

DRAFT FINAL PLAN IN REVIEW (SUMMER 2026)

Saint Paul Downtown Streets and Sidewalks Plan DRAFT

December 2025





Draft Plan

Downtown Saint Paul Streets and Sidewalks Plan

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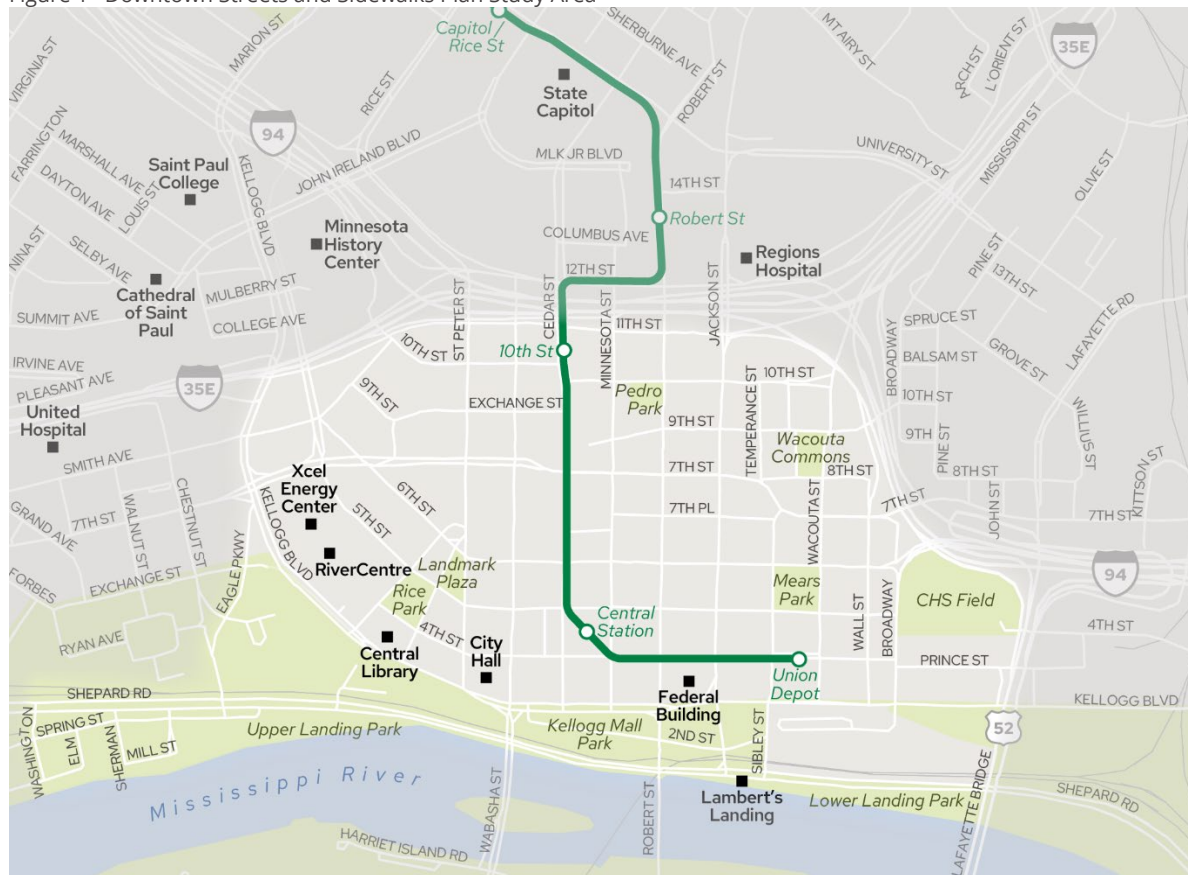
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A Downtown Streets and Sidewalks Plan

The City of Saint Paul is looking to improve connectivity and support growth in residents, visitors, employees, and businesses in Downtown Saint Paul. The Downtown Streets and Sidewalks Plan introduces a proposed street network, concept designs, and strategies to establish a public realm and transportation network that is safe, convenient, well-connected, and vibrant. The Plan will examine all the needs that Downtown's street network must serve and determine the best way to fit the many pieces together into a cohesive system. The plan will identify how Downtown's streets and sidewalks can prioritize an enhanced pedestrian experience and reduce automobile dependency.

The primary study area for the Downtown Streets and Sidewalks Plan is bounded by I-94/I-35E freeway on the north, Highway 52/Lafayette Bridge on the east, Shepard Road on the south, and Kellogg Boulevard on the west. This area is entirely within Planning District 17 (the Capitol River Council). The study considers the gateway connections and corridors to each of the adjacent districts and neighborhoods from this primary study area.

Figure 1 Downtown Streets and Sidewalks Plan Study Area



Why a Streets and Sidewalks Plan?

Previous Plans

Previous Plans: Mobility

The Saint Paul Climate Action and Resiliency Plan identifies a goal of reducing Single Occupancy Vehicle (SOV) commuters by 40% by the year 2040. The Saint Paul 2040 Comprehensive Plan identifies a goal to increase all trip mode share for non-SOVs, aiming to surpass the following interim mode share goals by 2040: 25% walking, 20% transit, and 8% bicycling – a 53% non-SOV mode share. As a historic regional city center poised for evolution, Downtown Saint Paul's transportation system plays a large influence in reaching these goals. Recent multimodal transportation investments in downtown streets include the Capital City Bikeway, Green Line LRT, Gold Line BRT, B Line BRT, and others, which have begun to lay the groundwork for a multimodal downtown that relies less on single occupancy vehicles and has a complete network of efficient and low-stress alternatives.

Previous Plans: Ecology

Several plans aim to improve the ecology and multimodal environment in Downtown Saint Paul. The Comprehensive Plan has an established goal to increase tree canopy by 15%, and the City needs to prioritize street trees and street plantings to meet this goal over time. The Saint Paul River Balcony Master Plan, building off the Great River Passage Master Plan, envisions a publicly-accessible pathway connecting new public spaces and river bluff-side redevelopment sites from the Science Museum to Union Depot, connecting the plan study area to the riverfront. As this vision is implemented through design development, the River Balcony plan will need to tie into the recommended network of overall public realm and street improvements.

Previous Plans: Downtown Development

The Downtown Investment Strategy envisions significant future growth in residents, employees, and visitors. That document, authored by the Saint Paul Downtown Alliance, set three aspirational benchmarks for the future growth of downtown, compared to a 2018 baseline:

- Attract 20,000 more residents to downtown
- Create 20,000 more downtown jobs
- Generate a 20% increase in downtown visitation

The Downtown Investment Strategy focuses on three priorities:

- Converting underutilized office space into housing
- Investing in pedestrian-oriented streetscape improvements
- Advancing downtown's most strategic redevelopment opportunities.

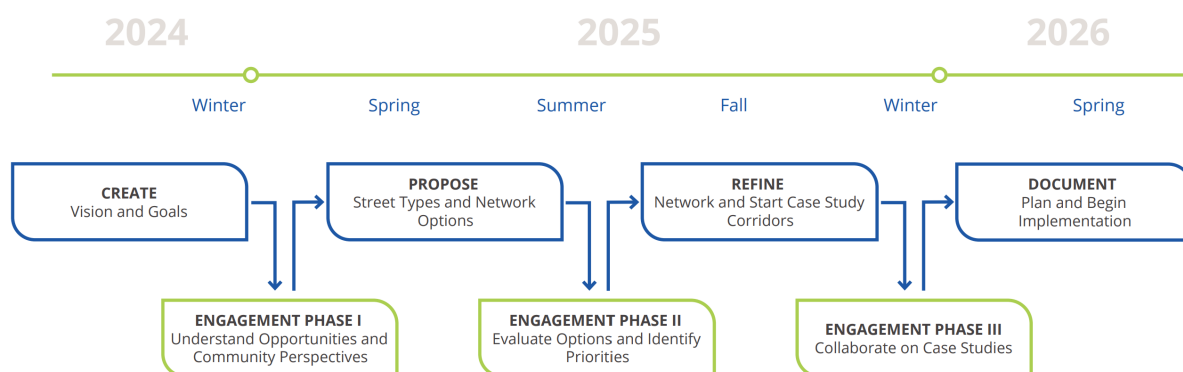
Implementation of the Downtown Investment Strategy is underway. Construction has begun on two office-to-residential conversions in downtown and the Mayor proposed \$1 million in permit fee waivers to facilitate office-to-residential conversions. The Saint Paul City Council approved an expansion of the Downtown Improvement District to cover all of downtown, enhancing existing safety strategies. This supports \$250 million in street repairs and infrastructure improvements underway in downtown. In order to create more access and attraction for added jobs, residents, and visits, street network improvements that increase walkability and assure connectivity by all modes will be key.

Other strategic redevelopments such as the Metropolitan Council's planning for Central Station block, Ramsey County's advancing of schematic design for RiversEdge Development, and the City's entertainment district planning for the Grand Casino Arena area will also catalyze a momentum of changes that need to be supported by an evolving downtown street network which can support growth and enable progress.

Plan Development

The Downtown Streets and Sidewalks Plan work started in the Fall of 2024 and was completed by early 2026. The work started with visioning and goal-setting, iterated on potential street network alternatives, and refined network, project, and program concepts through feedback from the Technical Advisory Committee. The analysis and planning was guided by engagement with the community including an online survey, online maps, pop-up workshops, stakeholder meetings, and activations to promote the plan. The final plan documents the results of this planning process and multiple corridor concept designs were developed for the purpose of funding grant applications.

Figure 2 Saint Paul Downtown Streets and Sidewalks Plan Process



Stakeholder Involvement

The Downtown Streets and Sidewalks Plan was led by the Saint Paul Department of Public Works and guided by a Technical Advisory Committee composed of government agencies and community organizations. The Technical Advisory Committee generally met monthly throughout the project. The Technical Advisory Committee helped support engagement; provided advice and input on draft street networks, street network design options, and strategies; evaluated tradeoffs; made recommendations on design options; and served as project champions. As the City of Saint Paul works to implement strategies and actions in this plan, Technical Advisory Committee members and their member agencies will be key implementation partners and champions. A full list of agencies represented in the Technical Advisory Committee can be found in Appendix A.

Vision and Goals for the Downtown Streets and Sidewalks Plan

To ensure consistent direction between stakeholders, the Saint Paul Downtown Streets and Sidewalks Plan establishes a vision and goals for the downtown transportation network. The vision is future-based and conveys the purpose of this planning effort. The goals articulate what downtown wants to achieve. These are lofty and may take years to reach. Desired outcomes make the goals more concrete.

Vision

The Saint Paul Downtown streets and sidewalks are safe, convenient, and vibrant. The public realm and transportation network together facilitate 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.

Figure 3 A sketch rendering of the proposed future design of St. Peter Street using the vision of the Downtown Streets and Sidewalks Plan



Plan Goals and Desired Outcomes

The plan has five goals with accompanying objectives.

1. **Safe and Comfortable:** Create a transportation network that facilitates safe and comfortable trips, especially for the city's most vulnerable travelers.
 - a. Eliminate traffic-related fatalities and serious injuries
 - b. Improve safety and comfort for people walking and biking
 - c. Improve the experience of people taking transit
 - d. Improve safety for motorists with safe travel speeds
 - e. Improve sense of personal safety downtown
 - f. Create more opportunities for organic "eyes on the street"
2. **Connected and Convenient:** Create a transportation network with easy-to-use and reliable travel options
 - a. Improve non-auto access to and from downtown residences, businesses, and commercial areas
 - b. Improve non-auto access to and from downtown jobs
 - c. Expand access to all modes of travel
 - d. Eliminate gaps in the street, trail/greenway, and sidewalk networks
 - e. Ensure access to existing and planned high-quality and high-frequency transit service

- f. Organize and prioritize curb space for efficient pick-up and drop-off and loading and unloading
 - g. Balance the needs of the curb between high-priority commercial uses, multimodal community access, and personal vehicular parking
 - h. Address barriers to key destinations such as the Mississippi River and the Capitol
 - i. Improve reliability of the transportation system during events
3. **Equitable and Accessible:** Create a transportation network with mobility options for all
- a. Contribute to equitable opportunities and outcomes for all people
 - b. Balance the mobility and street use needs in the public realm
 - c. Increase affordability and attractiveness of non-driving transportation options
 - d. Increase the percentage of the transportation network that is fully accessible on a daily basis and during winter weather events in Downtown Saint Paul
 - e. Engage with vulnerable populations and prioritize improvements to areas that have been adversely impacted by past transportation decisions
4. **Vibrant and Inviting:** Create a public realm that makes it attractive to do business in and spend time around downtown
- a. Use infrastructure to highlight and enhance the nearby features, institutions, attractions, and/or places
 - b. Enhance community gathering places with high-quality non-motorized transportation and pedestrian infrastructure and amenities
 - c. Enable equitable participation in events and gatherings with redundancy in access
 - d. Dynamically manage the right-of-way to facilitate events and community needs
 - e. Increase the number of Saint Paul residents and visitors connecting with the Mississippi River
 - f. Design the rights-of-way for expansive adjacent sidewalk dimensions to support increased activation, vibrancy, and commerce in the public spaces between buildings and the street
5. **Sustainable and Resilient:** Create a transportation network that is adaptable to change, sustainably managed, and makes low emissions travel a legitimate choice
- a. Improve climate resilience and adaptability of transportation infrastructure and maintenance
 - b. Reduce transportation-related greenhouse gas emissions
 - c. Reduce single-occupant vehicle trips by 40% by 2040
 - d. Increase the number of trips, especially those less than 3 miles, made by sustainable modes
 - e. Improve system resilience to severe weather incidents



Existing Conditions

This section highlights existing conditions related to Downtown Saint Paul's mode split, roadway network connectivity, curbside management, safe walking and biking, convenient access to transit, and upcoming roadway improvement projects. Key findings are included below and full analysis presented is available in Appendix B.

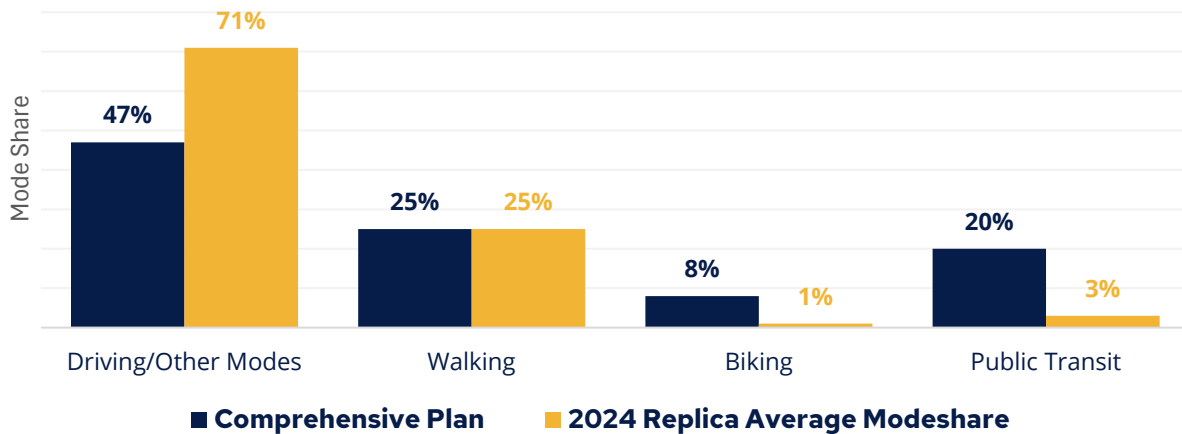
Mode Share

Saint Paul's current and past mode usage in the downtown area can help to determine how travel trends change and adapt over time. Saint Paul's Comprehensive Plan outlines city goals for mode share, targeting 25% walking, 20% public transit, and 8% bicycling.

The only metrics in which these mode share goals are met in the downtown area is for walking trips. For all other trip types and modes, the city's goals are unmet and require a significant decrease in driving mode share to be met in the future (Figure 4).

Figure 4 Downtown Modeshare Compared to Comprehensive Plan Goals

Downtown Modeshare (Comprehensive Plan Goal vs 2024 Average)



Further, comparing Downtown Saint Paul's spring 2024 mode share to fall 2019 mode share indicates that automobile usage has increased. For trips **ending** in Downtown Saint Paul, 2024 data showed a greater share of private auto trips on both weekdays and weekends, when compared to 2019 data. The percentage of trips made on public transit trips also decreased from 2019 to 2024, showing a possible shift from taking transit to driving.

Figure 5 Weekday Trips to Downtown Saint Paul by Mode, 2019 and 2024

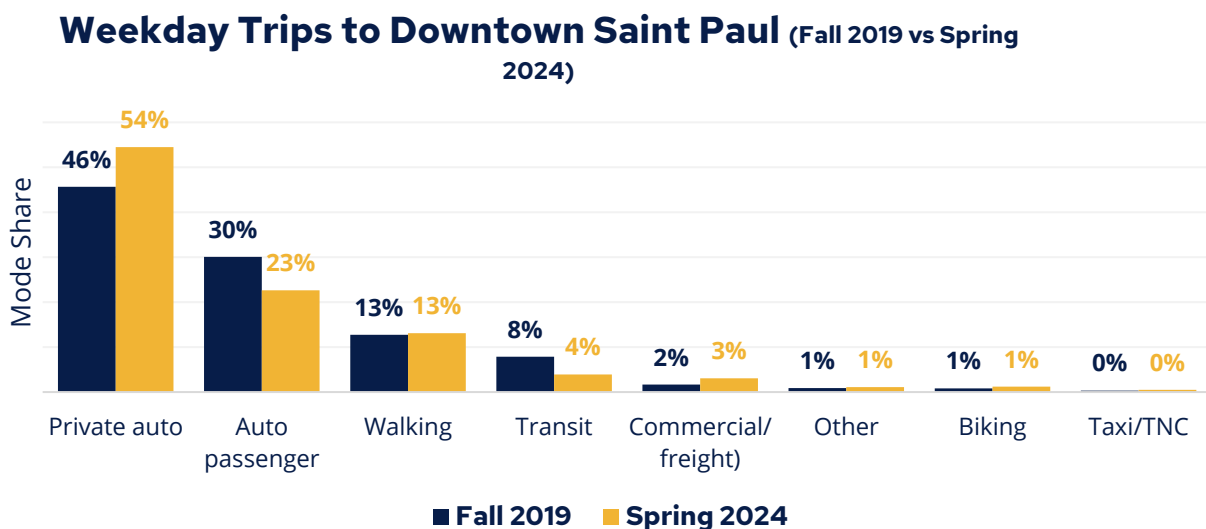
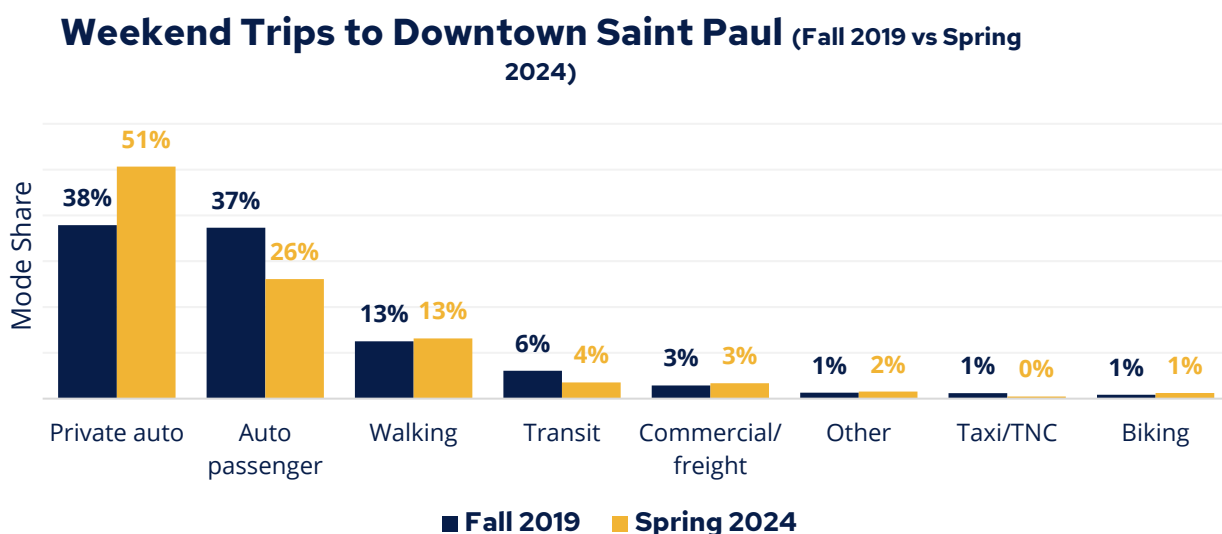


Figure 6 Weekend Trips to Downtown Saint Paul by Mode, 2019 and 2024



The mode share of trips **within** Downtown Saint Paul showed similar patterns. The share of walking trips decreased from 2019 to 2024, and the share of private automobile trips increased.

Figure 7 Weekday Trips Within Downtown Saint Paul by Mode, 2019 and 2024

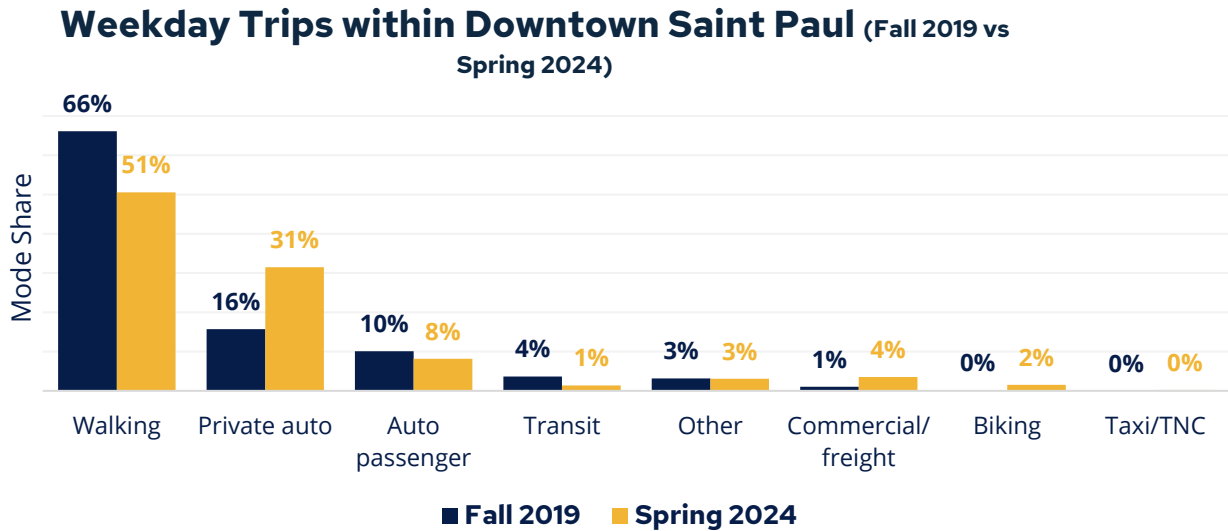
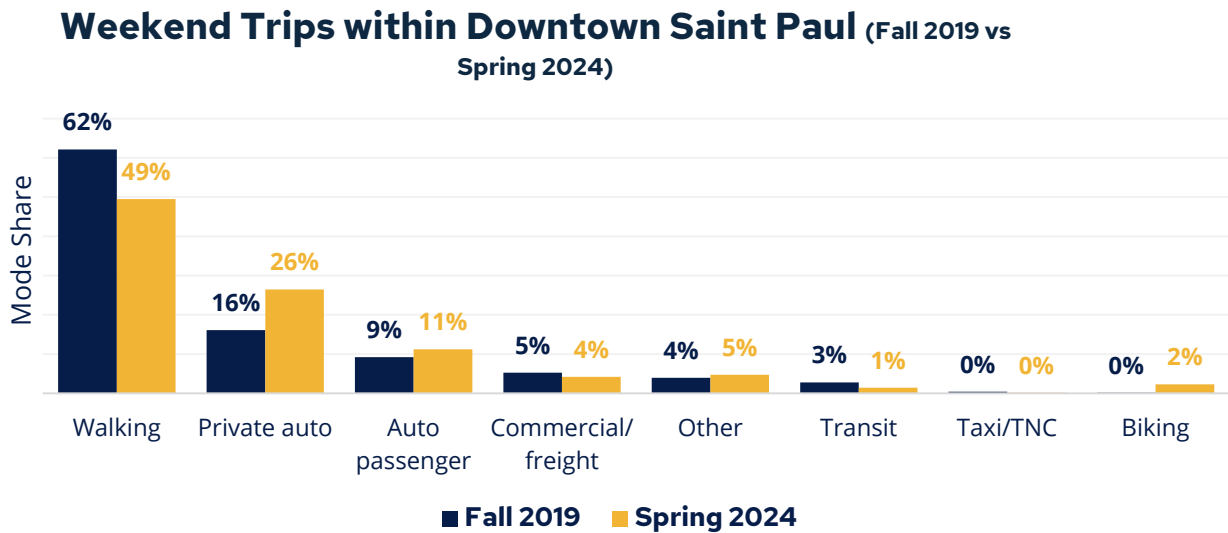


Figure 8 Weekend Trips Within Downtown Saint Paul, 2019 and 2024



Mode share for trips **starting** downtown remained the most steady between the two time periods but also showed a similar 50% reduction in transit mode share and a slight increase in auto passenger trips.

Figure 9 Weekday Trips From Downtown Saint Paul, 2019 and 2024

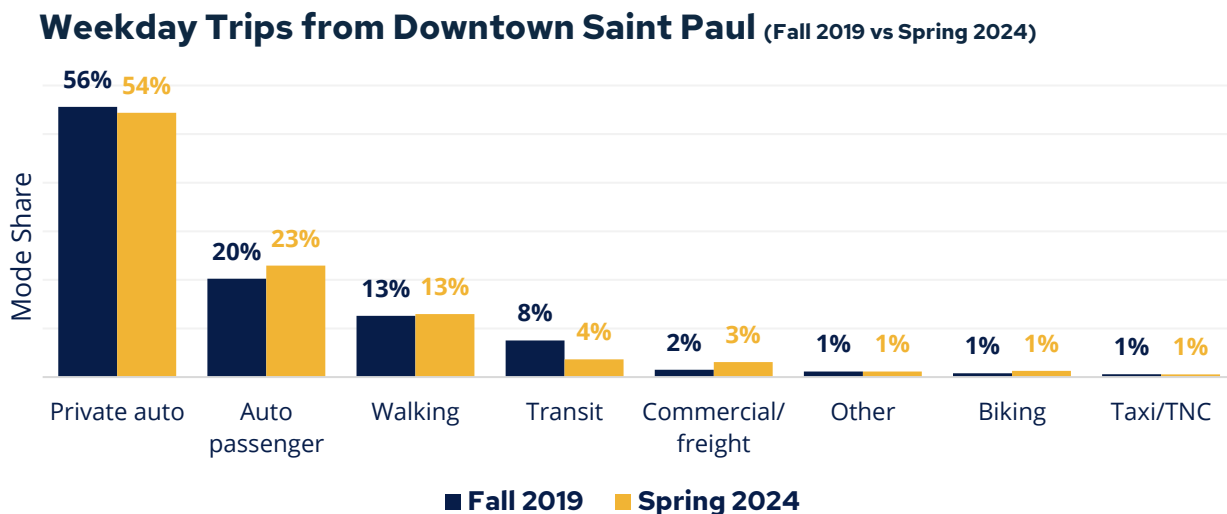
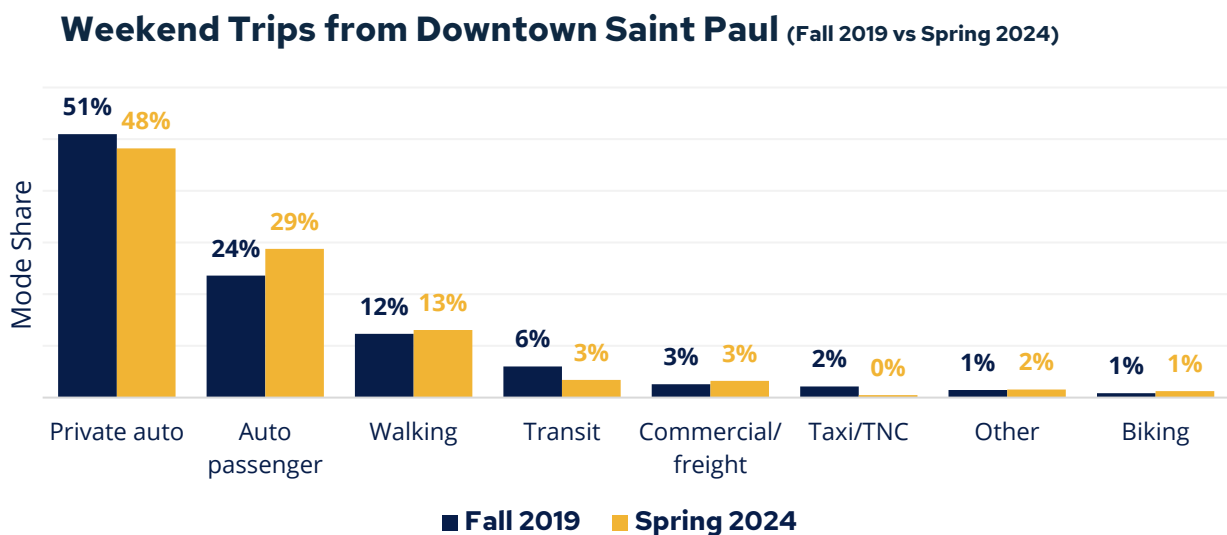


Figure 10 Weekend Trips from Downtown Saint Paul, 2019 to 2024



Key Takeaway #1:

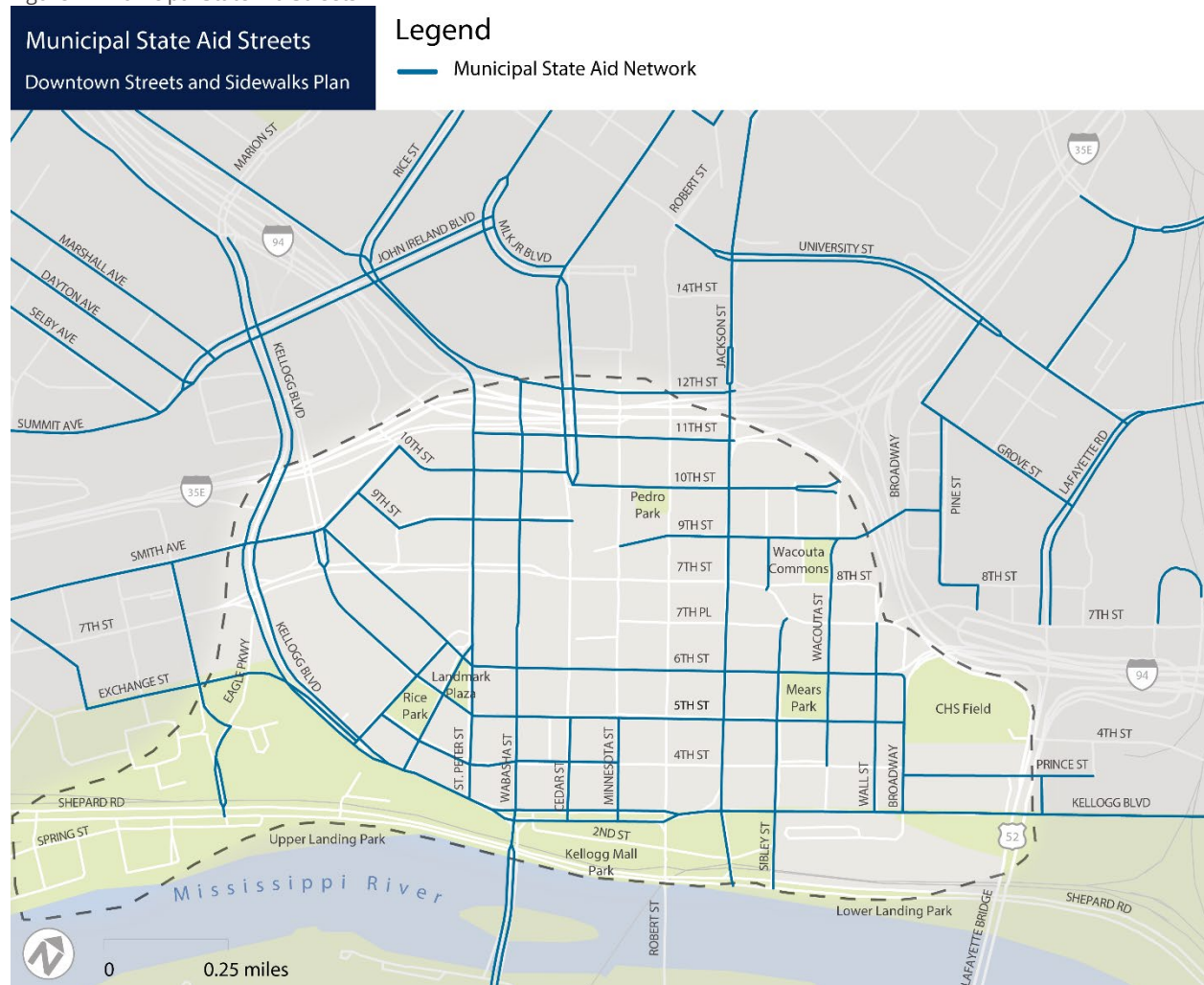
In order to get to a state where the trip types match the comprehensive plan goals, aggressive actions to support bicycling, transit, and walking will be necessary as the streets and sidewalks are planned.

Network Connectivity

Municipal State-Aid Streets

Downtown Saint Paul has a human-scale, walkable grid street network. Roughly half of Downtown Saint Paul streets are on the Municipal State-Aid (MSA) street network (Figure 11). The state provides additional resources to maintain these roadways, because they are considered core to the roadway network, and MSA design standards guide any changes. Examples of these streets include Saint Peter, Wabasha, Kellogg Boulevard, and 5th Street.

Figure 11 Municipal State Aid Streets



Average Daily Volume and Travel Conditions

Most streets in the core of downtown carry fewer than 10,000 cars a day on average and anecdotally appear to have excess capacity, particularly outside of event times. Some downtown roads have multiple lanes, which can enable higher vehicle speeds outside of event times. While downtown's shorter block lengths benefit the pedestrian environment, they can make vehicle queuing a

challenge when there are delays in the network. Half of Downtown Saint Paul's streets are one-way. One-way streets can be harder to navigate for those who are less familiar with the area, leading to additional circulation.

What does a street with 10,000 daily vehicles feel like?

West 5th Street near Rice Park carries approximately 10,000 vehicles daily. If you were waiting for the bus at Rice Park Station, a car would pass you by about once every 8-10 seconds. A successful Streets and Sidewalks plan must balance “average” traffic conditions with fluctuations in traffic throughout the day, across days of the week, and for special events to create streets that feel safe and comfortable for all roadway users all the time.

Parking and Curbside Management

There are over 28,000 parking spaces in Downtown Saint Paul and less than 10% of them are on-street. These off-street parking lots, and on-street metered parking, can be found along most downtown streets. Increased enforcement of existing regulations for on-street parking encourages appropriate levels of turnover and helps ensure parking availability. Similarly, commercial loading zones and pick-up/drop-off are important curbside needs for downtown businesses and residents. Notably, the demand for parking changes during large events, and incorporating curbside management strategies into event planning policies can help effectively manage supply.

Figure 12 Trucks Parked Illegally Blocking Sidewalk and Capital City Bikeway



Figure 13 A Truck Unloads in a Bike Lane



Safe Walking and Biking

Dedicated space within the roadway for people outside of vehicles helps improve safety and encourages alternative ways to get around downtown beside driving. While the majority of downtown has wide sidewalks that are in good condition, many curb ramps need improvement, and some key gateways have connectivity challenges. Skyways provide additional indoor connections, particularly during inclement weather, but can have unpredictable hours and be difficult to navigate.

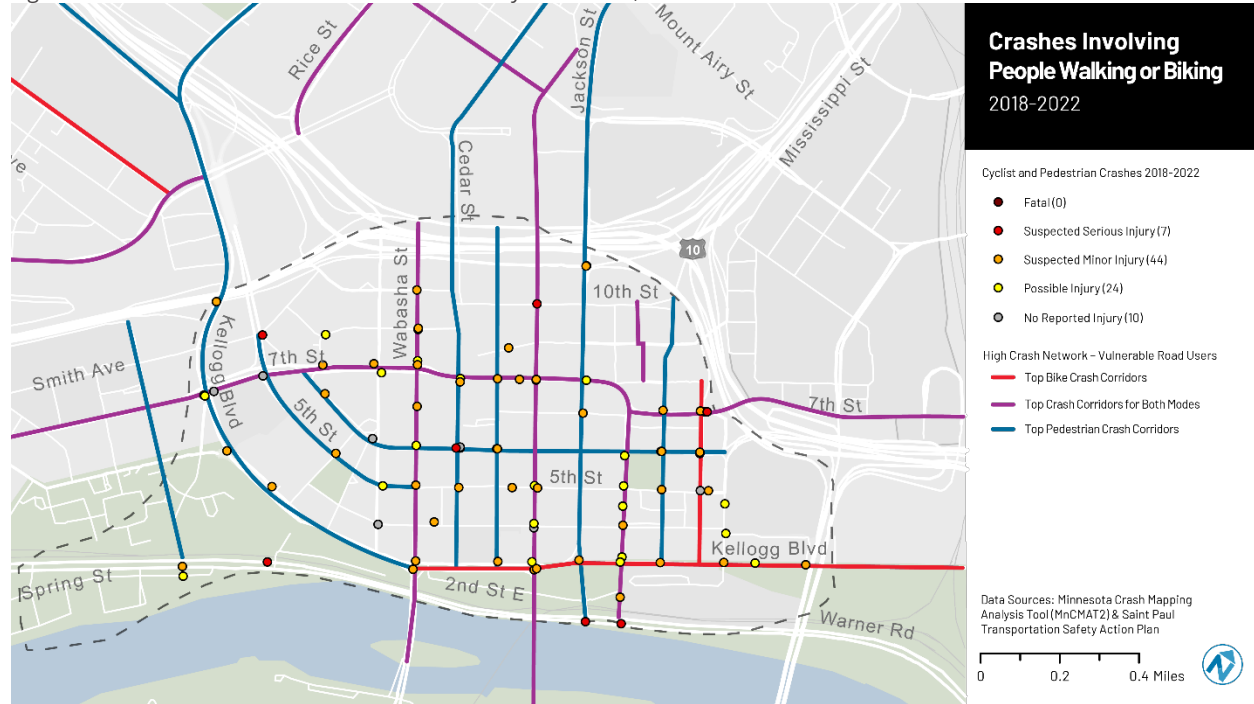
Some downtown streets have existing bicycle facilities, and previous planning studies have proposed a robust bicycling network that provides multiple north-south and east-west connections. Bicycle parking is an additional important consideration once cyclists arrive at their destination. Bicycle parking is available at many common downtown destinations, such as near Rice Park, Kellogg Plaza Mall, City Hall, the Federal Building, and at Green Line Stations such as 10th Street and Central Station. Dockless electric bikeshare and scooter share provide additional micromobility options with the operating season in Saint Paul typically from mid-April to mid-November each year.

Between 2019 and 2022, there were 85 crashes involving people walking and biking on downtown streets. While crashes were fairly evenly distributed around downtown, there was a notable concentration of crashes involving people walking and biking along 7th Street and along Kellogg Boulevard. Many downtown streets were identified as high crash locations for people walking and biking in Saint Paul's recent Transportation Safety Action Plan.

Saint Paul's Commitment to Roadway Safety

In 2024, the Saint Paul City Council adopted a Transportation Safety Action Plan, which identified many roads in Downtown Saint Paul as a crash hot spot for people walking and biking. The City Council has committed to a goal of **zero** traffic deaths and serious injuries on all surface streets in the City by 2045. Making downtown streets safe and comfortable for all who use them is critical toward achieving this important goal.

Figure 14 Downtown Saint Paul Pedestrian and Bicycle Crashes, 2018-2022

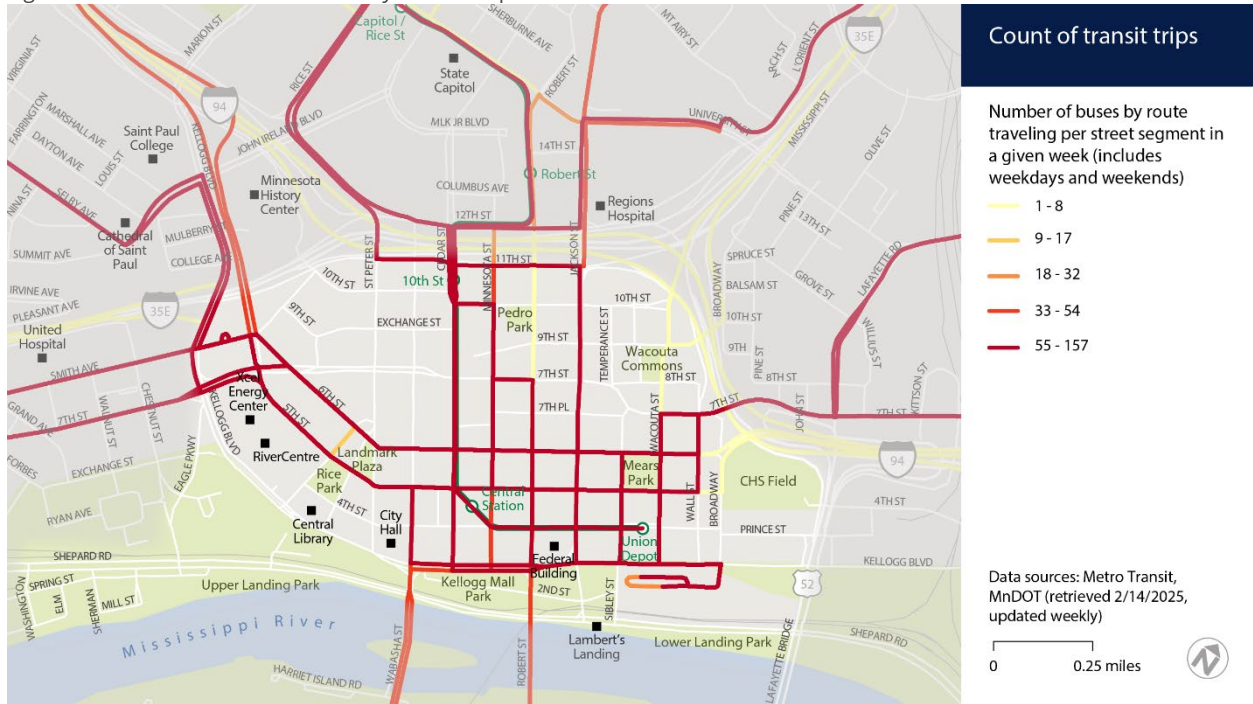


Convenient Access to Transit

Downtown Saint Paul has a rich network of direct, gridded transit services. Many major streets, such as the key corridors of 5th and 6th Streets, have upwards of 150 buses servicing them per day. During the AM and PM peak many of the routes through downtown run as frequently as every 15 minutes or less, providing convenient, frequent connections to local and regional destinations. Given Saint Paul's one-way streets, some routes operate as split pairs, which can make transfers more challenging.

Beyond local buses, Downtown Saint Paul is also served by the B Line and Gold Line, which are bus rapid transit services, and the Green Line, which is a light rail. Bronze Line (formerly, the Purple Line) and G Line Stations are in progress and will provide additional bus rapid transit (BRT) service to downtown. There are additional opportunities for event management and TDM strategies to encourage more people to access downtown using transit.

Figure 15 Downtown Saint Paul Weekly Transit Trips



What is Bus Rapid Transit?

Metro Transit defines bus rapid transit (BRT) as a package of enhancements that adds up to a faster trip and an improved experience on the system's busiest bus routes. This is accomplished through transit priority improvements, such as signal priority, wider stop spacing, off-board fare payments, all-door boarding, and dedicated bus lanes. Passengers at BRT stops also enjoy improved amenities like on-demand heat and bus countdown clocks.

What We Heard: Community Engagement

Through a series of pop-ups, stakeholder conversations, and online surveys, we heard from thousands of community members about their vision and priorities for Downtown Saint Paul.

Our goal was to build on prior engagement efforts and provide space for feedback on broader priorities for a sustainable, livable, and vibrant downtown. To do this, we focused on understanding the primary stakeholder groups that use downtown today and their areas of interest, while also identifying and elevating the voices of underrepresented groups. This approach helps us build a sense of community ownership of the plan and its design recommendations.

Figure 16 Project Team Members March in the Saint Paul Saint Patrick's Day Parade, Spring 2025



As part of this process, we conducted pop-ups between Winter and Summer 2025 that engaged over 2,100 stakeholders at five community-sponsored events. Two online surveys soliciting priorities for downtown streets received over 1,700 survey responses combined. In addition, we also received regular input from a committee of city stakeholders including the City of Saint Paul Technical Advisory Committee, the Capitol River Council, and the Saint Paul Downtown Alliance. Additional details about our engagement process can be found in **Appendix C**.

Figure 17: Workshop with CapitolRiver Council members, Spring 2025



Figure 18: Pop-Up at the "Mobility Mingle" on the Capitol Mall, Summer 2025



Across each platform for engagement, we heard the following themes of feedback:

Safety: A safe, comfortable downtown was the highest priority goal for survey respondents.

- **Perception of Personal Safety:** Enhance perceptions of safety and well-being while navigating throughout downtown.
- **Traffic Safety:** Reduce excessively wide roads and aggressive driving through traffic calming measures and reallocation of street space.

Downtown Aesthetics and Experience: A vibrant, inviting downtown was the second highest priority for survey respondents.

- **Beautification:** Improve lighting and add greenery such as trees, planters, and landscaped areas to create a more attractive and welcoming downtown environment.
- **Art and Culture:** Increase the use of existing open spaces by hosting regular events.
- **Economic Development:** Design street that promote social interaction and pedestrian activity as a strategy to attract more street-facing businesses, retain and attract visitors, and reduce vacancies.

Transportation and Infrastructure: A convenient, connected downtown was the third highest priority for survey respondents.

- **Sidewalk Improvements:** Beautify, repair, and enhance existing sidewalks to strengthen pedestrian connectivity in high-traffic areas and create a sense of place.
- **Transit Experience:** Increase service frequency and improve the environment surrounding transit stops to foster a sense of personal safety.
- **Green Line:** Install transit signal priority to improve travel speeds and improve the environment surrounding Green Line stops to foster a sense of personal safety.
- **Biking Infrastructure:** Expand the bicycling network and bicycle parking to close gaps and create safer bike connections between downtown and adjacent neighborhoods.

- **Event Coordination:** Improve planning and communication for large events to better accommodate surges in travel demand and reduce confusion around routes, parking, and transit options.

Maintenance and Construction: A clean and maintained downtown was identified as one of the top opportunities for streets in Downtown Saint Paul.

- **Winter Accessibility:** Prioritize snow removal and management approaches that ensure safe, accessible walking conditions during winter.
- **Navigating Construction:** Communicate construction-related road closures and detours clearly, with mode-specific guidance.

The feedback from community engagement guided recommendations for Downtown Saint Paul, in alignment with the plan's five goals.

Key Initiatives

Downtown Network Plan

A network of four street types was developed to achieve the vision and goals of this plan. In addition, the street typology map identifies future near-term studies, missing pedestrian links within and connecting downtown. Street typologies are shown in Figure 17 and are described in detail below.

Figure 19 Downtown Saint Paul Street Network Typology Recommendations



Recommended Street Type Goals and Features

Green Streets - Sustainable and Resilient



Green streets prioritize pedestrian activity. They have enhanced public realms, activation, and can include stormwater infrastructure and added street trees.

Features:

- Street Trees and Tree Cover
- Stormwater and Runoff Considerations
- Streets designed for Pedestrian Interaction

Best Suited For:

- Low Car Volumes (now or in the future)
- High Demand for Walking
- Fewer Underground Utility Conflicts
- Loading Activity in Alternative Entrances

Example: Washington Avenue S, Minneapolis MN



Festival Streets - Vibrant and Inviting



Festival streets allow easy access for festivals. They are typically curbless, with pedestrian amenities and programming for events.

Features:

- Streets that Close for Festivals and Events
- Designed to be Flexible
- May be Curbless / Woonerf
- Higher End Finishes to Create Ambiance

Best Suited For:

- Frequent Events or Proximate to Event Centers
- Low Regional Mobility and High Local Access
- Robust Commercial Activity

Example: Broadway Street near CHS Field, Saint Paul, MN



Connector Streets - Connected and Convenient



Connector streets prioritize vehicle flow. They facilitate driving to and from downtown safely and reliably.

Features:

- Key Vehicle Access Points for Downtown
- Regional Roadways
- Recently Constructed/Improved Streets

Best Suited For:

- Higher Vehicle Volumes (now or in the future)
- Regional Connectivity Outside of the Core
- Access to Off-Street Parking Ramps

Example: North Capital, Washington, D.C.



Equitable Access Streets - Equitable and Accessible



Equitable access streets prioritize transit. They focus on moving people to and throughout downtown without a personal vehicle.

Features:

- Prioritize High-Capacity People Movement
- Play Key Transit Priority Network Role
- Incorporates Shared Mobility and Transfer between modes of travel

Best Suited For:

- High Transit Frequency (now or in the future)
- Regional Connectivity Outside of Core
- Access to Event Centers and Downtown Anchors

Example: Cedar Street, Saint Paul, MN



Missing Streets - Gaps in the Network in Downtown



Missing streets are missing gaps in the street network that limit continuous travel. If these gaps were filled in, pedestrians and drivers could easily walk or drive throughout downtown without needing to drive between locations.

Examples:

- The reconnection of 7th Place between Wabasha St and Minnesota St
- An extension of St. Joseph's Lane between 10th Street and the Grand Casino Arena
- The reconnection of 9th Street between Minnesota St and Cedar St

Improved Connections - Study Feasibility of Improving Walking Connections



Several areas on the edges of downtown do not connect to other neighborhoods or green space. Feasibility studies are recommended for these areas to improve walking conditions and connections.

Examples:

- Bicycle and pedestrian connections between Kellogg Boulevard and the River
- Improve Union Depot connections to River
- Lowertown transit and circulation study

Case Study Concepts

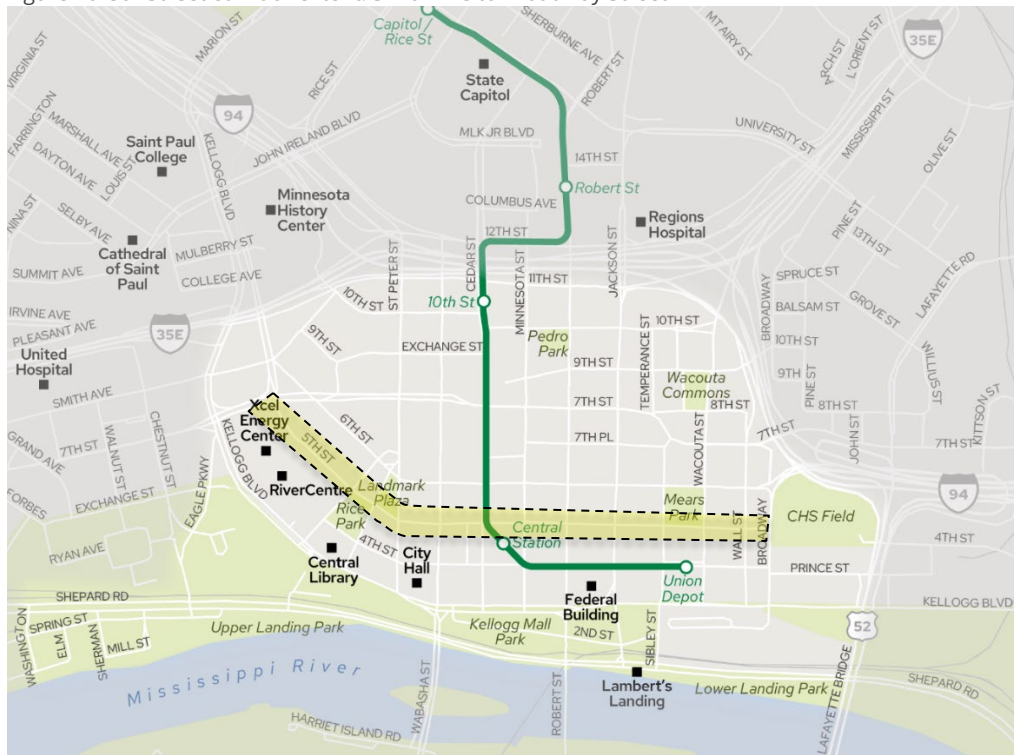
5th Street: Future Equitable Access Street

The Plan identifies 5th Street as a future Equitable Access Street', a street type that prioritizes transit and focuses on moving people to and throughout downtown without a personal vehicle. 5th Street operates as the "main street" at the core of Downtown. With its central location, it is at the core of many essential downtown functions and destinations, connecting to Rice Park, Mears Park, Central Station, and CHS Field. The street carries a high volume of frequent buses moving many bus riders, but it is also important for downtown access and walkability. 5th Street is at the center of a number of upcoming land use transformations, like the turnover of bank facility buildings at the intersection of Minnesota Street. The street typology network plan considered several alternatives for this corridor but prioritizes the street as an 'Equitable Access Street', given its key role in the transit network. Through the planning process, 5th Street was selected as a case study corridor for putting downtown street and sidewalk plan principles into practice through a concept-level design.

Future Vision for 5th Street

In collaboration with stakeholders, the team considered over a dozen alternatives such as having two-way travel, creating a transit mall, and rerouting circulation and transit in the pair with 6th street. A full depiction of all the alternatives considered are available in Appendix E. The preferred concept favored by the Technical Advisory Committee is to sustain but enhance the current cross section of the street by adding dedicated bus-only lanes. This is the preferred alternative because it enables reliable and efficient transit without precluding wider sidewalks and pedestrian amenities, all while still assuring access to key downtown businesses with some on-street parking. In this concept, dynamic curbside lanes would be deployed in the second general travel lane where feasible.

Figure 20 5th Street corridor extent: Smith Ave to Broadway Street



Corridor Design Goals

The goals for the future design of 5th Street include:

- Reliable Bus Operations
 - No net reductions in bus travel time and operational efficiency
 - Buses need to be able to pass each other during busy periods (i.e. bus “skip lane”)
 - Minimize transit impacts that result from large downtown events
- Great sidewalks & streetscape experience for pedestrians
 - Sidewalks that are well-kept and are separate from mobility elements (i.e. transit and bike/scooters)
 - Increase in trees and green streetscape amenities (e.g. landscaping, planters)
 - Pedestrian scale street lighting & signage
 - Wide enough to accommodate outdoor dining, or adjacent private land use is zoned for/allows this activity
 - No net loss for pedestrian space; ideally wider sidewalks
- Safe and comfortable pedestrian crossings over 5th Street
- Facilitate street-level commercial activity today and when land uses change
 - Predictable curbside access
- Facilitate transfers between modes

- To buses, light rail, shared scooters, shared bikes, cars
- Easy transfers at Central Station

Proposed 5th Street Long Term Design

There are two variations of the long-term design concept that are under consideration on 5th Street: Option A1 and A2.

Option A1

Option A1 includes two general purpose travel lanes, a dedicated bus lane on the south curblane, and enhancements for sidewalks and added trees where they fit (Figure 19 and Figure 20). In select locations, the curbside general purpose travel lane would be programmed for dynamic curbside access during off-peak hours, including parking or loading.

Figure 21 Concept A1 cross section

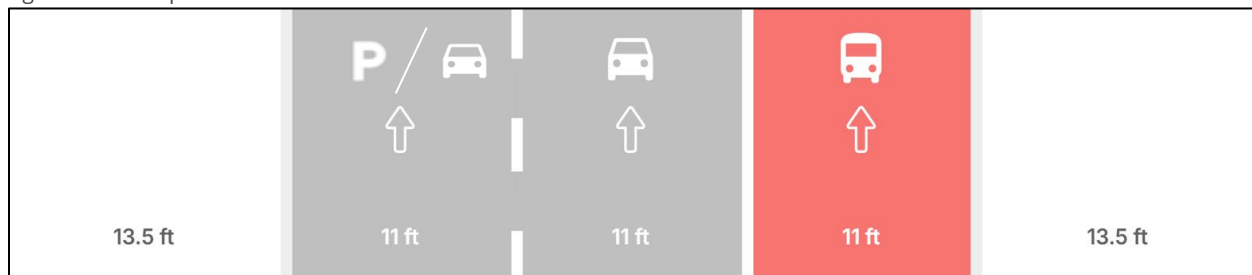
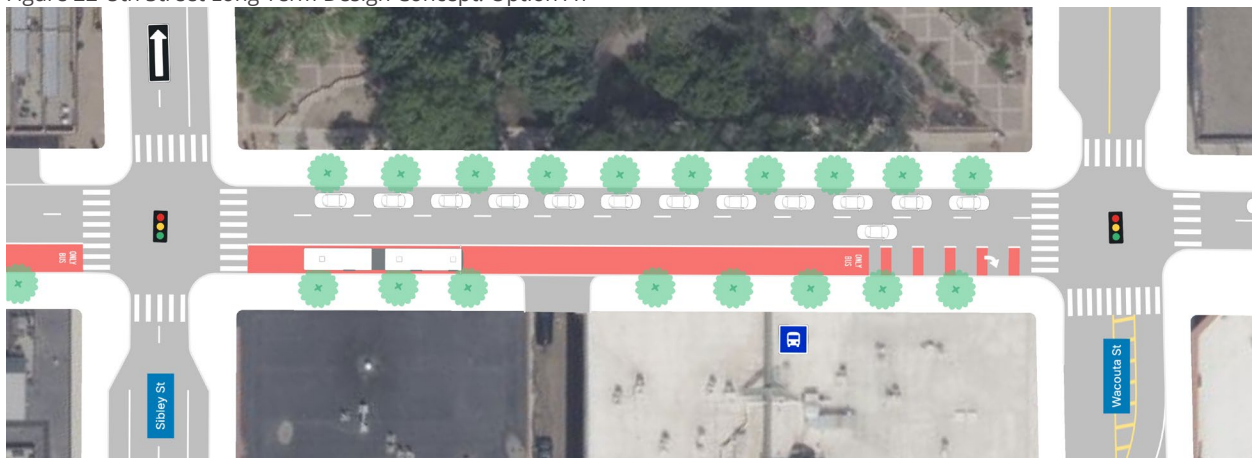


Figure 22 5th Street Long Term Design Concept: Option A1



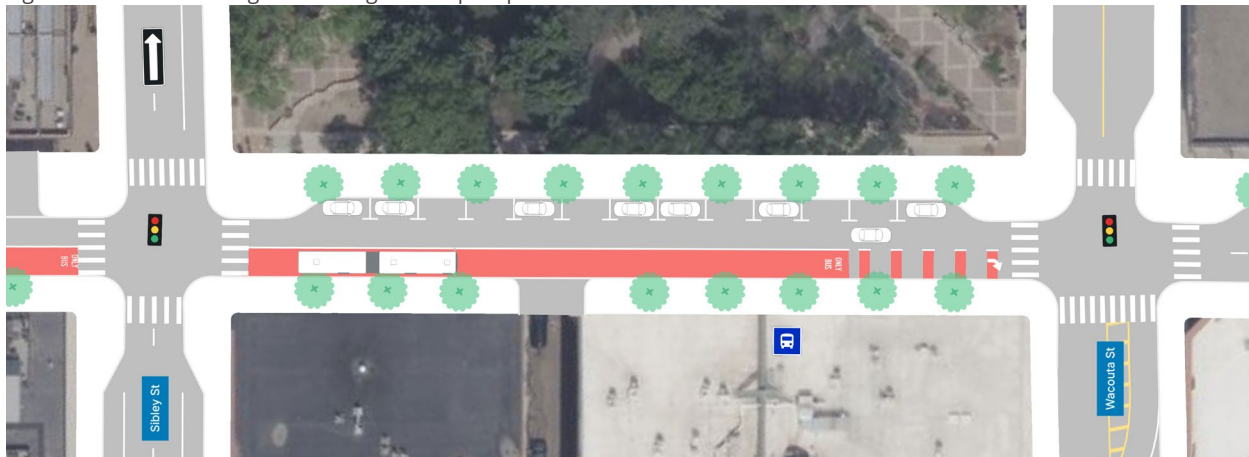
Option A2

Option A2 includes one general purpose travel lane, a dedicated bus lane on the south curblane, on-street parking bays on the north curblane, and enhancements for sidewalks and added trees where they fit (Figure 21 and Figure 22).

Figure 23 Concept A2 cross section



Figure 24 5th Street Long Term Design Concept: Option A2



Proposed 5th Street Pilot Project

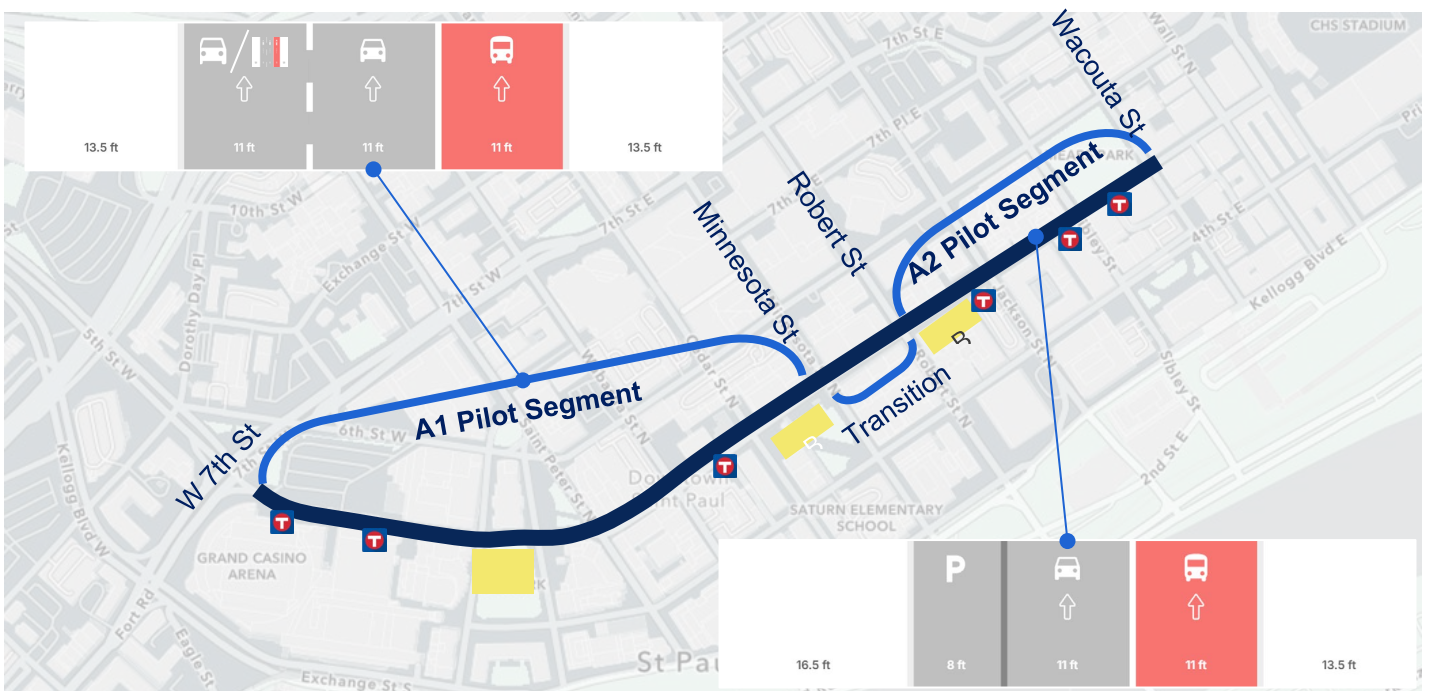
A pilot project is recommended to determine the recommended long-term design on 5th Street. The pilot project will test the dynamic parking/travel lane of Concept A1 and the more narrowed condition of Concept A2 to observe and evaluate operations for all modes.

Testing Concept A1 is recommended between W 7th Street and Minnesota Street, and testing Concept A2 is recommended between Robert Street and Wacouta Street. Since the pilot project would begin with a 3-lane design on the west end of the corridor (Concept A1) and then transition to a 2-lane design on the east end of the corridor (Concept A2), a transition will be required to taper down to 2 lanes. That transition is recommended to happen mid-block between Minnesota Street and Robert Street. Concept A1 would be tested on the segment with two BRT stations and Concept A2 would be tested on the segment with one BRT station, which are shown in Figure 23 with yellow squares.

Concept A1 is recommended on the western side of the corridor and Concept A2 is recommended on the eastern side of the corridor because:

- The western blocks have higher traffic volumes than the eastern blocks
- This scenario would only require one transition point along the corridor for changing the number of travel lanes; if A2 were to start at W 7th Street there would be a transition from 2-lanes to 1-lane at that intersection, and another transition further east.
- The western segment includes two BRT stations, allowing the pilot project to test two stations with more capacity for buses “skipping” other buses using the center drive lane.

Figure 25 5th Street pilot project recommendations.



The proposed pilot project would use a variety of temporary, relatively low-cost materials to demonstrate what the long-term design options on 5th Street would look like and evaluate how they function. A combination of flex posts, paint, signage, and temporary planter boxes could be used for the pilot project. Figure 24 shows a one block example of the pilot project between St. Peter Street and Wabasha. The dotted line indicates where flex posts would be used in the temporary pilot project to denote where curbs would be placed in the long-term design.

Figure 26 A one-block example of how the pilot project could be designed between Washington Street and St. Peter Street



Through meetings with City staff and the Technical Advisory Committee, several questions about each option were raised that can only be answered through a pilot project.

Questions regarding option A1 that will be answered during the pilot project:

- Do dynamic parking lanes provide for the curbside activity that we expect to see?
- What signage, communications, and/or enforcement is needed to make the dynamic lane effective?

Questions regarding option A2 that will be answered during the pilot project:

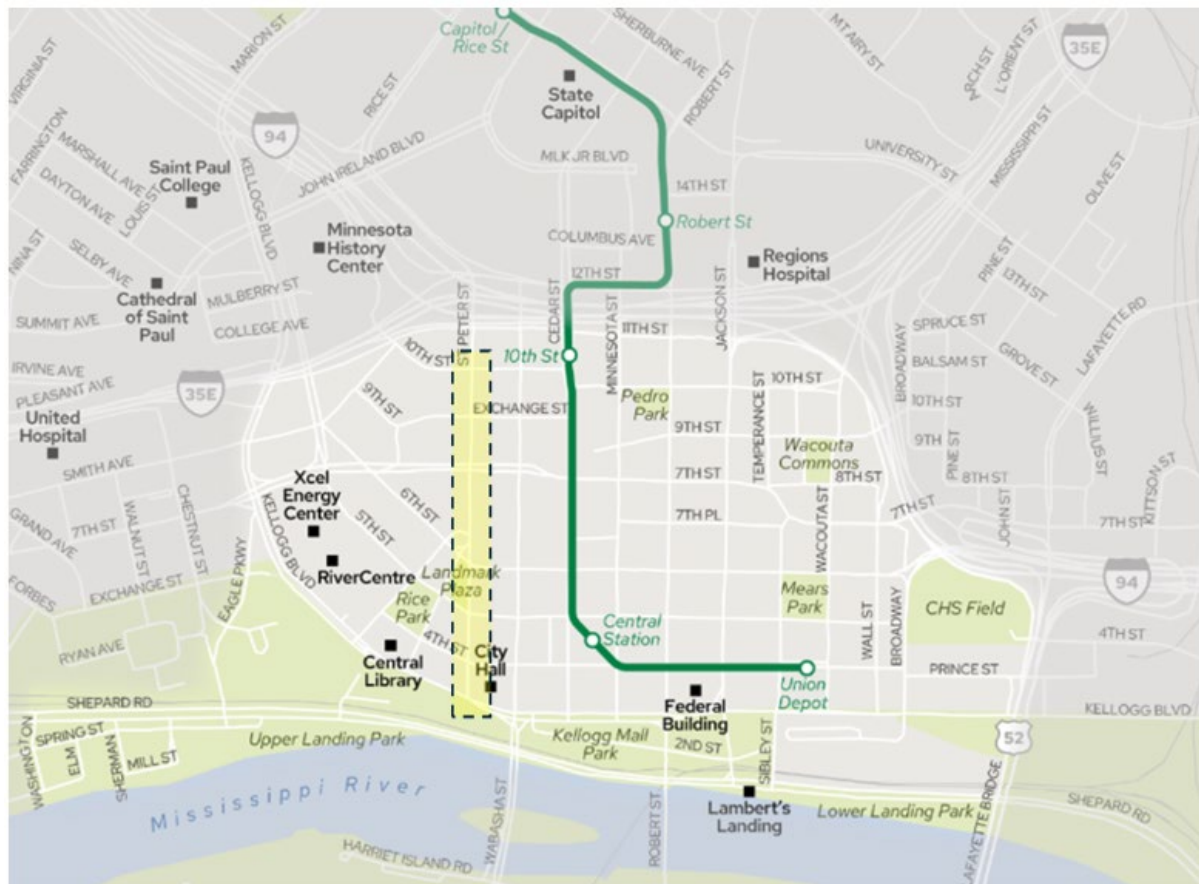
- What are impacts to traffic operations with the constrained cross section of A2?
- How difficult is it to use the single general-purpose travel lane as a transit skip lane?
- How many blocks (and which blocks) experience “bus bunching” on a regular basis?

The recommended long-term corridor design will be determined following the results of the 5th Street pilot project.

St. Peter Street: Future Green Street

The Plan identifies St. Peter Street as a future 'Green Street', a street type that prioritizes pedestrian activity through enhanced public realms, increased trees and tree canopy, stormwater infrastructure, and curbside use activation. Through the planning process, St. Peter Street was selected as a case study corridor for concept-level design. The corridor selected for conceptual design stretches from 10th Street on the north end to Kellogg Boulevard on the south end (Figure 27). As part of the [Capital City Bikeway](#) network, the City is also designing St. Peter Street north of 10th Street.

Figure 27 St. Peter Street Corridor Extent: 10th St to Kellogg Blvd



Future Vision for St. Peter Street

The future vision for St. Peter Street is a vibrant destination street that draws people to downtown and encourages them to linger before and after downtown events. Downtown Saint Paul has a need for a marquee, pedestrian-focused street that attracts visitors to downtown and encourages more commerce, dining, and street activity. St. Peter Street has a great potential to become that street, particularly the three blocks of St. Peter Street between W 7th Street and W 5th Street. These blocks present a notable opportunity to create a vibrant, destination street downtown because of the existing land uses, architecture, parks, and other destinations along or near the street, which

includes many restaurants, the Palace Theatre, the 7th Place pedestrian mall, the recently renovated Hamm Plaza, the iconic Landmark Center, Landmark Plaza, as well as new investments in bus rapid transit stations at the intersections of 5th Street and 6th Street. The street is envisioned to become a highly walkable and enjoyable connection that leads to the future River Balcony on the south end of the corridor.

Corridor Design Goals

The primary goals for the future design of St. Peter Street include:

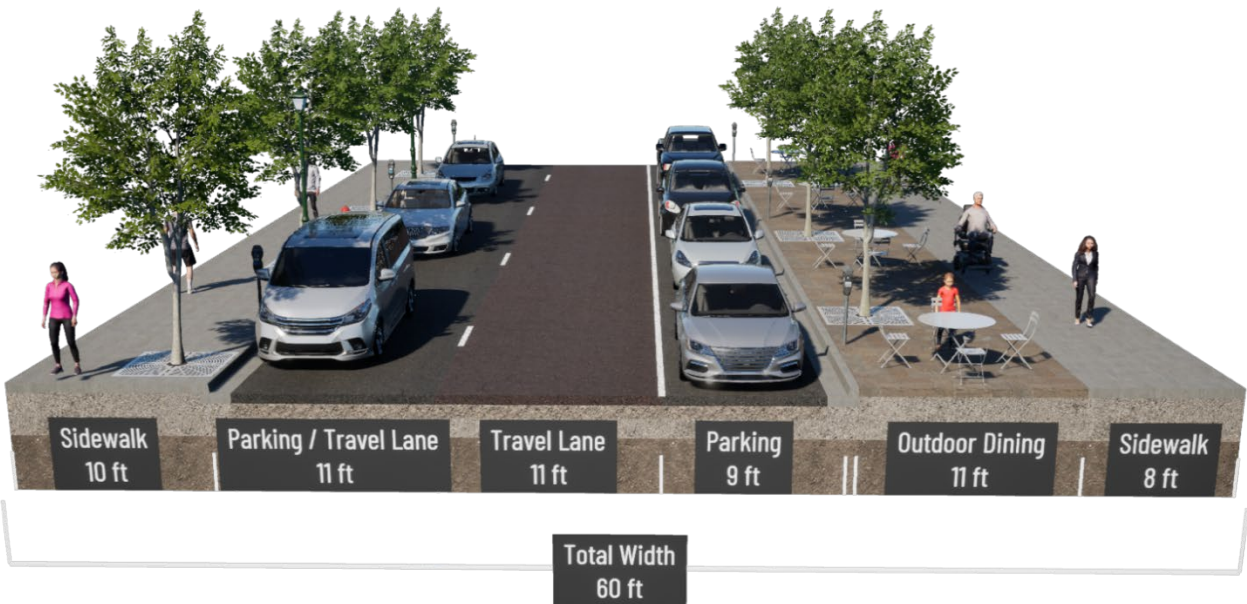
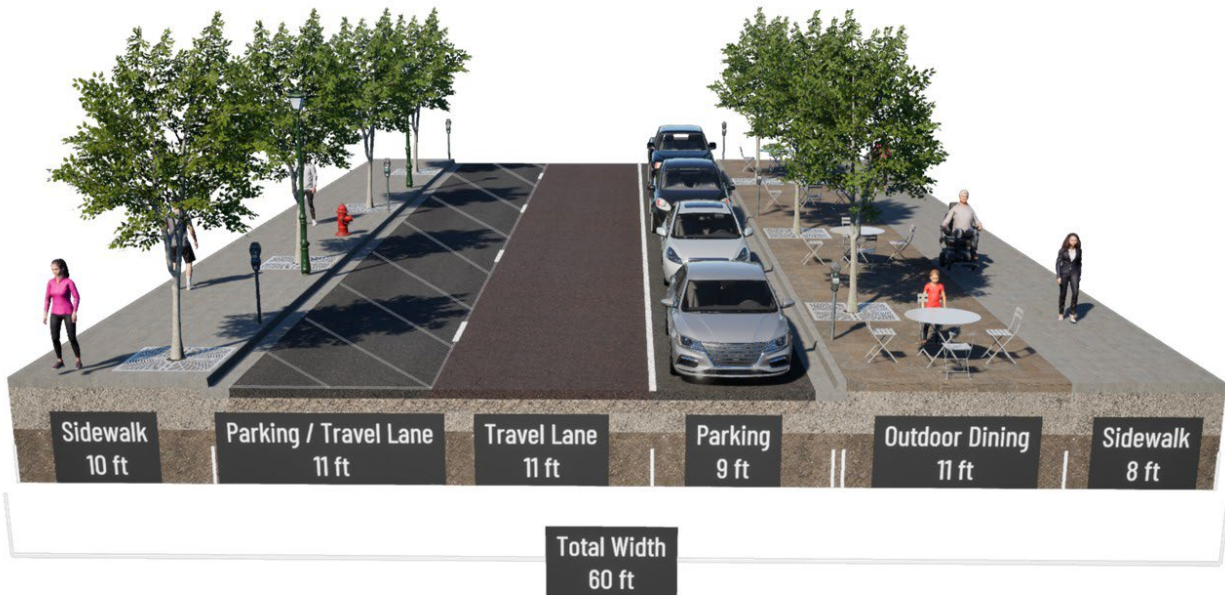
- Highly walkable and enjoyable pedestrian experience
- Increased tree canopy and green infrastructure
- Spaces for outdoor dining
- Attractive public spaces, inspiring people to linger
- Enhanced connection with 7th Place pedestrian mall and improved integration with Hamm Plaza redesign
- Maintain the operations and loading needs of the Palace Theatre

Proposed Street Design

The proposed St. Peter Street design includes one general purpose travel lane, one flex lane on the west, parking on the east, enhanced sidewalk space and streetscape amenities, outdoor dining space, and trees on both sides of the street. The 'flex lane' would be used as a general travel lane during peak travel periods of the day, while being used as on-street parking and loading during off-peak periods such as evenings and weekends. The following cross-section graphics of the street show how the street can be used differently in different time periods.

DRAFT FINAL PLAN IN REVIEW (SUMMER 2026)

Figure 28 The proposed street design concept for St. Peter Street (looking north). The top graphic shows the flex lane used as a travel lane, and the bottom graphics shows the flex lane used as a parking lane.



St. Peter Street is a municipal state aid street (MSAS 236), and 'flex lanes' do not meet current state aid design standards. The proposed design would only meet current state aid design standards if a state aid design variance was granted, or if the flex lane was used only as a travel lane.

Figure 29 A sketch rendering of the proposed future design of St. Peter Street, looking north towards the 7th Place pedestrian mall and 7th Street.



The graphic sketch above (Figure 31) shows many of the defining features of the proposed design for St. Peter Street, including a raised intersection and pedestrian crossing at the 7th Place pedestrian mall, outdoor dining spaces on the east side of the street, and enhanced sidewalks with more trees and landscaping. The proposed conceptual street layout showing all these features is available in **Appendix G**, and all these features are discussed in more detail in the next sections.

Key Street Design Features

Flex Parking/Travel Lane

The western lane is proposed to be a 'flex lane' or 'dynamic lane', which means it will function as a regular travel lane during most hours of the day, but in off-peak hours it will be designated for on-street parking. While the specific time periods for the flex lane have not been defined through this study, the general idea is for the western lane to be a travel lane during typical weekday business hours (e.g. M-F, ~ 8 am to 5 pm) and parking during evenings and weekends.

Parking enforcement will be important to ensure the western lane is not used for parking during weekday, daytime hours - particularly during the first few months. This concept provides restaurants and other businesses with increased parking during weekends and evenings, when restaurant parking demand is likely the highest and throughput needs the lowest. The design also provides the City of Saint Paul with the future flexibility to convert the westernmost lane to permanent, full-time

parking, or to parklets or streeteries, if desired. If that were to happen, the street would function as a one-lane street with parking on both sides.

Outdoor Dining & Green Streetscape

Several restaurants or potential restaurant spaces are located along the corridor. To enhance the dining experience at these restaurants and the general ambiance of the St. Peter Street corridor, the street is designed to accommodate and promote outdoor dining spaces. As shown in Figure 26, an 11-foot space within the street design is allocated to outdoor dining space. In locations along the corridor that are not adjacent to restaurants, this space is proposed as green space with a dense tree canopy and landscaping features.

Mountable Parking and Loading Spaces

Mountable parking / loading spaces could be considered in select locations where the concept layout currently shows traditional parking bays along the eastern side of the street (Figure 29). Some of the benefits of mountable parking/loading spaces include:

- **More Accessible Passenger Loading:** Since there are no curbs between the parking area and the sidewalk, there is no need for an ADA ramp to the sidewalk, providing a more accessible design for wheelchair users or others with physical disabilities.
- **Traffic Calming:** Without a street-level parking bay, the curb-to-curb width of the street is narrower, which creates the perception of a narrower street for drivers and can help slow motor vehicle traffic.
- **Future Flexibility:** As downtown transforms over time, the sidewalk-level space designated for parking or loading could be adapted and used for other uses such as outdoor dining or increased green space.

Figure 30 An example of a raised parking and loading area on 4th Ave S in Minneapolis



This design has a number of tradeoffs and considerations compared to traditional, street-level parking bays:

- Since these spaces are at sidewalk level, they need to be distinguished from the sidewalk (e.g. different materials, colored concrete, or a buffer as shown above)
- They should have a detectable edge that allows blind or low vision pedestrians to detect the edge between the parking space and sidewalk
- Snow clearing operations may be more challenging with the curb, and the parking spaces need to be designed so that snow and rain will drain to the street
- The space needs to be free of signs or other vertical elements
- Parking on the raised area is likely more challenging for large vehicles such as buses or semi-trucks, so it should not be used in areas where large vehicle parking is anticipated

Removal of 7th Place Gateway Arch

Removing the large gateway arch at the St. Peter entrance to the 7th Place Pedestrian mall is recommended for the following reasons:

- Creates accessibility issues on St. Peter Street, as the concrete columns are blocking the middle of the proposed pedestrian access route (see Figure 28)
- Creates a less inviting atmosphere because the archway blocks sightlines into the pedestrian mall
- Obstructs the view of the architecture along the 7th Place pedestrian mall

Figure 31 Existing view of the 7th Place gateway arch from St. Peter Street.



Mid-Block Curb Extensions

The proposed design includes a few mid-block curb extensions on the east side of the street. These features create a short break in the parking bays in the middle of the blocks, allowing that area to be converted to green space and providing an opportunity for larger trees or more landscaping. From a driver's perspective, the mid-block curb extensions visually narrow the street in the middle of the block which can help slow traffic and contribute to a safer and more comfortable pedestrian environment. It is estimated that each mid-block curb extension would result in approximately one less parking space on that block. Mid-block curb extensions are proposed on three blocks along the corridor between:

- 10th St and Exchange St
- Exchange St and 7th St
- 5th St and 4th St

7th Place Raised Pedestrian Crossing

The design proposes a raised / tabled crossing at the intersection of the 7th Place pedestrian mall. The proposed crossing would be at sidewalk-level height and built with concrete, providing a strong visual contrast between the height of the street and the darker asphalt pavement of the street. The crossing is designed to emphasize a priority for pedestrians, providing a more seamless integration between the 7th Place pedestrian mall and the new Hamm Plaza on the west side of St. Peter Street. While most standard pedestrian crossings are 10'-12' wide, the proposed crossing at 7th Place would be approximately 40' wide, spanning the entire intersection width. The intersection is currently signalized today, and the future traffic control treatment is to be determined by the City's traffic engineering department.

Strategies

Addressing mobility challenges facing Downtown Saint Paul and meeting City of Saint Paul climate goals will require more than just a proposed network. It will require a combination of programs, policies, projects, and new plans that serve people using all forms of transportation. Recommended strategies cover policy, program, and additional plans to support the proposed street network and implement the goals of the Downtown Streets and Sidewalks Plan.

Key Themes:

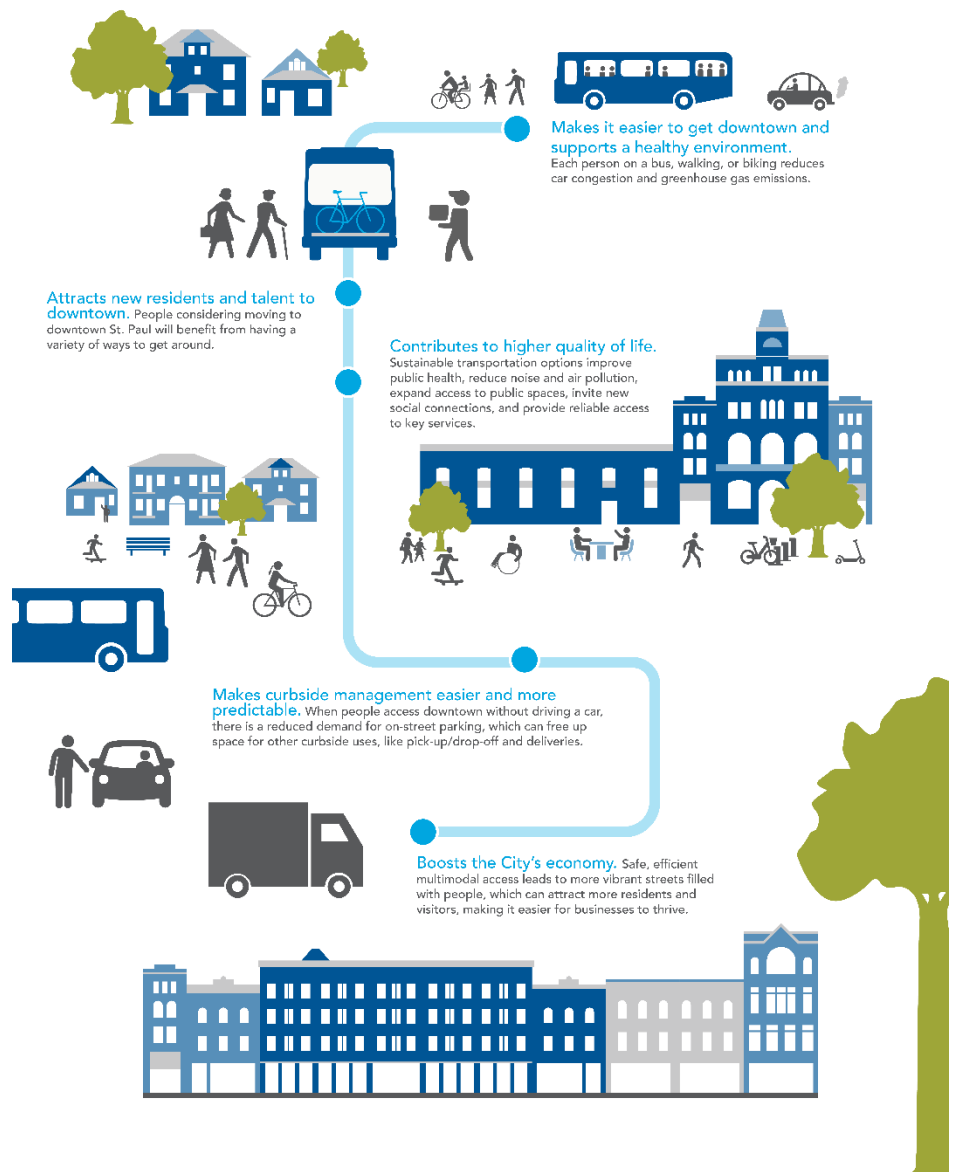
- Downtown needs to attract more residents and businesses.
- Downtown needs to be more walkable.
- To do both of these things, downtown needs to shift more trips to walking, biking, and transit.

Key Recommendations:

- Curbside management
- Event management
- Maintenance of downtown infrastructure
- Implementation of proposed street network

Each strategy is organized by theme. Within each theme, strategies are listed, with a description of the strategy, action items, and level of effort, impact, cost, and priority. These are evaluated on a high-medium-low scale.

Figure 32 Importance of Downtown Streets and Sidewalk Plan Strategies



Theme: Downtown needs predictable curbside access for a variety of users through better curbside management

Strategy: Determine and Enforce Curb Priorities

Downtown Saint Paul's curbs have tried to accommodate a growing number of competing demands, including parking, driving lanes, loading zones, snow clearing, and other uses. The curbside does not have space for everyone.

Effort	Impact	Cost	Priority
Medium	High	Medium	High

Downtown already experiences delays and

conflicts when trucks block parking areas and driving lanes trying to load and unload. As Downtown Saint Paul continues to invest in transit and active transportation, implement the Capital City Bikeway and works to revitalize downtown, clear curb priorities are needed. Curb priorities allow Saint Paul to effectively maximize where, when, and how curb activities take place and reduce conflicts between modes at the curbside. Curbs should respond to the needs placed on them by users – for example, corridors with frequent transit service need curbside space that can accommodate transit priority. Saint Paul should develop and enforce a curbside management strategy that ensures that the curb is active and “turning over” as necessary, prioritizes pedestrian vibrancy at the curbside, and increases revenue for the city and predictability for users.

Figure 33 Loading Conflicts in Downtown Saint Paul



**Action
1**

Create a curbside typology and curbside management plan for Downtown.

Saint Paul should create a curbside management plan and curb typology for Downtown. This plan should include a map, applying specific curb types to curbs throughout downtown. The curb types should be accompanied by a specific set of curb priorities that explain what uses should be prioritized at those curbs.

For Downtown Saint Paul, connector streets should prioritize a combination of movement and vehicle storage (parking). Green streets should prioritize place, through pedestrian infrastructure and amenities along the curb, rather than curbside or on-street parking. Equitable access streets should prioritize transit space at the curb, movement, and access. Festival streets should prioritize pedestrian and non-vehicle activity, allowing streets to close for major events.

STREET TYPE	CONTEXT	CURB PROGRAMMING PRIORITY FRAMEWORK				
Festival Streets	- Near civic spaces, parks, and event venues - Frequent closures for parades, festivals, and events after activities - Placemaking and streetscape upgrades					
Connector Streets	- Provides access in and out of the urban core especially to event venues - Person throughput-oriented, at safe speeds - Includes downtown-supportive features such as placemaking, parking, green spaces, and places to walk and bike - For streets adjacent to parks or with wider rights of way, people and green space should also be prioritized					
Equitable Access Streets	- Prioritizes transit throughput and access to the curb - Encourages walkability and retail access					
Green Streets	- Enhances walkability through public realm, street trees, and retail activation - Prioritizes place - Contributes to urban canopy and sustainable stormwater management					



People/Green Space

- Sidewalks and paths
- Green areas
 - Street trees and plantings
 - Stormwater infrastructure
- Placemaking and retail activation
 - Parklets and outdoor dining
 - Street furniture and art



Mobility Space

- Vehicular travel lanes
- Bus lanes and transit priority features
- Separated bikeways and trails



Passenger Access Space

- Pick-up and drop-off zones
 - Ride-hail
 - Taxi
 - Valet
 - Personal drop-off
 - ADA accessible spaces



Delivery Access Space

- Food pick-up and delivery
- Loading zones
- Parcel delivery



Storage Space

- Regulated car parking
- Bike and scooter corrals

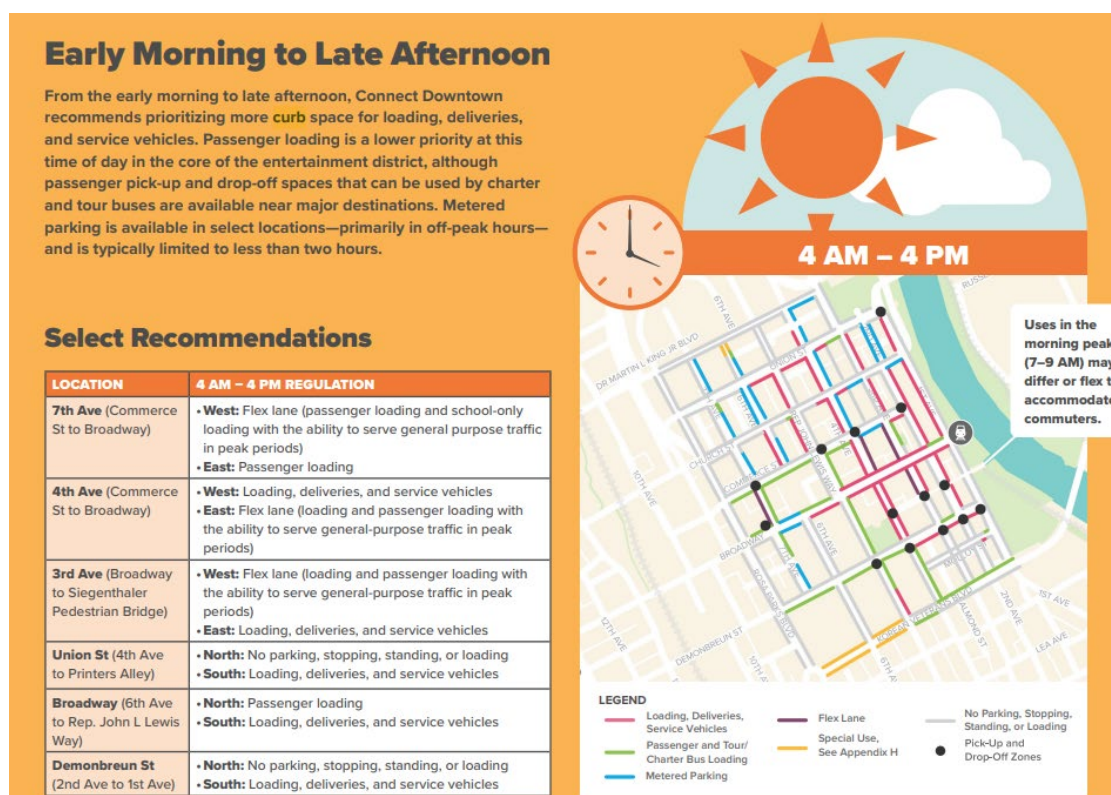
Best Practice Example: Atlanta, Georgia

Atlanta, GA developed a similar Curbside Management Plan for Downtown and Midtown in 2022. The plan aimed to better organize the curbside for mobility, safety, and equity. The plan includes curb typologies, priority uses, and a curb map that assigns curb types to each street in Downtown and Midtown Atlanta.

Action 2

Consider flexible curb regulations in certain areas where uses vary throughout the day.

Flex zones or flexible curb regulations allocate the highest, or most suitable use, to a specific location at a specific time of day. For example, a green or equitable access street might have on-street parking during non-commute periods but open the curb lane to drivers or transit priority during rush hour. Flexible curb regulations can vary over the course of a day, with a curbside space serving as a loading zone during the morning and on-street parking during other times.



Source: Connect Downtown Nashville

Action 3

Develop a dynamic curb zone pilot program.

Identify areas that could benefit from multiple curb uses throughout the day. Create a dynamic curb zone pilot, which would allow different uses at different times of day. A dynamic curb zone pilot program could also be used to close streets during events, such as closing streets around Grand Casino Arena during Minnesota Wild Games for a pedestrian experience, while maintaining full street functionality the rest of the day.

Strategy: Update Regulations

Downtown Saint Paul has had an ongoing truck loading problem. Saint Paul has partially

addressed this through their 2023 truck parking ban on city streets, but delivery trucks or trucks for events still load and unload on downtown streets, often utilizing travel lanes. This is a problem on smaller, more narrow downtown streets designated as green streets in the

proposed street network. As the proposed street network is implemented, Saint Paul's loading regulations and programs should be updated to better match downtown needs and priorities.

Effort	Impact	Cost	Priority
 Medium	 Medium	 High	 Medium

Action 1	Develop a commercial loading policy, including off-peak loading, that limits large curbside loading activities during peak travel times. A commercial loading policy should require loading and unloading to occur during off-peak hours to avoid traffic congestion and avoid issues blocking the sidewalk. Working with business owners to coordinate deliveries to off-peak times can improve downtown circulation and allow curbside space to be used for its highest use during the peak period.
Action 2	Inventory all commercial loading zones and signage within the downtown. Taking inventory of existing loading zone conditions today allows for data-informed conversations and decision-making about loading policies and locations in the future. This can be done in parallel with or as a part of the curbside management plan.
Action 3	Identify areas with high numbers of trucks and high amounts of loading and unloading activities. This can be done through a traffic study or other camera counts, field observation, or by using data from an external mobility big data provider. Identifying areas with high levels of loading activity and high truck volumes can allow for more informed approaches to roadway design and better coordination of demand for curbside access.
Action 4	Pilot a “smart loading zone” concept. For example, as a driver pulls into a smart loading zone, a camera scans their license plate. If their stop lasts longer than 15 minutes, the system automatically charges driver. This eliminates the need for traditional meters or manual enforcement.

Strategy: Enforce the Curb

With limited enforcement capacity, it's challenging for Downtown to enforce curbside regulations, such as parking and loading violations. Until recently, camera enforcement was limited in Minnesota, so Saint Paul didn't have the option for automated enforcement. Saint Paul's existing loading, parking, and other curbside regulations should be enforced to encourage effective curbside management.

Effort	Impact	Cost	Priority
 High	 High	 High	 Medium

Action 1	Expand enforcement capacity. This could include more enforcement officers or automated camera enforcement. Automated camera enforcement of loading zones requires less staff capacity, but it is currently illegal in Minnesota and would require lobbying the state to change the law to be implemented. Saint Paul should support efforts to modify this law so that enforcement of the curb can be less cumbersome and costly.
Action 2	Integrate enforcement technology into payment systems. New technology programs have integrated parking enforcement into parking payment apps. For example, ParkMobile recently partnered with Survision to offer Survision's parking enforcement software on ParkMobile's platform. Parking operators can have real-time access to parking payment status and session details, and in some cases, issue tickets or fines immediately for non-payment.
Action 3	Coordinate with the Saint Paul Police Department to understand enforcement trends and challenges. Police enforcement of curbside violations requires staffing resources and time. Coordinate with the Saint Paul Police Department to understand their resources currently available for enforcement and what they need to improve enforcement.
Action 4	Develop a downtown loading permit system. This system should be aligned with truck parking restrictions and the curbside management plan. Rules would provide an opportunity to coordinate loading locations and times, particularly for larger vehicles.

Theme: Balance Daily Quality of Life with Large Event Needs by Developing Event Management Plans

Strategy: Develop and enforce event management plans

Downtown Saint Paul is host to hundreds of events annually, including festivals, sporting events, and community-based celebrations that demonstrate the City's civic pride and spirit. The many event centers and parks all have some level of transportation impact

Effort	Impact	Cost	Priority
 Low	 Medium	 Low	 High

that includes transit reroutes, sidewalk closures, parking access diversions, and significant demand for passenger pick-up and drop-off along the curb in heavily congested pedestrian activity areas. Many regular events such as Minnesota Wild and Saint Paul Saints games would benefit from a consistent and strategic approach to event management for transportation. Event management plans that are tailored specific nearby roadway conditions can be a powerful tool for coordinating curbside management and transportation demand management strategies when larger events are held downtown.

Action 1	Ensure that pedestrians and event-goers have priority for the curb. This can improve safety, encourage event-goers to use multimodal mobility options, and reduce spillover of curbside demand into adjacent areas of downtown.
Action 2	Require a transportation demand management plan for events. Current requirements focus on parking and a parking/shuttle plan for large events (1,000+) but do not include a strategy to encourage alternatives to driving to the event. This plan should be coordinated across City Departments to ensure that competing interests are known and addressed in operations.
Action 3	Where possible, coordinate with parking operators to “right-size” parking fees for garages around events to limit people driving and parking. Setting appropriate parking prices can encourage event-goers to consider alternative, and most cost-effective, ways to access downtown, including transit, walking, or biking.
Action 4	Require event centers to designate a pick-up/drop-off zone for ridesharing. Event organizers should include signage. This can provide clarity for event-goers of where they should plan to be picked up and dropped off and always for more intentional curbside management and circulation strategies.

**Action
5****Develop an additional event circulation study for Lowertown.**

The Lowertown neighborhood is home to an eclectic mix of uses ranging from the year-round and the weekly Saint Paul Farmer's Market, the Saint Paul Saint's baseball team and the Metro Transit Operations and Maintenance Facility, as well as a thriving residential community. The impact that the many events have on the transportation network needs to be further coordinated through a Lowertown circulation study.

Strategy: Update Special Event Planning Guide to include downtown-specific regulations

The Special Event permitting process utilizes the same guidelines across the City whether the event be located in Downtown or a City neighborhood. The impacts of road closures, transit diversions and police requirements vary by location with the transportation system disrupted significantly within the downtown.

The Special Event Planning Guide should have specific regulations and permitting requirements to accommodate the differing needs for events in Downtown.

Effort	Impact	Cost	Priority
 Low	 High	 Low	 High

**Action
1****Update application portals to allow events in downtown to be reviewed by the Saint Paul Police Department, Public Works, and/or Parks and Recreation.**

Given their knowledge of the City's streets and parks, and experience regularly supporting successfully events, these departments should have final approval for downtown events.

**Action
2****Limit closures of connector streets and equitable access (transit) streets for events.**

Connector streets and equitable access streets move the greatest number of people throughout the downtown. Closing these streets can disrupt circulation and negatively impact transit service more broadly.

Theme: Need for dedicated regular maintenance of walking, biking, and transit infrastructure

Strategy: Increased maintenance capacity and dedicated resources for downtown streets, sidewalks, and infrastructure

Regular maintenance is important to maintaining a state of good repair, extending the useful life of roadway assets, and reducing long-term costs. Planning, hiring, and funding for these routine repairs can help keep Saint Paul's streets safe and comfortable year-round.

Effort	Impact	Cost	Priority
 Medium	 High	 High	 High

Action 1	Determine an appropriate level of service for downtown sidewalk, bikeway, and loading zone snow management and removal. This level of service should reflect the reality that the downtown area should be a reliable walking and transit zone year-round.
Action 2	Determine a regular schedule for routine maintenance activities for downtown such as re-striping, light pole painting, etc. Routine maintenance can reduce cost and provides a regular expectation for quickly returning to level of service.
Action 3	Add funding and dedicate enough staff to ongoing maintenance such that the level of service can be achieved. Maintenance requires dedicated staff time and funding. Understanding and achieving appropriate staffing and funding levels is critical to maintain level of service.
Action 4	Consider higher-end finishes for downtown alongside this maintenance strategy and funding. Higher-end finishes can attract new residents, visitors, and businesses downtown and help make streets more visually appealing.
Action 5	Partner with other agencies to achieve this maintenance level of service. For assets where the City is not the owner, the City should partnerships with other agencies to maintain level of service.

Strategy: Update Design Manual to include festival streets

The existing City design manual does not include guidance on features that could be included within the festival street typology. The design guidance should explicitly ensure full accessibility for people with disabilities, provide access for emergency vehicles and maintenance activities, and integrate stormwater management, all of which are new requirements given the potential lack of curbs. Including festival streets within the design manual will provide clear, standardized guidance on how to successfully implement this street type, including what features should be included and what design considerations should be accounted for.

Effort	Impact	Cost	Priority
 Low	 Low	 Low	 Low

Action 1	Develop a curbless street policy for festival streets. When implemented, curbless streets can improve the pedestrian experience and encourage new activations within the roadway during closures.
Action 2	Implement additional street barriers for security on festival streets. Barriers can provide a safety mechanism protecting event-goers from traffic and can be helpful for reinforcing road closures.

Theme: Balance daily quality of life with construction needs

Strategy: Update road closures policies and procedures for construction

Within Downtown Saint Paul there are daily lane closures related to building construction that impact the use of the sidewalks, cycle tracks, curb lanes and travel lanes, and therefore affect the efficiency of the transportation system. Construction activity creates inconsistency in the mobility network and without consistent policies for closures can lead to unsafe conditions. Updating road closure policies can help ensure residents, workers, and visitors should still be able to get around safely and comfortably when Downstreet streets are impacted by construction.

Effort	Impact	Cost	Priority
 Low	 High	 Low	 High

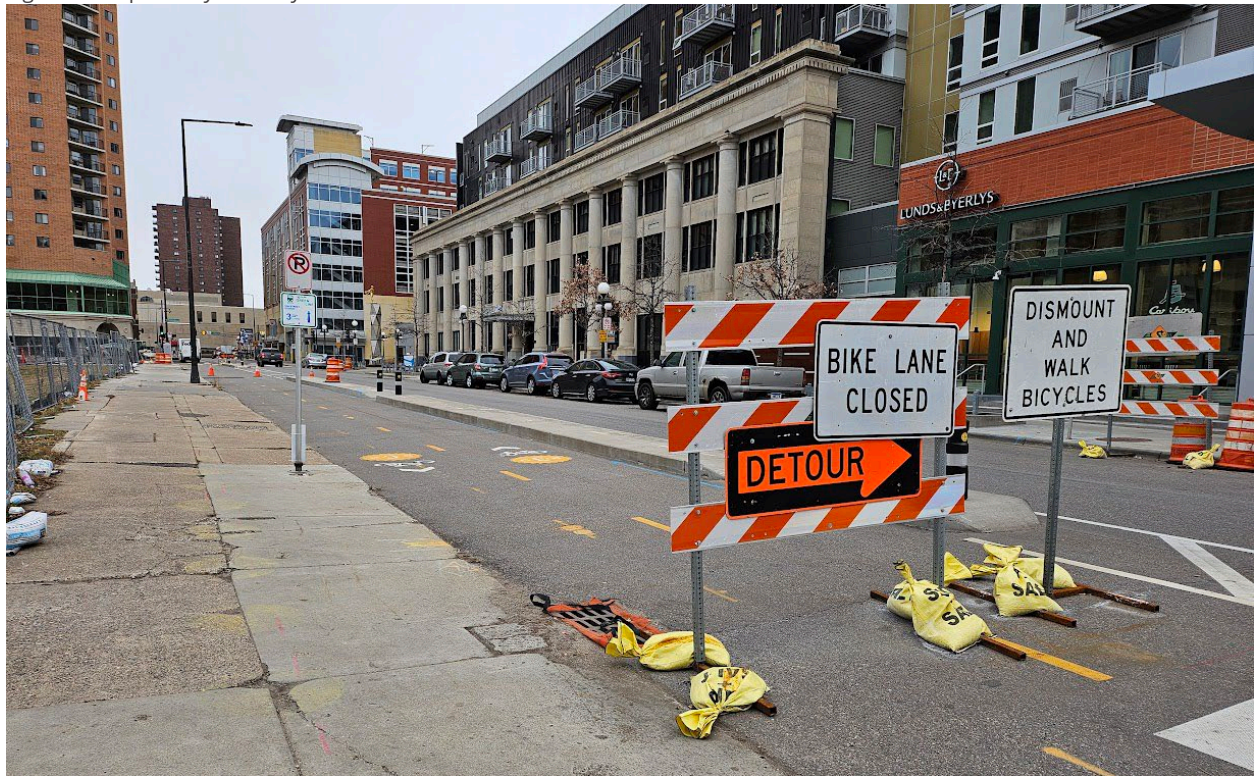
Action 1	Prioritize pedestrians and limit full sidewalk closures during construction. Without sidewalks, pedestrians are forced to either walk in the street and take indirect paths to make trips. Both diminish the pedestrian experience and could lead to more trips being made by car instead of walking.
Action 2	Coordinate with MnDOT to prioritize pedestrians and transit during road closures. Transit and walking should still be a safe and viable option during construction.
Action 3	Partner with Metro Transit to identify alternative transit routes during construction. These alternative routes and detours should be included on maps and posted online and at stops.
Action 4	Where possible, maintain bicycle and pedestrian access during construction without requiring diversions. Partner with contractors to provide protected pedestrian access adjacent to construction sites, such as an ADA-compliant temporary sidewalk or overhead protection.

Strategy: Create and enforce a Multimodal Access Closure policy

Within Downtown Saint Paul the daily building construction activity impacts not only the roadway but also the use of the multimodal network (sidewalks, cycle tracks). Current construction activity can limit access and/or truncate access to the multimodal network potentially forcing pedestrians and cyclists into unsafe conditions. A multimodal access closure policy would provide a clear framework for planning for roadway closures and provide the City with an additional tool to enforce maintaining access throughout downtown during periods of construction.

Effort	Impact	Cost	Priority
 Medium	 High	 Low	 Medium

Figure 34 Capital City Bikeway Closure



Action 1	Create a multimodal closure policy. For example, the City of Nashville has a policy which explicitly prohibits all newly permitted construction activities closing a multimodal pathway of travel in Metro Nashville's right-of-way for a continuous period of seven (7) days or more.
Action 2	Enforce the multimodal closure policy once adopted. Identify the necessary staff resources and strategies to enforce the multimodal closure policy, including approaches to restore diminished multimodal access and appropriate penalties for violations of the policy.

Theme: Downtown needs more vibrancy, green space, and trees**Strategy: Increase green space and tree cover throughout downtown**

Saint Paul's 2040 Comprehensive Plan, "Saint Paul for All" sets a 40% citywide tree canopy coverage goal, with a 15% tree canopy coverage goal for downtown. Green spaces and tree cover are good for public health, help reduce urban heat island effects and improve drainage, encourage recreation, and can spur social connection. Increase green space and tree canopy coverage throughout Downtown Saint Paul to meet citywide tree canopy goals and make downtown a more pleasant and vibrant space.

Effort	Impact	Cost	Priority
 Medium	 Medium	 High	 Medium

Action 1	Update the Saint Paul Street Design Manual to increase trees planted in Downtown as part of street projects. Saint Paul's Street Design Manual includes general guidance on street tree planting, but does not include specific guidance on street tree requirements for different areas or streets in Saint Paul. Update the Street Design Manual to include more specific guidance on street trees, especially in Downtown. This should be targeted to increase the number of street trees and overall tree canopy in Downtown.
Action 2	Increase supply of street trees throughout downtown, in coordination with the 15% tree canopy goal for Downtown Saint Paul. Some steps to achieve this include advocating for the previously discussed Saint Paul tree preservation ordinance, creating a downtown street tree policy/plan, identifying locations for additional street trees or other greenery, extending Saint Paul's Sustainable Building Ordinance to downtown and requiring that new construction projects over a certain size comply with the ordinance.
Action 3	Continue to support the River Balcony plan. The Saint Paul River Balcony is a 1.5 mile promenade that extends along Downtown Saint Paul's Mississippi River bluff and waterfront. Saint Paul and the Great River Passage Conservancy have partnered to create a schematic design for the River Balcony. The first step after the schematic design phase wrapped up is implementation of the Downtown Riverwalk. Continue to support the Downtown Riverwalk, including tying wayfinding and signage into downtown branding, providing greenery and street trees, and connections to downtown's active transportation networks. Continue to support the Great River Passage Conservancy and funding partners to implement the plan.

Strategy: Identify Street-Level Vacant Space that Can Be Activated to Increase Activity on Streets

Vacant spaces can dampen the vibrancy of a downtown corridor. With there being some street level activity deserts in Downtown Saint Paul that discourages pedestrian activity throughout the day, enhancement of vacant store fronts or murals at ground level building frontages can bring vibrancy to areas of low energy.

Activating these spaces through programing, art, and policy can attract new residents, visitors, and businesses.

Effort	Impact	Cost	Priority
 Low	 High	 Low	 High

Action 1	Retrofit inactive street level frontages with glazing, mirrors, or art. These improvements can reduce the appearance that the frontage is empty while simultaneously providing a pop of vibrancy.
Action 2	Update streateries policy for downtown and allow informal commercial spaces. These spaces can expand locations for activity beyond traditional storefronts, adding new energy into Downstreet streets and sidewalks.
Action 3	Complete an inventory of downtown commercial space and vacant buildings. Identify areas on pedestrian- and transit-oriented streets for new commercial uses or public art to bring more activity to the street. Create an internal policy about the types of uses for vacant space – encourage things such as commercial or retail spaces and limit car-oriented uses.
Action 4	Partner with Public Art Saint Paul and the Saint Paul Downtown Alliance to create a Downtown Public Art strategy. This strategy should be based on the 2014 City of Saint Paul Public Art Ordinance Program Guidelines.

Theme: Downtown needs safe and slow streets to solidify walking as the best way to get around

Strategy: Balance truck turning movements with pedestrian crossing treatments

Large vehicles often need additional space within the roadway to make turns. This often leads to longer crosswalks or unprotected crosswalks. Long crossings often feel unsafe and unprotected from

Effort	Impact	Cost	Priority
 Medium	 Medium	 Medium	 Low

traffic. Roads with limited truck traffic can often benefit from improvements that aim to make it easier to walk and cross the street. Many areas in Downtown Saint Paul have long crossings across wide streets. Not all streets in downtown need to support truck traffic and vehicle flow. Some should prioritize walking, bicycling, and other active transportation modes. To achieve a street network that supports all modes and attracts residents, visitors, and employees, Saint Paul needs to balance the needs of large trucks and transit buses with pedestrian needs.

Action 1	Identify key streets for truck movements and transit movements. Complete traffic counts to track truck travel on streets throughout downtown. Truck travel data and counts provides a baseline for Saint Paul staff to understand common travel patterns throughout downtown.
Action 2	Create a Saint Paul truck map with designated routes through downtown. Using data identified in Action 1, create a Saint Paul truck route map, designating citywide truck routes that should be used. Downtown should include several through-routes, where truck travel is prohibited unless making a final delivery. This should include green streets, equitable access streets, and festival streets in the proposed street network.
Action 3	Create a policy regarding prioritization for pedestrian and active transportation improvements. Many pedestrian-oriented streets could be updated to include curb bump-outs and other pedestrian safety improvements. However, streets still need to balance the needs of large delivery trucks, transit vehicles, and fire and emergency response services. Develop a policy to determine which streets can receive physical alterations like curb extensions or raised crosswalks, versus non-physical alternations like high visibility markings or traffic signal enhancements for pedestrians that do not limit vehicle movements.

Strategy: Encourage slower speeds on downtown streets on the Municipal State Aid Network

Safe speeds lead to reductions in crashes, improved driver reaction times, and lower severity injuries when crashes do occur. While Downtown Saint Paul has a 25 mile-per-hour speed limit on Saint Paul streets, MSA roads have speed limit policies guided by state-level standards. These streets provide key opportunities to advocate for slower speeds, variances, and substitutions to address higher speeds than the rest of downtown.

Effort	Impact	Cost	Priority
 High	 High	 Low	 High

Action 1	Support Municipal State Aid (MSA) variances on downtown streets to achieve these slower speeds. Variances to allow for slower speeds than design standards would dictate on downtown streets can help keep all roadway users safe and prevent crashes.
Action 2	Study and evaluate opportunities for substitutions of roadways on the MSA network. In cases where speed limits can't easily be reduced, substituting roads on the MSA network can allow for vehicle traffic to be more appropriately routed onto roads designed to safely accommodate it. This can also enable prioritizing people walking, biking, rolling, and riding transit on other nearby streets.

Theme: Balance the needs of skyways and the need to bring people to the street-level

Strategy: Create uniform skyway signage for entrances and exits

Skyways provide crucial connections through downtown in inclement or cold weather. However, entrances are not well marked and it can be challenging to find a skyway entrance if one is not familiar with the system.

Effort	Impact	Cost	Priority
 Medium	 High	 Medium	 High

**Action
1****Create uniform skyway signage for entrances and exits so residents and visitors can easily access the skyways.**

To ensure that skyways remain an option for those who need them, create a signage program for skyway entrances with standard branding. This branding should tie into a downtown brand, similar to parking signage. Cities with similar climates, like Denver and Calgary may provide successful examples.

Strategy: Develop a skyways strategy or policy that supports skyway access for winter weather, but also encourages on-street activity

Downtown Saint Paul's skyways provide a crucial link in cold or inclement weather. However, skyways are disconnected from the street and remove pedestrians from the sidewalk. The skyways compete with ground-floor retail and pedestrian experiences on the sidewalk, limiting the number of people on the street. Without pedestrian activity at the street level, downtown can look and feel empty. A specific skyways policy will help guide the City's approach to maintaining the existing skyway system, but with a focus on downtown streets themselves.

Effort	Impact	Cost	Priority
 Medium	 High	 Low	 High

**Action
1****Set a skyways policy that determines the priority for downtown - prioritize skyway access or prioritize downtown streets.**

Skyways can be an effective way to get around in inclement weather, but prioritizing downtown streets is more likely to attract new residents, visitors, and businesses. This strategy should be created in partnership with the Saint Paul Downtown Alliance.

**Action
2****Review skyway activity and consider closing minimally used or non-passageway portions of the skyway to the public.**

In areas with minimal skyway use, meet with property owners (many skyways are technically private property) to consider closing skyways to the public. Consider also de-prioritizing or limiting retail spaces in skyways and supporting retail spaces in skyways to transition to retail spaces along pedestrian-friendly streets.

Theme: Shift more trips to walking, biking, and transit in downtown**Strategy: Transportation Demand Management**

Transportation demand management (TDM) encompasses a number of strategies that will help reduce the reliance on single occupancy vehicles in Downtown Saint Paul. TDM is needed to achieve Saint Paul's downtown and citywide modeshare goals outlined in the Comprehensive Plan and Climate Action

and Resilience Plan. By encouraging more sustainable ways to get around, TDM strategies also can help reduce congestion, improve the downtown environment, and enable roadway improvements that reactivate public spaces.

Effort	Impact	Cost	Priority
 Medium	 High	 Medium	 High

Action 1	Develop a comprehensive Downtown Saint Paul parking and wayfinding system. Create a downtown district brand with signage and wayfinding to key landmarks, transit stations, and public parking garages. This should incorporate signage for major event centers, such as the Grand Casino Arena, skyway entrances, parks, and other notable destinations.
Action 2	Develop a Transportation Demand Management ordinance, program, and division. These entities would coordinate mode shift policies and programs across Departments and for individual projects.
Action 3	Encourage commuter rewards and incentives, parking cash-outs, and commuter benefits. These programs provide direct incentives for residents and workers to make sustainable mobility choices.
Action 4	Support the work of other agencies, organizations and the private sector. Many organizations, such as Move Minnesota, are already marketing and supporting transit, carshare, rideshare, carpooling, biking, walking, flexible work hours and telecommuting.
Action 5	Establish a Downtown Transportation Management Association to oversee TDM programs throughout downtown.

	A Transportation Management Association could provide additional capacity and thought leadership for City staff on mode shift goals and TDM strategies. This could be housed at the Downtown Alliance.
Action 6	Develop transit marketing campaigns to encourage people to take transit. This could include training on how to use transit and social media campaigns promoting the convenience and benefits of taking the bus or light rail.

Strategy: Encourage a “park-once” mentality and prioritize parking at lots along Connector streets

Downtown Saint Paul has a walkable street network with robust transit and micromobility options. Once someone has arrived downtown, they should be able to leave their car behind and travel on foot, on transit, on a bike, or using some other mode that does not require them to return to their car. Many streets in Saint Paul with large parking ramps or surface lots contribute to downtown’s lack of pedestrian vibrancy.

Effort	Impact	Cost	Priority
 Medium	 Medium	 Medium	 Medium

Action 1	Accept lower vehicle levels of service to and from parking ramps accessed from connector street types; in the long run consider retiring access points from non-connector streets. Allow lower levels of vehicle service on connector streets with parking ramps and prioritize parking along these streets. This keeps green streets and other multi-modal streets active and vibrant for pedestrians, while directing cars along connectors to parking ramps. In the long term, consider retiring access points to parking ramps from non-connector streets.
Action 2	Promote and incentivize transit as a mode to events downtown. Metro Transit provides robust light rail, BRT, and local bus connections to and from downtown. Event-goers should be aware of transit as an option to get downtown, and incentivized to use it.

Strategy: Support biking and micromobility in downtown

Biking and micromobility trips are key to meeting Saint Paul's mode shift goals for downtown. Saint Paul has already begun to build momentum with implementation of the Capital City Bikeway in downtown. Bike and micromobility modes can be convenient ways to travel within downtown and provide a first and last mile connection to transit services.

Effort	Impact	Cost	Priority
 Low	 High	 Low	 High

Action 1	Support Saint Paul's Neighborhood Bike Parking program and Bike Corral program. With safe and abundant places to leave a bike while downtown, biking can be a meaningful alternative to driving.
Action 2	Develop a secure bike parking program for downtown. People riding bicycles should be confident their bike will be safe while they visit downtown.
Action 3	Increase affordability and availability of scooter and bike share programs. These programs can supplement transit and walking as primary ways to get around and can expand access to these mobility options for people who can't afford a bicycle or who may be visiting the area and looking for cost-effective ways to get around or sightsee downtown.

Additional Topics to Evaluate

The Downtown Streets and Sidewalks Plan is focused on infrastructure improvements and policies. Land use strategies were not considered as part of this effort, but are expected to be included in upcoming Planning and Economic Development reports. Potential land use topics to consider in those efforts include:

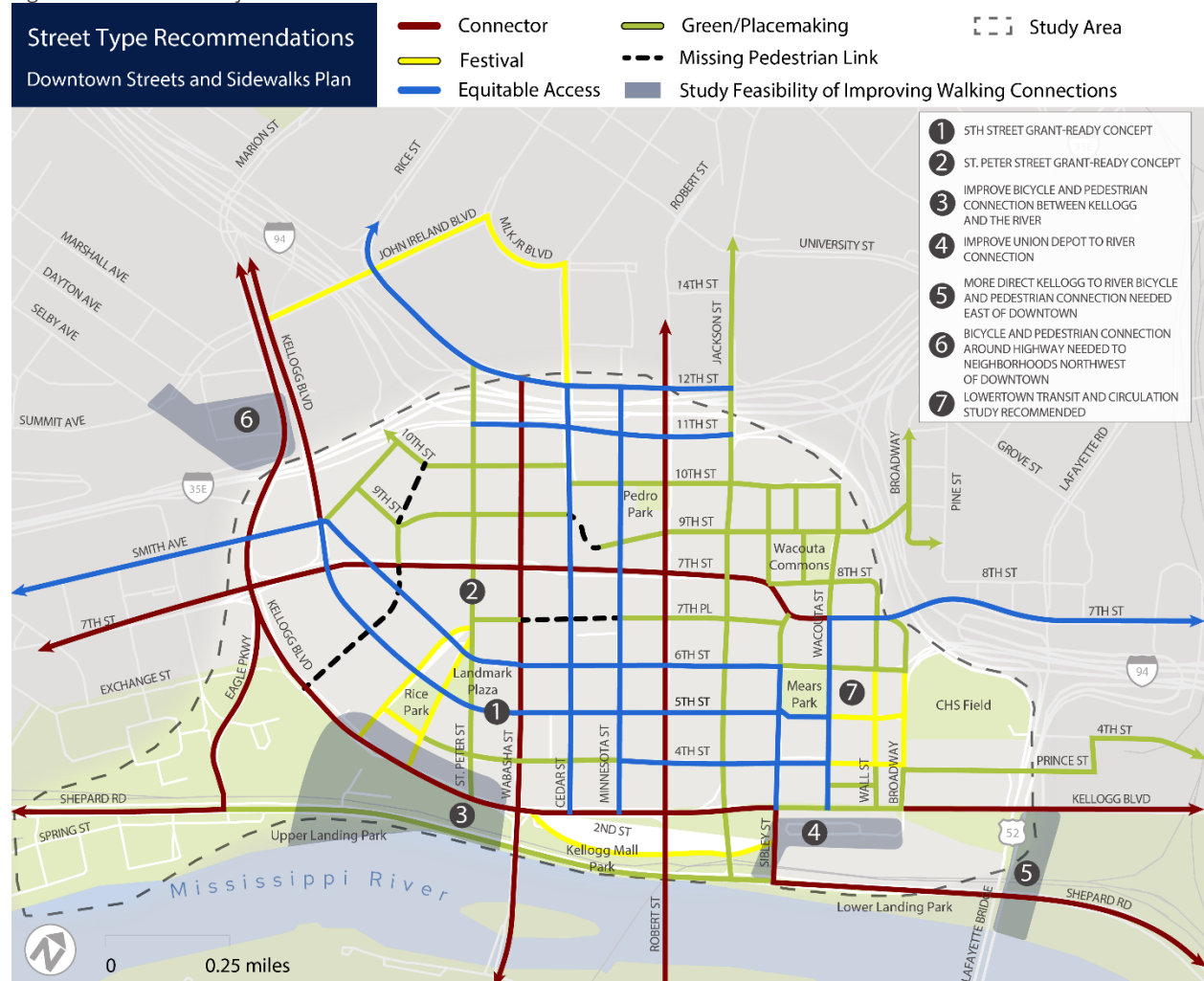
- Prioritizing active street-level land uses to make Downtown more pedestrian friendly
- Attracting more residents to Downtown through office to residential conversions
- Attracting a mix of daytime and evening uses

Action Plan for Projects and Strategies

Projects

Several projects and programs have been identified as part of the Downtown Streets and Sidewalks Plan. This action plan lists the project, description, phasing, champion, and funding for projects in Downtown Saint Paul. Projects are shown in Figure 33.

Figure 35 Saint Paul Projects



Map #	Action	Description
1	5 th Street Pilot Project	Description: Host a pilot project to determine the long-term design on 5 th Street. The pilot project, described in detail above, will test a dynamic parking/travel lane and more narrowed condition to expand pedestrian amenities. The proposed pilot project would use a variety of temporary, relatively low-cost materials to demonstrate what the long-

		term design options on 5th Street would look like and evaluate how they function. A combination of flex posts, paint, signage, and temporary planter boxes could be used for the pilot project. Funding: Design funded through Downtown Streets and Sidewalks Plan. Funding for pilot TBD. Champion: Public Works
2	St. Peter Street Reconstruction to a Green Street	Description: The future vision for St. Peter Street is a vibrant destination street that draws people to downtown and encourages them to linger before and after downtown events. A proposed St. Peter Street redesign was created as part of the Downtown Streets and Sidewalks Plan, intended to be a grant-ready concept for funding. The proposed St. Peter Street design includes one general purpose travel lane, one flex lane on the west, parking on the east, enhanced sidewalk space and streetscape amenities, outdoor dining space, and trees on both sides of the street. The 'flex lane' would be used as a general travel lane during peak travel periods of the day, while being used as on-street parking and loading during off-peak periods such as evenings and weekends. Funding: Design funded through Downtown Streets and Sidewalks Plan. Funding for reconstruction TBD. Champion: Public Works
3	Improve Bicycle and Pedestrian Connections Between Kellogg Boulevard and River	Improve bicycle and pedestrian connections between Kellogg Boulevard, the Science Center, and the Mississippi River. This should be done in coordination with River Balcony improvements, such as the Downtown River Walk and the Kellogg Plaza/Riverwalk Trailhead. This should also be done in coordination with the Kellogg RiverCentre Bridge Replacement, which will provide a shared pedestrian and bike facility through the Exchange Street viaduct and connect to the Kellogg Capital City Bikeway. Funding: Local, state, federal funds Timing: 2026-2030 Champion: Public Works Partners: Great River Passage Conservancy, Ramsey County, State of Minnesota, Saint Paul Downtown Alliance, Saint Paul RiverCentre

4	Improve Union Depot to River Connection	Pedestrians arriving at Union Depot struggle to get down to the walking paths along the riverfront. Union Depot and Lowertown are largely disconnected from the riverfront, and there are limited connections to Lower Landing Park and other areas along the River. The River Balcony Master Plan proposes a bridge from Union Depot over the rail tracks to Lower Landing Park. However, as noted in the Samuel H. Morgan Regional Trail Corridor: Lower Landing Renovation Plan, the cost to build a bridge, especially over rail tracks, is prohibitive. Much of this area is not under Saint Paul's jurisdiction, so the City will need to partner with the State, MET Council, Ramsey County, Amtrak, and the Ramsey County Regional Railroad Authority to improve connections. Short-term solutions include better wayfinding and signage to mark the paths between the riverfront trails and downtown; better lighting and public art along Sibley and Jackson, and other public space improvements. A pedestrian bridge is the long-term strategy to increase access and connections between Union Depot, Lowertown, and the riverfront, but will need to be done in coordination with the River Balcony. Funding: Local, state, federal funds (likely \$100 million or more) Timing: 2035+ (should be done in coordination with River Balcony improvements and after a Lowertown study) Champion: Saint Paul, Ramsey County, Ramsey County Regional Railroad Authority Partners: Great River Passage Conservancy, State of Minnesota, Saint Paul Downtown Alliance, Amtrak, Ramsey County Regional Railroad Authority, Metro Transit
5	More Direct Kellogg to River Bicycle and Pedestrian Connection Needed East of Downtown	Create more direct connections between the Kellogg Boulevard branch of Capital City Bikeway planned east of downtown (to be completed in 2027), the Warner Street portions of the Capital City Bikeway, and the riverfront. This could include a connection down from the Lafayette Bridge to Warner Street or Kellogg Boulevard and greater connections between Warner Street/Great River Road and residential neighborhoods in eastern Saint Paul. Funding: Local and state funds Timing: 2030+ Champion: Public Works

		Partners: Great River Passage Conservancy, Ramsey County, State of Minnesota, Saint Paul Downtown Alliance
6	Bicycle and Pedestrian Connection Around Highway Needed to Neighborhoods Northwest of Downtown	Improve bicycle and pedestrian connections between downtown and neighborhoods like Cathedral Hill. Kellogg Boulevard will see Capital City Bikeway improvements in 2026 and 2027, but there are limited options to walk or bike due to highways. Prioritize completing the remaining portions of Kellogg Boulevard (funding not identified yet), Saint Anthony Ave, and West 10th St (portions not completed and no funding identified), and Cedar Street. Many of these connections connect to a green/placemaking street in downtown, which will provide a safer experience for bicyclists and pedestrians. Funding: Local, state, federal funds Timing: 2026-2027 Champion: Public Works Partners: Ramsey County, State of Minnesota
7	Lowertown Transit and Circulation Study	While Lowertown is a part of the Downtown Streets and Sidewalks Plan, a Transit and Circulation Study is needed to better understand event circulation needs and overall transit needs. Lowertown is challenging because of Union Depot and Amtrak's rail lines, with limited connections across them. Funding: Local, state, federal funds Timing: 2030+ Champion: Public Works Partners: Saint Paul Downtown Alliance, Amtrak, Ramsey County Regional Railroad Authority, Metro Transit

Status of Recent Downtown Improvements

Saint Paul has several ongoing and/or recently completed projects and infrastructure improvements. These projects are consistent with the intent of the Downtown Streets and Sidewalks Plan and its recommendations. Future projects will need to use this plan for design guidance. Figure 34 **Error! Reference source not found.** shows current projects already being implemented by the City, including Kellogg Boulevard, Wabasha Street, and Robert Street, among others. This map also illustrates upcoming and future projects, such as the 5th Street pilot project and Saint Peter Street,

both described in detail later in this plan. These are indicated by bold, thick lines. Upcoming projects include a letter key and recent projects are numbered.

Figure 36 Current and Future Projects Already in Implementation by the City, Source: City Capital Plan 5-year Street Map



Bicycle Network Status

Figure 35 **Error! Reference source not found.** shows bicycle network implementation status. Recently completed bicycle network segments are bolded segments with a black outline. These are consistent with this plan and were considered when creating the street typology. The City will prioritize the shown future bicycle connections (bolded, no black outline) when completing future street projects. Future bicycle connections include annotations noting when funding is programmed.

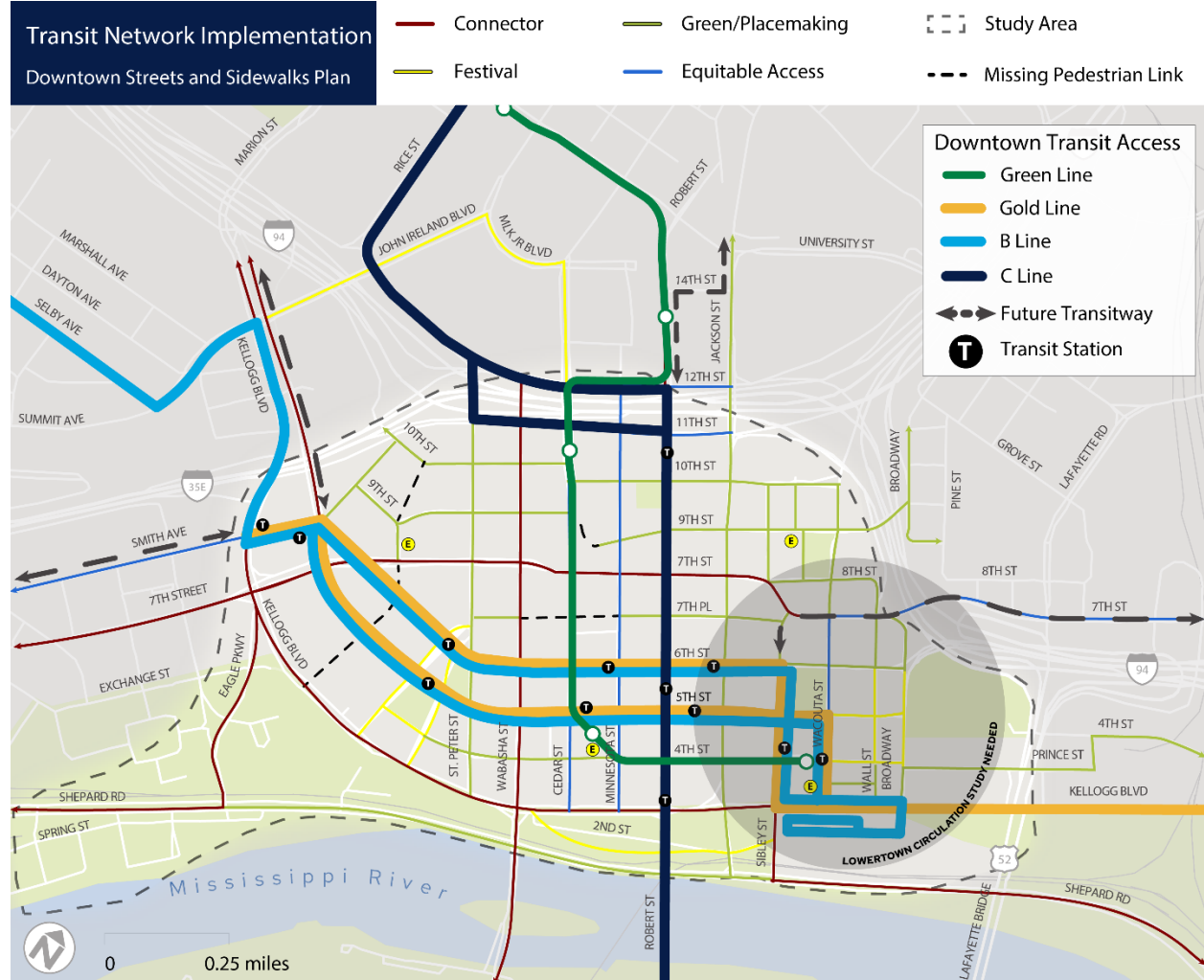
Figure 37 Bicycle Network Implementation Status



Transit Network Status

Figure 36 **Error! Reference source not found.** shows current light rail, BRT, and bus routes, as well as future transitway alignments and electric vehicle (EV) charging stations. These transit lines and EV charging stations align with equitable access streets in the typology below. Saint Paul and Metro Transit will prioritize the identified transitway alignments in **Error! Reference source not found.** when projects are completed on these streets. The street typologies are shown as thin lines on the map, while transit routes and alignments are shown as thick, bold lines in colors that correspond to their routes.

Figure 38 Transit Network Implementation





Draft Plan

Downtown Saint Paul Streets and Sidewalks Plan

Summary of Strategies

The table below provides a summary of the strategies included throughout the plan. It includes level of estimate, impact, cost, and priority. It also includes timing. Short-term strategies can be achieved in 1-3 years. Medium-term strategies can be achieved in 3-6 years. Long-term strategies will take 7+ years to implement or rely on other strategies to be implemented before they can be implemented.

Theme: Downtown needs predictable curbside access for a variety of users through better curbside management

Strategy	Actions	Effort	Impact	Cost	Priority	Timing	Champion
Curbside management	▪ Create a curbside typology and curbside management plan for downtown. ▪ Consider flexible curb regulations in certain areas where uses vary throughout the day. ▪ Develop a dynamic curb zone pilot program.	 Medium	 High	 Medium	 High	Medium-to Long-Term	Public Works
Update loading regulations and programs	▪ Develop a commercial loading policy, including off-peak loading, that limits large curbside loading activities during peak travel times. ▪ Inventory all commercial loading zones and signage within downtown.	 Medium	 Medium	 High	 Medium	Medium-to Long-Term	Public Works, Saint Paul Police Department

DRAFT FINAL PLAN IN REVIEW (SUMMER 2026)

	- Identify areas with high numbers of trucks and high numbers of loading and unloading activities. - Pilot a “smart loading zone” concept.						
Enforce loading, parking, and other curbside regulations	- Expand enforcement capacity. - Integrate enforcement technology into payment systems. - Coordinate with the Saint Paul Police Department to understand enforcement trends and challenges. - Develop a downtown loading permit system.	 High	 High	 High	 Medium	Medium-Term	Public Works, Saint Paul Police Department

Theme: Balance Daily Quality of Life with Large Event Needs by Developing Event Management Plans

Strategy	Actions	Effort	Impact	Cost	Priority	Timing	Champion
Develop and enforce event management plans	- Ensure that pedestrians and event-goers have priority for the curb. - Require a transportation demand management plan for events. - Where possible, coordinate with parking operators to “right-size” parking fees for garages around events to limit people driving and parking. - Require event centers to designate a pick-up/drop-off zone for ridesharing. Event organizers should include signage.	 Low	 Medium	 Low	 High	Short-Term	Public Works, Saint Paul Police Department, PED

DRAFT FINAL PLAN IN REVIEW (SUMMER 2026)

	Develop an additional event circulation study for Lowertown.						
Update special event planning guide to include downtown-specific regulations	- Update application portals to allow events in downtown to be reviewed by the Saint Paul Police Department, Public Works, and/or Parks and Recreation. - Limit closures of connector streets and equitable access (transit) streets for events.	 Low	 High	 Low	 High	Short-Term	DSI, SPPD, Parks, Public Works

Theme: Need for dedicated regular maintenance of walking, biking, and transit infrastructure

Strategy	Actions	Effort	Impact	Cost	Priority	Timing	Champion
Increased maintenance capacity and dedicated resources for downtown streets, sidewalks, and infrastructure	- Determine an appropriate level of service for downtown sidewalk, bikeway, and loading zone snow management and removal. - Determine a regular schedule for routine maintenance activities for downtown such as re-striping, light pole painting, etc. - Add funding and dedicate enough staff to ongoing maintenance such that the level of service can be achieved. - Consider higher-end finishes for downtown alongside this maintenance strategy and funding.	 Medium	 High	 High	 High	Short-Term	Public Works

DRAFT FINAL PLAN IN REVIEW (SUMMER 2026)

	Partner with other agencies to achieve this maintenance level of service.						
Update Design Manual to include festival streets	- Develop a curbless street policy for festival streets. - Implement additional street barriers for security on festival streets.	 Low	 Low	 Low	 Low	Long-Term	Public Works

Theme: Balance daily quality of life with construction needs

Strategy	Actions	Effort	Impact	Cost	Priority	Timing	Champion
Update road closures policies and procedures for construction	- Prioritize pedestrians and limit full sidewalk closures during construction. - Coordinate with Minnesota Department of Transportation to prioritize pedestrians and transit during road closures. - Partner with Metro Transit to identify alternative transit routes during construction. - Where possible, maintain bicycle and pedestrian access during construction without requiring diversions.	 Low	 High	 Low	 High	Medium-Term	Public Works, Metro Transit, Minnesota Department of Transportation, Ramsey County
Create and enforce a multimodal access closure policy	- Create a multimodal closure policy. - Enforce the multimodal closure policy once adopted.	 Medium	 High	 Low	 Medium	Medium-Term	Public Works.

Theme: Downtown needs more vibrancy, green space, and trees

Strategy	Actions	Effort	Impact	Cost	Priority	Timing	Champion
Increase green space and tree cover throughout downtown	▪ Update the Saint Paul Street Design Manual to increase trees planted in Downtown as part of street projects. ▪ Increase supply of street trees throughout downtown, in coordination with the 15% tree canopy goal for Downtown Saint Paul. ▪ Continue to support the River Balcony plan.	 Medium	 Medium	 High	 Medium	Long-Term	Public Works, Forestry, Parks and Recreation
Identify street-level vacant space that can be activated to increase activity on streets	▪ Retrofit inactive street level frontages with glazing, mirrors, or art. ▪ Update streateries policy for downtown and allow informal commercial spaces. ▪ Complete an inventory of downtown commercial space and vacant buildings. ▪ Partner with Public Art Saint Paul and the Saint Paul Downtown Alliance to create a Downtown Public Art strategy.	 Low	 High	 Low	 High	Medium-Term	PED, DSI, Downtown Alliance

DRAFT FINAL PLAN IN REVIEW (SUMMER 2026)

Theme: Downtown needs safe and slow streets to solidify walking as the best way to get around

Strategy	Actions	Effort	Impact	Cost	Priority	Timing	Champion
Balance truck turning movements with pedestrian crossing treatments	- Identify key streets for truck movements and transit movements. - Create a Saint Paul truck map with designated routes through downtown. - Create a policy regarding prioritization for pedestrian and active transportation improvements.	 Medium	 Medium	 Medium	 Low	Long-Term	Public Works, Engineering
Encourage slower speeds on downtown streets on the MSA Network	- Support Municipal State Aid (MSA) variances on downtown streets to achieve these slower speeds. - Study and evaluate opportunities for substitutions of roadways on the MSA network.	 High	 High	 Low	 High	Long-Term	Public Works, Ramsey County, Minnesota Department of Transportation

Theme: Balance the needs of skyways and the need to bring people to the street-level

Strategy	Actions	Effort	Impact	Cost	Priority	Timing	Champion
Create uniform skyway signage for entrances and exits	Create uniform skyway signage for entrances and exits so residents and visitors can easily access the skyways.	 Medium	 High	 Medium	 High	Short-Term	Public Works,
Develop a skyway strategy or policy that supports skyway access for winter	Set a skyways policy that determines the priority for downtown – prioritize skyway access or prioritize downtown streets.	 Medium	 High	 Low	 High	Short-Term	Public Works, Planning and Economic Development

weather, but also encourages on-street activity	▪ Review skyway activity and consider closing minimally used or non-passageway portions of the skyway to the public.						
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Theme: Shift more trips to walking, biking, and transit in downtown

Strategy	Actions	Effort	Impact	Cost	Priority	Timing	Champion
Transportation demand management	▪ Develop a comprehensive Downtown Saint Paul parking and wayfinding system. ▪ Develop a Transportation Demand Management ordinance, program, and division. ▪ Encourage commuter rewards and incentives, parking cash-outs, and commuter benefits. ▪ Support the work of other agencies, organizations and the private sector. ▪ Establish a Downtown Transportation Management Association to oversee TDM programs throughout downtown. ▪ Develop transit marketing campaigns to encourage people to take transit.	 Medium	 High	 Medium	 High	Short-Term	Public Works, PED, DSI
Encourage a “park-once” mentality and prioritize parking at lots along connector streets	▪ Accept lower vehicle levels of service to and from parking ramps accessed from connector street types; in the long run consider retiring access points from non-connector streets. ▪ Promote and incentivize transit as a mode to events downtown.	 Medium	 Medium	 Medium	 Medium	Long-Term	Public Works, PED (for parking?)

Support biking and micromobility in downtown	▪ Support Saint Paul's Neighborhood Bike Parking program and Bike Corral program. ▪ Develop a secure bike program for downtown. ▪ Increase affordability and availability of scooter and bike share programs.	 Low	 High	 Low	 High	Short-Term	Public Works, PED (for parking?)
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Draft Plan

Downtown Saint Paul Streets and Sidewalks Plan

Appendix A: Technical Advisory Committee Members

Technical Advisory Committee (TAC) Members

Updated March 28, 2025

Count	Agency	Specific Group or Representation	TAC Member
1	Public Works	Downtown Transportation Projects	Anna Potter
3	Public Works	Street Design and Construction	Barb Mundahl
4	Public Works	Traffic Division	Mike Klobucar
5	Public Works	Bridge Division	Dag Dejene
6	Public Works	Sewers	Pat Murphy
7	Public Works	Street Maintenance	Jericho Huggar
8	Public Works	Right of Way Management	Joel Koehler
9	PED	Current Planning and Zoning	Kady Dadlez
10	PED	Housing	Laura Haynsen
11	PED	Economic Development	Rachael Weiker
12	PED	Long Range Planning	Spencer Miller Johnson
13	PED	Parking and Finance	Melanie McMahon
14	Parks	Forestry	Brianna Bacher
15	Parks	Forestry	Rachel Jongeward
16	Parks	Planning and Design / River Balcony	Brett Hussong
17	DSI	Zoning Code, Enforcement	Richard Kedrowski
18	Police Department	SPPD, Events, CPTED	Storme Dunn
19	Ramsey County	Community & Economic Development	Larina DeWalt
20	Ramsey County	Public Works/Shepard Road	Brad Estochen
21	CAAPB	Land use & Zoning, CMDF	Peter Musty
22	MnDOT	7th Street/I-94/I-35E/State Aid Standards	Dale Gade
23	Metro Transit	Engineering + Facilities - Planning	Scott Janowiak
24	Metro Transit	Service Development - Route Planning	Steve Baisden
25	Metro Transit	Service Development - Speed + Reliability	Ryan Heath
26	Metro Transit	Service Development - Speed + Reliability	Michael Mechtenberg
27	Metro Transit	Bus Transportation - Street Operations	Todd Meyer
28	Metro Transit	Bus Transportation - BRT Operations Management	Jonathan Ahn
29	Metro Transit	Capital Programs - ABRT	Laura Greteman
30	Metro Transit	Customer Relations	Pam Steffen
31	Downtown Alliance	Businesses, Residents downtown	Joe Spencer
32	Downtown Alliance	Businesses, Residents downtown	Dave Higgins
33	CapitolRiver Council	Neighborhood organization (residents)	Jon Fure
34	East Metro Strong	Mobility & transit in the east metro	Will Schroerer
35	Consultant team	Bolton & Menk / Corridor Layouts	Connor Cox
36	Consultant team	Nelson Nygaard / Mobility Plan	Iain Banks
37	Consultant team	Nelson Nygaard / Mobility Plan	Alyson Fletcher
38	Consultant team	NEOO / Community Engagement	Sharice McCain



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MINNESOTA

Draft Plan

Downtown Saint Paul Streets and Sidewalks Plan

Appendix B: Existing Conditions Findings (Presented at March 2025 TAC Meeting)



How Downtown Saint Paul Travels

Mode Share Models



SAINT PAUL
PUBLIC WORKS

STPAUL.GOV

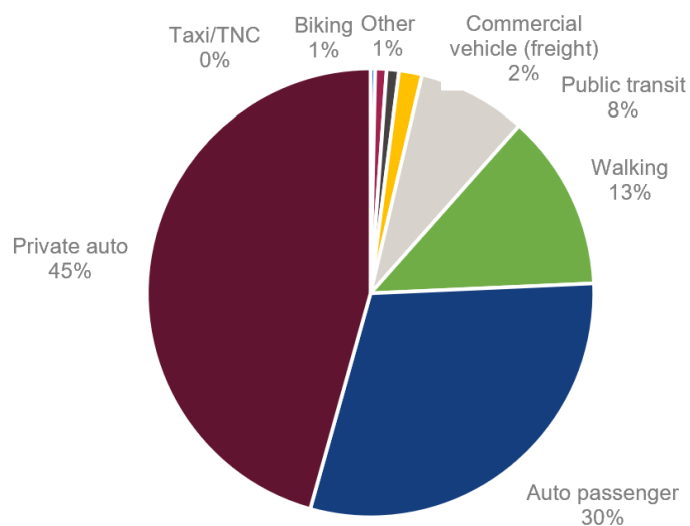


18% of trips to downtown by foot, bike, & transit
More than ¾ of weekday trips into downtown involve driving.

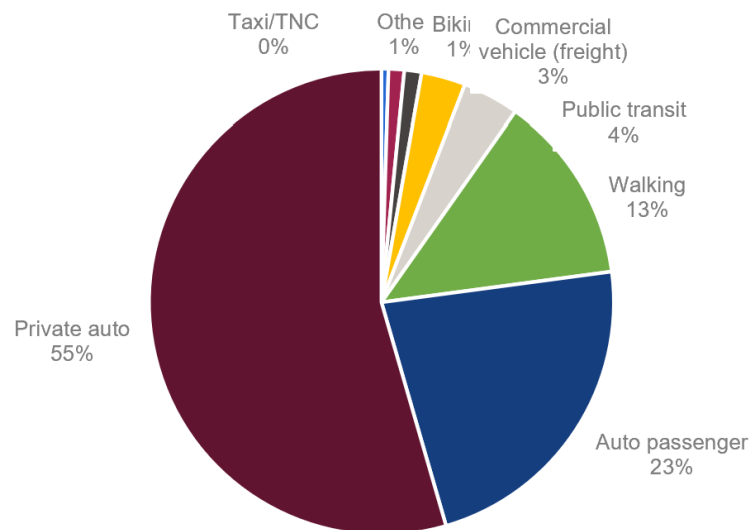
Trips Ending In Downtown - Weekday

Source: Replica Model

Fall 2019 Weekday Modeshare



Spring 2024 Weekday Modeshare



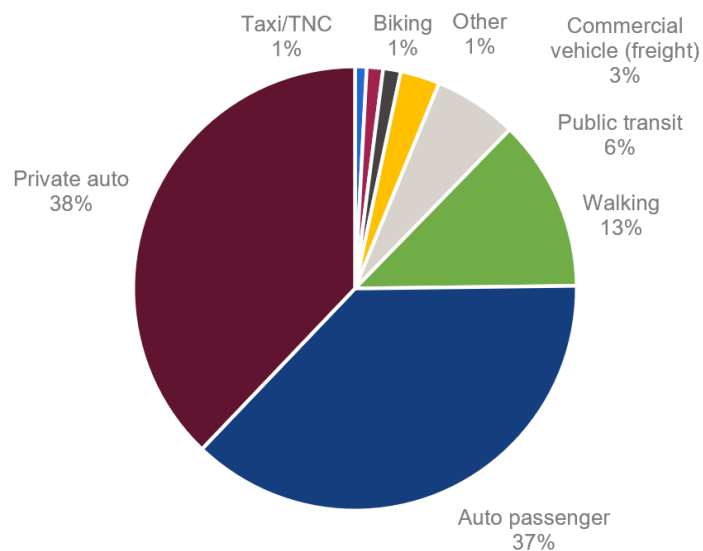


Driving continues to be the dominant way people travel into downtown on weekends.

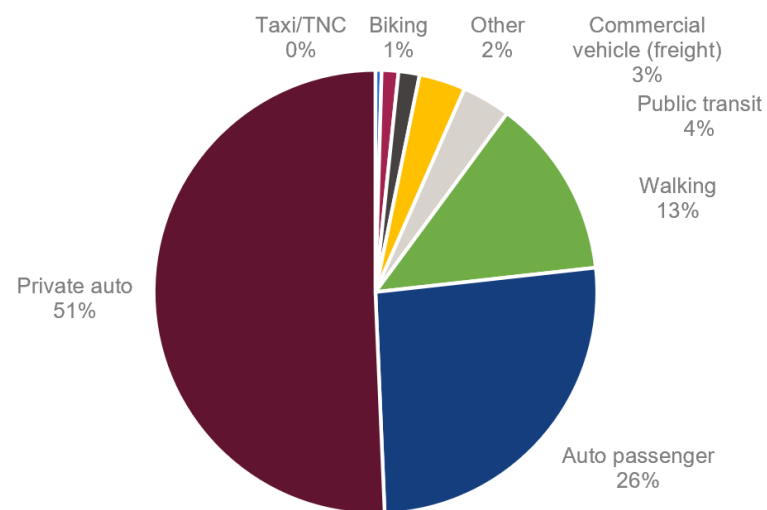
Trips Ending in Downtown - Weekend

Source: Replica Model

Fall 2019 Weekend Modeshare



Spring 2024 Weekday Modeshare



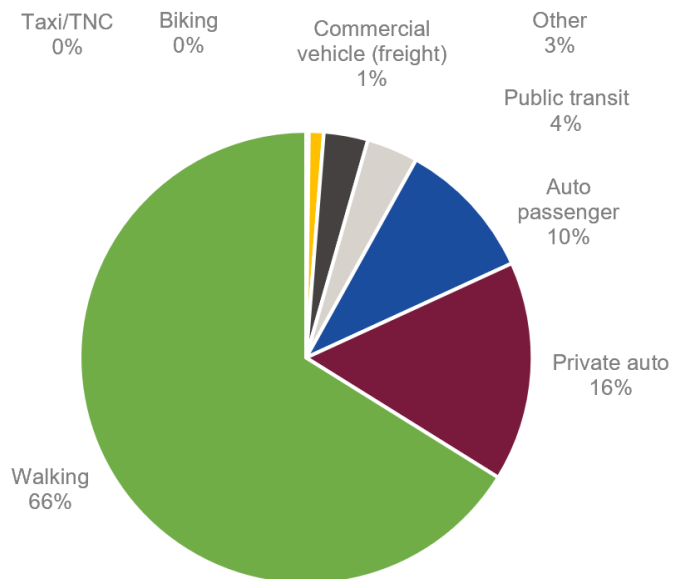


Over half of weekday trips within downtown are by foot.

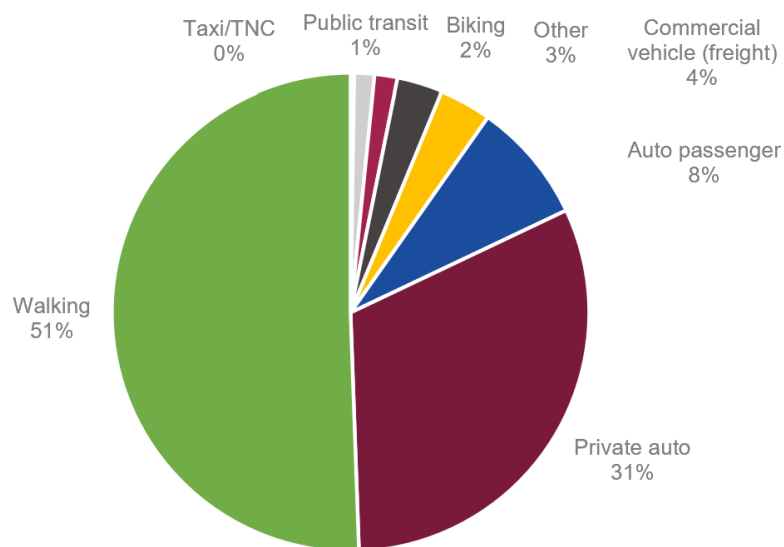
Trips Within Downtown- Weekday

Source: Replica Model

Fall 2019 Weekday Modeshare



Spring 2024 Weekday Modeshare



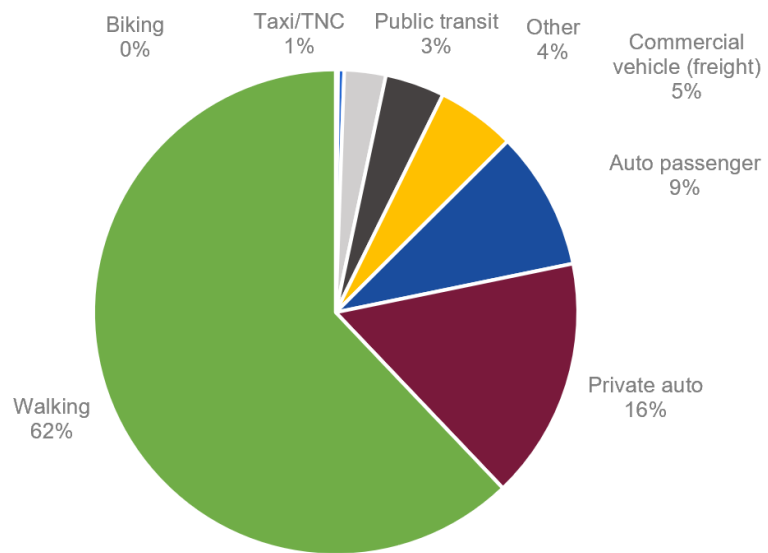


The same is true on weekends.

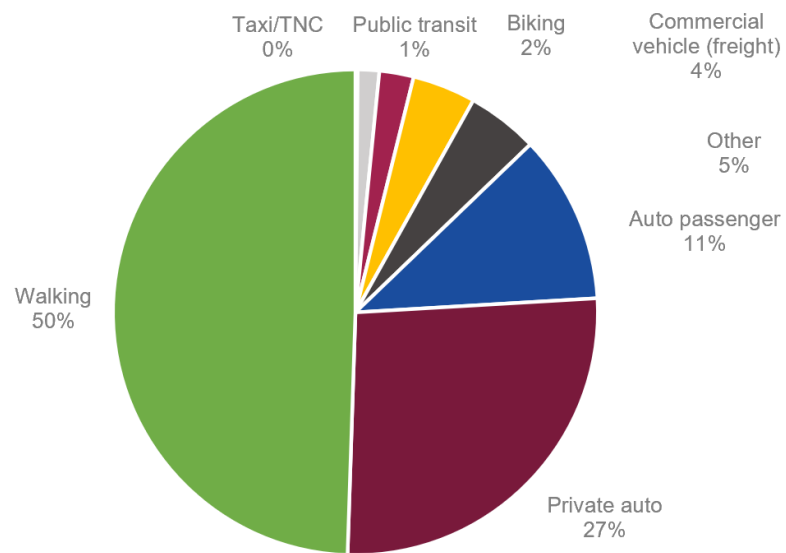
Trips Within Downtown- Weekend

Source: Replica Model

Fall 2019 Weekend Modeshare



Spring 2024 Weekend Modeshare



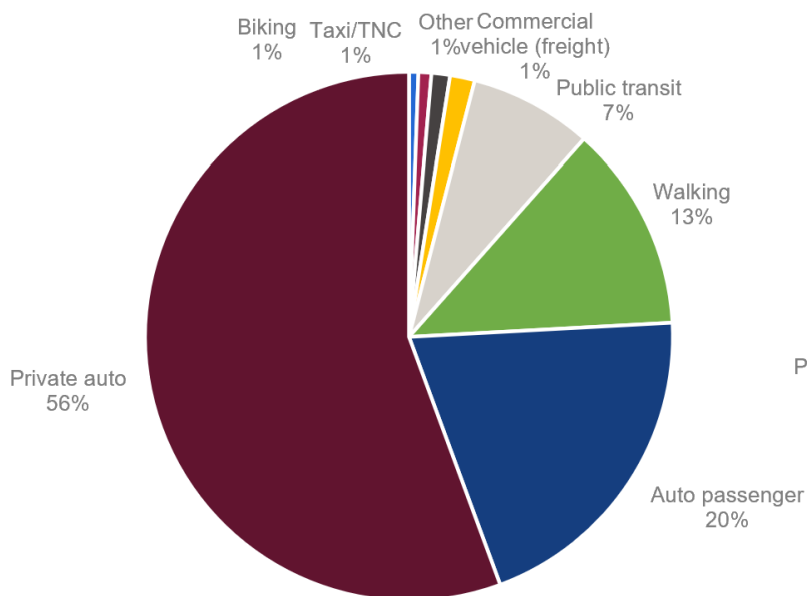


Trips leaving downtown mirror those ending there.

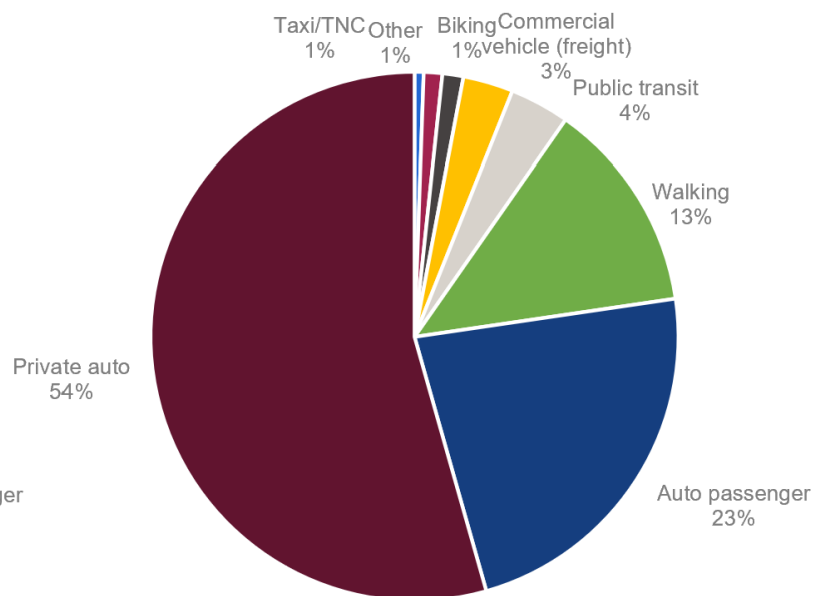
Trips Beginning in Downtown - Weekday

Source: Replica Model

Fall 2019 Weekday Modeshare



Spring 2024 Weekday Modeshare



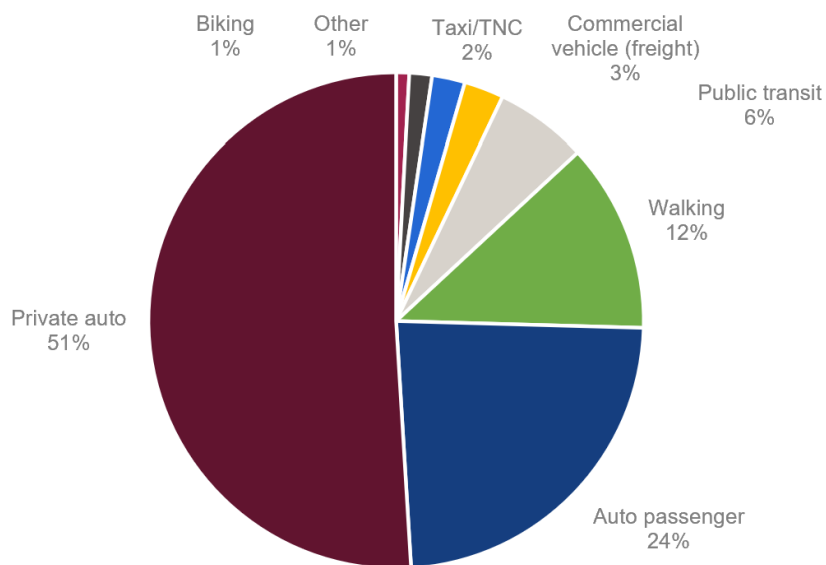


The same is true on weekends.

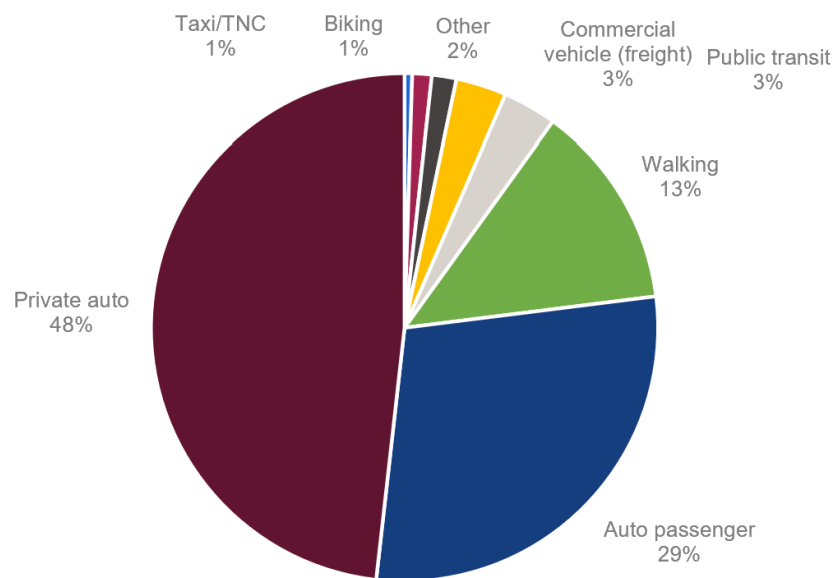
Trips Beginning in Downtown - Weekend

Source: Replica Model

Fall 2019 Weekend Modeshare



Spring 2024 Weekend Modeshare





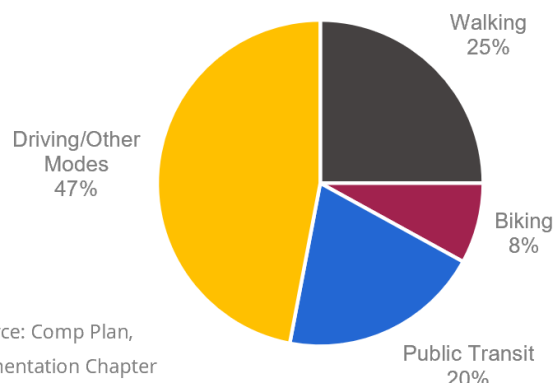
Driving modeshares needs to drop by 24% to meet city goals

Modeshare compared to Comprehensive Plan Goals

Comprehensive Plan Goal City Modeshare

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

Goal Modeshare in Comprehensive Plan

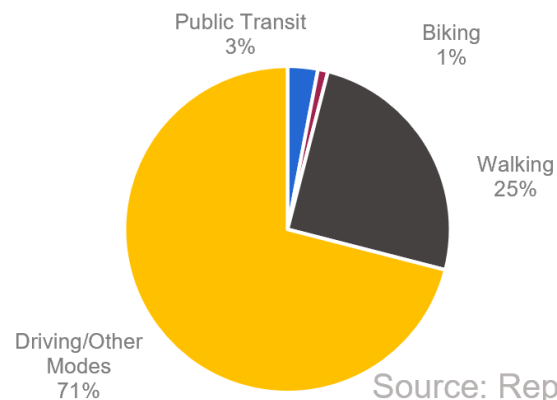


Source: Comp Plan,
Implementation Chapter

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



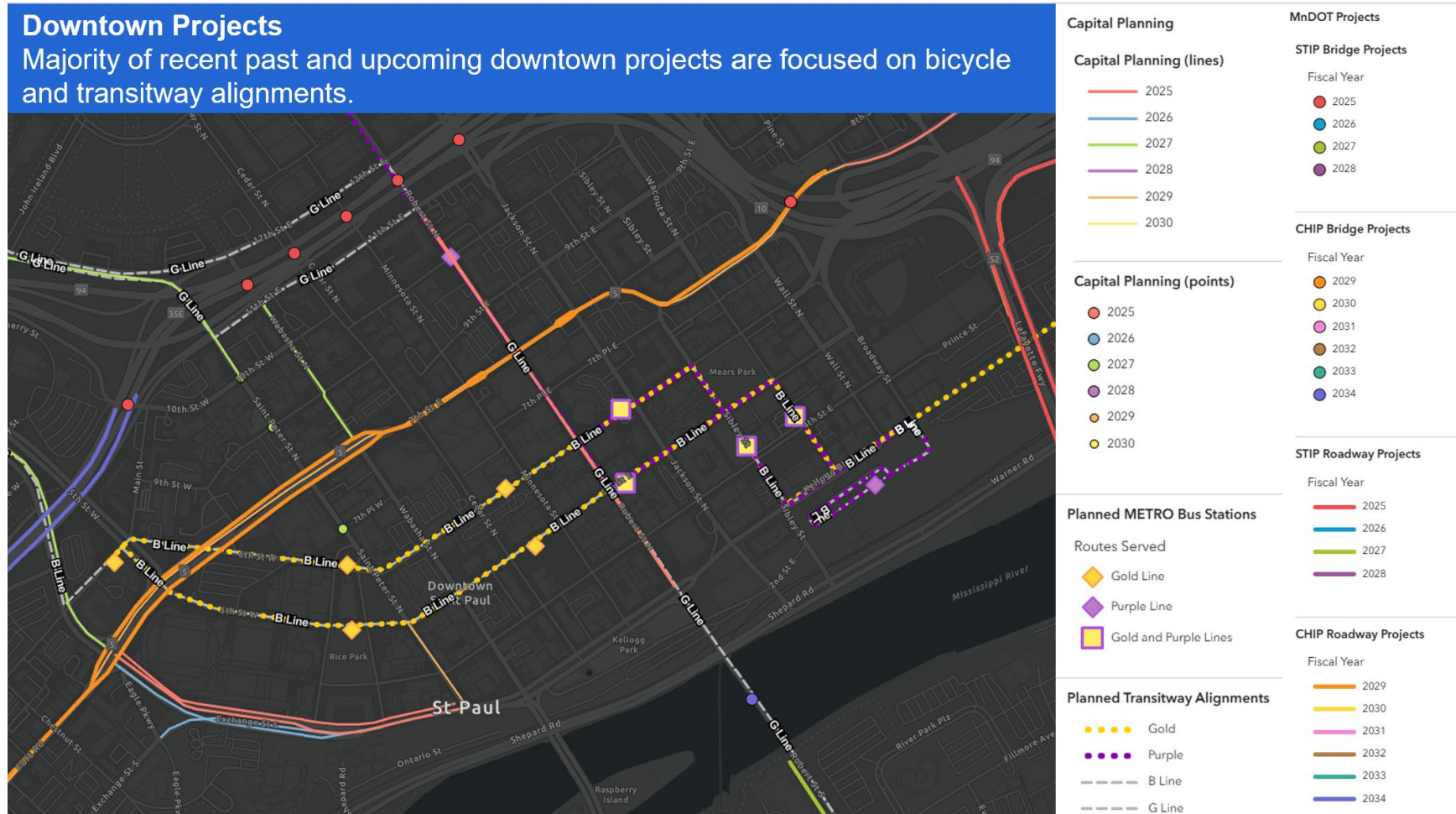
Key Features of the Street Network



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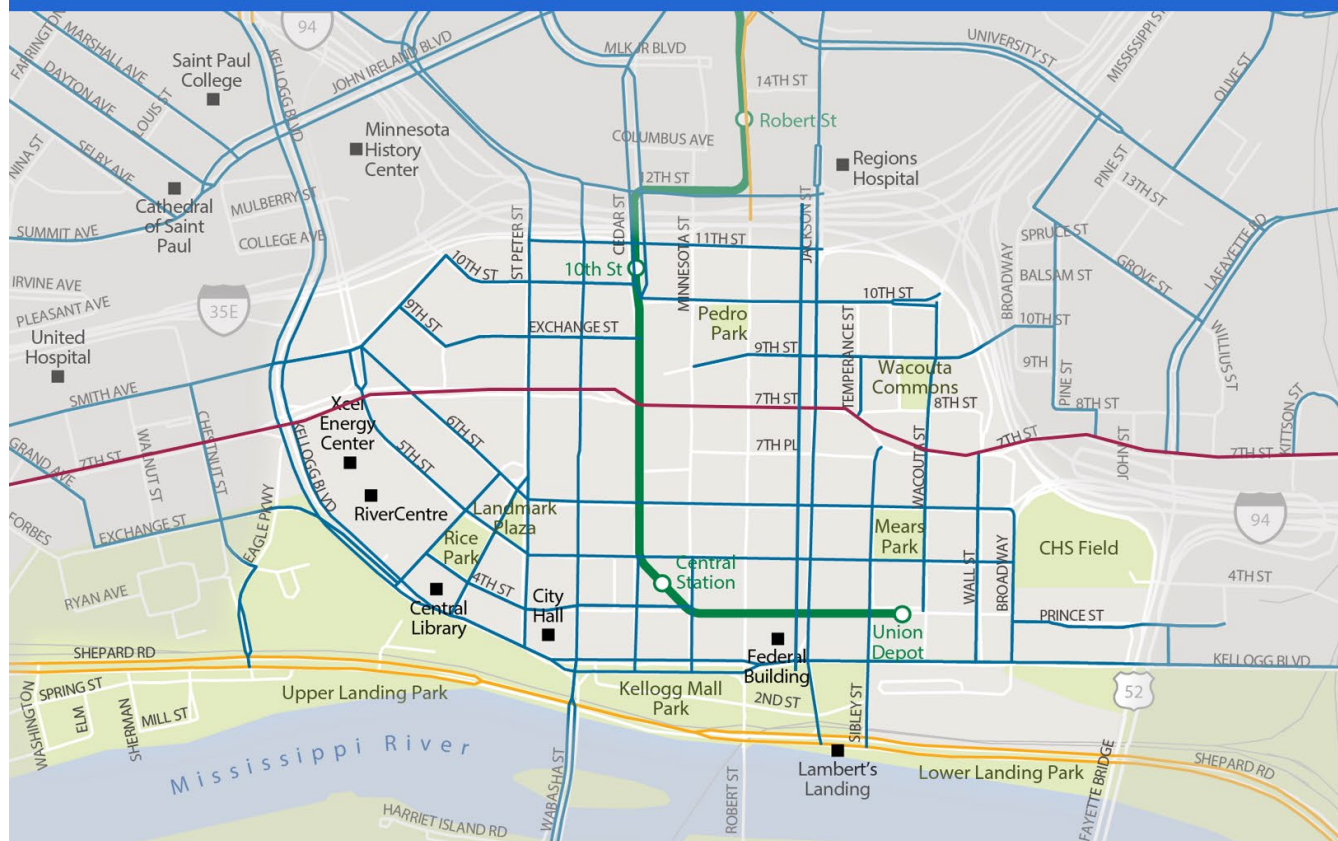
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Street Network

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)

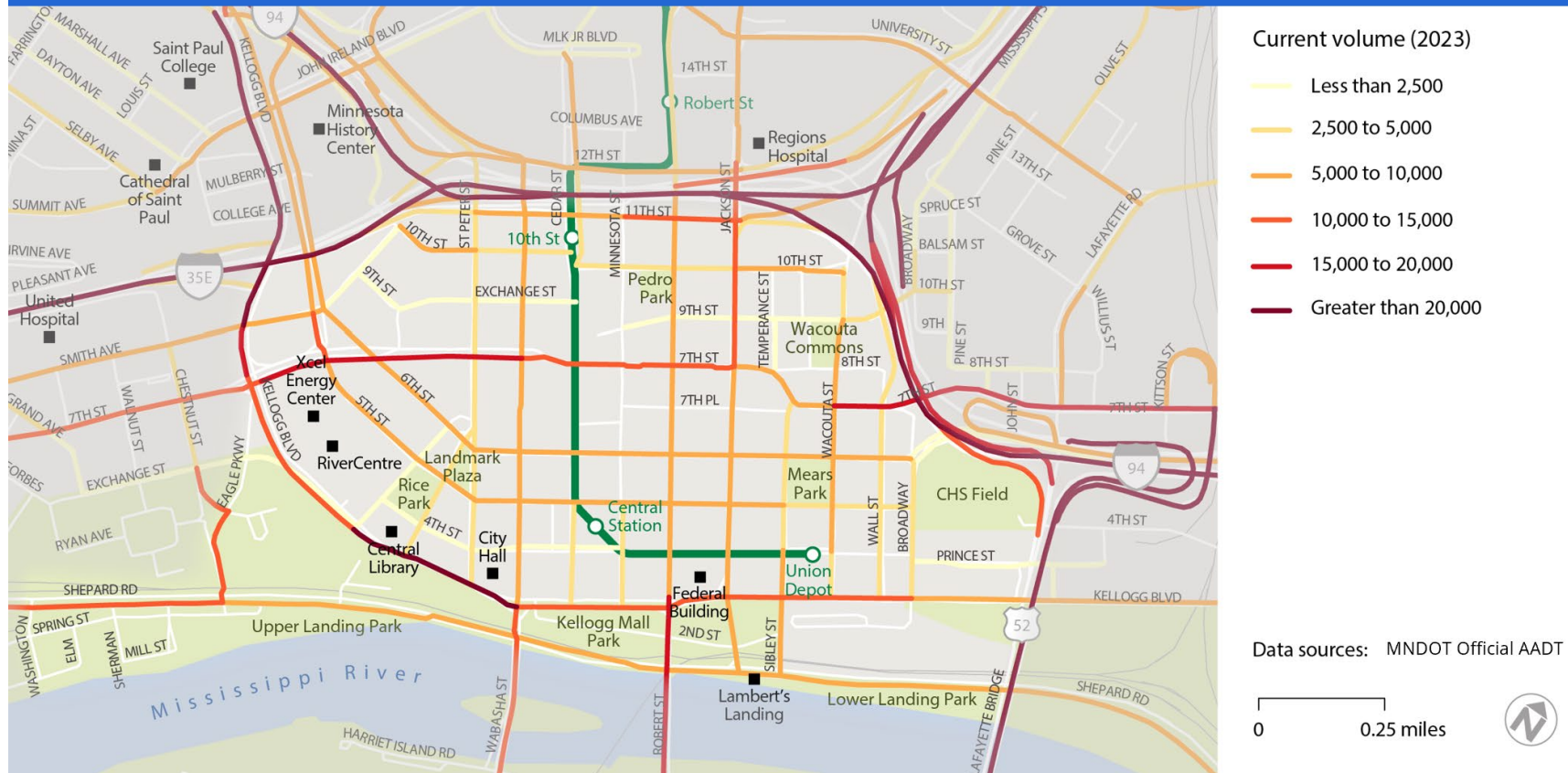
Data sources: MnDOT LRS Data

0 0.25 miles



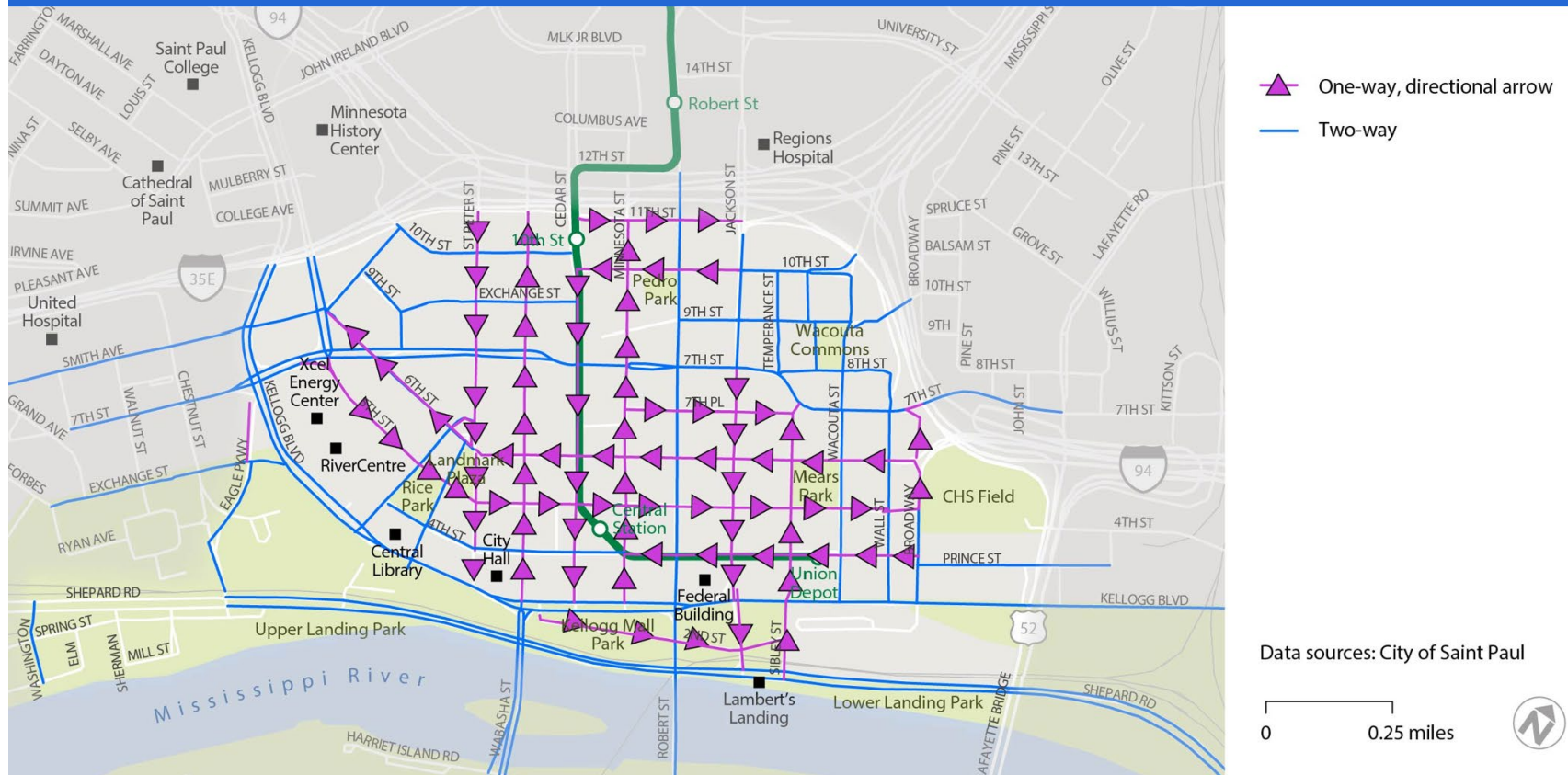
Minnesota 2023 Annual Average Daily Traffic (AADT)

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



Street Direction

Half of downtown's streets are one-way





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

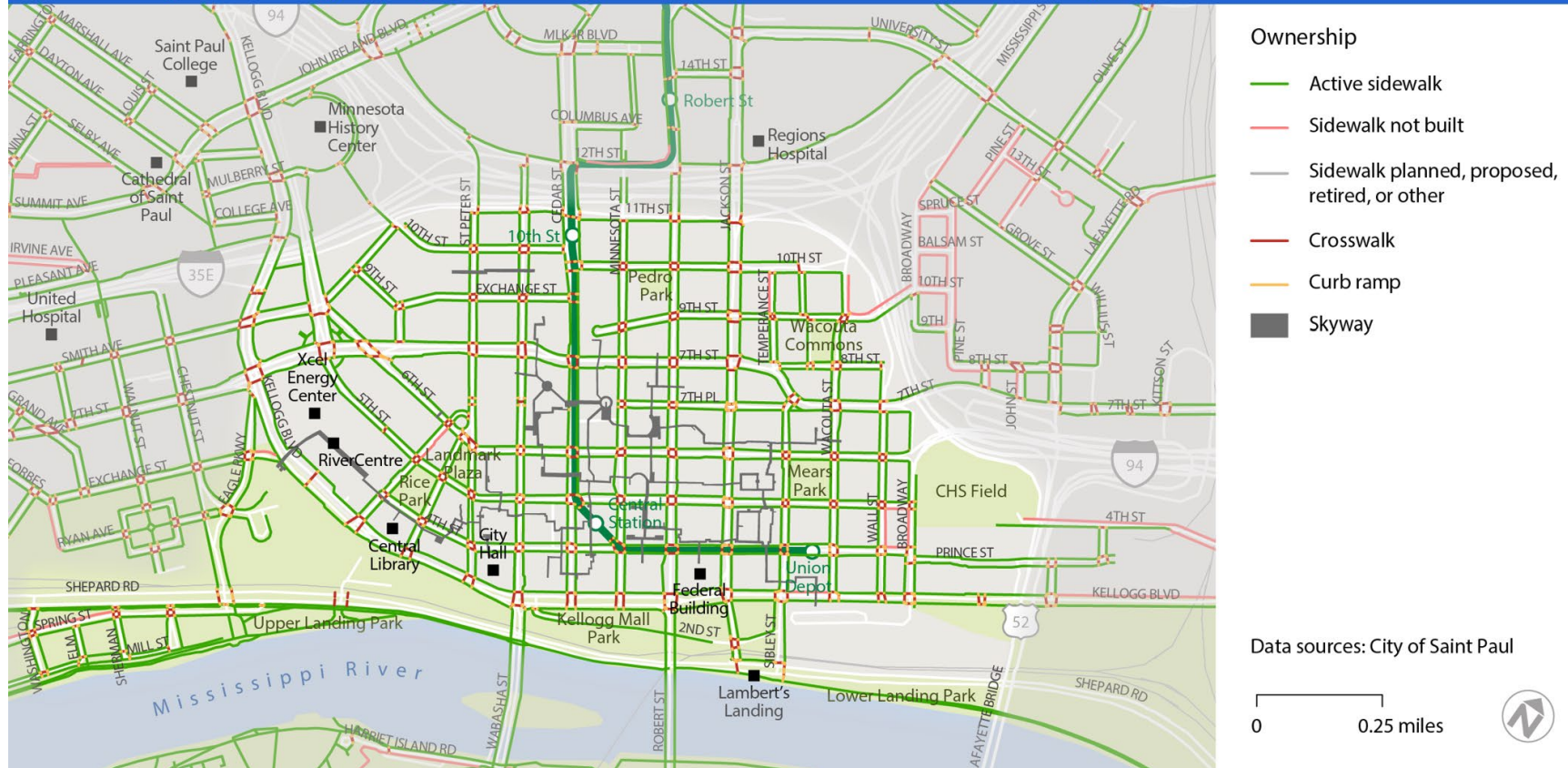


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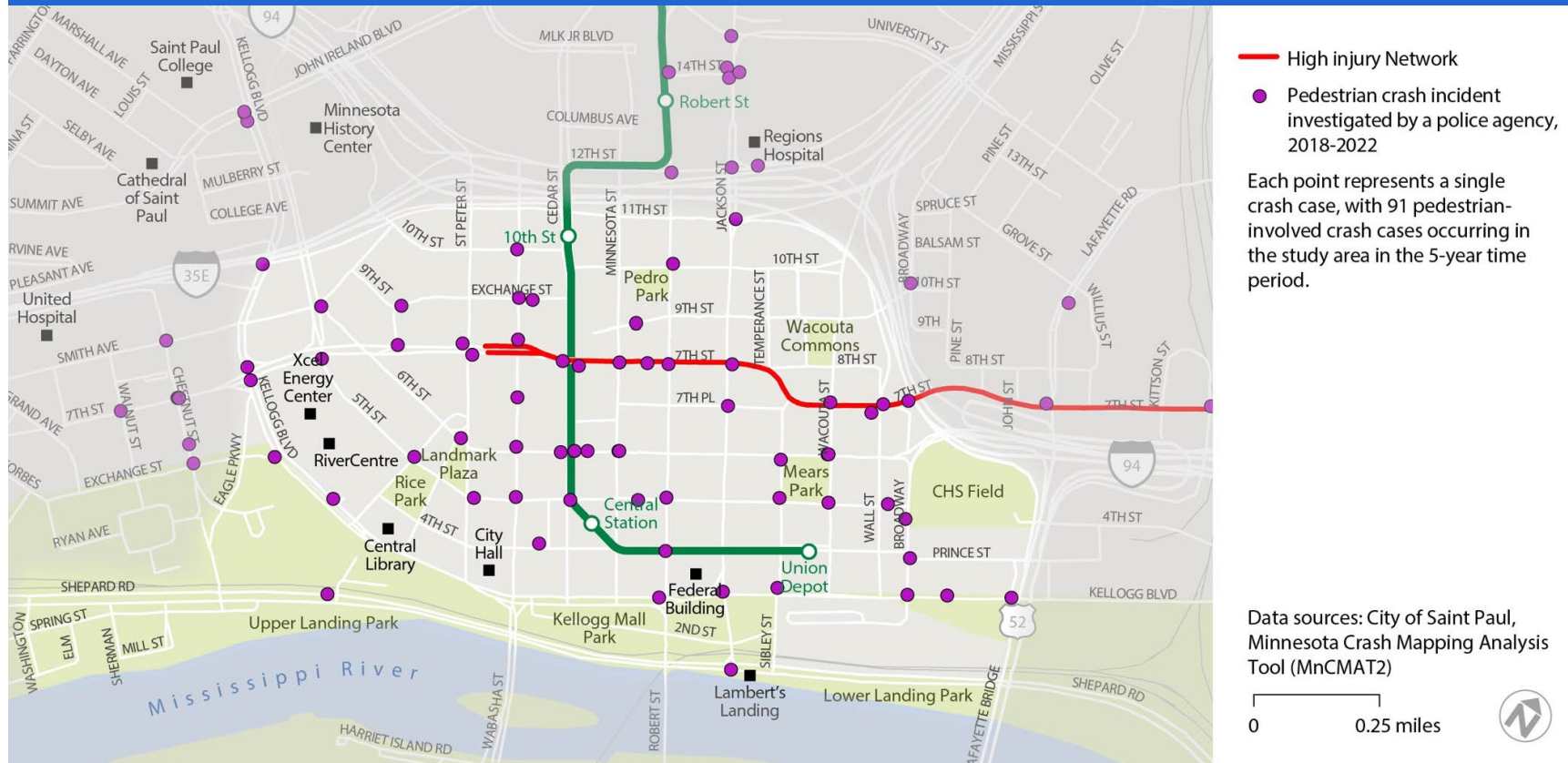
Sidewalks and Skyways

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



Crashes involving someone Walking

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





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



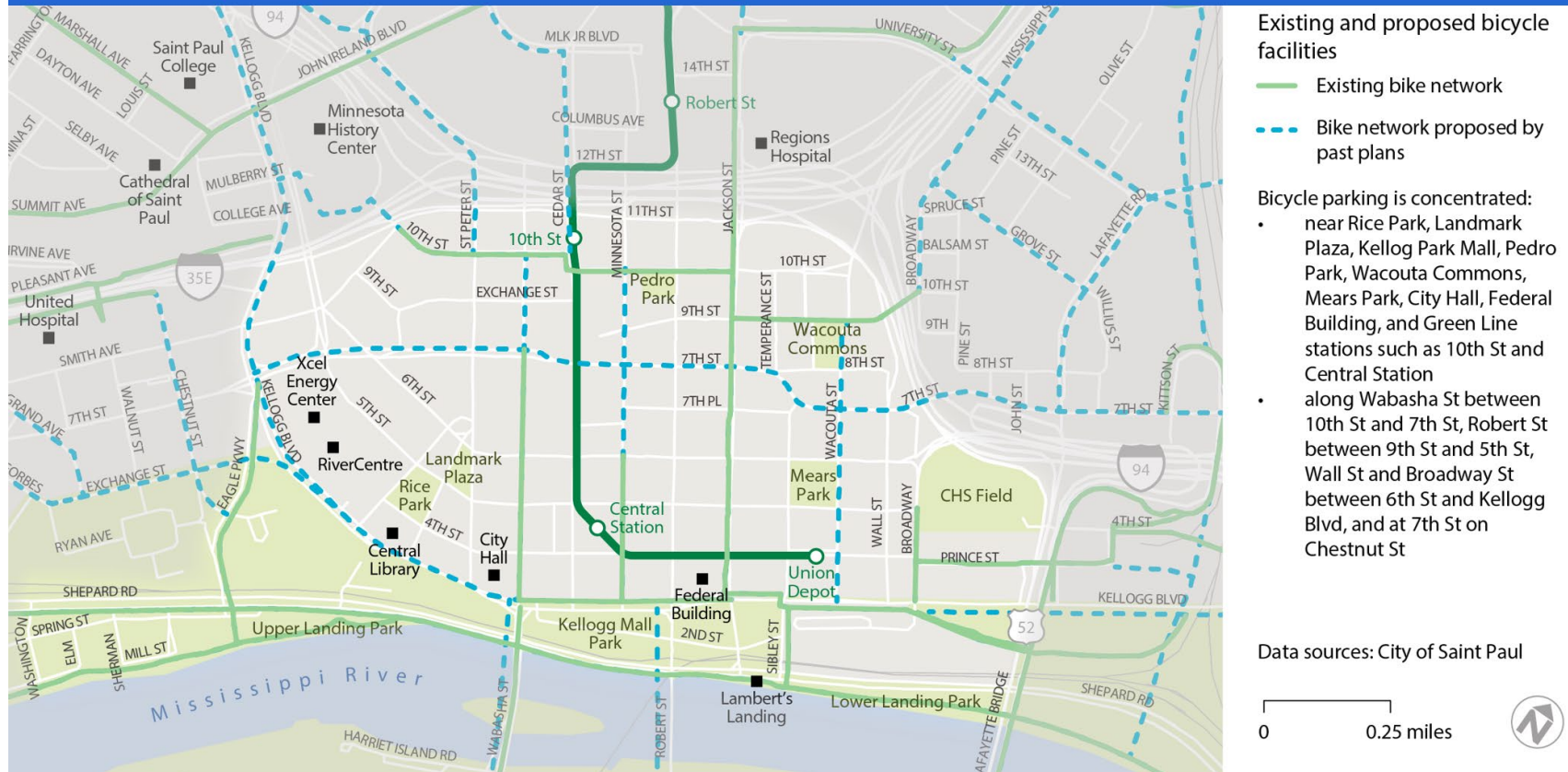
Biking and Scootering



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Existing and Proposed Bicycle Facilities





Biking and Scooter: 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



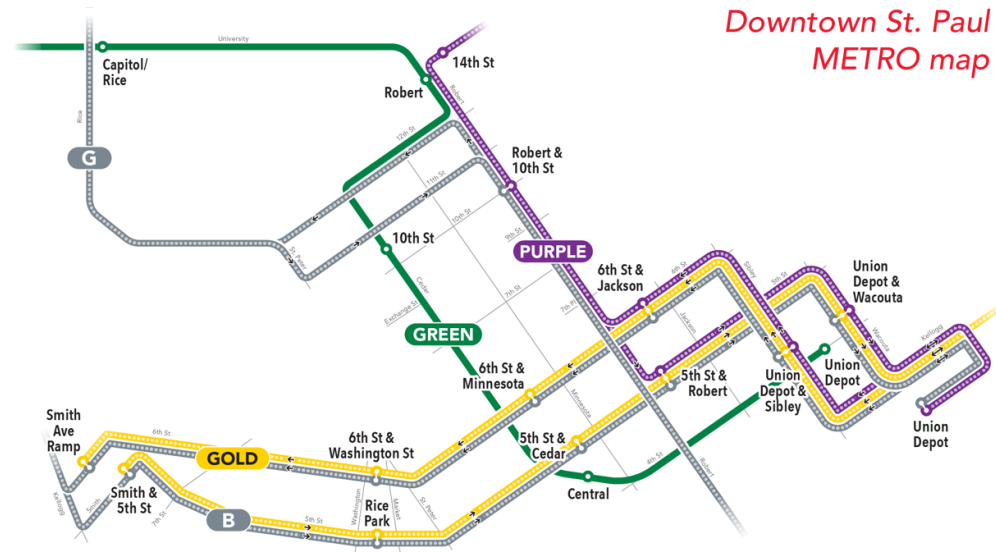
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METRO Network

- 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

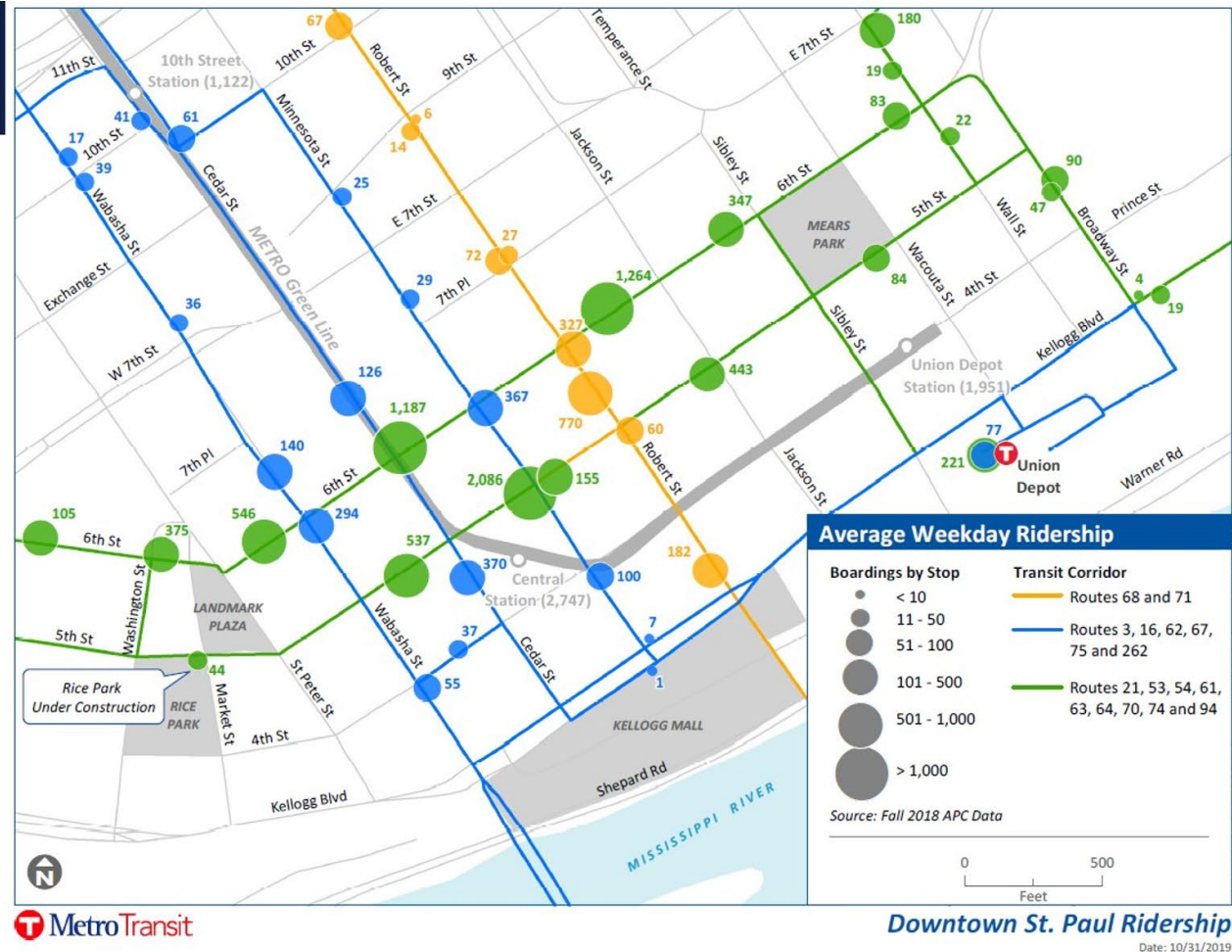


metrotransit.org/metro-network



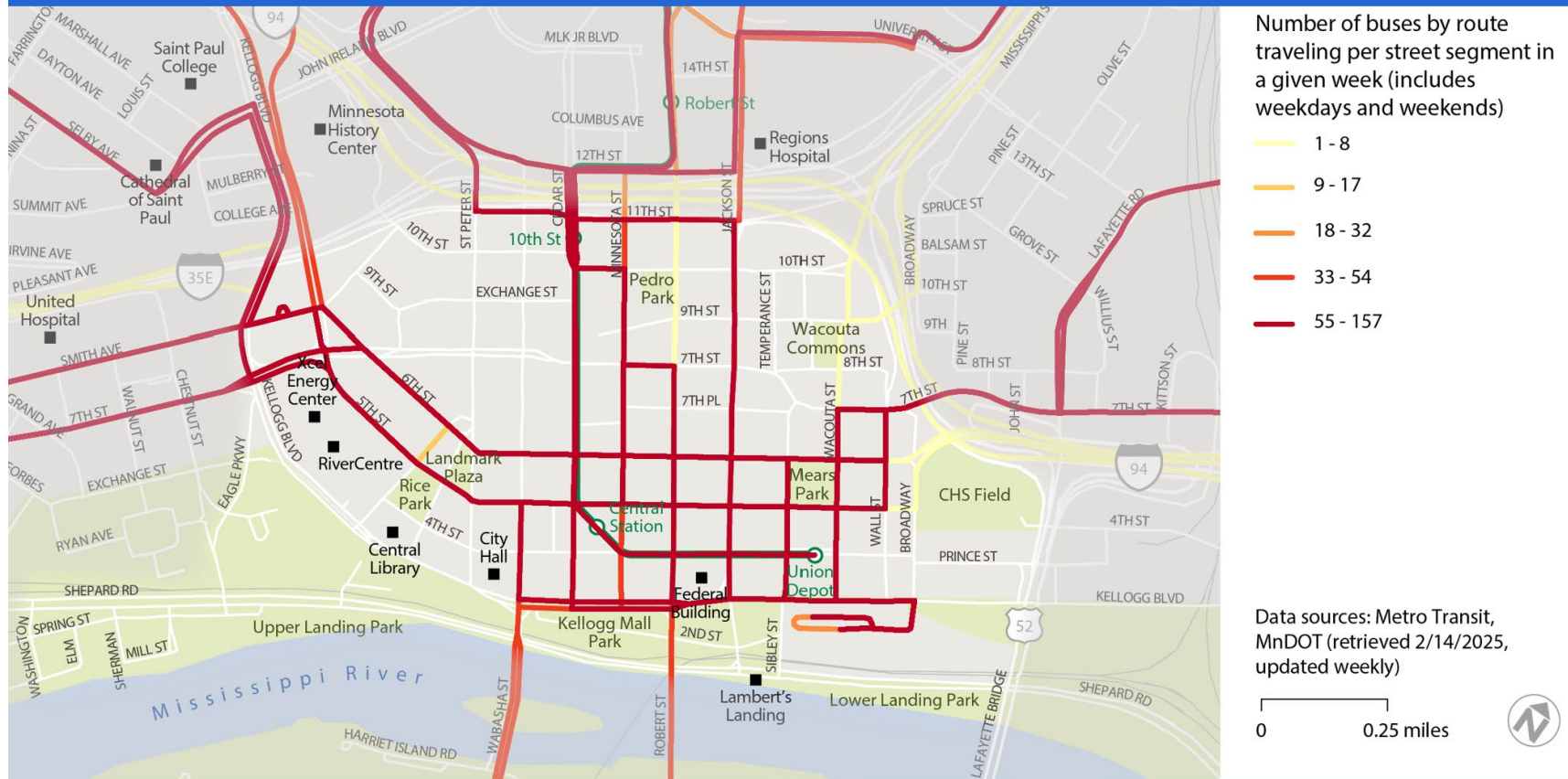
Boardings

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



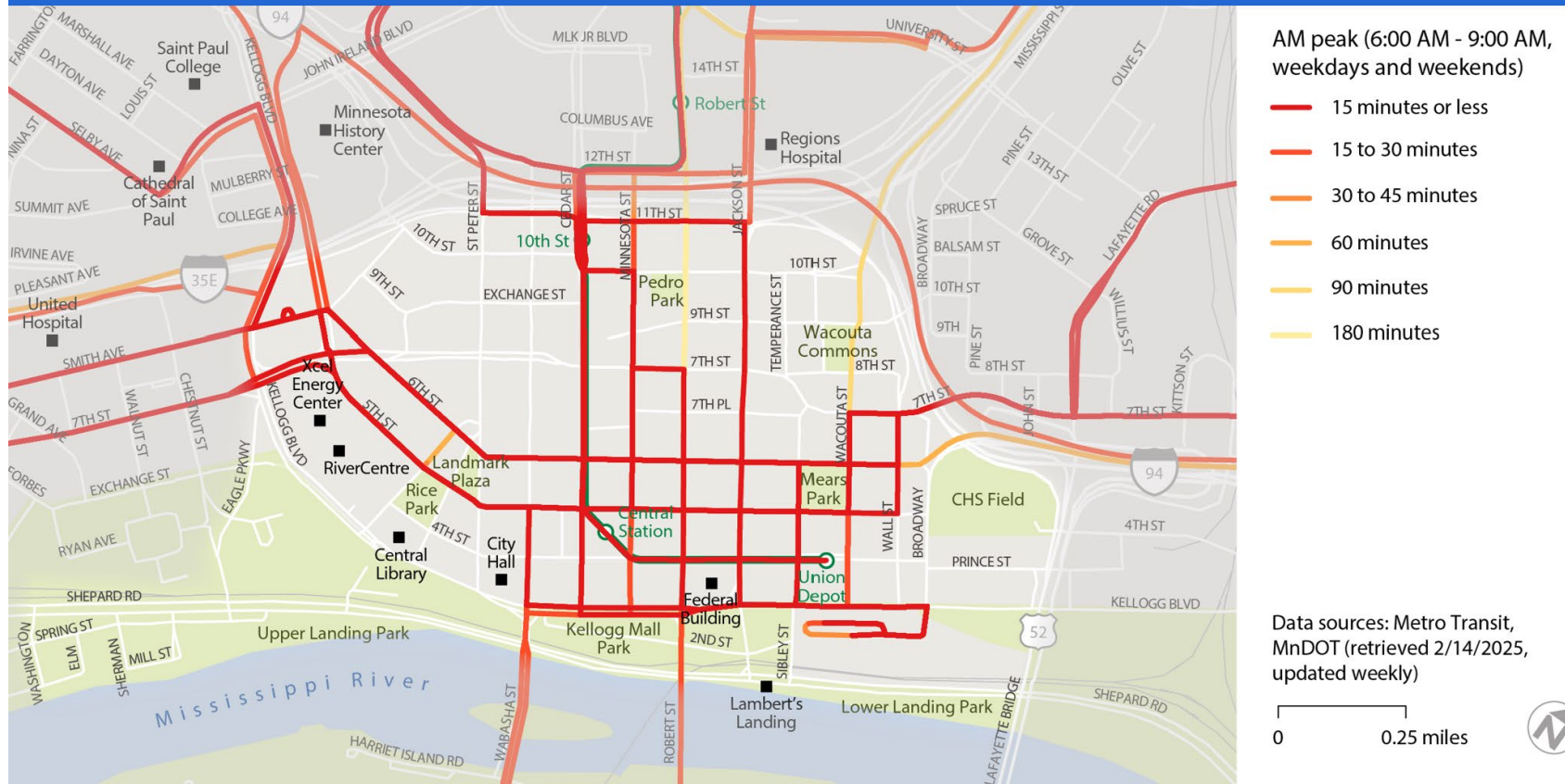
Transit trips per street

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



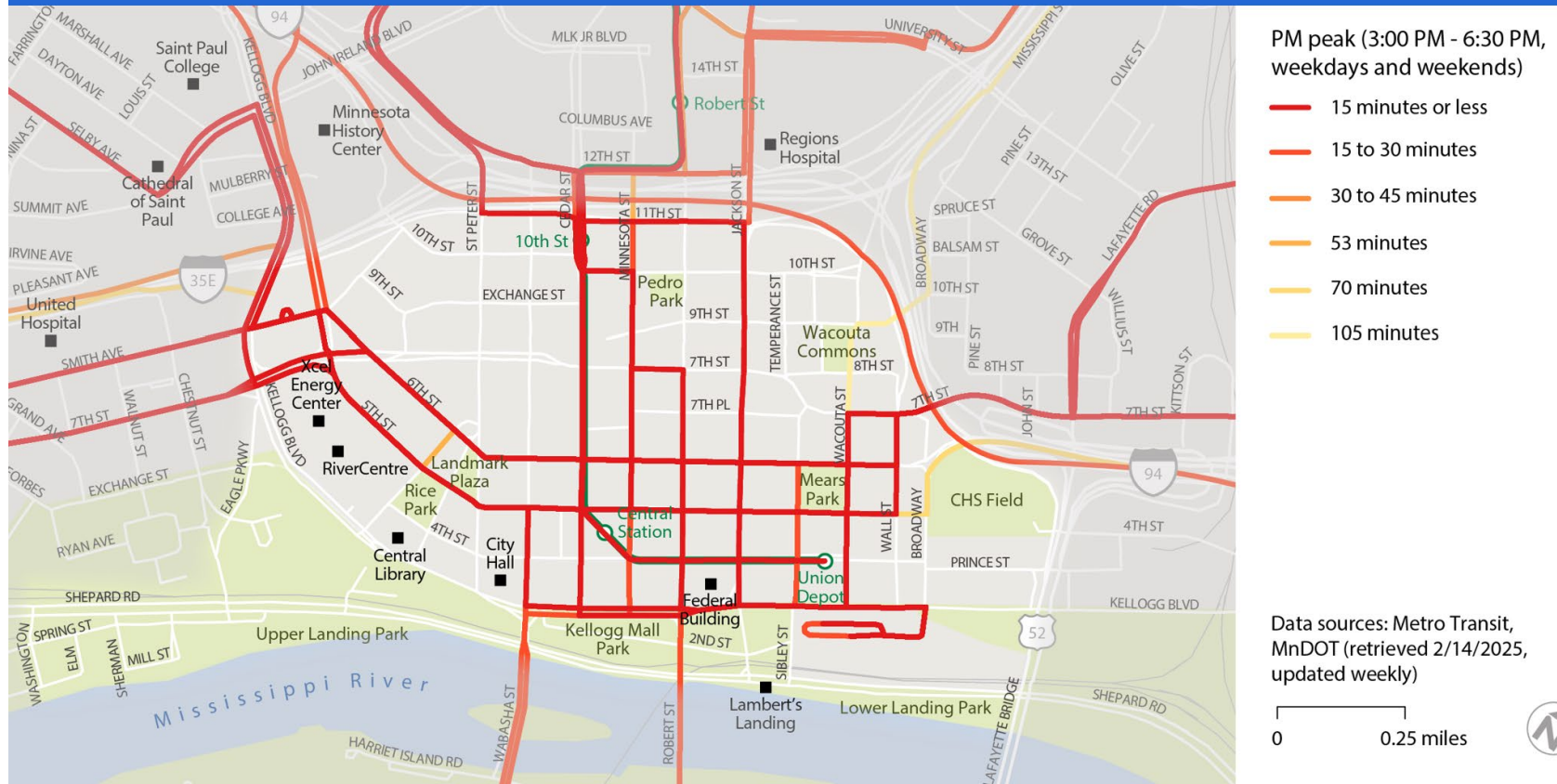
Transit headways – AM peak

Downtown well-served by frequent transit with shorter headways



Transit headways – PM peak

Downtown well-served by frequent transit with shorter headways





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





Vehicle Parking

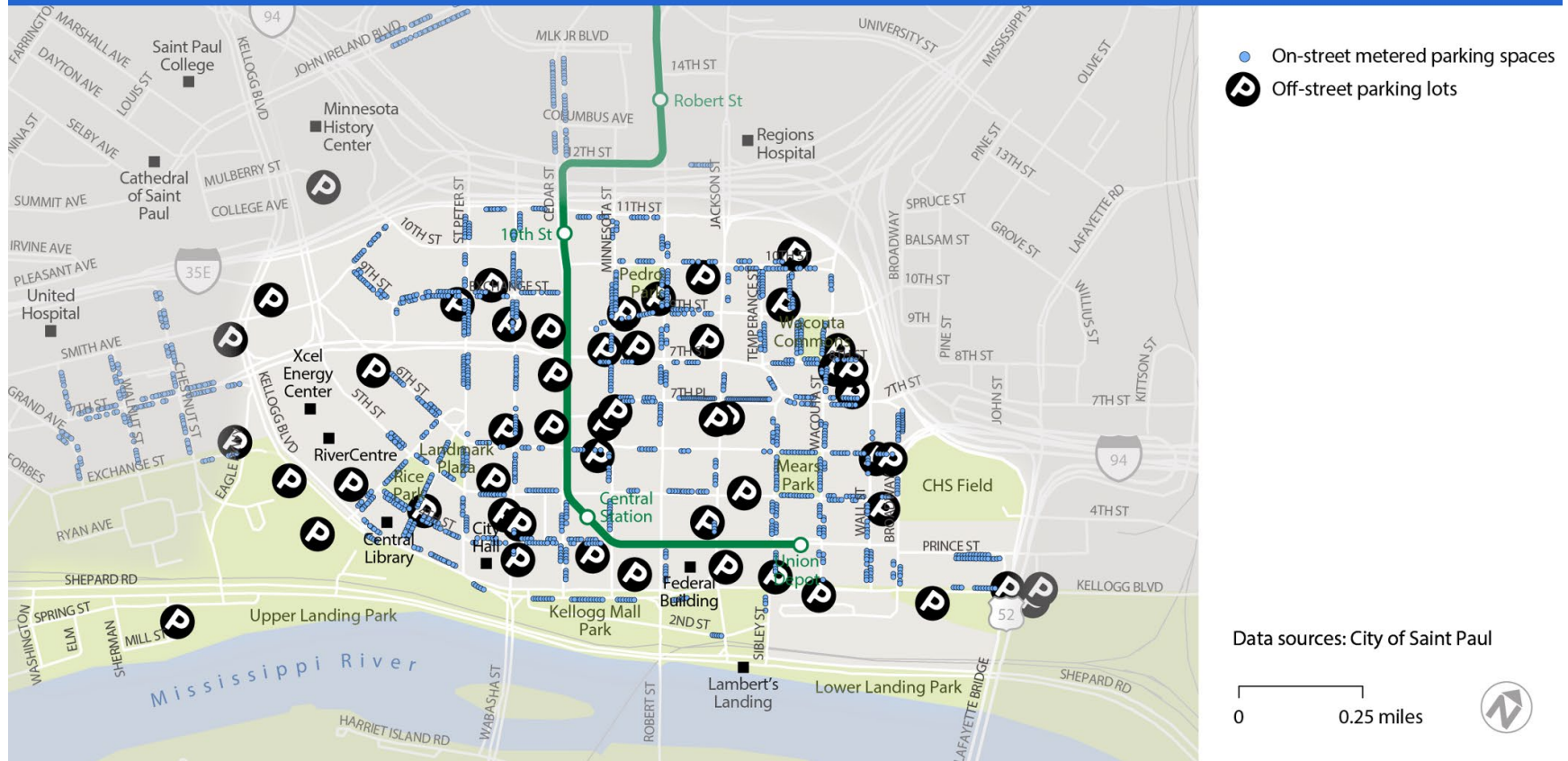


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Downtown Parking

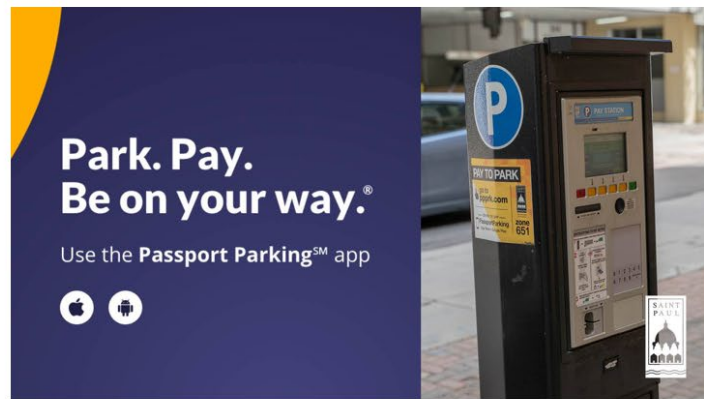
There are over 28,000 parking spaces, less than 10% are on-street





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



Source: City of Saint Paul





Draft Plan

Downtown Saint Paul Streets and Sidewalks Plan

Appendix C: Community Engagement Summary

The following memorandum summarizes a list of key engagement activities and events informed the plan's development, including a project website, online surveys, an activation at a downtown parade, numerous stakeholder meetings, and pop-up events where people could engage in the plan and find out about online engagement opportunities. A deeper dive of the online survey results can be found in separate technical appendix.

Community Engagement

A series of strategic, focused pop ups, tabling and information distribution events were completed during the Downtown Streets and Sidewalks engagement from late Winter 2025 to Summer 2025. Engagement took place at community sponsored events, Downtown community hotspots and worked to meet stakeholders where they are. By providing accessibility to the project, a basis for project knowledge and understanding was created. With over 2100 stakeholders engaged at targeted events and thousands in attendance at the Saint Patrick's Day parade, the kickoff event for community engagement, the result of visible engagement in the community created an opportunity for greater community buy-in and inquisition, deepening the outcomes from additional targeted engagement throughout the project.

Community Pop Ups

Saint Patrick's Day Parade - March 17, 2025

With 3000 plus observers of the 1 mile parade, West to East, through Downtown Saint Paul, the annual parade provided the opportunity to publicize the Spring Survey and introduce stakeholders to the Saint Paul Downtown Streets and Sidewalks Plan. By utilizing large format printed interactive signs reading "I ❤️ Downtown Streets" with the project name and QR code, project branded bracelets, and project team members in the most festive green, the engagement pop up was the starting point for public engagement. Youth, adults and families attend this annual, multicultural event and celebrate with additional events hosted in Downtown Saint Paul throughout the day.

Minnesota Wild Game Engagement - April 9, 2025

Downtown Saint Paul's Minnesota Wild hockey game hosted over 18000 fans from across the state. With 300 direct interactions with adults from various cultural and socio-economic backgrounds, both direct and passive engagement led to additional survey participation. A team of engagement team members shared square leaflet flyers with overall project themes of safety, vibrancy and accessibility along with the project website and survey QR code. This gave stakeholders a place to further discuss their perspectives on their experience in Downtown Saint Paul.

5th and Wabasha Lunch Rush - April 15, 2025

SPCPA (Saint Paul Conservatory for the Performing Arts High School) providing education for grades 9-12 is housed in the Lowry Building, home of the City Hall Annex and Lowry Lofts. The unique intersection of socio economic, cultural and age distribution, was an ideal setting for stakeholders to engage with the project survey as they traveled to and from lunch via the skyway. Feedback from 73 stakeholders was received with a total of 150 stakeholders receiving a square leaflet flyer, project themed bracelet or interaction with project themed signs. The goal was to increase Spring Survey participation.

Flint Hills Family Festival - Rice Park - May 31, 2025

The week-long festival in the Center of the Rice Park District in Downtown Saint Paul, hosted by the Ordway Center for Performing Arts attracts Twin Cities Schools, residents and workers annually. With Over 100 visitors to the project pop up table, youth, families, volunteers and staff were able to learn about the Streets and Sidewalks Project and share their visual story using polaroids, coloring sheets and crayons, pipe cleaners and spend some time sharing their perspective over a game of Jumbo Uno.

Twin Cities Jazz Festival - June 21, 2025

Mears Park in Lowertown Downtown Saint Paul, hosts the main stages for the Twin Cities Jazz Festivals 3 day event, annually. More than 500 community members were in attendance with 42 engaged conversations providing insightful conversation from diverse residents and visitors from surrounding neighborhoods.

Online Engagement

Spring Survey

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. The full results of the survey are included in Appendix D.

Summer Survey

The purpose of the second phase of community engagement in the Summer of 2025 was to share proposed street types with stakeholders for further refinement of proposed street types and plan development for future downtown street networks.

This feedback was gathered through an online survey promoted electronically through newsletters and social media and stakeholder lists and the survey was also workshopped in targeted engagement sessions. With 102 digital survey responses, along with verbal feedback received at targeted engagement sessions, the following insights were identified:

- **Around 70%** of survey respondents expressed overall agreement with the proposed street types and network vision
- **Around 20%** of survey respondents expressed strong opposition, primarily citing parking loss and construction impacts

Key Stakeholder Engagement

Regular convenings and communication with targeted stakeholder groups were held throughout the project engagement period. These stakeholders consisted of elected and appointed officials, agency and organization partners, educational institutions, civic, cultural, artistic, health and religious institutions and events venues in the City of Saint Paul. The targeted stakeholders were informed of project progress and provided materials for constituent outreach. Their participation was essential in plan development and advisory directives. Key stakeholders engaged monthly included the City of Saint Paul Technical Advisory Council, Capitol River Council (representing the project corridor, district 17), and the Saint Paul Downtown Alliance. A full list of TAC members is provided in Appendix A. Additional information about groups engaged as key stakeholders is provided in the table at the end of this appendix.

Communications Materials

Engagement Materials

Creative promotional materials, such as project branded bracelets, ongoing interaction with “ Downtown Streets” signage and QR code accessibility; provided multiple means of engagement and continued ways of connection for stakeholders. The use of communal games, interactive photo activities, youth coloring sheets and other small scale items provided to stakeholders, created traffic and interaction at in person stakeholder engagement sessions. Development of printed surveys,

proposed street type activity documents were helpful in communicating project goals, themes and analysis of stakeholder engagement feedback.

Project Website

The [Saint Paul Downtown Streets and Sidewalks Plan](#) website serves as a connection point and platform for information on the Saint Paul Downtown Streets and Sidewalks Plan. Engagement on the site includes surveys, project purpose and background, project materials and presentation links and project timeline. The website landing page was integral in creating interactive and visual communication for stakeholders.

The tables below include information on meetings and events.

Meetings and Events Tracker		
# of Stakeholder meetings	23	
# of TAC meetings	5	
# of Pop Up Events	5	
Category	Group	Meeting Date
Stakeholder	Business Owners Meeting	2/3/2025
Stakeholder	Capitol River Council	1/28/2025
Stakeholder	Capitol River Council	3/6/2025
Stakeholder	Capitol River Council	4/3/2025
Stakeholder	City Leadership Meeting	1/13/2025
Stakeholder	City Leadership Meeting	4/14/2025
Stakeholder	City Design Review Forum	12/11/2024
Stakeholder	Downtown Alliance	11/19/2024
Stakeholder	City EV and Shared Mobility Meeting	3/10/2025
Stakeholder	Farmers Market	3/27/2025
Stakeholder	Minnesota Wild	3/17/2025
Stakeholder	METRO Transit	2/7/2025

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Stakeholder	Move Minnesota	3/17/2025
Stakeholder	PED Breakout Meeting	1/30/2025
Stakeholder	St Paul Police Division Meeting	3/19/2025
Stakeholder	Ramsey County Metro Square Curbside Use	3/27/2025
Stakeholder	Saint Paul Area Chamber of Commerce	11/12/2024
Stakeholder	City - Sewers Meeting	2/4/2025
Stakeholder	City - Street Design Breakout Meetings	2/27/2025
Stakeholder	City Traffic Breakout Meeting	1/23/2025
Stakeholder	City Traffic Breakout Meeting	3/17/2025
Stakeholder	City Transportation Committee	12/2/2024
Stakeholder	City Transportation Committee	4/21/2025
TAC	TAC	12/12/2024
TAC	TAC	1/9/2025
TAC	TAC	3/18/2025
TAC	TAC	4/10/2025
TAC	November 2024 Site Visit and Meetings	11/1/2024
Pop Up	Saint Patrick's Day Parade	3/17/2025
Pop Up	Wild Game Engagement	4/9/2025
Pop Up	5th and Wabasha Lunch Rush	4/15/2025
Pop Up	Flint Hills Family Festival - Rice Park	5/31/2025
Pop Up	Twin Cities Jazz Festival - Mears Park	6/21/2025

Listserv/ Audience/ Forum	Who Sent	When Sent	Format (Email, Social, Etc)
Downtown Alliance Newsletter	City	3/28/2025	Newsletter
City Newsletter (Gov Delivery)	City	4/8/2025	Email
CRC (Capitol River Council)			
Ward Offices	City	4/1/2025	Email
TAC	City	3/31/2025	Email
City Socials (Facebook/TwitterX)	City	3/31/2025	Social
MN Wild	City/Wild	3/28/2025	Post-Event Survey
MOVE Minnesota	City	4/18/2025	Newsletter
Black Chamber of Commerce	NEOO Partners	4/11/2025	Email (Mail Merge)
Hmong Chamber of Commerce	NEOO Partners	4/11/2025	Email (Mail Merge)
Local Media	NEOO Partners	4/9/2025	Email (Mail Merge)
Common Bond	NEOO Partners	4/11/2025	Email (Mail Merge)
Catholic Charities	NEOO Partners	4/11/2025	Email (Mail Merge)
Visit Saint Paul	NEOO Partners	4/16/2025	Newsletter
Center for Economic Inclusion	NEOO Partners	4/11/2025	Email (Mail Merge)
Mississippi Park Connection	NEOO Partners	4/11/2025	Email (Mail Merge)
Saint Paul Chamber of Commerce	NEOO Partners	4/11/2025	Email (Mail Merge)

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Greater MSP	NEOO Partners	4/11/2025	Email (Mail Merge)
Children's Museum	NEOO Partners	4/11/2025	Email (Mail Merge)
West Side Community Organization	NEOO Partners	4/11/2025	Email (Mail Merge)
Great River Passage	NEOO Partners	4/11/2025	Email (Mail Merge)
Science Museum of Minnesota	NEOO Partners	4/11/2025	Email (Mail Merge)
Ordway	NEOO Partners	4/11/2025	Email (Mail Merge)
Creative Arts Secondary School	NEOO Partners	4/16/2025	Email
St Paul Conservatory for Performing Artists	NEOO Partners	4/16/2025	Email
Community School of Excellence High	NEOO Partners	4/16/2025	Email
Twin Cities Jazz Fest	NEOO Partners	4/16/2025	Email
Saint Paul College	NEOO Partners	4/16/2025	Email
MAPE	NEOO Partners	4/17/2025	Phone/Email

Appendix D: Spring 2025 Online Survey Summary

The purpose of this document is to summarize the feedback heard in the first phase of community engagement.

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. 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.

Connections to Downtown

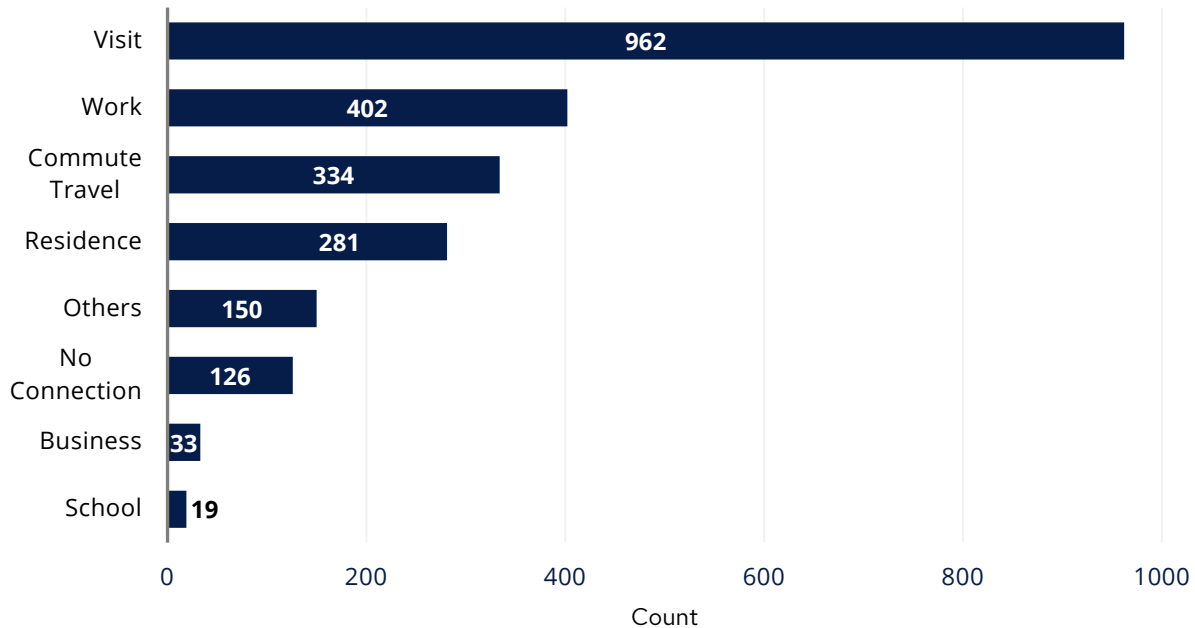


Figure 1 – Bar chart showing how participants are connected to downtown.

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.

Reasons to Spend Time Downtown

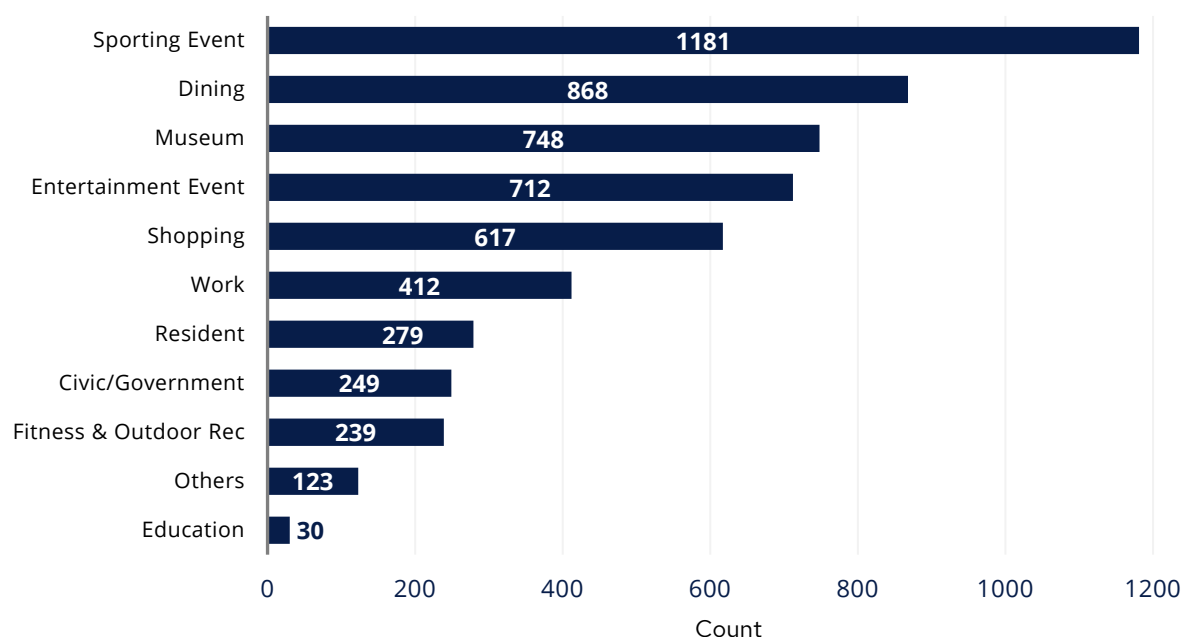


Figure 2 – Bar chart showing reasons people spend time in downtown.

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.

Downtown Travel Modes

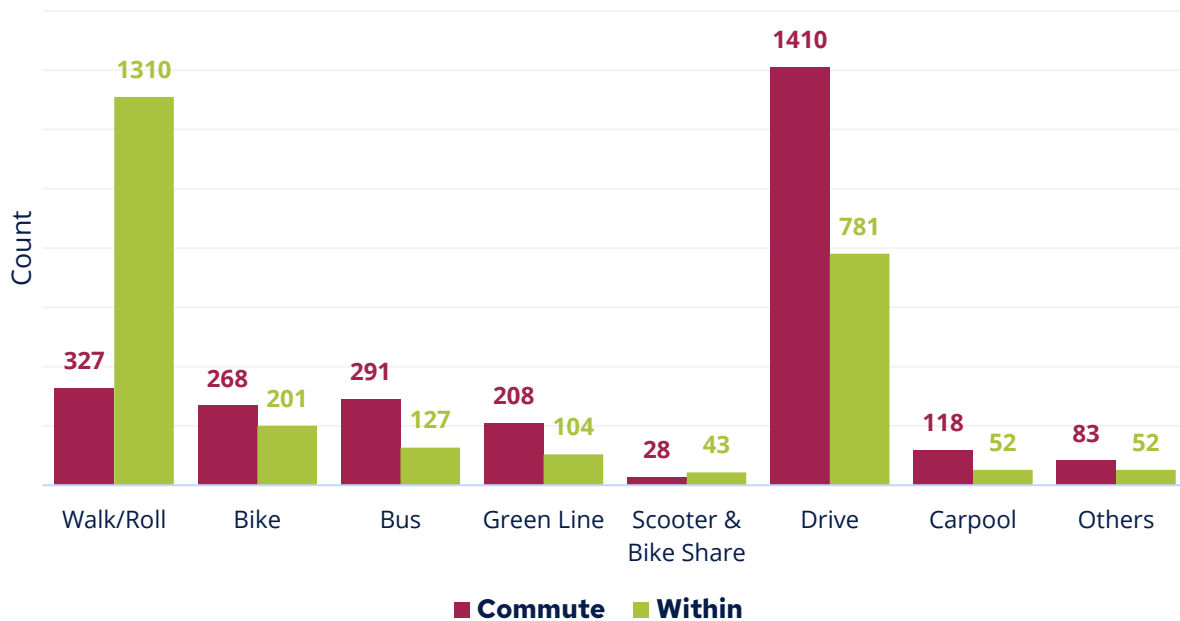


Figure 3 – Clustered column chart showing downtown travel modes.

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.

Commute Mode by Household Dependent Status

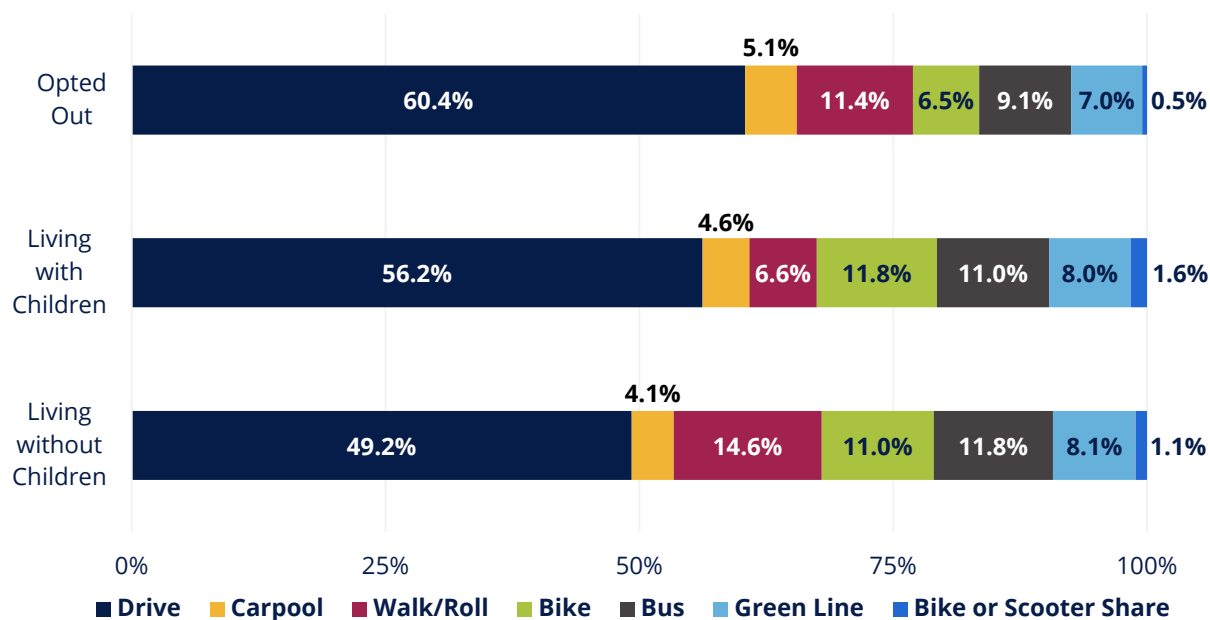


Figure 4 – Stacked bar chart showing commute mode by household dependent status.

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.

Commute Mode by Disability Status

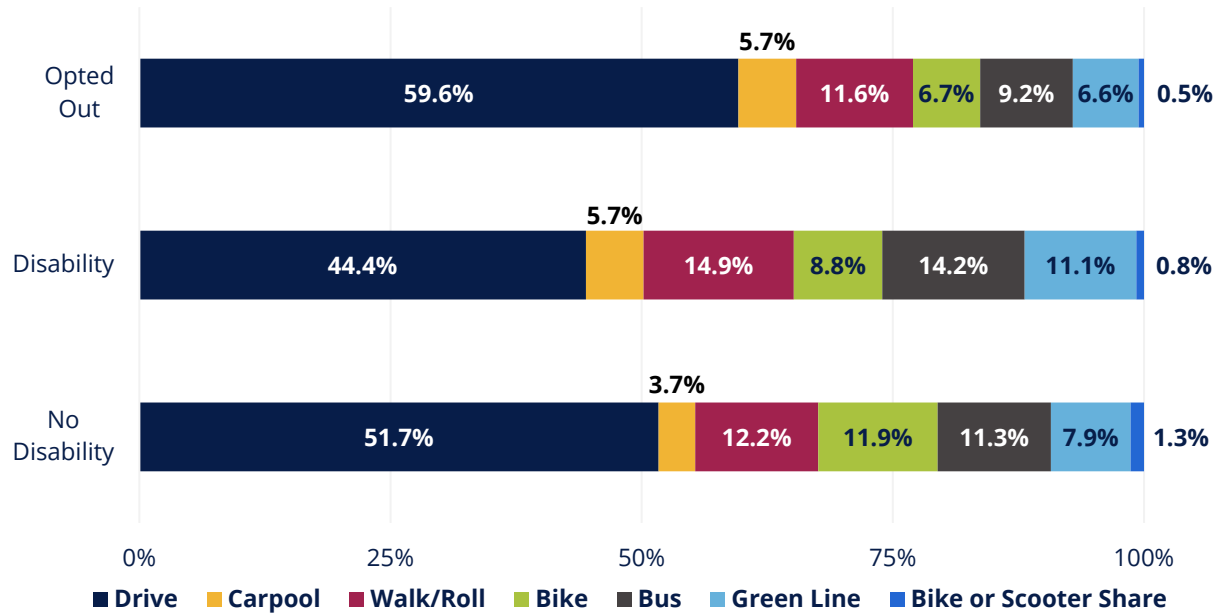


Figure 5 – Stacked bar chart showing commute mode by disability status.

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.

Travel Mode & Experience Ratings

Rating in scale 1-5. Higher is better.

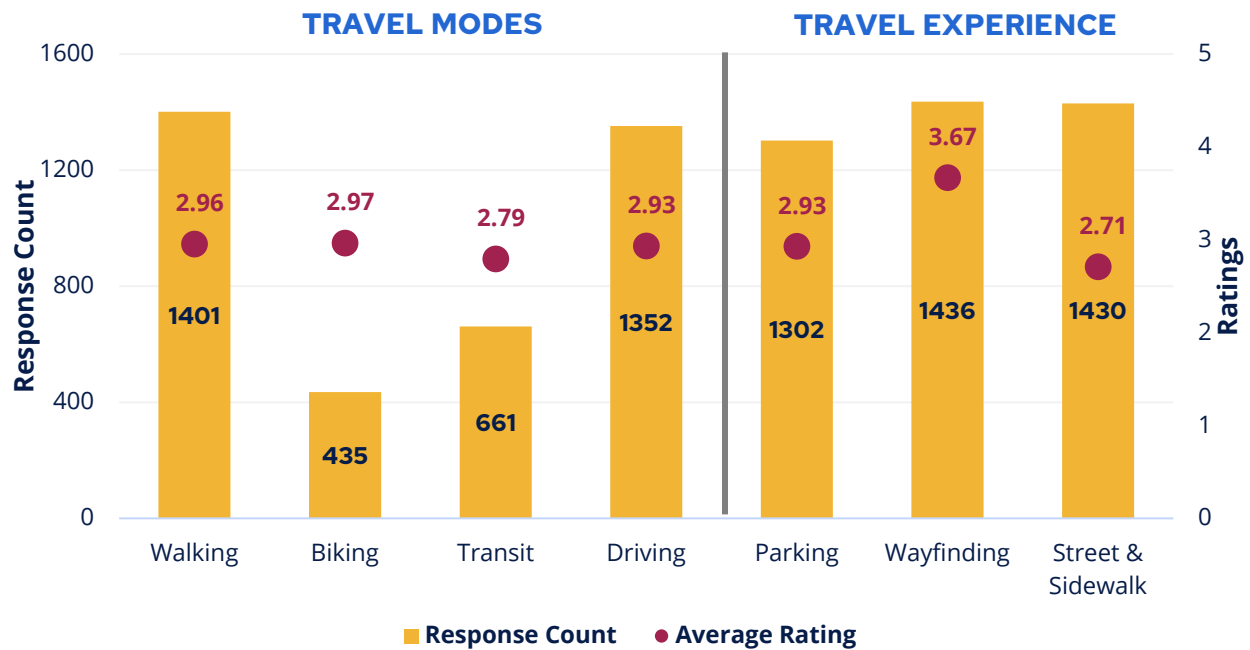


Figure 6 – Column and dot chart showing response count and average rating for travel modes and experience.

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.

Perceptions from Walking Commuters

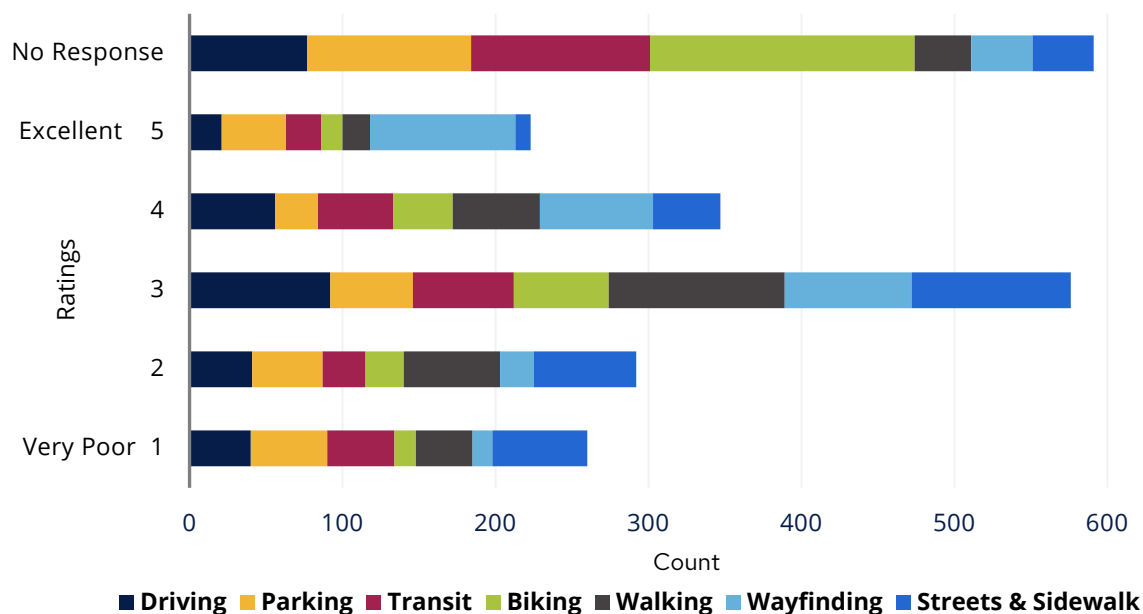


Figure 7 – Stacked bar chart showing how walking commuters rated their travel experience across all categories.

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.

Walking Experience Topics and Sentiments

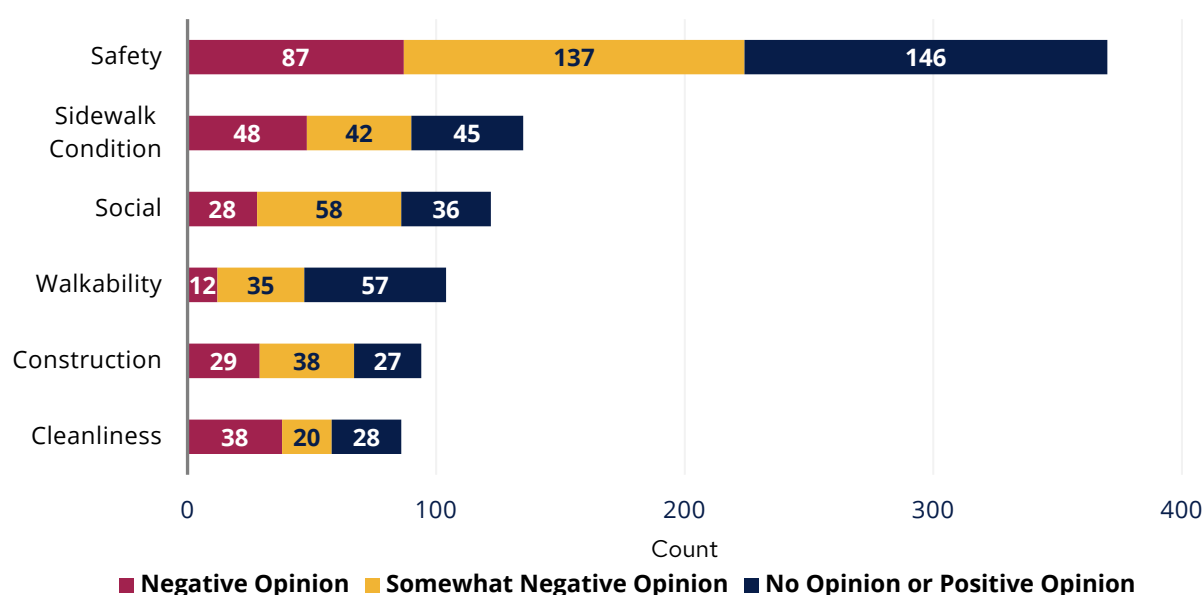


Figure 8 – Stacked bar chart showing topics and sentiments on comments related to walking experience.

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.

Perceptions from Biking Commuters

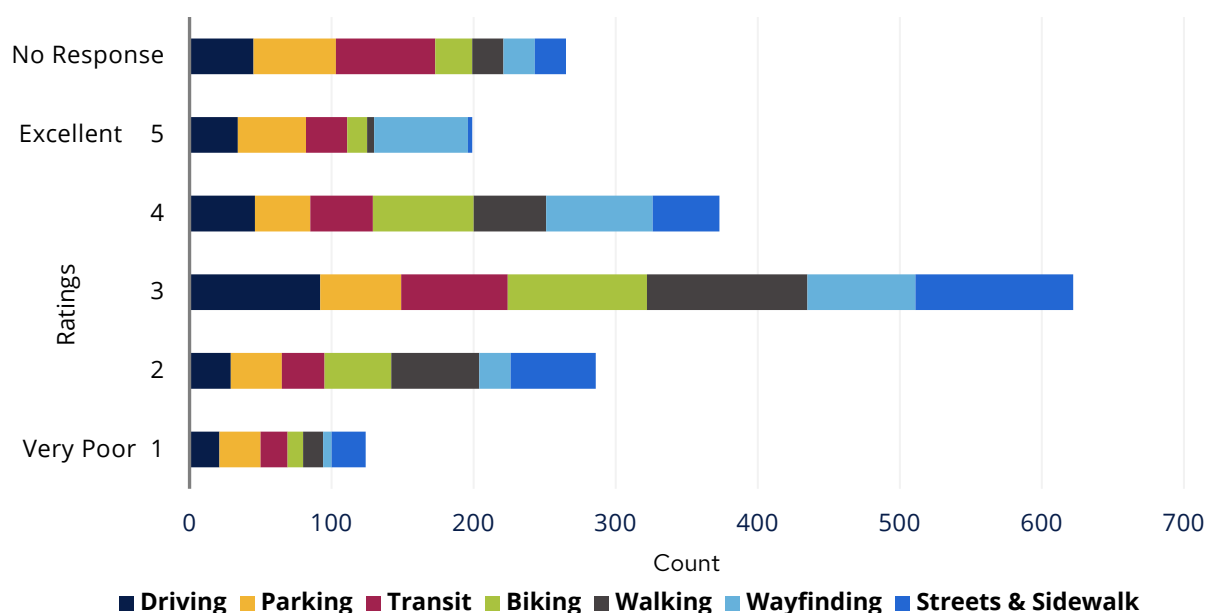


Figure 9 – Stacked bar chart showing how biking commuters rated their travel experience across all categories.

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.

Biking Experience Topics and Sentiments

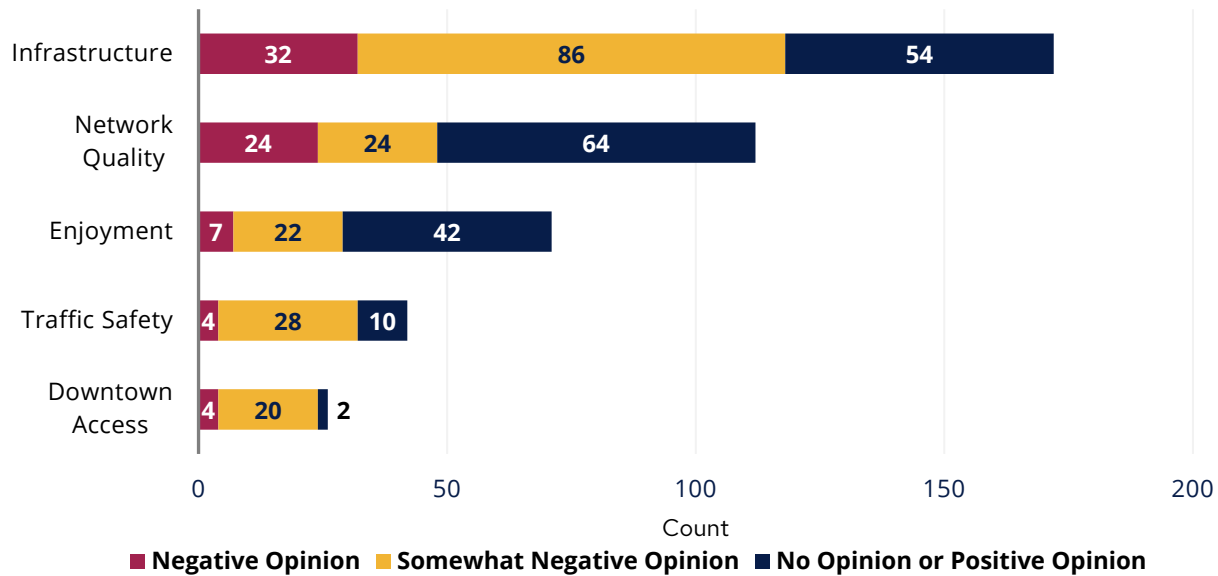


Figure 10 – Stacked bar chart showing topics and sentiments on comments related to biking experience.

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.

Perceptions from Green Line Commuters

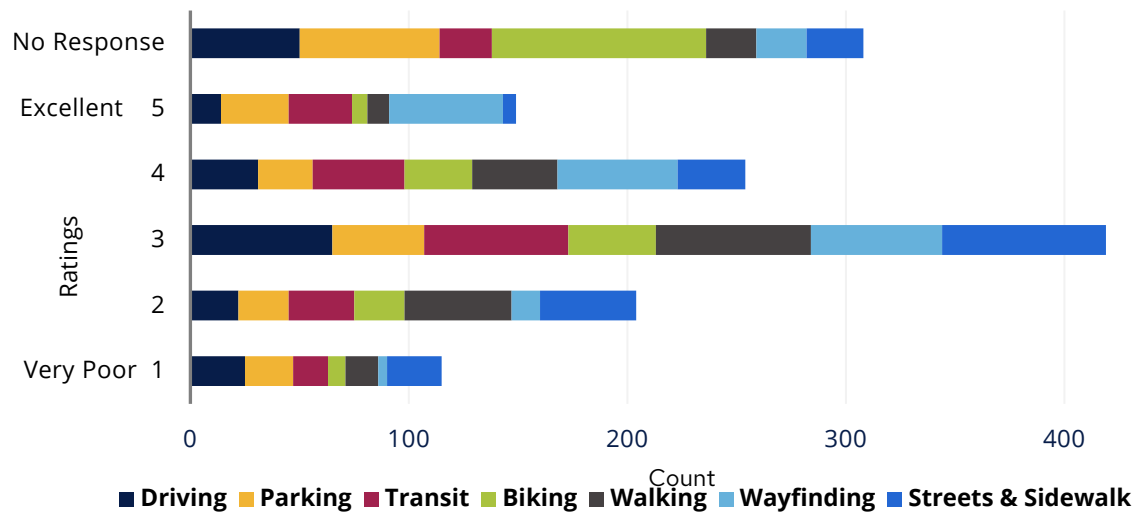


Figure 11 – Stacked bar chart showing how Green Line commuters rated their travel experience across all categories.

Perceptions from Bus Commuters

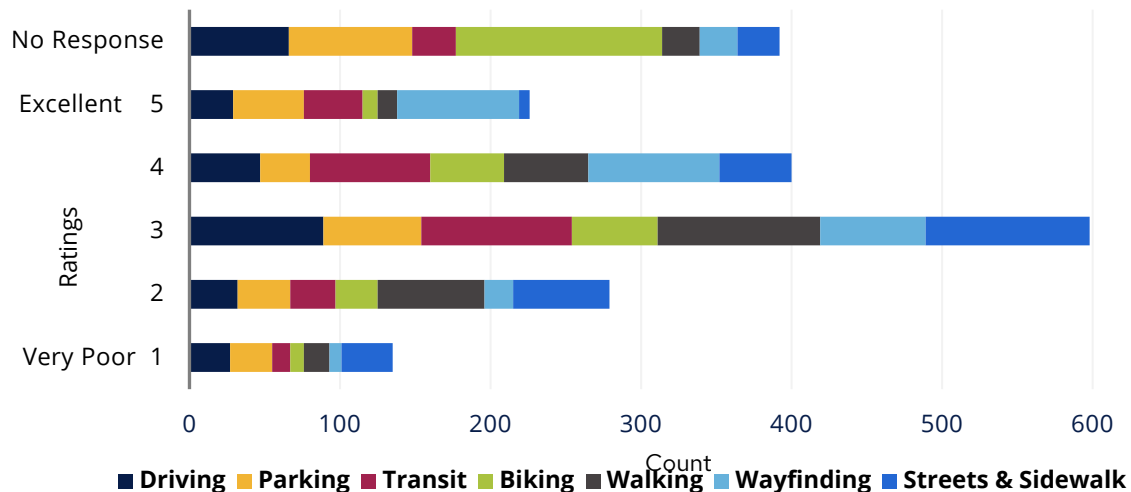


Figure 12 – Stacked bar chart showing how bus commuters rated their travel experience across all categories.

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.

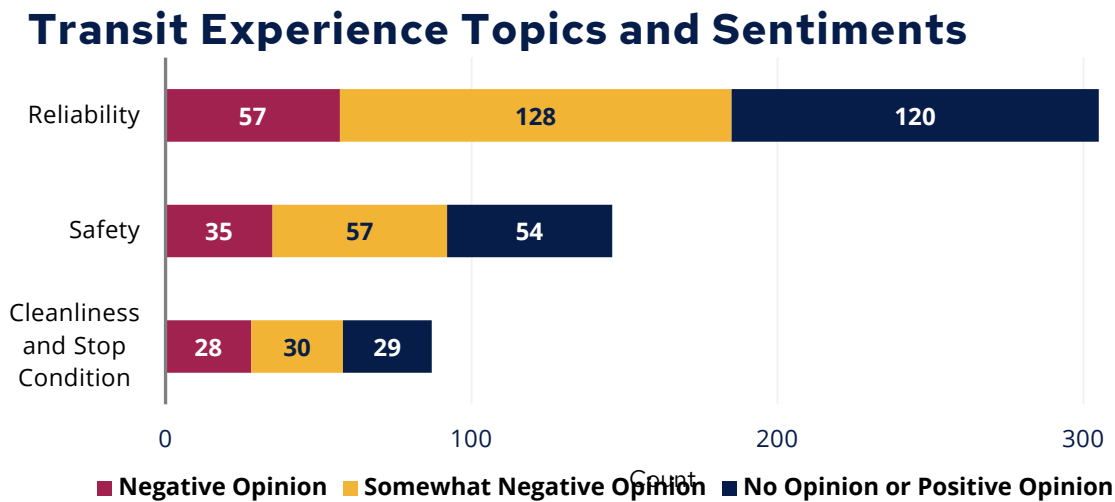


Figure 13 – Stacked bar chart showing topics and sentiments on comments related to transit experience.

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.

Perceptions from Driving Commuters

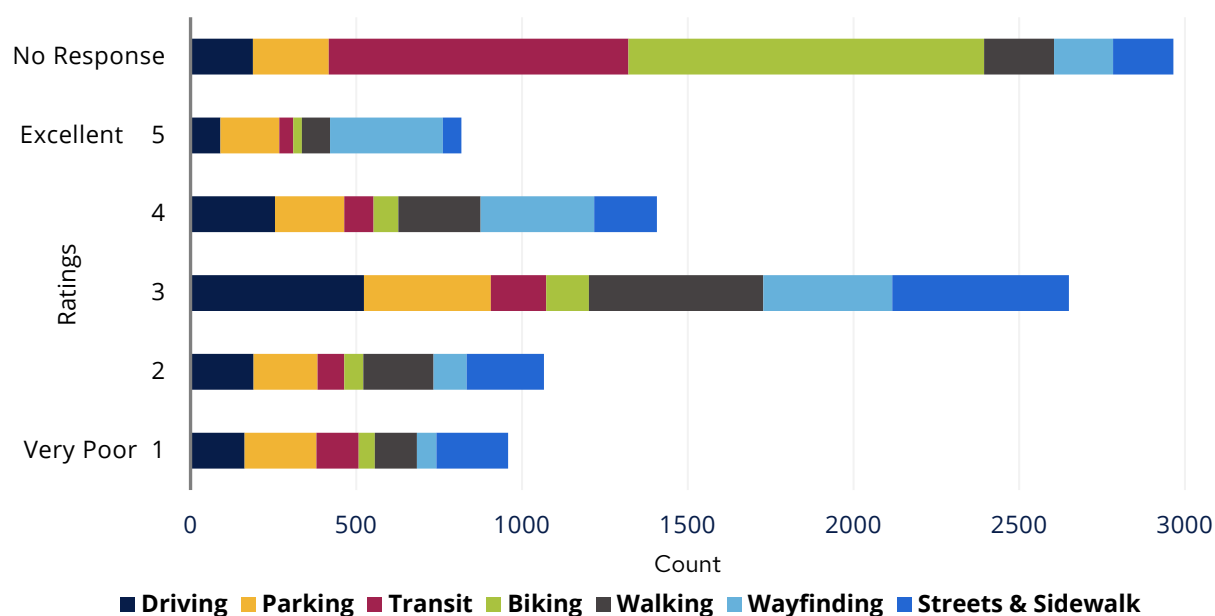


Figure 14 – Stacked bar chart showing how driving commuters rated their travel experience across all categories.

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.

Perceptions from Carpool Commuters

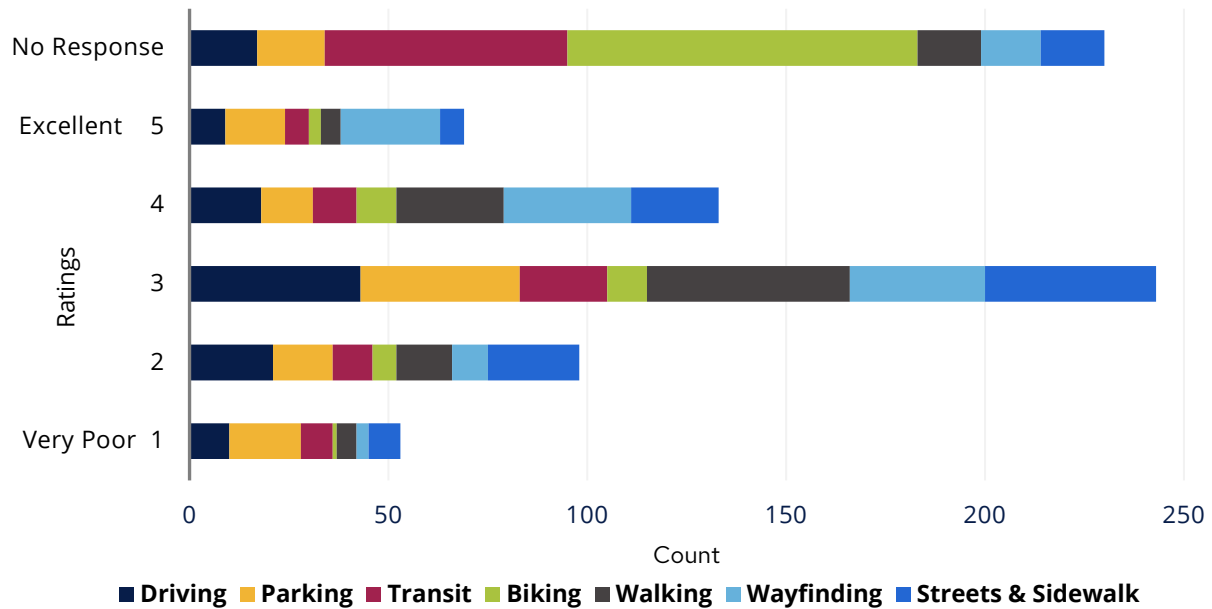


Figure 15 – Stacked bar chart showing how carpool commuters rated their travel experience across all categories.

Driving Experience Topics and Sentiments

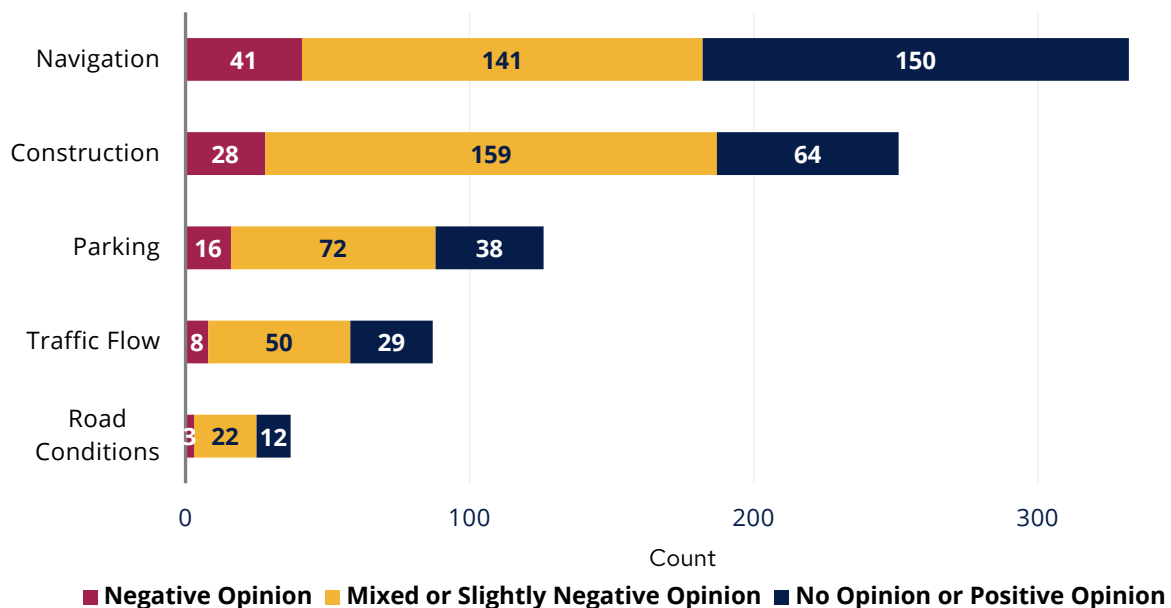


Figure 16 – Stacked bar chart showing topics and sentiments on comments related to driving experience.

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.

Parking Experience Topics and Sentiments

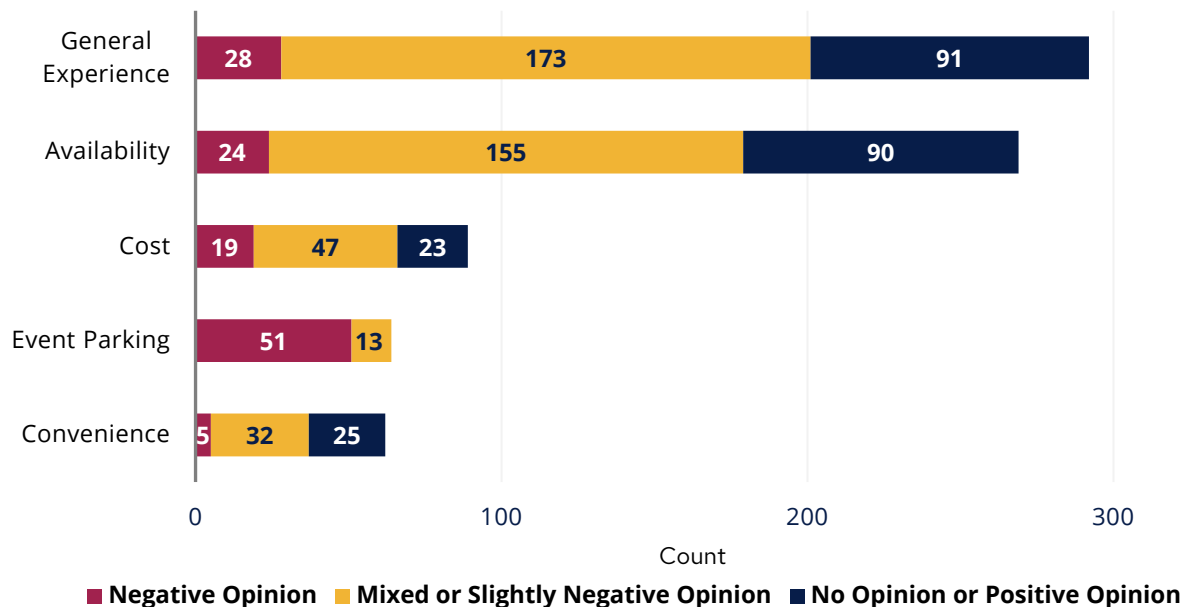


Figure 17 – Stacked bar chart showing topics and sentiments on comments related to parking experience.

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

Wayfinding Experience Topics and Sentiments

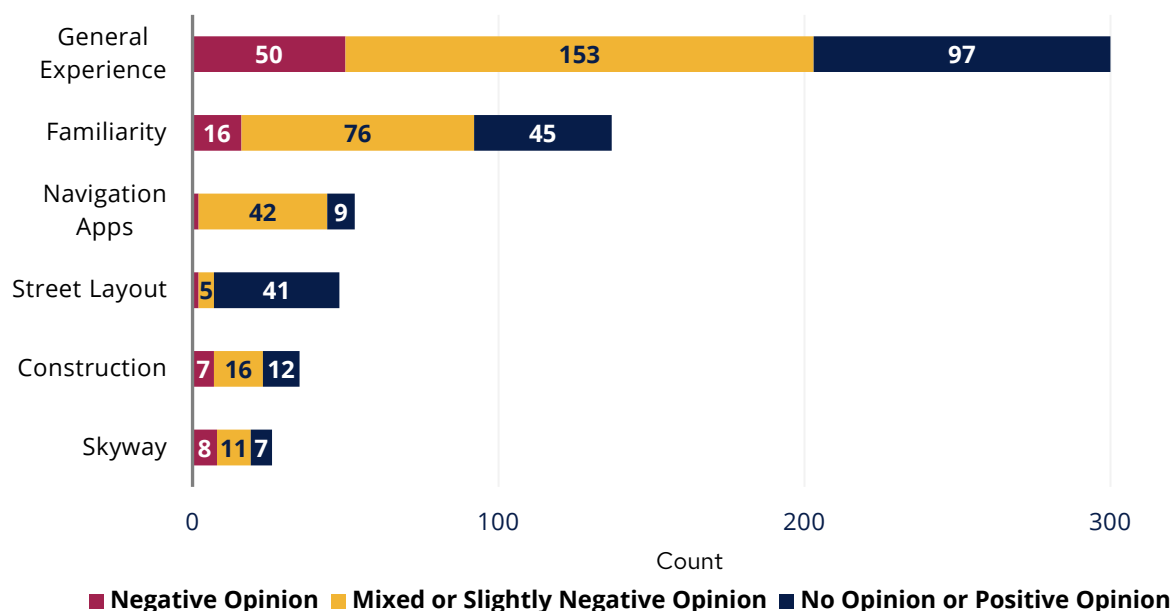


Figure 18 – Stacked bar chart showing topics and sentiments on comments related to wayfinding experience.

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

Street & Sidewalk Comment Topics and

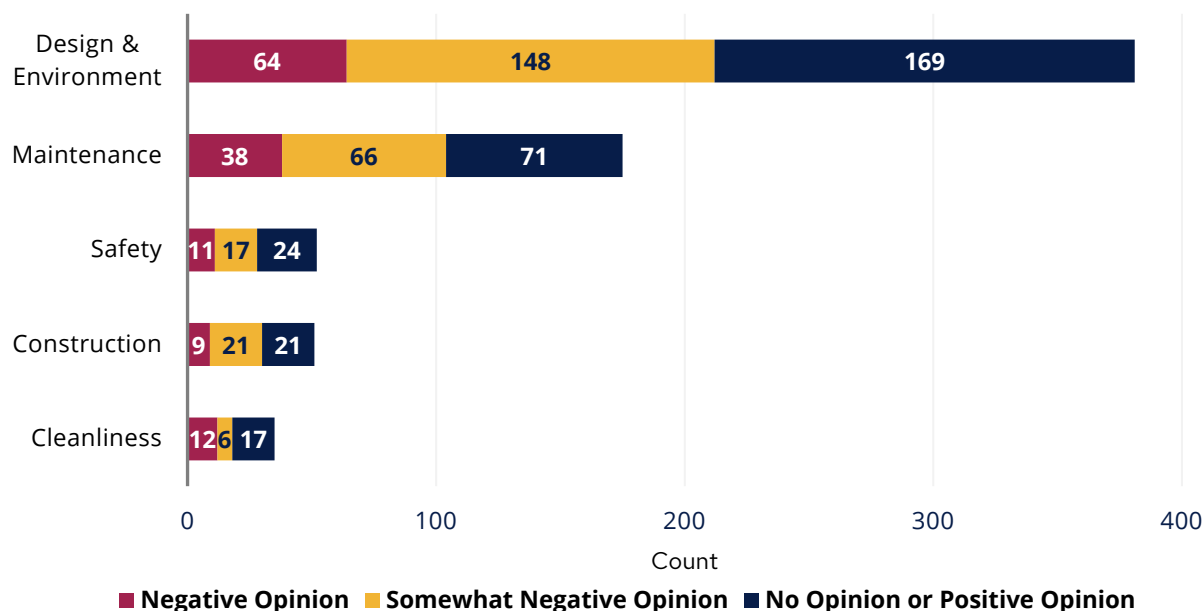


Figure 19 – Stacked bar chart showing topics and sentiments on comments related to street & sidewalk.

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.

Top Wishes in Future Vision Comments

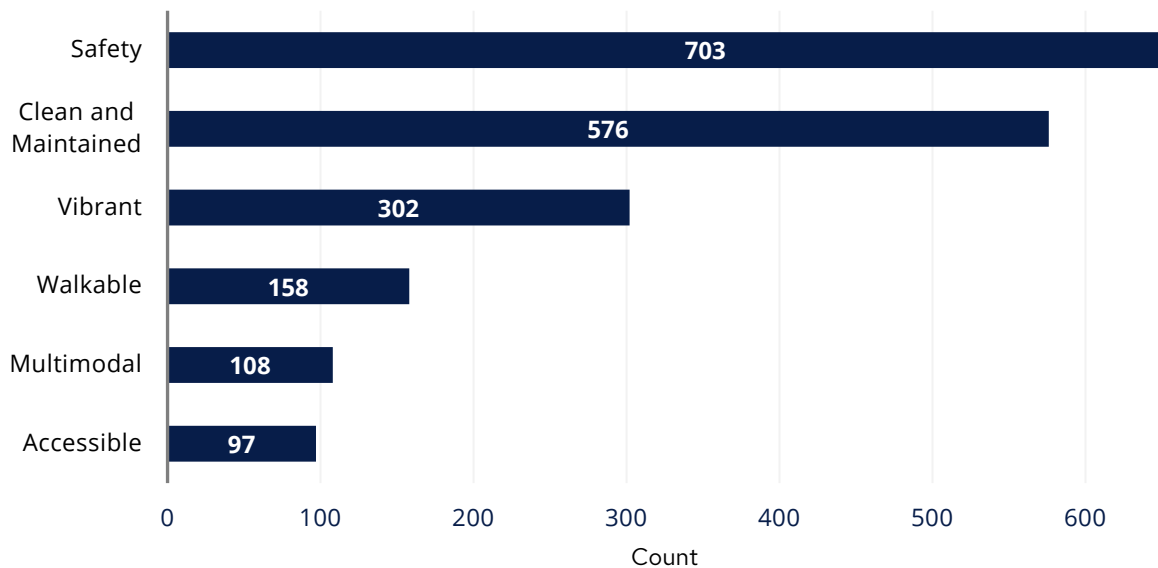


Figure 21 – Bar chart showing top wishes in future vision comments.

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.

Goal Rating vs. Current Perceptions Ratings

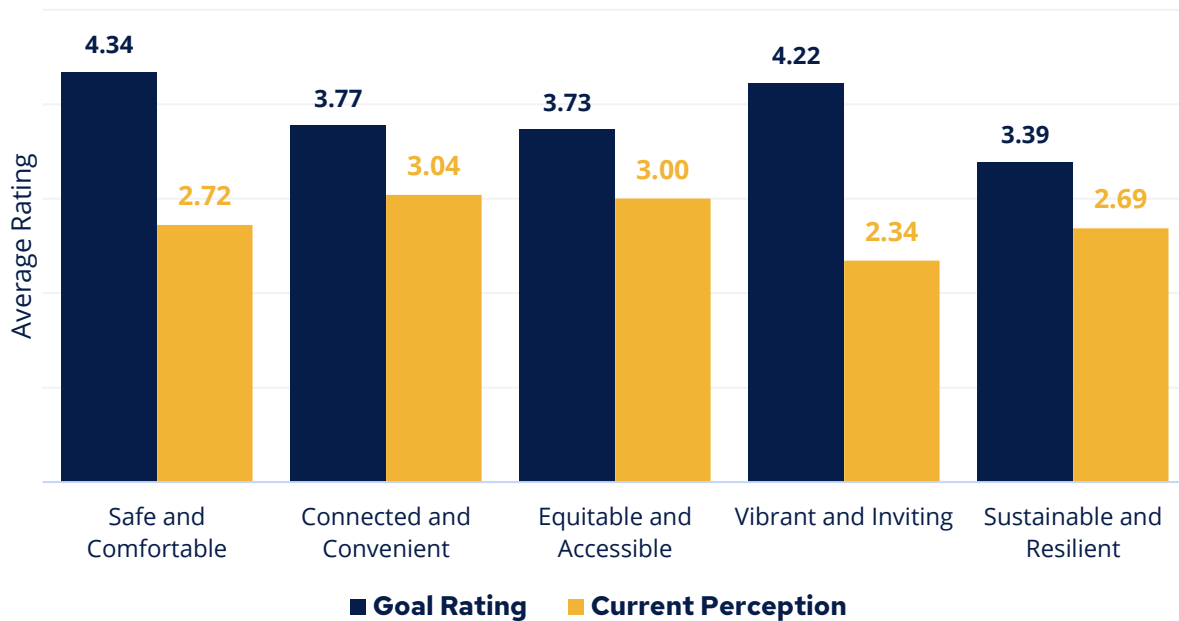


Figure 22 – Grouped column chart showing goal rating vs. current perception ratings.

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.

Opportunities for Future Street Designs

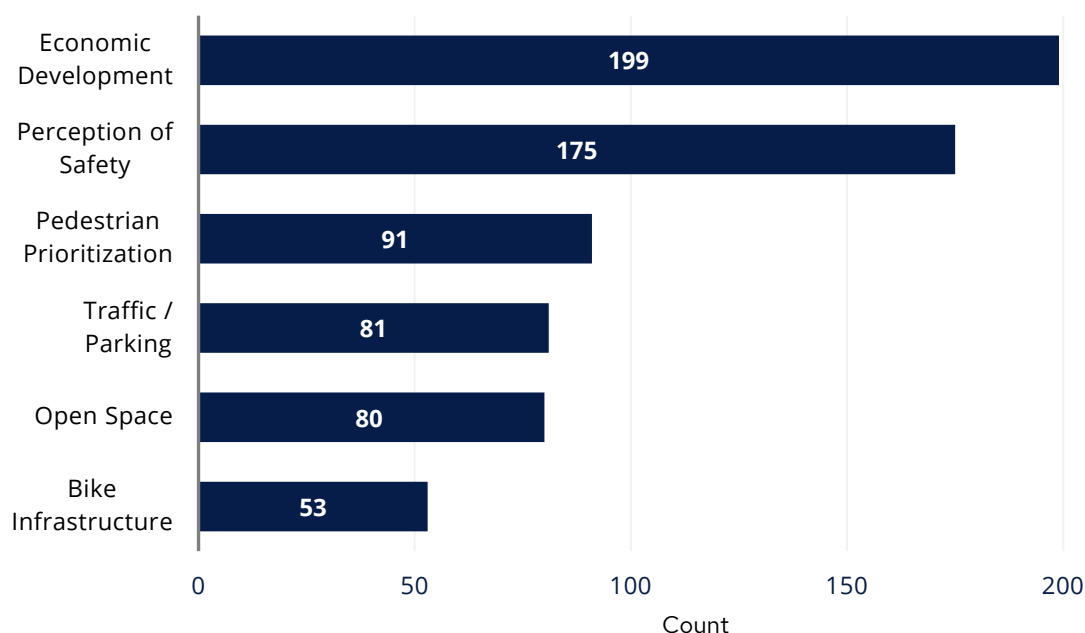


Figure 23 – Bar chart showing top opportunities for future street designs.

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.

Participant Age Distribution

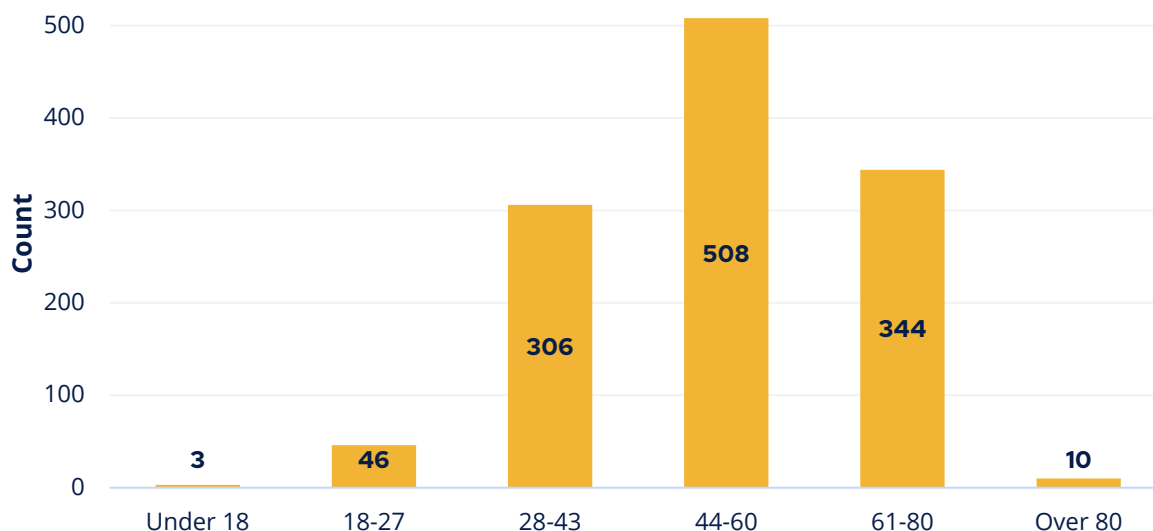


Figure 24 – Column chart showing age distribution of survey participants.

Participant Race & Ethnicity Distribution

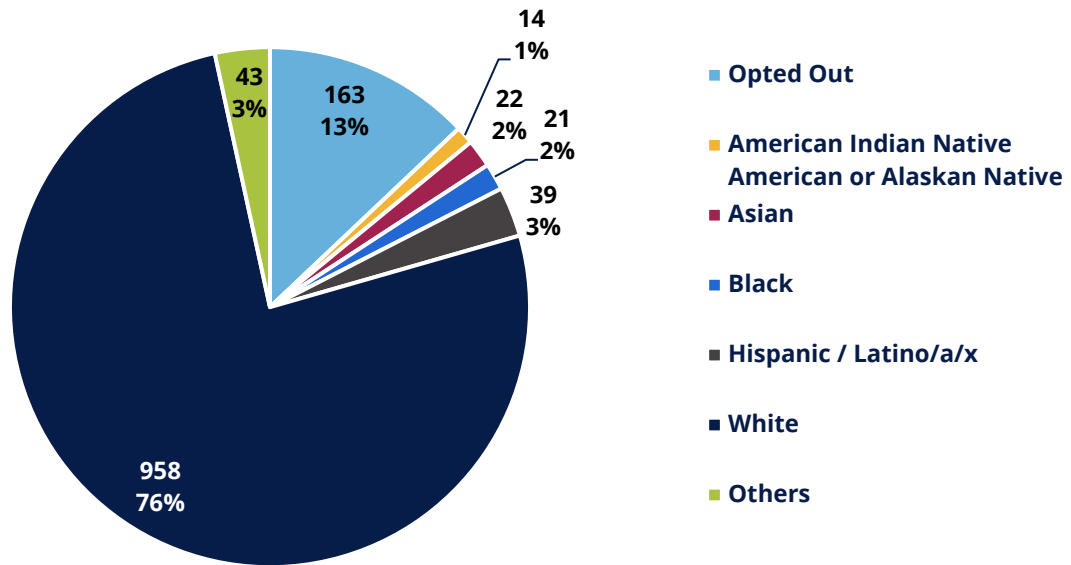


Figure 25 – Pie chart showing race and ethnicity distribution for survey participants.

Participant Language Distribution

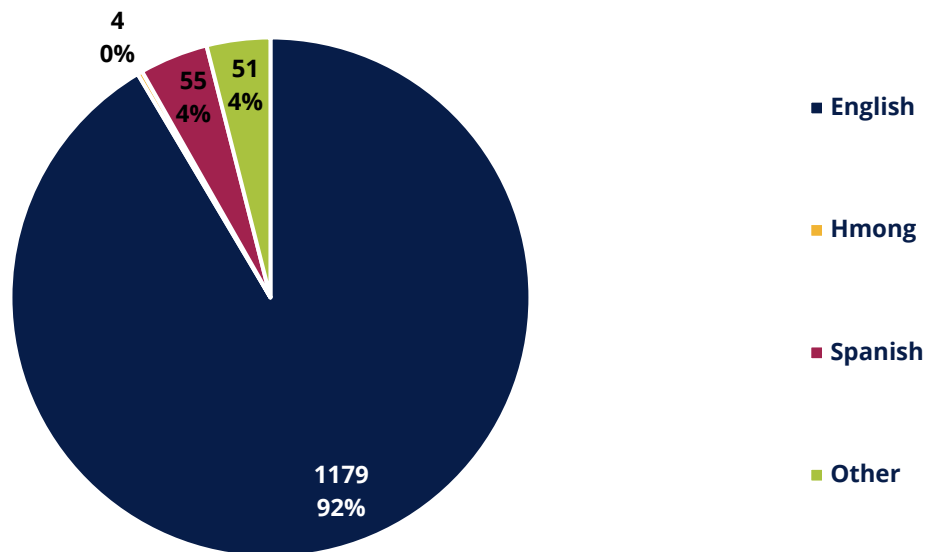


Figure 26 – Pie chart showing language distribution for survey participants.

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.



SAINT PAUL
MINNESOTA

Draft Plan

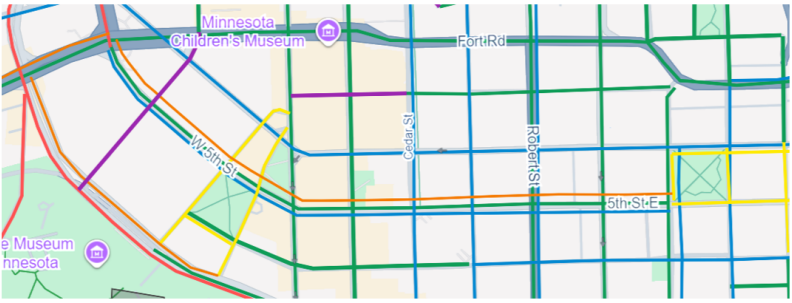
Downtown Saint Paul Streets and Sidewalks Plan

Appendix E: 5th and 6th Street Alternatives (Presented at June 2025 TAC Meeting)



Key Focus: 5th and 6th Street Pair

OVERLAPPING INTERESTS



ROW on both streets is approx. 60'

Existing Street Configuration (East-West)					
6th Street					
↑ ↑ ↑					
Sidewalk	Parking/Left Turn Lane	Drive Lane (Westbound)	Drive Lane (Westbound)	Bus Only Lane (Westbound)	Sidewalk

Shown: Cross-section on 6th at Cedar

Existing Street Configuration (East-West)					
5th Street					
↑ ↑ ↑					
Sidewalk	Parking	Drive Lane (Eastbound)	Drive Lane (Eastbound)	Bus-Only Lane	Sidewalk

Shown: Cross-section on 5th at Robert



Defining features of Equitable Access Streets

Specifically: 5th & 6th Street

- Reliable Bus Operations (Ideally – that aren't affected by events!)
- Safe and comfortable to cross as a pedestrian
- Great sidewalks & streetscape experience... meaning...
 - Sidewalks that are well-kept and are separate from mobility elements (transit and bike/scooters)
 - Have trees
 - Pedestrian scale street lighting & signage
 - Ideally – are wide enough to also have a street café
- Facilitate street-level commercial activity today & when land uses change
- Facilitate transfers between modes (to shared scooters/bike/car, to other transit modes)

Is there anything else we need to add here?



Two different methods to create transit reliability in a downtown setting:

Two-way transit on one street (in both directions):

- **PRO:** Simplifies network and adds to convenience for users, customer-friendliness
- **PRO:** Allows for transfers in both directions on same street
- **PRO:** Frees up other streets for other modes and priorities – allows more placemaking on another key street in the core
- **PRO:** Could enhance one corridor for transit reliability - allows prioritization of transit benefits (signals, sidewalk amenities, EV hubs) on one street
- **CON:** Could create a longer distance for crossing
- **CON:** We just built transit infrastructure assuming 1-way pairs
- *If consolidated to 6th Street:*
 - **PRO:** Could reduce rerouting during street shutdowns (for parades, festivals, etc)
 - **PRO:** Central location in downtown (north and south)
 - **CON:** 1 block walk from Central Station (longer transfer times needed)

Transit on one-way pairs:

- **PRO:** Might operate more efficiently, less obstructions in 2 directions
 - **PRO:** Could allow for more skip jumping of stopped buses
- **PRO:** Could require less design exceptions
- **PRO:** Shorter pedestrian crossing distances (i.e. fewer lanes overall)



DRAFT 5th and 6th Pair Alternatives/Variations

Option A

Traffic: 1-Way Pairs
Transit: 1-Way Pairs
(with or without transit skip lanes)

Option B-1

Traffic: 1-Way Pairs
Transit: 2-Way on 6th

Option B-2

Traffic: 1-Way Pairs
Transit: 2-Way on 5th

Option C-1

Traffic: 2-Way on 5th
Transit: Transit Mall on 6th

Option D-1

Traffic: 2-Way on 6th,
1-Way on 5th
Transit: 2-Way on 6th

Option E-1

Traffic: 2-Way on 5th,
1-Way on 6th
Transit: 2-Way on 6th

Option C-2

Traffic: 2-Way on 6th
Transit: Transit Mall on 5th

Option D-2

Traffic: 2-Way on 6th,
1-Way on 5th
Transit: 2-Way on 5th

Option E-2

Traffic: 2-Way on 5th,
1-Way on 6th
Transit: 2-Way on 5th

Option F

Traffic: 2-Way on 5th, 2-Way on 6th
Transit: 1-Way Pairs

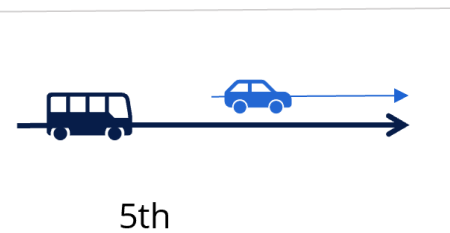


Option A: 5th & 6th remain 1-ways

Note – Sidewalk zone in all scenarios could also include street furnishings, street trees, sidewalk dining – these are concepts for feedback

Option A: 5th & 6th remain 1-ways

Traffic: 1-Way Pairs
Transit: 1-Way Pairs
(with or without transit skip lanes)



Potential Street Configuration (East-West)					
6th Street					
↓ ↓ ↓					
Sidewalk	Parking	Drive Lane (Westbound)	Drive Lane (Westbound)	Bus Only Lane (Westbound)	Sidewalk

5th

Potential Street Configuration (East-West) OPTION A				
5th Street				
↑ ↑ ↑				
Sidewalk and boulevard	Drive Lane (Eastbound)	Drive Lane (Eastbound)	Bus-Only Lane	Sidewalk





Option B: Transit Consolidated to a single street; cars remain on 1-ways

Option B-1

Traffic: 1-Way Pairs
Transit: 2-Way on 6th
6th



Potential Street Configuration (East-West) OPTION B1					
6th Street					
	↓	↓	↓	↑	
Sidewalk	Bus Only Lane (Westbound)	Drive Lane (Westbound)	Drive Lane (Westbound)	Bus Only Lane (Eastbound)	Sidewalk

Option B-2

Traffic: 1-Way Pairs
Transit: 2-Way on 5th
6th



Potential Street Configuration (East-West) OPTION B2						
6th Street						
	↓	↓				
Sidewalk	Drive Lane (Westbound)	Drive Lane (Westbound)	Buffer	Cycle Track	Planted Buffer	Sidewalk

5th



Potential Street Configuration (East-West) OPTION B1					
5th Street					
	↑	↑			
Sidewalk and boulevard zone	Parking	Drive Lane (Eastbound)	Drive Lane (Eastbound)	Buffer	Cycle Track



Potential Street Configuration (East-West) OPTION B2					
5th Street					
	↓	↑	↑	↑	
Sidewalk	Bus-Only Lane (Westbound)	Drive Lane (Eastbound)	Drive Lane (Eastbound)	Bus-Only Lane (Eastbound)	Sidewalk





Option C: Cars and Busses on Separate Corridors

Option C-1

Traffic: 2-Way on 5th
Transit: Transit Mall on 6th

6th



Potential Street Configuration (East-West) OPTION C1					
6th Street					
	↓		↑		
Sidewalk	Transit (Eastbound)	Center boarding median	Transit (Westbound)		Sidewalk

5th



Potential Street Configuration (East-West) OPTION C1					
5th Street					
	↓	↑			
Sidewalk	Drive Lane (Westbound)	Drive Lane (Eastbound)	Buffer	Cycle Track	Sidewalk

Option C-2

Traffic: 2-Way on 6th
Transit: Transit Mall on 5th

6th



Potential Street Configuration (East-West) OPTION C2						
6th Street						
	↓	↑				
Sidewalk	Drive Lane (Westbound)	Drive Lane (Eastbound)	Buffer	Cycle Track	Planted Buffer	Sidewalk

5th



Potential Street Configuration (East-West) OPTION C2				
5th Street				
	↓	↑		
Sidewalk	Transit (Eastbound)	Center boarding median	Transit (Westbound)	Sidewalk

Note – Transit mall does not have to be center boarding – could also be 4 lanes for transit – give feedback when voting



Option D: Transit Consolidated to a single street; cars on both

Option D-1

Traffic: 2-Way on 6th,
1-Way on 5th
Transit: 2-Way on 6th

6th



Potential Street Configuration (East-West) OPTION D1					
6th Street					
	↓	↓	↑	↑	
Sidewalk	Bus Only Lane (Westbound)	Drive Lane (Westbound)	Drive Lane (Eastbound)	Bus Only Lane (Eastbound)	Sidewalk

5th

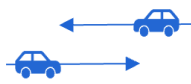


Potential Street Configuration (East-West) OPTION D1					
5th Street					
	↑	↑			
Sidewalk	Drive Lane (Eastbound)	Drive Lane (Eastbound)	Buffer	Cycle Track	Sidewalk

Option D-2

Traffic: 2-Way on 6th,
1-Way on 5th
Transit: 2-Way on 5th

6th



Potential Street Configuration (East-West) OPTION D2					
6th Street					
	↓	↓	↑	↑	
Sidewalk	Drive Lane (Westbound)	Drive Lane (Westbound)	Drive Lane (Eastbound)	Drive Lane (Eastbound)	Sidewalk

5th



Potential Street Configuration (East-West) OPTION D2				
5th Street				
	↓	↑	↑	
Sidewalk	Bus Only Lane (Westbound)	Drive Lane (Eastbound)	Bus-Only Lane (Eastbound)	Sidewalk



Option E: Transit Consolidated to a single street; cars on both (inverse of D)

Option E-1

Traffic: 2-Way on 5th,
1-Way on 6th
Transit: 2-Way on 6th

6th



Potential Street Configuration (East-West) OPTION E1					
6th Street					
	↓	↓	↓	↑	
Sidewalk	Bus Only Lane (Westbound)	Drive Lane (Westbound)	Drive Lane (Westbound)	Bus Only Lane (Eastbound)	Sidewalk

5th



Potential Street Configuration (East-West) OPTION E1					
5th Street					
	↓	↑			
Sidewalk	Drive Lane (Westbound)	Drive Lane (Eastbound)	Buffer	Cycle Track	Sidewalk

Option E-2

Traffic: 2-Way on 5th,
1-Way on 6th
Transit: 2-Way on 5th

6th



Potential Street Configuration (East-West) OPTION E2					
6th Street					
	↓	↓			
Sidewalk	Drive Lane (Westbound)	Drive Lane (Westbound)	Buffer	Cycle Track	Sidewalk

5th



Potential Street Configuration (East-West) OPTION E2					
5th Street					
	↓	↓	↑	↑	
Sidewalk	Bus-Only Lane (Westbound)	Drive Lane (Westbound)	Drive Lane (Eastbound)	Bus-Only Lane (Eastbound)	Sidewalk

Note – Cycletrack width could also be wider sidewalks, parking, or turn lanes – provide feedback when voting



Option F: Keep Transit the same; convert both to 2 ways for cars

Option F-1

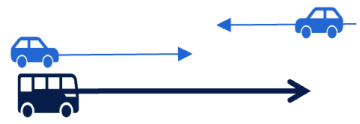
Traffic: 2-Way on 5th, 2-Way on 6th
Transit: One-way pairs

6th



Potential Street Configuration (East-West) OPTION F				
6th Street				
	↓	↓	↑	
Sidewalk	Bus Only Lane (Westbound)	Drive Lane (Westbound)	Drive Lane (Eastbound)	Sidewalk

5th



Potential Street Configuration (East-West) OPTION F				
5th Street				
	↓	↑	↑	
Sidewalk	Drive Lane (Westbound)	Drive Lane (Eastbound)	Bus-Only Lane (Eastbound)	Sidewalk



Draft Plan

Downtown Saint Paul Streets and Sidewalks Plan

Appendix F: 5th Street Conceptual Layout

Appendix G: St. Peter Street Conceptual Layout