



Appendix B: Engagement Summary

Safe Streets for All

Transportation Safety Action Plan

June 2023



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MINNESOTA



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Introduction

The City of Saint Paul is developing a Transportation Safety Action Plan to identify and eliminate fatalities and serious injuries from vehicle crashes for everyone (pedestrians, bicyclists, transit users, and drivers). With community input, this plan will prioritize roadway and infrastructure projects that address safety challenges for residents of Saint Paul and support future funding opportunities for safety projects.

The Transportation Safety Action Plan centers people and communities most affected by traffic-related injuries and fatalities—including pedestrians, bicyclists, and people in historically underserved communities—to improve safety for all users.

The engagement goal for this plan is to incorporate and reflect community voices in the planning process, transportation safety project design process and implementation, and the Safe Streets and Roads for All (SS4A) funding application. The plan prioritizes engagement with residents/communities who are most impacted by traffic crashes, especially low-income and Black, Indigenous, and People of Color (BIPOC).

Focus areas

The engagement team prioritized communication and engagement strategies that focused on reaching the following key stakeholder audiences.

- Low-income and BIPOC living in areas most impacted by vehicle, pedestrian, and bicycle crashes
- Community organizations established in these areas including neighborhood district councils, community-based organizations, libraries, community centers, and schools
- Residents of Saint Paul
- Partnering transportation agencies

The project team used the U.S. Department of Transportation (USDOT) Underserved Communities Census Tracts to determine geographical areas of disadvantaged populations in Saint Paul. Based on these locations and previous engagement on other transportation projects in the city, the project team created a tiered approach for engagement. See **Appendix A** for the breakdown of these three tiers.

Phase one focused primarily on Tier 1 areas, which represented historically disadvantaged, low-income and BIPOC communities highly impacted by vehicle, pedestrian, and bike crashes, and that have been under-engaged in recent years. In the following summary, Tier 1 areas will also be referred to as, “priority areas.” Tier 1 included the following areas:

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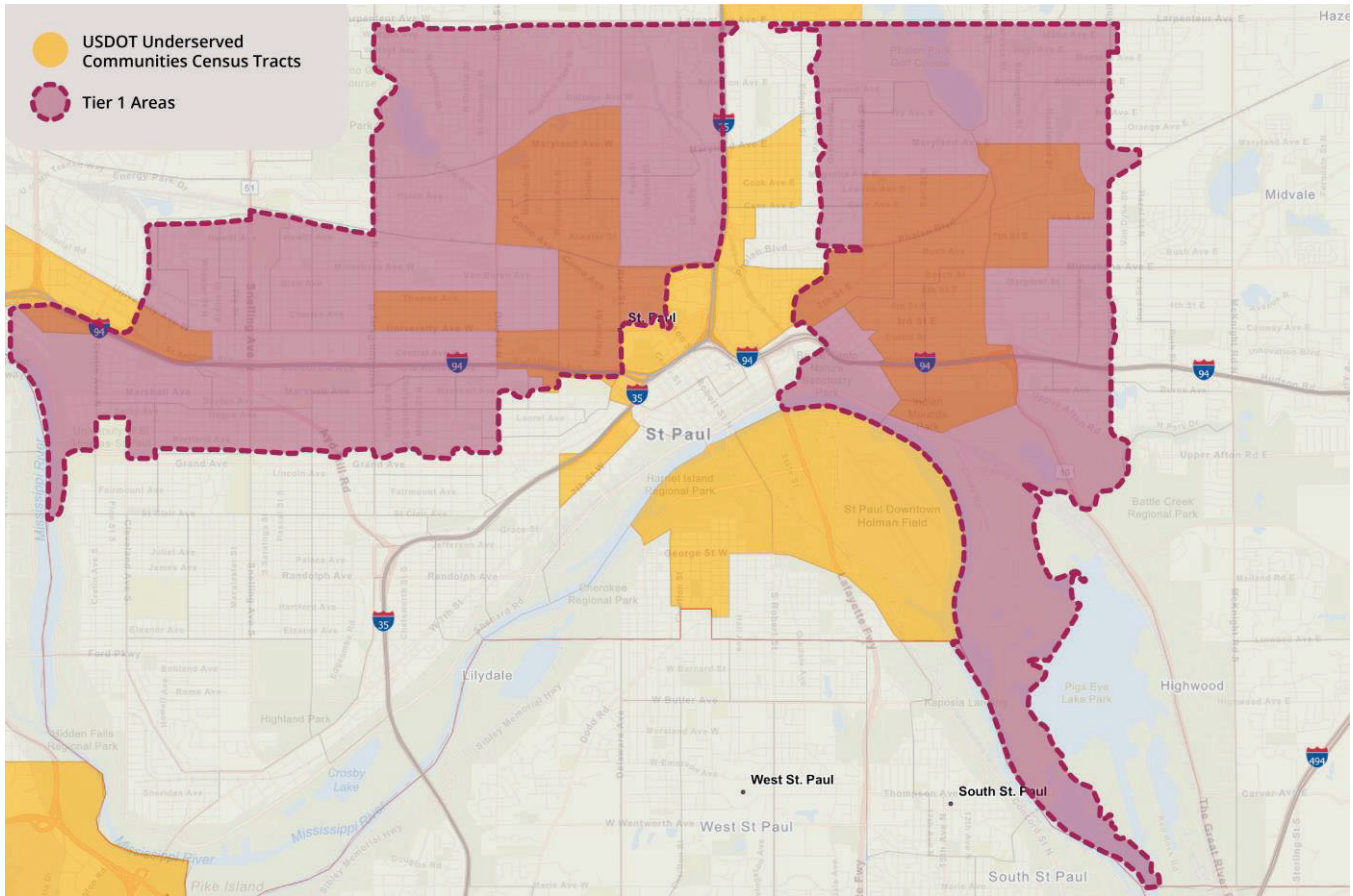


Figure 1: Map of USDOT Underserved Communities Census Tracts and Tier 1 zip codes

- Frogtown and East Midway
 - Rice Street/Pennsylvania Avenue Como Avenue/Marion Street
 - Intersection of University Avenue and Dale Street
 - Between Dale Street and Lexington Parkway on University Avenue
- North End
 - Rice Street and Maryland Avenue
- Greater East Side & Battle Creek-Conway-Eastview-Highland Hills
 - Intersection of White Bear Avenue and Minnehaha Avenue
- Union Park
 - On Snelling Avenue between I-94 and University Avenue, just west of Allianz Field



Engagement

Phase one of engagement took place from March 1 to April 14, 2023. This included an online survey and comment map, two pop-ups in priority areas, and direct outreach to priority areas via phone call, email, or stopping by in person. Materials were translated into Spanish, Hmong, Somali, Karen, and Oromo. The survey and comment map were promoted on the City of Saint Paul's social media, through GovDelivery emails, and on the project webpage. The engagement team also asked District Councils to share engagement opportunities with their constituents.

In total, the team engaged with about 2,200 people, including 1,238 survey responses, 893 map comments, and at least 50 in-person or phone call interactions.

Key takeaways

Based on this engagement, the following key themes emerged as priority issues from stakeholders, in general order of frequency:

- Addressing driver behavior, including speeding, reckless driving, drivers failing to yield, and drivers running red lights and stop signs, is a high priority.
- Safer pedestrian crossings are needed.
- Improved bicycle infrastructure, such as more bike lanes, protected bike lanes, and better maintenance of existing bike infrastructure, is needed.

Snelling Avenue, University Avenue, White Bear Avenue, Rice Street, and Pennsylvania Avenue were repeatedly identified throughout engagement as dangerous roads in the Tier 1 areas.

Poor road conditions, especially potholes, also came up frequently in engagement. This was likely top of mind for people as the engagement period took place in late winter.



Phase One

Previous engagement summary

Prior to beginning phase one of engagement, the project team compiled a previous engagement summary to understand transportation safety themes from previous engagement efforts led by the City and key partners, including the Minnesota Department of Transportation (MnDOT), Ramsey County, and Metro Transit. Understanding who was previously engaged and what was learned helped the team focus engagement efforts to include under-engaged groups and apply the learnings to the creation of the Transportation Safety Action Plan and the Safe Streets and Roads for All grant application.

See **Appendix B** for the list of plans and engagement efforts included in the previous engagement summary.

Based on these previous engagement efforts, several key themes emerged, listed from most common to least:

- Safer and improved crossings, especially for pedestrians and bicyclists
- Traffic calming to address high-speed traffic areas
- Improved sidewalks and better sidewalk connections
- Drivers speeding, running stop signs, and not yielding to pedestrians
- More and improved pedestrian lighting
- More left turn lanes on certain corridors such as Rice Street

Direct outreach in priority areas

Knowing that online surveys and comment maps are not accessible for everyone, the engagement team conducted additional direct outreach in the Tier 1 areas. The team reached out to 121 businesses, apartment buildings, community centers, nonprofits, and other organizations near the Tier 1 areas. Knowing how busy businesses and organizations are, the engagement team adapted their approach to contact people through phone calls, texts, emails, and by stopping by in person.

In total, staff heard feedback from at least 20 organizations. See **Appendix C** for these comments. Two apartment complexes shared the Transportation Safety Action Plan information with their residents, and the Oromo Community of Minnesota shared the information with their members.

Note that this outreach took place in late winter, so road conditions and maintenance were likely top of mind for many participants.

Key themes and takeaways

- **Poor road conditions**, including potholes and winter maintenance, came up repeatedly as a safety concern.
- **Driver behavior** was frequently mentioned as a safety concern, including speeding vehicles, reckless driving, and drivers failing to yield.

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- Much of this direct engagement happened along **University Avenue**. Multiple people reported witnessing crashes in this stretch **involving the Green Line light rail**: vehicles not yielding to trains, pedestrians not yielding to trains, and cars not yielding for pedestrians crossing the street from stations.
- Specific intersections of concern reported on **University Avenue** include Snelling Avenue, Dale Street, Grotto Street North, North Milton Street, Victoria Street, and Hamline Avenue North.

Communications

The engagement team used a variety of communications methods to inform the public about the project and promote the survey and comment map. These methods included social media (Twitter, Facebook, Nextdoor), GovDelivery emails, a project webpage, emails to the Saint Paul District Councils and a presentation at their transportation committee meeting. See **Appendix D** for the full list of communications.



Figure 2: Social media graphic to promote the online survey and comment map

Survey

The Transportation Safety Action Plan online survey was open from March 1 to April 14, 2023 and received 1,238 responses. Responses and analysis were separated into two groups: citywide data and Tier 1/priority areas. The priority areas were the focus of analysis.

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Citywide data

When asked to select all modes that people usually travel in Saint Paul, 87% of respondents said that they drive, 71% said they walk, 58% said they bike, and 36% said they take the bus and/or train. Sixteen respondents roll using a wheelchair or mobility device. 87% of respondents live in Saint Paul, and almost half work in Saint Paul.

White people were overrepresented, accounting for 79% of survey responses compared to the City's overall population which is 55% white. Women were represented slightly more than men. The largest age group of survey respondents was 35 to 50, accounting for about a third of responses. Ages 21 to 35, 51 to 64, and 65+ were represented almost equally. The three most represented zip codes were 55104, 55105, and 55116. See **Appendix E** for full demographic breakdown of survey respondents.

Citywide, the top three transportation safety concerns were poor road conditions, reckless/careless driving, and speeding vehicles (see Figure 2). 80% of respondents said that there were areas in Saint Paul they avoid due to transportation safety concerns, and nearly 70% of respondents reported having been or almost been in a crash in Saint Paul. Note that the survey was open during a period of significant interest in pavement condition following a near-record

Q2 What are your top transportation safety concerns in Saint Paul? Choose your top three.

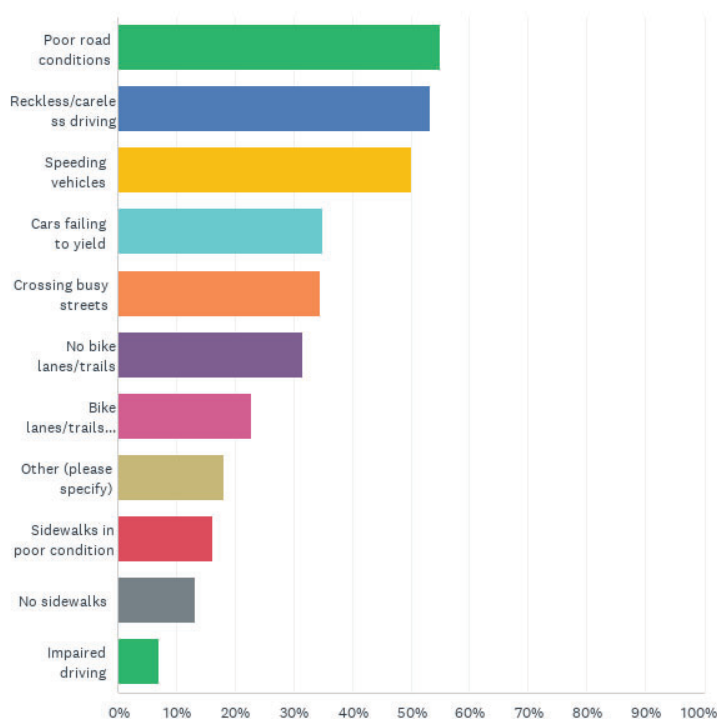


Figure 3: Graph of survey respondents' top safety concerns in Saint Paul

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winter snow and ice season; this undoubtedly contributed to the prevalence of road conditions as the top safety concern among respondents.

Priority areas

Tier 1 priority areas included responses from 55103, 55104, 55106, and 55117 ZIP codes to capture the areas of concern in the Frogtown, North End, Greater East Side, Battle Creek-Conway-Eastview-Highland Hills, and Union Park neighborhoods. The 55104 ZIP code is overrepresented in this data, accounting for 243 of the 414 responses from this priorities area sample. The 55104 ZIP code covers parts of the Summit-University, Frogtown, Hamline-Midway, and Union Park neighborhoods.

When asked to select all modes that people usually travel in Saint Paul, 86% of priority area respondents said that they drive, 74% said they walk, 64% said they bike, and 43% said they take the bus and/or train. One respondent rolls using a wheelchair or mobility device. 98% of respondents live in Saint Paul, and almost half work in Saint Paul.

81% of survey respondents were white, 12% preferred not to answer, and 3% selected "other." About 2% of respondents identified as Hispanic or Latino/a and 2% identified as Asian or Pacific Islander. Women were slightly more represented than men. The largest age group of survey respondents was 35 to 50, accounting for nearly 40% of responses. Ages 21 to 35 and 51 to 64 each accounted for about 20% of responses, and 65+ represented 16% of responses.

The top transportation safety concerns indicated by respondents from the priority areas were consistent with the citywide data, with the top three concerns being poor road conditions, reckless/careless driving, and speeding vehicles. When asked if they avoid certain areas of Saint Paul due to transportation safety concerns, 85% of respondents said yes. People repeatedly reported avoiding the following areas due to transportation safety concerns, listed in order of frequency:

- Snelling Avenue
- University Avenue
- Summit Avenue
- Marshall Avenue
- Lexington Avenue

In the Tier 1 ZIP codes, 74% of respondents reported having been in or almost been in a crash in Saint Paul. 50% of respondents reported witnessing a crash. Streets that came up most frequently involving crashes mirror the streets people said they avoid. They are listed below in order of frequency:

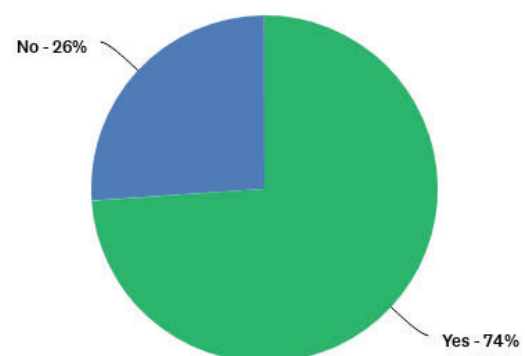


Figure 3: Survey answer to, "Have you been, or almost been, in a crash in Saint Paul?"

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- Snelling Avenue
- Lexington Avenue
- Summit Avenue
- University Avenue
- Marshall Avenue

Intersections on Snelling Avenue that came up repeatedly include Marshall Avenue, Minnehaha Avenue, Summit Avenue, and University Avenue. Survey respondents reported avoiding Snelling in these areas or altogether because of driver behavior, including speeding, running red lights, or not yielding to pedestrians or other vehicles.

Regarding Snelling Avenue, one survey respondent wrote, “This feels like the most dangerous street in Saint Paul, it is constructed like a highway.”

Tier 1 respondents shared ideas for improving transportation safety in Saint Paul.

- **Bicycle infrastructure:** Bicycles and bike lanes were mentioned 182 times in 376 responses. Some ideas included more bike lanes, protected bike lanes, and better maintenance of existing bike infrastructure.
- **Pedestrian improvements:** Improvements for pedestrians and pedestrian crossings were mentioned 100 times. Some ideas included more pedestrian crosswalks, pedestrian safety lights, and getting drivers to stop at pedestrian crossings.
- **Speeding:** Addressing speeding was mentioned 75 times. Some ideas included traffic calming, speed bumps, speed cameras, and better enforcement of the speed limit.

Note that all streets identified in priority areas were located in the 55104 ZIP code, which is consistent with that ZIP code being overrepresented in the survey responses.

Comment map

The Transportation Safety Action Plan online comment map was open from March 1 to April 14, 2023 and received 893 responses, 501 of which were from the Tier 1 zip codes. The focus of analysis is on the priority areas. See Figure 4 for a heat map of these comments based on the priority areas.

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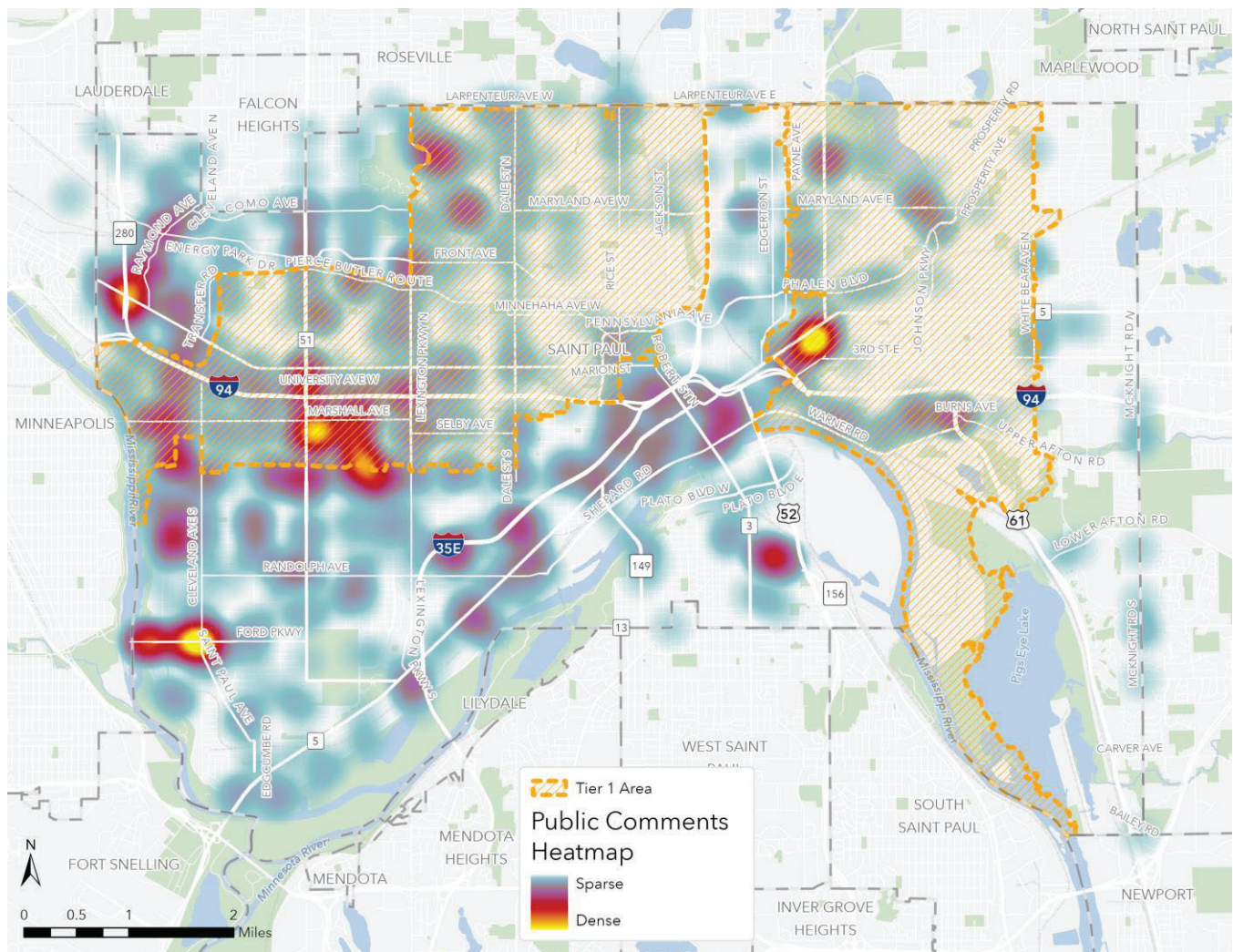


Figure 4: Heat map of PublicCoordinate comments and Tier 1 priority areas

Key themes and takeaways

From the priority areas, the comment map included 171 comments about bicycle safety improvements, 152 comments about pedestrian safety improvements, and 86 comments reporting a crash or near crash. 77 comments were about driver safety improvements, 11 comments about transit rider safety improvements, and 4 comments about wheelchair or mobility device user safety improvements.

- **Crash or near crash:**
 - 32 of the 86 comments pointed to reckless or careless driving, and 28 mentioned crossings or intersections.
- **Bicycle safety improvements:**
 - 138 of the comments mentioned a lack of bike lanes and trails or that bike lanes and trails are in poor condition.

- **Pedestrian safety improvements:**
 - 89 comments cited crossings or intersections. 41 comments mentioned a lack of sidewalks or sidewalks being in poor condition.
- **Driver safety improvements:**
 - 31 comments mentioned speeding vehicles and 23 comments mentioned crossing or intersections.
- **Transit rider safety improvements:**
 - 7 comments mentioned crossing or intersections.
- **Wheelchair or mobility device user safety improvements:**
 - 3 comments mentioned a lack of sidewalks or sidewalks being in poor condition.

See **Appendix F** for a full breakdown of the comments.

Pop-up #1: Eastern Heights Elementary School

The engagement team hosted two engagement events in Tier 1 areas, the first at Eastern Heights Elementary School at 2001 Margaret Street, about a half mile from the intersection of White Bear Avenue and Minnehaha Avenue. The project team set up engagement materials during school conferences. Engagement materials included a project overview board, demographic board, project overview one-pagers (in English, Spanish, Somali, Hmong, and Karen) a map of the area which people could comment on with post-its, and a car racing track to engage children.

The project team was not informed until the day of the event that the school offered hybrid conferences, so in-person attendance was expected to be low. Staff interacted with about a dozen people, primarily teachers and staff. Of those who disclosed their demographic information, four were women, four were between the ages of 51 and 64, three were white or European American, and two were Hmong. See **Appendix G** for the full demographic breakdown and comments.



Figure 5: The engagement team at Eastern Heights Elementary

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Key themes and takeaways

White Bear Avenue	<ul style="list-style-type: none"> Concerns with vehicles speeding on White Bear Ave. Difficult to turn onto White Bear because of the high traffic. White Bear Ave. and 3rd Street East was noted as an especially dangerous intersection – a pedestrian was killed there last year.
Lower Afton Road & Burlington Road	<ul style="list-style-type: none"> Two engagement participants mentioned Lower Afton Road & Burlington Road in the Battle Creek neighborhood as a difficult area with high speeds and no stopping points on Afton Rd. making it difficult and dangerous to enter from the side roads.
Driver behavior	<ul style="list-style-type: none"> Driver behavior (speeding, running red lights) came up repeatedly as a concern in this area.
Johnson Parkway	<ul style="list-style-type: none"> Participants brought up a few problematic intersections on Johnson Parkway, including Maryland Avenue East, Phalen Boulevard, and East Shore Drive.
Other noted problem areas	<ul style="list-style-type: none"> Lexington Parkway and I-94/Highway 12, and Como Avenue and Marion Street at the HmongTown Marketplace.

Pop-up #2: HmongTown Marketplace

The second engagement event in phase one was at HmongTown Marketplace located at 217 Como Avenue, near the intersection of Rice Street, Pennsylvania Avenue, and Como Avenue. The event was staffed by a Hmong staff member. Out of about 200 attendees, project staff interacted with about 15. Of those who shared their demographic information, all were men, most were Hmong, and there were a variety of ages. See **Appendix H** for the demographic breakdown and the summary of comments.

The project team learned that most neighborhoods surrounding HmongTown, such as Frogtown, are made up of mostly immigrant/refugee residents who either do not have a car or choose to walk. Many people who travel to HmongTown also use the Frogtown Community Center across the street. The area has a lot of young pedestrians crossing to and from the community center to the market and back. Vendors at the market utilize parking at the market and cross Como Avenue to go to the community center.

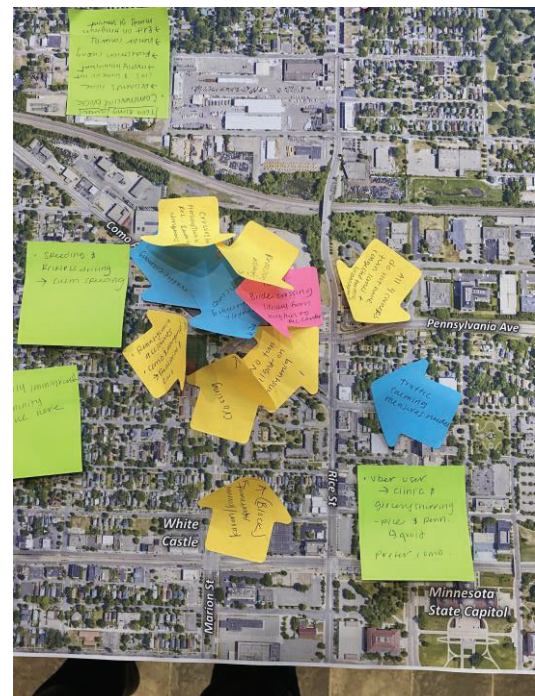


Figure 6: Engagement map activity

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Key themes and takeaways

Driver behavior	<ul style="list-style-type: none"> • People perceive speeding and irresponsible driving as the main causes of danger. • People perceive danger for pedestrians and drivers are about the same.
Areas of concern	<ul style="list-style-type: none"> • Many people are concerned about speeding on Como Avenue and Pennsylvania Avenue as well as on Western Avenue and Thomas Avenue. • Rice Street and Pennsylvania Avenue do not have turn signals causing congestion on Pennsylvania Avenue. That, and impatient drivers taking fast turns, cause dangerous conditions for vehicles and pedestrians. • The exit from HmongTown Marketplace onto Marion Street must be swift to make it across the street. This causes danger to pedestrians and cars having to cross through speeding traffic. • Some people avoid Pennsylvania Avenue and Rice Street when walking. Como Avenue was indicated as an alternate/preferred route to get to HmongTown Marketplace.
Ideas for improvement	<ul style="list-style-type: none"> • Two people mentioned speed bumps as ideas for traffic calming measures. • The owner of HmongTown, Toua Xiong, recommends the city build a bridge/crossing that is away from traffic to keep vendors and children in the area safe.

Emailed responses

The project team received six emails from the public with input on the plan.

Key themes and takeaways

University Avenue and Dale Street	<ul style="list-style-type: none"> • Near misses of pedestrians crossing Dale • Cars doing U-turns
Rice Street and Lawson Avenue W	<ul style="list-style-type: none"> • Cars not yielding for pedestrians, near misses
Wilson Avenue and Pederson Street	<ul style="list-style-type: none"> • Cars not yielding for pedestrians, near misses • Suggestion: Stop signs on Wilson to calm traffic down
Union Park District	<ul style="list-style-type: none"> • Excessive vehicle speeds and noise in neighborhood and Saint Paul as a whole – health issue • Suggestion: Automatic enforcement
Cretin Avenue	<ul style="list-style-type: none"> • Crossing Cretin as a pedestrian is treacherous, especially at Selby • Fast drivers, do not yield for pedestrians • Suggestion: “Stop for pedestrians” sign
Citywide	<ul style="list-style-type: none"> • Road conditions, winter maintenance



Conclusion

Based on previous engagement, direct outreach to priority areas, the project survey, comment map, and engagement events, the project team learned about key transportation safety concerns and ideas for improvement.

Driver behavior stood out as a primary safety concern for people using all forms of transportation. Speeding and reckless driving concerns were mentioned in nearly every engagement interaction. Engagement participants also noted drivers failing to yield and drivers running red lights and stop signs as a safety concern.

Safer pedestrian crossings were also mentioned repeatedly both citywide and in the priority areas. This ties in with driver behavior, as the project team often heard reports of drivers not stopping at designated crosswalks.

Bicycle infrastructure also came up repeatedly, primarily through the survey and comment map. Engagement participants would like to see more bike lanes, protected bike lanes, and better maintenance of existing bike infrastructure.

While there were dozens of problem locations shared by respondents across the city, Snelling Avenue, University Avenue, White Bear Avenue, Rice Street, and Pennsylvania Avenue came up repeatedly throughout engagement as dangerous roads in Tier 1 areas. Engagement participants noted concerns such as speeding, busy roads, cars not yielding to pedestrians, lack of safe bicycle and pedestrian infrastructure, and difficulty crossing.

Poor road conditions, especially potholes, also came up frequently in engagement. This was likely top of mind for people as the engagement period took place in late winter.



Appendix

Appendix A: Areas of focus

Tiered approach to community engagement:

Tier	Description	Neighborhoods	Level of engagement
Tier 1	Historically disadvantaged, low-income and BIPOC communities highly impacted by vehicle, ped, and bike crashes, and that have been under-engaged in recent years.	<p>Frogtown</p> <ul style="list-style-type: none"> Rice St./Pennsylvania Ave. Como Ave. /Marion St. Intersection of University Ave. and Dale St. Between Dale St. and Lexington Pkwy. on University Ave. (Also East Midway) <p>North End</p> <ul style="list-style-type: none"> Further north on Rice St. and Maryland Ave. <p>Greater East Side & Battle Creek-Conway-Eastview-Highland Hills:</p> <ul style="list-style-type: none"> Intersection of White Bear Ave. and Minnehaha Ave. <p>Union Park</p> <ul style="list-style-type: none"> On Snelling between I-94 and University Ave. - just west of Allianz Field 	<ul style="list-style-type: none"> Share project information Ask neighborhood councils most effective ways to engage their residents Focus community conversations and pop-ups here Invite input via survey and comment map Focus social media posts here
Tier 2	Communities that have been engaged in recent years but that have been highly impacted by vehicle, pedestrian, and bike crashed and prioritize historically disadvantaged, low-income and BIPOC communities.	<ul style="list-style-type: none"> Payne-Phalen West Side of Saint Paul Downtown Rondo/Summit-University 	<ul style="list-style-type: none"> Share project information Invite input via survey and comment map More focus in phase two: focused community conversations and pop-ups; ask neighborhood councils most effective way to engage
Tier 3	Other Saint Paul neighborhoods that have been impacted by severe/fatal crashes and city-wide Saint Paul residents.	<ul style="list-style-type: none"> Union Park St. Anthony Park All other Saint Paul neighborhoods/districts 	<ul style="list-style-type: none"> Share project information Invite input via survey and comment map

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Appendix B: Previous engagement summary

Plans and engagement efforts

Name of project	Agency	Area	Timeline	Estimated # of people engaged
<u>Saint Paul Pedestrian Plan</u>	City of Saint Paul	City-wide, most representation in Highland Park, Macalester-Groveland, and Summit-University neighborhoods	Summer 2017 – spring of 2018	4,000
<u>Saint Paul Bicycle Plan (update)</u>	City of Saint Paul	City-wide, most representation in 55104 and 55105 zip codes	Engagement for update took place in fall 2021	2,300 (for update)
<u>East Side: East 7th Street and Arcade Street Resurfacing</u>	MnDOT	Dayton’s Bluff, Payne-Phalen neighborhoods	February – June 2022	5,000
<u>Rethinking I-94 (phase one)</u>	MnDOT	Saint Paul and Minneapolis; Saint Paul areas: Rondo, Summit-University, Union Park District	2016 – mid-2018	5,000*
<u>West Side: Robert Street: River South</u>	MnDOT	West Side	August – October 2020	1,300
<u>Downtown Robert Street Reconstruction</u>	City of Saint Paul	Downtown	September – December 2022	450

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Appendix C: Direct outreach to priority areas

Stakeholders and comments

Stakeholder Name	Type	Area	Outreach	Date Contacted	Feedback
Homi Restaurant	Business	Between Dale St. and Lexington Pkwy. on University Ave	In person	3/14/2023	Bus/train rider; works in Saint Paul; top concerns: speeding vehicles, poor road conditions (potholes), crossing busy streets, violence (shootings, drugs), cars not stopping at light rail; cars have run into their restaurant, bus stop in front of restaurant but not maintained in the winter, so it's difficult for people to get off the bus
Milan's Motor Towing & Services	Business	Between Dale St. and Lexington Pkwy. on University Ave	In person	3/14/2023	Driver - biggest concern is potholes/road conditions, especially on University; Driver - Top concerns: speeding vehicles, reckless/careless driving, impaired driving, cars failing to yield, poor road conditions, no sidewalks (in the winter), sidewalks in poor condition; told story of a 4 ft pothole that was ruining cars
Thrifty Nifty	Business	Between Dale St. and Lexington Pkwy. on University Ave	In person	3/14/2023	Driver, sometimes walks; has witnessed multiple accidents in front of store on University Ave & Grotto St N, people will run the light and cause accidents with other vehicles or the light rail, she hears a lot of traffic noise with the accidents and honking, it's hard for people to get into her store with all of the traffic & minimal parking, she would like another stop on Avon St so people don't have to go all the way down to Victoria to get to the store; Idea: speed up the traffic lights on University (especially Grotto St) so that cars don't feel inclined to run them
Mawa T African Hair Braiding	Business	Between Dale St. and Lexington Pkwy. on University Ave	In person	3/14/2023	Driver; Top concern: speeding vehicles; Area: University Ave & Milton in front of their store, police not showing up in time when called
Latuff Brothers Auto Body	Business	Between Dale St. and Lexington Pkwy. on University Ave	In person	3/14/2023	Driver; top concerns: speeding vehicles, reckless/careless driving, poor road conditions; avoids Snelling/University, Snelling/Selby, and Snelling/Marshall because of safety concerns & high traffic
Meineke Car Care Center	Business	Between Dale St. and Lexington Pkwy. on University Ave	In person	3/14/2023	Driver; Top concerns: speeding vehicles, reckless/careless driving; Areas: University Ave & Victoria St, Lexington & I-94 bridge

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Shear Pleasure Salon of Beauty	Business	Between Dale St. and Lexington Pkwy. on University Ave	In person - closed, called - left message, called back - followed up w email	3/14/2023 & 3/15/2023, 3/27/2023	Two major accidents have recently happened outside of her store. Traffic is going too fast on University. When they put in the light rail, they made the lanes and traffic closer to the buildings, which she believes was the wrong move. The vibration from the light rail has caused cracks in her buildings. She would like to see more signs on University reminding people that the speed limit is 30 mph. Her side of the street is especially bad. She likes the idea of putting speed bumps on University, too, but is concerned about how that would affect emergency vehicles. She would also like to see more cameras to catch the license plates of people who are causing these accidents so they can get the right information to the police. She is also concerned about graffiti in the neighborhood, making it look like she and others don't care about their businesses when they really do. She has been on University Ave for 45 years.
Thong Auto General Repair Inc	Business	Between Dale St. and Lexington Pkwy. on University Ave	In person - unavailable, called	3/14/2023 & 3/15/2023	Walks; potholes are a big issue for them and for others, even as a pedestrian
Rice Street Do It Best Hardware	Business	Further north on Rice St. and Maryland Ave.	Called, sent follow up email with more info	3/10/2023	Concern about potholes on Rice Street in front of their store, so bad that they saw someone's wheel come off when they hit one. The City & Police have to drive over them too, but nobody reports it. It is dangerous because if you swerve around the potholes, you swerve into traffic, and on the other side of the road there are more potholes. They are located 3 blocks south of Maryland on Jessamine Ave W. He had indicated at a meeting that he thinks they should change the crosswalk from where it is (on Rice St & Jessamine) because people always try to cross directly across from their store, north of the sidewalk on Jessamine and are going back and forth all the time, which is dangerous. He'd like to see the crosswalk moved north in front of their store rather than where it is. It is very hard to get across Rice Street, so the crosswalk does help, but people don't always stop for it. He doesn't think they need bike lanes, trees, or turn lanes. Just a better quality road.
Oromo Community of Minnesota	Nonprofit	Intersection of University Ave. and Dale St.	Email	3/9/2023	Concerned about snow removal, road maintenance, potholes - Lexington, Jackson. Snow is not cleared on University, can't take left turns. Knows someone hit by light rail while crossing on University. Cars don't stop for people crossing from light rail, and people cross when they shouldn't.

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The Luscious Crab	Business	Intersection of University Ave. and Dale St.	In person	3/14/2023	Driver; top concern: speeding vehicles, cars failing to yield
7 miles sportwear (Hair Depot)	Business	Intersection of University Ave. and Dale St.	In person	3/14/2023	Driver; top concern: speeding vehicles; lives in Woodbury
Rondo Community Library	Community Center	Intersection of University Ave. and Dale St.	Email, in person	3/9/2023 & 3/14/2023	Light rail user - top concerns: reckless/careless driving, poor road conditions, no bike lanes/trails; witnessed a car collision at 7th and ?; Ideas: bike lanes, traffic lights, better snow removal on pedestrian walkways; lives & works in Saint Paul; zip 55104; Driver - top concerns: cars failing to yield, poor road conditions, no sidewalks; avoids: no sidewalk on Larpenteur Ave, cars turning into the farther lane from Marshall onto Cretin, Saint Paul end of Lake St Bridge flooding in heavy rain; has been/almost been in crash at Cretin & Marshall, vehicles sliding on ice at southbound stoplight on Cretin; witnessed crash on Snelling with vehicles and pedestrians, car yielding for pedestrians rear ended by semi; works and visits Saint Paul; zip 55406; age 36-50; pronouns he/him; white
Sun Foods	Business	Intersection of University Ave. and Dale St.	In person	3/14/2023	Supervisor, driver; top concerns: poor road conditions, crossing busy streets; area: near Double Dragon on Maryland and Rice
Earth's Beauty Supply	Business	Intersection of University Ave. and Dale St.	In person	3/14/2023	Top concerns: speeding vehicles, cars failing to yield, poor road conditions, crossing busy streets, potholes; Dale & University is problem area
Flava Coffee & Café	Business	Intersection of University Ave. and Dale St.	Email, in person	3/9/2023 & 3/14/2023	Walker - deep potholes on Concordia near the highway; has seen many car accidents on University from cars turning quickly, can't go for walks around the coffee shop anymore; idea: would like to see traffic slowed, worries about the kids coming out of the library
Jimmy's Food Market	Business	Intersection of White Bear Ave. and Minnehaha Ave.	Call	3/10/2023	White Bear & 3rd, so far so good, no issues around here
Midway Used & Rare Books	Business	On Snelling between I-94 and University Ave.	Call	3/15/2023	The light rail doesn't seem to be safe as pedestrians do not look both ways as light rail approaches. University & Snelling intersection is too fast paced. Lots of potholes on University
M Health Fairview Clinic	Healthcare	Rice St./Pennsylvania Ave. Como Ave. /Marion St.	Call	3/15/2023	Drivers speed through intersections on Hamline and University. People drive too fast in parking lot in front of clinic.

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North Point Collision & Auto Center	Business	Rice St./Pennsylvania Ave. Como Ave. /Marion St.	Email	3/15/2023	Intersection of Como/Marion is too fast. People don't always look both way. Have seen a few accidents on that intersection.
Fredy Auto Repair	Business	Rice St./Pennsylvania Ave. Como Ave. /Marion St.	Call	3/15/2023	Too many potholes around city (no other response)
Como Place Apartments111	Apartment	Rice St./Pennsylvania Ave. Como Ave. /Marion St.	Call	3/15/2023	Traffic moves too fast, concerns about resident safety. Sidewalks are not maintained by the city well with lots of snow left by snowplows

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Appendix D: Communications

Social media

Twitter: The comment map and survey were posted on Saint Paul's Public Works Twitter account (@stpaulpublicw) and retweeted by the City of Saint Paul account (@cityofsaintpaul). In total, Tweets received 62 likes and 66 retweets.

Post date	Likes	Retweets
3/6/23: first post, survey and map	30	25
3/29/23: survey and map	12	16
4/11/23: closing reminder	11	7
4/12/23 - closing reminder	9	18

Facebook: The comment map and survey were also posted on the City of Saint Paul's Facebook page. In total, posts reached 3,371 people, and 139 people engaged with the posts, including clicking on the link.

Post date	Reach	Engaged users, including link clicks
3/6/23: first post; survey and map	1,478	71
3/29/23: survey & map	1,203	54
4/11/23: closing reminder	690	14

Nextdoor: The City of Saint Paul shared the survey and comment map to its Nextdoor page, which has 79,966 members/subscribers.

Post date	Impressions
3/6/23: first post; survey and map	1,687
3/17/23: survey & map	838

GovDelivery

The City of Saint Paul sent GovDelivery emails to their bicycle list, pedestrian list, and new list created for the Transportation Safety Action Plan. The bicycle list has 4,896 subscribers, the pedestrian list has 2,980 subscribers, and the Transportation Safety Action Plan list has 99 subscribers, reaching almost 8,000 people and receiving 993 clicks.

Send date	Open rate	Survey clicks	Map clicks
3/20/23: survey and map	45%	509	131
4/12/23: closing reminder	39%	217	136

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District Councils

The engagement team reached out to each of the 17 District Councils in Saint Paul, encouraging them to share project information with their constituents. The email included an attached one-pager project overview, text and graphics for sharing on social media, and the link to the project website, survey, and comment map. The City of Saint Paul also presented to the District Council Transportation Committee on March 1.

Website

The [project webpage](#) went live in early March of 2023. As of mid-April 2023, the site had received 1,498 page views by 832 unique visitors, resulting in 289 clicks on the survey and 174 clicks on the comment map. Almost half of website visits were direct traffic and about a quarter were referred from social media. External referrers accounted for 16% of visits, and search engines accounted for 8% of visits.

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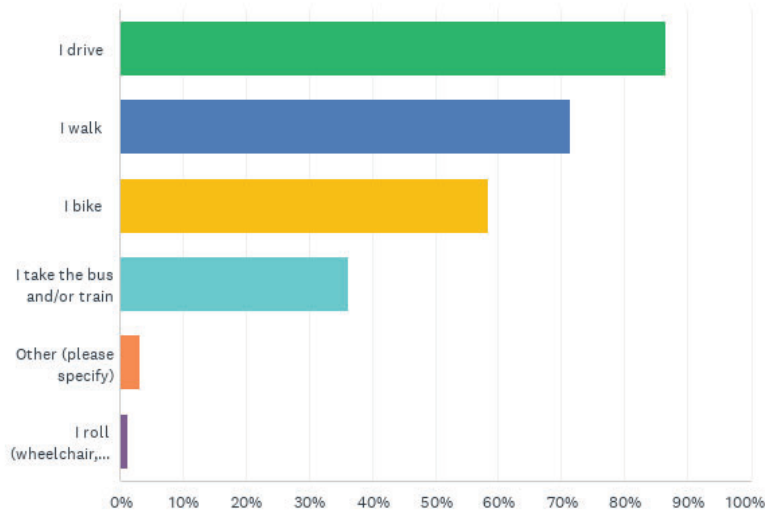


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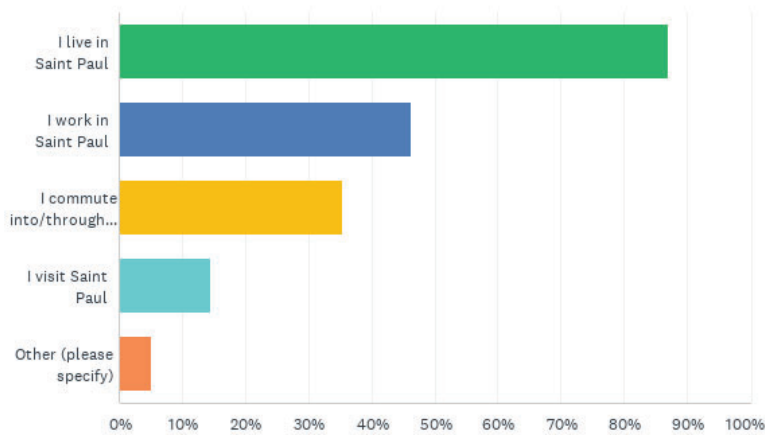
Appendix E: Survey

Citywide demographic data

Q1 How do you usually travel in Saint Paul? (Select all that apply)



Q15 What best describes you? (Select all that apply)



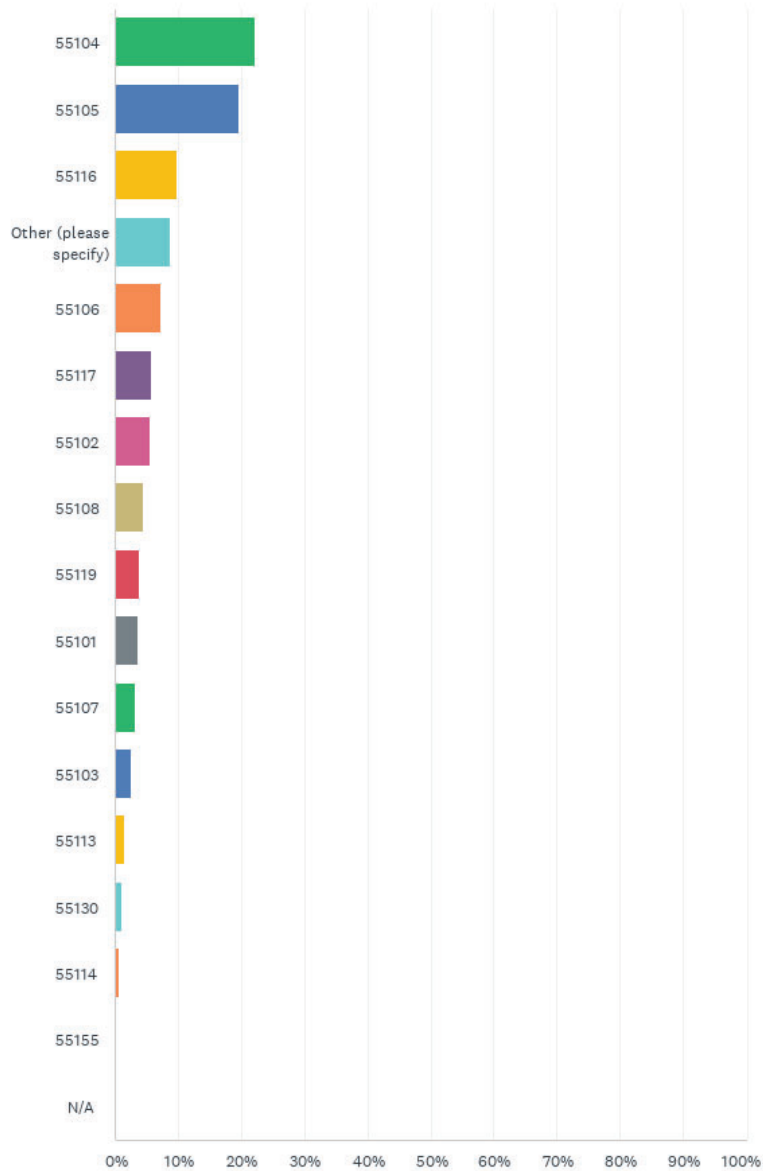
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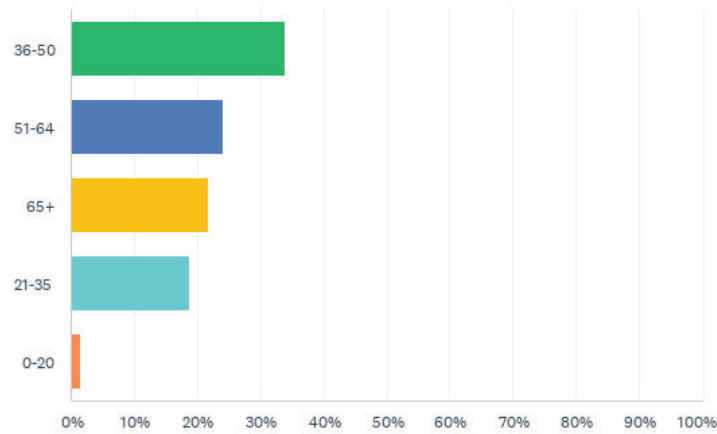
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Q16 What is your zip code?

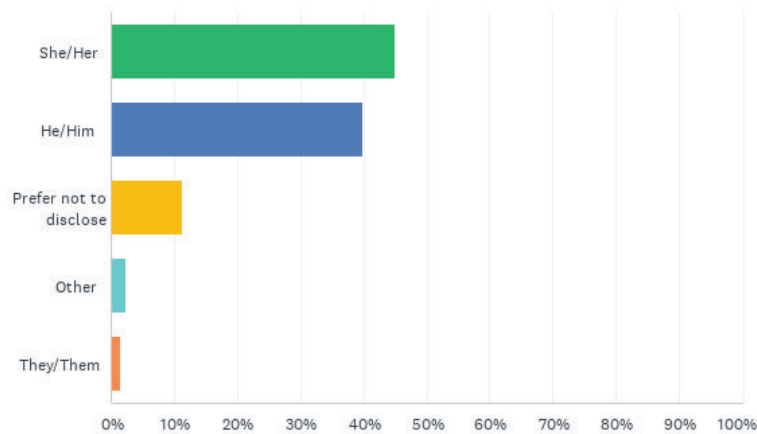




Q17 What is your age?



Q18 What are your pronouns?



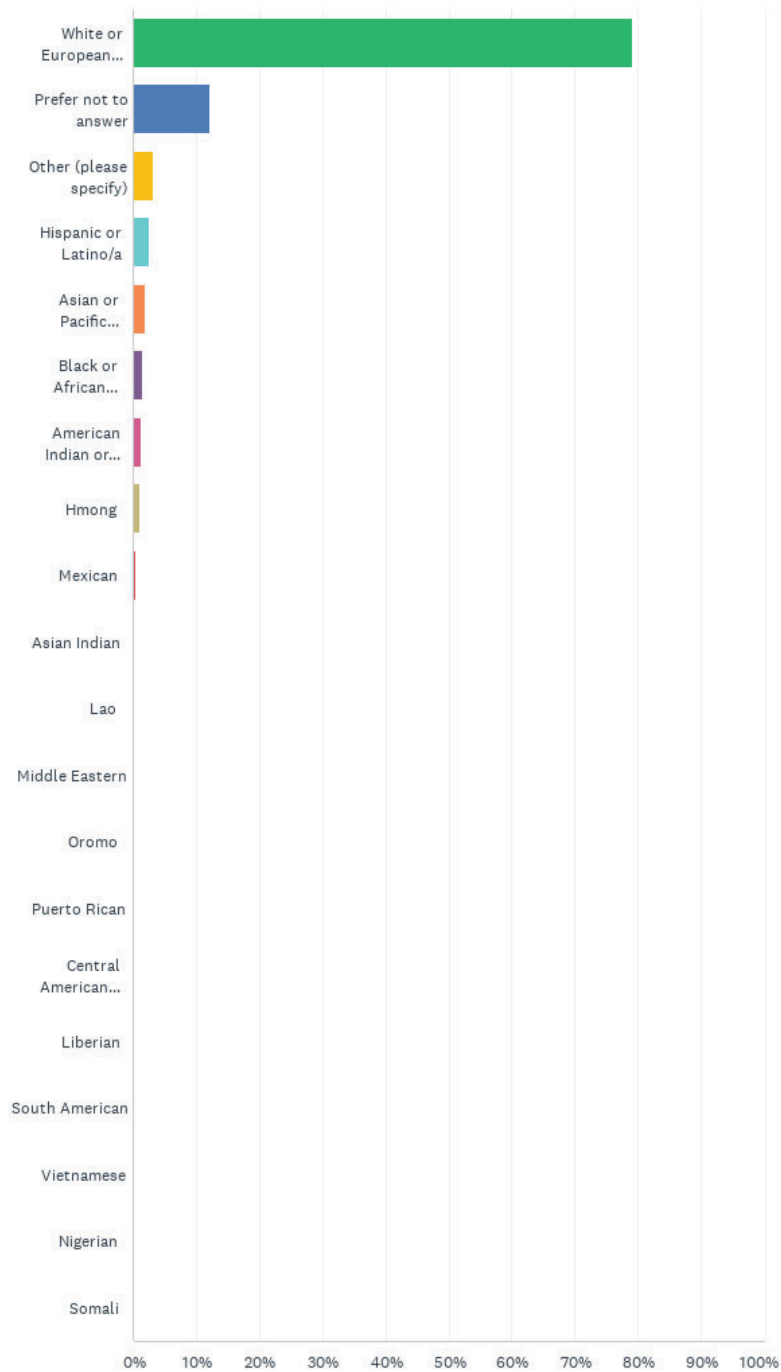
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Q19 Which race/ethnicity best describes you? (Select all that apply)





Appendix F: Comment map

Count of Tier 1 comments by PublicCoordinate Comment Category

Map Comment Category	Count of PublicCoordinate Comment Category: TIER 1 ZIP CODES
Crash or Near Crash	86
Safety improvement idea: Bicyclist	171
Safety improvement idea: Driver	77
Safety improvement idea: Pedestrian	152
Safety improvement idea: Transit rider	11
Safety improvement idea: Wheelchair or mobility device user	4
Grand Total	501

Count of Tier 1 comments by PublicCoordinate Comment Category + Coding Category

Map Comment Category	Crash or Near Crash	Safety improvement idea: Bicyclist	Safety improvement idea: Driver	Safety improvement idea: Pedestrian	Safety improvement idea: Transit rider	Safety improvement idea: Wheelchair or mobility device user	Grand total
Count of speeding vehicles	20	6	31	19			76
Count of reckless/careless driving	32	1	6	3			42
Count of impaired driving	4		3	3			10
Count of cars failing to yield	19	6	2	3			30
Count of poor road conditions		4	6	1			11
Count of crossing/intersections	28	33	23	89	7	1	181
Count of sidewalks		20	2	41		3	66
Count of bicycling	9	138	3	8			158
Count of other	3	10	21	16	7		57

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“Other” comment category/theme

Row Labels	Count of Other
Congestion	2
Crash, limited details	1
Crash, no details	3
Cut through traffic	1
Enforcement	2
Expanding bike & ped space	1
Lighting	5
Roadway design	26
Roundabout	3
Traffic signal	3
Transit	6
Winter maintenance	4
Grand Total	57

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Appendix G: Eastern Heights Elementary pop-up

Demographic information:

Pronouns	Age	Race/Ethnicity	Zip Code
She/her	21-35	White	55119
She/her	21-35	White	55119
She/her	51-64	White	Other
She/her	51-64	Hmong	Other
He/Him	51-64	Hmong	55105
	51-64	Asian/Pacific Islander	55117
		American Indian or Alaskan Native	

Eastern Heights Elementary pop up: Individual comments:

Location	Comment
Highway 52/I-94/E 7th St interchange	Drivers not paying attention & speeding
Johnson Pkwy & Maryland Ave E	Needs turn lights
Citywide	Fix potholes
Harding High School entrance on 3rd St E	Back ups at entrance to high school
3rd St E, between Germain St and Kennard St N	A hill causes cars to speed
3rd St E & White Bear Ave	Bad intersection, near many schools and businesses, scary to walk there
3rd St E & White Bear Ave	Pedestrian was killed here last year
White Bear Ave	Would like to see a 4 to 3 lane conversion, 1 lane each way with a turn lane as opposed to two lanes each way
White Bear Ave	It is had to turn onto White Bear Ave because it is very busy
White Bear Ave	A number of schools are near this corridor, so a safety project would impact a lot of children
White Bear Ave	Lots of speeding, would like to see more enforcement, cops
White Bear Ave	Concern about shootings
Margaret St	Speeding
Wilson Ave	Speeding

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Ruth St N & Margaret St	Intersection has gotten better with pedestrian crossing lights
Margaret St between Hazel St N & Ruth St N	Backups because there is no school drop off zone
Around Eastern Heights Elementary, generally	Would like to see more greening
Conway St & Pedersen St	Will do walking field trips to the Conway Recreation Center
Como Ave & Marion St	Difficult to exit the HmongTown Marketplace parking lot
E Shore Dr & Johnson Pkwy	Blind spot to turn onto Johnson Pkwy from E Shore Dr, many close calls, no left turn light
Phalen Blvd & Johnson Pkwy	Lots of traffic, the lines are awkward, many accidents
Lexington Pkwy N & I-94/Hwy 12	Lights are not timed right, always crashes here
Lower Afton Rd & Burlington Rd, Winthrop St S	High speeds on Afton. There is a stop sign at Burlington, but nothing to stop traffic on Afton, so it is very difficult to get onto Afton - same issue turning from Winthrop
Londin Ln E & Burlington Rd/Totem Rd	Buses from Highland Hills Elementary School can't turn From Londin Ln E onto Todem
Lower Afton Rd & Burlington Rd	Hard to get onto Afton from Burlington, also difficult to access Battle Creek Bike Trail
Randolph Ave & S Cleveland Ave, Cretin Ave S	People run red lights at these intersections



Appendix H: HmongTown Marketplace pop-up

Demographic information:

Pronouns	Age	Race/Ethnicity	Zip Code
He/Him	21-35	Asian/Pacific Islander	55119
He/Him	21-35	White	Other
He/Him	21-35	White	Other
He/Him	21-35	White	55103
He/Him	36-50	Hmong	Other
He/Him	36-50	Hmong	Other
He/Him	51-64	Hmong	Other
He/Him	51-64	Hmong	Other
He/Him	51-64	Hmong	55103
He/Him	51-64	Other	Other

Summary of comments:

- Many people are concerned about speeding on Como Ave. and Pennsylvania Ave.
- Many people who travel to HmongTown also use the recreation center across the street
- Many people walk to HmongTown because they are residents of Frogtown
- Most neighborhoods surround HmongTown are immigrant/refugee residents who either do not have a car, or choose to walk
- Rice St. and Pennsylvania Ave. do not have turn signals causing congestion on Pennsylvania and impatient drivers causing fast turns and dangerous conditions for vehicles and pedestrians
- HmongTown exit to Marion St. has to be swift to make it across the street; causes danger to pedestrians and cars (having to cross through speeding traffic)
- 2 people mentioned speed bumps as a traffic calming measure
- Speeding on Western Ave. and Thomas Ave.
- Area has a lot of young pedestrians crossing to and from the rec. center to Market and back
- Vendors at HmongTown often utilize Market parking and cross over to Rec. center
- Some folks avoid Pennsylvania Ave. and Rice St. when walking; alternate/preferred route is Como Ave. to get to HmongTown Marketplace
- People perceive danger for pedestrians and drivers are about the same
- People perceive speeding and irresponsible driving as main causes of danger
- Owner of HmongTown, Toua Xiong, recommends the city build a bridge/crossing that is away from traffic to keep vendors and children in the area safe