



How Downtown Saint Paul Travels

Mode Share Models



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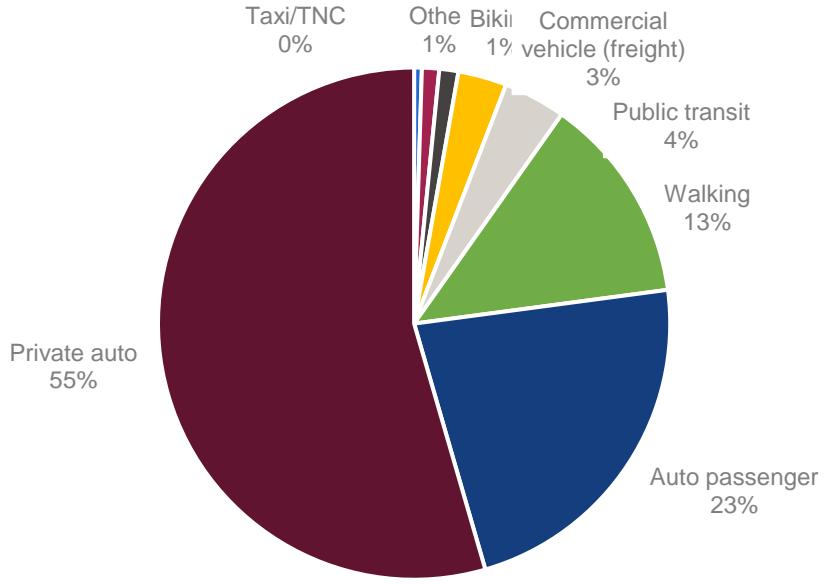
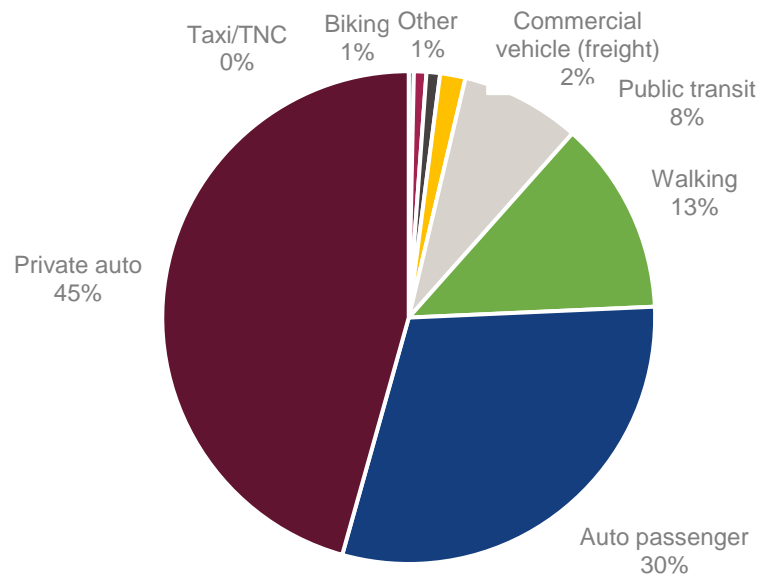
18% of trips to downtown by foot, bike, & transit
More than ¾ of weekday trips into downtown involve driving.

Trips Ending In Downtown - Weekday

Source: Replica Model

Fall 2019 Weekday Modeshare

Spring 2024 Weekday Modeshare



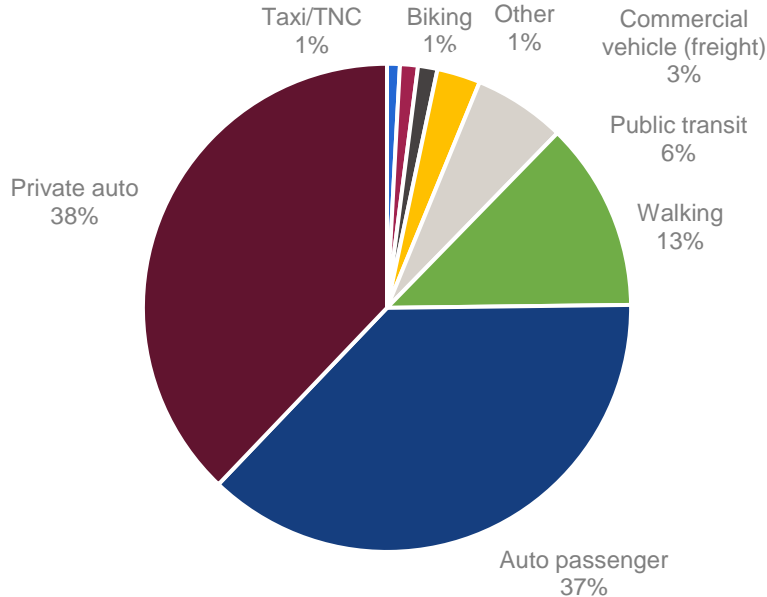


Driving continues to be the dominant way people travel into downtown on weekends.

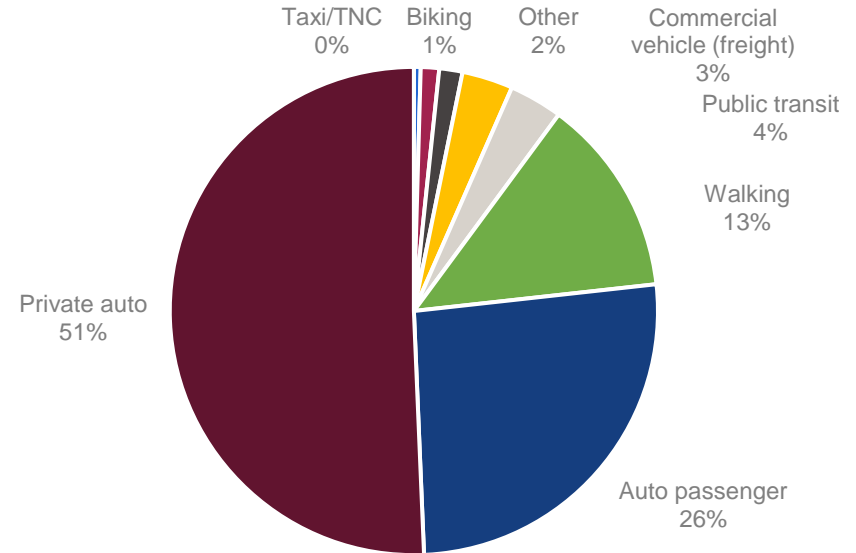
Trips Ending in Downtown - Weekend

Source: Replica Model

Fall 2019 Weekend Modeshare



Spring 2024 Weekday Modeshare



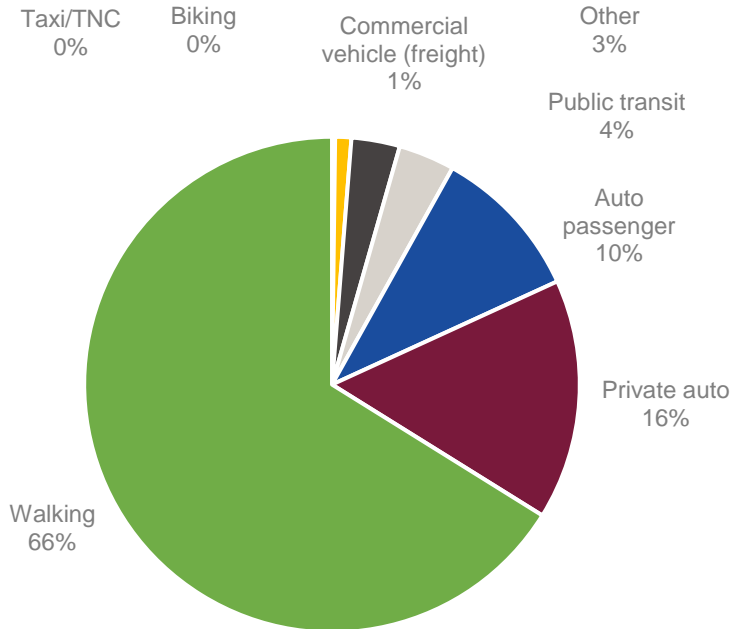


Over half of weekday trips within downtown are by foot.

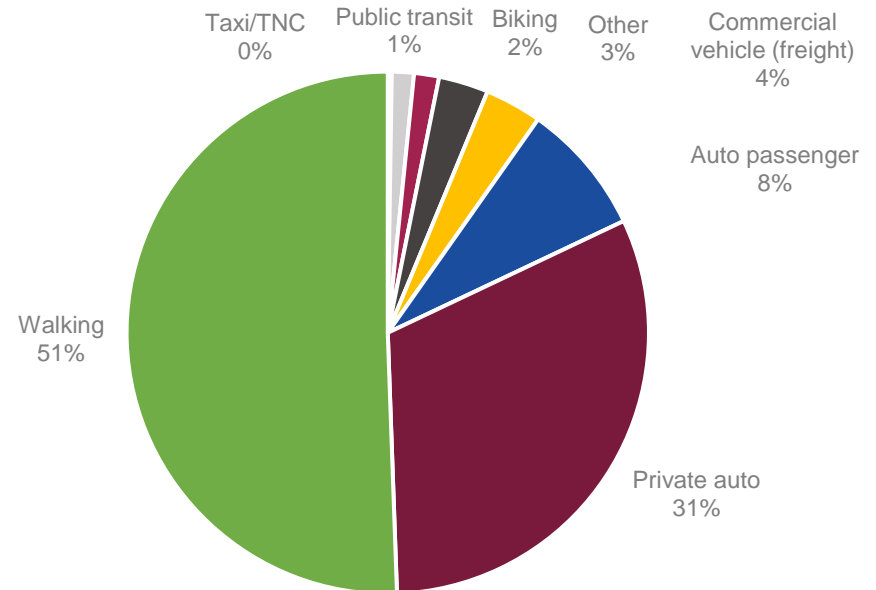
Trips Within Downtown- Weekday

Source: Replica Model

Fall 2019 Weekday Modeshare



Spring 2024 Weekday Modeshare



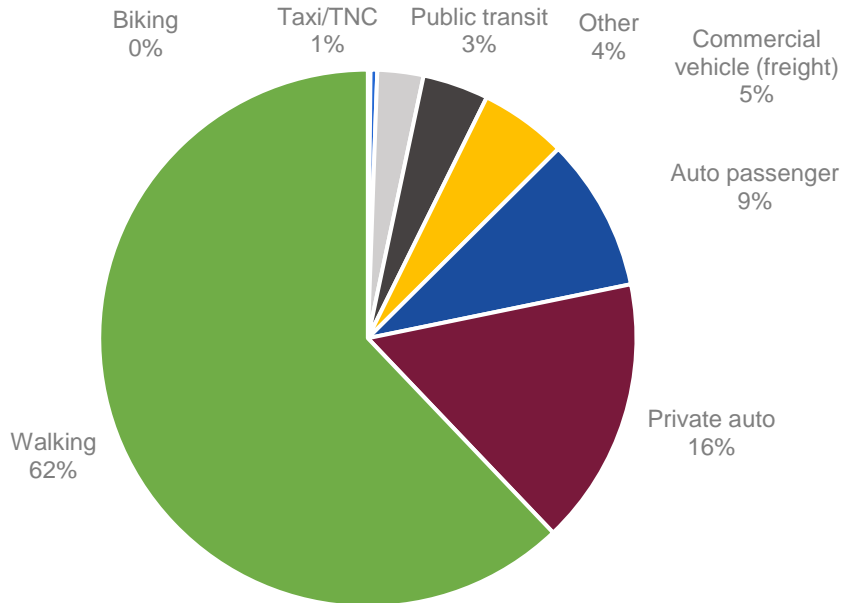


The same is true on weekends.

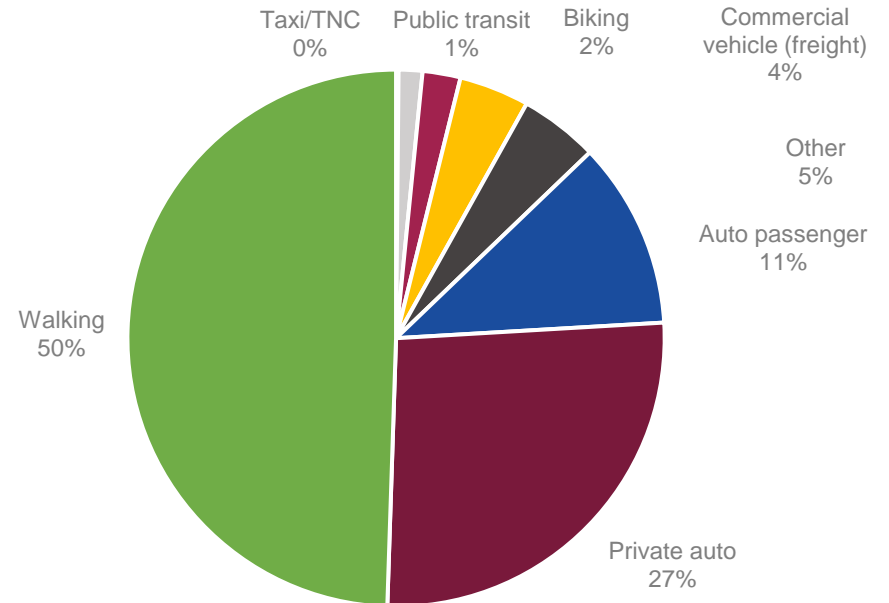
Trips Within Downtown- Weekend

Source: Replica Model

Fall 2019 Weekend Modeshare



Spring 2024 Weekend Modeshare





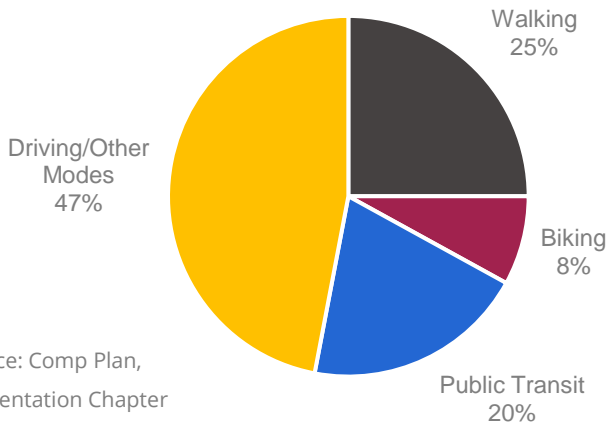
Driving modeshares needs to drop by 24% to meet city goals

Modeshare compared to Comprehensive Plan Goals

Comprehensive Plan Goal City Modeshare

- 25% walking
- 20% public transit
- 8% bicycling

Goal Modeshare in Comprehensive Plan

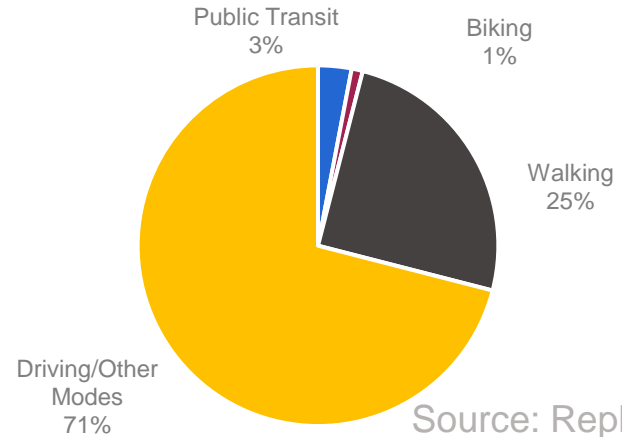


Source: Comp Plan, Implementation Chapter

Current Average 2024 Modeshare

- Trips within downtown meet walking modeshare goal
- Biking, transit, and walking share too small in all other trip models

Average 2024 Modeshare

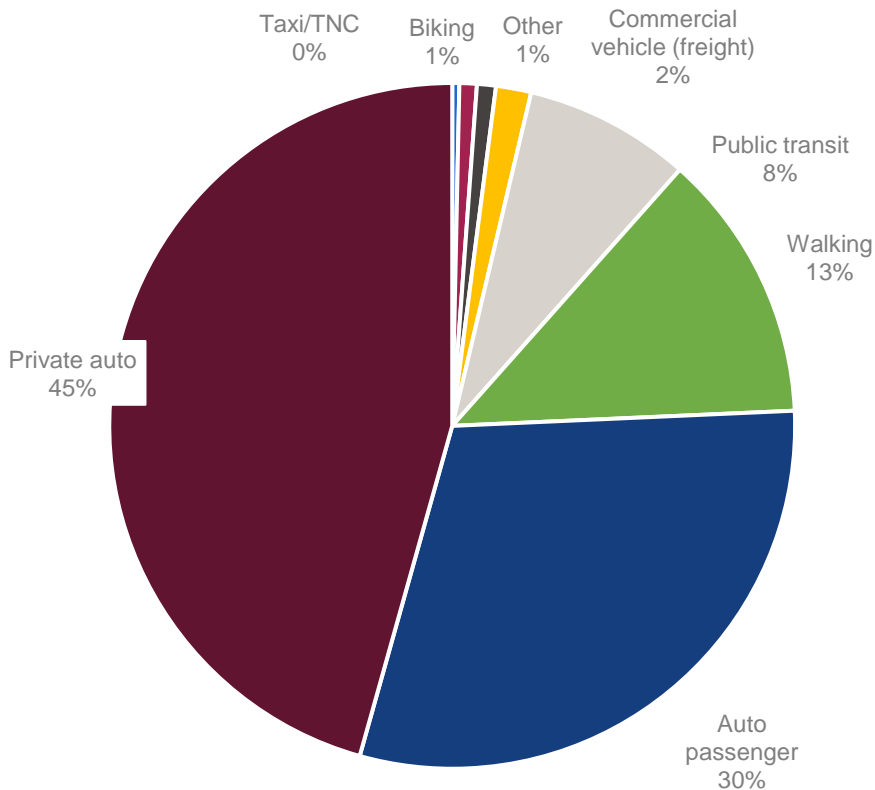


Source: Replica Model



Replica - Modeled Modeshare Data

Example Chart and Definitions



- **Private auto/Driver:** Trips made by drivers in private auto vehicles. This is equivalent to the number of private auto vehicle movements. This category can also capture trips made by rental cars.
- **Auto passenger/Carpool:** Trips made by passengers in private auto vehicles. Combine this number with the number of private auto trips to get the number of people who traveled in private autos.
- **Public Transit:** Trips that primarily used public transit. For example, buses, light rail, ferries, and subways. This does not include trips made by paratransit or private shuttles.
- **Walking:** Trips made by people walking.
- **Biking:** Biking-only trips. Replica does not model scooter trips and does not separate out e-bike trips.
- **Taxi/Transportation Network Company (TNC):** Trips made by passengers in a Taxi or using a TNC such as Uber or Lyft. These are also known as For Hire Vehicles, On-demand Autos, Ride-shares, or Transportation Network Providers (TNP).
- **Commercial (freight):** Trips made by medium and heavy trucks:
 - Medium-duty commercial vehicles (14,000 - 26,000 lbs)
 - Heavy-duty commercial vehicles (>26,00 lbs)
- **Other:** Trips made in which the mode was not detected. Near airports, "Other" can also include trips made by airplanes coming to and from the airport. Since we do not explicitly model airplane travel, we do not recommend analyzing "Other" trips to understand total flight travel in an area.

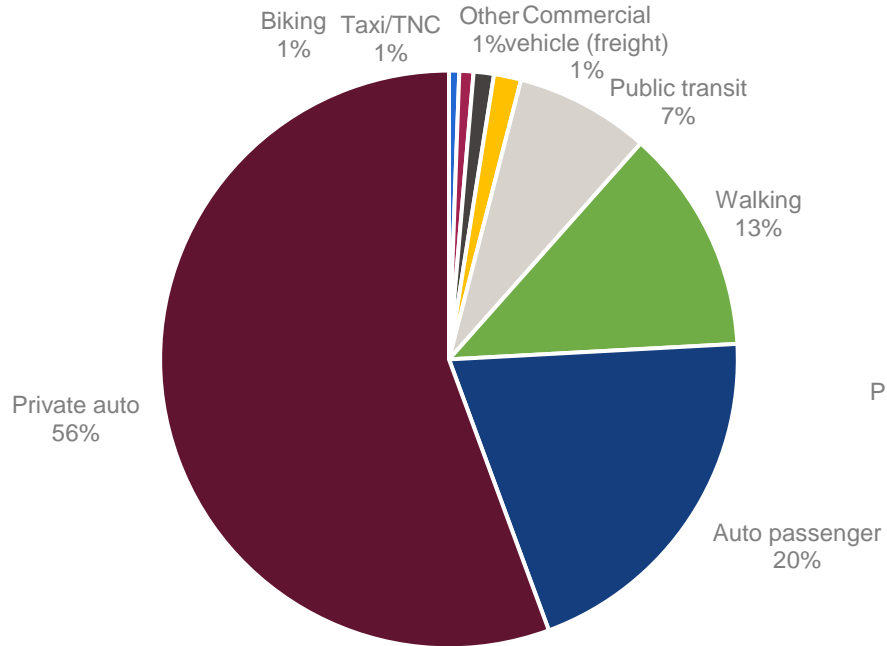


Trips leaving downtown mirror those ending there.

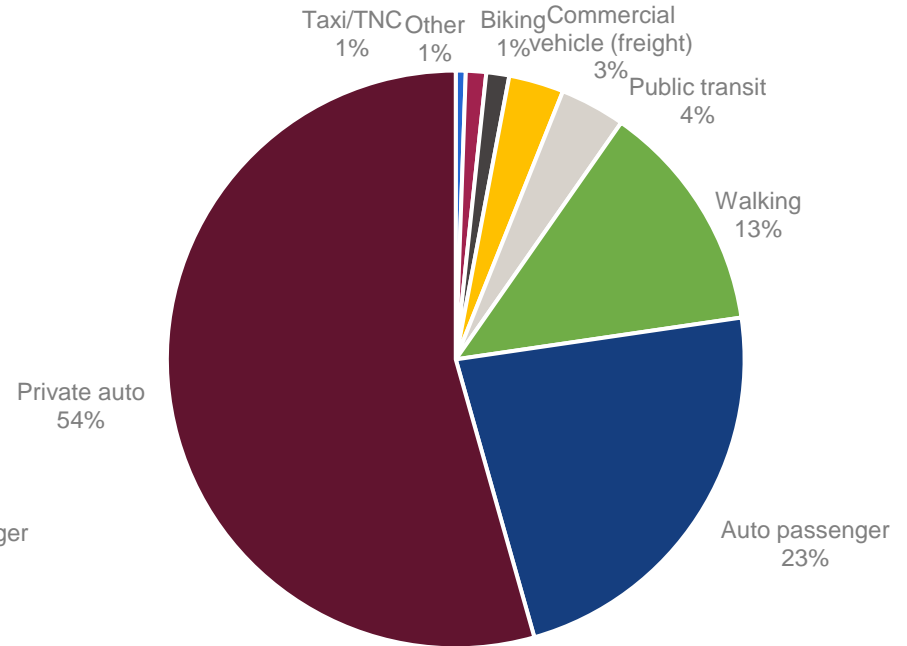
Trips Beginning in Downtown - Weekday

Source: Replica Model

Fall 2019 Weekday Modeshare



Spring 2024 Weekday Modeshare



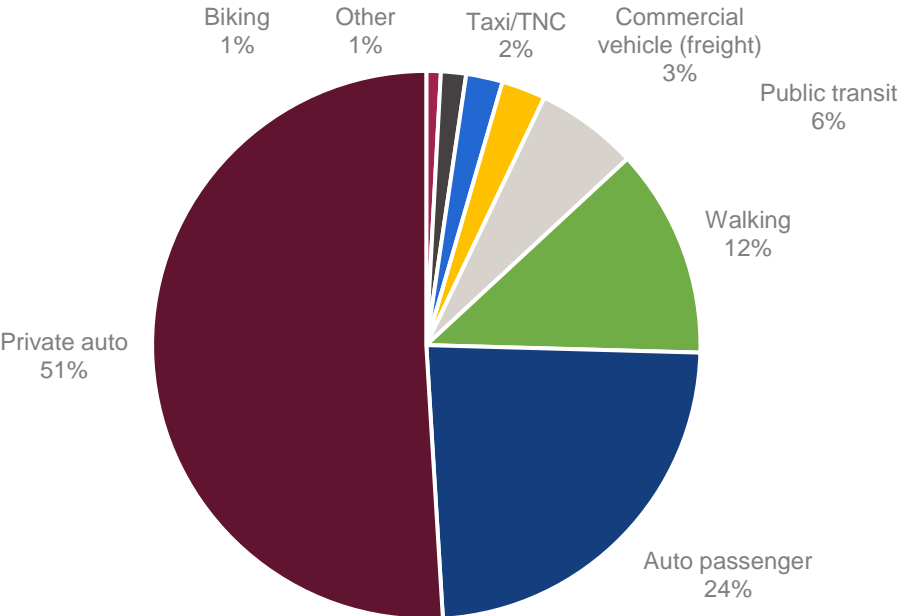


The same is true on weekends.

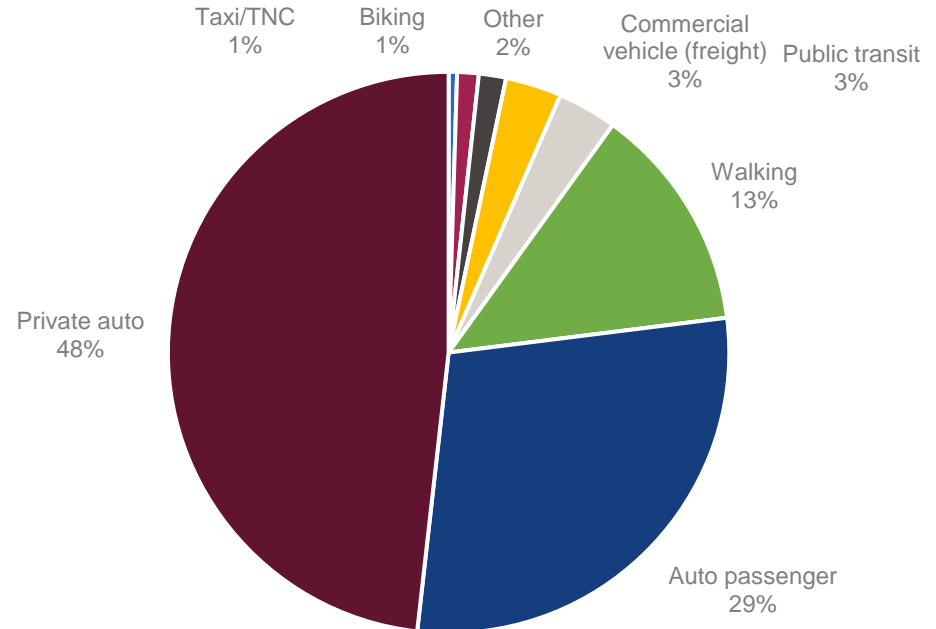
Trips Beginning in Downtown - Weekend

Source: Replica Model

Fall 2019 Weekend Modeshare



Spring 2024 Weekend Modeshare





Key Features of the Street Network

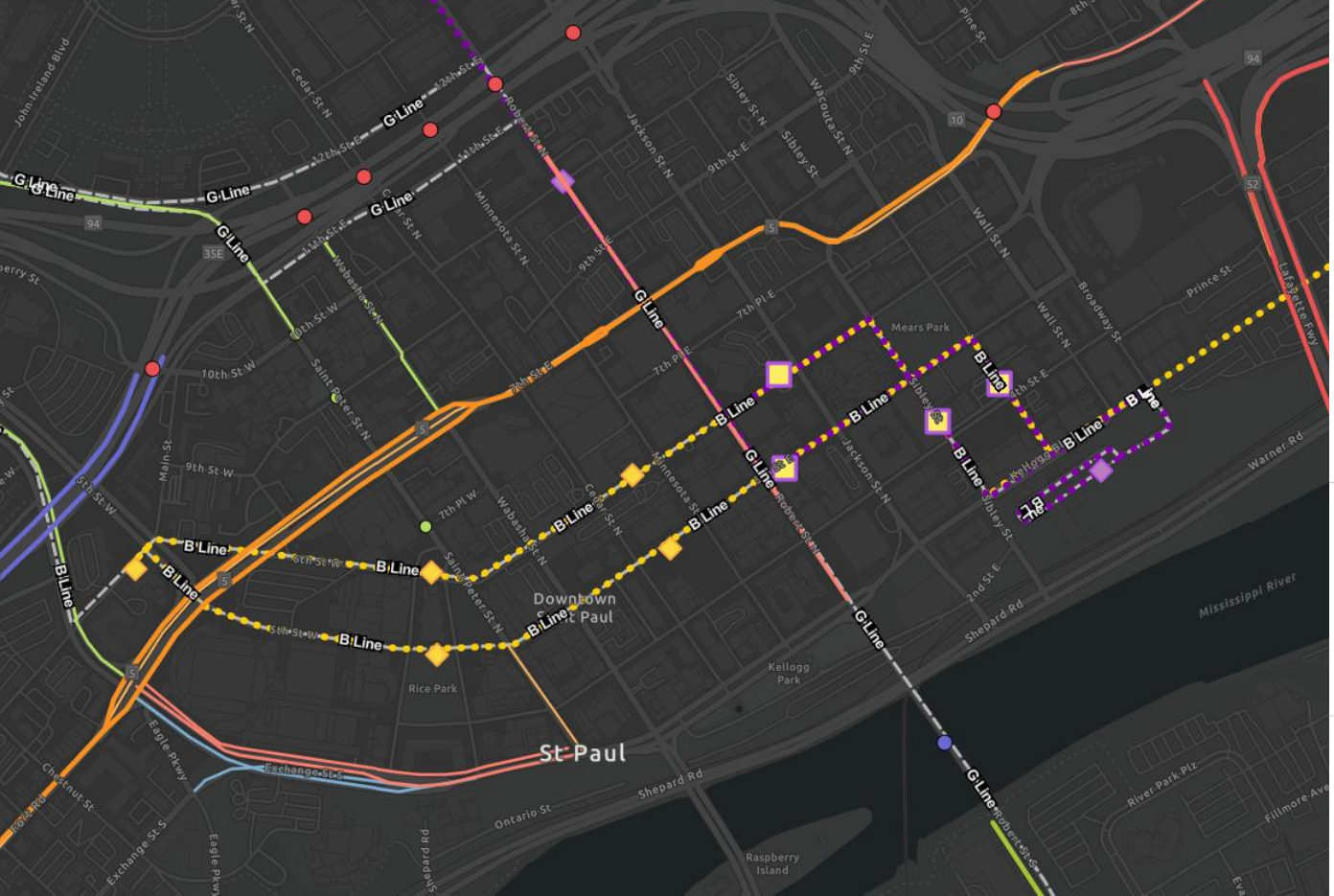


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Downtown Projects

Majority of recent past and upcoming downtown projects are focused on bicycle and transitway alignments.



Capital Planning

Capital Planning (lines)

- 2025
- 2026
- 2027
- 2028
- 2029
- 2030

MnDOT Projects

STIP Bridge Projects

Fiscal Year

- 2025
- 2026
- 2027
- 2028

Capital Planning (points)

- 2025
- 2026
- 2027
- 2028
- 2029
- 2030

CHIP Bridge Projects

Fiscal Year

- 2029
- 2030
- 2031
- 2032
- 2033
- 2034

Planned METRO Bus Stations

Routes Served

- Gold Line
- Purple Line
- Gold and Purple Lines

STIP Roadway Projects

Fiscal Year

- 2025
- 2026
- 2027
- 2028

Planned Transitway Alignments

- Gold
- Purple
- B Line
- G Line

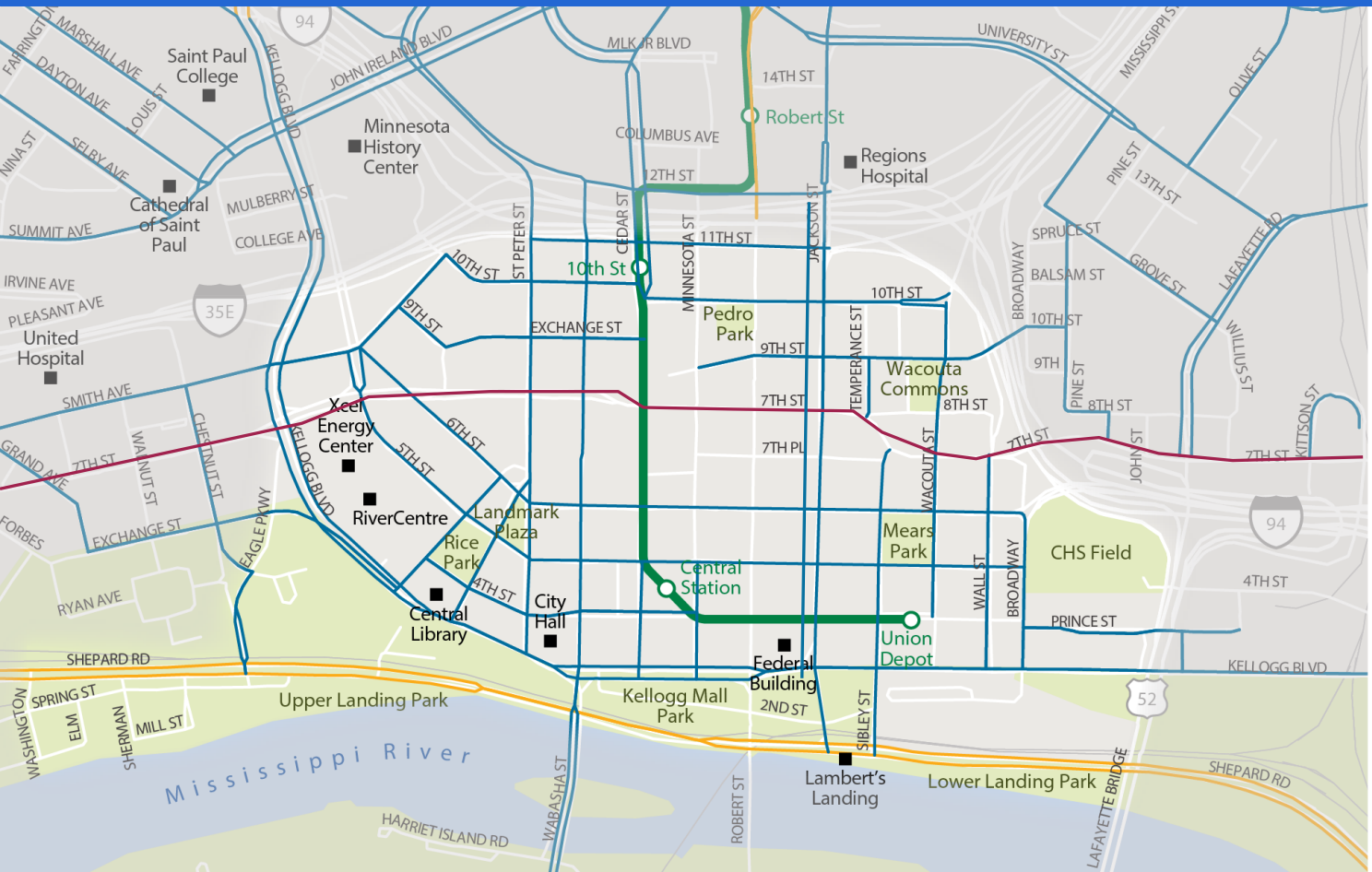
CHIP Roadway Projects

Fiscal Year

- 2029
- 2030
- 2031
- 2032
- 2033
- 2034

Street Network

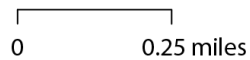
Downtown has a block grid scaled for good walkability potential. Some City streets are on the MSA network.



Ownership

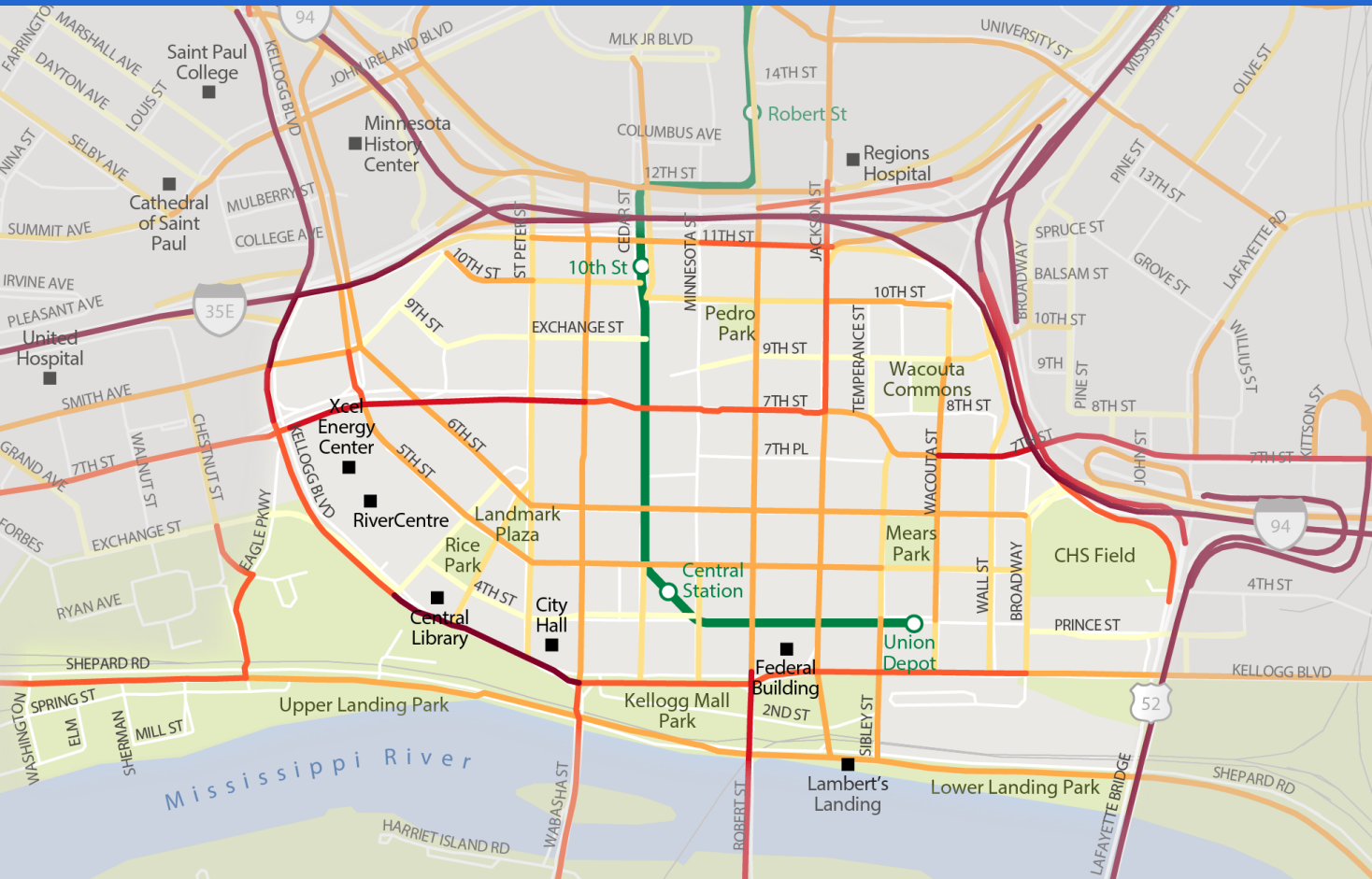
- City or municipal highway
- County State Aid Highway (CSAH) – Ramsey County
- Trunk Highway (MnDOT Street)

Data sources: MnDOT LRS Data



Minnesota 2023 Annual Average Daily Traffic (AADT)

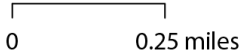
Most streets in the core of downtown carry less than 10,000 cars a day.



Current volume (2023)

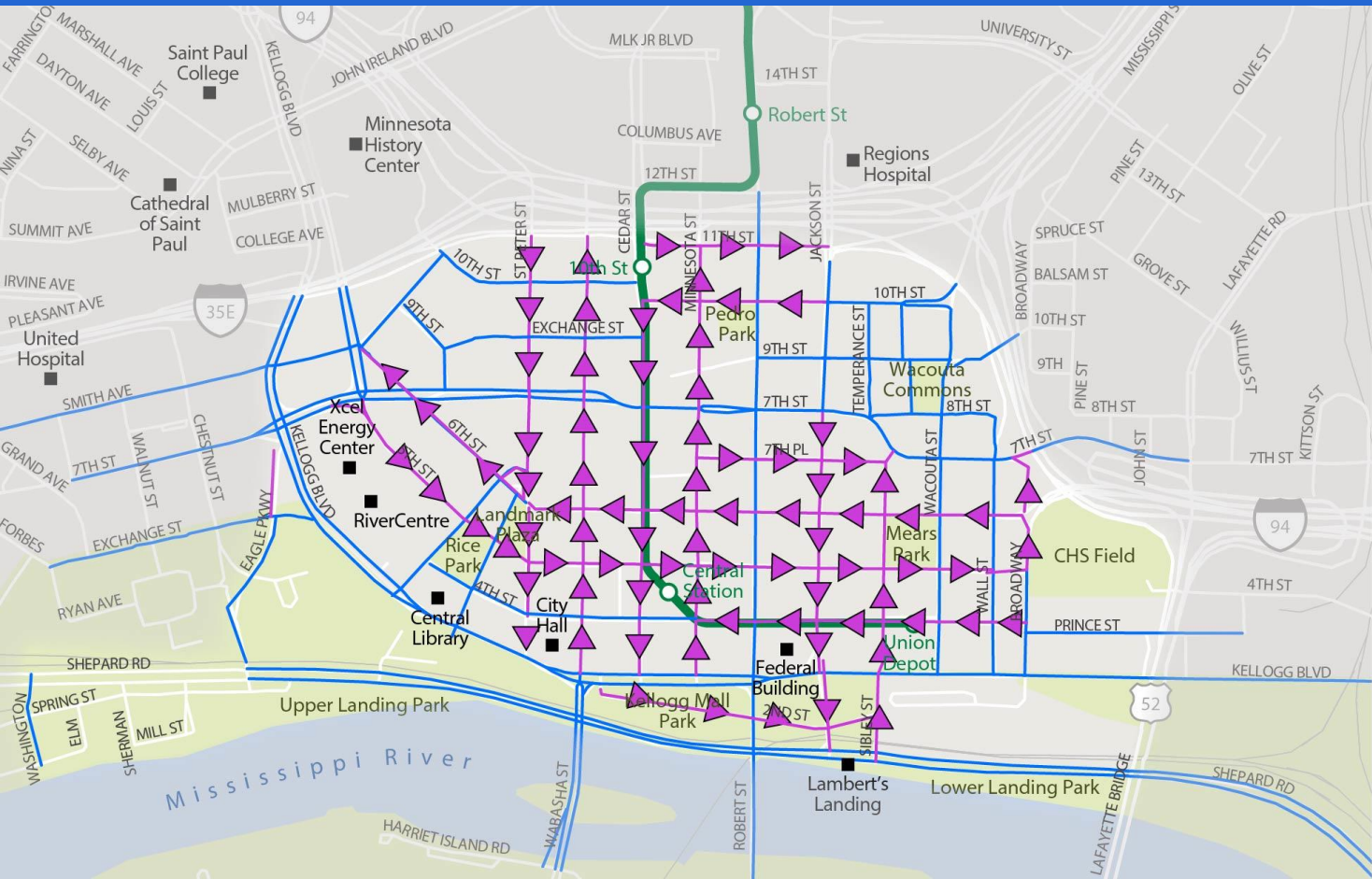
- Less than 2,500
- 2,500 to 5,000
- 5,000 to 10,000
- 10,000 to 15,000
- 15,000 to 20,000
- Greater than 20,000

Data sources: MNDOT Official AADT



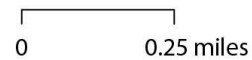
Street Direction

Half of downtown's streets are one-way



- ▲ One-way, directional arrow
- Two-way

Data sources: City of Saint Paul





Street Network: Observations

- Good potential for walkable scale
- Walkable block grid
 - Somewhat limited opportunity for vehicle queuing (block length)
- Roadway capacity for growth (adaption)
- Rich multimodal networks
- 1-way streets can be less friendly to downtown visitors
- 25 mph speed limit on all streets
- MSA design standards for many streets
- Travel speed could be higher than the speed limit when there's excess capacity
- From 2018-2022, 91 crash incidents have involved people walking



Walking and Rolling Assisted Devices

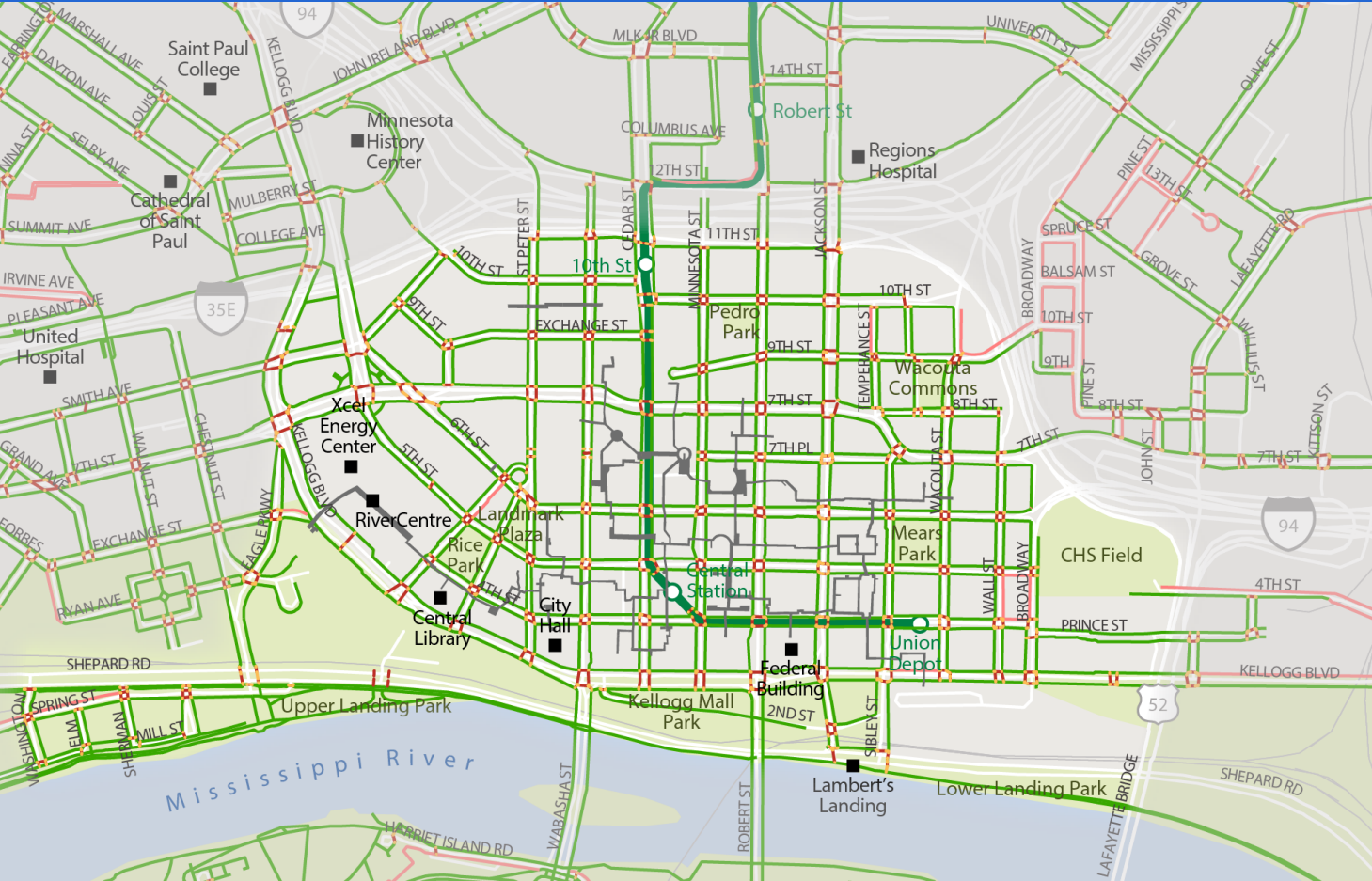


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Sidewalks and Skyways

Wide sidewalk of decent conditions throughout the majority of Downtown, connectivity issues at gateways, and many curb ramps need evaluation and improvement.



Ownership

- Active sidewalk
- Sidewalk not built
- Sidewalk planned, proposed, retired, or other
- Crosswalk
- Curb ramp
- Skyway

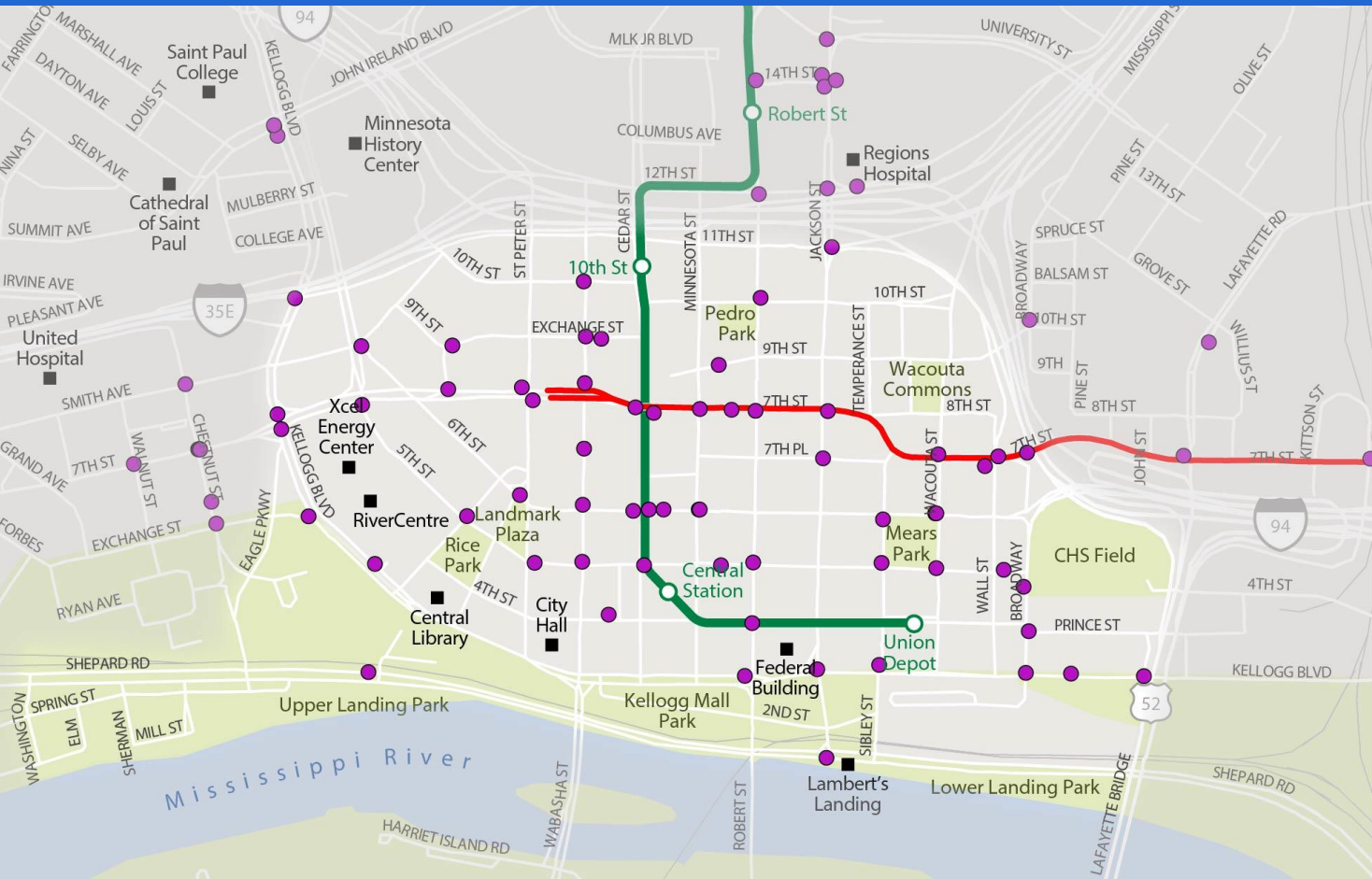
Data sources: City of Saint Paul

0 0.25 miles



Crashes involving someone Walking

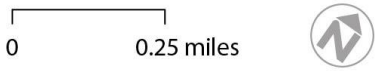
Traffic safety issues for pedestrians have been pretty evenly distributed throughout the downtown.



- High injury Network
- Pedestrian crash incident investigated by a police agency, 2018-2022

Each point represents a single crash case, with 91 pedestrian-involved crash cases occurring in the study area in the 5-year time period.

Data sources: City of Saint Paul, Minnesota Crash Mapping Analysis Tool (MnCMAT2)





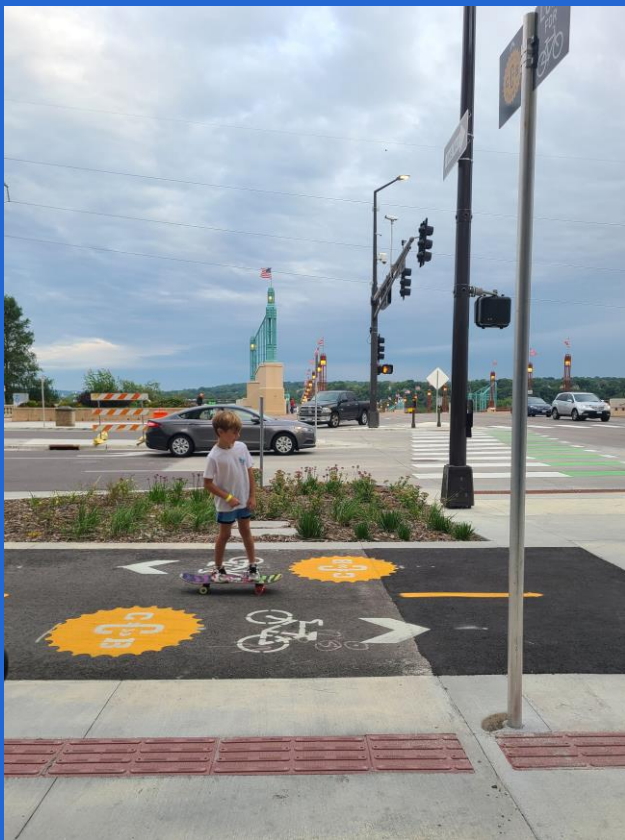
Sam Morgan Regional Trail / Shepard Road Trail





Walking and Rolling Assisted Devices: Observations

- Most streets have wide sidewalks with acceptable concrete quality
 - Some curbs/ramps in poor condition
- Skyways provide connections in cold weather
 - Between parking and offices
 - For staying active
 - Unpredictable hours/tricky wayfinding
- Robust Downtown Improvement District programs and initiatives
- Reasonable crossing distances and many continental crosswalks
 - Inconsistent hi-viz crosswalk treatments
- Many sidewalks lack contiguous street tree canopy
- Street level activation lacking in some areas of downtown (both retail frontages and skyways)
- Not enough ped scale wayfinding – could aggregate past plans for wayfinding strategy
- Connections to surrounding neighborhoods and riverfronts can be infrequent, indirect, and unclear for walkers/rollers
- Winter Maintenance challenges



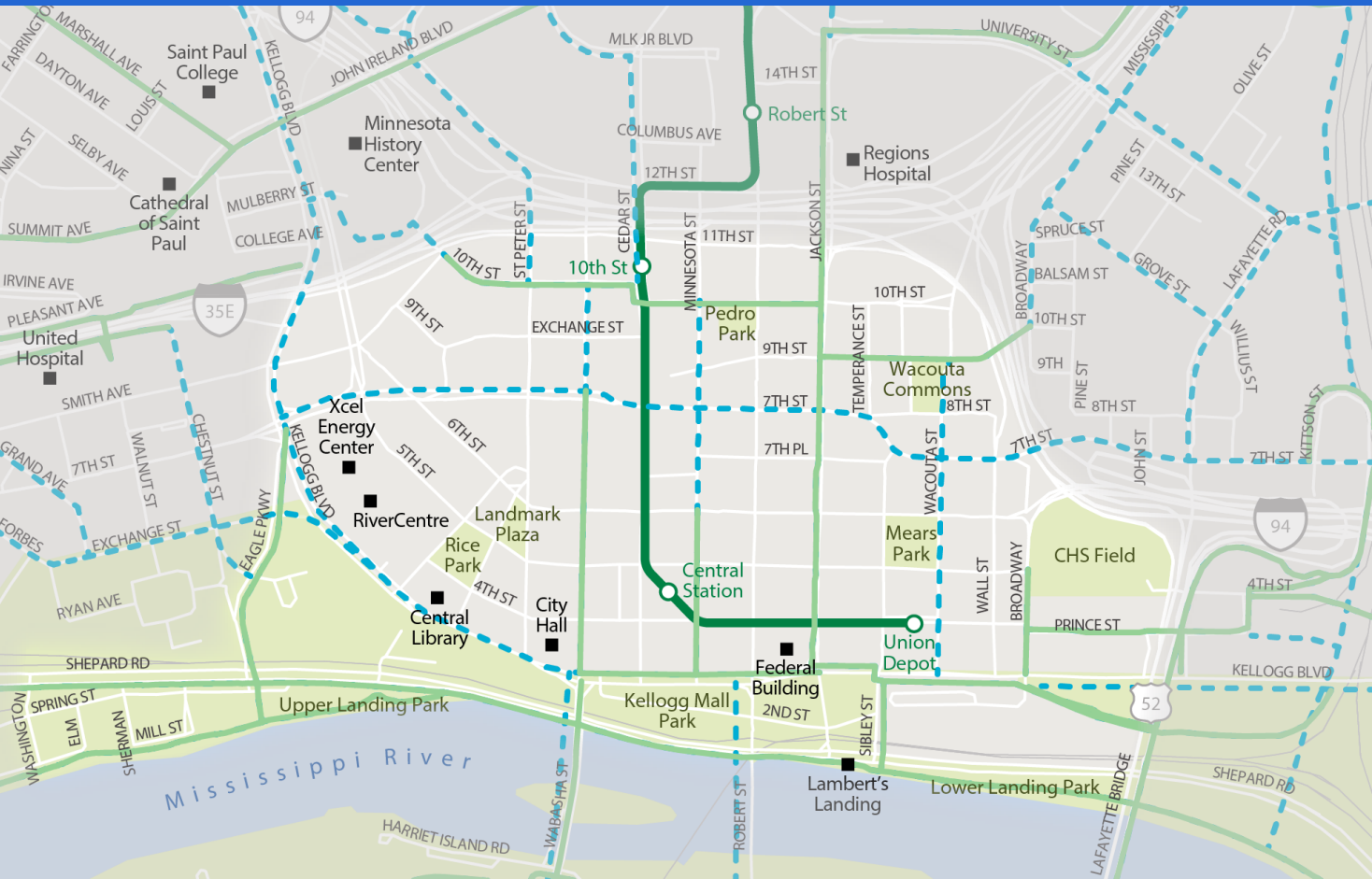
Biking and Scootering



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Existing and Proposed Bicycle Facilities



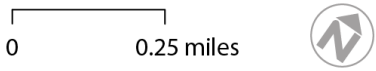
Existing and proposed bicycle facilities

- Existing bike network
- - - Bike network proposed by past plans

Bicycle parking is concentrated:

- near Rice Park, Landmark Plaza, Kellogg Park Mall, Pedro Park, Wacouta Commons, Mears Park, City Hall, Federal Building, and Green Line stations such as 10th St and Central Station
- along Wabasha St between 10th St and 7th St, Robert St between 9th St and 5th St, Wall St and Broadway St between 6th St and Kellogg Blvd, and at 7th St on Chestnut St

Data sources: City of Saint Paul





Biking and Scootering: Observations



- High quality separated bikeway facilities
Capital City Bikeway and plan implementation progress
- Limited east-west street connectivity options
- Dockless electric bikeshare and scooter program
- Scooters can impact sidewalk accessibility when not parked properly
- Commercial loading happens on sidewalk level bikeways (shown in photo to left)
- Connections under highway and railroads to surrounding neighborhoods and riverfronts can be indirect
- Winter Maintenance can be a challenge
- Inter-agency coordination (State, County, City) can be a challenge



Transit



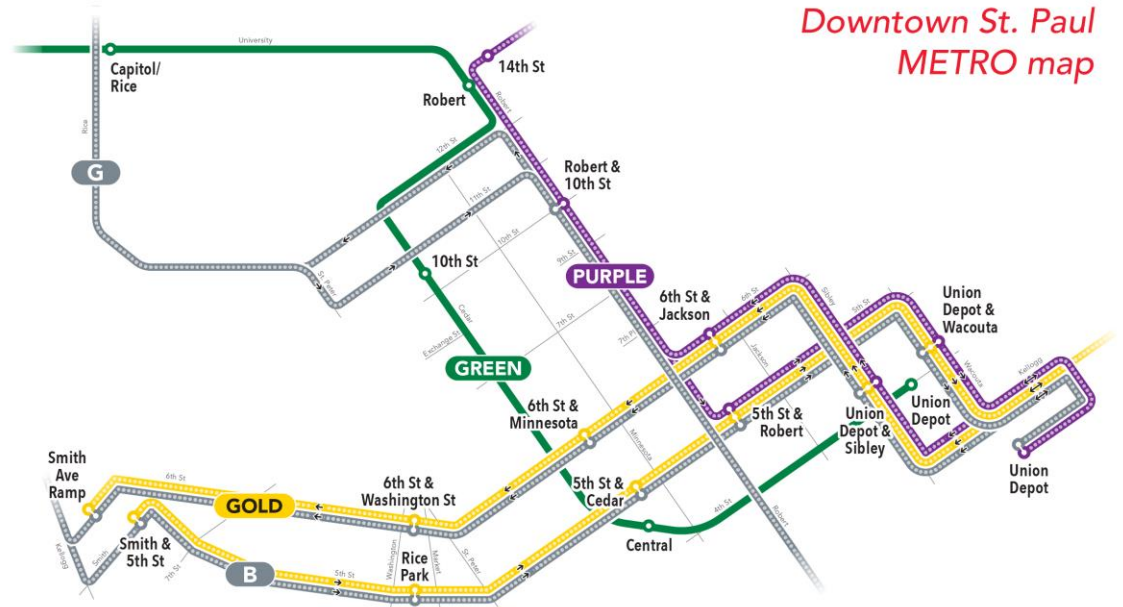
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METRO Network

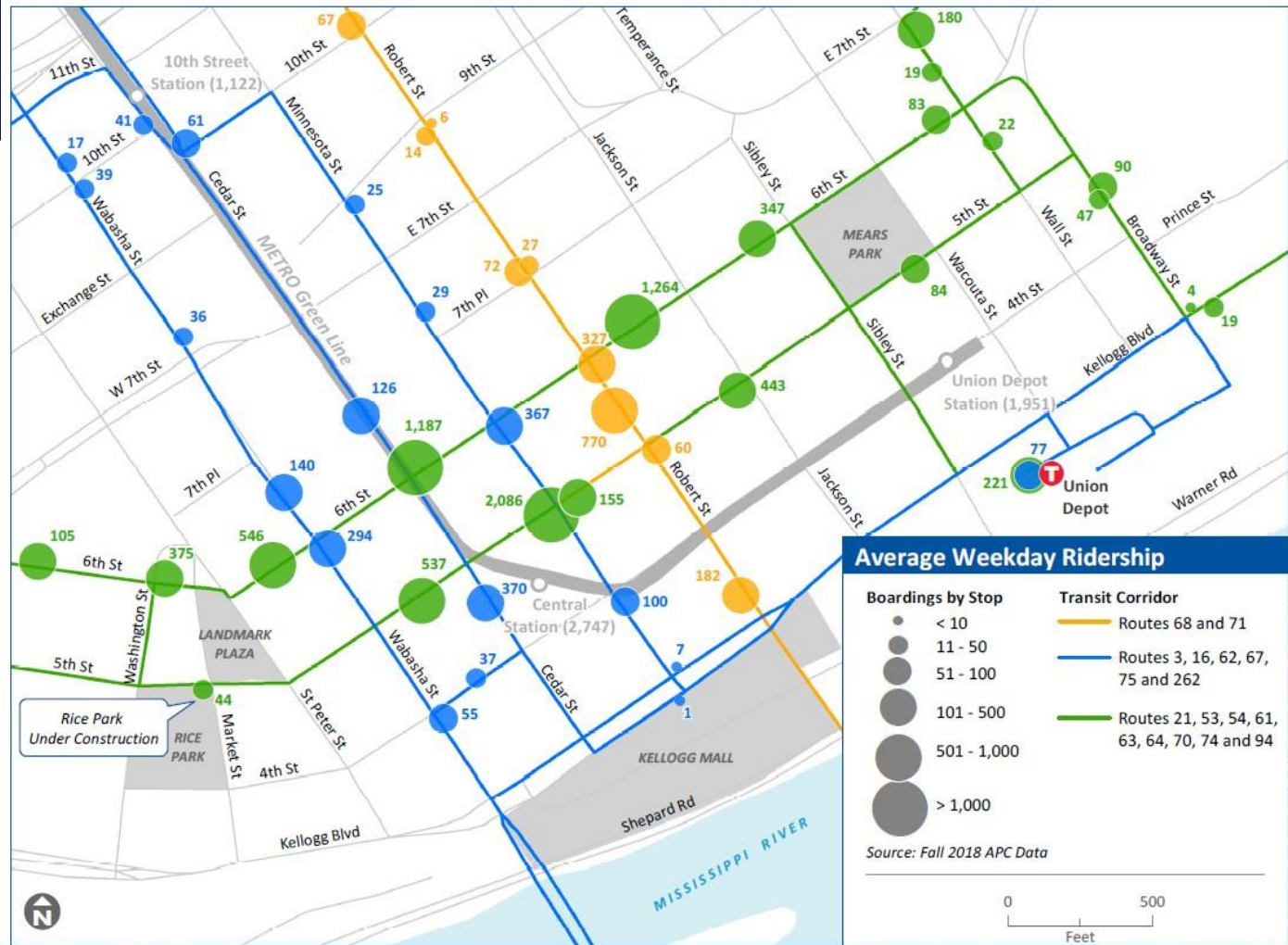
- Gold Line and B Line stations are built on 5th and 6th Streets
- Purple and G Line stations are in progress via Robert Street reconstruction





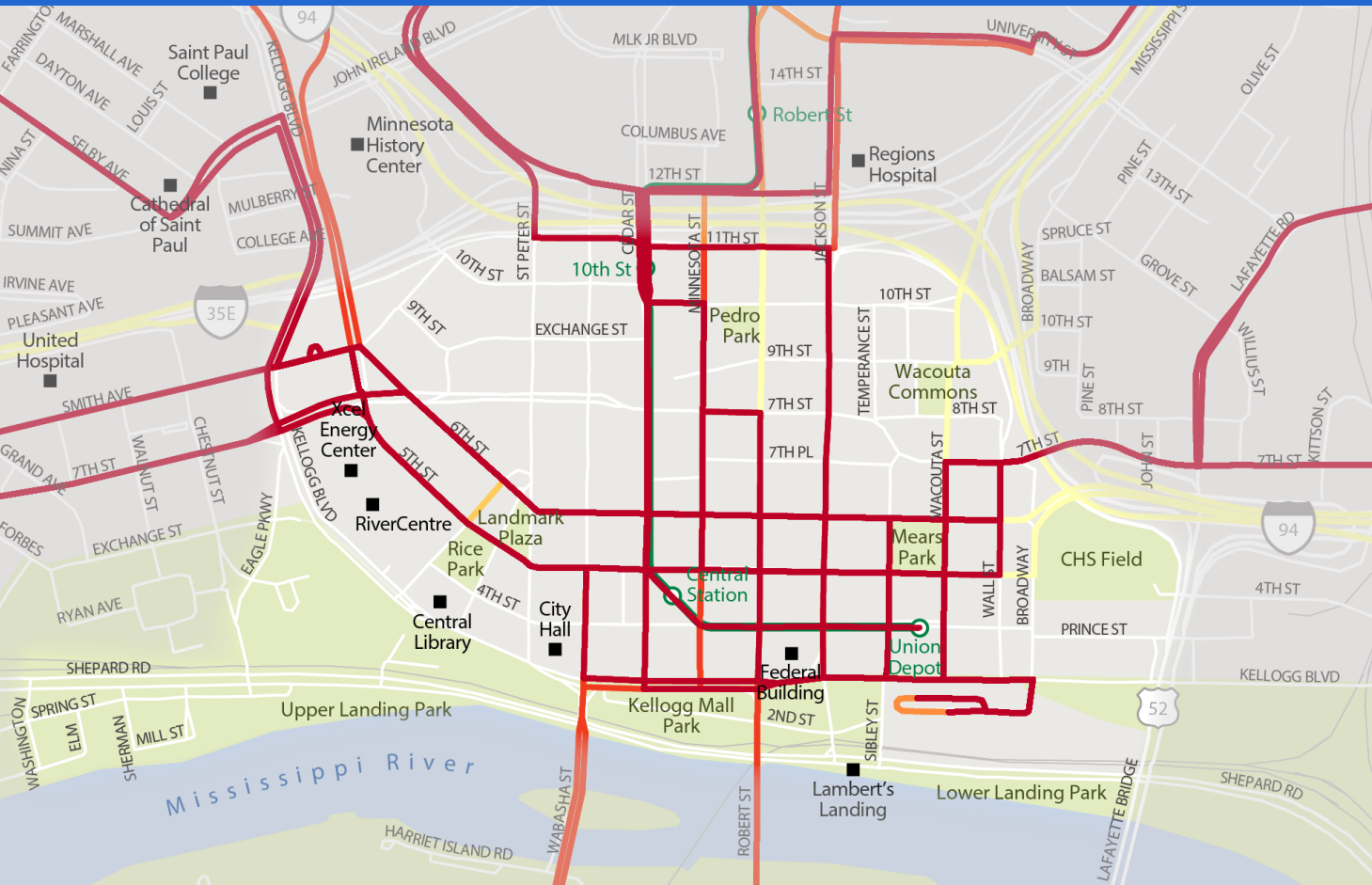
Boardings

- Analysis from another effort – pre consolidation of Wabasha routes to MN Street;
- Highest ridership is at 5th/6th Street, by far



Transit trips per street

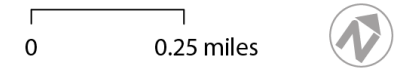
Many streets carry over 50 buses per day. 5th and 6th streets have the highest boardings.



Number of buses by route traveling per street segment in a given week (includes weekdays and weekends)

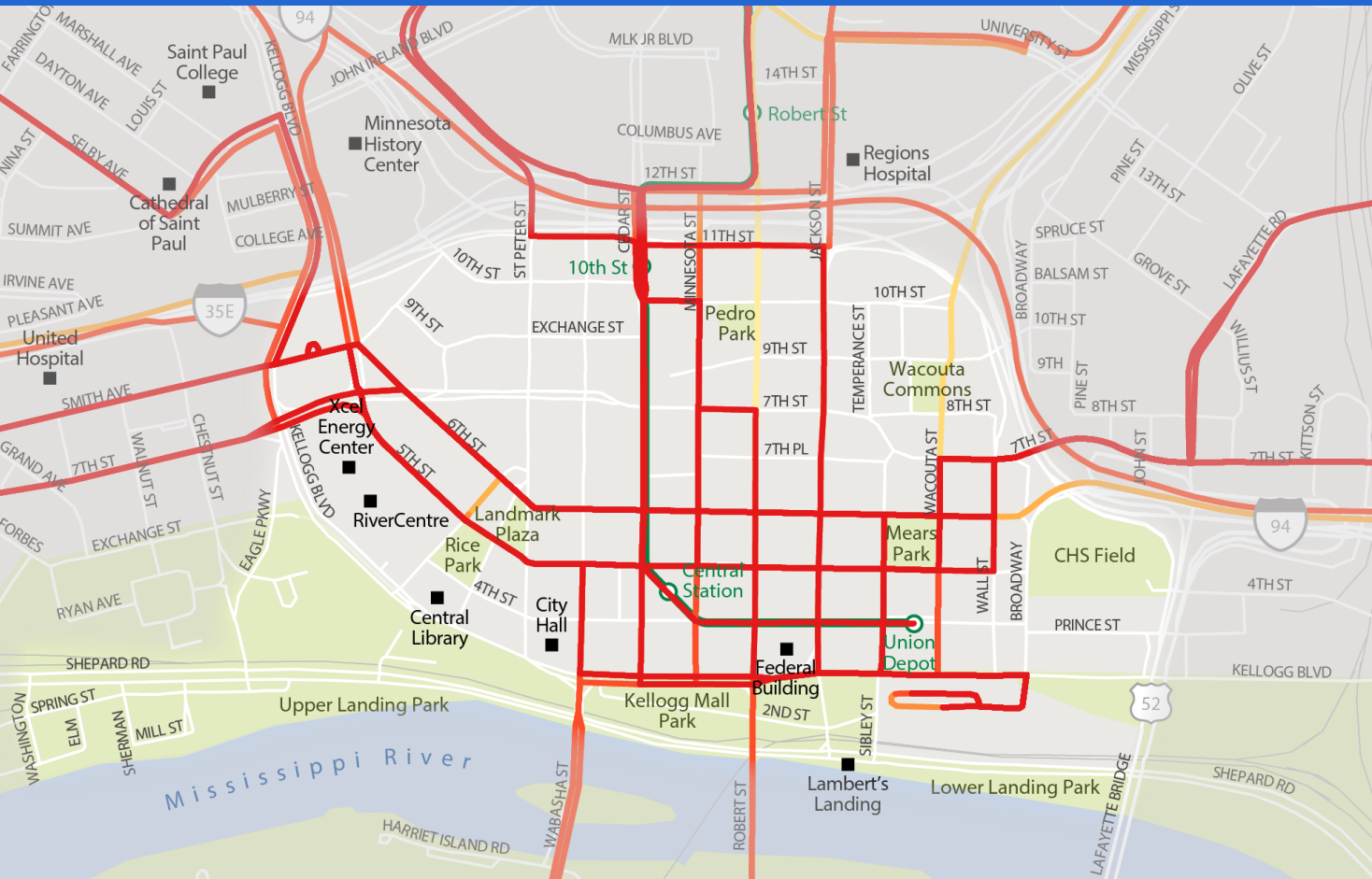
- 1 - 8
- 9 - 17
- 18 - 32
- 33 - 54
- 55 - 157

Data sources: Metro Transit, MnDOT (retrieved 2/14/2025, updated weekly)



Transit headways – AM peak

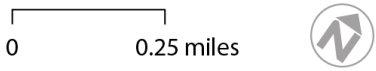
Downtown well-served by frequent transit with shorter headways



AM peak (6:00 AM - 9:00 AM, weekdays and weekends)

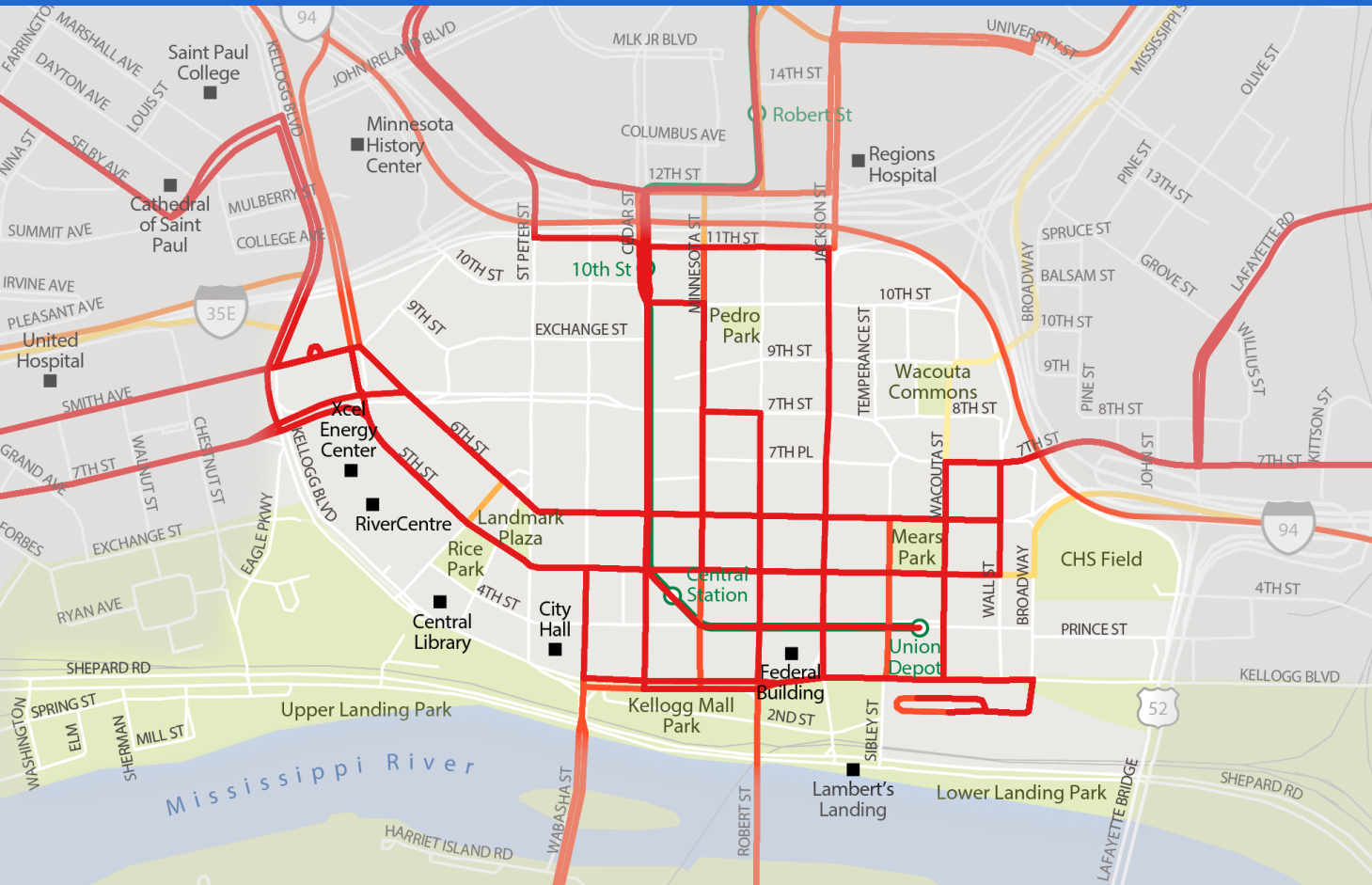
- 15 minutes or less
- 15 to 30 minutes
- 30 to 45 minutes
- 60 minutes
- 90 minutes
- 180 minutes

Data sources: Metro Transit, MnDOT (retrieved 2/14/2025, updated weekly)



Transit headways – PM peak

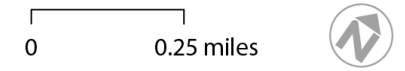
Downtown well-served by frequent transit with shorter headways



PM peak (3:00 PM - 6:30 PM, weekdays and weekends)

- 15 minutes or less
- 15 to 30 minutes
- 30 to 45 minutes
- 53 minutes
- 70 minutes
- 105 minutes

Data sources: Metro Transit, MnDOT (retrieved 2/14/2025, updated weekly)





Transit: Observations

- Routes support downtown destinations
- Rich network of options
- Direct gridded routes
- Many streets with high capacity and transit priority
- Plentiful bus stop amenities and comforts
- Split transit pairs can cause transfer issues
- Recent infrastructure improvements make any corridor changes costlier
- Opportunity for event management plans and TDM
- Personal security concerns
- Driving and parking has relative convenience

**Park. Pay.
Be on your way.®**

Use the **Passport ParkingSM** app



Vehicle Parking

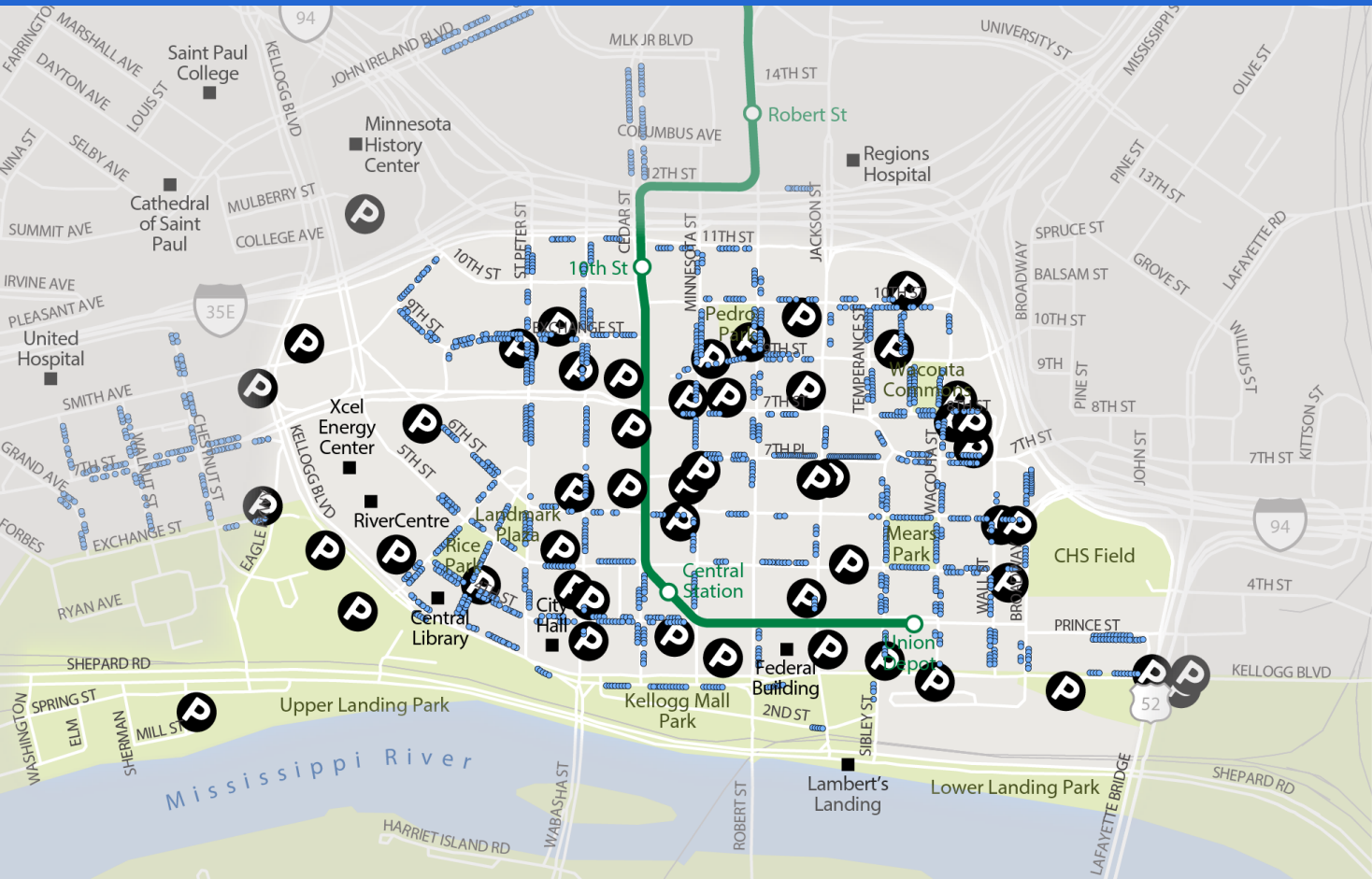


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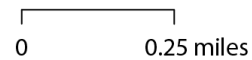
Downtown Parking

There are over 28,000 parking spaces, less than 10% are on-street



- On-street metered parking spaces
- Ⓟ Off-street parking lots

Data sources: City of Saint Paul





Curbside Management: Observations

- Pricing and time management program
- Visible, easy to read graphical parking regulation signs
- Need for more enforcement of on-street assets to ensure parking availability
- Commercial loading for businesses and pickup/dropoff for deliveries happen regardless of presence of loading zone
- Parking event zones for utilization of on-street supply for events/games

