Payne Avenue Pedestrian Intersection Improvements

SAINT PAUL MINNESOTA

COMMUNITY ENGAGEMENT OVERVIEW

The success of the Payne Avenue Pedestrian Improvements project is highly dependent on integrating the community's voice and stakeholder input throughout the process. Engagement will take place through a variety of strategies occurring throughout the project, focusing on three phases.

Phase 1	Phase 2	Phase 3
Introduction + Experiences Today	*Shaping Improvements*	*Impacts + Next Steps*
Fall - Winter 2025	**Winter 2026**	**Spring 2026**

HOW DID WE GATHER FEEDBACK?

Project Website

Available throughout project, includes materials, engagement activities, and contact information

Online Survey

67 responses

Gathered feedback on existing issues and opportunities along Payne Avenue

Interactive Map

Identified specific pedestrian obstacles, safety concerns, and areas for improvement

Business & Stakeholder Outreach

Discussed the project and needs with businesses and community members

Community Meetings

Brought project information and feedback opportunities to the community

WHAT DID WE HEAR?

Most people want to walk the **same amount or more** on Payne Avenue

People walk on Payne to **eat, work, access recreation, or shop**

Key pedestrian concerns:

- Cars drive too fast
- Not enough marked crosswalks
- Lack of pedestrian visibility
- Poor sidewalk conditions
- Community safety

Desire for **street lighting, furniture, and less litter**

More crosswalks are needed

Community wants to **support businesses** along Payne Avenue

People would like to see **traffic slowed down**

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PEDESTRIAN IMPROVEMENTS

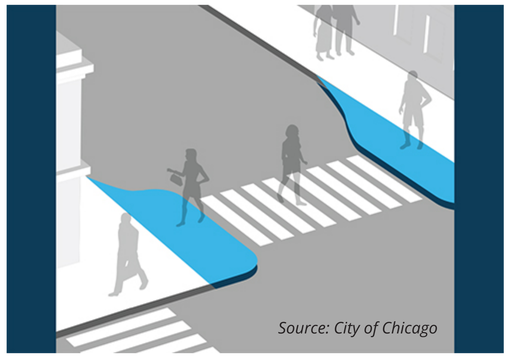
Project Intersections

Project intersections along Payne Avenue include Rose Ave, Geranium Ave, Jessamine Ave, Magnolia Ave, Cook Ave, Lawson Ave, Jenks Ave, Case Ave, Sims Ave, York Ave, and Whitall Street. Based on community input, technical analysis, and engineering best practices, pedestrian improvements will be applied at these intersections.

The specific type of improvements are not yet selected, but could include:

BUMP-OUTS

Bump-outs, also referred to as curb extensions, are extensions of the sidewalk into the roadway at intersections.



Benefits:

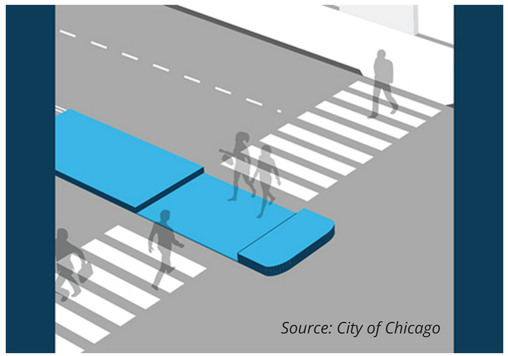
- People walking and driving can see eachother better
- Shorter distance to cross the street
- Slows cars down by visually narrowing the road
- More waiting space for people walking

Considerations:

- Need to ensure large trucks and buses can safely make turns
- Design so snow plows can move through intersection easily
- May compress bicycle and vehicle traffic at intersection

MEDIANS

Pedestrian medians are raised medians that protect pedestrians and bicyclists from vehicles.



Benefits:

- People walking only have to navigate one direction of traffic at a time
- Makes people walking more visible
- Shortens the distance to cross by splitting in half
- Slows vehicles by narrowing the roadway

Considerations:

- Could reduce parking adjacent to median
- Could interfere with transit operations
- Can restrict where cars can make left turns