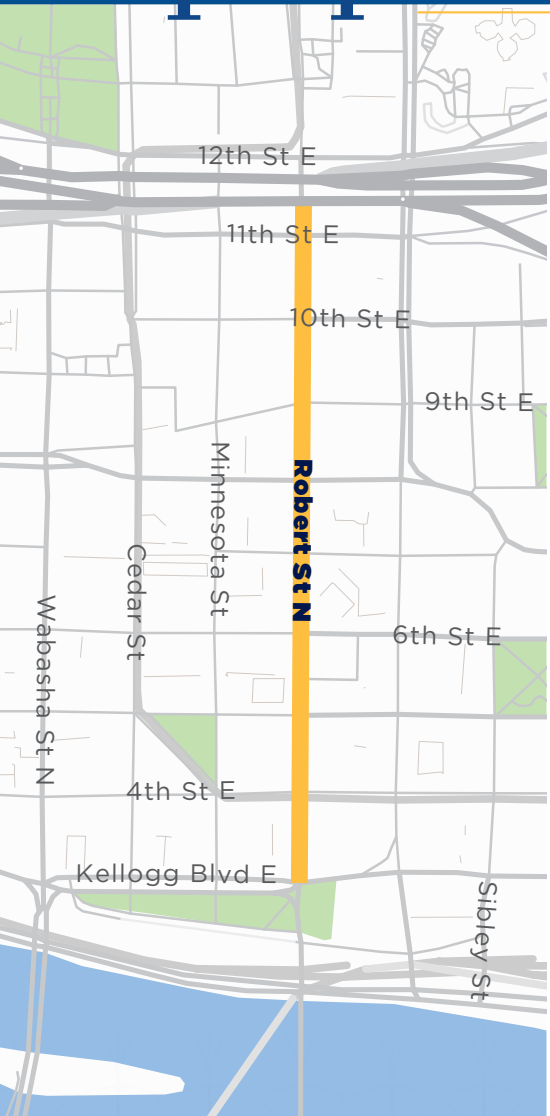




ROBERT STREET

RECONSTRUCTION PROJECT

(KELLOGG BOULEVARD TO I-94)



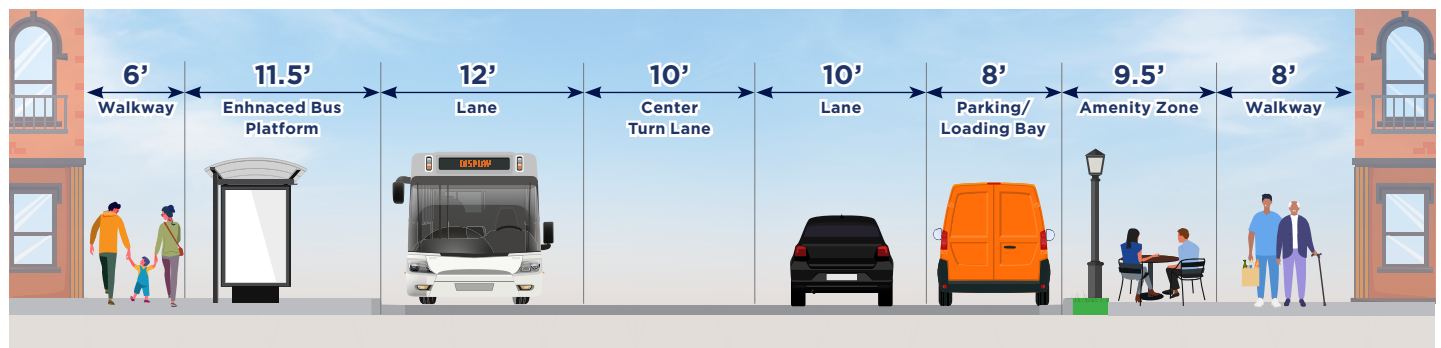
Design Recommendation

The City of Saint Paul is recommending reconstruction of Robert Street between Kellogg Boulevard and 11th Street with a three-lane design that includes additional space in the pedestrian realm. This design is intended to facilitate enhanced transit stations for the Purple Line, G Line, and local bus service, retain some on-street parking and loading zones, and significantly improve safety for pedestrians and vehicular traffic. This recommendation is being made to achieve the City’s vision for Robert Street as a main street downtown, which has an active street life and is a destination instead of a thoroughfare.

Design Features

- ✓ Conversion of 20,000 square feet of street pavement to pedestrian walkway and potential greenspace
- ✓ Conversion of peak hour curbside northbound traffic lane to parking/pedestrian space
- ✓ Transit stops consolidated and enhanced with spacious waiting areas and amenities
- ✓ Transit operations remain in mixed traffic versus dedicated lanes
- ✓ Traffic and transit travel times slightly longer through corridor during peak hours
- ✓ Overall parking stalls reduced compared to existing
- ✓ Loading zone areas maintained similar to existing

Typical Cross-Section



Stay Updated

Visit our project website for the most up to date information: stpaul.gov/RobertStreet

Or, contact project staff:

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 ✉ Don.Pflaum@ci.stpaul.mn.us

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 ✉ Anna.Potter@ci.stpaul.mn.us

Project Goals

The team will continue to modify the design throughout 2023, with this vision and the originally stated and vetted project goals in mind:

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

Final Engineering Design Element Refinement

- ✓ Transit station platform size and configuration
- ✓ Local bus operations and network, specifically at 7th Place and 6th Street
- ✓ Identification and vetting of potential transit priority elements
- ✓ Intersection lane configuration details
- ✓ Size and distribution of metered parking and loading zones on each block
- ✓ Streetscape amenity elements and locations (e.g. trees, planters, benches, bike racks, etc.)
- ✓ Underground utility configuration, design and coordination
- ✓ Stormwater quality elements and locations

Project Timeline

Starting in June 2023, the team will enter into Final Engineering. This phase of work includes designing each intersection in detail (including pedestrian ramps and traffic signal optimization), finalizing the cost estimate, and applying for permits.



ROBERT STREET
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SAINT PAUL
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How the Robert Street design came to be



2022

2023

2024

Existing Conditions

September to November 2022 Engagement Activities

- Public meeting
- In-person pop-up events
- Online survey and interactive map
- Business and property owner meetings
- Residential outreach
- Social media posts
- Electronic newsletters

What we heard Top priorities

- More green space & better maintenance
- More vibrant and interesting streetscape
- Improve pedestrian safety and experience
- Dedicated transit lanes
- More public seating
- Traffic calming measures
- Maintain parking, including short-term parking
- Better street lighting
- More bike parking

February 2023: Design options

Three design options reflecting public input were created

- A. Two vehicle lanes and two dedicated transit lanes
- B. Two vehicle lanes with a center turn lane
- C. Two vehicle lanes, a northbound dedicated transit and a center turn lane

March to April 2023 Engagement Activities

- Public meeting
- In-person pop-up events
- Online survey and interactive comment map
- Electronic newsletters
- Business and property owner meetings
- Residential outreach
- Corridor signage
- Social media posts

What we heard

- Option B was the favored design
 - Pedestrian & green space remained the top priority
 - Vehicle travel time and traffic flow were second
 - Maintaining parking, including short-term parking remained important
- "Let's use this opportunity to make the space more human."*
- Pop-up participant

May 2023: Made design recommendation

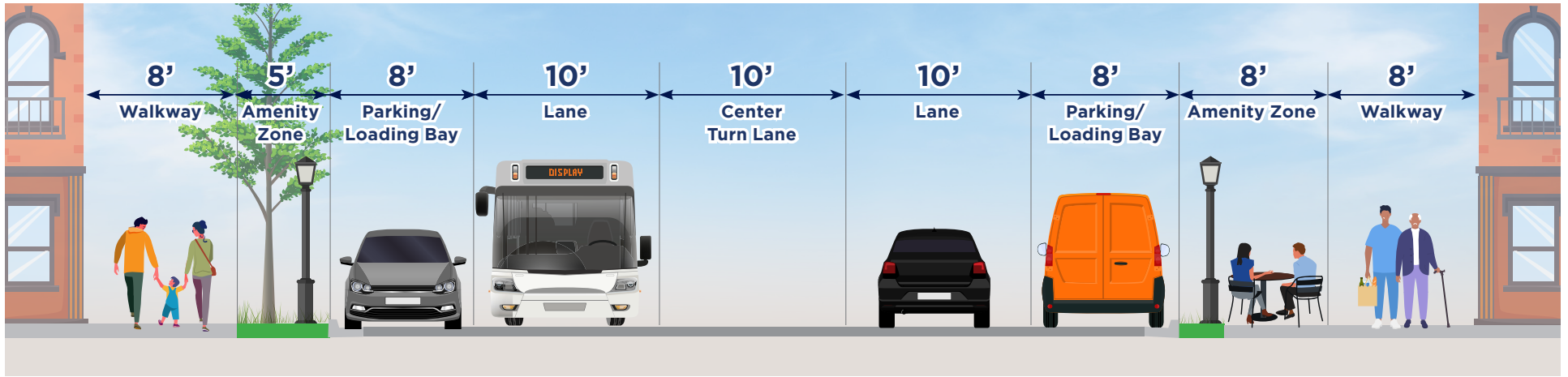
Based on public input, Design Option B was selected by the City.

- 2 vehicle lanes with a center turn lane
- The design features wider sidewalks, bumpouts at intersections, in-lane Bus Rapid Transit stations, left turn lanes for multimodal safety, retains on-street parking at key nodes, accommodates green infrastructure to improve water quality, and provides critical loading zones.

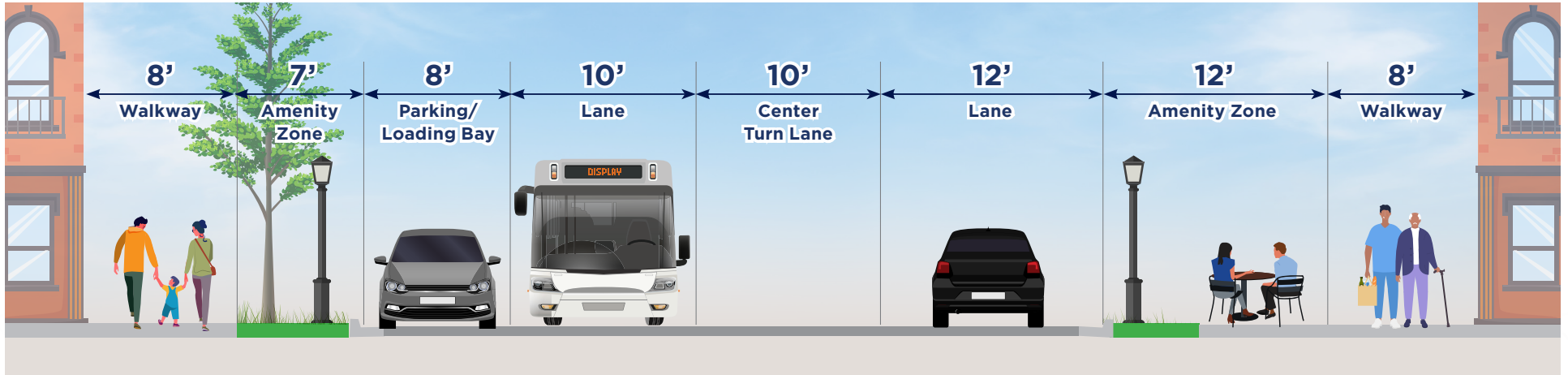
Based on public input, the recommended design has:

- ✓ An improved pedestrian experience
- ✓ More space for amenities (public seating & green space)
- ✓ Curb bumpouts at intersections to reduce crossing distances and improve safety
- ✓ Provides designated parking and critical loading areas
- ✓ Enhanced transit facilities for current and planned Bus Rapid Transit operations

Parking/Loading on Both Sides



Parking/Loading on One Side



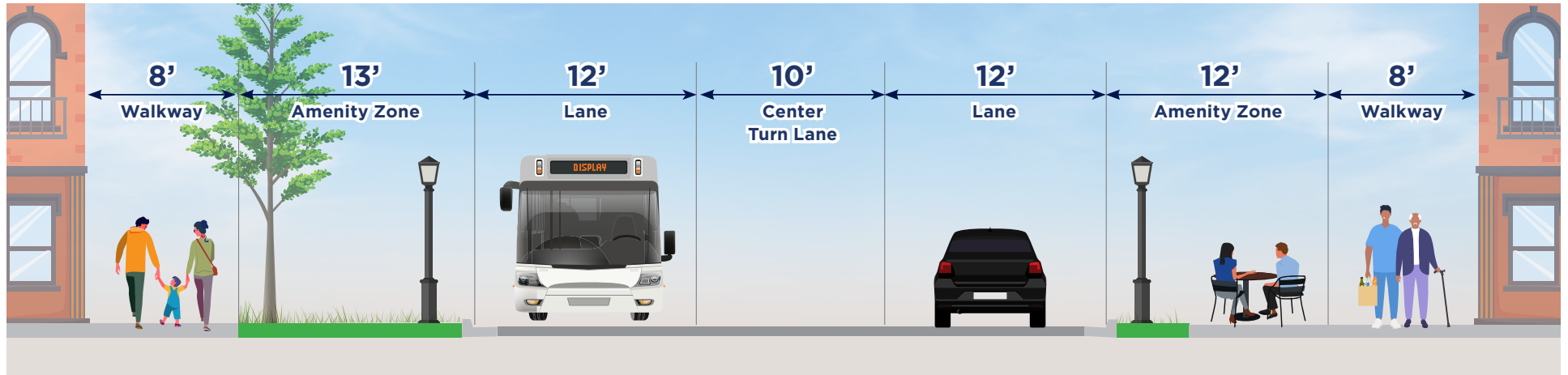
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Intersection Bump Out



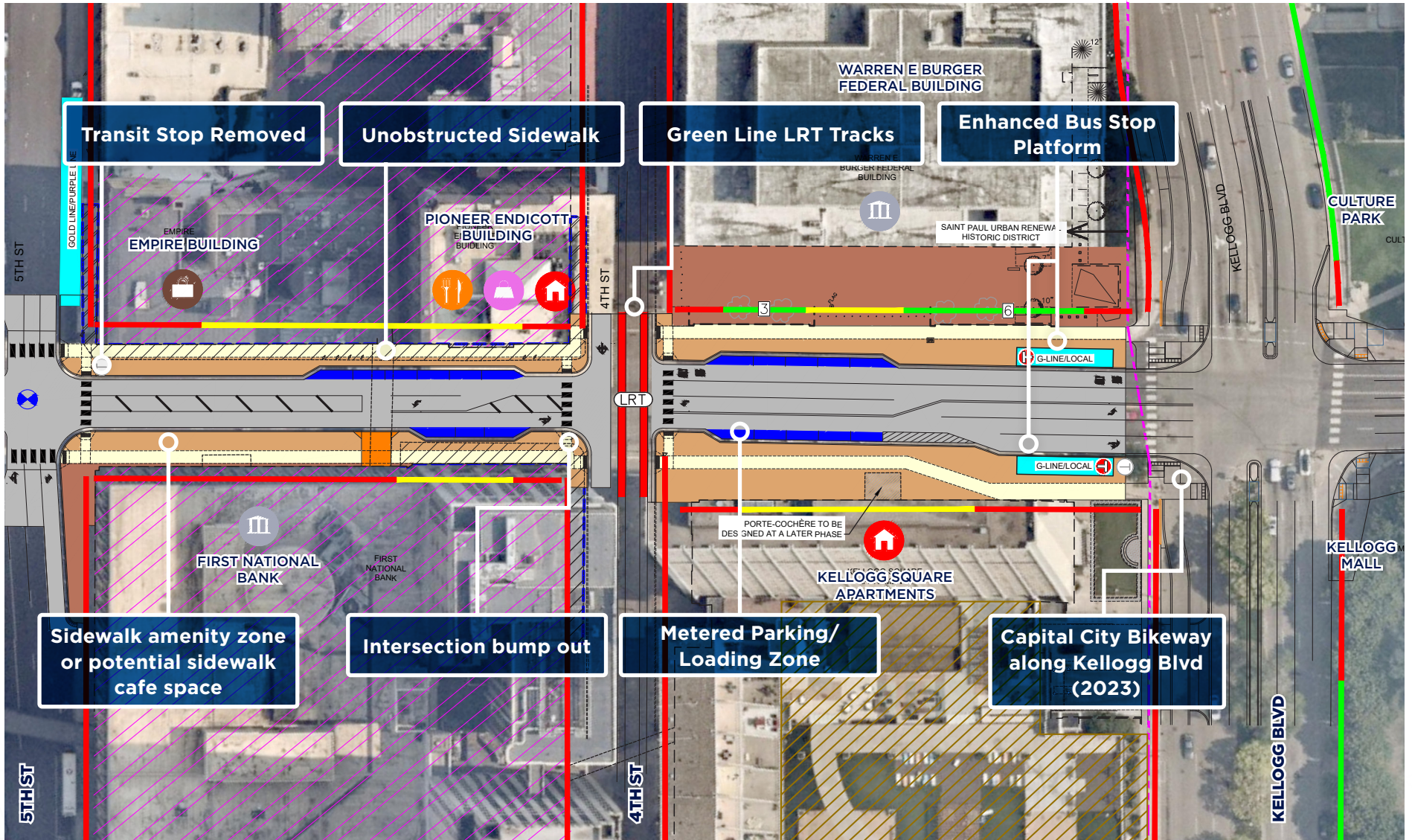
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ROBERT STREET From Kellogg Boulevard To 5th Street



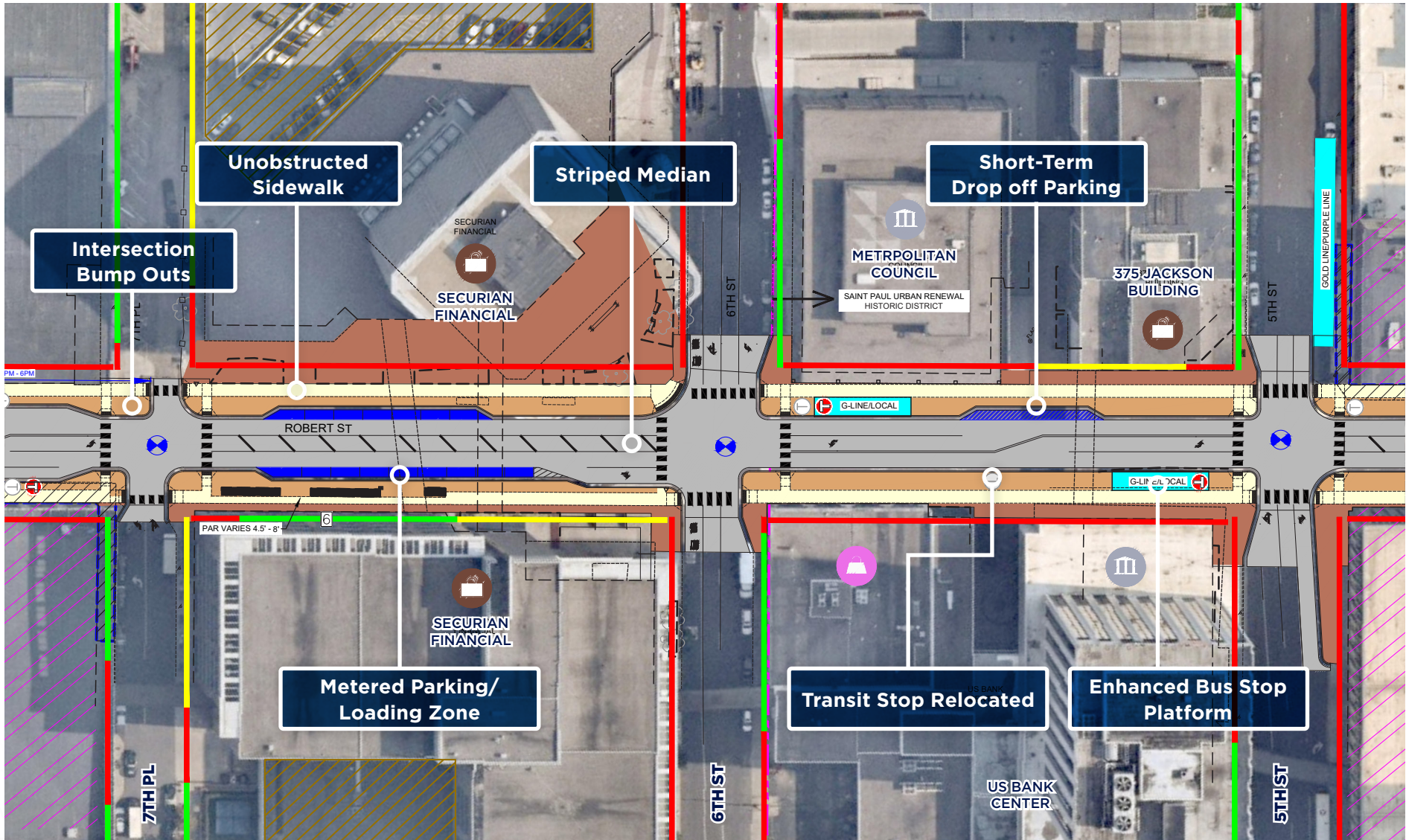
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|--|--------------------------------------|--|------------------------------|--|-------------------|--|-----------------------|--|-------------------------------|
| | EXISTING ON-STREET PARKING PERMITTED | | WALKWAY (FROM INPLACE ROW) | | PROPOSED ROADWAY | | SIGNAL SYSTEM | | HISTORIC SITE |
| | EXISTING ON-STREET LOADING ZONE | | EXISTING PARKING METER COUNT | | AMENITY ZONE | | EXISTING BUS STOP | | POTENTIAL SIDEWALK CAFE SPACE |
| | EXISTING ON-STREET NO PARKING ZONE | | PARKING LOT/RAMP | | PROPOSED DRIVEWAY | | POTENTIAL PARKING | | AREAWAY/HEATED SIDEWALK AREA |
| | | | | | | | PROPOSED BRT PLATFORM | | |
| | | | | | | | PROPOSED BIKE LANE | | |

ROBERT STREET

RECONSTRUCTION PROJECT

(KELLOGG BOULEVARD TO I-94)

ROBERT STREET *From 5th Street to 7th Place*



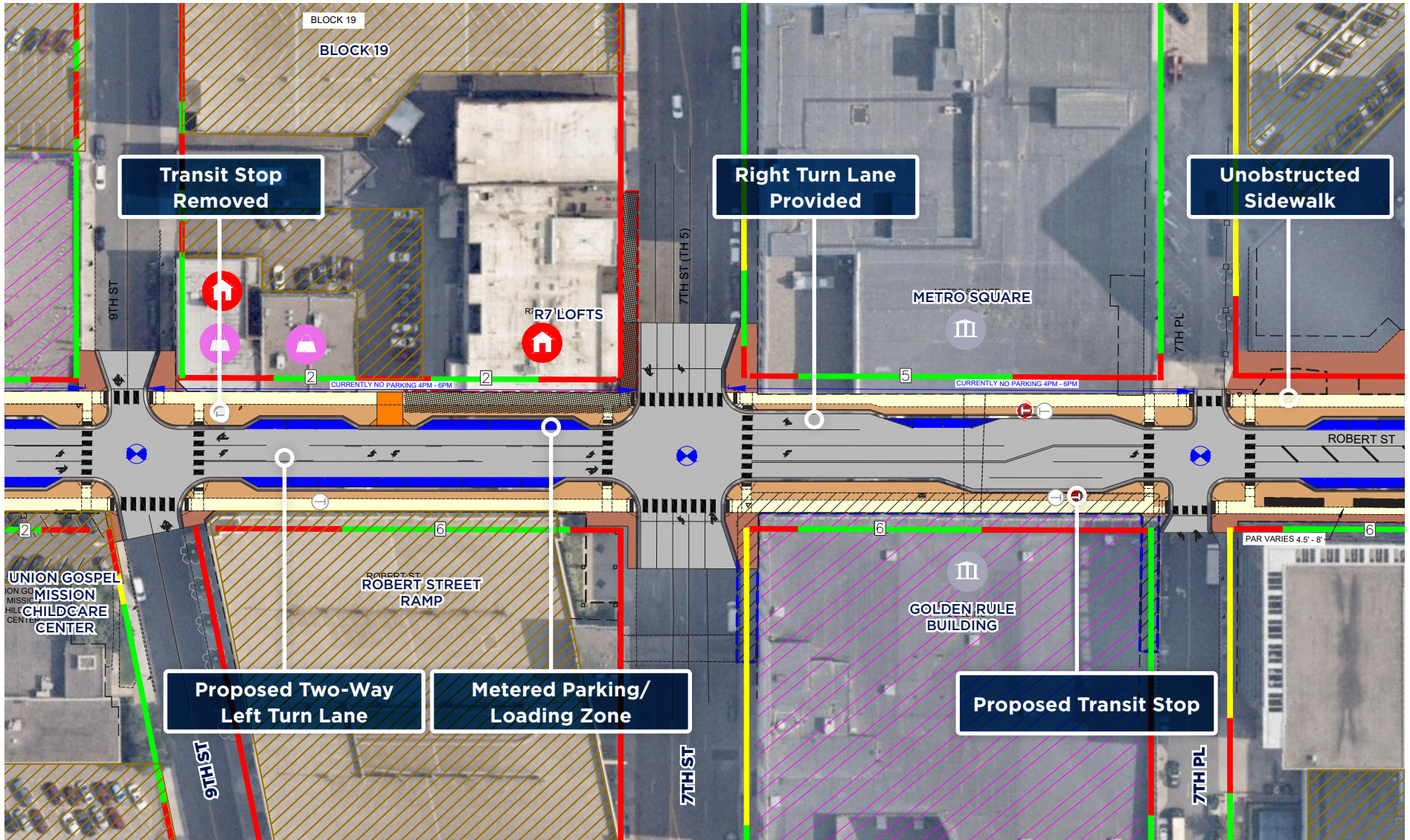
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| | EXISTING ON-STREET PARKING PERMITTED | | WALKWAY (FROM INPLACE ROW) | | PROPOSED ROADWAY | | SIGNAL SYSTEM | | HISTORIC SITE |
| | EXISTING ON-STREET LOADING ZONE | | EXISTING PARKING METER COUNT | | AMENITY ZONE | | EXISTING BUS STOP | | POTENTIAL SIDEWALK CAFE SPACE |
| | EXISTING ON-STREET NO PARKING ZONE | | PARKING LOT/RAMP | | PROPOSED DRIVEWAY | | POTENTIAL PARKING | | AREAWAY/HEATED SIDEWALK AREA |
| | | | | | | | PROPOSED BRT PLATFORM | | |
| | | | | | | | PROPOSED BIKE LANE | | |

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ROBERT STREET *From 7th Place to 9th Street*



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|--|--|---|---|---|---|
|  EXISTING ON-STREET PARKING PERMITTED |  WALKWAY (FROM INPLACE ROW) |  PROPOSED ROADWAY |  PEDESTRIAN REALM WITHIN ADJACENT PROPERTY |  SIGNAL SYSTEM |  HISTORIC SITE |
|  EXISTING ON-STREET LOADING ZONE |  EXISTING PARKING METER COUNT |  AMENITY ZONE |  PROPOSED BRT PLATFORM |  EXISTING BUS STOP |  POTENTIAL SIDEWALK CAFE SPACE |
|  EXISTING ON-STREET NO PARKING ZONE |  PARKING LOT/RAMP |  PROPOSED DRIVEWAY |  PROPOSED BIKE LANE |  POTENTIAL PARKING |  AREAWAY/HEATED SIDEWALK AREA |

ROBERT STREET RECONSTRUCTION PROJECT (KELLOGG BOULEVARD TO I-94)

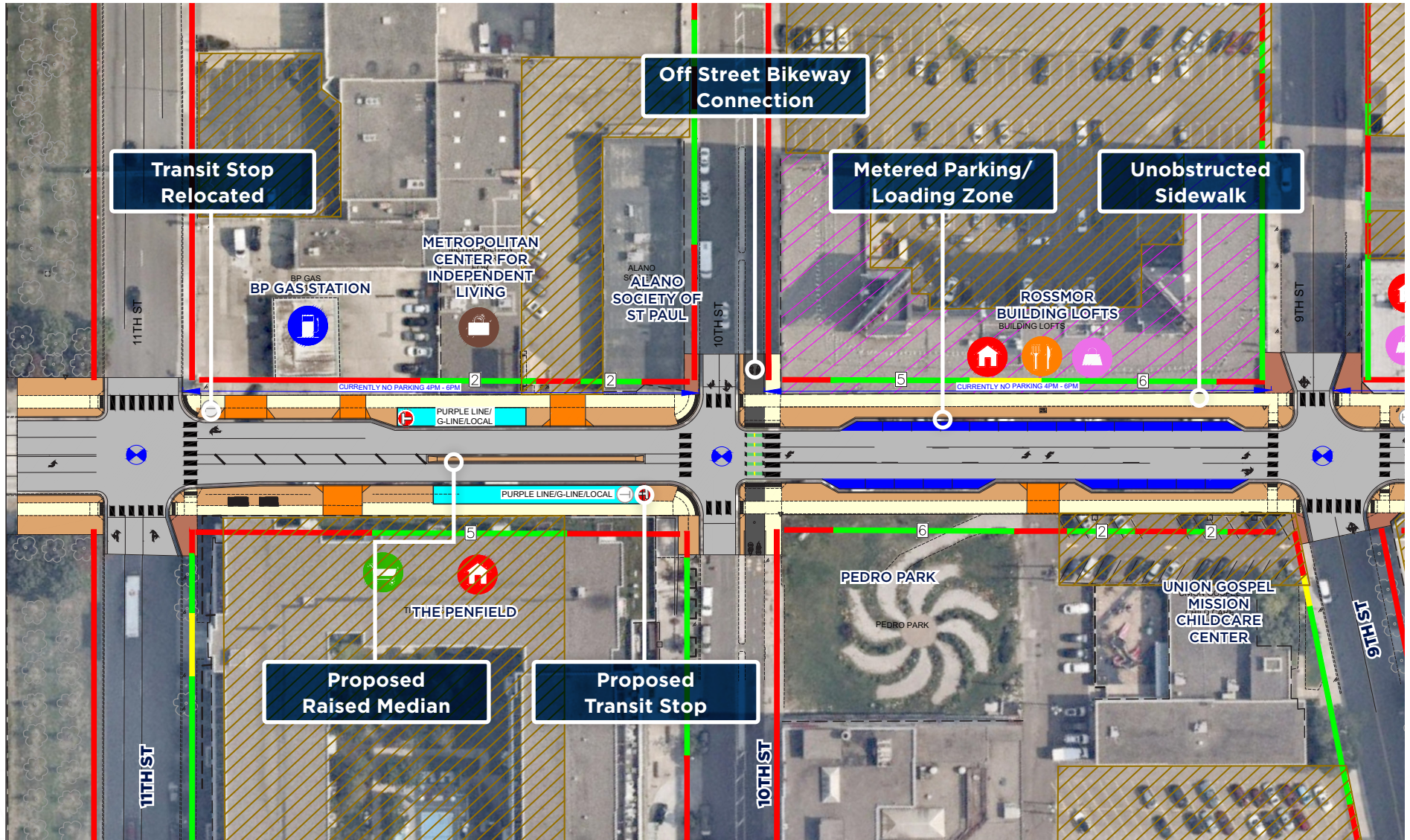


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ROBERT STREET From 9th Street to 11th Street



- | | | | | | | | | | |
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| | EXISTING ON-STREET PARKING PERMITTED | | WALKWAY (FROM INPLACE ROW) | | PROPOSED ROADWAY | | SIGNAL SYSTEM | | HISTORIC SITE |
| | EXISTING ON-STREET LOADING ZONE | | EXISTING PARKING METER COUNT | | AMENITY ZONE | | EXISTING BUS STOP | | POTENTIAL SIDEWALK CAFE SPACE |
| | EXISTING ON-STREET NO PARKING ZONE | | PARKING LOT/RAMP | | PROPOSED DRIVEWAY | | POTENTIAL PARKING | | AREAWAY/HEATED SIDEWALK AREA |
| | | | | | | | PROPOSED BIKE LANE | | |

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