

Payne Avenue Pedestrian Improvements Phase 2 Engagement Summary

SUMMARY

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
<i>Introduction + Experiences Today</i> Fall - Winter 2025	<i>Shaping Improvements</i> Winter 2026	<i>Impacts + Next Steps</i> Spring 2026

The remainder of this document summarizes engagement from Phase 2: Shaping Improvements.

ENGAGEMENT STRATEGIES



Project Website

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



Business & Stakeholder Outreach

Discussed the project and needs with businesses and community members.



Community Meetings

Brought project information and feedback opportunities to the community.



Community Display Activity

Shared project information and feedback opportunity at key community area.

KEY THEMES

Desire for street lighting and furniture like trash cans.

People use the bike lanes on Payne Avenue to connect to destinations.

Many people want to see traffic slowed down.

Community members want to support businesses along Payne Avenue.

Pedestrian concerns include cars traveling too fast, lack of pedestrian visibility, poor sidewalk conditions, and not enough marked crosswalks.

HOW DID WE GATHER FEEDBACK?

Phase 2 included a variety of public engagement strategies, including:

- Virtual presence
- Community display activity
- Project survey
- Business and stakeholder outreach
- Community meetings

Information about the project and engagement opportunities were promoted in a variety of methods for community members, residents, businesses, and stakeholders along the corridor. Detailed information about promotion for this phase is included in the Appendix.

STAKEHOLDER OUTREACH

Door Knocking



Project staff conducted outreach and door knocking to 102 businesses and stakeholder organizations along Payne Avenue in March of 2026. The goal of door knocking was to share information about the intersection designs, review the project schedule, and gather information about the designs as well as construction concerns related to access and delivery needs. Prior to door knocking, project staff conducted outreach to businesses via email and phone calls and successfully connected with 96 businesses or stakeholders.

Below is a summary of what we heard during discussions with businesses:

- Traffic calming and pedestrian improvements are needed as cars frequently speed through intersections, and do not stop for pedestrians in crosswalks.
- Concerns about construction timing and phasing during summer as many businesses shared summer is their busiest season. Many expressed concerns about construction delays, referencing local past projects.
- Desire for aesthetic improvements along Payne, including greening, sidewalk poetry, art, updated signage, and debris removal.

Community Meetings



Project staff presented information about the project and engagement opportunities to community groups, councils, and committees in the project area:

- East Side Neighborhood Development Company
- Payne-Phalen District Council Presentation
- Saint Paul Transportation Committee Presentation

Community Display Activity



Project staff displayed project information and a feedback activity at the Arlington Hills Library located on Payne Ave. The activity was available from March 31 to April 14, 2026 with 7 responses. The goal of the display activity was to meet community members where they are and provide an offline opportunity to engage with the project and share feedback.



SURVEYS

General Survey

A general survey was available from March 4 to April 13, 2026, receiving 21 responses. The survey was available online and translated to Spanish. Comments collected from the general surveys were incorporated into the overall thematic analysis in the following sections. Details of the survey responses are available throughout the document and in the Appendix.

The Payne Ave bike lane has been great. I visit that area way more often than I used to, because it's so easy to get there. There's cool stuff!

I'd love to see intentional green spaces on the boulevards.

I appreciate that every intersection between Maryland and Phalen is receiving some sort of upgrade. I hope the city continues to invest in pedestrian and cycling infrastructure in the Eastside--it's a great neighborhood for recreational walking or cycling, but it's tough getting around for everyday life.

Slowing cars is good, these crossings are hard to cross on foot.

Business Survey

The project team created a survey for businesses and property owners to share intersection designs and understand concerns around construction. During door knocking, project staff shared the survey through a flyer and handout, and asked general questions to gather feedback. The survey received 5 responses, and staff engaged with 102 businesses and community organizations about survey topics. Details of the survey responses are available throughout the document and in the Appendix.

- Concerns about construction timing during busy seasons for most businesses.
- Most businesses wanted to receive detour maps, email newsletters, and social media graphics and text to share information about the project and detours with customers during construction.
- Business owners indicated they also wanted to display "open during construction" flyers, window clings, yard signs, and a-frame signs to advertise during construction.
- Business owners want to receive clear and consistent communication via email or phone call throughout the construction process, and at key milestones.

We want honest and accurate communications about what to expect with the construction. We want advance notice of closures.

Our biggest concern is that our business is very seasonal and we make 90% of our money during June, July, August & September.

We think bumpouts are a good idea and hope art can be incorporated in design and that property owners can recommend and vote on the art incorporated in the designs.

COMMUNITY DISPLAY ACTIVITY

An interactive display with project information and comment cards was available at the Arlington Hills Library along the Payne Avenue corridor from March 31 to April 14, 2026, and received 7 comments. The interactive display allowed community members to engage with the project at a local destination, learn more, and share their insights. Comments collected from the community display were also incorporated into the overall thematic analysis in the following section.



Community display activity displayed at the Arlington Hills library along Payne Avenue.

FEEDBACK THEMES

What themes did we hear?

Participants were able to share open-ended feedback through online surveys, the community display activity, and discussions with project staff during door knocking. These comments were thematically analyzed and summarized by theme, depicted as a word cloud below.



- **Community members generally supported the project**, emphasizing strong support for pedestrian improvements that calm traffic, improve pedestrian visibility and overall safety.
- **Residents expressed a strong desire for bicycle infrastructure** to remain along Payne as an important connection for the area.
- Residents also frequently called for **more greenery and trees** particularly as part of bump outs and pedestrian refuge islands, as well as enhanced lighting, trash cans, and aesthetic improvements like public art to create a more comfortable and vibrant streetscape.



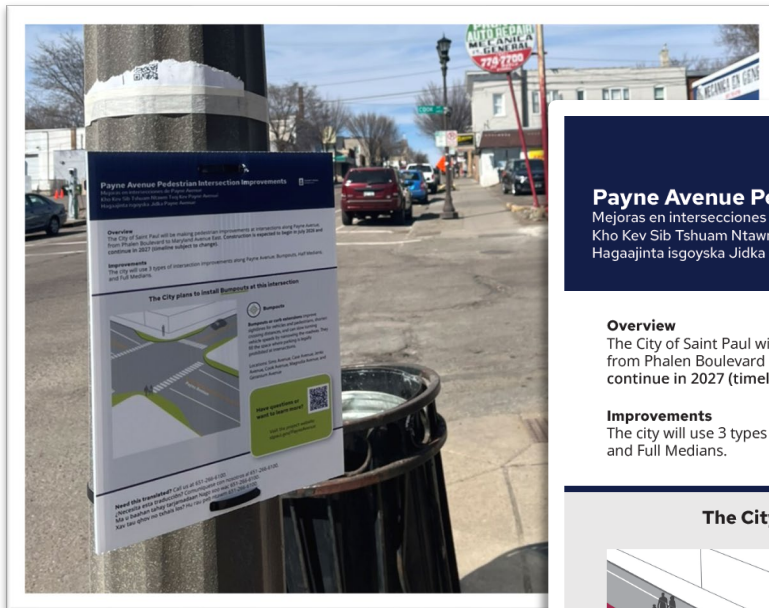
APPENDIX

PROMOTION AND OUTREACH

Intersection signage

Outdoor signs were displayed at project intersections, displaying information about the project, each specific intersection design, and links to online engagement activities. This ensured that information about the project was available to those who are on the corridor – no matter their purpose for visiting. Approximately 22 intersection signs were placed along the corridor at each intersection.

Intersection signs placed at a project intersection along Payne Avenue.



Payne Avenue Pedestrian Intersection Improvements



Mejoras en intersecciones de Payne Avenue
Kho Kev Sib Tshuam Ntawm Txoj Kev Payne Avenue
Hagaajinta isgoyska Jidka Payne Avenue

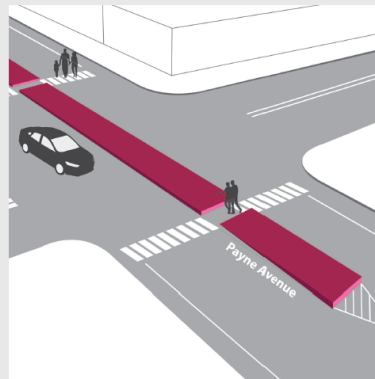
Overview

The City of Saint Paul will be making pedestrian improvements at intersections along Payne Avenue, from Phalen Boulevard to Maryland Avenue East. Construction is expected to begin in July 2026 and continue in 2027 (timeline subject to change).

Improvements

The city will use 3 types of intersection improvements along Payne Avenue: Bumpouts, Half Medians, and Full Medians.

The City plans to install a Full Median at this intersection



Full Median

Full Medians remove left turns and straight movements at the intersection which reduce serious injury crashes. Vehicles can only take right turns at the intersection. Full Medians also allow people walking or biking a place to wait when crossing and allow pedestrians to look for gaps in one direction of traffic at a time. Parking along Payne Avenue at the intersection will be reduced.

Locations: Jessamine Avenue, Lawson Avenue, and York Avenue

Have questions or
want to learn more?



Visit the project website:
stpaul.gov/PayneAvenue

Need this translated? Call us at 651-266-6100.
¿Necesita esta traducción? Comuníquese con nosotros al 651-266-6100.
Ma u baahan tahay tarjamaan Nago soo wac 651-266-6100.
Xav tau qhov no txhais los? Hu rau peb ntawm 651-266-6100.

Project flyer

A project flyer was shared with businesses, community groups, and other stakeholders for them to post and or distribute. These flyers served a similar purpose to the intersection signs, guiding to the project website, sharing information, and increasing awareness. The project team distributed 80 project flyers with businesses, community groups, and stakeholders both in-person and virtually.

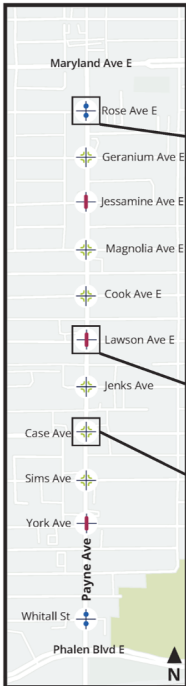
Project flyers shared with businesses and community areas for display.

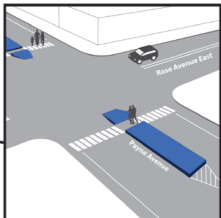
Payne Avenue Pedestrian Intersection Improvements

Mejoras en intersecciones de Payne Avenue
 Kho Kev Sib Tshuam Ntawm Txoj Kev Payne Avenue
 Hagaajinta isgoyska Jidka Payne Avenue

Recommended Improvements
 Based on community feedback and technical analysis, the City of Saint Paul is recommending bumpouts, half medians, and full medians along Payne Avenue. Please see the map below for details.

Renderings not to scale

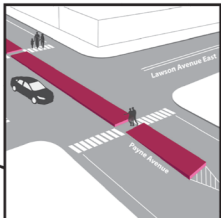




Half Median

Half Medians or Pedestrian Refuge Islands give people walking or biking a place to wait when crossing and allow pedestrians to look for gaps in one direction of traffic at a time. Parking along Payne Avenue at the intersection will be reduced.

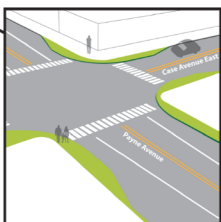
Locations: Rose Avenue, Madison Avenue, and Cook Avenue



Full Median

Full Medians remove straight movements which reduce serious vehicles can only take intersection. Full Medians give people walking or biking a place to wait when crossing and a look for gaps in one direction of traffic at a time. Parking along the intersection will be reduced.

Locations: Jessamine Avenue, and York Avenue



Bumpouts or curb extensions improve sightlines for pedestrians, shorten crossing distances, and can slow turning vehicles by narrowing the roadway where parking is prohibited at intersections.

Locations: Sims Avenue, Jenks Avenue, Cook Avenue, and Geranium Avenue

Payne Avenue Pedestrian Intersection Improvements

Mejoras en intersecciones de Payne Avenue
 Kho Kev Sib Tshuam Ntawm Txoj Kev Payne Avenue
 Hagaajinta isgoyska Jidka Payne Avenue

Business Survey

We know that construction can be disruptive to businesses. Scan the QR code or visit the project website to complete a short survey to share your feedback about your business needs and how we can best support your business through final design and construction.

Please complete this survey by Sunday, April 12, 2026.

<https://qrco.de/PayneSurvey>



Timeline

2025 Preliminary design and community outreach → 2026 Final design and community engagement → Summer 2026 Construction begins → Construction in 2027

Our next phase of engagement will focus on mitigating business impacts, including signage during construction, detour routes, etc.

We look forward to connecting with you again in late Spring.

Want more information?
 Scan the QR code to visit the project website: stpaul.gov/PayneAvenue

Questions?
 If you have questions or comments, please contact:
 Laura Krause, Senior Transportation Planner
 Laura.Krause@stpaul.gov
 (651) 266-6037

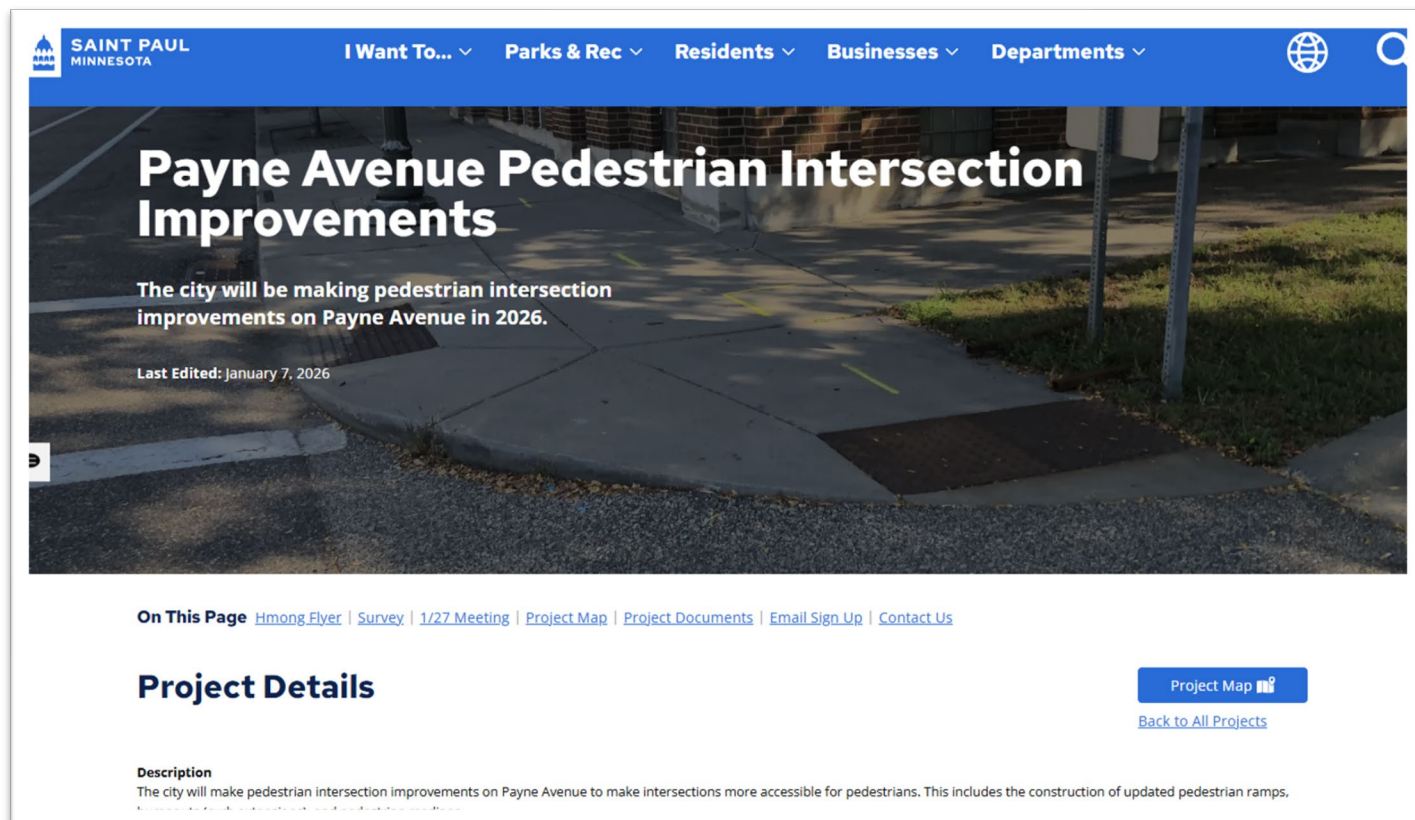
Need this translated? Call us at 651-266-6100.
 ¿Necesita esta traducción? Comuníquese con nosotros al 651-266-6100.
 Ma u baahan tahay tarjamadaan Nago soo wac 651-266-6100.
 Xav tau qhov no txhais los? Hu rau peb ntawm 651-266-6100.



stpaul.gov/PayneAvenue

Virtual presence

The City of Saint Paul hosted a project website that includes a project overview, high-level schedule, links to engagement opportunities, and contact information to reach project staff with questions or comments. During Phase 2 of engagement, this website linked visitors directly to the general project survey, a summary of feedback from Phase 1 of community engagement, and email sign up links.



A photo of the project website.



COMMUNITY FEEDBACK

All comments and open-ended survey responses collected during Phase 2 are included in this section. Responses have been minimally edited to remove identifying information.

I appreciate that every intersection between Maryland and Phalen is receiving some sort of upgrade. I think the bumpouts and islands will calm traffic and make it possible for more people to safely navigate the street. It might be outside the scope of the project, but Phalen/Payne and Maryland/Payne are extremely unpleasant and unsafe intersections for people outside of a car-- I've had many near misses with drivers turning off of these streets onto Payne. Bumpouts on these intersections would be so helpful. I hope the city continues to invest in pedestrian and cycling infrastructure in the Eastside--it's a great neighborhood for recreational walking or cycling, but it's tough getting around for everyday life. Thanks!

I have found bump-outs to be dangerous. They encourage unsafe passing and a car can easily clip the curb with the right tire and suffer a blow-out or, worse, lose control!

Please consider making the bike lane protected in some way.

I am very happy with these pedestrian safety improvements. However, I am also worried about the lack of lighting in the business district area. It is dark.

I'd love to see intentional green spaces on the boulevards. Trees, plants other than grass, anything to assist with lowering urban temperature. Thank you!

Yet another colossal waste of taxpayer money. Many of the "accidents" occurring on Payne Ave are from pedestrians jaywalking. Looking for oncoming traffic doesn't seem to be a life skill a lot of people are familiar with. I've lived near Payne Ave for about 30 years now and I find driving on the East Side is very similar to a video game. It is a culture where a lack of regard for others' safety and self-serving behavior are dominant.

Please plant natives in the medians (instead of just concrete)!

Concerns are that vendors or project leaders will not be clear about impact on businesses.

Concerns are people not from the neighborhood will make decisions that impact us. One thing presented was poetry on sidewalks. Will we be able to recommend and vote on local poets?

As there is more investment in more concrete in the neighborhood have the decision makers considered including green space or plants in the design? Has signage/artwork along the corridor been considered?

Lastly trash cans are desperately needed. They are all up and down Grand Ave why can't we have the on Payne?

That there won't be enough safety measures put in place. I believe we need full pedestrian crossing medians that make it clear to drivers that they must stop for people in the crosswalk. Any and all measures needed should be added to Payne Ave, including lighting that cannot be tampered with.



Thank you for taking these important steps to make Payne Ave safer for all.

Anything that slows traffic on Payne and makes it safer for pedestrians would be good.

I THINK IT WILL LOOK VEARY NICE WHAT EVERY YOU DO.IT WILL BE A BIG + TO THE AREA

I think these will be great improvements! I note that there are no improvements planned for the intersection of Payne at Phalen blvd. When biking on the trail adjacent to Phalen Blvd, I often have dangerous situations with drivers who are southbound on Payne and turning right onto westbound Phalen Blvd. They normally treat a red light as a yield sign, and pay no attention to bicyclists or pedestrians. One time a driver even hit my back wheel as I was crossing Payne. Fortunately I was not killed, that time, and I am still around for my wife, six children, and three grand children.

Please keep the bike lanes, as they're very handy!

The Payne Ave bike lane has been great. I visit that area way more often than I used to, because it's so easy to get there. There's cool stuff!

I think you should do the half and or bump outs rather than the full median so people don't have to learn a new route which could cause traffic problems

Do not reduce parking spaces

Looking forward to this! Please keep the bike lanes and add in the signals with lights

Slowing cars is good, these crossings are hard to cross on foot.

There's too much construction around here, the businesses need access and support before construction starts.

Don't mess up the bike lanes, I use them all the time. There's plenty of parking on the side streets

All about these improvements! Cars never stop for me

A persistent problem on Payne Avenue, and elsewhere in the City, are cars parking beyond the required distance from the intersection blocking vision of drivers seeking to enter safely on to Payne, and cars that are parking into the crosswalk or on the corner interfering with pedestrians walking safely. Perhaps some engineering/design improvements can help mitigate these safety problems on what is one of Saint Paul's most "walkable" main streets; Payne Avenue, as well as serving as demonstration project of what is possible elsewhere in the City.

We are at [Business Name] at Payne. If they put a bump on Payne by our parking entrance, this will block from customers being able to take a left into our lot and we would be unable to get our truck into the lot for our orders.

Need trash cans 2. People (non cops) to be present regularly and provide resources for folks using drugs 3. Public art 4. Improved walking paths As the property owner on [Location] we would like to offer more detailed input on our intersection.