



CITY OF SAINT PAUL

# DOWNTOWN STREETS AND SIDEWALK PLAN

# CapitolRiver Council Public Realm Committee Workshop

April 3, 2025



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# Agenda

1. Welcome & Introductions
2. District Council Updates
3. Downtown Streets and Sidewalks Plan Updates
  - Process Update & Timeline
  - Engagement Activities & Survey
  - Introduce Street Types
4. Workshop
5. Adjourn



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# Downtown Streets and Sidewalks Plan Updates

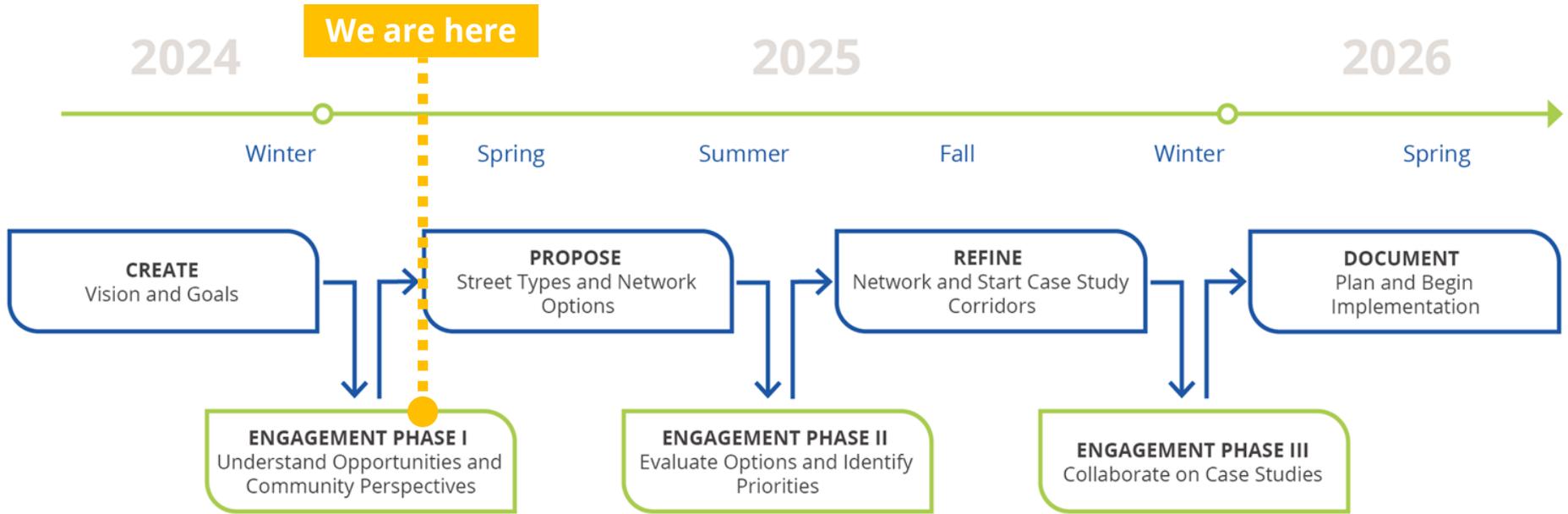


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# Plan Process





## Vision

The Saint Paul Downtown Streets and Sidewalk Plan will establish a transportation network that is **safe, convenient, and vibrant**. The network facilitates downtown becoming a **renewed center of energy** in the region that safely connects diverse businesses, residents, and visitors throughout the year. To be **resilient** to land use and travel pattern changes, the streets and sidewalks prioritize an **enhanced pedestrian experience** and **reduce automobile dependency**. The Downtown Streets and Sidewalks Plan will articulate a pathway to implementation of this vision.



## Goals

 **Safe and Comfortable:** Create a transportation network that facilitates safe and comfortable trips, especially for the city's most vulnerable travelers

 **Connected and Convenient:** Create a transportation network with easy-to-use and reliable travel options

 **Equitable and Accessible:** Create a transportation network with mobility options for all

 **Vibrant and Inviting:** Create a public realm that makes it attractive to do business in and spend time around downtown

 **Sustainable and Resilient:** Create a transportation network that is adaptable to change, sustainably managed, and makes low-emissions travel a legitimate choice



## Stakeholder Engagement

### Facilitated Initial Conversation with:

- Downtown Alliance
- East Metro Strong
- CapitalRiver Council
- Small Business Owners
- Farmer's Market Leadership
- Minnesota Wild & Xcel Energy Center
- Metro Transit
- City - Evie (EV) & Shared Mobility program
- City - Planning and Economic Development (PED)
- City - Street Design
- City - Traffic
- City - Sewer Division
- City - Police Department
- City Leadership - Directors & Council President

### Still Looking to Engage With:

- Students
  - High School & Younger
  - College-Level
- Other Event Centers and Institutions
  - CHS Field & Saint Paul Saints
  - Visit Saint Paul
  - Landmark Center
  - Museums
- Chambers of Commerce
  - Saint Paul Area
  - Black Chamber of Commerce
  - Hmong Chamber of Commerce
- Building Owners: Greater Saint Paul BOMA
- Unsheltered Population



## Public Engagement





# Online Survey

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**City of Saint Paul Downtown Streets and Sidewalks Plan Survey**

Tell us about your relationship with Downtown Saint Paul Streets

The [City of Saint Paul](https://www.cityofstpaul.com/) is looking to improve connectivity and support growth in Downtown Saint Paul. Your input is essential in shaping the future of downtown's streets and sidewalks. Please take 10 minutes to share your thoughts on transportation and mobility in Downtown Saint Paul. This survey closes April 22, 2025.

Survey live and available at project website: **[stpaul.gov/DowntownStreetsPlan](https://stpaul.gov/DowntownStreetsPlan)**

([Direct Link: https://www.surveymonkey.com/r/DowntownStreetsPlan](https://www.surveymonkey.com/r/DowntownStreetsPlan))

Open until April 22<sup>nd</sup> – Earth Day!

- We need your help promoting the survey
- We will send some promotional language to share with listservs/social media



## Workshop Structure

- **Introduce Potential Street Types**
- Breakout groups for 30mins – vet the issues as a group and create and discuss network ideas and tradeoffs
- Synthesis - Regroup and report back to the larger group



# Potential Street Types

- **Green Plaza Streets**
  - Goal: Sustainable and Resilient
- **Festival Streets**
  - Goal: Vibrant and Inviting
- **Connector Streets**
  - Goal: Connected and Convenient
- **Equitable Access Streets**
  - Goal: Equitable and Accessible

The first goal “Safe and Comfortable” should be incorporated into all streets, regardless of street type.

Note – many of these have overlap and more types can be added



# Potential Street Type: Green Plaza Streets



Primary Goal it Supports:

## **Sustainable and Resilient**

*Create a transportation network that is adaptable to change, sustainably managed, and makes low-emissions travel a legitimate choice*

## **Features of this Potential Street Type:**

- Street trees and tree cover
- Stormwater and runoff considerations
- Streets and buildings oriented to pedestrian scale activity
- i.e. “Pedestrian Malls” and “Plazas”

## **Best suited for streets with:**

- Low auto volume (now or in the future)
- All-day pedestrian demand
- Fewer underground utility conflicts
- Loading activity in alternative entrances



Denver 16<sup>th</sup> Street



# Potential Street Type: Festival Streets



Primary Goal it Supports:

## **Vibrant and Inviting**

*Create a public realm that makes it attractive to do business in and spend time around downtown*

## **Features of this Potential Street Type:**

- Streets that close for festivals and events
- Designed to be flexible
- May be curbsless / woonerf
- Higher end finishes to create ambiance



OPEN - Typical Day

Image Credit: Kimley-Horn



ACCESS LIMITS – Events/Fests

Image Credit: Kimley-Horn

## **Best suited for streets with:**

- Frequent events and/or proximate to event centers
- No regional mobility purpose; high local access purpose
- Commercial activity



# Potential Street Type: Connector Streets

Primary Goal it Supports:

## **Connected and Convenient**



*Create a transportation network with easy-to-use and reliable travel options*

## **Features of this Potential Street Type:**

- Streets that play key vehicular ingress into and out of downtown
- Regional role
- Could include recently constructed/improved streets

## **Best suited for streets with:**

- Higher vehicle volumes (now or in the future)
- Regional connectivity outside of core
- Access to off-street parking ramps



Image of Korean Veterans Boulevard in Nashville connecting east Nashville and I-24 to Downtown. Roadway includes a bicycle lane, parking and enhanced streetscape. (Source: Hawkins Partners)



# Potential Street Type: Equitable Access

Primary Goal it Supports:  
**Equitable and Accessible**



*Create a transportation network with mobility options for all*

## Features of this Potential Street Type:

- Corridors that prioritize high-capacity people movement (transit)
- Accommodates transferring between modes of travel & shared mobility options
- Connects key land uses

## Best suited for streets with:

- Regional transit connectivity outside of core
- High transit frequency through downtown (now or anticipated)
- Evie carshare & accommodations for shared mobility
- Great pedestrian connectivity to commercial districts and concentrations of activity (like high density housing, event centers, etc.)





## Discussion before breakouts...

- Any questions, comments, or reactions to four street types?
- Are there other street types that should be considered?

# Breakout



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## Breakout Group Activity

- Sort into groups and review the map of Downtown Saint Paul.
- Using trace paper, identify which typology should apply to each street in Downtown
  - What streets should be **festival** streets? (YELLOW marker)
  - What streets should be **green** streets? (GREEN marker)
  - What streets should be **equitable access** streets? (BLUE marker)
  - What streets should be **connector** streets? (RED marker)
  - Is there a type missing? (make a proposal and sketch it out)
- Be visionary.
- Think about short-term ideas vs long-term ideas.
- Think through considerations and reactions, ideas and tradeoffs.
- Reflect on findings.
- We'll regroup and discuss your draft network ideas for the street typologies.

# Group Report Out



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# Next Steps



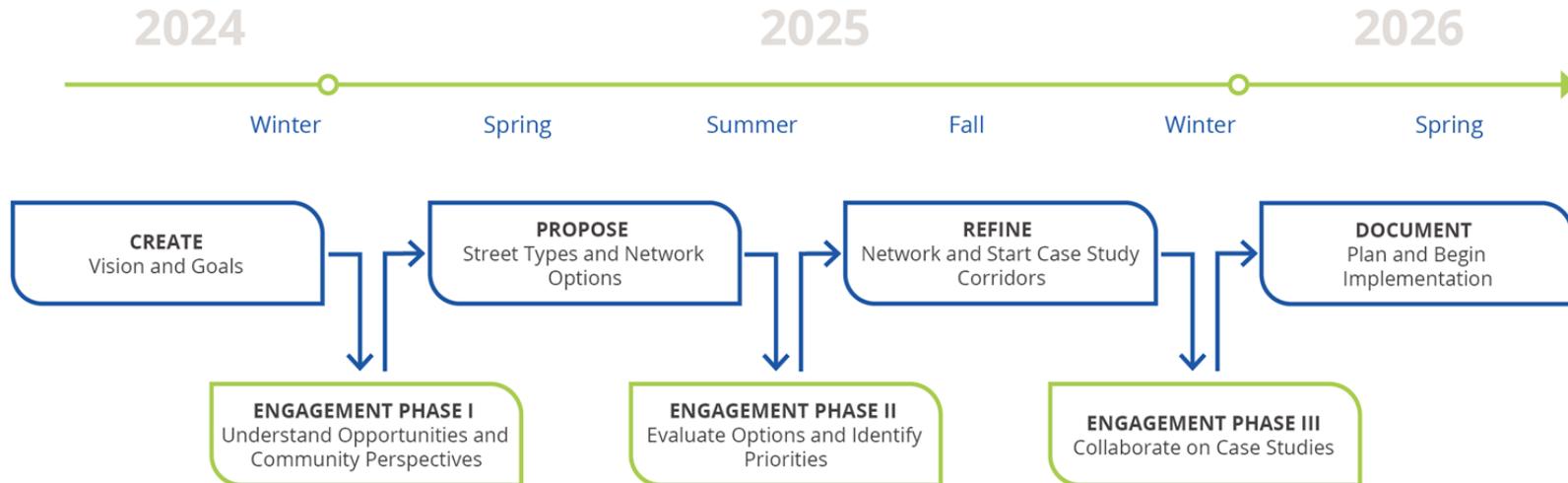
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## Where we are going

- Apply Online Survey Results → incorporate into Street Types and Locations
- Continue to meet with Stakeholders & Create Scenarios
- Next CRC Public Realm Meeting: May 1, 2025



# Thank you

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