

# Robert Street Reconstruction

I-94 to Kellogg Blvd

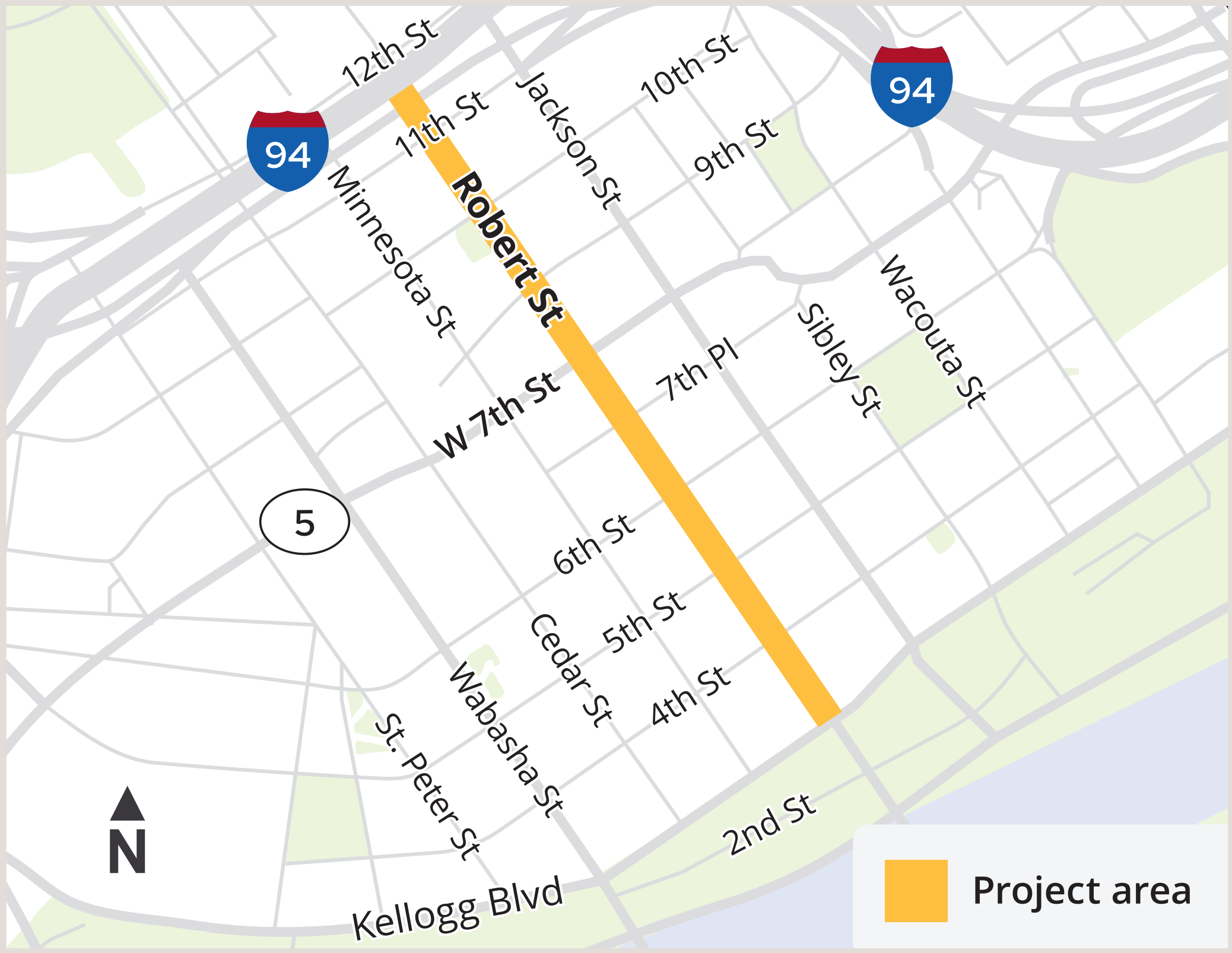


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# Welcome!

## Please sign in.

# Project Overview

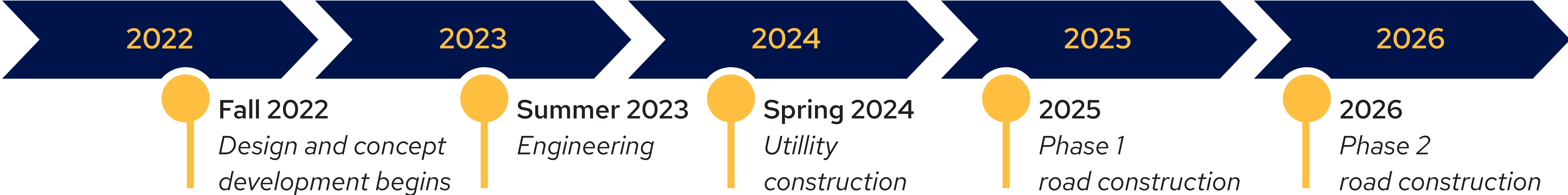


The City of Saint Paul plans to reconstruct eight blocks of Robert Street in downtown Saint Paul, from I-94 to Kellogg Boulevard.

## Improvements include:

- ✓ Sidewalks, boulevards, and trees
- ✓ Pavement and lane markings
- ✓ Underground utilities
- ✓ Curb, gutters, and stormwater systems
- ✓ Traffic signals and signage

## Project Timeline



# Robert Street Reconstruction

I-94 to Kellogg Blvd



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# Project Goals and Values

## Project Goals



Create a vibrant and welcoming place for everyone



Support efficient and reliable transit service through downtown



Improve mobility for all modes of travel



Create an accessible and safe environment for people who walk and roll



Enhance street-level commerce



Improve and replace aging roads, sidewalks, and utilities in 2025 and 2026



Facilitate a community engagement process that addresses the needs of all stakeholders

## City priorities for Robert Street

- **Support two new transit ways** to get people to, from, and through downtown.
- **Design and build a space** that is positive for people who walk and roll.
- **Engage residents, tenants, businesses, and property owners** who work, live, and use this corridor.
- **Prioritize transit and pedestrian experience** to support the City's goal of reducing vehicle miles traveled.
  - (City of Saint Paul Climate Action and Resilience Plan)

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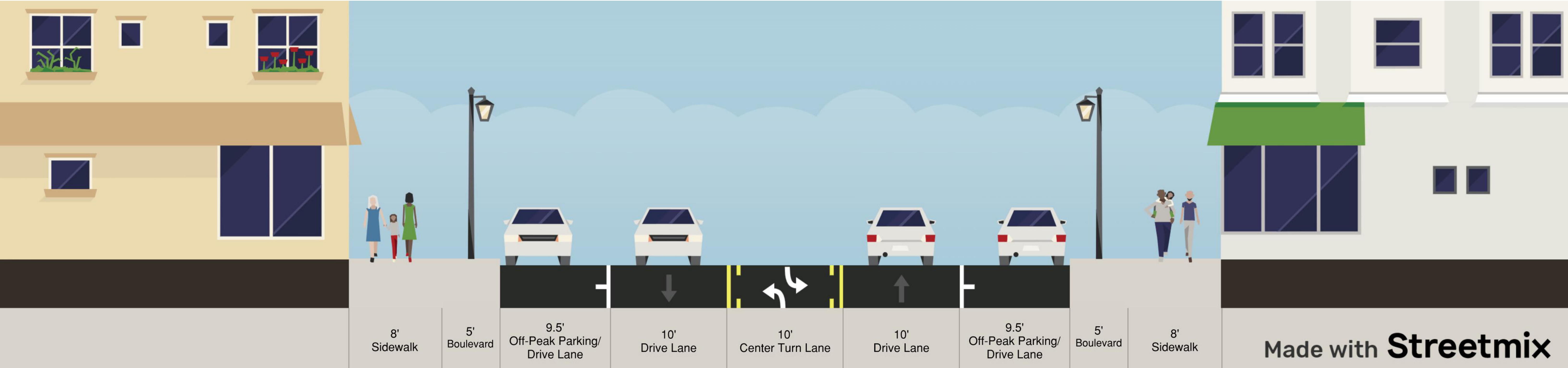
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# Existing Conditions

Robert Street is a historical commercial corridor in downtown that hasn't been reconstructed in more than 100 years.

## Robert Street: Existing Layout



75 feet \*

Public Right of Way

\* 90 feet from 4th Street to Kellogg Blvd.

## Robert Street Reconstruction

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# Existing Conditions

## Areaways

### What's an areaway?

A private underground access point to the basement area of a building which is often located in the public right of way of sidewalks or boulevards.

- Also known as sidewalk basements, sidewalk vaults, sub-sidewalk basement, or basement extensions
- Common in buildings built before 1950

### Why it's important

- The City needs to know about potential areaways for design and engineering purposes.
- Let us know if you have an areaway and if you don't know, ask us.
- The City will work with all property owners.



*Example of an areaway. Photo source: SDOT*

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# Existing Conditions

## Traffic Volume

Vehicle traffic in downtown Saint Paul has been steadily declining over the past 20+ years.

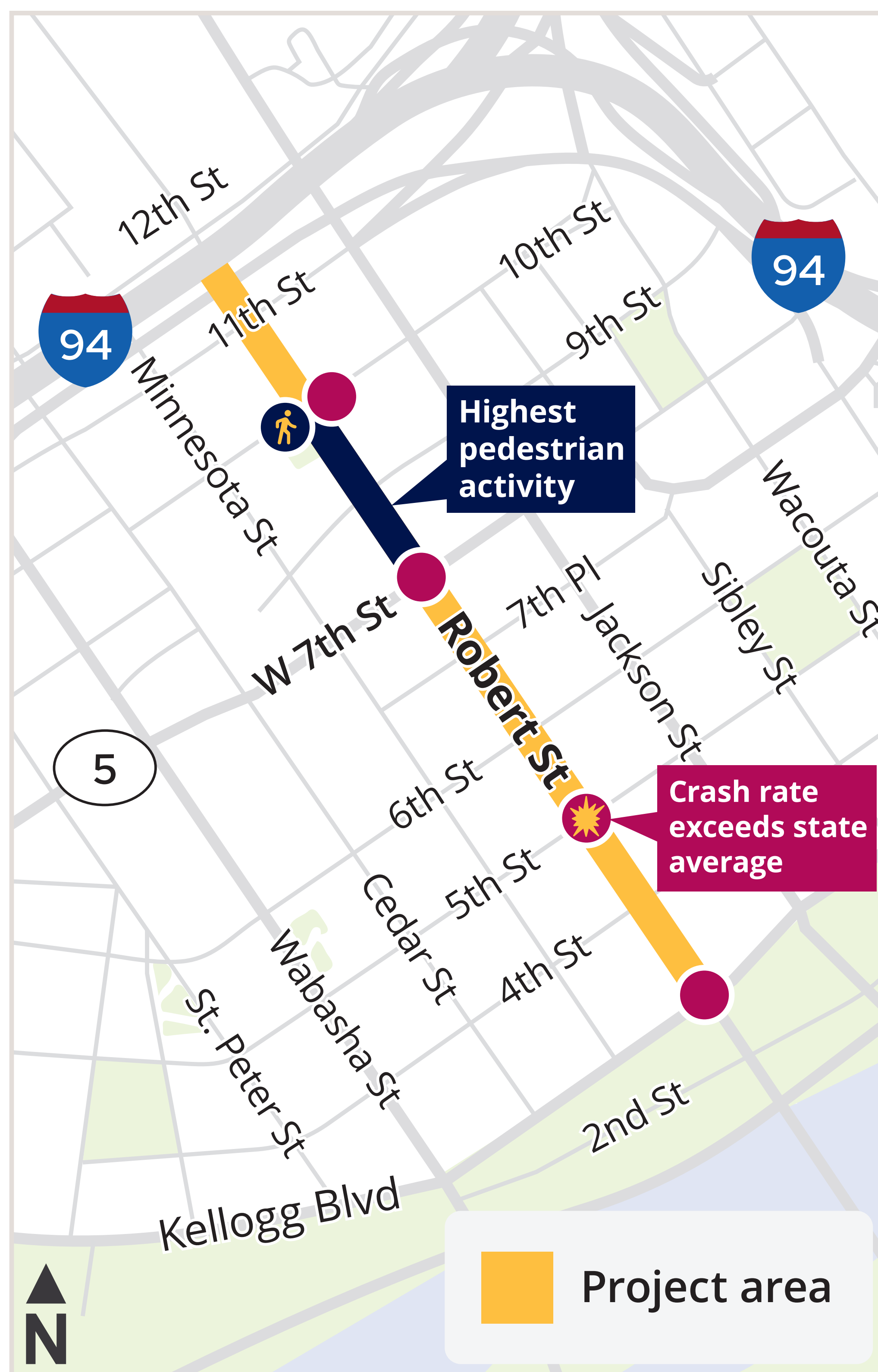
- In **2005**, the Annual Average Daily Traffic volume was about **14,700** vehicles per day.
- In **2015**, it was about **13,000** vehicles per day.
- In **2022**, it was about **12,000** vehicles per day.



## Pedestrian Volume

- Pedestrian activity is the highest on Robert Street from 7th Street to 10th Street.
- The intersection of 10th Street and Robert Street has the greatest number of pedestrian crossings along the corridor.

## Crash Data

- All intersections on Robert Street have vehicle crash rates below the state average except for **Robert Street and 5th Street**.



-  Greatest number of daily pedestrian crossings
-  Intersections with multiple pedestrian/bicycle related crashes in the past five years

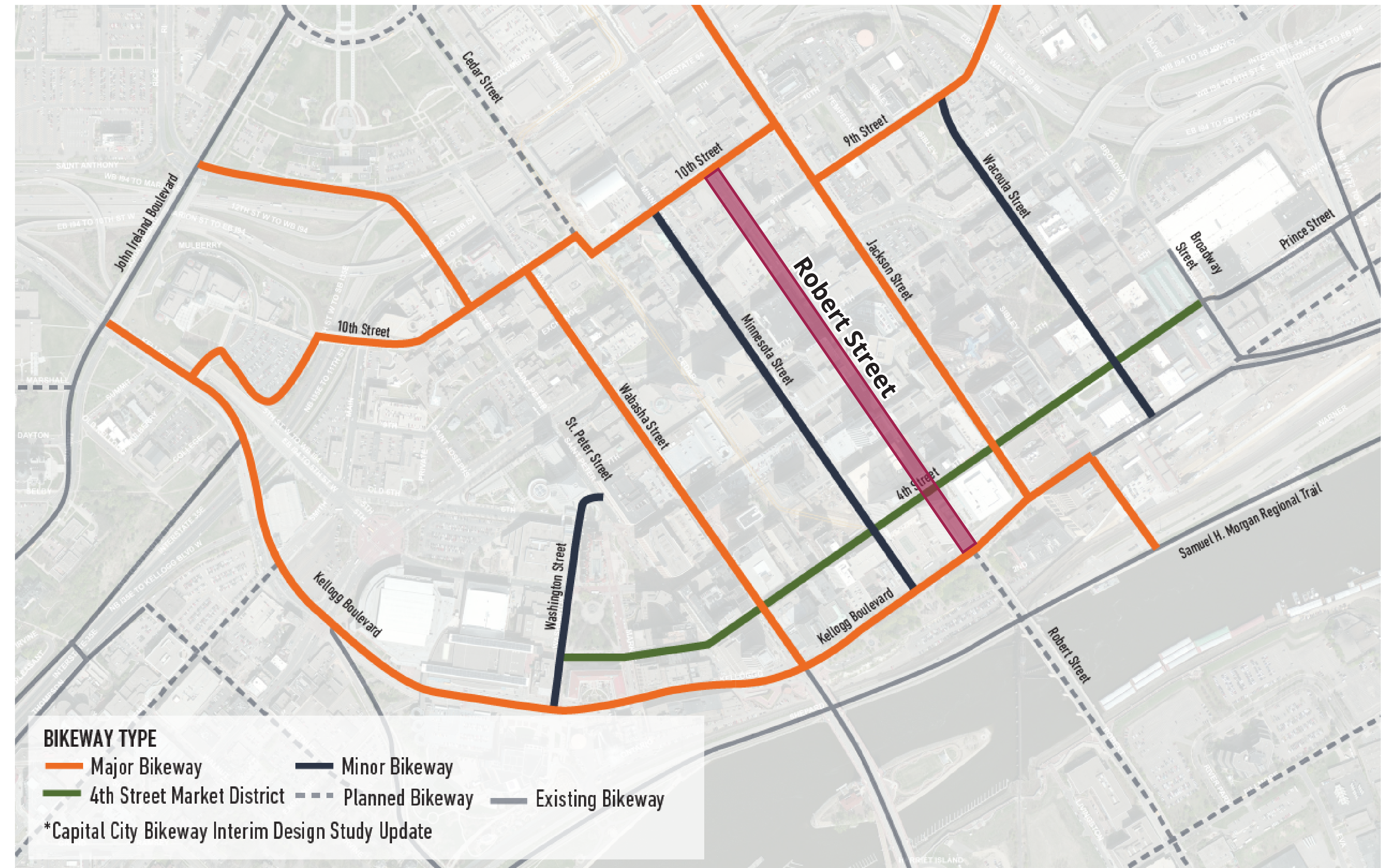


# Downtown Saint Paul Bicycle Network

The City of Saint Paul has a plan to double the number of bikeways in Saint Paul over the next several decades.

## Capital City Bikeway

- The Capital City Bikeway is a **planned network** of bicycle facilities throughout downtown Saint Paul.
- The **goal** is for people to have access to a pedestrian or bike trail within a few blocks of where they live, work, or play.
- The first segment of the Capital City Bikeway was completed along Jackson Street from University Avenue to Kellogg Boulevard in 2017.



A designated bike lane on Robert Street is not planned. There are designated bike lanes on Jackson and Minnesota Streets.

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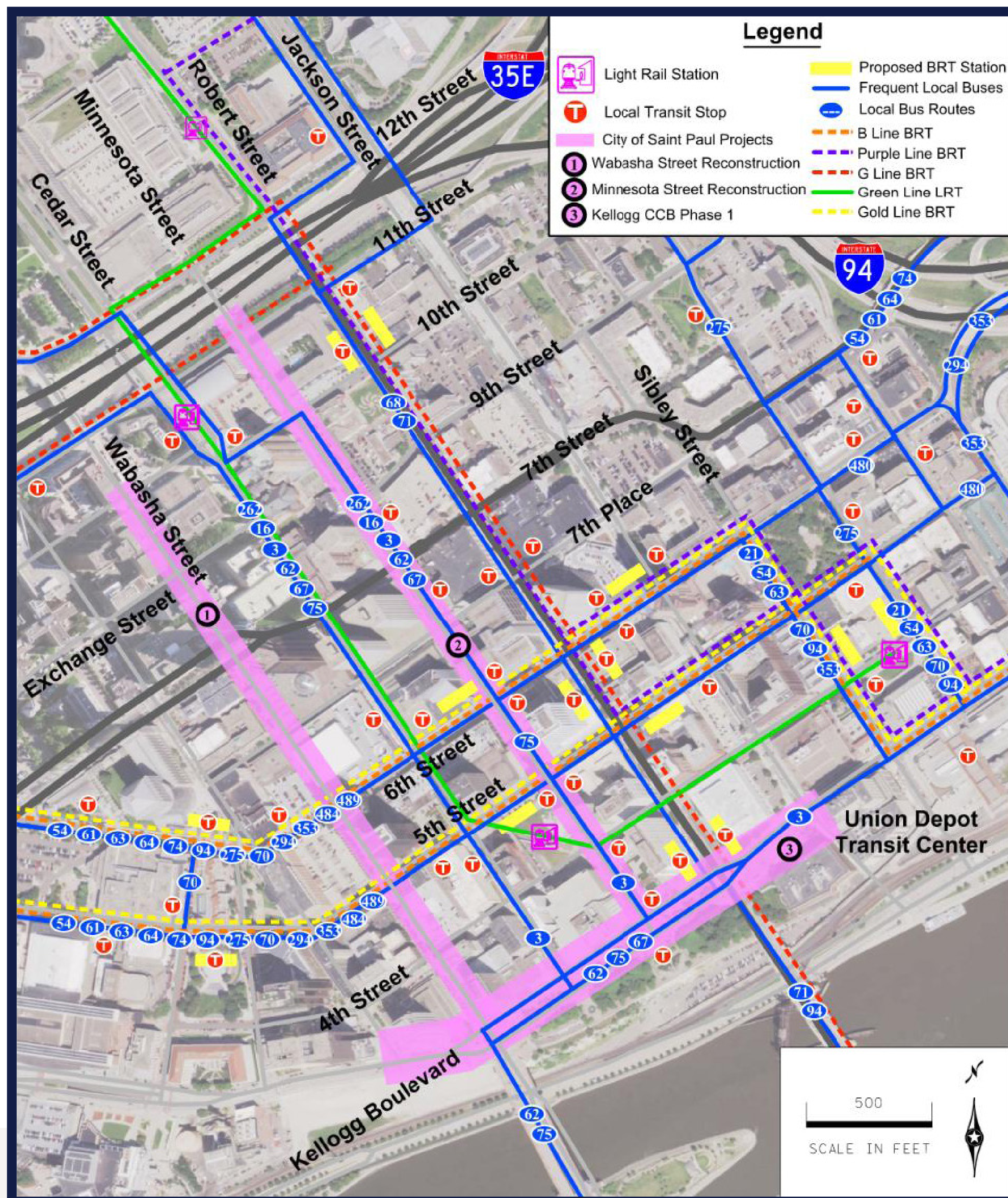
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# Nearby Projects in Downtown Saint Paul



The City is coordinating with other street and transit projects in downtown Saint Paul.

## City street projects

- Wabasha (2022)
- Minnesota Street Phase 1 (2023) & Phase 2 (2024)
- Capital City Bikeway Kellogg Blvd. phase one (2023)
- Kellogg Blvd. and 3rd Street Bridge (2023-2026)

## Transit projects

- Local transit routes moved from Wabasha to Minnesota Street
- Purple Line (2024-2026)
- Gold Line (2022-2025)
- G Line (2026-2027)
- B Line (2023-2024)

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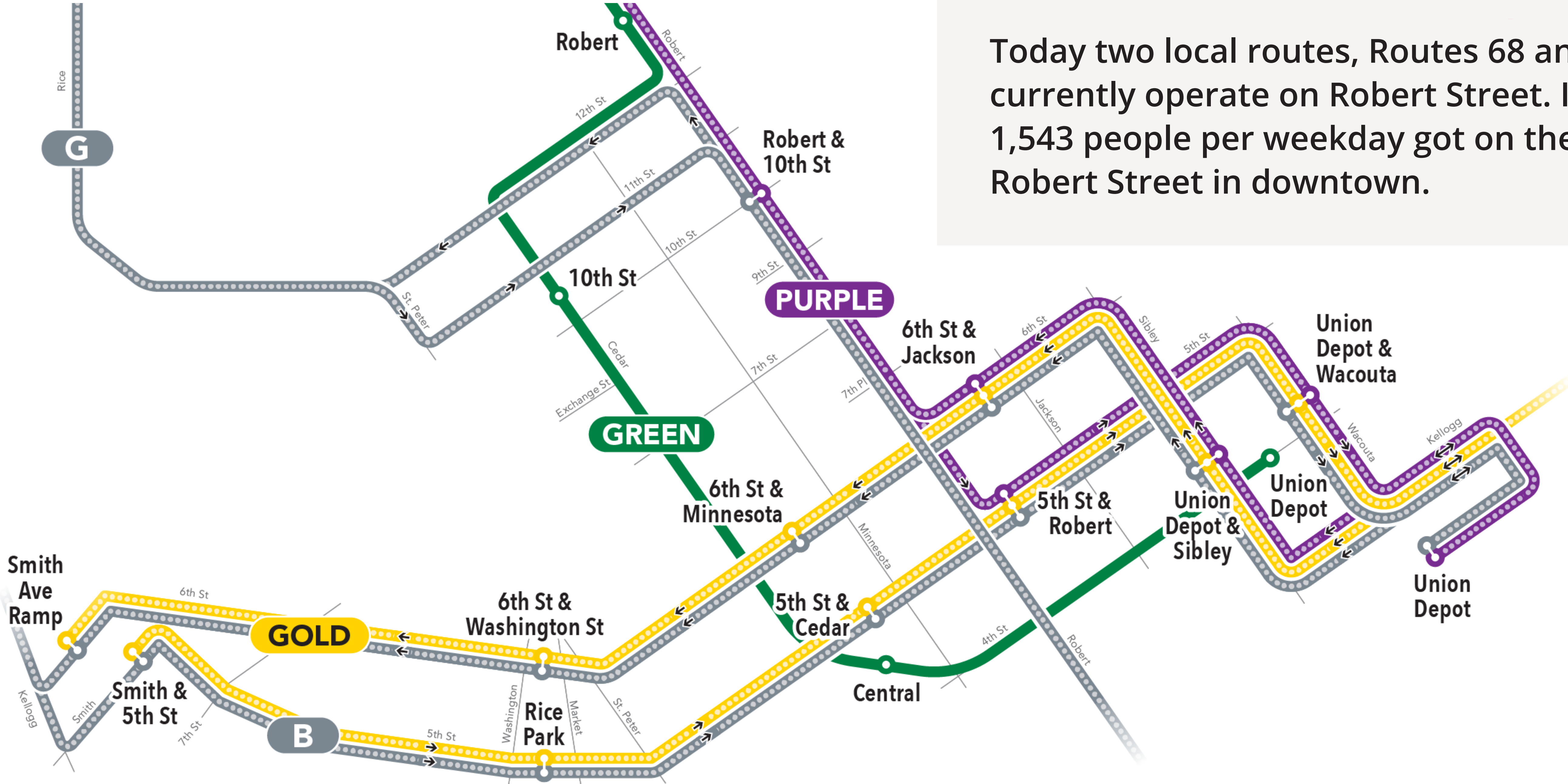


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# Downtown Saint Paul METRO Network

The City is planning the reconstruction of Robert Street with current and future transit service in mind.



Today two local routes, Routes 68 and 71, currently operate on Robert Street. In 2019, 1,543 people per weekday got on the bus on Robert Street in downtown.

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