



Welcome!

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Sign up for email updates on the
project website

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Earl Street Reconstruction Project

Minnehaha Avenue to Burns Avenue (Phase 2)



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Project Overview

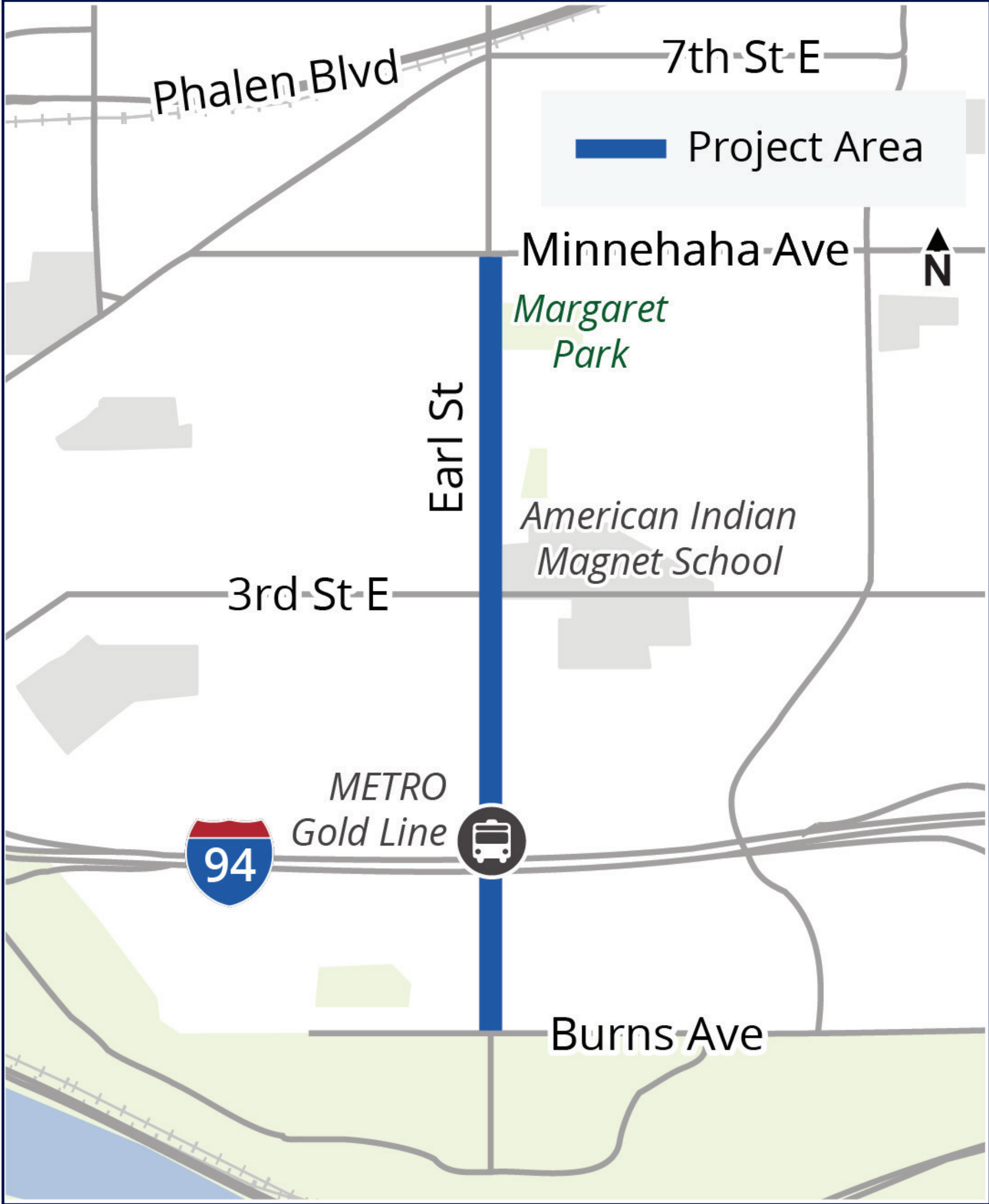
The City of Saint Paul is reconstructing Earl Street between Minnehaha Avenue to Burns Avenue in 2027. This is Phase 2 of a two-phase project and will build on what was learned in Phase 1: Earl Street from Maryland Avenue to Minnehaha Avenue.

Improvements to Earl Street will include:

- Replaced two-lane street
- Replaced sidewalk on both sides of the street
- On-street bike lanes
- New lighting
- New signs and street striping
- Improve pedestrian and bicycle crossings
- Improved transit access
- Improved sewer and water connections

Project Goals

-  Improve the pavement quality and replace the damaged street
-  Create safer travel for people walking, rolling, biking, and driving along Earl Street
-  Improve drainage and green storm-water treatments
-  Preserve mature boulevard trees wherever possible



Project Timeline

- May 2026 ● Begin design process
- July 2026 ● Open house 1
- August 2026 ● Prepare draft layout concept
- August 2026 ● Open house 2
- September 2026 ● Approve final layout, begin final design
- Late 2026 ● Complete final design
- Late 2026 ● Open House 3
- Winter 2026/27 ● Bid project
- Spring to Fall 2027 ● Construction

Project Funding

The project is funded by a 1% local option sales tax called Common Cent, as well as utility funds and assessments. Assessments are levied to benefiting property owners adjacent to the project and are verified by a special benefit analysis provided by an independent appraiser. These property owners will receive a separate letter with their estimated assessment.



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Phase 1 Overview

Earl Street from Maryland to Minnehaha Avenue

Maryland Avenue to Minnehaha Avenue (2026 construction) is the first phase of the Earl Street Reconstruction Project. The project includes a full street reconstruction with utility upgrades, sidewalk improvements, bike facilities, lighting, signage, drainage improvements, and landscaping.

What We Heard



Safety

Community members were generally supportive of safety improvements.



Tree Preservation and Replacement

Preserving healthy, mature trees emerged as one of the strongest priorities throughout engagement. Residents expressed concerns about tree removal and encouraged the project team to preserve trees wherever possible and replace trees that are removed.



Bicycle Infrastructure

Community feedback reflected a range of perspectives on bicycle improvements. Many participants expressed support for enhanced bicycle safety, while some residents questioned whether bicycle facilities were needed on Earl Street.



Parking and Business Access

Participants emphasized the importance of maintaining convenient parking near businesses, particularly near Maryland Avenue, while also discussing residential parking needs throughout the corridor.

The Selected Phase 1 Design

After evaluating alternatives and considering public feedback, the City selected the on-street bike lane design (Option 1) for Phase 1. This option better preserves mature trees and reduces tree removals compared with the off-street trail option that was presented. The project team is proposing a similar design for Phase 2 of the project.



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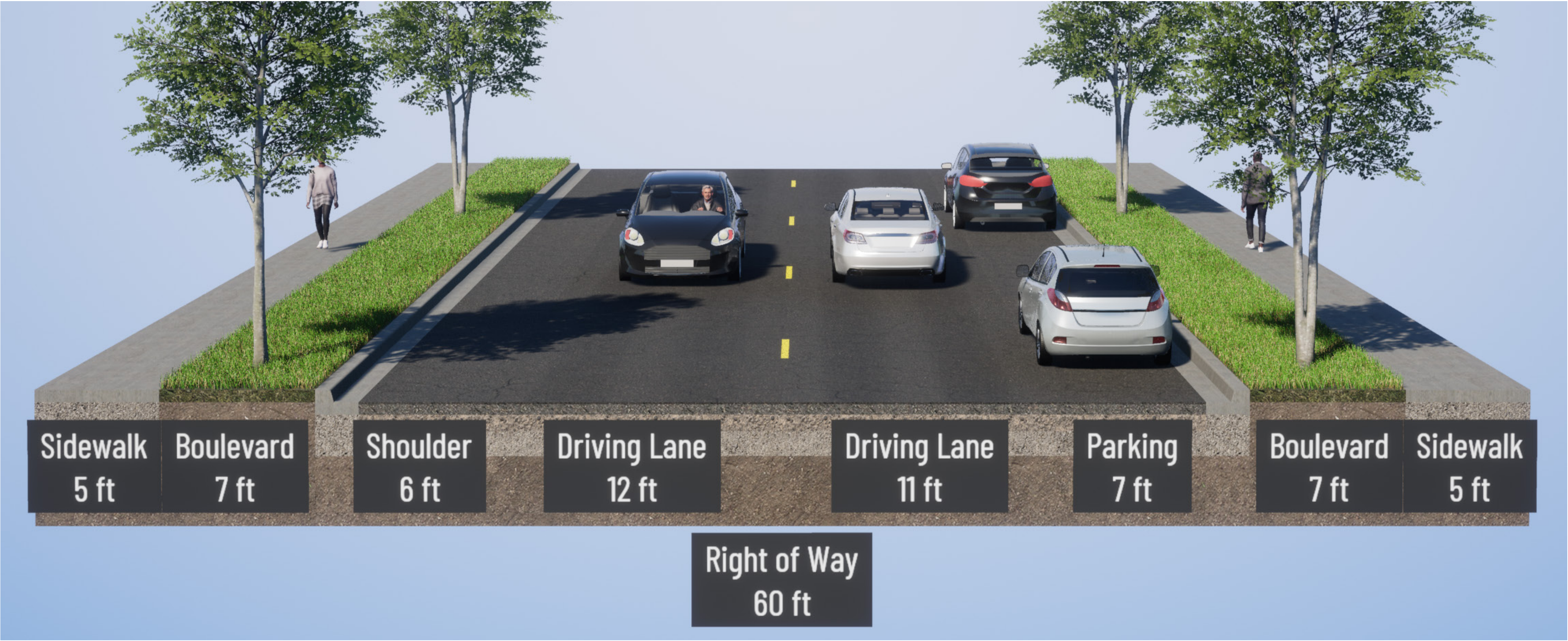


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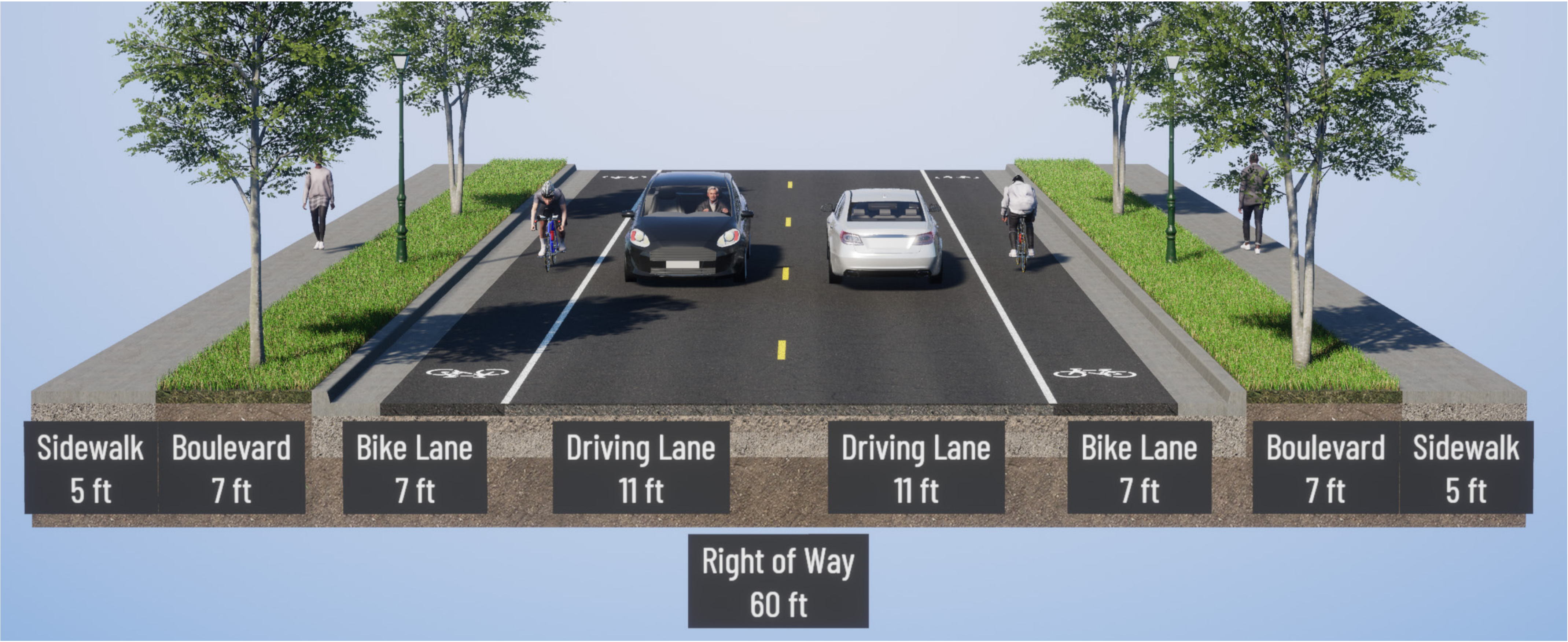


Proposed Design

Existing Condition



Proposed Design: On-Street Bike Lanes



Between Wakefield Avenue and Burns Avenue, the design may shift from an on-street bike lane to shared vehicle and bike lanes. That section will be determined as part of the design process.

Tree Preservation



Preserving the tree canopy is a City priority and a priority to many in the neighborhood. An on-street bike lane design preserves more mature trees than an off-street trail, which is why an off-street trail is not being considered for this section of Earl Street.



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Median Islands

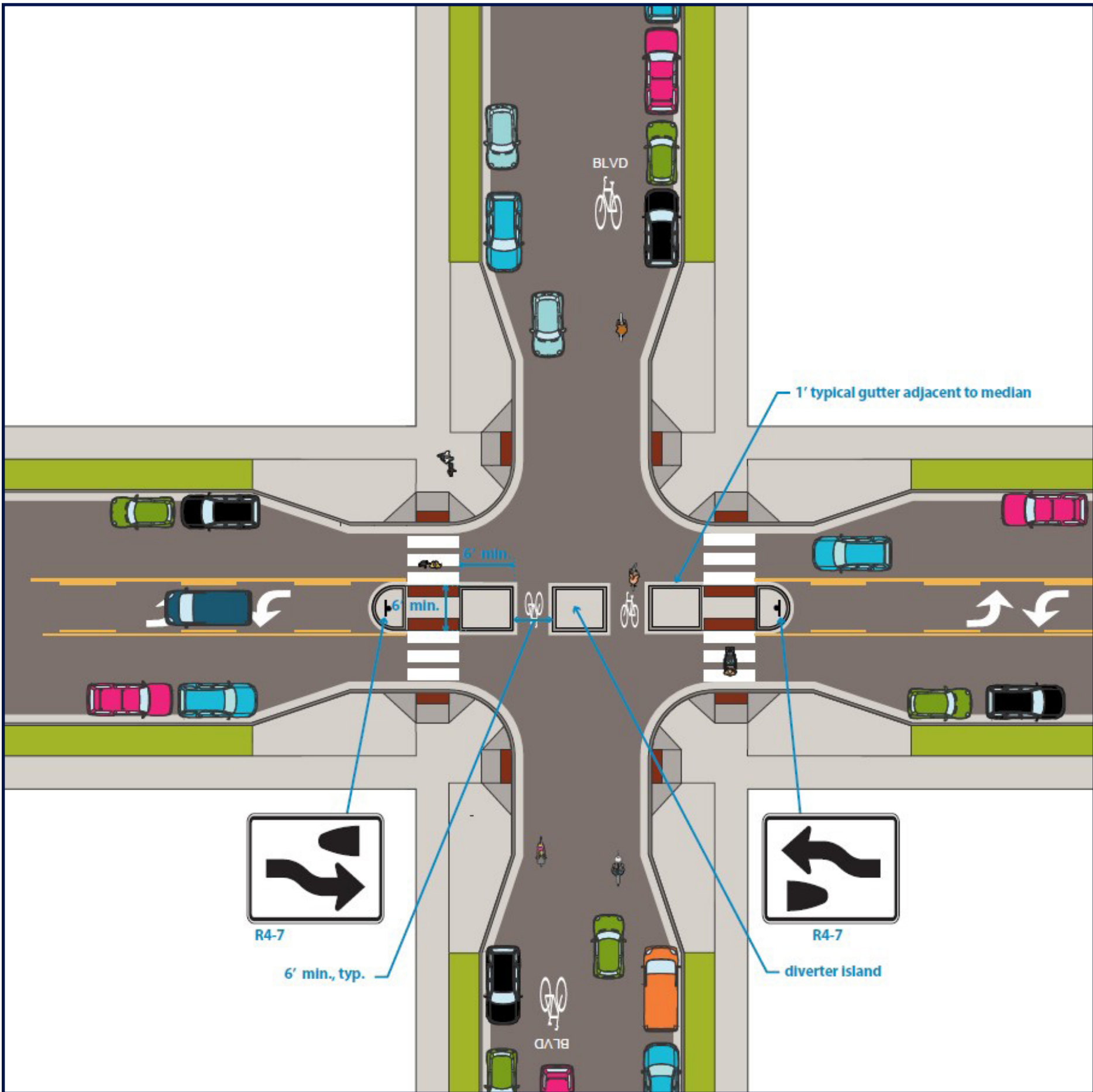
The City plans to construct median islands at several intersections on Earl Street. Median islands (sometimes called pedestrian refuges) make it easier and more comfortable for pedestrians and cyclists to cross the street and encourage safer driving speeds by narrowing the visual width of the roadway. The medians may restrict vehicle movements at the intersections, including left turns and east-west access across Earl Street.

Median Island Features

Median islands will be eight feet wide and made of concrete. The design may prohibit vehicles from making left turns onto Earl Street depending upon safety considerations and mobility concerns. Locations of medians will be chosen following state spacing guidelines and in areas with frequent pedestrian crossings.

Safety Benefits

Median islands not only provide a safe refuge for pedestrians and cyclists to wait in the middle of a street while crossing, but also visually narrow the roadway which helps reduce vehicle speed. Limiting left turns in strategic locations improves safety by increasing the predictability of traffic flow. Due to the grid street pattern in this area, limiting access is not expected to have a significant impact on vehicle connectivity.



*Pedestrian and bicycle safety islands.
Courtesy of the City of Minneapolis.*

Examples of a Median Island



Maryland Avenue W and N Park Street in Saint Paul



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Project Funding

The project is funded by two primary sources:

Common Cent Sales Tax

This 1% local sales tax was approved in 2023 by Saint Paul voters and will fund most of the reconstruction cost.

Assessments to Property Owners

A special assessment is a charge imposed on private property (land and buildings) to help pay for a public improvement that benefits the property. Special assessments typically help pay for street reconstruction, road resurfacing, sanitary and storm sewer construction, sidewalks, alleys, and other public improvements. Special assessments are charged to most properties, including those that don't pay property taxes.

How is a special assessment calculated?

STEP 1: Assessable Cost divided by project's total street frontage: The City calculates a per-foot assessment rate based on the project's Assessable Cost and applies it to each property's assessable frontage.

STEP 2: Maximum special benefit analysis determined by independent appraisal firm: The City estimates the increase in property value resulting from the project using market value data and an independent appraisal consultant's special benefit percentage.

STEP 3: Estimated assessment is the lesser of 1 & 2: The final estimated assessment is the lower of the preliminary assessment or maximum special benefit amount.

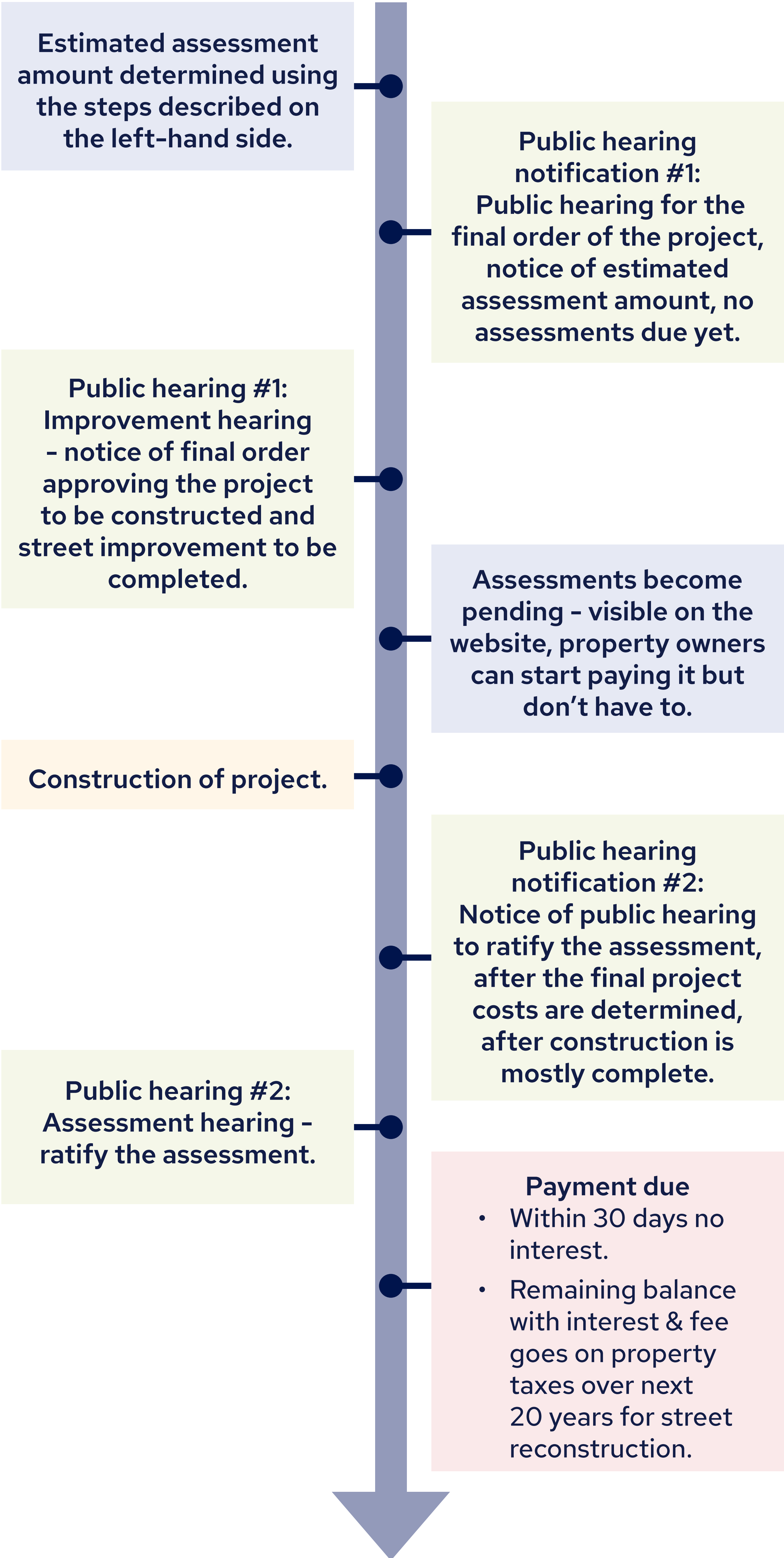
How do I pay my assessment?

Assessment invoices are sent after the project is completed. You may pay the full assessment interest-free for 30 days after receiving your invoice. After 30 days, interest and fees apply.

Most property owners pay assessments through their property taxes, with repayment terms of up to 20 years for reconstruction projects and 10 years for resurfacing projects.

See the welcome table for a handout with more detailed information.

Assessment Timeline/Schedule



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