



Minnesota Street Reconstruction Project

Open House Round 1: Project Introduction
Spring 2021



Agenda

- Project Background
 - Location, Timing, Need, Scope
 - Schedule
 - Goals
- Existing Conditions
 - Traffic
 - Existing right of way usage
 - Transit
 - Downtown Coordination
- Next Steps



*Icon indicates that we need your
feedback*



Project Location

Minnesota Street in downtown Saint Paul between Kellogg Blvd and 11th Street

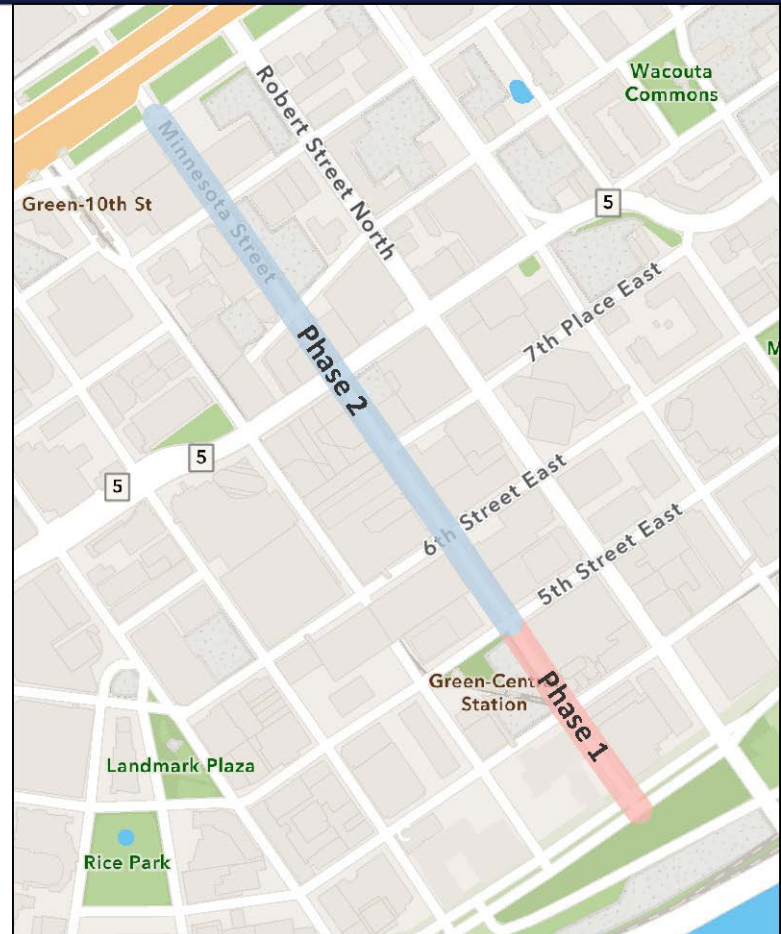




Project Timing

Construction anticipated to occur in 2 phases:

- Phase 1: 2023. Kellogg to 5th Street
- Phase 2: 2024. 5th Street to 11th Street





Project Need

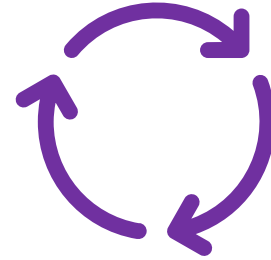
- Trip hazards
- Poor pavement condition
- Ineffective curb and gutters





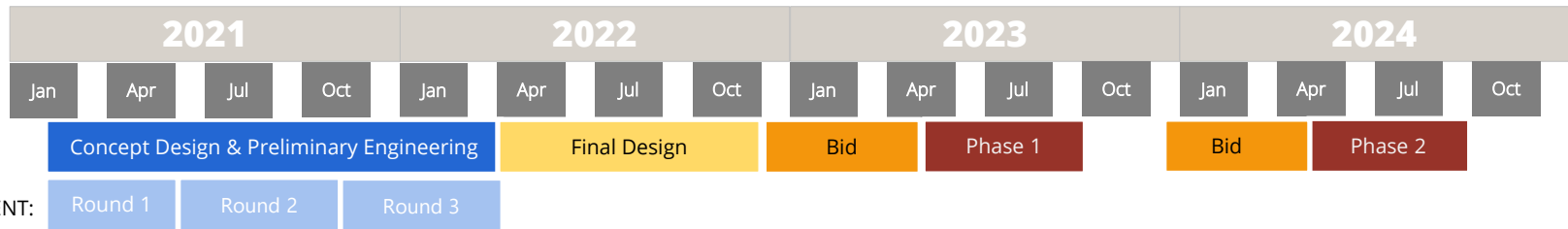
Scope

- Full reconstruction of the street infrastructure:
 - Sidewalks & pedestrian zone
 - Curb & gutter
 - Travel lanes and traffic signals
 - Underground utilities





Schedule



- Round 1: Set Goals and Identify Opportunities
- Round 2: Evaluate Realm of Possibilities
- Round 3: Refine the Design



Public Works Goals for Minnesota Street



Improve safety for all users



Implement a bikeway connection



Improve the transit user experience downtown



Modernize the aging infrastructure



Create a resilient, people-oriented corridor



Support the evolving needs of downtown users



What do you think of these goals? [Take our project survey.](#)



Public Works Goals for Minnesota Street



Improve safety for all users



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Improve the transit user experience downtown



Modernize the aging infrastructure



Create a resilient, people-oriented corridor



Support the evolving needs of downtown users

Remove walking hazards and streamline pedestrian connections

Design the street to encourage safe travel speeds

Policy T-9. *“Design the rights-of-way for all users, including older people, children and those with mobility constraints...”*



2040 Comprehensive Plan



Public Works Goals for Minnesota Street



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Capital City Bikeway Interim Design Study Update



Public Works Goals for Minnesota Street



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Modernize the aging infrastructure



Create a resilient, people-oriented corridor



Support the evolving needs of downtown users

Evaluate transit infrastructure on Minnesota Street and “right-size” it to meet the needs of current and future users

Consider transit revisions such as route modifications, bus stop enhancement or consolidation, or transit lane conversion

SAINT PAUL CLIMATE ACTION & RESILIENCE PLAN

A FRAMEWORK FOR OUR COMMUNITY
TO ADDRESS THE IMPACT OF CLIMATE CHANGE



TR-6 “Streamline services to prevent redundancy and enable passengers to easily understand routes and schedules”

TR-7 “Strategically place stops to improve transit speed and reliability”



Public Works Goals for Minnesota Street



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Modernize the aging infrastructure



Create a resilient, people-oriented corridor



Support the evolving needs of downtown users

Improve the pavement and sidewalk condition

Streamline utility access points and networks & consider capacity for future utility needs and expansion

Consider public charging infrastructure and new curbside uses

Policy T-43. *“Ensure that right-of-way design and management accounts for changing vehicle technologies and forms of use, such as automated vehicles, car-sharing, curbside pickup and delivery, ride-hailing and ride-sharing.”*



2040 Comprehensive Plan



Public Works Goals for Minnesota Street



Improve safety for all users



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Improve the transit user experience downtown



Modernize the aging infrastructure



Create a resilient, people-oriented corridor



Support the evolving needs of downtown users

Reduce impervious surfaces and increase green surfaces

Consider street activation techniques

Design a street with a sustainable maintenance plan

Policy T-35. Pursue fiscally- and environmentally-sustainable models for equitably maintaining transportation infrastructure in Saint Paul



SAINT PAUL FOR ALL
2040 COMPREHENSIVE PLAN

2040 Comprehensive Plan



Public Works Goals for Minnesota Street



Improve safety for all users



Implement a bikeway connection



Improve the transit user experience downtown



Modernize the aging infrastructure



Create a resilient, people-oriented corridor



Support the evolving needs of downtown users

Reflect the changing uses and needs of downtown users and businesses in the street design

Partner with downtown stakeholders to deliver the project in a way that supports downtown health

BROOKINGS

SERIES: Brookings Metro's COVID-19 Analysis



REPORT

To recover from COVID-19, downtowns must adapt

Tracy Hadden Loh and Joanne Klein Thursday, April 15, 2021



Existing Conditions



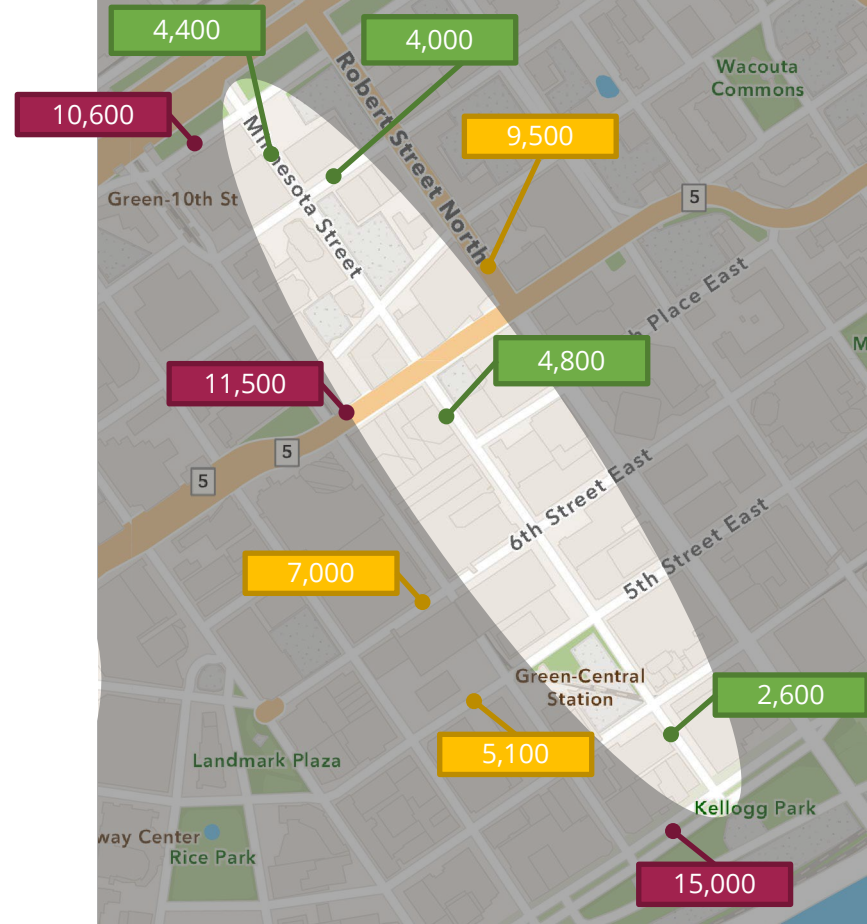
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Traffic Context

- Roadway classifications
 - Municipal State Aid
 - Collector
- 25 MPH Speed Limit
- Between **2,600** & **4,800** vehicles per day
 - On cross-corridors (all vehicles per day):
 - 11th St: **10,600**
 - 10th St: **4,000**
 - 7th St: **11,500**
 - 6th St: **7,000**
 - 5th St: **5,100**
 - Kellogg Blvd: **15,000**





Existing Right-of-way (ROW) Usage

- Generally, the right-of-way is 60 feet along the corridor

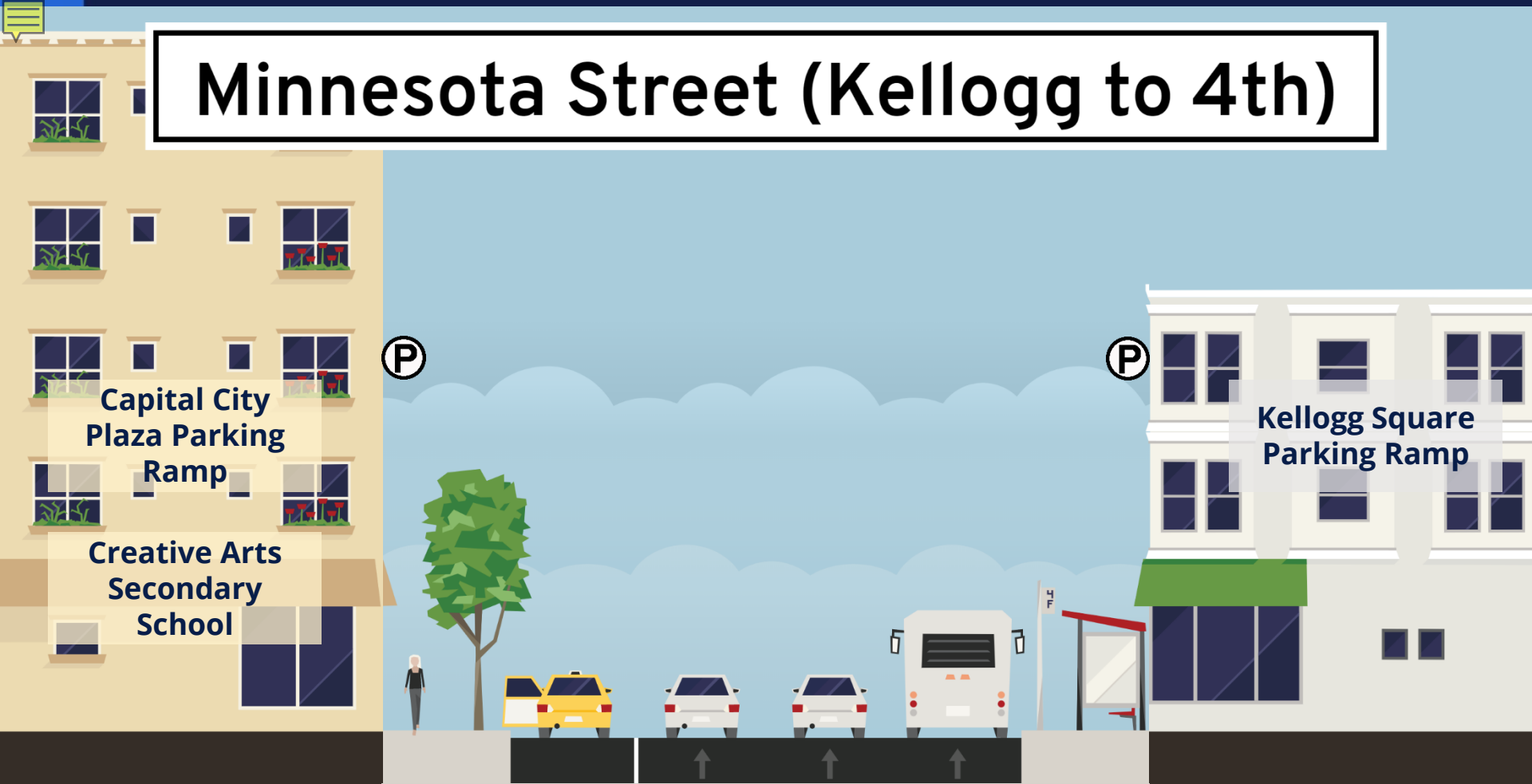


- The space between the curbs currently includes:
 - 2 northbound general purpose lanes and
 - 2 additional curbside lanes: Loading zones, on-street parking, or a transit lane



What features are important to you?
[Take our project survey.](#)

Minnesota Street (Kellogg to 4th)

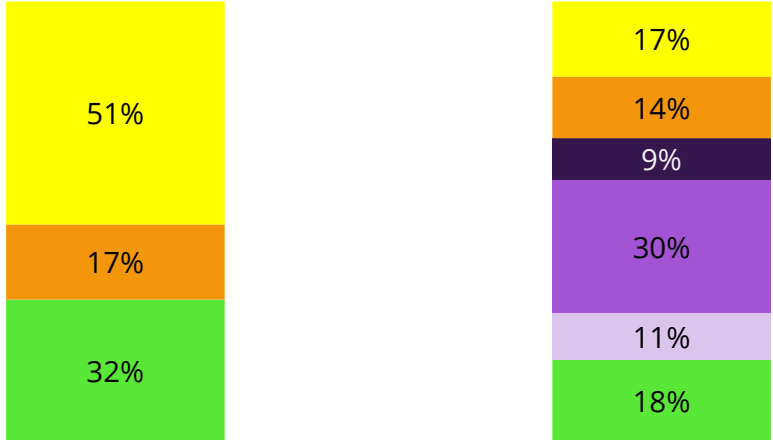


Existing Conditions

Made with **Streetmix**



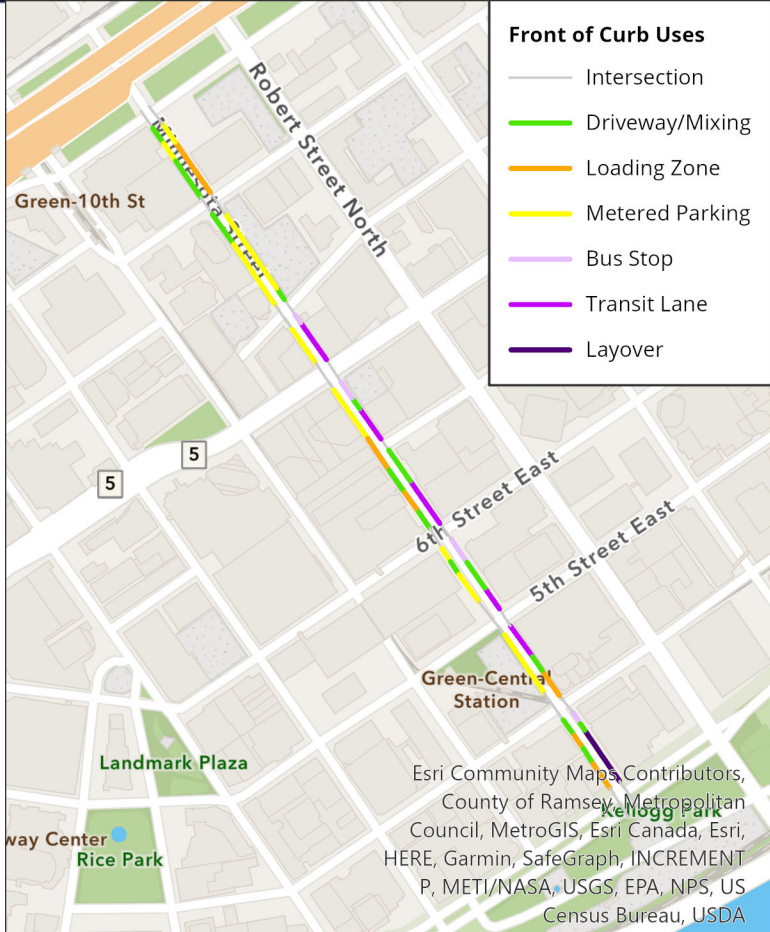
Existing Front of Curb Usage



South/West

North/East

- Driveway/Mixing
- Layover
- Bus Stop
- Loading Zone
- Transit Lane
- Metered Parking





6th & Minnesota

- 367 daily boardings



Ridership Source:
Fall 2018 APC Data as summarized
by Metro Transit



5th & Minnesota (Central Station)



How do you use the area near Central Station?



What, if anything, would you change?

If you ride the Route 3 downtown, what is your destination?

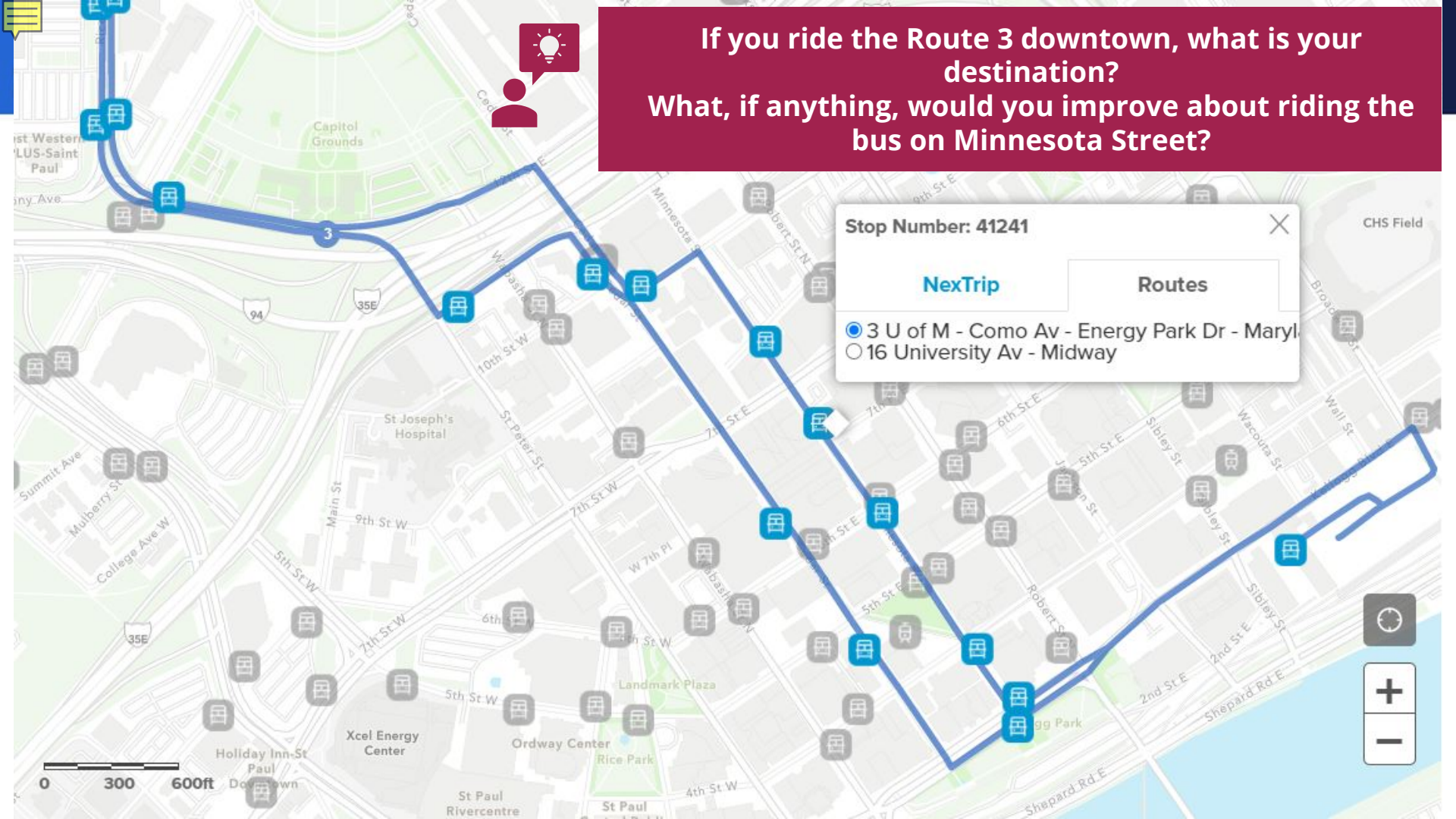
What, if anything, would you improve about riding the bus on Minnesota Street?



Stop Number: 41241

[NexTrip](#) Routes

- 3 U of M - Como Av - Energy Park Dr - Maryl
- 16 University Av - Midway



If you ride the Route 16 downtown, what is your destination?
What, if anything, would you improve about riding the bus on Minnesota Street?



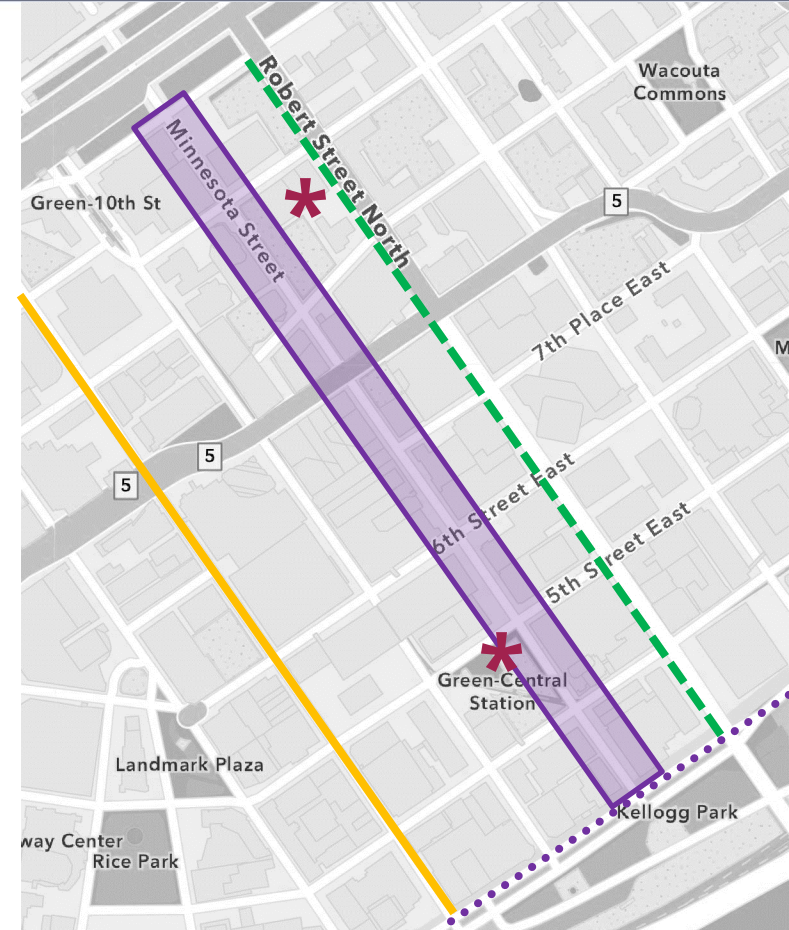


Downtown Coordination

Map Legend

-  Wabasha Street Reconstruction (2022)
-  Minnesota Street Reconstruction (2023-2024)
-  Kellogg Blvd Capital City Bikeway (2023)
-  Robert Street Reconstruction (2025-2026)
-  Potential land use changes (timeline TBD)

Minnesota Street connection: Will collaborate with these projects for downtown transportation network functionality





Next Steps



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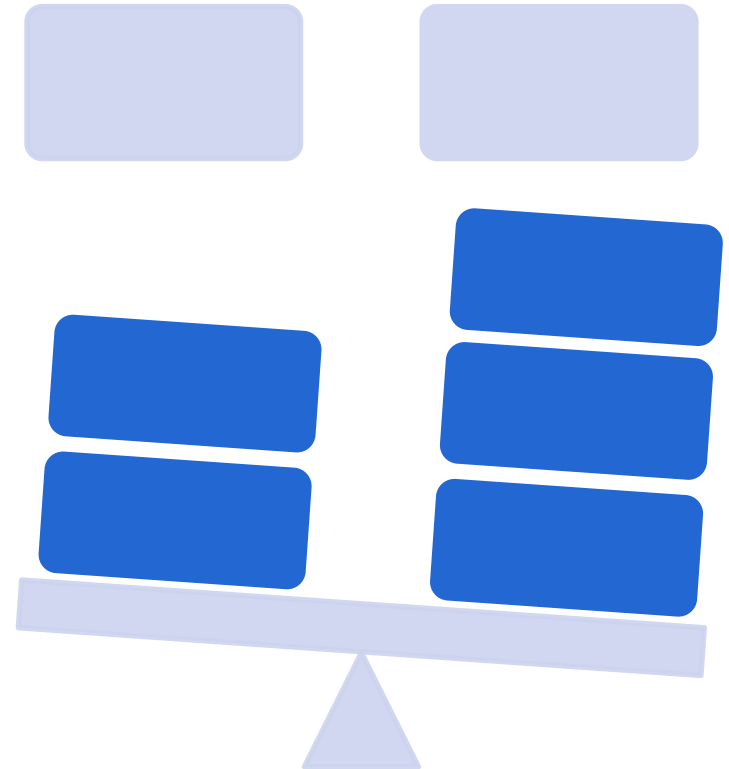
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Design trade-offs


Achieving our project goals will require some trade-offs. Help us include the right balance of tradeoffs by getting involved.

- **Spring 2021:** Set Goals and Identify Opportunities
- **Summer-Fall 2021:** Evaluate Realm of Possibilities
- **Fall-Winter 2021:** Refine the Design
- Spring 2022: Final Design
- Spring 2023: Start Phase 1 Construction





Getting Involved

1. Visit the project website for the most current information: stpaul.gov/minnesotastreet
2.  [Take our project survey](#) to share your ideas and priorities. The survey will close on May 31, 2021
3. Sign up for project updates at the project website
4. Contact Anna with questions

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Thank you!

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