Community Engagement Summary Phase 1 (Spring 2025)

DOWNTOWN SAINT PAUL STREETS AND SIDEWALKS PLAN

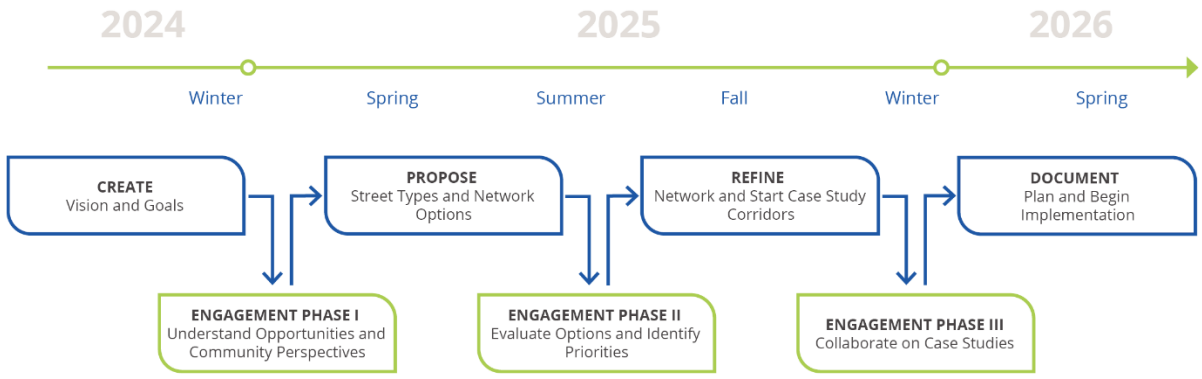
SAINT PAUL
MINNESOTA

Plan Overview

The City of Saint Paul is looking to improve connectivity and create a vibrant downtown that safely connects people regardless of how they get around (e.g., walking, rolling, driving, biking, or taking transit). The Saint Paul Downtown Streets and Sidewalks Plan will do this establishing a 20-year vision for a public realm and transportation network that is safe, convenient, and vibrant.

Plan Timeline & Document Purpose

The Plan will be in development from Fall 2024 to Spring 2026 as illustrated below.



The purpose of this document is to summarize the feedback heard in the first phase of community engagement. Paired with this document are two appendices:

- **Appendix A**: Online Survey Questions. This document outlines how each survey question was worded and what options survey respondents were given to answer the questions.
- **Appendix B**: Raw Online Survey Results. This document is the raw results from Survey Monkey for each question.

Phase 1 Community Engagement Purpose

The purpose of the first phase of community engagement in the Spring of 2025 was to identify stakeholders' priorities for downtown streets. This feedback was gathered primarily through an online survey that was promoted at in-person pop-up events and electronically through newsletters and social media. A total of **1,643** survey responses were collected from March 17, 2025 to April 22, 2025. These survey responses were paired with verbal feedback received at community pop-ups.

Executive Summary of Findings

The insights from the survey reflect the diverse perspectives and priorities of the community regarding downtown streets and sidewalks. Key themes emerged around safety, connectivity, beautification, and infrastructure improvements, highlighting the community's vision for a more vibrant, welcoming, and accessible downtown. The feedback also reveals specific challenges and opportunities for the city to address in its planning efforts.

DOWNTOWN AESTHETICS AND EXPERIENCE

Beautification: Respondents consistently emphasized the desire for a more attractive and welcoming downtown environment, highlighting the need for improved lighting and the addition of greenery such as trees, planters, and landscaped areas.

Art and Culture: There is strong interest in increasing the use of existing open spaces by hosting regular events. When paired with expanded placemaking efforts throughout downtown streets, these initiatives present a valuable opportunity to enforce Downtown Saint Paul's identity as a vibrant gathering place.

Economic Development: Survey participants highlighted the importance of designing street networks that promote social interaction and pedestrian activity as a strategy to attract more street-facing businesses and reduce vacancies. These enhancements are viewed as critical to retaining and attracting visitors and enriching the overall downtown experience.

TRANSPORTATION INFRASTRUCTURE

Sidewalk Improvements: There is a desire for beautification and enhancements to the sidewalks and better pedestrian infrastructure in high-traffic areas such as on **7th St between Cedar St and Xcel Energy Center**.

Transit Experience: Overall rider sentiment reflects a general appreciation for the existing bus network, with the high density of downtown stops praised for their convenience. However, riders expressed a desire for more frequent service and noted that the environment and behaviors surrounding transit stops often fall short of fostering a sense of personal safety.

Green Line: Riders indicated dissatisfaction with slow travel speeds, emphasizing the need for transit signal priority through downtown. Personal safety also emerged as a major concern, both aboard Green Line trains and at downtown stops.

Biking Infrastructure: Cycling commuters expressed strong support for completing the **Capital City Bikeway** network in downtown, including the installation of the new bikeway on **Kellogg Boulevard**. There were frequent calls to expand bicycling infrastructure to address existing gaps and create bike connections between downtown and adjacent neighborhoods.

Event Coordination: Concerns were raised about transportation challenges specific to large events. There are calls for improved planning to better accommodate surges in travel demand, along with

clearer communication to reduce confusion around routes, parking, and transit options during events.

SAFETY

Perception of Personal Safety: Feedback highlighted opportunities to enhance perceptions of safety and well-being downtown with a desire for increased feelings of security while navigating downtown. A key area identified for potential improvement is the skyway tower at **5th St and Cedar St**, where enhancing safety measures could further contribute to a welcoming environment.

Traffic Safety: Concerns were raised about excessively wide roads and aggressive driving behavior in Downtown Saint Paul, prompting calls for traffic calming measures and the reallocation of street space to improve safety. Several intersections, including **5th St & Minnesota St**, **4th St & Wacouta St**, and **4th St & Sibley St**, were frequently mentioned as feeling unsafe, highlighting them as priority locations for potential safety improvements.

MAINTENANCE & CONSTRUCTION

Winter Accessibility: Many respondents called for improved snow removal and management to ensure safe, accessible walking conditions during winter, particularly around popular areas like **Rice Park**.

Navigating Construction: Respondents expressed confusion about navigating construction-related road closures across all modes of travel. Pedestrians reported accessibility challenges due to unclear signage and sidewalk closures, while transit riders noted difficulties understanding detours and stop closures. These issues highlight the need for clearer communication and more accessible wayfinding during construction activities.

Survey Questions and Analysis

The survey included multiple-choice and open-ended questions designed to capture a wide range of experiences and perspectives. See **Appendix A** for survey questions. Key question categories included:

- **Relationship with Downtown:** Questions aimed at understanding how respondents are connected to downtown (e.g., residents, workers, business owners, visitors).
- **Travel Behavior:** Questions aimed at understanding how people travel to, from, and within downtown.
- **Travel Experience:** Participants rated and explained their experiences with walking, biking, transit, driving, and navigating downtown.
- **Future Vision:** Participants reacted to the proposed vision for the Downtown Streets and Sidewalks Plan and provided their own keywords.
- **Plan Goals**: Participants rated the proposed goals for the plan and whether their current experience with the network is meeting the goals.
- **Opportunities:** Open-ended questions aimed at letting users tell Plan team members what opportunities they see downtown regardless of current practices or plans.
- **Demographics:** Questions aimed at understanding the diversity of survey respondents, including age, neighborhood they live in, race/ethnicity, and household composition.

Relationship with Downtown

Questions 1–2: Survey participants identified how they are connected to Downtown Saint Paul and the reasons that motivate them to spend time within the downtown area.

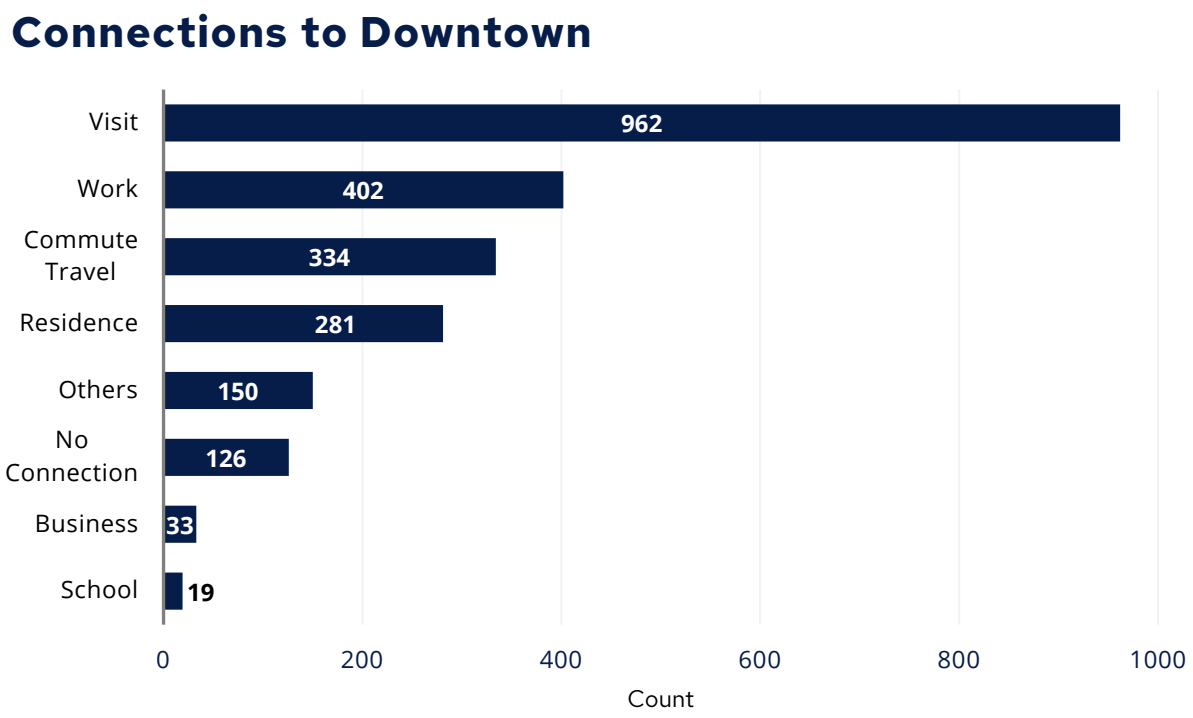


Figure 1 – Bar chart showing how participants are connected to downtown.

FINDINGS AND INTERPRETATIONS

From those that took this survey, the top three connections to downtown are visit, work, and commute/travel. This indicates that:

- It is likely that the survey responses are heavily influenced by the visitor perspective and less indicative of the perspective of a downtown resident.
- Downtown Saint Paul is primarily treated as a daytime destination and there is significant demand to travel in and out of the city during morning and evening peak hours.
- There are meaningful opportunities for the downtown region to attract people that are currently commuting or travelling through the area.
- City streets must accommodate both rush hour surges in travel demand and retain comfortability for visitors and residents.

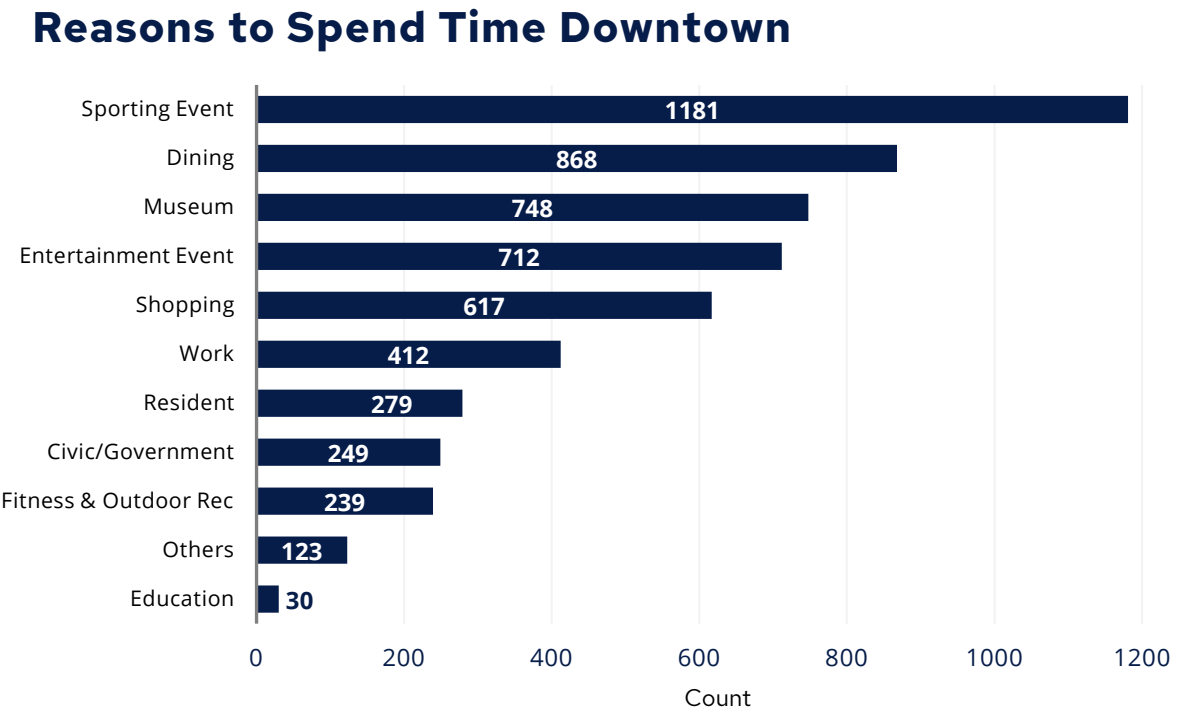


Figure 2 – Bar chart showing reasons people spend time in downtown.

FINDINGS AND INTERPRETATIONS

Many respondents selected multiple reasons for spending time in Downtown Saint Paul. While sporting events emerged as the most popular individual category, visitors who chose this option often paired it with other leisure activities. The four most commonly associated activities were dining, visiting museums, attending entertainment events, and shopping.

Overall, 83% of survey participants cited sporting and entertainment events as part of their motivations spending time downtown. Additionally, 68% of participants reported other leisure activities (including shopping, dining, fitness/outdoor recreation, and museums) as reasons for their trip. This means:

- Events are the primary attraction for Downtown Saint Paul. This creates transportation challenges as concentrated demand to and from the events will rapidly fluctuate just before and after an event takes place.
- Visitors to the downtown area often engage in leisure activities beyond their primary reason for visiting. This presents a potential to design the downtown experience to capture existing intra-region demand and convert them to additional interactions with Downtown Saint Paul.

Travel Behavior

Questions 3–4, 32, 34: Combined with demographic data captured at the end of the survey, these questions aimed to understand how people travel to, from, and within downtown, and identify any opportunities to capture demographic specific travel demands.

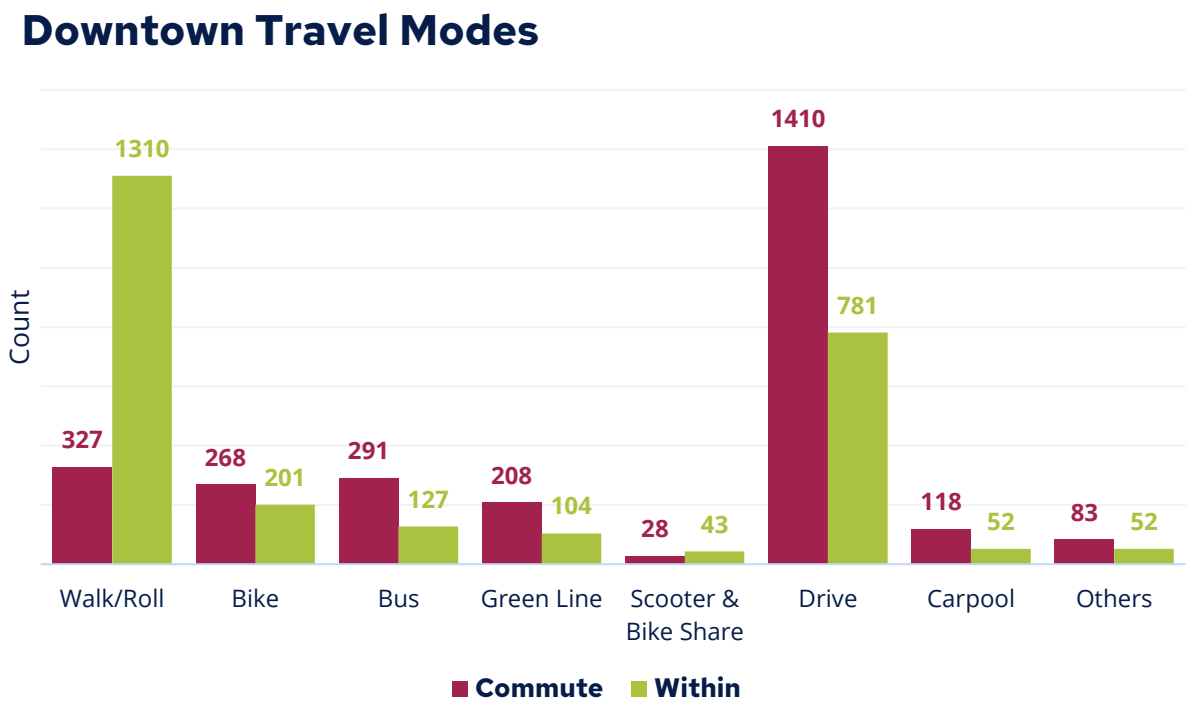


Figure 3 – Clustered column chart showing downtown travel modes.

FINDINGS AND INTERPRETATIONS

Driving is by far the most popular method of commuting to and from the city, followed by walking/rolling and taking the bus. When travelling within the city, walking/rolling became the most popular mode followed by driving and biking.

- Walking/rolling and scooter & bike share gained popularity when shifting from commute to travel within the downtown region. Similarly, biking popularity reduced by only 25% as opposed to an over 50% reduction in almost all other modes.
- The significant mode shift from driving to walking/rolling once people arrive into downtown indicates that Downtown Saint Paul has a scale suitable for walkability and active transportation. Existing amenities and attractions are in close enough proximity for people to prefer modes with higher flexibility as opposed to fixed route service or driving to a new parking spot.
- The smaller reduction in biking suggests that bicycle commuters tend to use their bike for other intra-downtown trips more commonly than other commute modes (e.g. driving, where

people drive to downtown, then walk). It could be extrapolated that a more complete cycling infrastructure downtown could lead to additional gains in non-motorized travel.

- The most common mode of transportation in the "Other" category is rideshare services including Uber and Lyft.

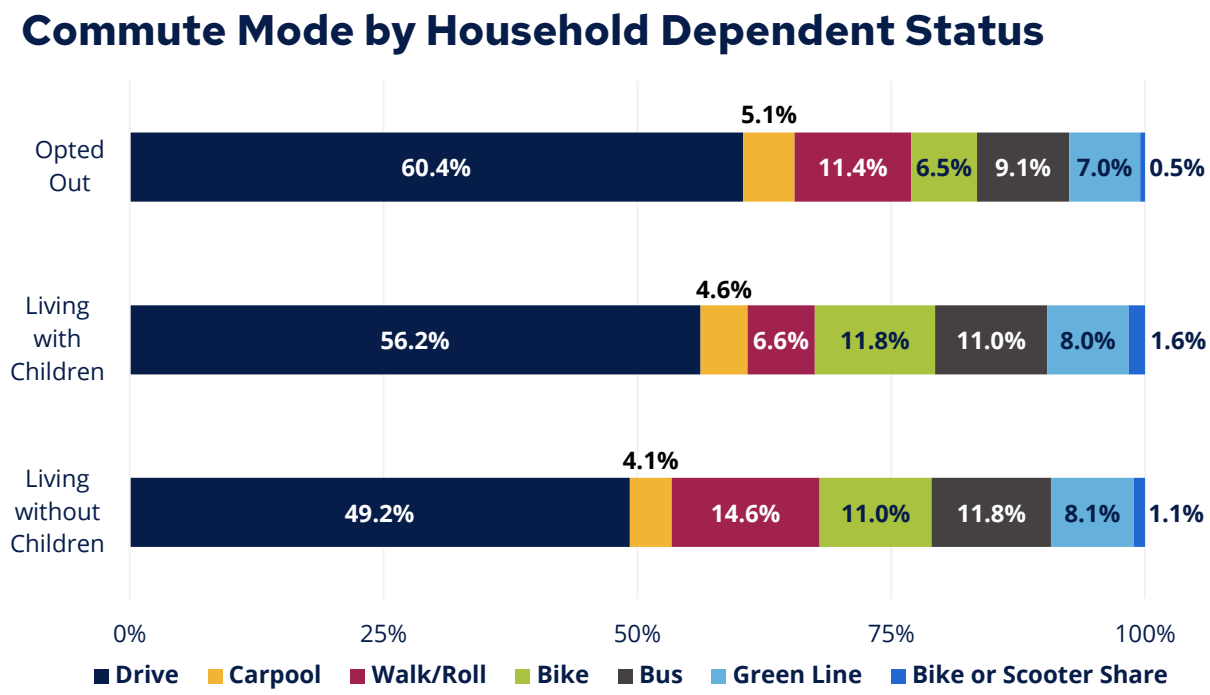


Figure 4 – Stacked bar chart showing commute mode by household dependent status.

FINDINGS AND INTERPRETATIONS

Survey participants that have children living with them are more likely to rely on driving to commute downtown. This result is obtained through combining the commute modal data with respondents' household dependent status. About one-third of the participants declined to answer this question. The mode most affected by this demographic change is walking/rolling, while all other modes besides driving retained most of their share. This may indicate that:

- Parents living with children very rarely walk when commuting to and from downtown.
- Car travel takes up most of the difference from the reduction in walking, while all other modes remained largely stagnant.
- Walking with children for a longer distance may be inconvenient or perceived as risky, while all other modes including public transportation do not carry the same traffic safety risk.

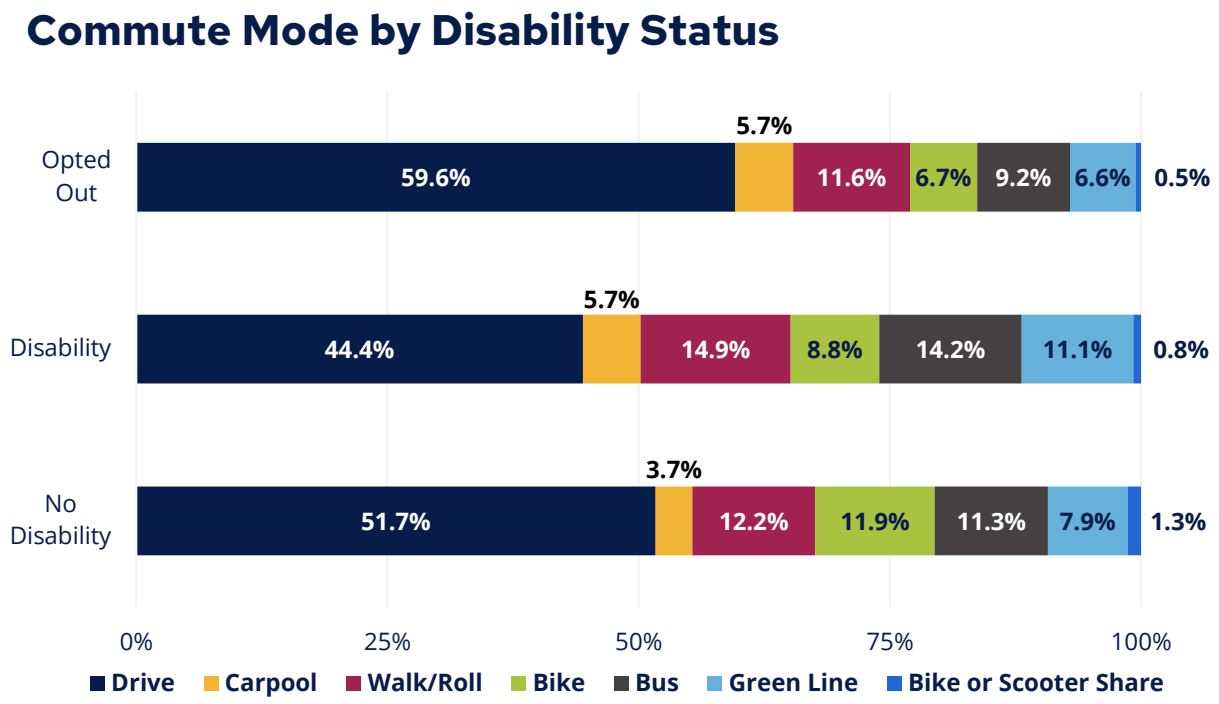


Figure 5 – Stacked bar chart showing commute mode by disability status.

FINDINGS AND INTERPRETATIONS

Driving and biking mode shares dropped noticeably with survey respondents who self-identified as having a disability. In contrast, mode shares for walking, rolling and transit (including the Bus and Green Line) increased. This may indicate that:

- Individuals who self-identify as having a disability are more likely to rely on walking or rolling, carpooling, the bus, and the Green Line when traveling to and from downtown compared to those who chose to opt out or have no disability.
- There is a clear need for continued commitment to accessibility regardless of mode.

Travel Experience

Questions 5–11: Participants rated and explained their experience traveling to and within downtown. Figure 6 summarizes the quantitative responses.

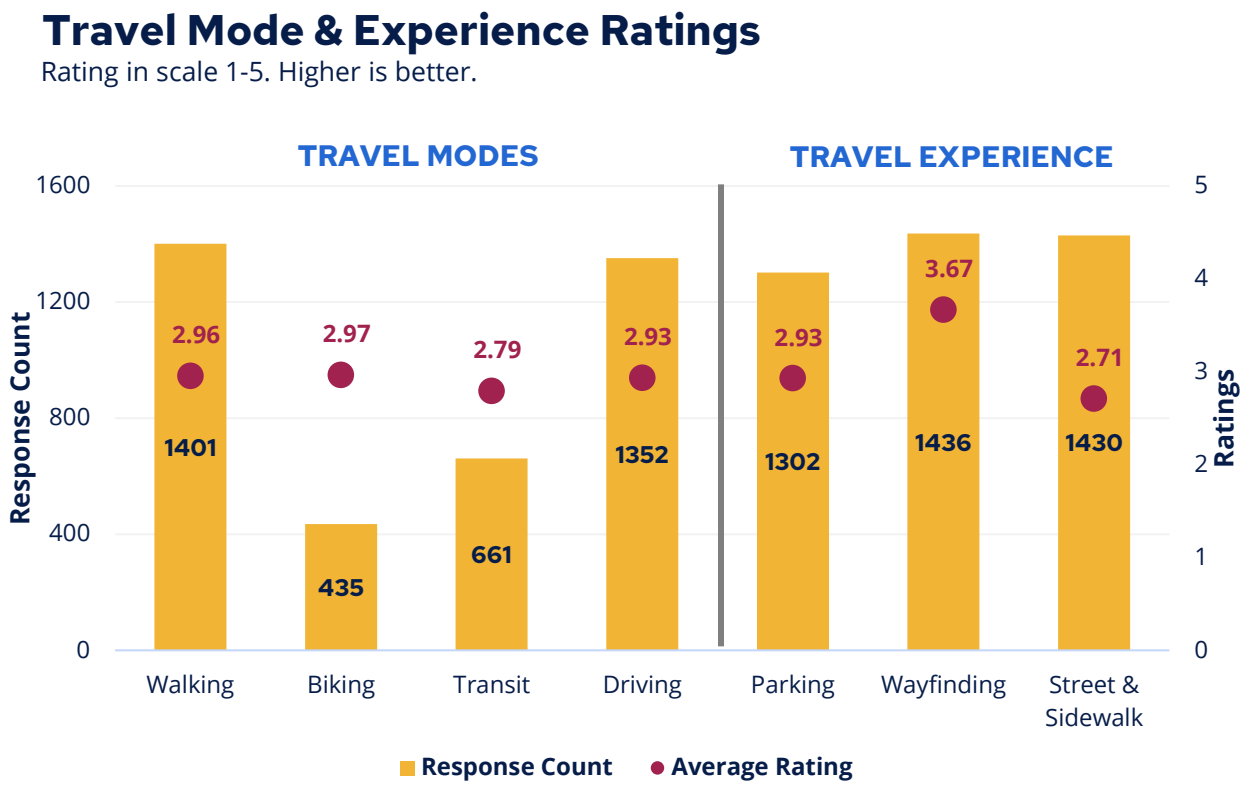


Figure 6 – Column and dot chart showing response count and average rating for travel modes and experience.

FINDINGS AND INTERPRETATIONS

Out of all forms of transportation listed in the survey, biking received the fewest number of responses with the highest average rating, and transit received the second fewest number of responses with the lowest rating as a mode of travel.

- The low quantity and high score nature of biking responses indicates strong support for existing cycling infrastructure from those who travel by bike. This presents an opportunity for the city to further expand the network and capture more cyclists who currently may have limited access to the infrastructure.
- Improvements to the transit system may be necessary to improve passenger experience and attract potential riders who currently have access to other means of transportation.
- Walking received more reviews and a slightly higher score than driving, representing a generally less stressful experience compared to driving.

For non-travel mode ratings, wayfinding has the highest average score while the overall street & sidewalk experience received the lowest rating.

- Driving and parking received the same score as survey participants often closely associated the two experiences with each other.

Walking and Rolling

This section contains findings and interpretations about the walking and rolling experiences in Downtown Saint Paul. **Figure 7** shows how participants who identified walking and rolling as their main method of commuting to and from downtown responded to Questions 5 through 11. The distribution of the 'No Response' column is particularly noteworthy as it can highlight incompatible modes of transportation. **Figure 8** shows the distribution of comment topics and sentiment distribution under each topic.

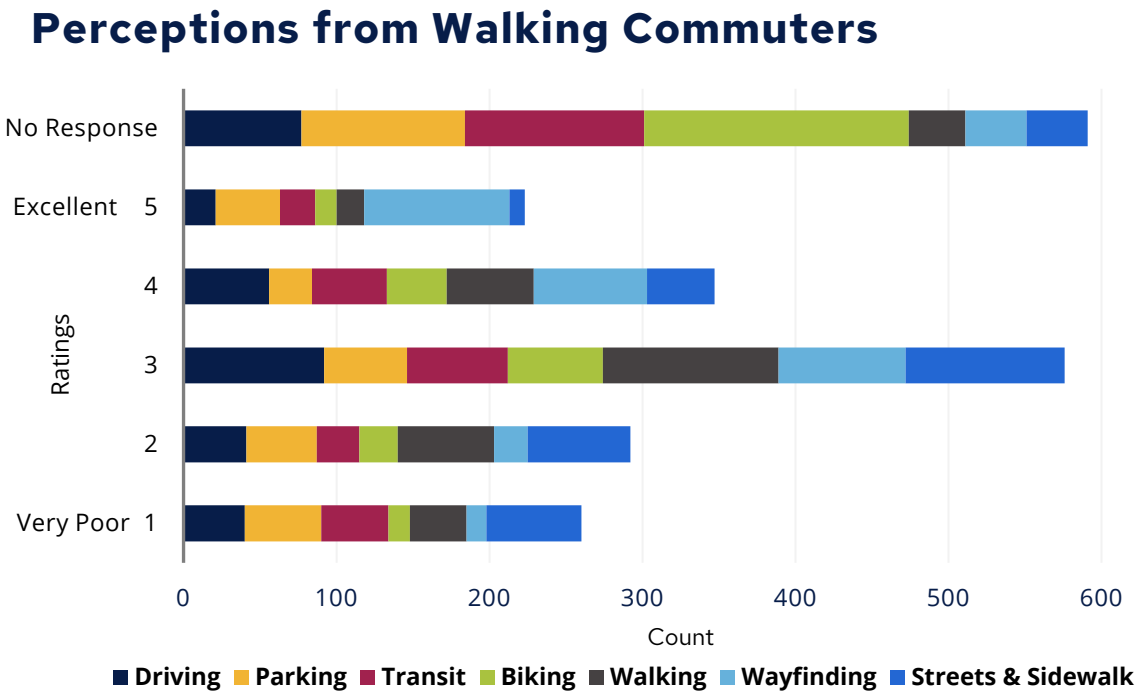


Figure 7 – Stacked bar chart showing how walking commuters rated their travel experience across all categories.

FINDINGS AND INTERPRETATIONS

A large proportion of walking commuters did not respond to biking, transit, and parking experiences. This may indicate:

- A lack of compatibility between walking and biking. Existing infrastructure may not accommodate users to switch between these two modes.
- Walking commuters are not travelling far enough to warrant taking transit, or transit is less convenient than walking.

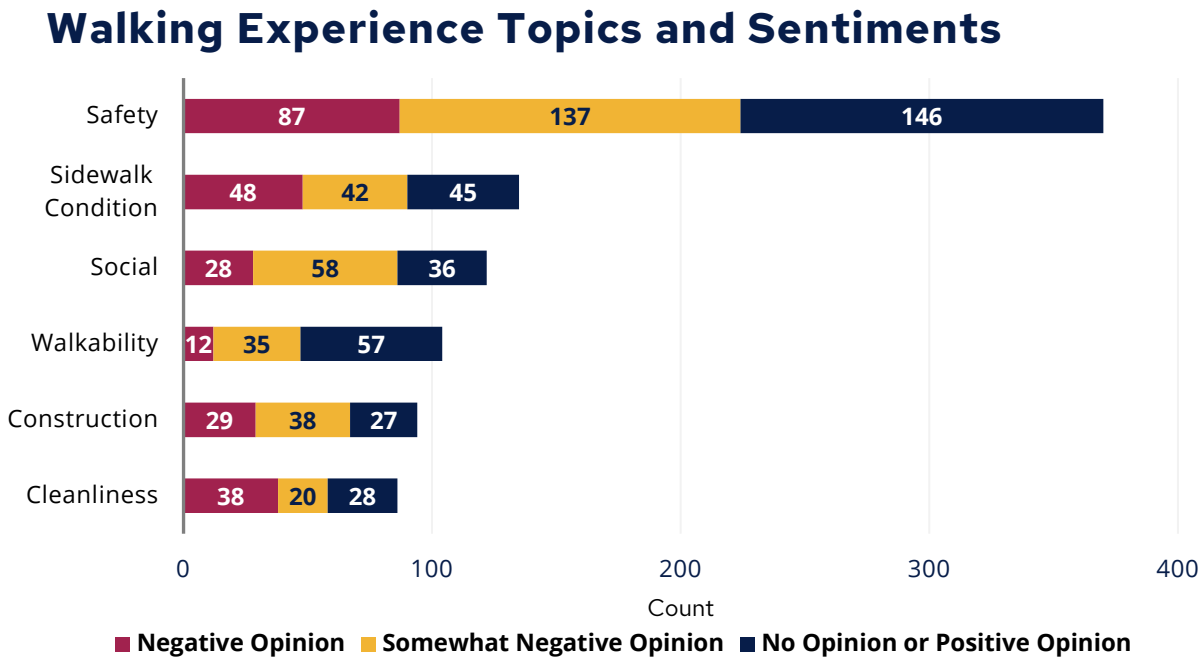


Figure 8 – Stacked bar chart showing topics and sentiments on comments related to walking experience.

QUALITATIVE FINDINGS

Perception of Personal Safety: Many comments highlighted unwanted behavior from perceived unhoused individuals that negatively impact their sense of personal safety. These issues are noted as common near bus stops and light rail stations.

Walkability: Comments praised Downtown Saint Paul for being easily navigable on foot and expressed hope for more traffic calming street designs that prioritize pedestrians. However, some comments expressed frustration with construction-related sidewalk closures and gaps in the skyway system.

Sidewalk Condition: Numerous comments mention uneven, cracked, or poorly maintained sidewalks, as well as construction projects that obstruct pedestrian paths.

Cleanliness: Comments describe a desire for more frequent street cleanings to remove litter, dog feces, and unpleasant smells.

Construction: Ongoing construction projects are a common complaint, causing detours, blocked sidewalks, and difficulty navigating the city. These issues are particularly problematic for individuals using assisted mobility devices.

Downtown Atmosphere: Respondents hoped for more greenery, vibrant street-level attractions, and appealing architecture.

Biking

Figure 9 shows how participants who identified biking as their main method of commuting to and from downtown responded to Questions 5 through 11. The distribution of the 'No Response' column is particularly noteworthy as it can highlight incompatible modes of transportation. **Figure 10** shows the distribution of comment topics and sentiment distribution under each topic.

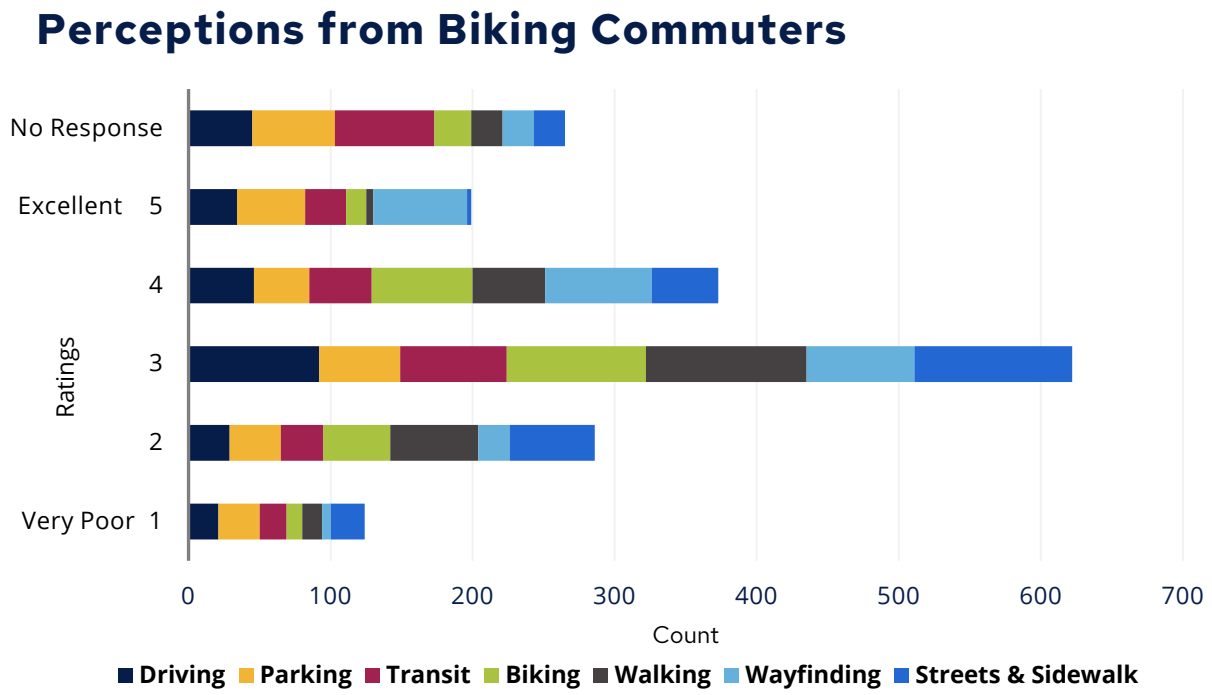


Figure 9 – Stacked bar chart showing how biking commuters rated their travel experience across all categories.

FINDINGS AND INTERPRETATIONS

Biking and transit are perceived as more desirable than ratings from commuters using other modes of transportation. This may indicate that bike commuters are more likely to walk or use transit in addition to biking compared to people who drive.

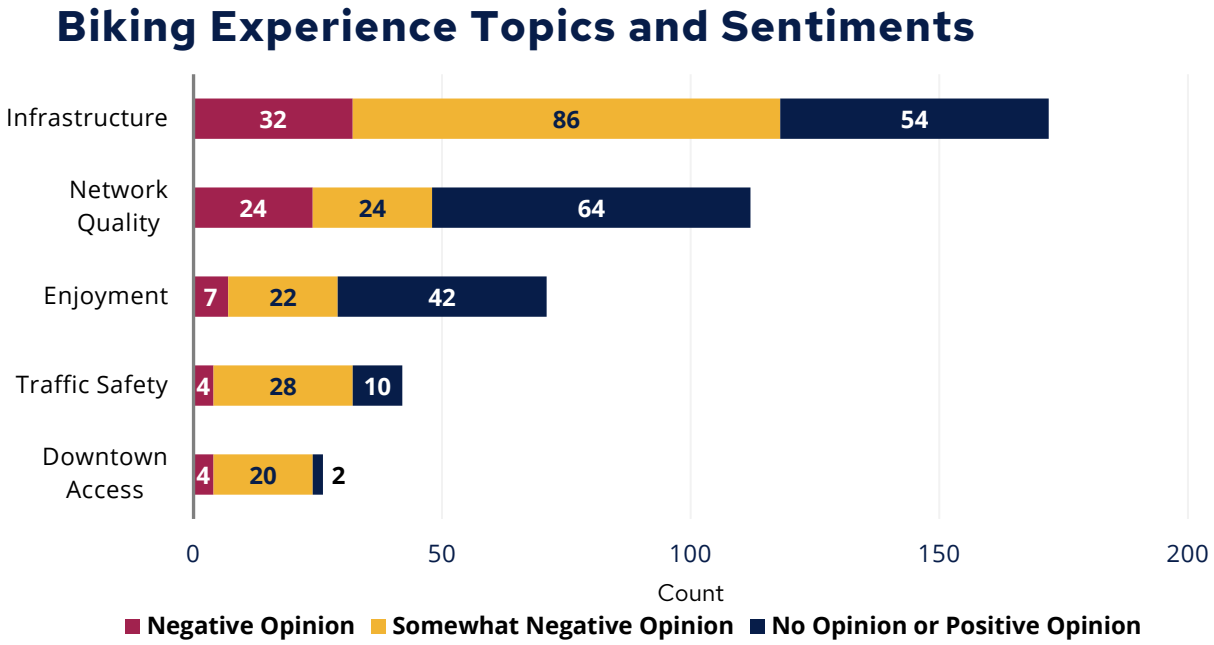


Figure 10 – Stacked bar chart showing topics and sentiments on comments related to biking experience.

QUALITATIVE FINDINGS

Infrastructure - Network Gaps: Survey responses are largely appreciative of recent improvements to biking infrastructure. However, there is a strong desire for better connections to surrounding neighborhoods outside of the downtown area.

Infrastructure - Parking: There are complaints about limited bike parking and theft concerns. Cyclists want to be able to park and secure their bikes in proximity to their destination. Some comments also hoped for parking enforcement on bike lanes to reduce illegally parked vehicles.

Enjoyment: Overall, cyclists who took part in the survey reported enjoying their biking experience in Downtown Saint Paul, particularly along the riverfront.

Traffic Safety: Cyclists are concerned about aggressive drivers, wide roads and the lack of protected bike lanes which created potentially unsafe biking conditions downtown.

Network Quality: Comments under this category show general enjoyment of the downtown biking network. Key concerns revolve around the need for additional infrastructure to fill in existing gaps, specifically on **Kellogg Boulevard**, **Wabasha Street N** towards the Capitol, and more connections to the **Riverfront**.

Transit

Figure 11 and 12 shows how participants who identified Green Line and Bus as their main method of commuting to and from downtown responded to Questions 5 through 11. The distribution of the

'No Response' column is particularly noteworthy as it can highlight incompatible modes of transportation. **Figure 13** shows the distribution of comment topics and sentiment distribution under each topic.

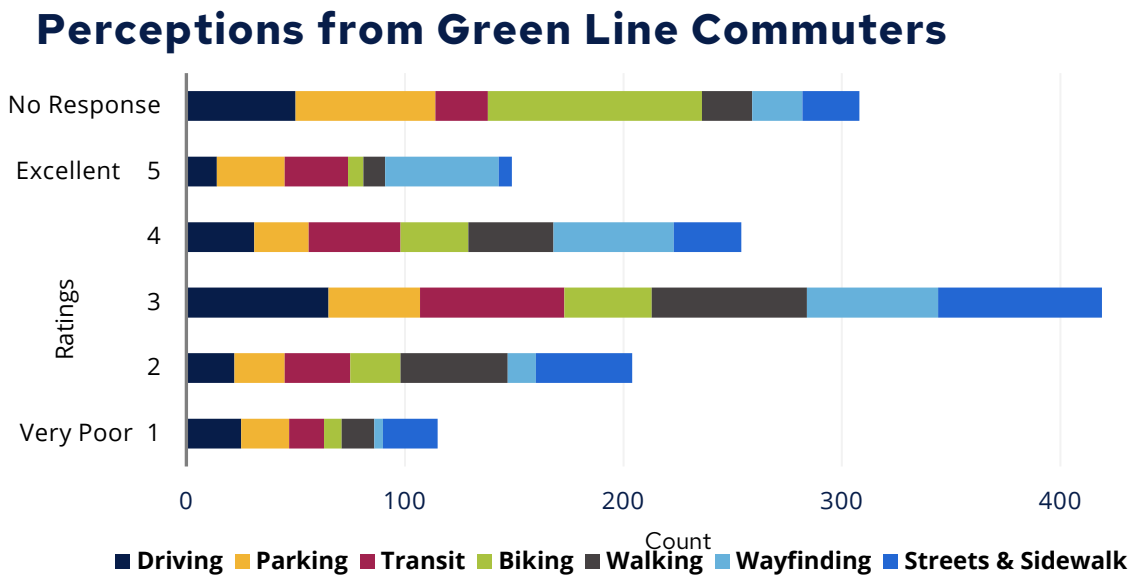


Figure 11 – Stacked bar chart showing how Green Line commuters rated their travel experience across all categories.

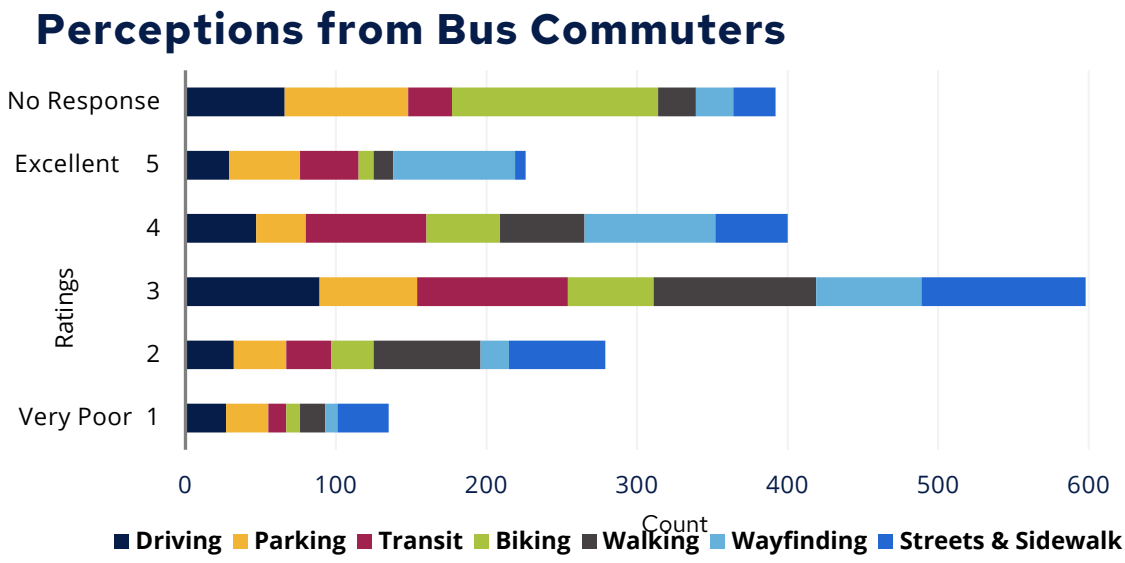


Figure 12 – Stacked bar chart showing how bus commuters rated their travel experience across all categories.

FINDINGS AND INTERPRETATIONS

The large proportions of no response for biking experience in Figure 11 and Figure 12 show that transit riders that took the survey are unlikely to have biking experience. Additionally, bus commuters have rated transit more highly than green line riders. See qualitative findings for details.

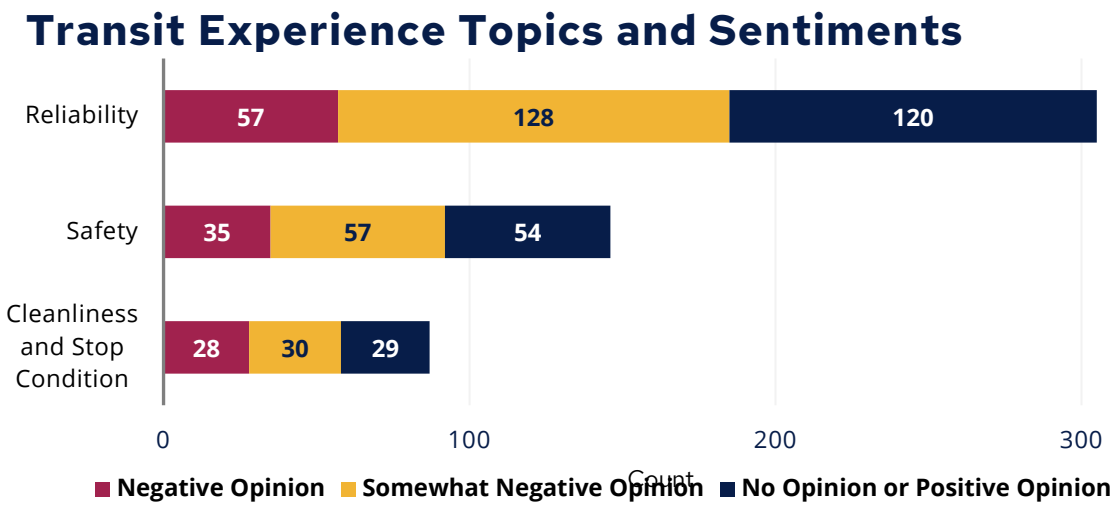


Figure 13 – Stacked bar chart showing topics and sentiments on comments related to transit experience.

QUALITATIVE FINDINGS – TRANSIT

Reliability: While responses indicate appreciation for the convenience of current transit services, feedback also includes concerns about unpredictable wait times, bus bunching, and difficulty understanding construction-related detours.

Perception of Personal Safety: Many comments highlight safety issues, including crime, drug use, and harassment at transit stops and on trains. In general, Buses are perceived to be safer than Green Line trains.

Cleanliness and Stop Condition: There are numerous remarks that mention a lack of cleanliness at transit stops. Participants expressed the need for more frequent maintenance and cleaning to remove litter and other sources of odor.

QUALITATIVE FINDINGS – GREEN LINE SPECIFIC

Perception of Personal Safety: Half of the Green Line comments expressed feeling unsafe at or around Green Line facilities, particularly at downtown stations.

Speed and Travel Time: A third of Green Line comments showed desire for priority signaling and faster travel times in and around Downtown Saint Paul and noted that current inefficiencies drive away potential riders.

Social Issues and Rider Behavior: Comments frequently mention disruptive behavior from other riders, including loud music, smoking, and loitering. Issues related to the experience with perceived unsheltered populations and mental health are also commonly noted.

Driving, Carpooling and Parking

Figure 14 and 15 shows how participants who identified driving and carpooling as their main method of commuting to and from downtown responded to Questions 5 through 11. The distribution of the 'No Response' column is particularly noteworthy as it can highlight incompatible modes of transportation. **Figure 16 and 17** shows the distribution of comment topics and sentiment distribution under each topic.

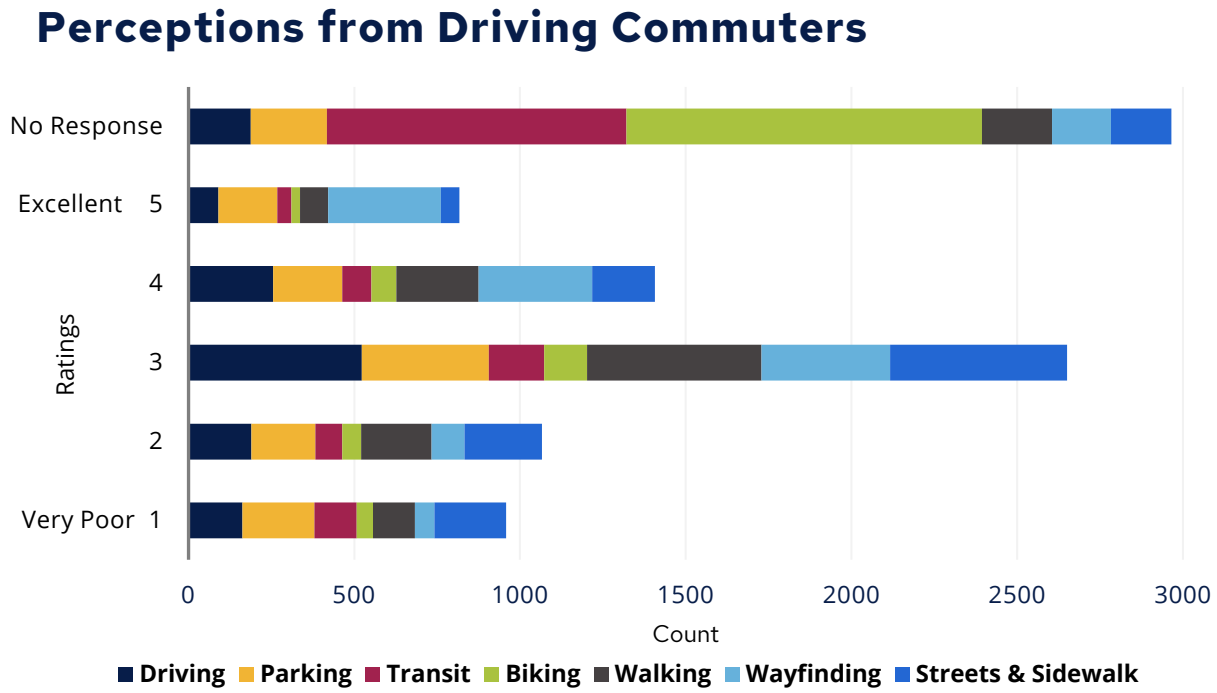


Figure 14 – Stacked bar chart showing how driving commuters rated their travel experience across all categories.

FINDINGS AND INTERPRETATIONS

- The high numbers of no response for both transit and biking may indicate intermodal incompatibility between driving and alternative transportation options.
- There may be potential to capture driving commuters in areas outside of the downtown region and encourage active transportation within the urban core.

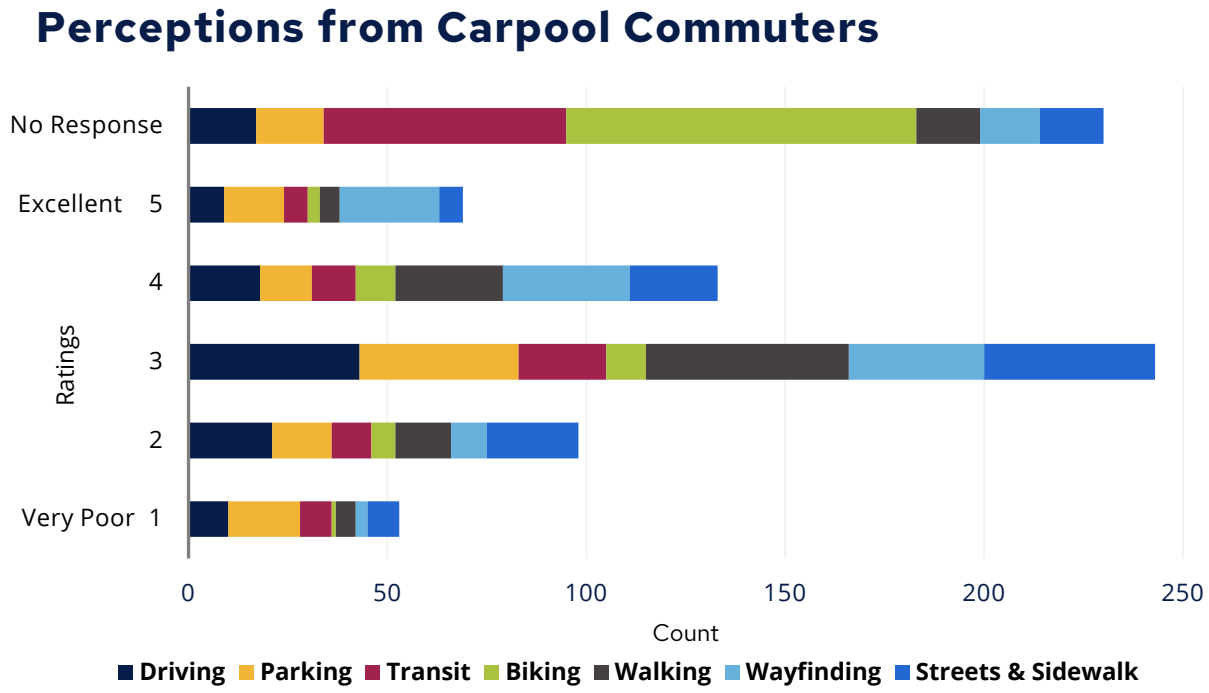


Figure 15 – Stacked bar chart showing how carpool commuters rated their travel experience across all categories.

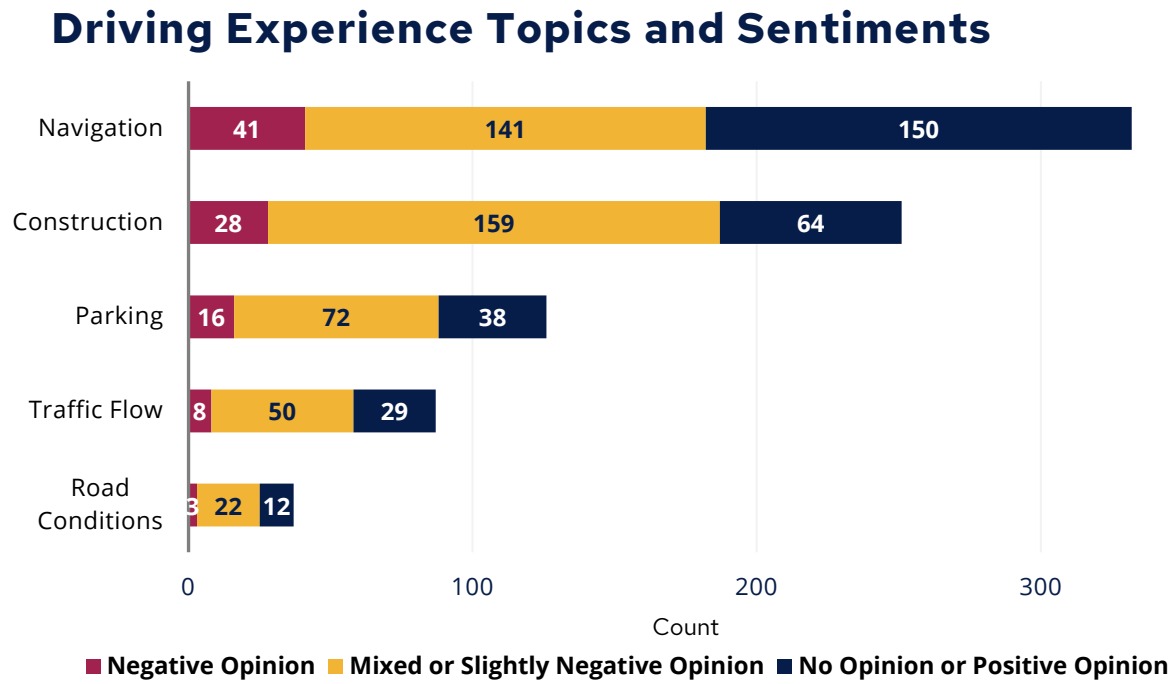


Figure 16 – Stacked bar chart showing topics and sentiments on comments related to driving experience.

QUALITATIVE FINDINGS

Navigation – General: In general, drivers find it easy to navigate to and within downtown, however, a few comments showed frustration with one-way streets and confusing turning movements at intersections.

Navigation – Finding Parking: Another key theme under the navigation topic was the experience navigating to available parking spots. Many drivers closely associated the driving experience with their experience navigating to available parking spots. Refer to qualitative findings under parking experience for additional information.

Construction: Drivers repeatedly cited long-running construction projects on downtown roads. There are frustrations with unanticipated shifts in traffic patterns due to construction related detours and requests for better signage within work zones.

Parking: Refer to qualitative findings under parking experience for additional information.

Traffic Flow: Respondents described traffic congestion during events as a common issue. Some comments suggested that current traffic signal timing configurations can further contribute to delays.

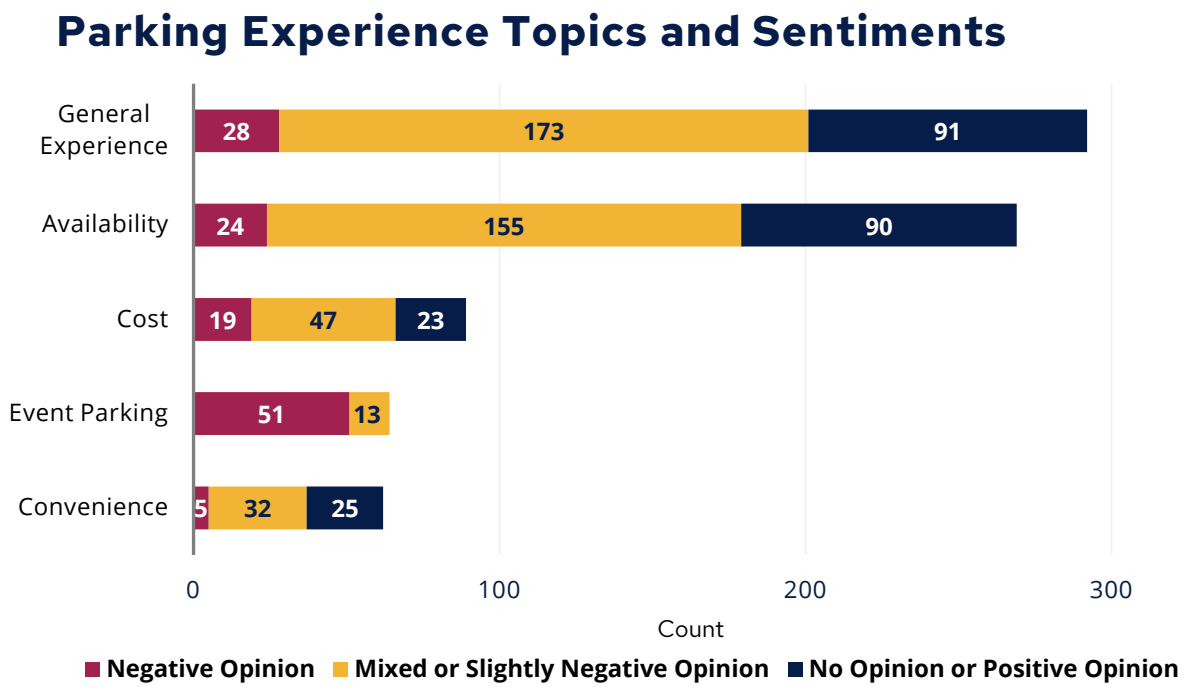


Figure 17 – Stacked bar chart showing topics and sentiments on comments related to parking experience.

QUALITATIVE FINDINGS

General Experience: The overall sentiment on the general parking experience is mixed. Many positive comments described the parking experience as being relatively pleasant and intuitive. However, others report difficulties with unclear signage when navigating to and from their parking space on foot and expressed frustration with the confusing payment systems. Safety concerns are also a recurring theme, particularly regarding vehicle break-ins and perceptions of insecurity in parking ramps and while walking to and from parked vehicles.

Availability: Many comments highlight the availability of parking options, including ramps, street parking, and surface parking lots. However, drivers that are used to finding street parking right outside of their destinations negatively view recent additions of bike lanes. In contrast, many also point out that Downtown Saint Paul dedicates too much space to accommodate vehicles.

Cost: Some responses expressed concerns about the high cost of parking during events, noting that it can discourage visits to the downtown area via car.

Event Parking: Current downtown parking experiences during major events drew consistent criticism from survey comments, particularly the higher event rate pricing and delays in and around parking ramps due to surges in visitors.

Wayfinding

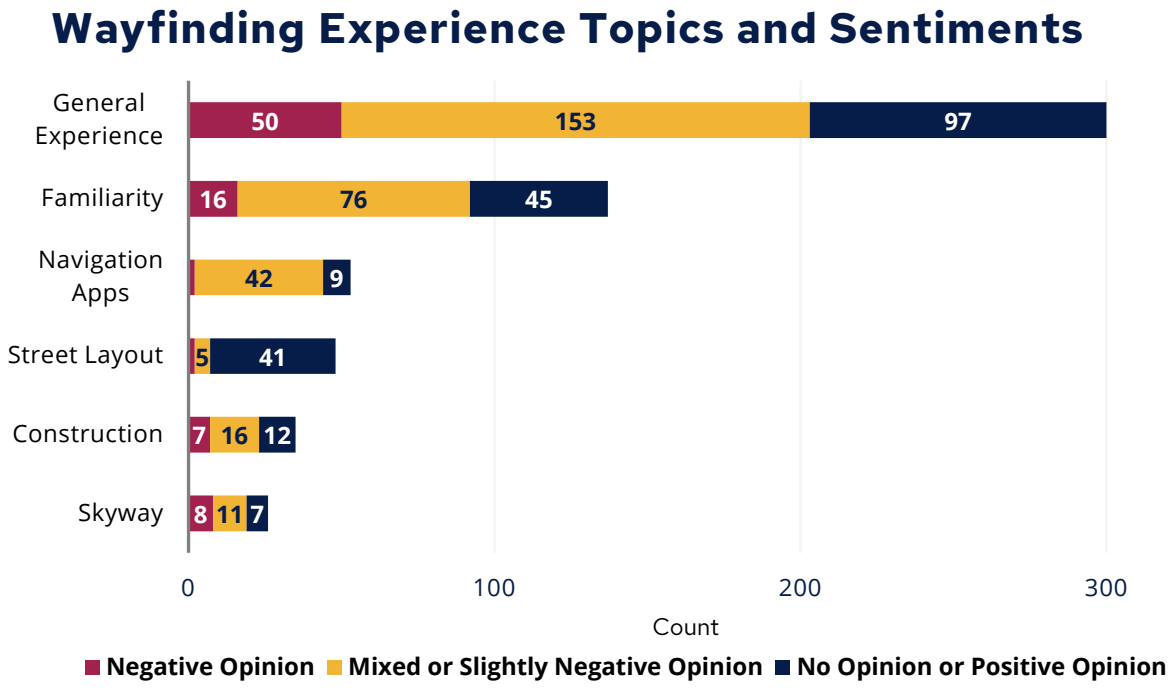


Figure 18 – Stacked bar chart showing topics and sentiments on comments related to wayfinding experience.

QUALITATIVE FINDINGS

General Experience: Survey responses generally had a positive perception of wayfinding in the downtown area. Participants across all modes of transportation noted that signage is clear and effective, and many indicated that their prior familiarity with downtown further supported ease of navigation.

Familiarity: Most survey respondents were not first-time visitors to Saint Paul and reported minimal difficulty with wayfinding. They noted that the city's street layout contributes to easier navigation. However, some comments indicated that first-time visitors may find the skyway system challenging to navigate.

Navigation Apps: In general, comments reflect that people mostly rely on navigation apps on their cellphones to help them navigate Downtown Saint Paul. Responses noted some challenges when navigating the Skyway as most navigation apps do not have data on Skyway paths.

Street Layout: Very favorable review of downtown's street grid pattern, respondents found it easy to orient themselves while on foot.

Street & Sidewalk

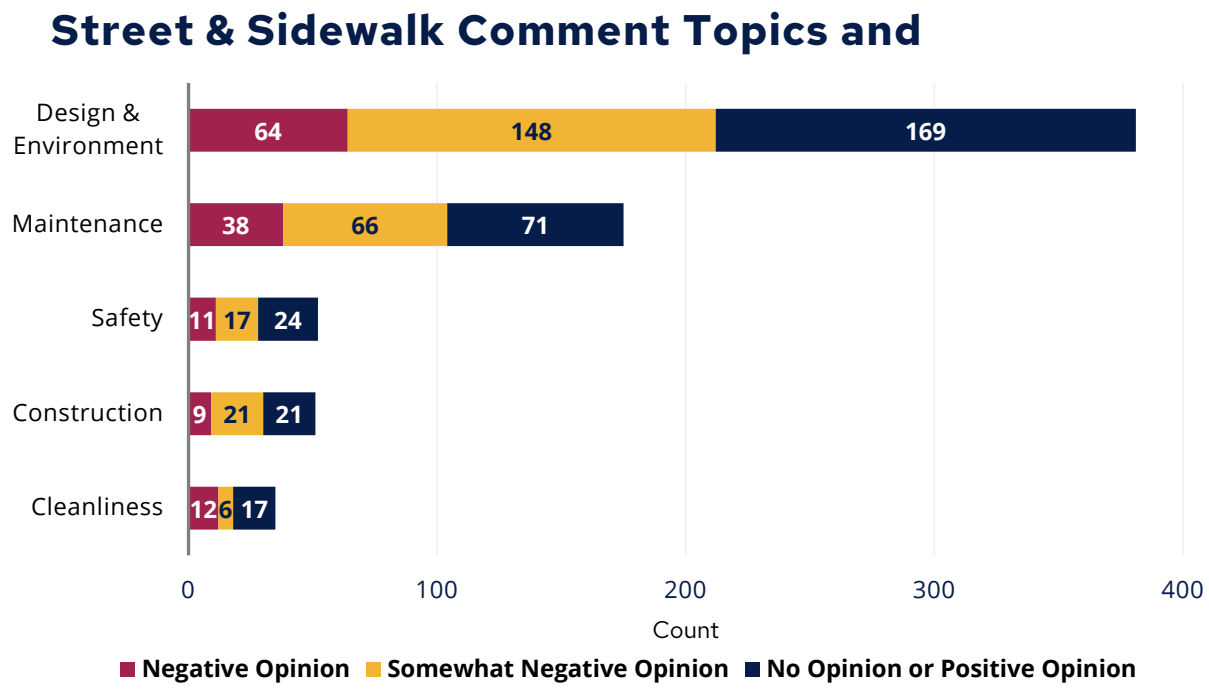


Figure 19 – Stacked bar chart showing topics and sentiments on comments related to street & sidewalk.

QUALITATIVE FINDINGS

Design & Environment: Beyond recurring concerns about unhoused individuals loitering near transit stops, there is a strong call for street design that better supports pedestrians. Many comments emphasize the importance of creating streetscapes that foster a sense of place, noting that the current downtown can feel blighted and empty. Additionally, respondents frequently highlight the need for traffic calming and road dieting measures to curb aggressive and unsafe driving behavior, specifically at **5th St & Minnesota St**, **4th St & Wacouta St**, and **4th St & Sibley St**.

Maintenance: Survey responses indicated the need for more proactive maintenance on street and sidewalk conditions. In particular, issues such as cracked and uneven sidewalks and deteriorating pavement contribute to unpleasant travel conditions for all users.

Future Vision

Question 12–15: Survey participants were asked about the biggest opportunities for streets in Downtown Saint Paul.

Figure 20 – Word cloud showing word frequency from Question 12 through 15.

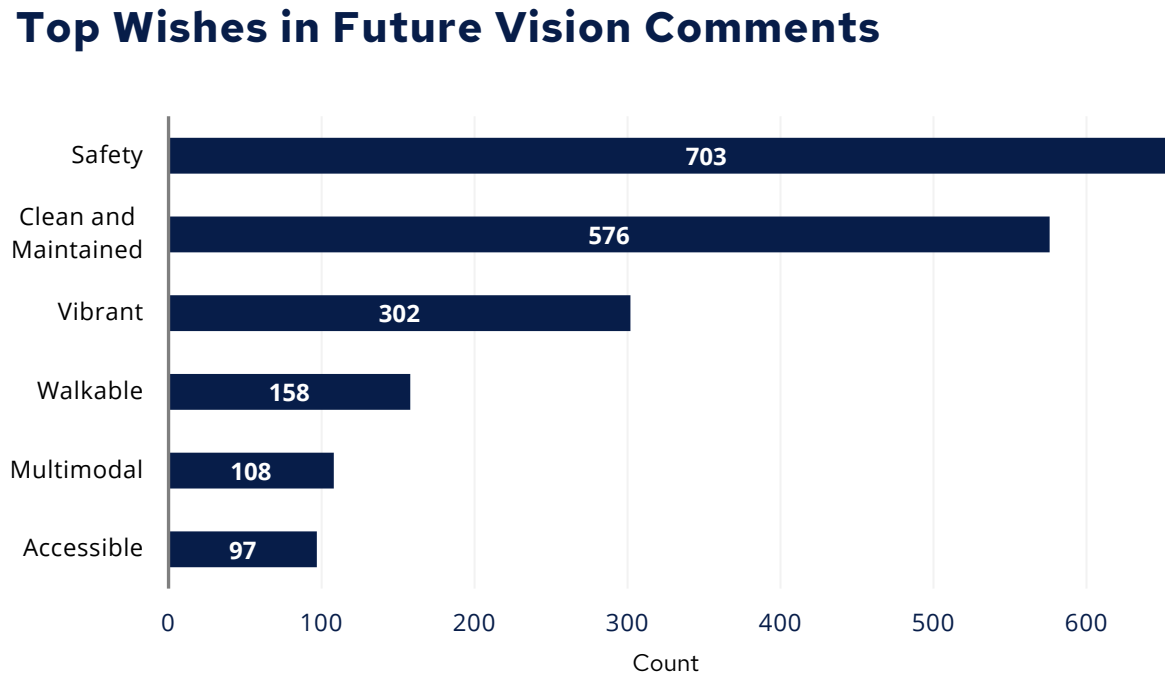


Figure 21 – Bar chart showing top wishes in future vision comments.

QUALITATIVE FINDINGS

Survey responses indicate a strong desire for an enjoyable urban experience, with many comments emphasizing the need for a downtown environment that promotes both personal and traffic safety. Respondents also envision a vibrant, visually appealing downtown filled with activities and thriving businesses, alongside more consistent cleaning and maintenance of existing street infrastructure. Key themes for the top three topics include:

Safety: Visitors expressed a strong desire to feel safe when spending time in Downtown Saint Paul, noting that a lively and well-populated environment can contribute significantly to their sense of personal safety.

Clean and Maintained: Visually pleasing and well-maintained infrastructure plays a key role in creating a vibrant atmosphere, making street spaces feel more attractive, welcoming, and enjoyable for all users.

Vibrant: Participants expressed a desire for more human-scaled infrastructure and storefronts that open directly onto surrounding streets. Such designs are seen as enhancing the sense of place and contributing to street environments that are more engaging and capable of retaining visitors.

Goals

Questions 16-23: Respondents were asked to rate each of the five goals outlined in Saint Paul's Downtown Streets and Sidewalk Plan, as well as evaluate the current state of downtown based on those same categories.

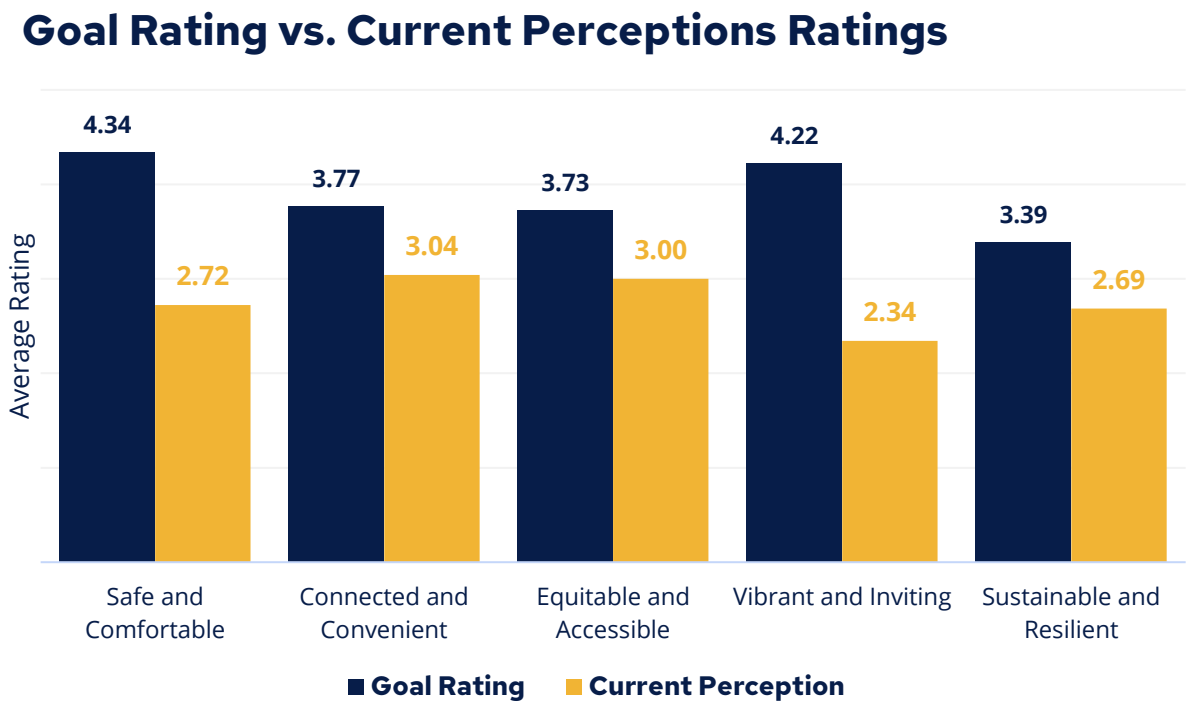


Figure 22 – Grouped column chart showing goal rating vs. current perception ratings.

FINDINGS AND INTERPRETATIONS

Across all goals, "Safe and Comfortable" and "Vibrant and Inviting" received the highest importance ratings from respondents. However, these same categories were also rated lowest in terms of current perceptions, highlighting a significant gap between future hopes and current perceived reality. As illustrated in Figure 21, the findings may indicate that:

- Downtown Saint Paul currently falls short in providing visitors with a powerful sense of safety.
- Perceptions of personal safety and the overall downtown experience are closely tied to the vibrancy and quality of the street environment.
- There is less support for the "Sustainable and Resilient" goal, which may benefit from rephrasing to enhance clarity on the "Resilient" aspect and to garner broader public support.

Opportunities

Questions 24-25: Survey respondents were invited to share open-ended feedback on what they see as the greatest opportunities for improving streets in Downtown Saint Paul.

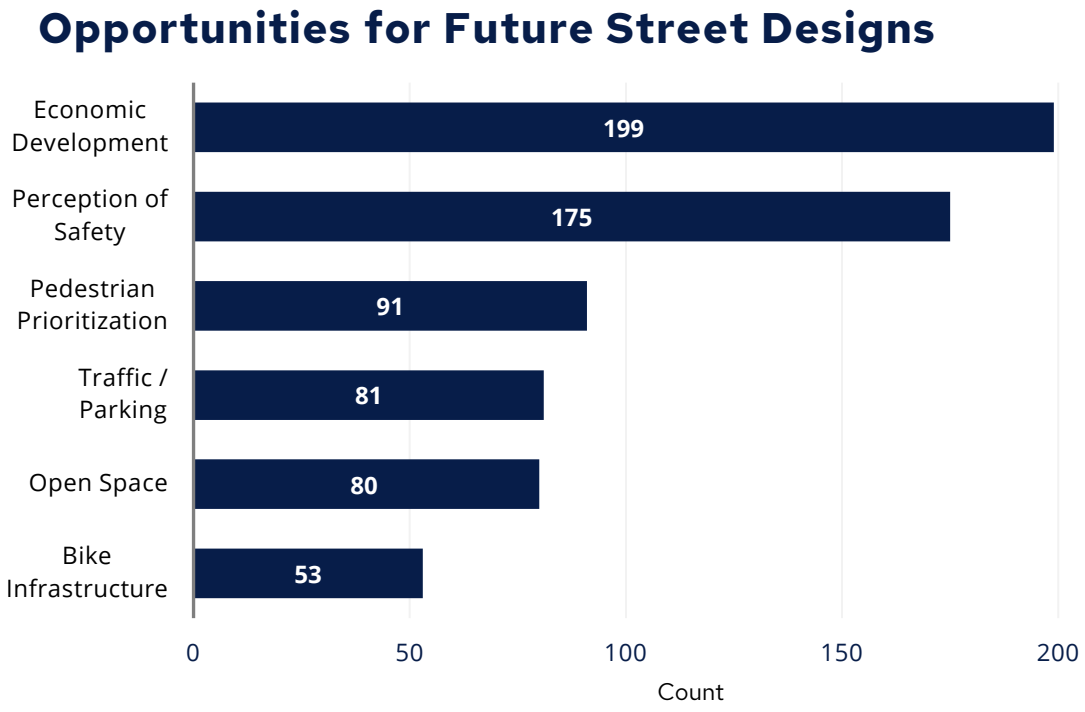


Figure 23 – Bar chart showing top opportunities for future street designs.

FINDINGS AND INTERPRETATIONS

Economic Development: Respondents expressed a strong desire for increased economic development in Downtown Saint Paul. Vacant buildings and shuttered businesses were frequently cited as contributing to the area's lack of vibrancy, while also representing key opportunities for redevelopment. Many comments specifically called for more street-facing businesses integrated into a street network designed to encourage social interaction and pedestrian activities.

Perception of Safety: Transit users identified bus and transit stops as key areas in need of redesign to enhance personal safety and deter unwanted behaviors. Furthermore, there were calls for additional lighting in locations directly adjacent to areas of high foot traffic.

Pedestrian Prioritization: Survey comments emphasized the importance of deprioritizing cars in the downtown area by reducing the amount of space dedicated to vehicles. Respondents advocated for traffic control measures and enhanced pedestrian crossings as strategies to lower vehicle speeds and address traffic-related safety concerns.

Traffic / Parking: There is a shared desire among respondents for greater transparency and planning around parking and construction-related detours. Additionally, many expressed hopes for improving traffic flow and parking experiences during events.

Open Space: Participants expressed a strong interest in seeing more frequent large-scale events that make use of Saint Paul's abundant open public spaces downtown. Many see recurring gatherings and festivals as opportunities to attract both businesses and visitors, contributing to a more vibrant urban atmosphere. Additionally, there is a shared hope for increased urban greenery to provide shade, enhance pedestrian comfort, and improve the overall walkability of the downtown area.

Bike Infrastructure: Respondents consistently expressed the need to expand the existing cycling infrastructure to improve connectivity between downtown Saint Paul and surrounding neighborhoods. There were also strong calls for better access to the riverfront and continued efforts to address gaps in the current bike network. These improvements are seen as essential for promoting active transportation and enhancing the overall accessibility of the downtown area.

Demographics

Questions 26-34: These questions are designed to understand the demographics of survey participants.

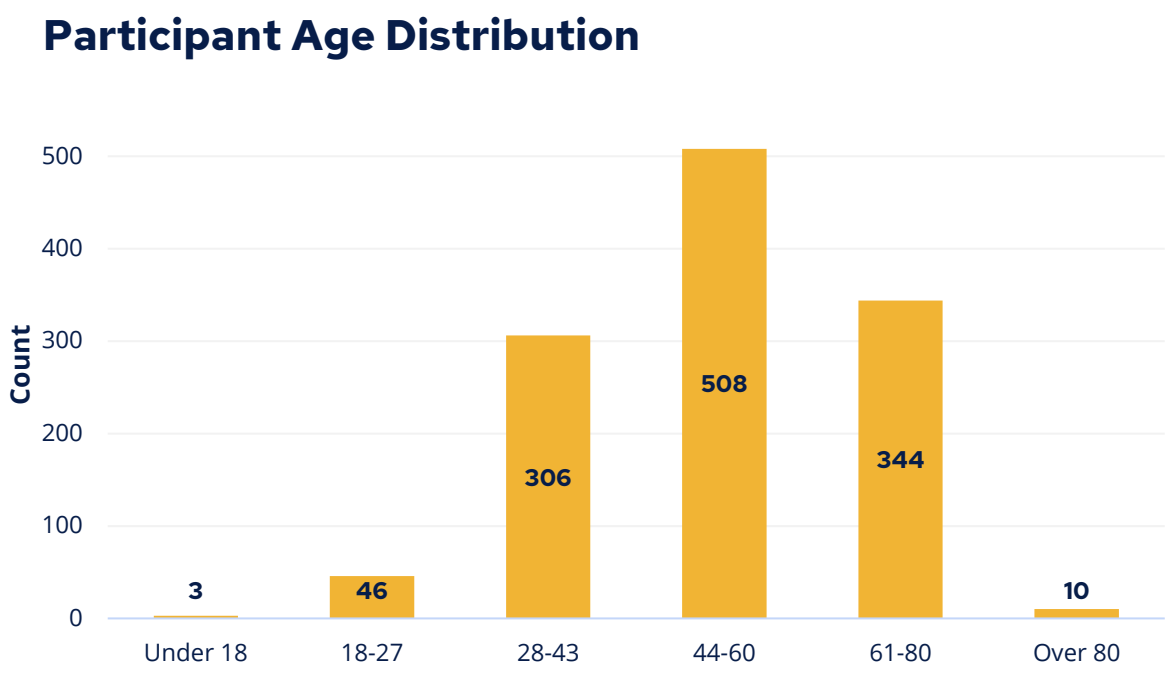


Figure 24 – Column chart showing age distribution of survey participants.

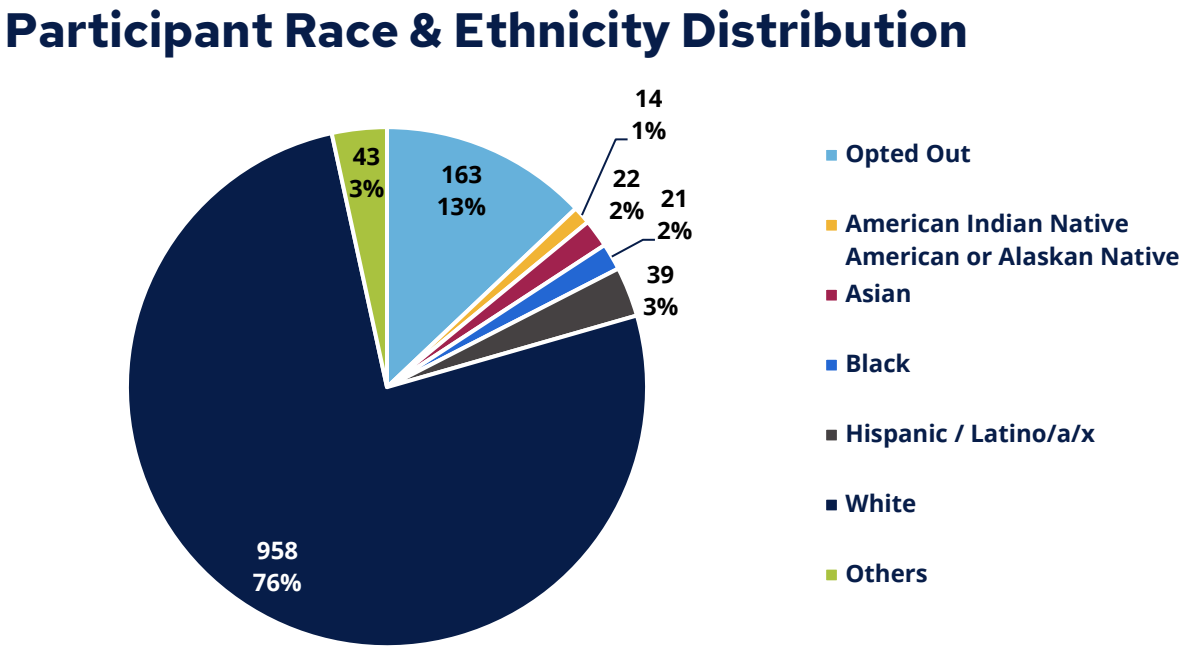


Figure 25 – Pie chart showing race and ethnicity distribution for survey participants.

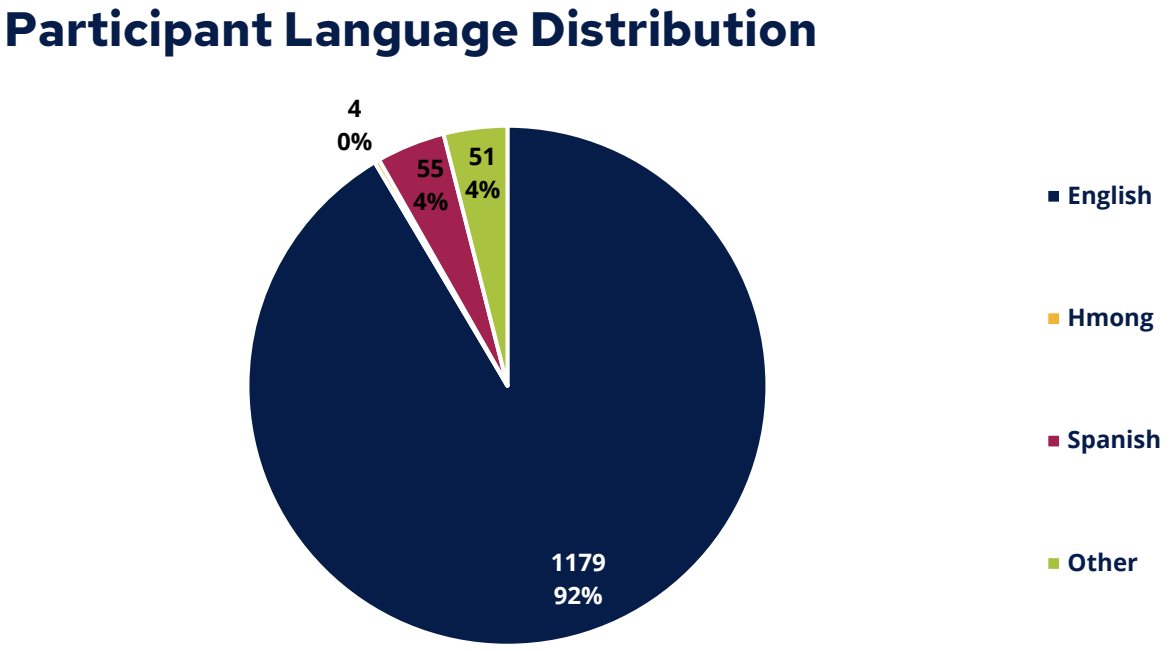


Figure 26 – Pie chart showing language distribution for survey participants.

Race and Ethnicity	Survey	Census
American Indian Native American or Alaskan Native	1.1%	0.7%
Asian	1.8%	17.9%
Black or African American	1.7%	16.2%
Hispanic or Latino/a/x	3.1%	9.1%
Hmong American	0.1%	-
Native Hawaiian or Pacific Islander	0.2%	0.0%
White	76.0%	53.2%
Other	3.1%	8.4%
Opted Out	12.9%	-

Table 1 – Race and Ethnicity distribution of survey participants versus Census data of Saint Paul residents.

IMPLICATIONS

The demographic data collected from this survey differs notably from the U.S. Census data for the City of Saint Paul. In particular, the median age of respondents is significantly higher than the city's median age of 34.6 years. Additionally, the White community is over-represented in the survey responses, as almost half of the City of Saint Paul identifies as a person of color or non-White nationality. In future phases of engagement, more qualitative feedback from these under-represented groups will be pursued to better represent the voices and perspectives of the city's minority communities.