



The City of Saint Paul is looking to
improve connectivity and
support Downtown becoming a
renewed center of energy
throughout the year

CITY OF SAINT PAUL

DOWNTOWN STREETS AND SIDEWALKS PLAN

The Plan establishes a network that is...



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



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



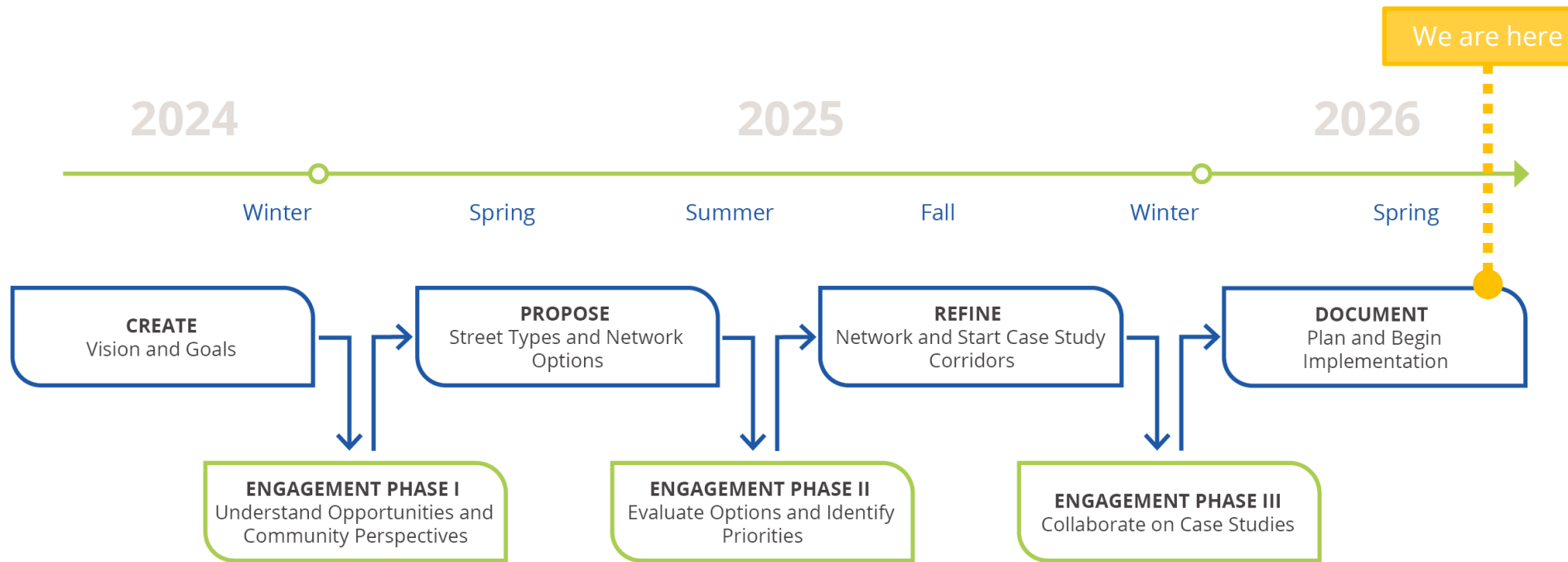
Equitable and Accessible: Create a transportation network with mobility options for all



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



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





Key Recommendations



Prioritize **street projects** that are consistent with the street typologies



Create a **curbside management framework** to increase activity and turnover at the curb



Coordinate **event management** across disciplines to create equitable event access



Increase **maintenance capacity** and **dedicated resources** to multimodal downtown streets, sidewalks, and infrastructure



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If we want more **vibrancy** on the street –
we need the streets to prioritize **people**.

Green/Placemaking Streets

Streets with trees, pedestrian and bicycle amenities, and placemaking/ commerce
“Pedestrian Malls” and/or “Boulevards”



Festival Streets

Streets with higher end finishes, programmed for pedestrian events
Type A Festival (by Design)
Type B Festival (in Operations)



Connector Streets

Facilitates driving to and from Downtown reliably



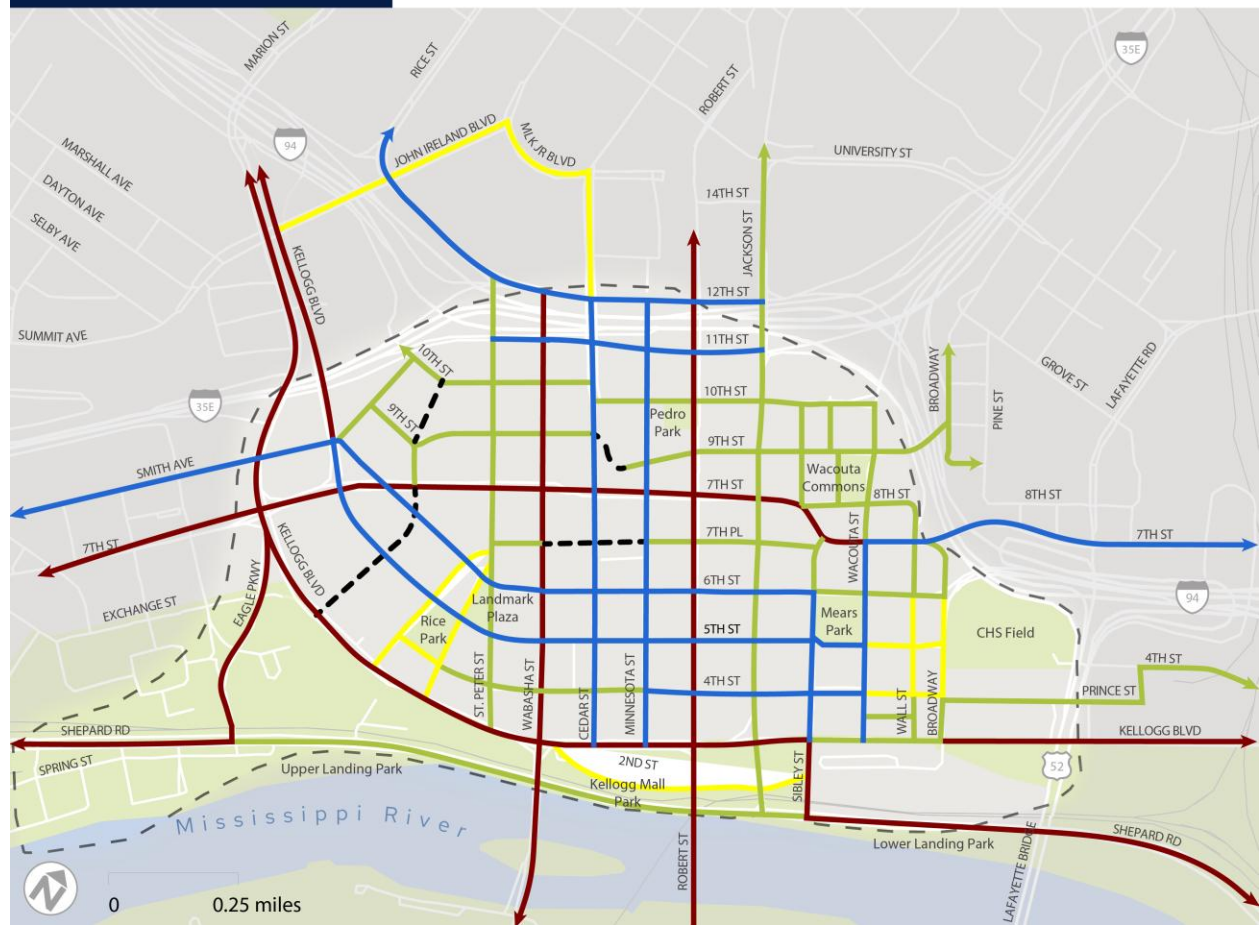
Equitable Access Streets

Prioritizes people movement to and through Downtown *without a personal vehicle.*



Street Type Recommendations Downtown Streets and Sidewalks Plan

- Connector
- Green/Placemaking
- Missing Pedestrian Link
- Festival
- Equitable Access
- Study Area





Improvement Status by Street

Downtown Streets and Sidewalks Plan

- Connector
- Festival
- Equitable Access
- Green/Placemaking
- Missing Pedestrian Link
- Recent and Upcoming Improvements
- Study Area



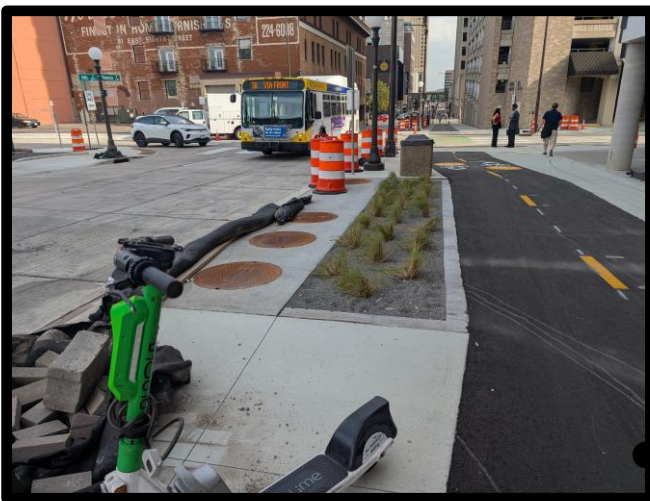
*B Line and Gold Line busses on 5th/6th
Future Equitable Access Street*



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*Busses, Bikes, and Walks on Minnesota Street
"Equitable Access Street"*





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*Capital City Bikeway on Kellogg Boulevard
"Connector Street"*



Improvement Status by Street

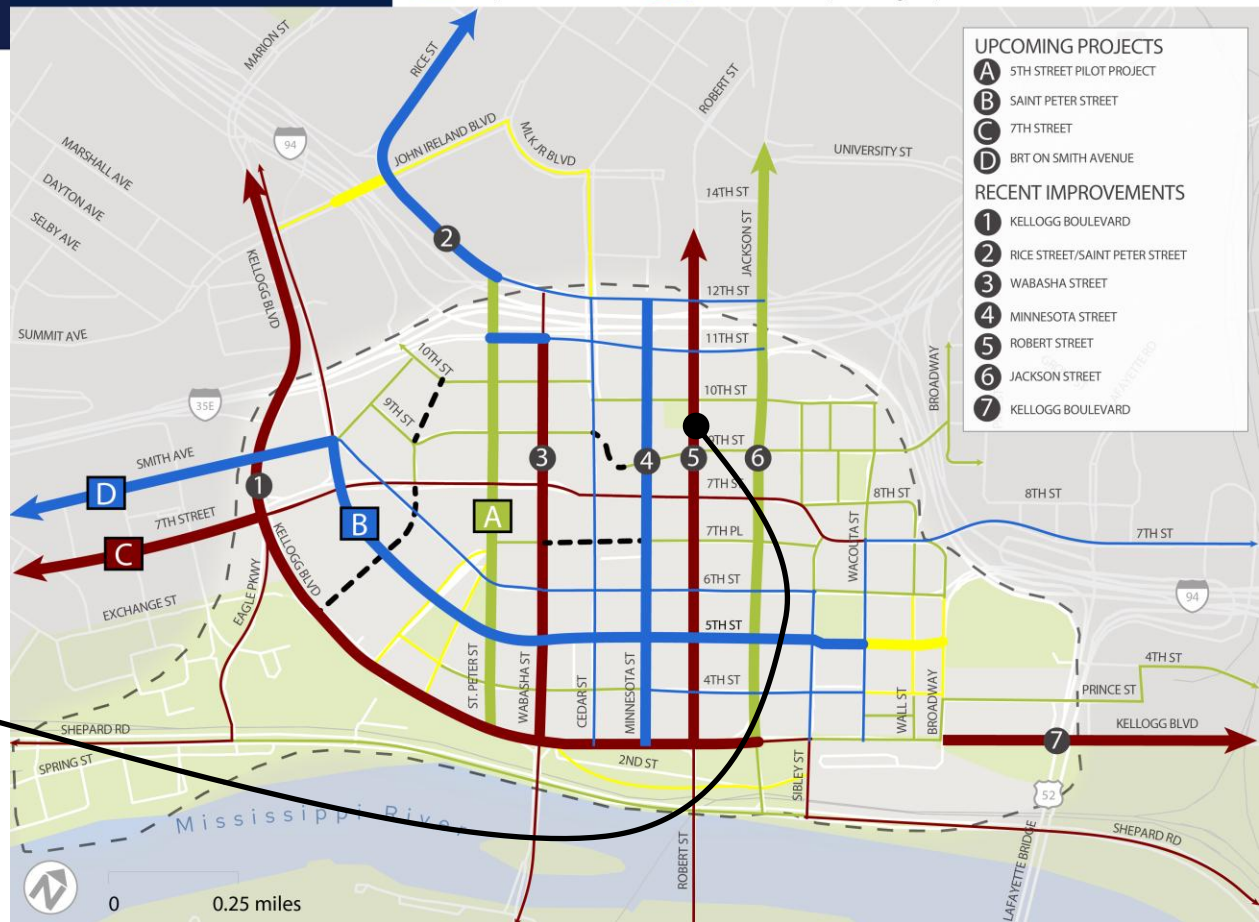
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Study Area



*Sidewalk Cafes and Trees on Robert Street
"Connector Street"*



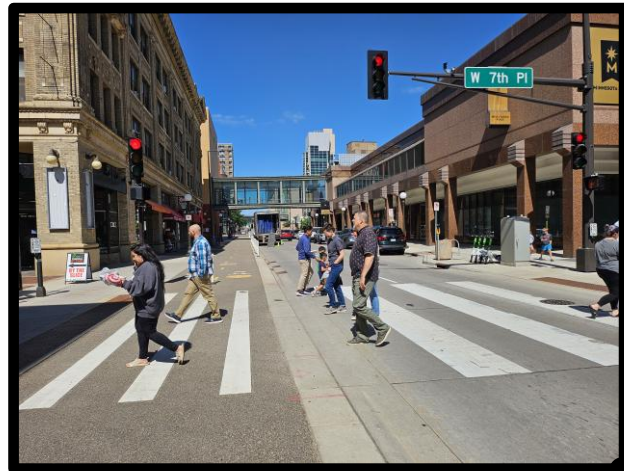
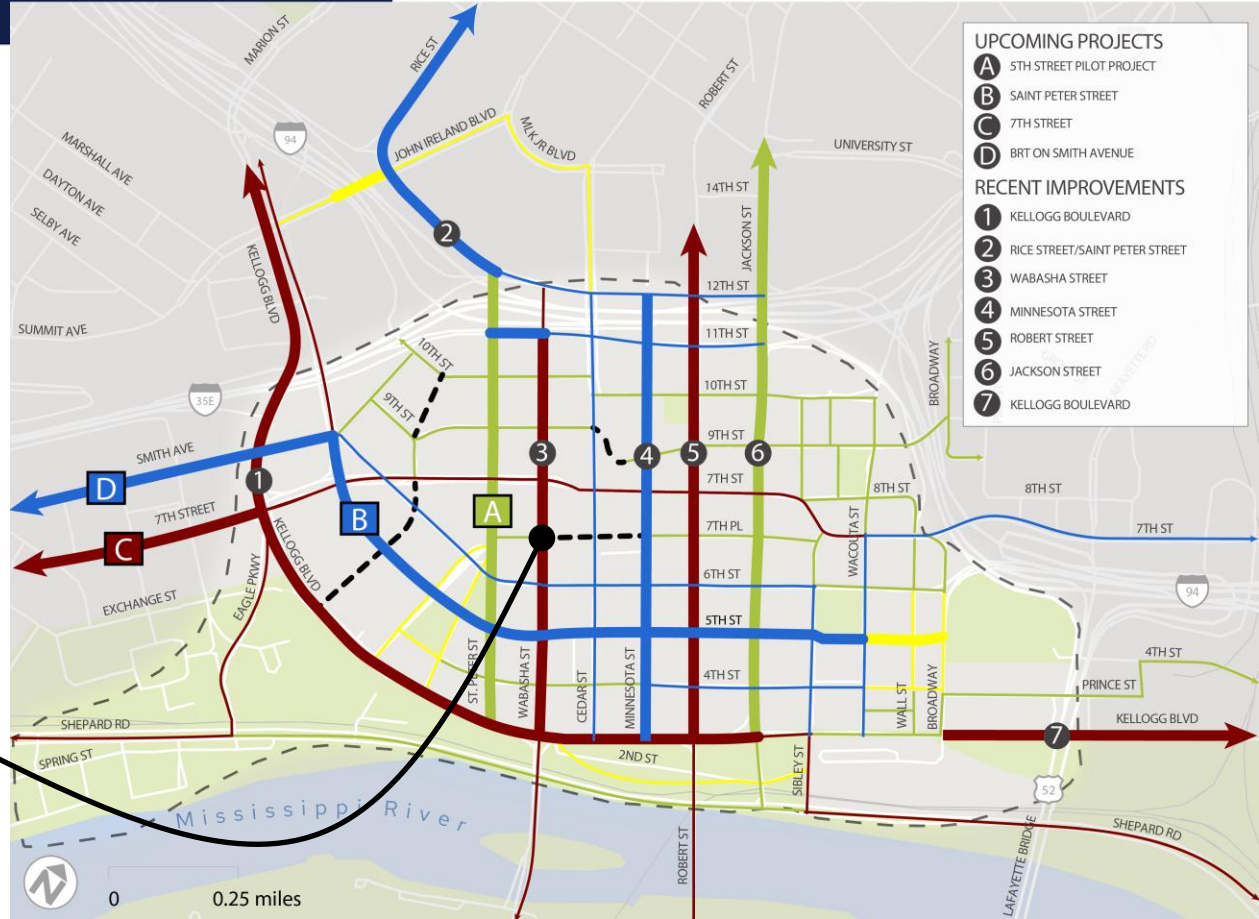


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Study Area



Capital City Bikeway on Wabasha St
"Connector Street"

Street Project to Prioritize: 5th Street

Equitable Access Street Case Study



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Key Criteria for 5th Street

"Equitable Access"

- **Reliable Bus Operations** (Ideally – that aren't affected by events!)
 - Buses need to be able to pass each other; no net less in operations
- 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
 - Are wide enough to also have a street café, or adjacent private land use is zoned for/allows this activity
 - No net loss for pedestrian space; ideally wider!
- **Facilitate street-level commercial activity** today & when land uses change
- **Facilitate transfers between modes** (to shared scooters/bike/car, to other transit modes)
 - Easy transfers at Central Station (e.g. Mall on 5th>>>Mall of 6th)



Over a dozen alternatives were considered ...

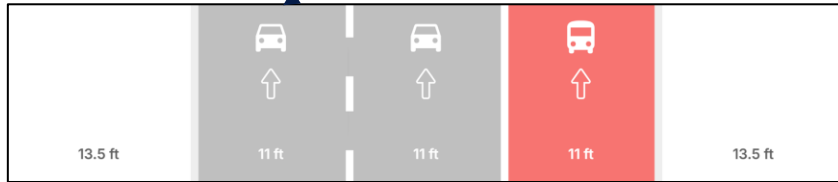


Example slides from Technical Advisory Committee meeting in June 2025



2 variations of the same overall alternative are still under consideration

"A1": 2 travel lanes + bus lane
Potential off-peak parking in north dynamic lane



"A2": 1 travel lane + bus lane
Permanent on-street parking on north curb





Recommendation: Implement a “5th Street Pilot Project”

- To inform:
 - Whether the dynamic parking on north curb is effective & how to manage it
 - Whether 1 general purpose travel lane is feasible
- A pilot project provides opportunity for expanded sidewalk space at low cost



Street Project to Prioritize: Saint Peter Street

Green Street Case Study



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Saint Peter St: Green Street (Placemaking)

Corridor Goals:

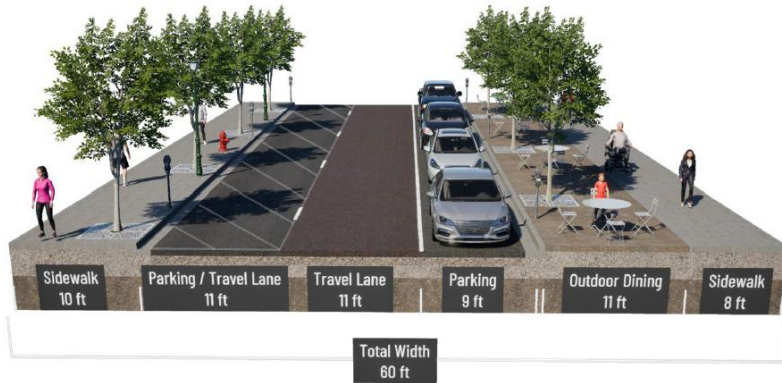
- Highly walkable and enjoyable pedestrian experience
- Increased tree canopy and green infrastructure
- Spaces for outdoor dining
- Attractive public spaces, inspiring people to linger
- Enhanced connection with 7th Place pedestrian mall and improved integration with Hamm Plaza redesign
- Maintain the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



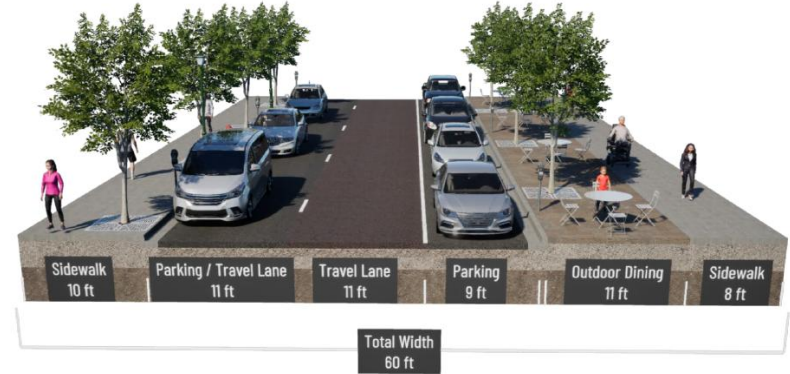


Key Feature: Flex Parking/Travel Lane

Concept Changes Through the Day



West/left lane used as a travel lane during the day



West/left lane used as a parking overnight



Additional Key Features

To activate the street

Outdoor dining space separate from accessible sidewalks

Loading and Parking Space
(consider mountable for additional flexibility)

Raised Pedestrian Crossing
at 7th Place





Key Recommendation:



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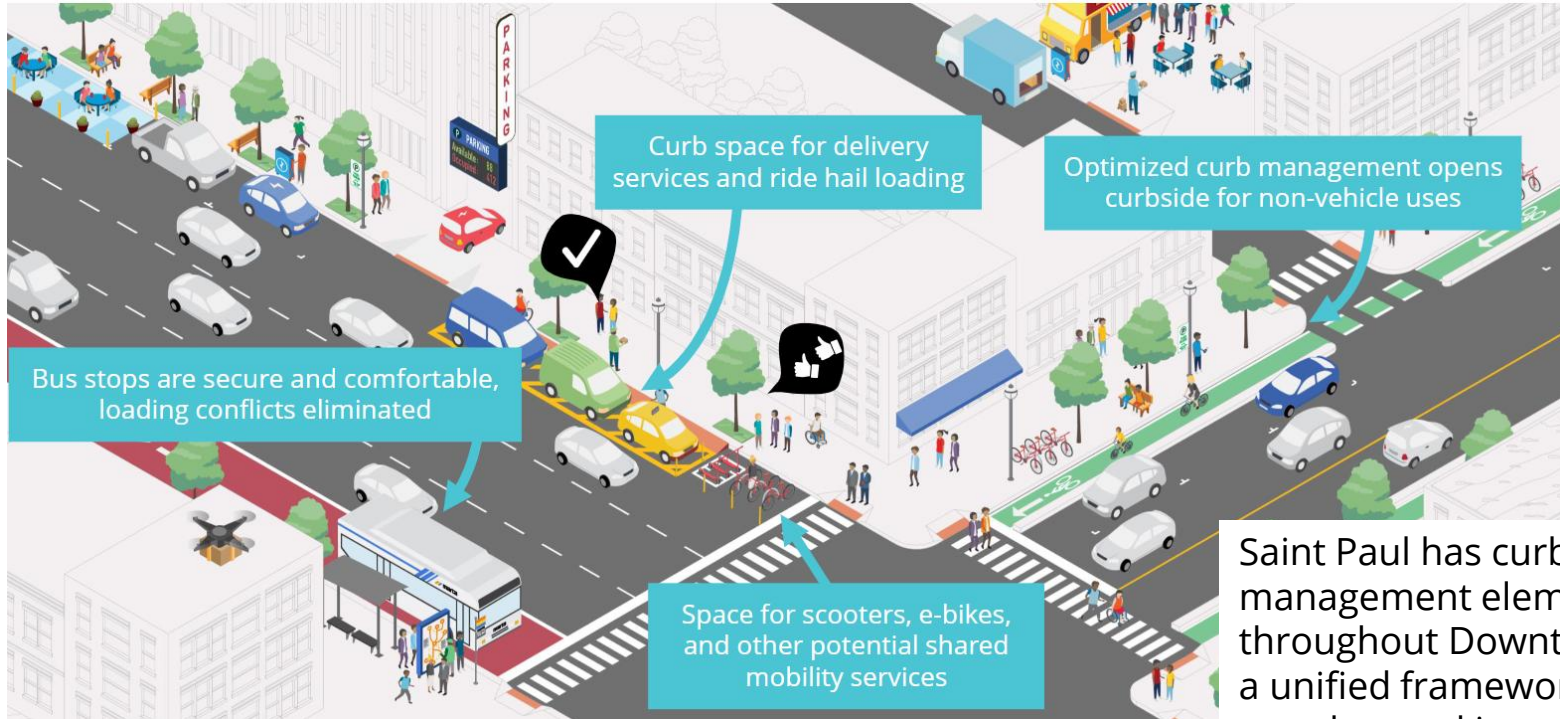
Coordinate **event management** across disciplines to create equitable event access



Increase **maintenance capacity** and **dedicated resources** to multimodal downtown streets, sidewalks, and infrastructure



Key Recommendation: Curbside Management



Example: Curbside management plan issues framework from Atlanta (Source: Nelson\Nygaard)

Saint Paul has curbside management elements throughout Downtown but needs a unified framework to bring it together and increased staffing capacity to manage to meet goals



Key Recommendation: Curbside Framework

Example framework in practice:

Connector streets prioritize movement along the curb

Green streets and festival streets prioritize place and green areas along the curb, balanced with car parking storage

Equitable access prioritizes transit movement along curbs

Deliveries and pickup dropoff balanced throughout with access on most blocks



People/Green Space

- **Pedestrian walkways**
- **Recreational and relaxation space**
 - Parklets
 - Street furniture
 - Street art
- **Green areas**
 - Planting zones
 - Street trees
 - Permeable pavement
- **Programmable space**
 - Performance space
 - Exhibits
 - Event space
- **Retail space**
 - Outdoor dining
 - Street cafes
 - Food trucks
 - Vendor space



Mobility Space

- **Transit priority / transit lanes**
 - Transit signal priority
 - Queue jump lanes
 - Bus lanes
 - Bus Rapid Transit
- **Vehicular travel lanes**
- **Light individual transport space**
 - LIT Lane
 - Cycle track
 - Bus-bike lane
 - Multi-use path



Passenger Access Space

- **Passenger and valet loading**
 - Passenger loading areas
 - Valet loading areas
- **TNC and taxi**
 - Geofenced TNC loading areas
 - Taxi stands
- **Transit loading**
 - Bus stops with shelters
 - Bus stop amenities



Delivery Access Space

- **Freight loading zones**
 - Loading zones (short-term)
 - Loading zones (long-term)
 - Street dimensions to accommodate necessary design vehicle
- **Food delivery**
 - Short-term (15-minute) parking



Storage Space

- **Car parking**
 - Short-term (commercial oriented)
 - Long-term (resident oriented)
 - Permit parking
- **Bike Parking**
 - Bike racks
 - Bike share hubs
 - Protected / covered bicycle parking
- **Scooter Parking**
 - Scooter corrals
 - Micromobility hubs
- **Bus layover space**
 - Bus-only parking



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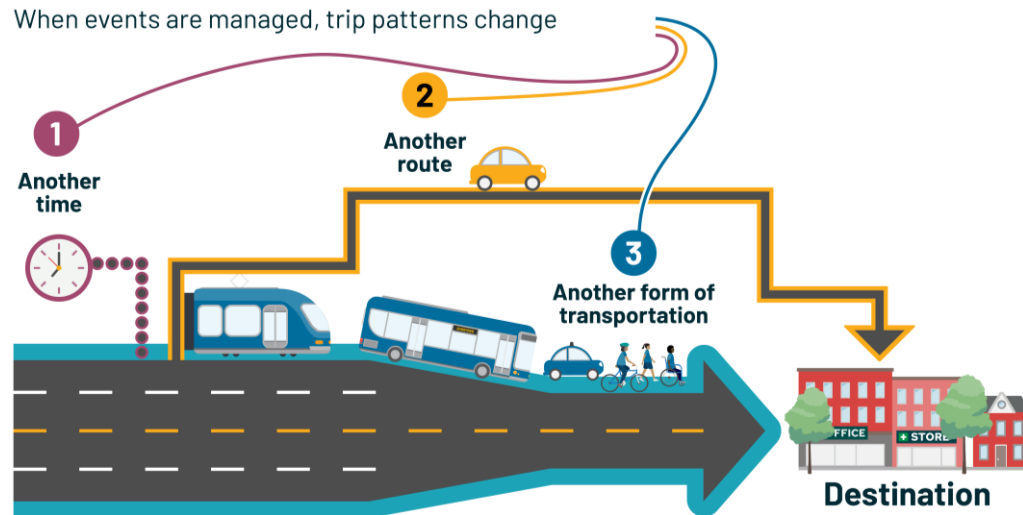
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Key Recommendation: Event Management Plan

Large numbers of visitors and special events limit downtown transportation options, but a comprehensive visitor and event management system that includes Travel Demand Management (TDM) can:

- Improve the travel experiences of both locals and visitors
- Assure transit options are clear
- Assure parking and ride-share options are clear
- Assures venues are coordinated





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Key Recommendation: Increased Downtown Maintenance Capacity

Need for increased & dedicated Downtown maintenance to ensure that Downtown should be a safe, comfortable, and reliable walking, biking, and transit zone year round

Saint Paul Summer 2025 Sidewalk Improvements



Example: Mankato, MN
Mankato has a designated operations staffer who handles maintenance of landscape and green areas within the Downtown. This staffer oversees a team of seasonal maintenance employees.





Next Steps

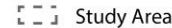
- Pursue funding to improve **Saint Peter St** and **5th Street**
 - In parallel→ Implement a pilot project for 5th Street
- Develop a curbside management plan
- Develop an event management plan
- Seek partnerships to increase maintenance funding and staffing



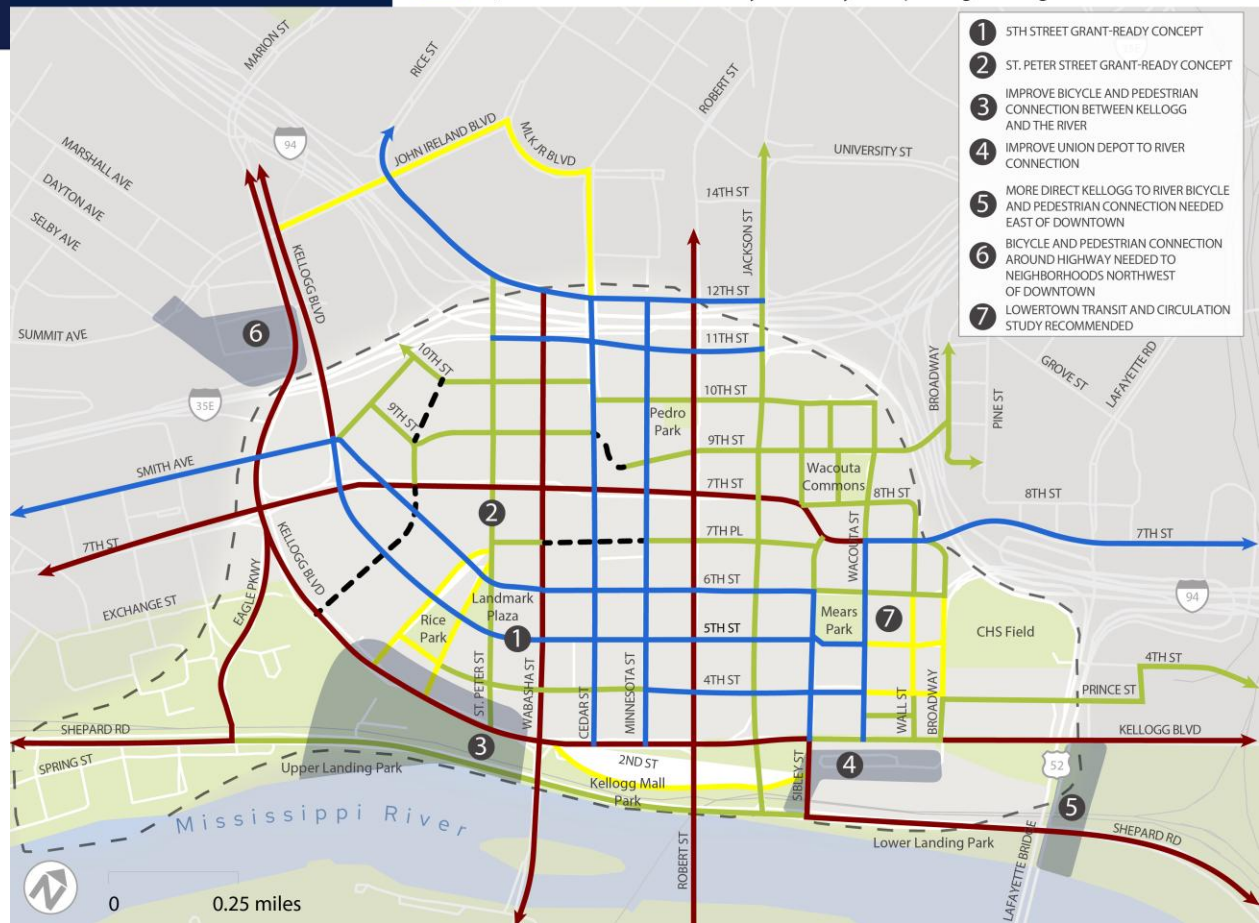
Street Type Recommendations

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- Study Feasibility of Improving Walking Connections



Study Area



Questions & Comments?



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