



Minnesota Street Reconstruction

Public Engagement Round 2 Summary
Fall 2021

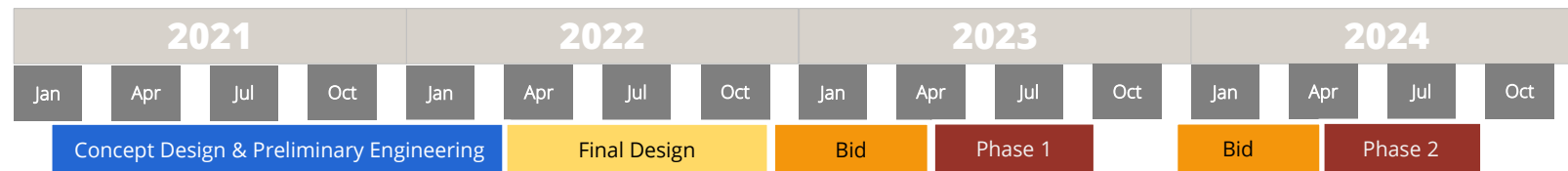


Thank you for participating!

- These pages describe the information gleaned from the second round of engagement conducted for the Minnesota Street Reconstruction project between September and November 2021.
- **Thank you for participating and staying engaged.** We are continually receiving feedback and incorporating into the design.
- We will be using this feedback to recommend a concept design to the Transportation Committee and City Council in early 2022.



Round 2: September – November 2021



ENGAGEMENT:



Round 1: Set Goals
and Identify
Opportunities

We are here
Round 2:
Evaluate Realm
of Possibilities

Round 3:
Refine the
Design



What we did

- A virtual meeting on Oct 5
- An online survey
- Stakeholder meetings

The screenshot shows a virtual meeting interface. At the top, there is a search bar and a 'Premium' logo. The main content area displays a PowerPoint slide titled 'Project Goals'. The slide contains a table with three columns: 'Option 1', 'Option 2', and 'Option 3', and a 'Notes/Caveats' column. The table lists six project goals with corresponding progress indicators (green circles) for each option.

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

At the bottom of the screen, there is a meeting interface showing a grid of participant avatars and names. The names visible are: JI, MW, BP, KS, LK, Ben Krasner (owner), Brian Krasner (owner), Mandel, Barbara (CS 10/5/21), Collins, Barbara (CS 10/5/21), Ben Krasner, and Ben Krasner.



Thank you for your feedback!

- The recorded virtual meeting was viewed **65 times**
- There were **173 surveys taken**
- **52 emails** were added to the project distribution list
- **Dozens** of stakeholder meetings (and counting...)



Missed the memo?

Sign up for project updates at stpaul.gov/MinnesotaStreet

Round 2 Survey Summary

Survey was open
September 24 – November 5th, 2021

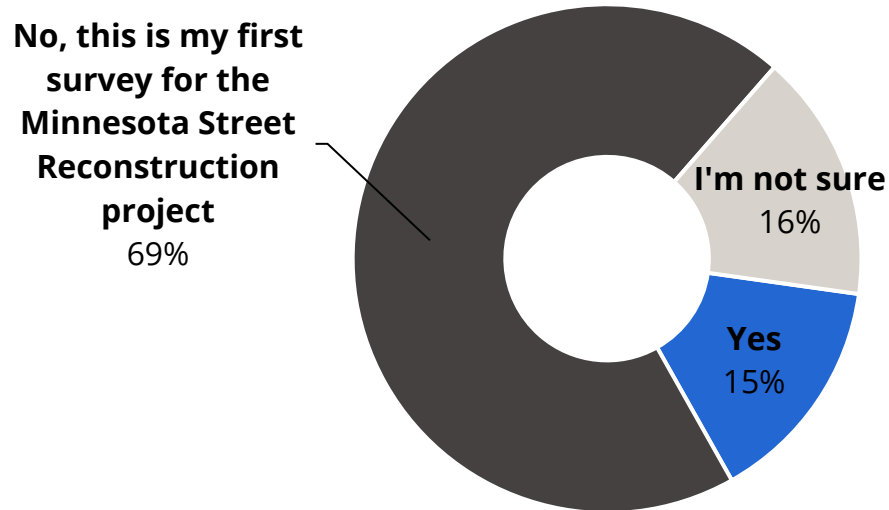


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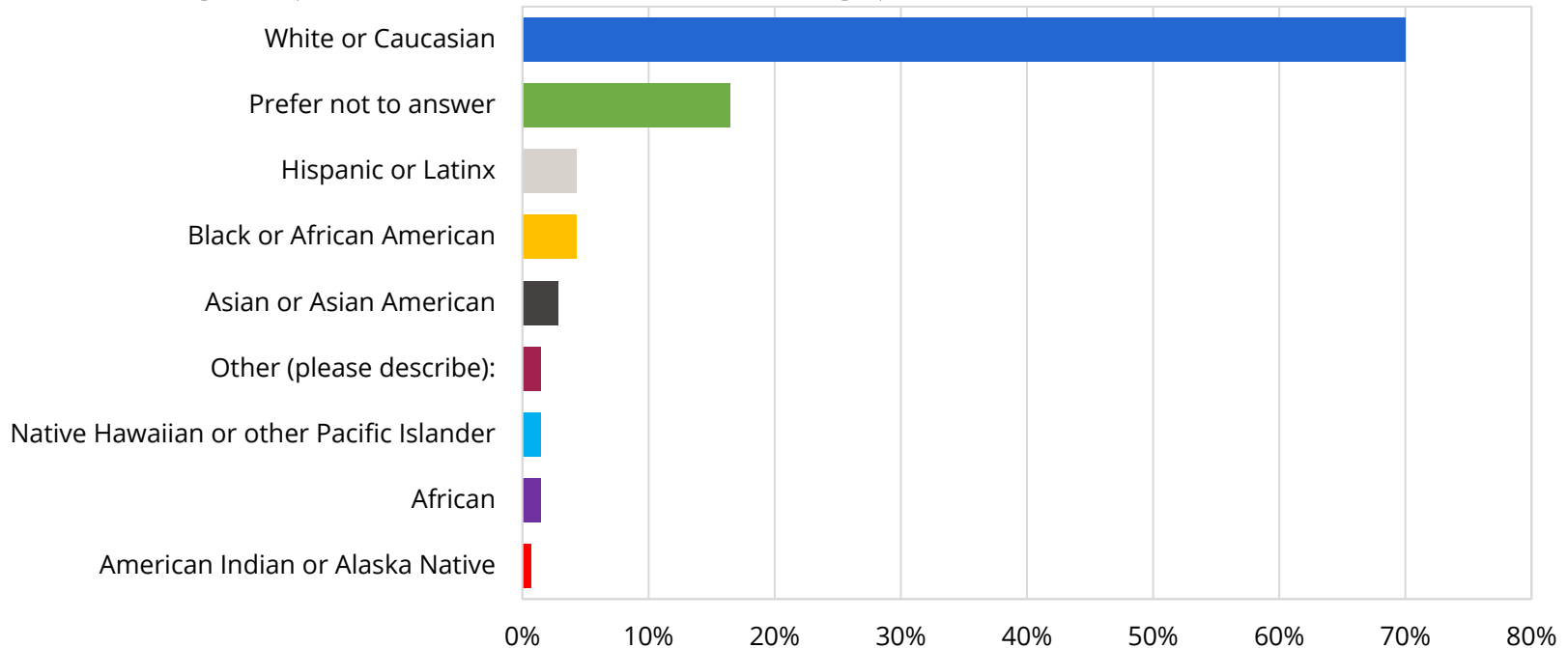


Q2: Did you take the Minnesota Street Survey #1 in Spring/Summer of 2021?



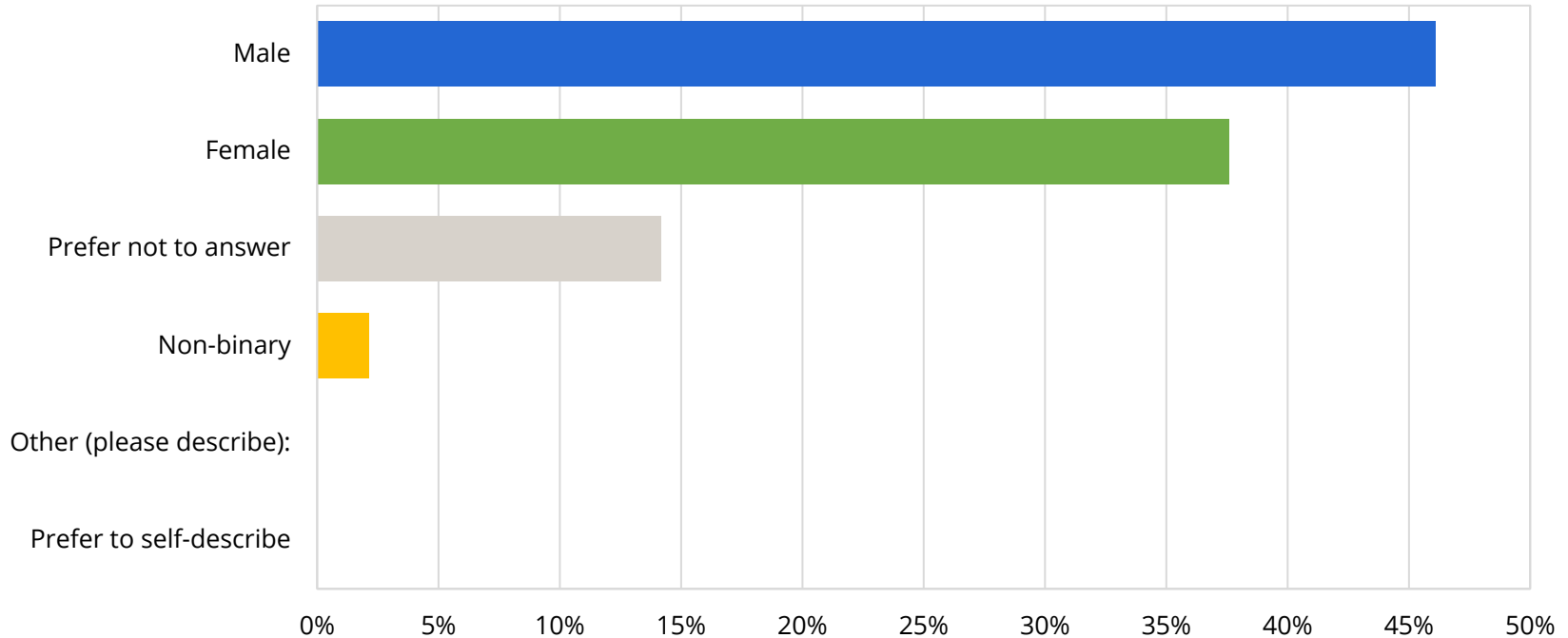


Q3: With which race or ethnicity do you most identify? (select all the apply)





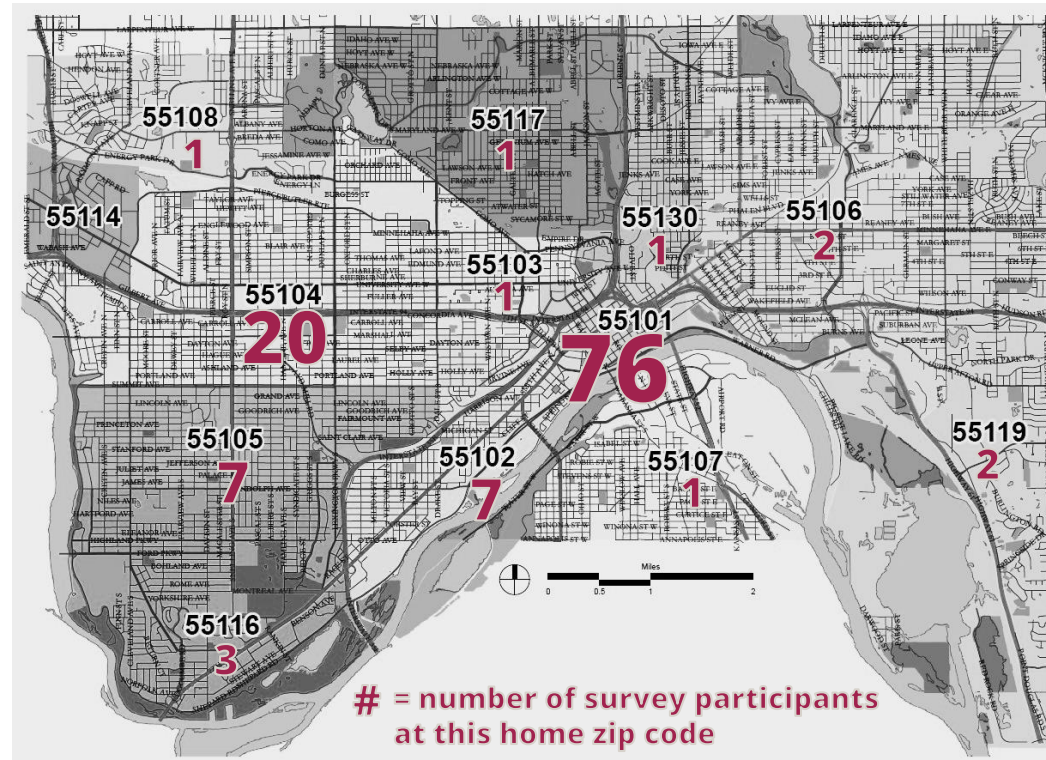
Q4: What is your gender identity?





Q5. What is your home zip code?

- 54% of the home zip codes were downtown Saint Paul
- Outside of downtown, 55104 was most represented (14%), but most Saint Paul zip codes had at least 1 survey response
- Many other neighborhoods and surrounding cities also participated:
 - Minneapolis (6%)
 - Roseville (1%)
 - Eagan (1%)
 - Inver Grove Heights (1%)



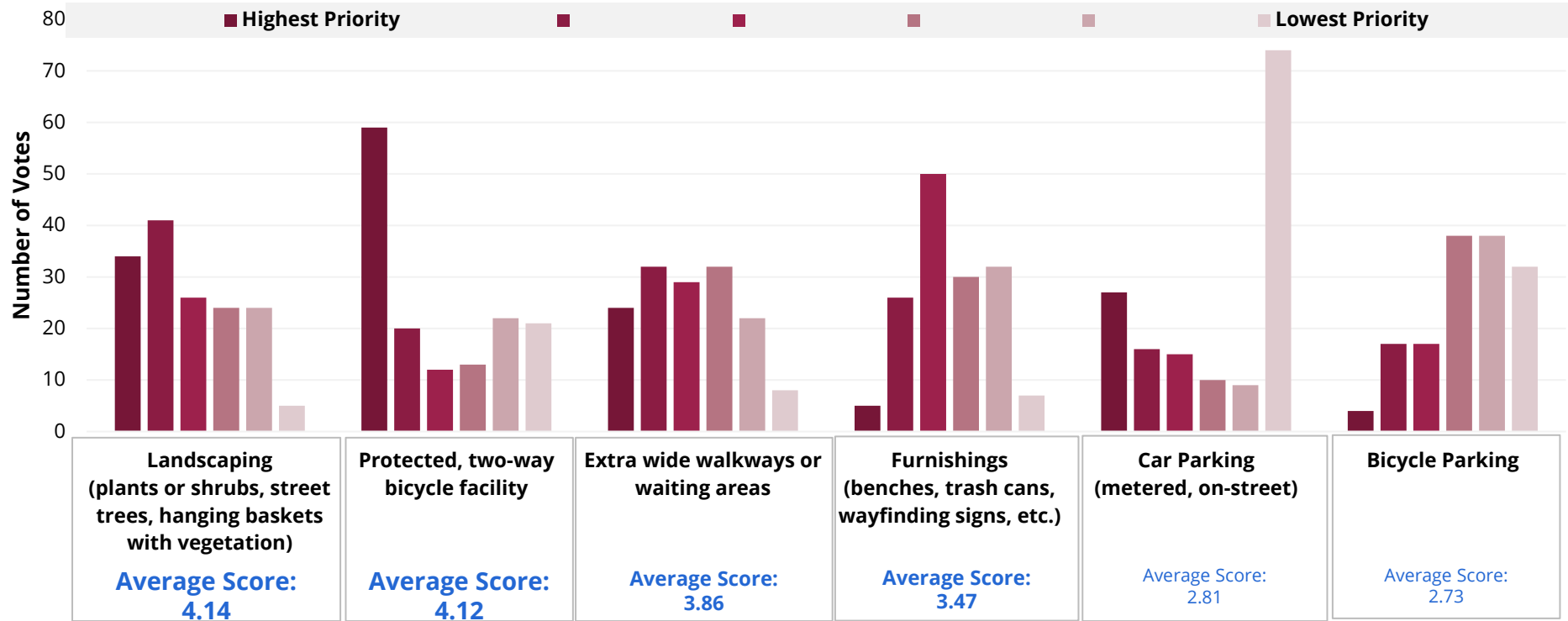


Round 2 Engagement Feedback

**Q6: Not everything will fit into the right of way (public space) or into the budget.
How would you prioritize the following features on Minnesota Street?**

Question 6 Stats

Answered	156
+ Skipped	17
=Total Surveys	173



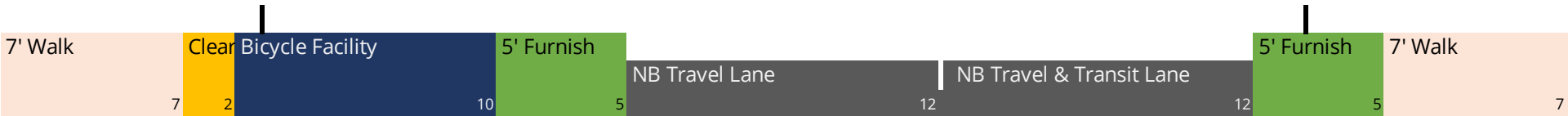


Q7. In just a few words, what is your primary "want" for Minnesota Street?





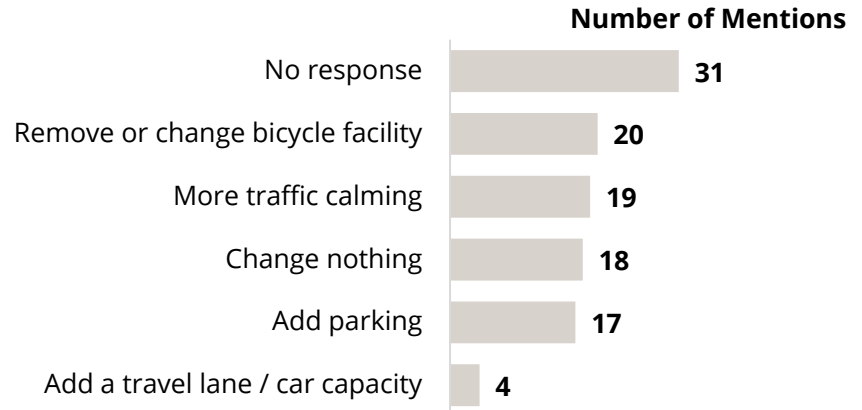
Q8. Option #1 Feedback



What I like about this option is:

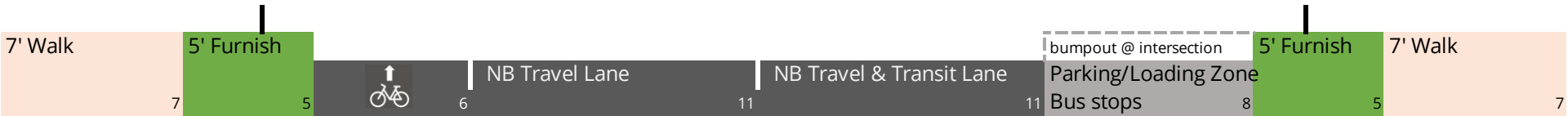


What I would change about this option is:





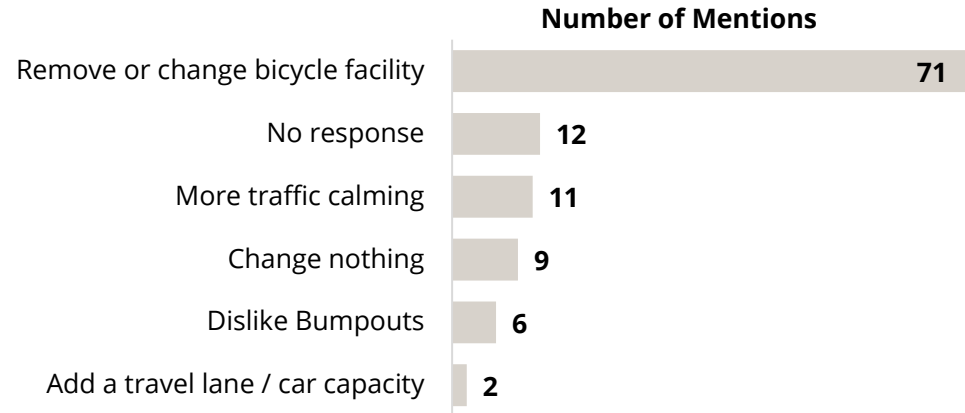
Q10. Option #2 Feedback



What I like about this option is:



What I would change about this option is:





7' Walk 4' Furnish NB Bicycle Facility Clear Parking/Loading Zone NB Travel Lane NB Travel & Transit Lane 5' Furnish 7' Walk

7 4 5 3 8 10 11 5 7

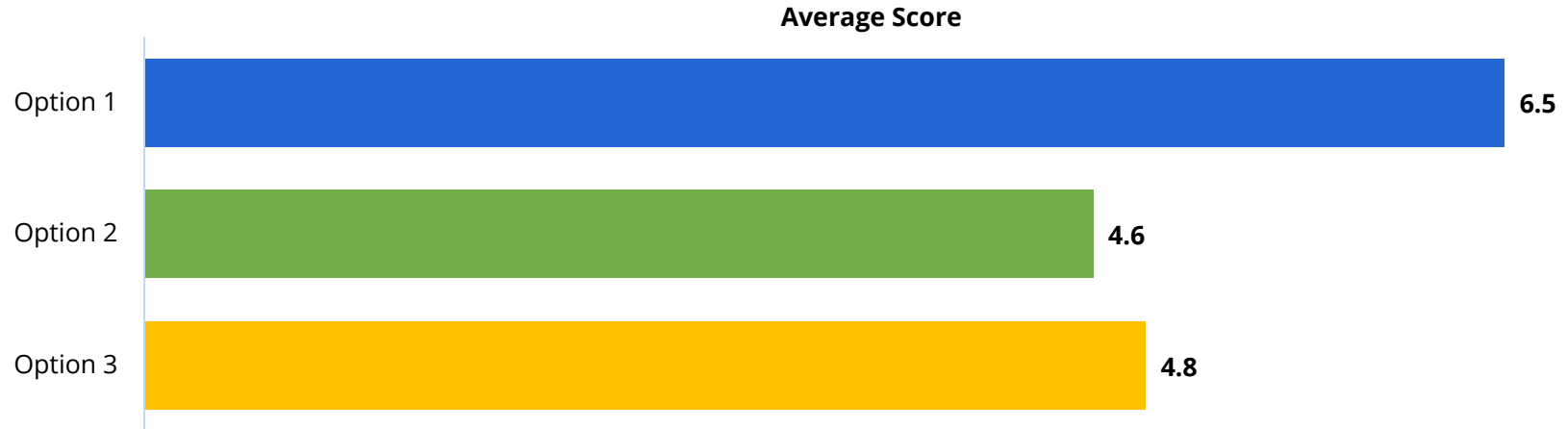
[illegible]

Facility Change	Number of Mentions
Remove or change bicycle facility	44
Swap parking for bikes or bumpouts	27
No response	9
Add a travel lane / car capacity	4
Add parking	3
Change nothing	3



Q9, 11, 13. Ranking of the 3 options

On a scale of 1-10, how would you rate the Options for Minnesota Street?





Round 2 Engagement Takeaways

- Landscaping & pedestrian buffer from traffic is a top priority
- To accommodate all users safely, a protected bicycle facility is highly desirable
- Parking should be considered on a block-by-block basis once other modal needs have been met



Location specific feedback

- **At 11th Street:** Modernize parking meters; make bicycle and pedestrian connection across bridge to Capital
- **At the Pointe Condos:** Increase visibility exiting the parking ramp and address sewer challenges
- **South of 10th Street:** Request for pedestrian scale lighting
- **At 9th Street:** Request for pedestrian signage or enhanced crossing
- **At 7th Street:** Longer pedestrian signal timing requested
- **At 7th Place:** Better visibility of this signal/request for enhanced crossing; longer signal time requested at 4:30pm
- **At 6th Street:** Straighten walking route and address curb height
- **At 5th Street:** Transit maintenance vehicles should be accommodated
- **At 4th Street:** Improve/streamline the Green Line pedestrian rail crossing

Thank you!

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ROUND 1 SURVEY



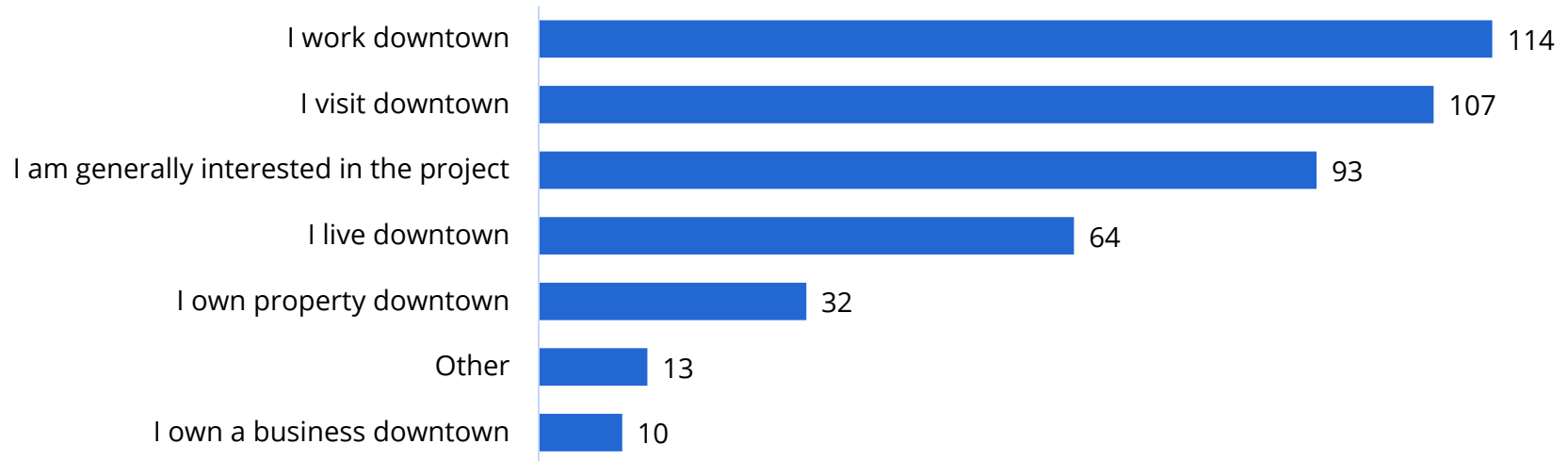
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A healthy distribution of downtown users took the survey, with employees and visitors most represented

Q1. Select all that apply to you.





Survey takers use Minnesota Street as a part of the broader downtown network

Q2. Why do you primarily use Minnesota Street?

