

Minnehaha Avenue Reconstruction | Project Overview



SAINT PAUL
PUBLIC WORKS

Project Overview

The City of Saint Paul is reconstructing Minnehaha Avenue from Payne Avenue to East 7th Street. Construction will begin in Spring 2027. The bridge over Swede Hollow is not part of the street project and will be addressed in a future project when funding is available. This is a full reconstruction, meaning it will completely rebuild the street.

Improvements will include:

- Improved pavement quality
- Repaired sidewalks
- Space for biking
- New lighting
- New sign and street striping
- Improved sewer and water connections
- Added green space

Timeline

The project's timeline begins with preliminary design this summer, where the project team will engage the community around the available concept options. In the fall and winter of 2026, a final option will be selected and shared with the community ahead of construction in 2027.



Need this translated?

Call us at 651-266-6100.

¿Necesita esta traducción? Comuníquese con nosotros al 651-266-6100.

Ma u baahan tahay tarjamadaan Nago soo wac 651-266-6100.

Xav tau qhov no txhais los? Hu rau peb ntawm 651-266-6100.



**Scan the QR code or visit
website to learn more and
provide your feedback.**
stpaul.gov/MinnehahaAvenue



Contact us

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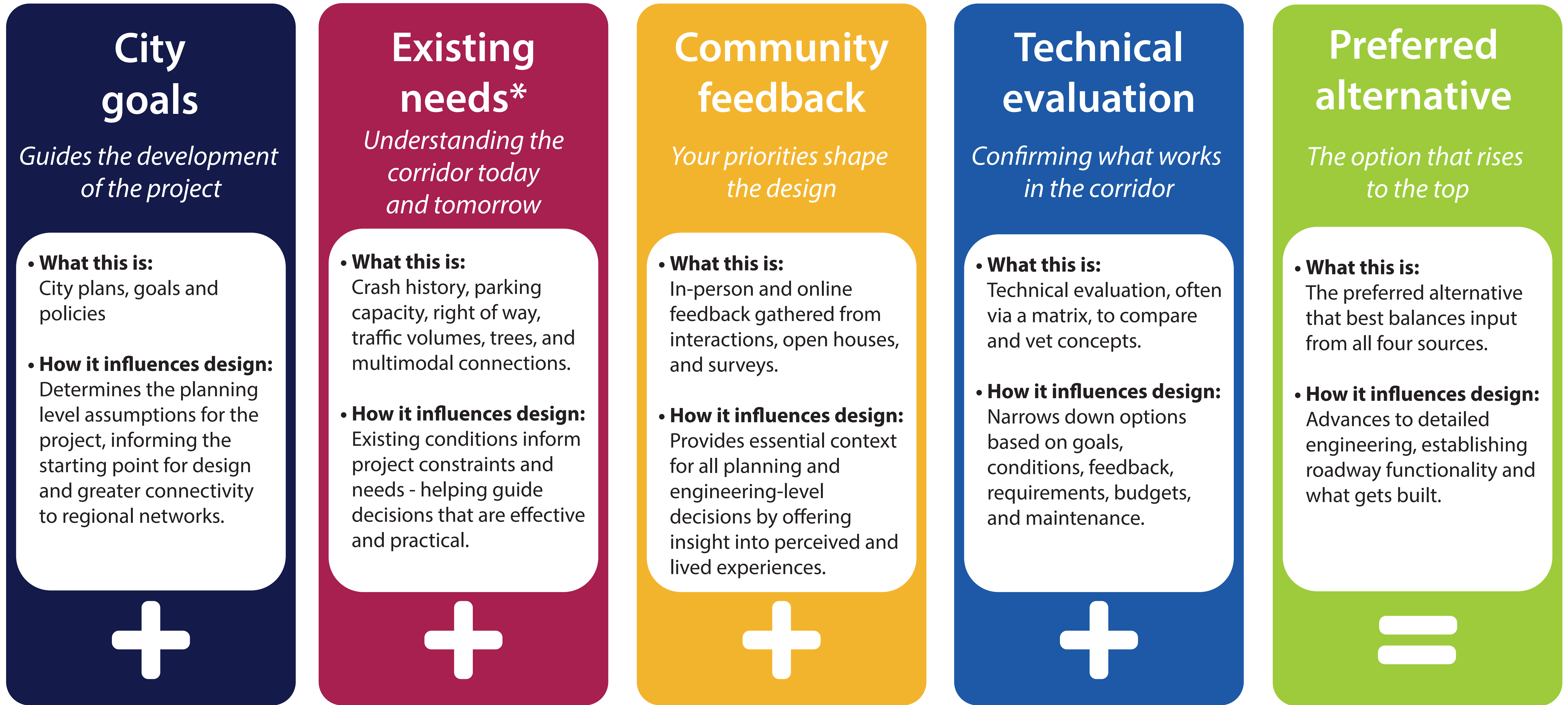
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✉ Jimmy.Shoemaker@ci.stpaul.mn.us

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Concept Alternative Development Overview

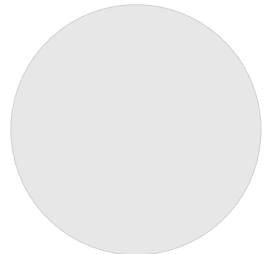
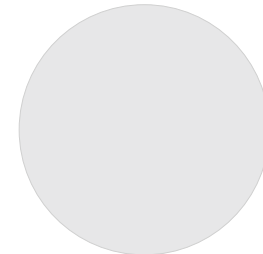
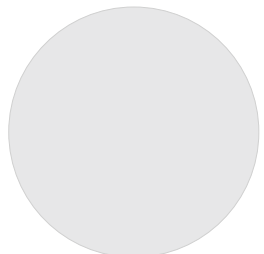
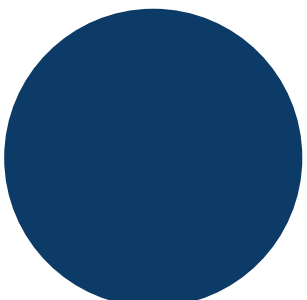
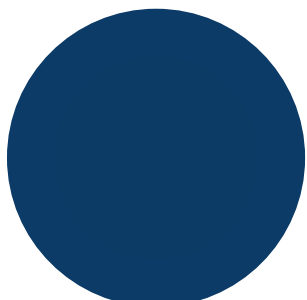
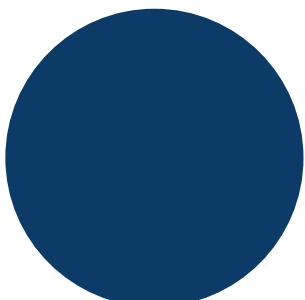
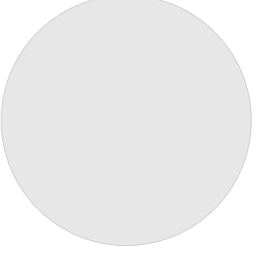
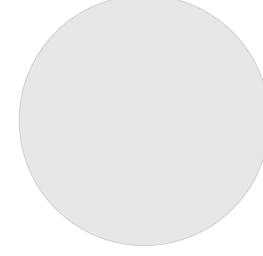
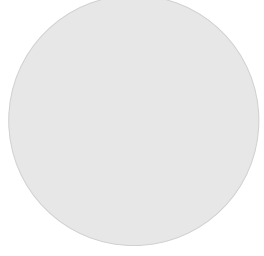
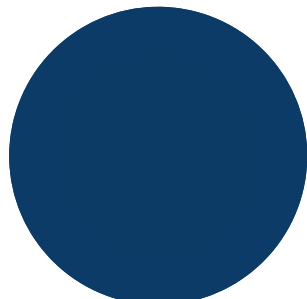
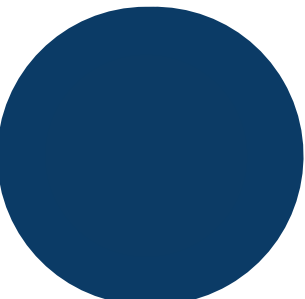
The alternative concepts for Minnehaha Avenue were developed using project and city goals, technical analysis, and a mix of engagement activities aimed at gathering feedback reflective of the varying needs, uses, and community members that use the corridor.



*The project team is currently gathering information about existing needs. This is part of the preliminary design process and helps to inform which concept shown during this phase is best suited for the street.

Alternative A Overview

This proposed 60-foot street cross section balances space for all travelers by including two driving lanes , parking lane, and sidewalks on both sides. To maximize safety, a dedicated bikeway is separated from traffic by a tree-lined green boulevard, creating an inviting, walkable, and bike-friendly corridor while maintaining vehicle and parking access.

	Alternative A	Alternative B	Alternative C
Existing Needs			
City Goals			
Community Feedback			
Operations and Maintenance			

 Does not meet measure

 Somewhat meets measure

 Meets measure

 Needs to be established



Separated two-way bikeway with parking

Design features

- Provides a dedicated, separated path for safe cycling that meets the minimum design standard.
- Create physical safety barriers between lanes while adding trees for shade.
- Ensure standard, dedicated walking spaces on both sides of the street.
- Preserves convenient on-street parking access for local residents, businesses and visitors.
- Maintains efficient two-way traffic flow while naturally encouraging safer driving speeds and compatibility for emergency vehicle travel.

Alternative B Overview

This proposed 60-foot street layout features two driving lanes , a parking lane, and sidewalks. Also included is a shared-use path that accommodates both walking and biking in a single combined space. Two tree-lined boulevards frame the roadway, creating physical safety barriers between vehicles and active travelers while maintaining full driving and parking access.

	Alternative A	Alternative B	Alternative C
Existing Needs			
City Goals			
Community Feedback			
Operations and Maintenance			

Does not meet measure

Somewhat meets measure

Meets measure

Needs to be established



Shared-use trail with parking and more greening

Design features

- Combines walking and biking into one shared space.
- Create large, matching safety barriers while adding a lush tree canopy.
- Maintains a standard, dedicated walking space on the left side.
- Preserves convenient on-street parking access for local residents, businesses and visitors.
- Maintains efficient two-way traffic flow while naturally encouraging safer driving speeds and compatibility for emergency vehicle travel.

Alternative C Overview

This proposed 60-foot street layout features two driving lanes and sidewalks on both sides, removing on-street parking to maximize travel space. For active mobility, a dedicated bikeway is protected from vehicle traffic by a tree-lined boulevard and separated from pedestrians by a buffer. This design creates a highly efficient corridor with clear, robust safety separations for driving, walking, and biking.

	Alternative A	Alternative B	Alternative C
Existing Needs			
City Goals			
Community Feedback			
Operations and Maintenance			

Does not meet measure

Somewhat meets measure

Meets measure

Needs to be established



Separated two-way bikeway without parking

Design features

- Provides a wide, dedicated path for safe, comfortable cycling.
- Creates a large, tree-lined safety barrier between cars and cyclists.
- Ensure standard, dedicated walking spaces on both sides of the street.
- Trades on-street parking for wider, more comfortable walking and biking spaces and boulevards.
- Maintains efficient two-way traffic flow while naturally encouraging safer driving speeds and compatibility for emergency vehicle travel.

As part of Saint Paul's commitment to building a safe, comfortable, and connected bike network, Minnehaha Avenue has been designated for a new bicycle facility. This project aligns with the City's Bicycle Plan goals to improve multimodal safety, encourage calmer neighborhood driving speeds, and provide dedicated space protected from vehicular traffic.

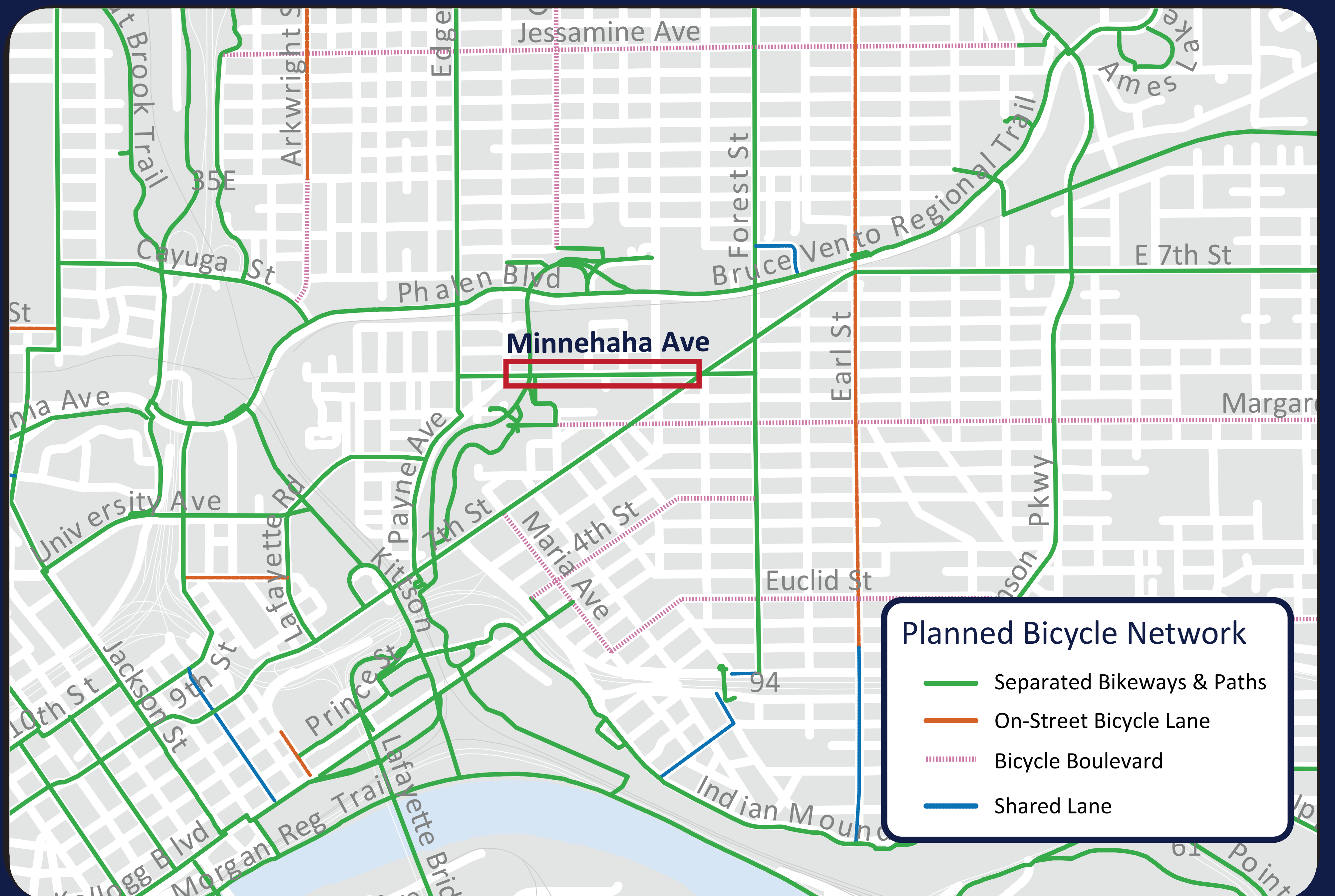
What is a separated bikeway?

As shown in Alternative A and C, these are dedicated facilities for people riding bicycles and other small mobility devices that are physically separated from both the sidewalk and vehicle traffic. They use physical barriers like concrete curbs, landscaped medians, or flexible posts to protect riders.



What is a shared use path?

As shown in Alternative B, these are on-street facilities separated from motor vehicle traffic that combine people biking and walking in the same space.



By understanding who we are reaching through engagement, we can better adjust our approach to reach a broader audience. Information collected remains anonymous.

How would you describe your race and/or ethnicity?

☐

American Indian or Alaska Native

☐

Black or African American

☐

Asian or Asian American

☐

Hispanic or Latino

☐

Native Hawaiian or other Pacific Islander

☐

White or Caucasian

☐

Middle Eastern or North African

☐

Other

What is your zip code?

☐

55106

☐

55130

☐

55101

☐

Other

What language do you primarily speak or use most often?

English

☐

Español

☐

Somali

☐

Hmong

☐

Other

☐

How did you hear about this event?

☐

Postcard

☐

Flyer

☐

Friend / Family

☐

Other