



Robert Street Reconstruction Project

Phase 1 Engagement Summary: Listening & Visioning

September — December 2022



SAINT PAUL
PUBLIC WORKS

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Introduction

In 2025 and 2026 the City of Saint Paul plans to reconstruct eight blocks of Robert Street in downtown Saint Paul, from I-94 to Kellogg Boulevard. Reconstruction is needed to repair and replace sidewalks, pavement, and utilities.

This project presents a once-in-a-generation opportunity to achieve the City’s vision of what a modern downtown corridor can be: safe, livable, inviting, active, a center of regional economic activity – and equitable for all. The following goals will guide this project:

- Create a vibrant and welcoming place for everyone
- Improve mobility for all modes of travel
- Support efficient and reliable transit service through downtown
- Create an accessible and safe environment for people who walk and roll
- Enhance street-level commerce
- Facilitate a community engagement process that addresses the needs of all stakeholders
- Improve and replace aging roads, sidewalks, and utilities in 2025 and 2026

The City of Saint Paul’s priorities for Robert Street include supporting two new transitways to get people to, from, and through downtown. Designing and building a positive space for people who walk and roll is another key priority. The City has also set a goal of engaging with a wide range of stakeholders, including residents, businesses, community organizations, property owners, and visitors. Lastly, the City is prioritizing the transit and pedestrian experience to support the City’s goal of reducing vehicle miles traveled (*City of Saint Paul Climate Action and Resilience Plan*).

Community engagement launched in September 2022. Construction will begin in 2025 and continue into 2026.

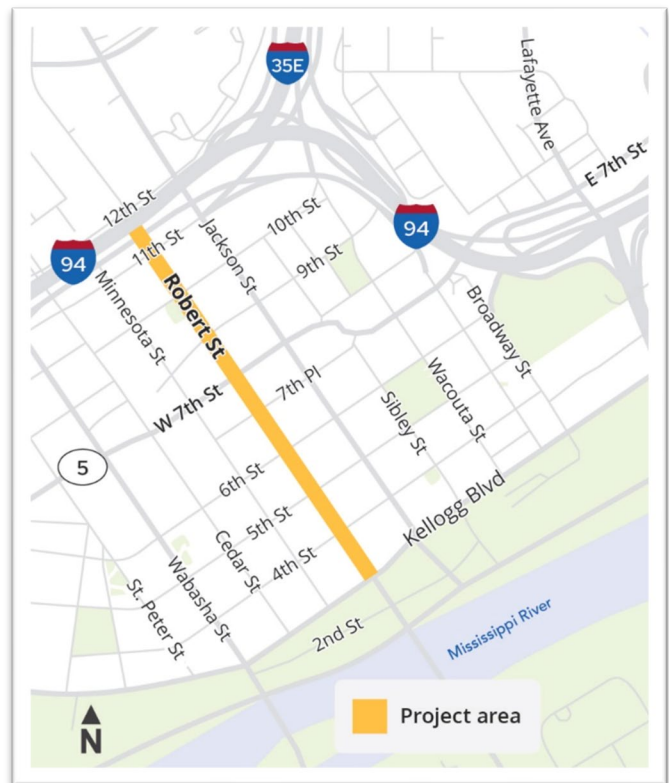
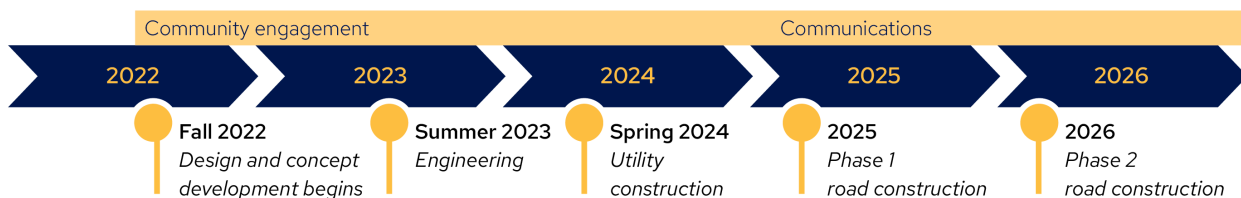


Figure 1: Project corridor map



Key findings

From September to December 2022, the project team listened to stakeholders about their vision for Robert Street. From this, reoccurring priorities and feedback emerged. The Robert Street design concepts will be guided by this feedback, as well as the City's stated priorities and data on traffic, transit, and pedestrians.

Top priorities

- More green space and improved maintenance of green space
- Pedestrian improvements and safety
- Transit improvements
- More public cafe seating

Reoccurring themes

The following themes emerged from a wide range of in-person and online engagements. The themes are listed in order of prevalence.

Initial Impact

- 298 in-person interactions at events
- 6 in-person events
- Over 100 transit riders engaged
- 49 survey responses
- 19 online map comments
- 335 people added to email list
- 10 stakeholder meetings
- 95% of adjacent property owners contacted
- 2 corridor residents added to the steering committee

Green space	<ul style="list-style-type: none"> • More green space and better maintenance of current green space is desired. People want to see more plants and trees. • This theme reflected the overall desire for a more vibrant and interesting streetscape for pedestrians, transit users, residents, and business owners. • Pedro Park was mentioned often as being a valued community asset and a place that people would like to see protected, expanded, and added to. Specifically, shade and public seating were mentioned.
Pedestrians & safety	<ul style="list-style-type: none"> • Wider, smoother sidewalks. • Safer pedestrian crossings, especially at the Kellogg Boulevard and 10th Street intersections. • Stakeholders witnessed speeding vehicles and near-misses, and want improved pedestrian visibility and safer crossings. Ideas for this include bump outs and shortened pedestrian crossings. • ADA accessibility was a key theme for people that walk and roll. Prioritizing accessibility and safety for the elderly and users of wheelchairs was mentioned many times as a top priority, especially in front of the Pioneer Endicott building. • Increased skyway access was a theme that emerged for people that live or work on the corridor and who walk and roll.
Transit	<ul style="list-style-type: none"> • Transit improvements included wanting heated, enclosed bus shelters and wider, dedicated bus lanes.
Cafe seating	<ul style="list-style-type: none"> • People want more public cafe seating. Locations identified for this were between 9th and 10th Street and at Pedro Park.

Traffic & parking	<ul style="list-style-type: none"> • When mentioned by stakeholders, most traffic flow improvements were in relationship to improved pedestrian experience and safety. • Traffic calming measures was often named as a top priority. • Maintaining business-level on-street parking was a common theme from businesses between 9th and 10th Street and from steering committee members. • Several stakeholders mentioned not wanting dedicated bike lanes because it would take away parking and disrupt traffic flow.
	<ul style="list-style-type: none"> • Residents expressed a desire for more public amenities such as public restrooms and water fountains. • Residents, workers, and corridor users mentioned wanting better, upgraded street lighting.
	<ul style="list-style-type: none"> • Of people who bike in downtown Saint Paul, the common improvements included wanting more bike parking and better bike connections to parks and bike paths.

Communication and engagement

Phase one of engagement, “listening and visioning,” occurred from September to December 2022. The goals for phase one were to inform stakeholders about the project, build relationships, and ask people who live, work, play, and travel along the corridor what their vision is for Robert Street.

Engagement questions included asking how people currently use Robert Street, what they would like to see changed or improved, and what their priorities are for this project. A comprehensive stakeholder and equity analysis drove the engagement strategy. The goal was to reach all types of corridor users including residents, property owners and managers, businesses, community organizations, and people who work and travel on the corridor.

Communication and engagement activities for phase one included:

- A project handout in English, Spanish, Somali, and Hmong
- A project website
- An online interactive map
- An online survey
- Five community pop-up events at locations where people live, work, play, and travel
- Residential outreach
- Business outreach
- Property owner and manager outreach
- In-person open house

Website and email updates

The one-stop shop to stay informed about the Robert Street Reconstruction project is stpaul.gov/RobertStreet. This website has the most current project information and a

sign-up form for email updates. As of December 2022, there were 335 people signed up to receive email updates. Three email updates were delivered in phase one of engagement. The email updates promoted the November 17 open house and invited people to share feedback through the online survey and comment map.

Online survey and comment map

An online survey and comment map were available on the website between October 6 and November 29, 2022, for community members to provide feedback on their vision and priorities for Robert Street. The survey asked how people currently use Robert Street, their priorities, demographic information, and what they want to see improved or changed.

The interactive map used drag-and-drop icons to capture people’s ideas and concerns about walking/rolling, biking, transit, auto traffic, cafe seating, green space, public art, and more.

The survey and comment map were promoted at engagement events including the open house and through three email updates. They were also sent by Metro Transit to Robert Street transit users via weekly electronic rider alerts from October 20 to November 17.



Figure 2: Comment map icons

Survey results

Survey respondents mostly lived on Robert Street, commuted using Robert Street, and/or traveled on Robert Street as customers. Respondents were most likely to walk/roll on Robert Street, then either drive or take public transit. When asked to prioritize, respondents ranked pedestrian improvements far above other types of improvements. Transit improvements and more green space ranked second and third, respectively.

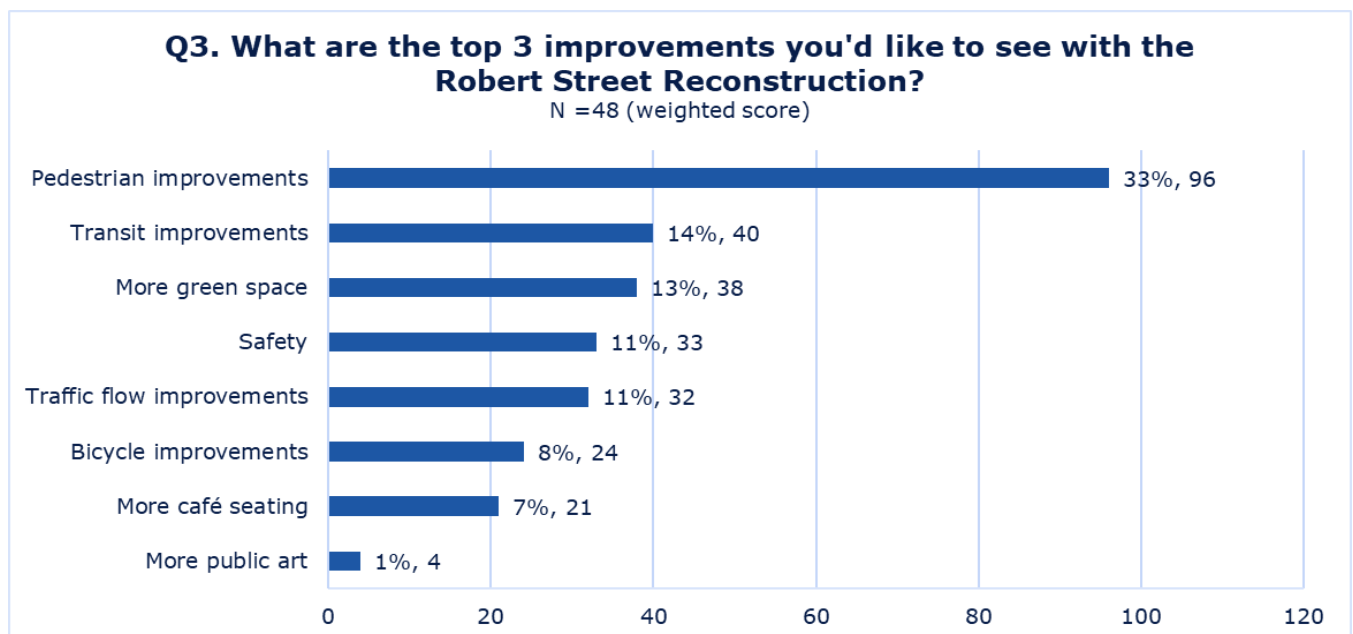


Figure 3: Online survey question

When asked for specific ideas, pedestrian improvements included spacious sidewalks, more waste bins, more cafe seating, and more crossing time. Green space was the second-most noted priority, with most respondents simply saying they wanted more of it. Traffic improvements were the third highest type of improvement people commented on when asked for specific ideas. This included reducing speeding and improving traffic flow. Transit improvement ideas included dedicated bus lanes and more comfortable bus stops. Other ideas included better street lighting, smoother pavement, and curb bump outs.

A little over half of the survey respondents were between 21 and 50 years old. About two-thirds use she/her pronouns, a third use he/him, and a few preferred not to disclose their pronouns. 80% identified as white or European American. Other ethnicities included Hispanic or Latino/a, Black or African American, Mexican, Central American, Asian Indian, and American Indian or Alaskan Native.

See [appendix A](#) for more details.

Interactive comment map results

A top theme of interactive map comments was a desire for increased traffic safety, including for pedestrians. Commenters described seeing speeding vehicles, crashes, and near-misses, especially at intersections. One comment noted this was especially an issue for pedestrians by Pedro Park, Lunds & Byerlys, and the Metropolitan Center for Independent Living. Three others noted that the Kellogg Boulevard intersection feels too large for pedestrians to navigate comfortably.

Commenters also expressed a desire to maintain and expand green space, cafe seating, and street parking. One commenter described the importance of navigating with a wheelchair around sidewalk elements like parking meters, utility boxes, and signage. A desire for transit lanes and clearly marked Metro Mobility pick-up areas was also expressed.

See [appendix B](#) for more details.

Business outreach

There are dozens of businesses located on the Robert Street corridor, from eateries and a grocery store on the north end, to a day care, banks, and coffee shops on the south end. In addition to many businesses, there are a number of nonprofit organizations and government agencies spanning the corridor, each with unique needs.

Phase one of engagement launched on September 29, 2022 with an initial contact to all stakeholders on the corridor. On September 29, the project team split into groups and canvassed the project corridor, going door-to-door. Each team gave out project information, collected contact information for follow-up conversations, and encouraged people to sign up for project updates. When unable to make contact in person, the team followed up with phone calls.

Follow-up meetings and presentations with property managers, property owners, and business owners are being scheduled for phase two of engagement. All stakeholders are

encouraged to sign up for email alerts to stay informed on project progress and how to give feedback.

A letter was sent to all property owners on the corridor on November 3, 2022. The letter gave notice of the project, explained next steps, and shared ways to stay informed.

Residential outreach

The project team reached out to all property managers of large apartment buildings on the corridor. The goals were to build relationships, share project information with residents, and see if further engagement was possible, such as holding an event in a residential lobby.

All the property managers shared project information with residents either electronically or by sharing a physical project handout. Project handouts, both paper and electronic, were offered in multiple languages. Two residential buildings on the corridor, The Penfield and the Pioneer Endicott, agreed to host an engagement event. The project team set up a pop-up event at those locations to share project information with residents and ask for their feedback.

Residential buildings included:

- The Rossmor
- The Penfield
- Pioneer Endicott
- R7 Lofts
- Kellogg Square
- Central Towers: Presbyterian Homes & Services Senior Living Community

Engagement events

From September to December 2022, five in-person engagement events and an open house were held. These events reached nearly 300 people who live, work, play, and travel on Robert Street. The following text summarizes those events and what was learned from stakeholders.

Mears Park Mobility Mingle pop-up event

On September 14, 2022, the project team held its first pop-up event at the Mears Park Mobility Mingle organized by the City of Saint Paul Public Works Department. The goals were to inform residents about the Robert Street Reconstruction project and collect input from the corridor community. The team spoke with about 50 people. The majority of people the team interacted with identified as white, were 50 years of age or older, and lived or worked on the corridor.

Common themes included:

- More green space, cafe/public seating, public art, and anything else that can make the corridor more engaging and vibrant. One person complained of downtown having two parks and being "*dead in the middle.*"
- Pedro Park was mentioned several times, with many requesting more seating, shade/trees, and public art, like murals.
- Pedestrian improvements, including smoother pavement, even sidewalks, and better flow to sidewalks with no "zig-zagging." There were complaints about the sidewalks downtown being hard to navigate.
- Skyway access that is easily accessible from transit.
- Several requests for biking improvements. Bike trails not being fully connected was frequently mentioned. People would like more ways to bike to parks, as well as more bike parking.



Figure 4: Resident talking with staff at Mears Park

See [appendix C](#) for more details.

Transit pop-up event

On Wednesday, October 19, 2022, staff spoke with almost 100 people at three transit stops on the corridor. The interviews occurred between 3:30-5 p.m. at the Robert Street and 6th Street East intersection. This included both northbound and southbound Metro Transit routes on Robert Street, as well as westbound routes on 6th Street East. Staff also handed out project flyers and displayed project information on sandwich boards.

When asking the public about their top priority for Robert Street, the most common response was transit improvements. This included heated, enclosed bus shelters and reliable, safe service. Other top priorities were pedestrian and bicycle improvements and increased green space. People specifically noted a desire for clean and accessible sidewalks, cafe seating, and well-maintained greenery like flowers and trees. They also expressed safety concerns over speeding drivers and poor visibility of pedestrians crossing the street.

See [appendix D](#) for more details.

Town Square skyway pop-up event

On October 25, 2022, staff spoke with about 85 people in the Town Square skyway. Staff interviewed passersby about their priorities for Robert Street, handed out flyers, and presented project information on display boards.



Figure 5: Resident talking with staff at Town Square

Respondents' top priority was increasing and maintaining green space along the corridor. Pedro Park was described as an asset to the area that needs to be protected and expanded. Other highly ranked priorities were pedestrian improvements and traffic flow improvements. Specific pedestrian improvements noted were curb cuts, wider sidewalks, and streetlights. Traffic flow improvements included wider transit lanes, street parking, and longer and wider left turn lanes.

See [appendix E](#) for more details.

Pioneer Endicott/Legacy Chocolates pop-up event

On November 2, 2022, staff held a pop-up event outside of Legacy Chocolates in the Pioneer Endicott building. Staff spoke with about 30 people and informed them about the project and the upcoming open house. Staff also asked how people use Robert Street, what their top priorities are, and what improvements they would like to see.

Most participants live or work in Saint Paul and drive on the corridor. A few people said they walk and use public transit. The top priority of respondents was more green space. Other top priorities included more public cafe seating, bicycle improvements, and traffic flow improvements. Comments included wanting more plants, a desire for quieter outdoor eating spaces, and not wanting bike lanes as they disrupt traffic flow.

See [appendix F](#) for more details.

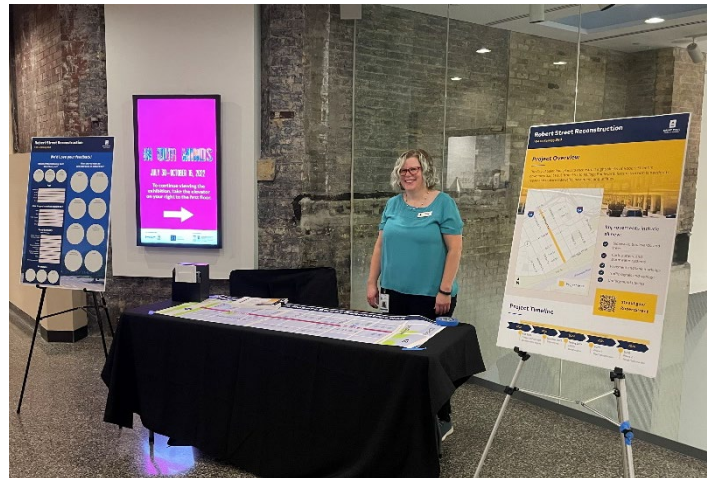


Figure 6: Staff outside of Legacy Chocolates

The Penfield pop-up event

On November 9, 2022, staff held an event in the lobby of The Penfield Apartments, located on Robert Street just north of 10th Street. The goal was to inform residents about the project, gather feedback on their priorities, and promote the November 17 open house.

The event was advertised by the building's concierge and was posted on The Penfield's Instagram page. People were approached as they entered the lobby. Staff spoke with about 14 residents. Most people at the event said they walk or take public transit and were between the ages of 18 and 34, with a few people over 50. Of the people who shared their race or ethnicity, two identified as Asian, three as Latino/a, and four as white.

The top priorities noted were more green space, more public cafe seating, and pedestrian improvements. Comments included a desire for well-maintained green space, more street lighting, and for the corridor to be more pet/dog friendly. People noted wanting wider sidewalks, more bump outs and more public art. People also expressed not wanting a one-way street and wanting more walkability and bus routes. People said they did not want more bike lanes because it takes street parking away.

See [appendix G](#) for more details.

Central Towers display and survey

From October 27 through November 3, 2022, project information and a survey were displayed in the community room at Central Towers. Central Towers is a Presbyterian Homes & Services Senior Living Community on Cedar Street and Exchange Street, two blocks west of Robert Street. Ten residents gave feedback about how they travel on Robert Street and what they would like to see improved.

One-half of residents who responded said they drive on Robert Street, and around one-third take public transit. The majority of residents said they want to see pedestrian improvements on the corridor. The second-most noted priority was traffic flow improvements, followed closely by more green space and public seating. All but two residents were 66 years of age or older. Six residents identified as white, three as Black or African American, and one as Hispanic or Latino/a.

See [appendix H](#) for more details.



Figure 7: Resident and staff looking at engagement questions at The Penfield Apartments

Open house

Saint Paul Public Works hosted the first open house for the Robert Street Reconstruction project on November 17, 2022, at the Metropolitan Council Chambers. Two sessions were offered: one in the afternoon from 11:30 a.m.-1 p.m. and one in the evening from 4-6 p.m. The goal was to collect feedback from stakeholders on what they envision for Robert Street, and for stakeholders to meet project staff, learn about the project, and ask questions.

21 people attended the open house. Most attendees identified as white and 50 years of age or older. Project details were shared through informational display boards, a corridor map, and printed handouts. Feedback was sought through a priority exercise, a tactile right-of-way activity, an 'opportunities and assets' map, and through conversations with project staff.

The open house was promoted through the City of Saint Paul's GovDelivery emails to Robert Street and Downtown Saint Paul groups, and on the City's social media. The event flyer was shared at prior engagement events and posted online. A postcard promoting the project and open house was mailed to about 1,500 residents living on and within a one-block radius of the Robert Street corridor.

One key theme from the open house was a desire for ways to attract more people downtown. This included more green space, as well as more entertainment venues, businesses, and opportunities (such as Music in the Parks). On the north end of the corridor, the protection of street parking and cafe seating was a top priority. On the south end, keeping loading zones and ensuring accessibility for the elderly and users of wheelchairs were important. Attendees noted the importance of maintaining both existing and future green space. They also asked for on-street parking near businesses to be prioritized over bike lanes. Lastly, adequate street lighting was noted as a priority.

See [appendix I](#) for more details.



Figure 8: Business owner and staff at open house at Metropolitan Council Chambers

Steering committee

The Robert Street Reconstruction Steering Committee is a non-voting advisory group that meets quarterly. Committee members serve as ambassadors between the project team and the community. They share their perspectives, provide connections, and relay project information and rationale.

The steering committee is comprised of people from government and civic organizations as well as two residents from the corridor. See the full list of steering committee members in [appendix J](#).

The first steering committee meeting was on Monday, October 24 and was an introduction to the project. A summary of the feedback from the first meeting is below:

- Several members noted the importance of prioritizing a pedestrian friendly design. They also noted that a pedestrian friendly design supports transit downtown because people who walk or roll use transit.
- A member asked about design consistency and standards between city street projects.
- There was a suggestion to ask people about what types of street furniture they would like to see on Robert Street.
- One member suggested that if there are budget constraints, the project could potentially explore revitalization funding. One person suggested framing Robert Street as a *main street* to help people think about the project from different perspectives.
- A member acknowledged the complexity of this project and the importance of coordinating with other downtown projects.
- Another committee member emphasized the importance of parking lanes for street-level businesses and pedestrians.
- Lastly, a member noted that parking lanes create a more comfortable pedestrian experience. They said, "this space could be used as cafe space, which a lot of other cities have. There's great potential there."

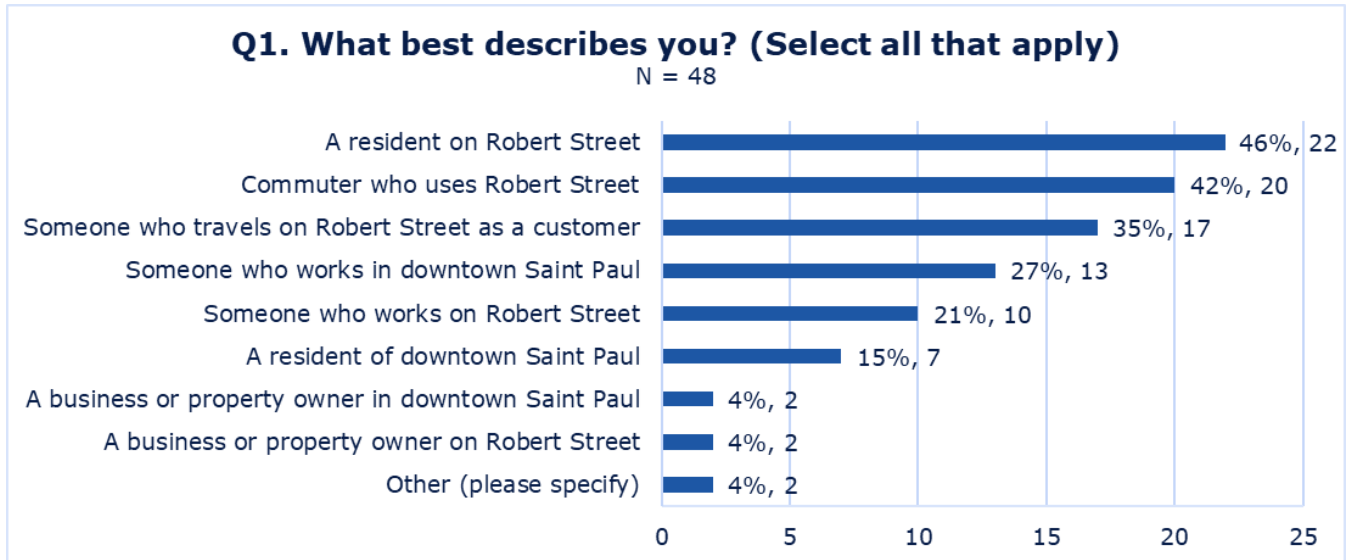
Conclusion

Over 300 stakeholders were reached in two months through in-person and online engagement strategies. Staff learned about the priorities and concerns of residents, businesses, and other Robert Street users. The most popular themes that emerged from engagement were a desire for more green space, better maintenance of green space, and more public cafe seating. Stakeholders also expressed wanting wider, well-lit sidewalks that are ADA accessible. Safer street crossings were frequently noted as a priority for pedestrians. Desired transit improvements included dedicated bus lanes and heated, enclosed bus shelters. Public amenities like drinking fountains and restrooms were also mentioned numerous times. A final key theme that emerged was a desire to keep street-level parking.

This information will help shape the concept creation and initial design of Robert Street for phase two engagement. The project team will continue to share what's learned and how it will impact design, as well as continue listening to the needs and wants of stakeholders.

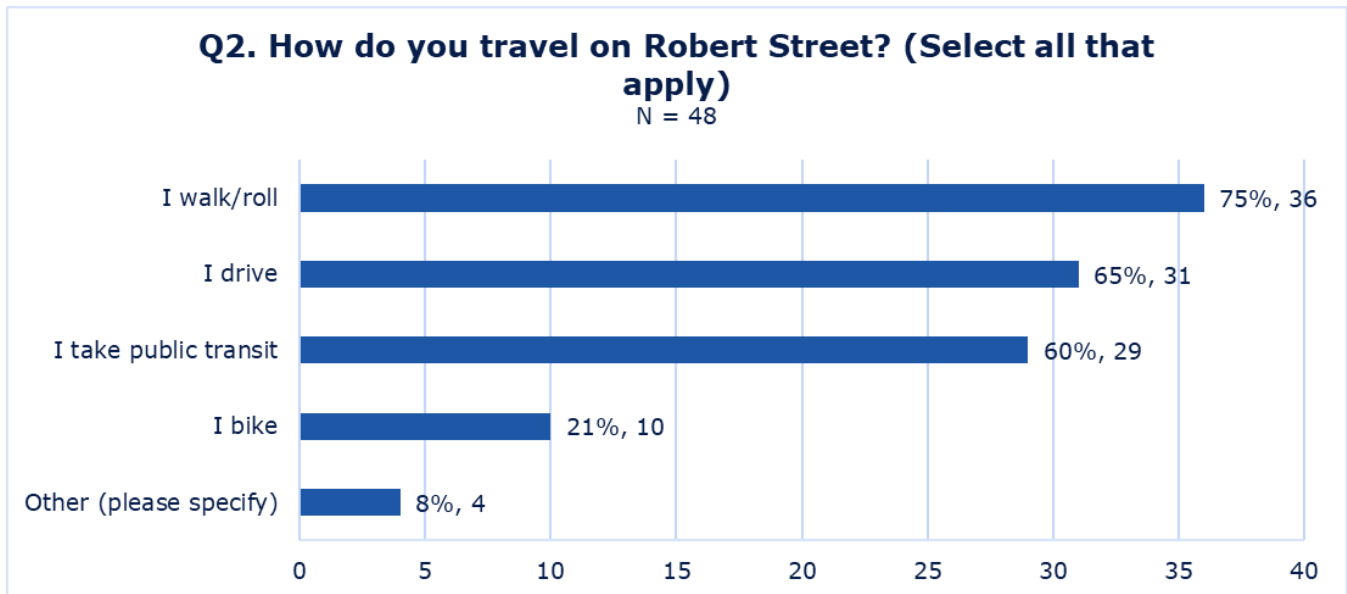
Appendix

Appendix A: Online survey results



Other:

- West St Paul
- I walk to/from work along Robert, live & work on Robert

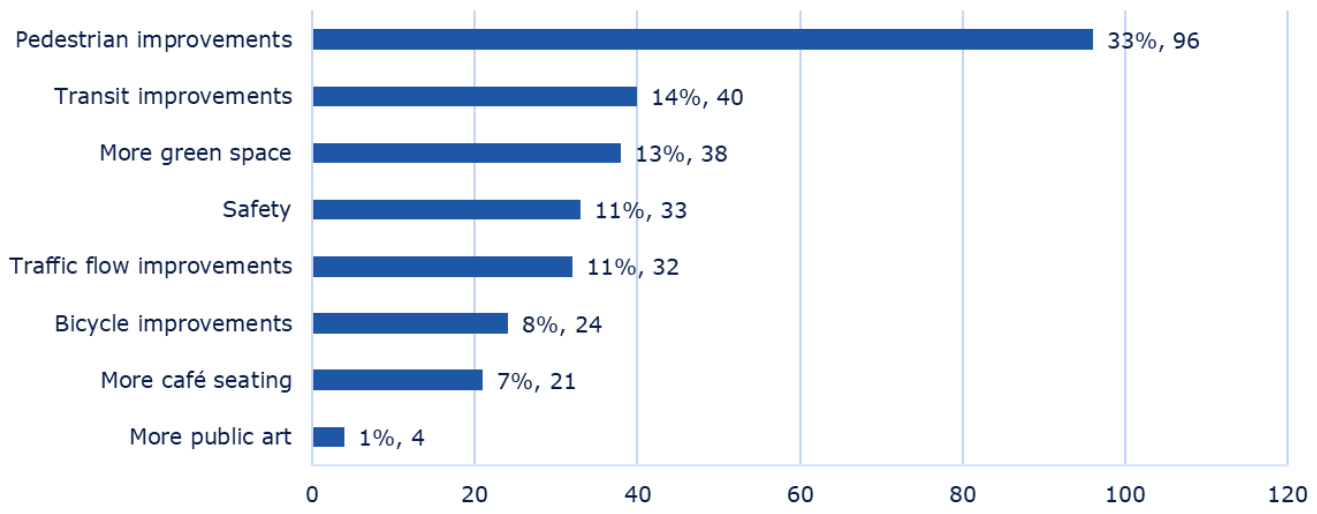


Other:

- Mom drives
- I'm an Hour Car member, so I occasionally drive a car share vehicle.
- I would like to walk more on Robert St, but I currently feel unsafe there so avoid it.
- lime scooters

Q3. What are the top 3 improvements you'd like to see with the Robert Street Reconstruction?

N = 48 (weighted score)



Other:

- Safety as in slower traffic
- Stroller accessibility
- Toilets. Downtown needs bathrooms
- I'm just so pleased to be living downtown and I'm delighted with this project.
- More amenable to smaller businesses
- More Street Parking.

Q4. Is there anything specifically that you'd like to see changed or improved on Robert Street? (Short answer)

N = 33

Topic frequency	Topic	Idea	Idea frequency
12	Pedestrians	Restrooms - more	3
		Sidewalks - better	3
		General improvements	2
		Cafe seating - more	1
		Crossing time - more	1
		Skyway connections - more	1
		Waste bins - more	1
8	Green space	General - more	6
		Pedro Park - better	2
8	Traffic	Speeding - less	3
		Flow - better	2
		Left turns - safer	2
		Enforcement - more	1

6	Bicycles	Safety - more	3
		No bicycles	1
		Yes bicycles	1
		Racks - more	1
5	Transit	General improvements	2
		Lanes - add	2
		Stops - better	1
4	Street	Lighting - more	2
		Curb bump outs - more	1
		Pavement - better	1
3	Kellogg	Improve intersection	3
3	Safety	Homelessness	2
		General	1
2	Parking	Enforcement - more	1
		General - more	1
8	Other	Other	8
		Total	59

Q4. Is there anything specifically that you'd like to see changed or improved on Robert Street? (Short answer)

N = 33

No bike lanes along Robert Street. It needs to be a traffic and transit lane through the city.

Support for biking (more racks) and completing some missing skyway connections to support year-round pedestrian use

So many cars drive the wrong way on 10th Street, between Robert & Jackson. And/or drive their cars on the bike lane. Super scary! The bollard on the bike lane at 10th & Robert is clearly not working to deter cars from riding on the bike lane.

Investment in Pedro Park (more seating options). Related, I'm not a pet owner but I know that many people use Pedro Park as a place for their dogs to use as a bathroom. I cringe whenever I see people sitting on the grass. So clearly there is a need for places for pets to go to the bathroom that would ideally not be the same space humans use for rest and recreation.

Also, there needs to be more places where humans can use the bathroom. For everybody. Unhoused folks, transit users, folks taking a walk, delivery drivers. More public bathrooms for all!

Less police presence at Lunds/Byerlys. Less police presence everywhere. Would love to see alternatives such as folks (non-police) trained up in helping folks via conflict resolution, de-escalating situations, etc. Not criminalizing houselessness and mental illness.

Safer bike routes.

it does not have a very nice public face. Store fronts are turned inward and it's like tunnel. Saint Paul seems to have an aversion to letting anyone sit down... UNLESS, you are sitting in restaurant and then you sit with all the smokers. Why can't the city look nice? Have green space? Be taken care of. Businesses don't seem to care about the space outside their buildings. It's sad and uninviting.
What I'd most like to see is trees and green spaces. After that anything you can do to encourage/prioritize walking, biking & transit over cars.
Trees, nice lighting, flowers hanging from lamp posts. More parking.
More small trees along the project area.
Pedro Park? Is that really a park?
More signage on what amenities are offered on Robert Street for individuals not used to being in that area. Also a public park would be great.
It would be nice for Robert street to serve people who use and live in the area and not just those who are driving through
More vibrancy
Whatever happens needs to enhance and attract businesses to downtown that residents and workers want to patronize.
get rid of a lane or two
Parking situation on Robert near Pioneer Endicott
The more pedestrian-friendly and small-business/sidewalk seating is available, the safer it will be for everybody.
More public restrooms
The sidewalks and the abandoned buildings
Since I am a pedestrian, I would like to see more improvements on the sidewalks and the crosswalks. I think that a smoother surface to walk on and a longer period of time for the red light to be red for motorists is necessary for pedestrians to cross the street at peak times (morning and afternoon rush).
Safer, better sidewalks,
more trash cans
Address homeless issue with more consistent interventions and services so everyone feels safe when walking
Support homeless adults. Provide law enforcement to handle PIC and make the area feel safer.
Better Road Conditions (remove pot holes/divots, overall smooth road); improved lighting of sidewalks.
Enforcement of traffic laws and parking, dedicated bus lane
Traffic flow needs to improve. Public safety is also of great concern.
Better traffic flow through stoplights.

I live right next to the intersection of Kellogg and Robert--I frequently watch accidents happen in that intersection. Seems like it's the left turn from Kellogg onto Robert that causes a lot of the issue. I'd like to see the intersection made a lot more safe, following expert advice.

More green space for pets to use; I am not a dog owner, but the block, unfortunately, smells like dog waste a lot of the time.

I'd like to see public bathrooms that are open often because the street smells like human urine, too.

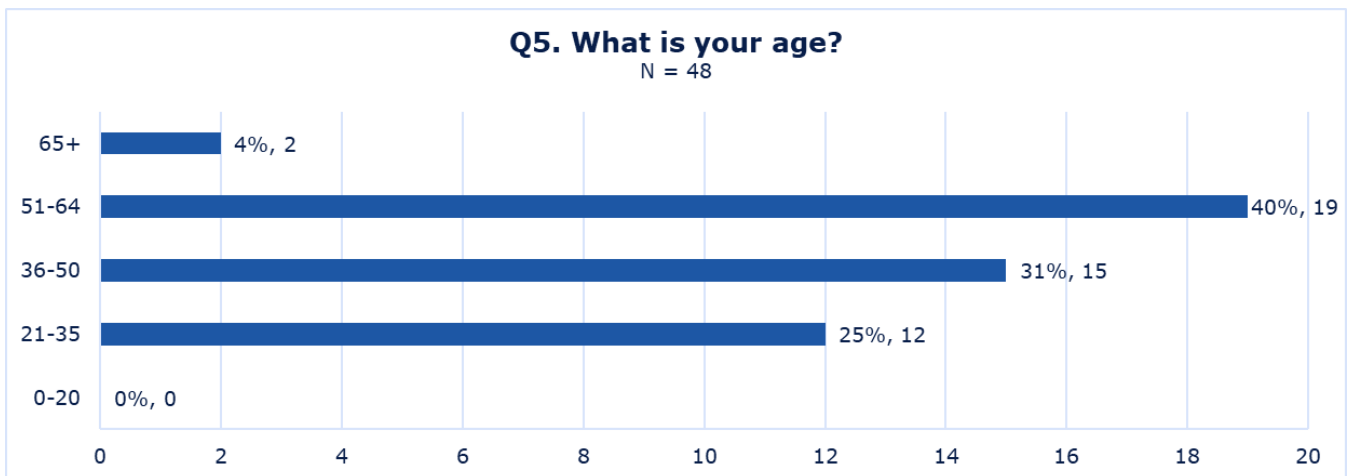
Less like a freeway, safer ped crossing at Kellogg

Anything to slow down traffic, and I am in favor of the Purple Line, so anything that makes that a success.

In general, I'm in favor of anything that improves mass transit, walkability, and bike safety. And in favor of social and physical engineering interventions that reduce the speed of traffic.

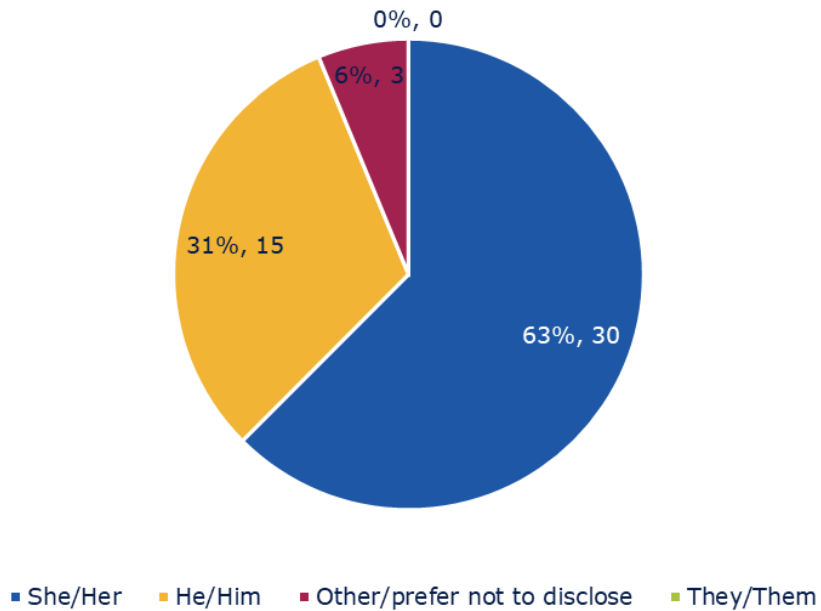
Dedicated transit lanes; curb bumpouts to the extent there's a parking lane put in along this corridor; consider barring left turns except at lights and replacing with a curb or median

Maintaining and improving the stops at Robert St and 6th st. Especially for the winter it is really cold waiting for the bus. The wind just comes right at you. The heating lamps don't always work and they don't have a good range to cover the stop if there is a lot of people.



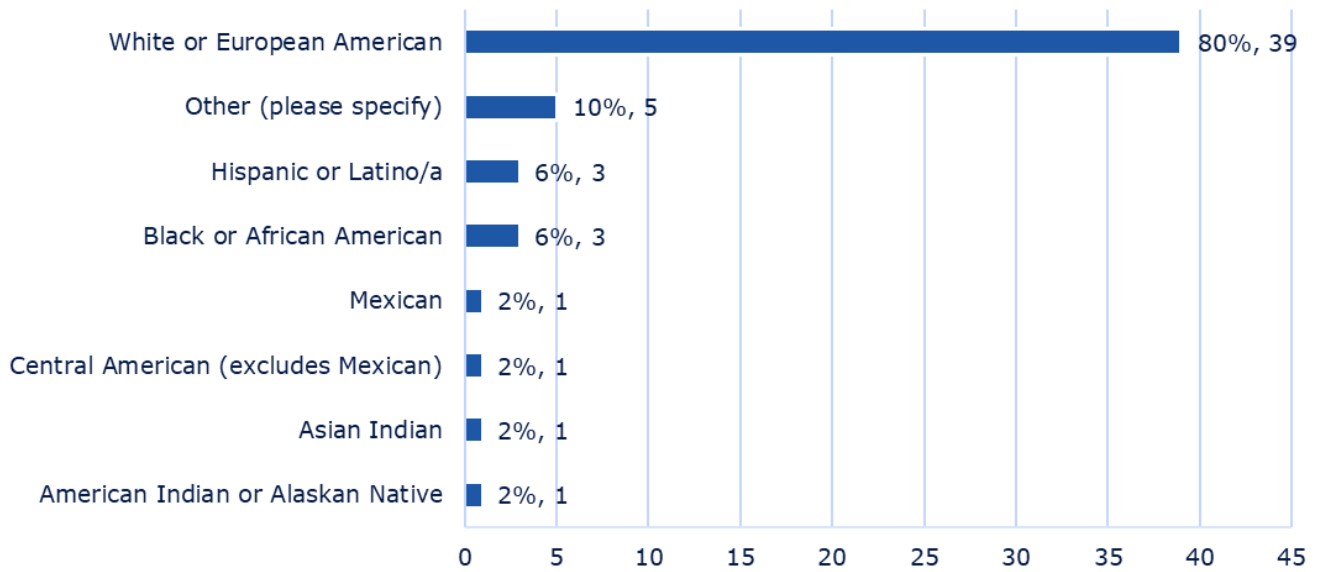
Q6. What are your pronouns?

N = 48



Q7. What is your ethnicity? (Select all that apply)

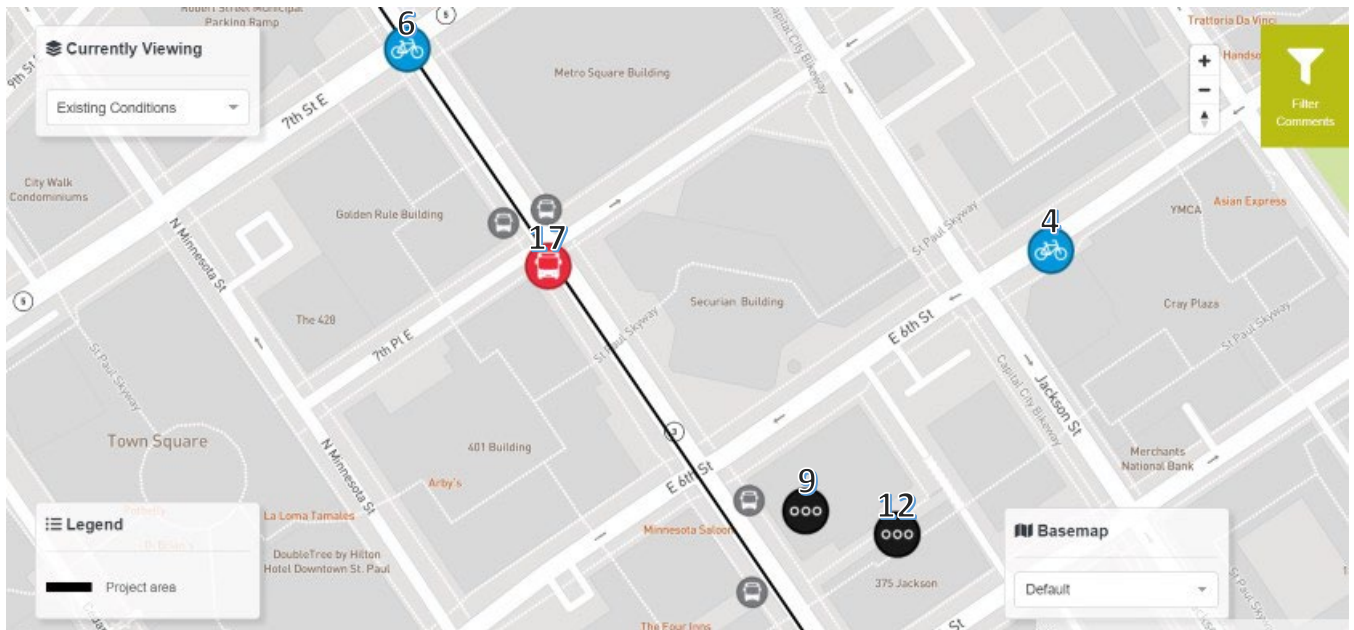
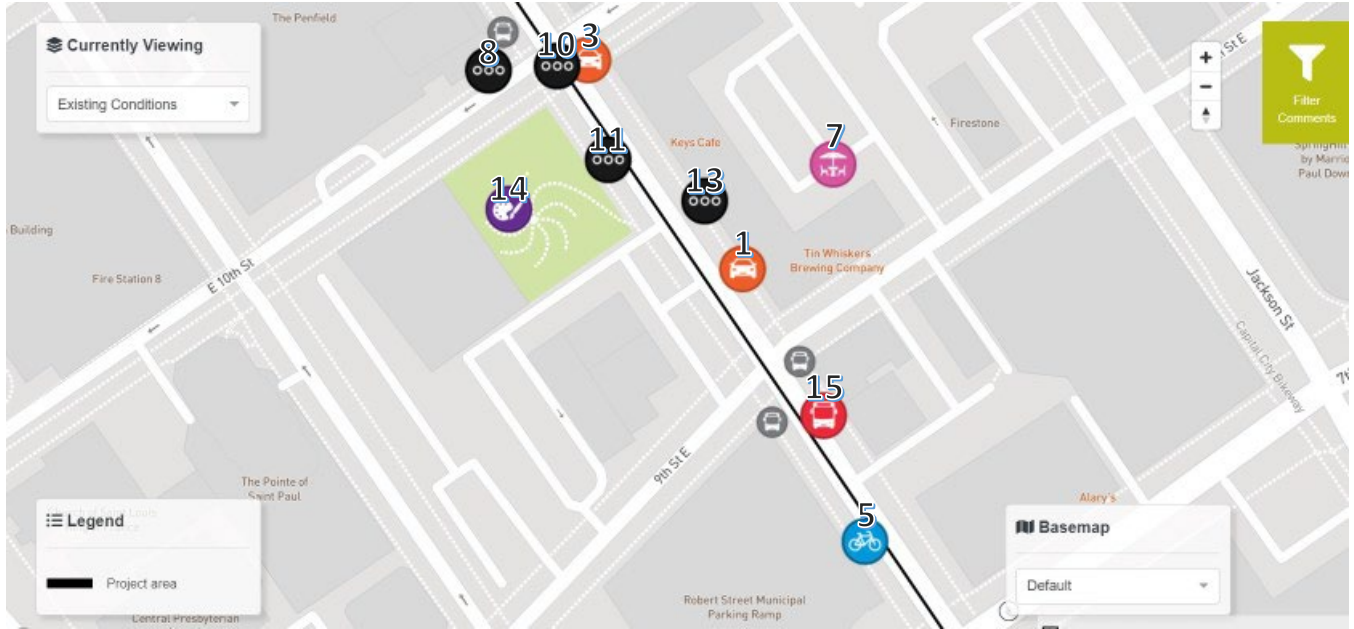
N = 49

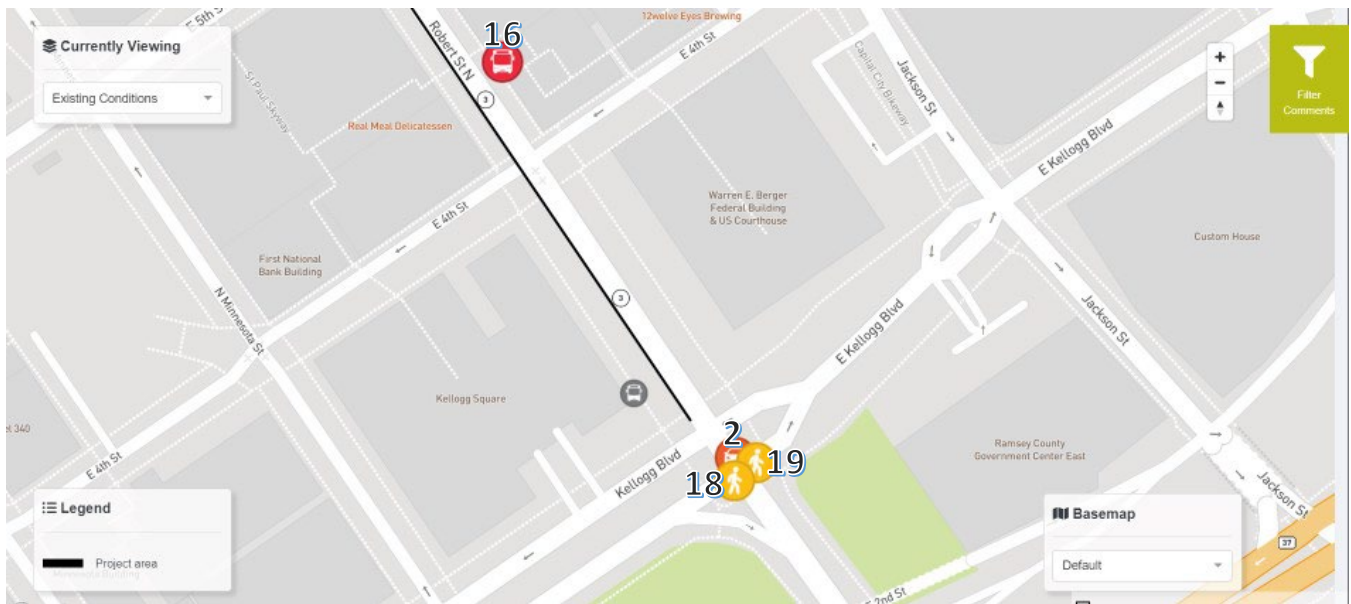


Other:

- American
- Celt
- White, native American, African American
- other
- Why does it matter?

Appendix B: Interactive map comments





Category	Comments
Auto traffic idea or concern	<ol style="list-style-type: none"> 1. Please make sure metered parking remains. The businesses in this block rely on guest street parking. 2. the intersection of Robert and Kellogg is enormous. Let's scale it for the pedestrian! 3. Earlier this spring, there were a few right angle crashes and there have been several tire screeching near misses. is it possible to evaluate the type/location of the stoplights to make them more visible?
Bike idea or concern	<ol style="list-style-type: none"> 4. There is lots of residential in this area, but not many bike racks and (based on my tours of apartment buildings while moving to lowertown) parking ramps aren't considered safe for bikes. I would love to see more public bike racks close to where people live and work 5. Biking on this stretch of road would be dangerous. No bikes. 6. I'd love to see more options available for biking in this area. There are several bike paths nearby, but it can be difficult to access the city from a bike and there aren't many places for bikes to be parked.
Cafe seating idea	<ol style="list-style-type: none"> 7. It seems like the patio space for these restaurants is pretty limited, and even though i live just a few blocks away it isn't appealing to walk to
Other idea or concern	<ol style="list-style-type: none"> 8. there are some missing connections in the skyway system that i would really appreciate, such as working to connect closer to Lund's which would make it easier for me to do grocery shopping by foot. In the summer it can be very hot in this area 9. would be nice if the met council could be connected to the skyway. Could improve access to services they provide, especially since the elevator in 375 Jackson is broken most of the time so the only option open to the public is taking the stairs

	<p>10.the intersections near Lunds, Pedro and 7th have quite a bit of pedestrian usage. Car traffic drives too fast especially at the afternoon work ending time as people try to get out of downtown. Please consider some traffic speed reduction features to get the idea across to car and truck drivers that the roads are NOT just for motorized vehicles. This area also houses the Center for Independent Living and when and if there is a new Pedro Park, there is even more reason for caution and slower speeds. Walkability should be paramount in these blocs.</p> <p>11.OMG! can we have a park that is NOT a dog poop saturated patch of grass? There needs to be a dog poop area so people can actually use the grassy areas. I cringe any time I see kids playing the the grass in Pedro. This area is a dense residential area and dog owners seem to feel any grass is fair game for their pets. YUCK!</p> <p>12.It sounds as if it's going to be a huge mess for a long time. Not to mention the possibility of strikes and endlessly rising costs. Put that money elsewhere, say, into job creation/education.</p> <p>13.love the outdoor seating and want it to stay. Can we make sure any changes keep people in wheelchairs in mind? the location of parking meter signs, the green signal control box, and other signage/seating make the street hard to navigate for people who have mobility challenges.</p>
Public art idea	<p>14.Please keep art in the green space areas. And why not some cool artist designed setting and shade ideas. Something interesting</p>
Transit idea or concern	<p>15.Please consider adding transit lanes or other advantages throughout, especially if we're making large investments dependent on this corridor in the Metro Gold, Purple, and G Lines</p> <p>16.There continues to be parking outside the Pioneer Endicott building. I use a wheelchair and rely on Metro Mobility. There needs to be better signage to indicate that people cannot park in front of the building. I would also like to see a handicapped blue sign and loading spot on Robert for Metro Mobility to pick people up.</p> <p>17.Are METRO G Line stops being built along with the project to save time and money?</p>
Walk/roll idea or concern	<p>18.Agree that this intersection is hard to deal with on foot! Lots of people walk their dogs around the parks here and it can be a bit hectic as a pedestrian.</p> <p>19.Completely agree with comments about the wide expanse of Robert across Kellogg. It's difficult to get thru the stoplights on foot.</p>

Appendix C: Mears Park Mobility Mingle pop-up event comments

Topic	Comment highlights
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Green space/streetscape	<ul style="list-style-type: none"> • More green space, cafe /public seating, public art, and anything else that could make the corridor more “interesting” and vibrant. • Describing her walks on Robert Street, a woman explained: <i>“There’s a wall, then a tunnel, then another wall...it’s a bit boring.”</i> • One man complained of downtown having two parks and then <i>“dead in the middle”</i>. Pedro Park was mentioned several times, with many requesting more seating, shade/trees, and public art, specifically murals.
Pedestrian	<ul style="list-style-type: none"> • Walking improvements including smoother pavement, less uneven sidewalks, and better flow to sidewalks with no “zig-zagging.” There were complaints of the sidewalks downtown being hard to navigate. • Many would like skyway access that is easily accessible from transit.
Bike	<ul style="list-style-type: none"> • Several requests for biking improvements. Bike trails not being fully connected was frequently mentioned. Would like more ways to bike to parks and to have more bike parking.
Traffic flow	<ul style="list-style-type: none"> • Stop lights “not timed well for efficient traffic flow.”
Transit	<ul style="list-style-type: none"> • Bus friendly.
Other	<ul style="list-style-type: none"> • Robert to Kellogg is a “food desert; needs groceries.” • Better amenities for pets.

Appendix D: Transit pop-up event comments

Demographics shared:

- Approximately 50% white, 50% people of color
- I live in Saint Paul: 25 votes
- I work in Saint Paul: 10 votes
- I’m visiting: 4 votes
- I walk on Robert Street: 7 votes
- I take public transit: 30 votes
- I drive: 10 votes

Topic	Number of votes	Comment highlights
Transit improvements	25	<ul style="list-style-type: none"> • Bus needs to come often and be on time
Pedestrian improvements	20	<ul style="list-style-type: none"> • Better curbs • Smoother sidewalks to roll on

Bicycle improvements	20	No specific comments made
Other	15	<ul style="list-style-type: none"> • Cleanliness • Safety <ul style="list-style-type: none"> ○ Trash and broken glass not getting cleaned up ○ Concern about people using drugs ○ Concern about interactions with cars (speeding cars don't see pedestrians crossing) ○ Bus drivers don't always address people being rowdy and disruptive (personal safety while on the bus) • Public amenities desired <ul style="list-style-type: none"> ○ Heated, enclosed bus shelters ○ Public restrooms ○ Drinking fountains
Green space	12	<ul style="list-style-type: none"> • More maintenance of green space
Public cafe seating	6	No specific comments made
Traffic flow improvements	2	No specific comments made
Public art	2	No specific comments made

Appendix E: Town Square skyway pop-up event comments

Demographic information shared:

- Live in Saint Paul: 10
- Work in Saint Paul: 15
- Walk on Robert Street: 5
- Take public transit: 3
- Drive: 7

Priority	Number of Votes	Comment highlights
More green space	25	<ul style="list-style-type: none"> • Desire for more green space, and especially for it to be maintained once installed • Desire to see the building next to Pedro Park demolished, and for the park to expand into that space • Desire for Pedro Park to be preserved/protected

		<ul style="list-style-type: none"> • More green space, less pavement • Stormwater management is important
Pedestrian improvements	15	<ul style="list-style-type: none"> • Desire for curb cuts • Wider sidewalks • A desire for more streetlights • Anything to make it feel more welcoming and comfortable for pedestrians • Skyway access • Plan space for outdoor public events, like festivals, food trucks, farmers markets
Traffic flow improvements	13	<ul style="list-style-type: none"> • Traffic lights on either end of the bridge (over the river) aren't synchronized • Longer and wider left turn lanes • Keep street parking - especially by Keys Cafe • Keep the one-way in front of Lunds • Plan for multi-modal transportation • Desire for better/clearer street signage - especially by I-94 - to prevent people turning the wrong way down the street
Transit improvements	6	<ul style="list-style-type: none"> • Wider transit lanes (comment from Metro Transit bus driver) • Enclosed, heated bus shelters • Dedicated bus lanes
More public cafe seating	5	<ul style="list-style-type: none"> • No specific comments made
Bicycle improvements	5	<ul style="list-style-type: none"> • From Kellogg Square resident: wants a bike lane on Robert Street between Kellogg Boulevard. and 5th Street so he can get to the bike lane on Jackson Street safely
More community/public art	5	<ul style="list-style-type: none"> • Street poetry idea (poems in the sidewalk)
Other	4	<ul style="list-style-type: none"> • Desire for better lane marking • Desire for a resolution to unsheltered homelessness in the area

Appendix F: Pioneer Endicott/Legacy Chocolates pop-up event comments

Priority	Number of Votes	Comment highlights
More green space	5	<ul style="list-style-type: none"> • More plants • Have a turf strip on the sidewalks
More public cafe seating	4	<ul style="list-style-type: none"> • Concern about houseless people using the cafe seating • Desire for quieter outdoor eating space

Bicycle improvements	4	<ul style="list-style-type: none"> No bike lanes. They will disrupt traffic flow. "They should just use the dedicated bikeways instead."
Traffic flow improvements	4	<ul style="list-style-type: none"> Restrict vehicle access to Robert Street to make it more pedestrian friendly Keep the street two-way. There are too many one-ways downtown already. Desire for more on-street parking
Pedestrian improvements	3	<ul style="list-style-type: none"> Improve pedestrian access to Kellogg Mall Park
Transit improvements	3	No specific comments shared
Other	2	<ul style="list-style-type: none"> Consider an alternative to concrete when resurfacing the road (brick, cobblestone). "St Paul shuts down at 6 p.m." Consider what would make Robert Street more inviting. Example given by stakeholder was wanting to go out to restaurants and bars before/after games at Xcel Energy Center, and Robert Street is not lively enough for them.
More community/public art	1	<ul style="list-style-type: none"> More art on buildings

Appendix G: The Penfield pop-up event comments

Demographic information shared:

- Live in Saint Paul: All
- Walk/roll on Robert Street: 7
- Take public transit: 4
- Drive: 2
- Asian: 2
- Hispanic or Latino/a: 3
- White: 4
- Ages 18-34: 8
- Ages 50-65: 3
- Ages 66+: 1

Priority	Number of Votes	Comment highlights
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More green space	8	<ul style="list-style-type: none"> • More green space and to have it maintained • Make it more pet/dog friendly
Pedestrian improvements	7	<ul style="list-style-type: none"> • Wider sidewalks • More bump outs • More walkable
More public cafe seating	4	No specific comments made.
Bicycle improvements	3	<ul style="list-style-type: none"> • "More bike lanes take away street parking, and that takes away from businesses."
Community/public art	3	<ul style="list-style-type: none"> • More art on buildings
Transit improvements	2	<ul style="list-style-type: none"> • More bus routes needed
Other	2	<ul style="list-style-type: none"> • More lighting
Traffic flow improvements	0	<ul style="list-style-type: none"> • No one-way

Appendix H: Central Towers survey results

Demographics shared:

- I live in Saint Paul: All
- Drive: 5
- Take public transit: 3
- Other mode of travel: 1
- White: 6
- Black: 3
- Hispanic or Latino/a: 1
- Ages 50-65: 2
- Ages 66+: 7

Topic	Number of votes
Pedestrian improvements	7
Traffic flow improvements	5
More green space	4
More public seating	4
Transit improvements	3
More public art	2

Appendix I: Open house comments

Category	Comment highlights
Green space	<ul style="list-style-type: none"> • A resident expressed a desire for more shade in Pedro Park. • A resident living on the north end of the corridor expressed an interest in more green space. • A Pioneer Endicott resident said that green space is not a priority since they live near parks and can see green space from their building view. • Should be included and maintained. • Helpful for stormwater management. • Improves pedestrian experience. • Shouldn't block drivers' visibility (ex. tall native grasses near street corners). • There shouldn't be center boulevards with greenery because it's too hard to maintain. • If planting trees, consider how big they'll get - the more they grow, the more they mess up the sidewalk. • Concern about maintenance of trees and green space – if it is put in, how will it be maintained?
Transit	<ul style="list-style-type: none"> • An employee of Metro Transit who works on the corridor said it would be nice to have Robert Street designed with transit in mind like the Red Line – a median for people to get on/off the bus and bus shelters on the median (sort of like the light rail). People can then walk to and cross at the intersections and it's seamless for buses because they don't have to move over. • A resident living on the north end of the corridor asked that a bus stop not be built in front of Pedro Park but said that it could go anywhere else in that area. • Heated/enclosed bus stops would be nice, but the resident is worried they would attract people experiencing homelessness, as well as drug use.
Bike	<ul style="list-style-type: none"> • Two property managers from the Golden Rule Building noted that they are glad there is no plan for a bike facility on Robert Street They don't like the bike lane on Minnesota Street, especially as it's raised and impacts flexibility.
ADA/Accessibility	<ul style="list-style-type: none"> • Residents from the Pioneer Endicott said the top priority for them was accessibility for the elderly and users of wheelchairs, especially right outside of the building: <ul style="list-style-type: none"> ○ They would like an accessible ramp outside their building from the loading zone up to the sidewalk. ○ Maintaining and making a clear loading zone in front of their building for the purpose of: delivery, loading and unloading goods, Amazon, Metro Mobility, drop-off and pick-up, and people moving in. ○ They suggested having a "cut-in" in front of their building for this purpose.

	<ul style="list-style-type: none"> ○ They suggested having clearer signage to protect the loading zone that says, “no parking.” • Property managers from the Golden Rule Building said there is only one ADA access to Golden Rule on 7th Place located between Minnesota Street and Robert Street and they want to make sure that access is maintained throughout construction.
Traffic Flow	<ul style="list-style-type: none"> • Property managers from the Golden Rule Building said they don’t want bump outs. Vehicle movement and flexibility are important. Concerned about the narrowing of Robert Street (and Minnesota Street) as they want the flexibility for maintenance work, etc. • A stakeholder noted current travel lanes are clear and easy to follow.
Parking	<ul style="list-style-type: none"> • A business owner on the north end of the corridor said that a top priority is maintaining the street parking on Robert Street, especially in front of the businesses between 9th Street and 10th Street. • The business owner noted that while restaurants want both cafe seating and parking, they might have to pick between the two due to transit lanes needing to line up further down the corridor. • Property managers from the Golden Rule Building noted that on street parking is important to them. They currently have some parking on Robert Street in front of the building.
Cafe seating	<ul style="list-style-type: none"> • A business owner on the north end of the corridor noted that a top priority is maintaining and possibly expanding the cafe seating on the sidewalk. • A stakeholder noted that cafe seating improves the pedestrian experience, at least in the part of Robert Street where there are restaurants.
Other	<ul style="list-style-type: none"> • A resident expressed a desire for more developments to attract people to downtown Saint Paul, such as entertainment venues, restaurants, and retail spaces. They mentioned the areas near Rice Park and Mears Park as examples of this. • A stakeholder suggested that sidewalks and boulevards should be wide enough for snow removal machines. • Noted that accessibility is key to people wanting and being able to get downtown. • Two property managers from the Golden Rule Building would like to see a Robert Street project kickoff meeting with all property owners. They appreciate the one-on-one meetings and need these but would also like to have all the property owners together. • Construction impacts: Golden Rule Building property managers said they are concerned about the impact of construction on Minnesota Street and then Robert Street, including assessments for both projects.

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| | <ul style="list-style-type: none">○ They have concerns about communication from the utilities as they start work before construction. They noted they have a good relationship with Xcel. |
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Appendix J: Steering committee members

- Rafael Ortega (Ramsey County)
- Rebecca Noecker (Saint Paul City Council)
- Russ Stark (Saint Paul Mayor's Office)
- Sean Kershaw (Saint Paul Public Works)
- Nicolle Goodman (Saint Paul Planning and Economic Development)
- Andy Rodriguez (Saint Paul Parks and Recreation)
- Scott Pederson (Minnesota Transportation Department Program Delivery Office)
- Chai Lee (Metropolitan Council)
- Adam Harrington (Metro Transit)
- Nick Thompson (Metro Transit)
- Jon Fure (Capitol River Council)
- Joe Spencer (Saint Paul Downtown Alliance)
- Tina Gassman (Saint Paul Building Owners and Managers Association)
- Will Schroer (East Metro Strong)
- B Kyle (Saint Paul Chamber of Commerce)
- Paula Stone (corridor resident)
- Scott Miller (corridor resident and business owner)