27%	0%	0%	

*Percents greater than 100 indicates observation of illegally parked vehicles



On-Street Parking Considerations

- The red blocks had highest occupancies
- A parking strategy on these blocks in particular will be considered as the design process continues



Next Steps



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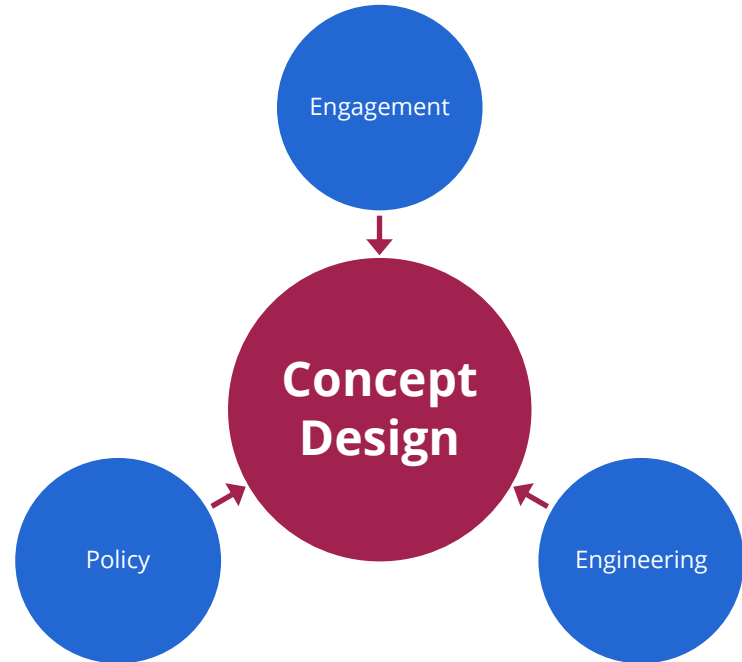
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We need your feedback

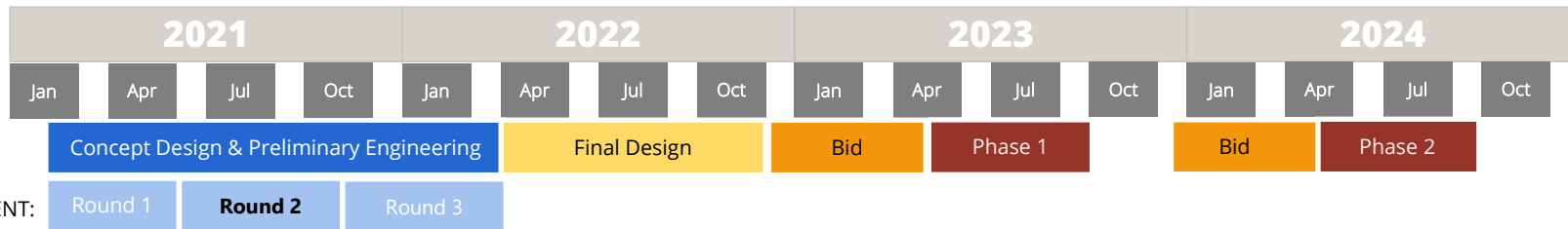
[Take our survey](#) to help inform which of the design option(s) are carried forward to the next stage of design.

We will use your input, along with policy direction and engineering judgement, to draft a concept design for the corridor throughout this Fall & Winter.





Schedule



Round 1: Set Goals
and Identify
Opportunities

We are here
Round 2:
Evaluate Realm
of Possibilities

Round 3:
Refine the
Design

- Current: Receive feedback on design options
- Fall-Winter 2021: Develop initial draft corridor recommendation by:
 - Conduct stakeholder meetings & conversations
 - Hold third virtual meeting
 - Incorporating feedback before making the recommendation to City Council
- Early 2022: Request City Council Approval on Concept Design
- 2022: commence Final Design



How to Give Feedback and Stay Informed

1. [Take our survey](#)



The screenshot shows a web browser displaying the 'Minnesota Street Survey #2: Design Possibilities' survey. The page title is 'Minnesota Street Survey #2: Design Possibilities'. The introduction text reads: 'The City of Saint Paul plans to reconstruct 0.5 miles of Minnesota Street from Kellogg Blvd to 11th St. Your input is essential in helping shape this project. Please note that this survey is in English. If you need this translated or in an alternative format, please call us at 651-266-6100.' There is a 'OK' button at the bottom of the introduction section. At the bottom of the browser window, a progress bar indicates '0 of 15 answered'.

2. Sign up for Email Updates

Look for the blue bar at
stpaul.gov/MinnesotaStreet

The screenshot shows a web browser displaying the 'Minnesota Street Reconstruction | Saint Paul, Minnesota' page. A blue banner at the top of the page content area reads 'SIGN UP FOR MINNESOTA STREET RECONSTRUCTION PROJECT UPDATES'. Below the banner is a form with an 'Email' input field and a yellow 'Subscribe' button. The browser's address bar shows 'stpaul.gov/minnesotastreet'.

3. Contact Anna

anna.potter@ci.stpaul.mn.us
651-266-6058

Thank you!

Questions?

Anna Potter, AICP, P.E. (she/her)

anna.potter@ci.stpaul.mn.us

651-266-6058

Sign up for project updates at stpaul.gov/MinnesotaStreet



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