Friendly Streets Initiative

collaboration with

Saint Anthony Park Community Council:

REPORT

December 9, 2013

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Photos on pp. 1-2 by Kyle Mianulli.

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# Table of Contents

- Introduction .............................................. 4
- Executive Summary ...................................... 4
- Events Held ............................................. 6
  - Event Attendance ..................................... 6
- Survey .................................................. 6
  - Who took the survey ................................... 7
  - Residential and Business survey respondents .... 8
- Locations of survey respondents ....................... 9
  - Maps 1 – 5 ............................................. 9-13
  - Respondents on Raymond Avenue ................... 13
- Walking, Bicycling and Driving on Raymond Avenue .. 14
- Green Line LRT .......................................... 15
- Patrons of Raymond Avenue businesses ................ 16
- Images of Infrastructure and Placemaking Concepts ... 17
  - Number of opinions expressed ....................... 17
- Problems on Raymond Avenue............................ 18
  - Business respondents’ perspectives .................. 19
  - Most problematic intersections ....................... 20
- Best Ideas for Improving Raymond Avenue ............. 21
  - Tier 1 ................................................. 21
  - Tier 2 ................................................. 22
  - Other ideas for improving Raymond Avenue ......... 23
    - Business respondents’ perspectives ............... 23
    - Concept with least support ....................... 24
- Ideas Considered Problematic ............................ 24
- Bridge Over the Railroad (or, ‘focus on the Transitway bridge instead’) .. 25
  - Safe, pleasant, and tolerable? ....................... 25
  - Ideas to improve the bridge over the railroad .... 26
- Other Issues In Saint Anthony Park .................... 26
- Name your Favorite Street Anywhere ................... 27

APPENDIX: Survey: Improving Raymond Avenue .......... 28
Introduction

This Report is presented to the Saint Anthony Park Community Council (SAPCC), with whom the Friendly Streets Initiative (FSI) has collaborated since June 2013. SAPCC and FSI have worked together to engage Saint Anthony Park residents and businesses about the transformation of Raymond Avenue. The focus of the transformation, the Project Area, is on Raymond from Hampden Avenue to Energy Park Drive (“Phase 2”) and from Energy Park Drive to Como Avenue (“Phase 3”). What follows is a reporting of findings from several data sources generated since the collaboration began. These sources include surveys (paper and online), gallery image opinions, map opinions, and field notes. Paper surveys, gallery image opinions, map data and field notes were gathered at two block parties, one on Manvel Road and the other on Brewster Street (one per “Phase” of the Project Area). These were events to engage the Saint Anthony Park public directly, providing an opportunity not only to gather opinions but also to demonstrate infrastructure and placemaking concepts. The online survey was launched September 1 and closed on October 31.

Executive Summary of Findings

The FSI and SAPCC held three events that engaged an estimated 117 persons, and a total of 178 surveys were completed, roughly two thirds of which were online.¹ 1137 opinions were expressed about infrastructure and placemaking concepts. More women than men took the survey, most are white, and both the median and average age of respondents is 51. [A comparison to 2010 Census data shows that persons 0 – 34 years of age are disproportionately underrepresented among survey respondents, revealing an opportunity for the SAPCC to pursue greater involvement in planning processes from younger residents.] With the help of SAPCC Board member Sandy Jacobs, we received (at least) 15 business responses to the survey. Their perspectives are highlighted throughout this Report.

All but seven respondents of the survey are located in the Saint Anthony Park neighborhood. 9% of respondents are located North of the Project Area (Map 2); 22 respondents are located on Raymond Avenue within the Project Area (Map 5), 14 of which are business respondents (and most of those are at 970 Raymond Avenue). The geographic distribution of respondents is widespread throughout Saint Anthony Park, with notable gaps.

An overwhelming majority of respondents walk (86%), bike (79%) and drive (73%) on Raymond Avenue. Most respondents plan to use the Green Line, and to use the Raymond Station, and most of them plan to walk or bicycle to the station. 95% of respondents are

¹ During the collaboration, Raymond Avenue “Phase 1” – from University Avenue to Hampden Avenue – was under re-construction. This is notable because problems with Raymond Avenue (as well as solutions for those problems) within the Phase 1 area that were identified by event participants and survey respondents might now be addressed. Nevertheless the input we received on the Phase 1 area remains relevant for understanding the categories and qualities of concerns that Saint Anthony Park residents and businesses have about Raymond Avenue.
patrons at Raymond Avenue business, with a majority driving and walking to get those businesses, and 48% riding bike to them.

According to the data, Raymond Avenue is problematic for 97% percent of respondents; only 5 respondents believe that Raymond is good in its current state. **Raymond Avenue’s problems stem from its design, its volume, speed and kinds of motorized traffic, and the quality of interactions between motorists and bicyclists & pedestrians.** For bicyclists a sense of lack of safety while riding on Raymond ranked as the top problem on Raymond; for pedestrians, the difficulty in crossing Raymond at intersections poses the dangers identified by many. Six intersections stand out as particularly problematic, in this order: Hampden, Energy Park, Blake/Transitway bridge, Robbins/Raymond Lane/Manvel, Gordon, and Como. The Transitway bridge generated the most biting comments from respondents, with concerns about the interaction of motorists and bicyclists identified as the clear problem there.

Twelve concepts emerged as the most popular solutions to the problems of Raymond Avenue. Infrastructure concepts among the dozen are cycle-tracks, buffered bike lanes, pedestrian and bicycling refuges, bumpouts, landscaped medians, a crosswalk redesigns; placemaking/greenspace concepts include rain gardens and public art. The infrastructure concepts favored by respondents are consistent with “complete streets” that achieve a greater balance of needs of various road users.² The placemaking and greenspace concepts suggest that aesthetic qualities of roads are important to respondents as well; this is consistent with the notion of “friendly streets.”³

Interestingly, when asked which ideas were most problematic, bumpouts and traffic calming (in general) were the most often mentioned (9% of respondents). This is notable because these also topped the list of favored solutions. Thus, if SAPCC and the City are going to consider implementation of traffic calming measures (and bumpouts in particular) on Raymond Avenue, it is recommended that the concerns about their effectiveness and feasibility raised by skeptics and critics be addressed.

Finally, respondents indicated that their favorite streets are in the metropolitan region, with River Road topping the list. Key characteristics of favorite streets are greenery, mixed-land use, minimal traffic, vibrancy and a sense of community.

A full understanding of the issues facing Saint Anthony Park, particular with regard to Raymond Avenue, requires an examination of the findings beyond this Executive Summary. The reader is strongly encouraged to look carefully at the results that follow.

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² The restructuring of streets to address the needs of multiple modes of transportation, to achieve “complete streets,” is a nation-wide strategy for addressing roads that were previously designed for a single user (motorists), and are thus considered incomplete streets.

³ “Friendly streets,” as conceptualized by the FSI, are roads that are designed to meet the needs not only of those using the road for movement (pedestrians, bicyclists, and drivers) but also for residents, businesses and others who experience the street as a public space with aesthetic qualities.
Events Held

Monday, June 17: **SAPCC Transportation Expo**
Host: SAPCC Transportation Committee
Langford Park Rec Center (30 Langford Park).

Saturday, August 23: **Block Party on Manvel Street.**
Host: Ranae Hanson
Held on Manvel Street between Raymond & Bayless Avenues.

Saturday, September 28: **Block Party and Octoberfest.**
Hosts: Deb Sylvestre and the Neighbors of Alden Square
On Brewster Street between Raymond Avenue and Gibbs Avenue, and in Alden Square Park.

### Event Attendance/Engaged

<table>
<thead>
<tr>
<th>Event</th>
<th>Estimated number engaged</th>
</tr>
</thead>
<tbody>
<tr>
<td>SAPCC Transportation Expo</td>
<td>12</td>
</tr>
<tr>
<td>Manvel Block Party</td>
<td>75</td>
</tr>
<tr>
<td>Brewster Block Party</td>
<td>37</td>
</tr>
<tr>
<td>TOTAL</td>
<td>124</td>
</tr>
</tbody>
</table>

An estimated 7 persons were present at all three events, thus the total number estimated is most likely to be 117.

### Survey

**Number of Respondents**

Number of respondents who completed paper surveys at Manvel and Brewster Block Parties, as well as distributed to area businesses and other residents: 64

Number of respondents who completed the online survey: 114

TOTAL number of survey respondents: 178
Who took the survey?

### Gender

<table>
<thead>
<tr>
<th></th>
<th>Women:</th>
<th>56%</th>
<th>Men:</th>
<th>40%</th>
<th>No answer:</th>
<th>4%</th>
</tr>
</thead>
</table>

### Age

- Range of year born: 2002 – 1905 [Age range: 11 to 108 years]
- Median and Mean year born: 1962 [Age: 51]

#### Number of Survey Respondents by Age Categories

![Bar chart showing age distribution](chart1.png)

#### Age Distribution in St. Anthony Park, 2010 Census

![Bar chart showing age distribution](chart2.png)
Race

African and African American: 2% 8.6%
Asian and Asian Pacific 2% 11%
Caucasian/European American/European ancestry/White: 79% 74%
“Human” 1%
Indian 1% <.2%
Latino 2% 3.2%
“Mixed” or multiple 2% 2.4%
No answer provided, n/a, prefer not to answer 14%
Total: 103%* 99.4%

* Due to rounding error.

Residential and Business survey respondents

Of the 178 survey respondents, 15 identified a business affiliation in the neighborhood; this is 9% of the total respondents. Of those 15 all but one are located on Raymond Avenue, and 12 are located at or near 970 Raymond Avenue.

Business respondents breakdown:

- 970 Raymond
- Commonwealth Terrace Cooperative
- Discount Auto Sales
- foxy falafel
- Minnesota Women’s Press Staff

Including
- Update Company (1)
- Total Fire Alarm (2380 Wycliff) (2)

4 It is possible that a respondent who is presumably a resident (provided a residential address on the survey) is also a worker at a business on Raymond Avenue. However, with the data provided, we cannot make this determination.
Locations of Survey Respondents

Map 1:
Location of all survey respondents, total geographic distribution
Map 2:
Location of Saint Anthony Park-proper survey respondents, Northern section
Map 3:
Location of Saint Anthony Park-proper survey respondents, middle section
Map 4: Location of Saint Anthony Park-proper survey respondents, Southern section
Map 5:
Location of survey respondents on Raymond Avenue

Survey Respondents on Raymond Avenue

Survey respondents on Raymond Avenue: 30

Respondents located on Raymond Avenue north of Como Ave. (outside of Project Area): 8
Respondents located on Raymond Avenue south of Como Ave. (within Project Area): 22

Residential respondents located on Raymond Avenue: 16
Business respondents located on Raymond Avenue: 14
Walking, Bicycling and Driving on Raymond Avenue

Percentage of respondents who walk on Raymond Avenue: 86%

Percentage of respondents who bike on Raymond Avenue: 79%

Percentage of respondents who drive on Raymond Avenue: 73%

Percentage of business respondents who walk on Raymond Avenue: 53%
Percentage of business respondents who bike on Raymond Avenue: 53%
Green Line LRT

Percentage of survey respondents who plan to take the Green Line LRT: 84%

How will you get to the Green Line?

<table>
<thead>
<tr>
<th>Mode of transport</th>
<th>n</th>
<th>Percentage of all survey respondents</th>
<th>Percentage of respondents who will take Green Line</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walking total</td>
<td>112</td>
<td>63%</td>
<td>75%</td>
</tr>
<tr>
<td>Bicycling total</td>
<td>77</td>
<td>43%</td>
<td>52%</td>
</tr>
<tr>
<td>Driving total</td>
<td>33</td>
<td>19%</td>
<td>22%</td>
</tr>
<tr>
<td>Other</td>
<td>33</td>
<td>19%</td>
<td>22%</td>
</tr>
</tbody>
</table>

Note 1: “Other” answers given were almost all “bus.”
Note 2: Respondents were able to indicate “all that apply.”
Note 3: 93 respondents indicated more than one mode.

Percentage of business respondents who plan to take the Green Line LRT: 47%

Which Green Line stations will you use?

<table>
<thead>
<tr>
<th>Station</th>
<th>n</th>
<th>Percentage of all survey respondents</th>
<th>Percentage of respondents who will take Green Line</th>
</tr>
</thead>
<tbody>
<tr>
<td>Raymond</td>
<td>93</td>
<td>52%</td>
<td>62%</td>
</tr>
<tr>
<td>Westgate</td>
<td>11</td>
<td>6%</td>
<td>7%</td>
</tr>
</tbody>
</table>
Patrons at Raymond Avenue businesses?

169, or 95% of survey respondents are patrons of Raymond Avenue business.

How do you get to Raymond Avenue businesses?

<table>
<thead>
<tr>
<th>Mode of transport</th>
<th>N</th>
<th>Percentage of all survey respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Driving</td>
<td>137</td>
<td>77%</td>
</tr>
<tr>
<td>Walking</td>
<td>114</td>
<td>64%</td>
</tr>
<tr>
<td>Bicycling</td>
<td>86</td>
<td>48%</td>
</tr>
<tr>
<td>Other</td>
<td>7</td>
<td>4%</td>
</tr>
</tbody>
</table>

Note 1: “Other” answers given were almost all “bus.”
Note 2: Respondents had option to indicate multiple modes.
Note 3: Number of respondents who indicated more than one mode: 123 (69%)
Note 4a: Number of respondents who indicated walking, bicycling and driving: 46 (26%)
Note 4b: Number of respondents who indicated walking and driving: 32 (18%)
Note 4c: Number of respondents who indicated bicycling and driving: 20 (11%)
Note 4d: Number of respondents who indicated walking and bicycling: 13 (7%)
# Images of Infrastructure and Placemaking Concepts

<table>
<thead>
<tr>
<th>Image</th>
<th>Manvel block party</th>
<th>Brewster block party</th>
<th>Online survey</th>
</tr>
</thead>
<tbody>
<tr>
<td>1:</td>
<td>grand round wayfinding</td>
<td>buffered bike lane (Mpls)</td>
<td>grand round wayfinding</td>
</tr>
<tr>
<td>2:</td>
<td>respect sign</td>
<td>buffered bike lane (Portland)</td>
<td>respect sign</td>
</tr>
<tr>
<td>3:</td>
<td>buffered bike lane (Mpls)</td>
<td>painted bike lane</td>
<td>buffered bike lane (Mpls)</td>
</tr>
<tr>
<td>4:</td>
<td>buffered bike lane (Portland)</td>
<td>Grand Round wayfinding</td>
<td>buffered bike lane (Portland)</td>
</tr>
<tr>
<td>5:</td>
<td>painted bike lane</td>
<td>respect sign</td>
<td>painted bike lane</td>
</tr>
<tr>
<td>6:</td>
<td>cycle track</td>
<td>cycle track</td>
<td>cycle track</td>
</tr>
<tr>
<td>7:</td>
<td>creative street message</td>
<td>creative street messages</td>
<td>creative street message</td>
</tr>
<tr>
<td>8:</td>
<td>artistic bench</td>
<td>artistic bench</td>
<td>artistic bench</td>
</tr>
<tr>
<td>9:</td>
<td>bumpout with landscaping</td>
<td>bumpout</td>
<td>bumpout</td>
</tr>
<tr>
<td>10:</td>
<td>bumpout</td>
<td>bumpout with landscaping</td>
<td>bumpout with landscaping</td>
</tr>
<tr>
<td>11:</td>
<td>boulevard raingarden</td>
<td>boulevard raingarden</td>
<td>boulevard raingarden</td>
</tr>
<tr>
<td>12:</td>
<td>permeable pavement</td>
<td>permeable pavement</td>
<td>permeable pavement</td>
</tr>
<tr>
<td>13:</td>
<td>on-street bicycle parking</td>
<td>on-street bicycle parking</td>
<td>on-street bicycle parking</td>
</tr>
<tr>
<td>14:</td>
<td>painted intersection</td>
<td>painted intersection</td>
<td>painted intersection</td>
</tr>
<tr>
<td>15:</td>
<td>sculpture</td>
<td>sculpture</td>
<td>sculpture</td>
</tr>
<tr>
<td>16:</td>
<td>ped median cut/irreg intersect</td>
<td>ped median cut/irreg intersect</td>
<td>ped median cut/irreg intersect</td>
</tr>
<tr>
<td>17:</td>
<td>median – landscaped (Marshall)</td>
<td>median – landscaped (Marshall)</td>
<td>median – landscaped (Marshall)</td>
</tr>
<tr>
<td>18:</td>
<td>bike and ped crossing refuge</td>
<td>median – concr/painted (Selby)</td>
<td>median – concr/painted (Selby)</td>
</tr>
<tr>
<td>19:</td>
<td>median – concr/painted (Selby)</td>
<td>bike and ped crossing refuge</td>
<td>bike and ped crossing refuge</td>
</tr>
<tr>
<td>20:</td>
<td>signals for bike and ped cross</td>
<td>signals for bike and ped cross</td>
<td>signals for bike and ped cross</td>
</tr>
<tr>
<td>21:</td>
<td>(none)</td>
<td>(none)</td>
<td>high visibility crossing at signalized intersection</td>
</tr>
</tbody>
</table>

## Number of Opinions Expressed on Gallery Images
in person and on online & paper survey

<table>
<thead>
<tr>
<th>Method of expressing opinion</th>
<th>Number of opinions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Post-its on gallery images at Manvel and Brewster Block Parties</td>
<td>603</td>
</tr>
<tr>
<td>Online and Paper Survey</td>
<td>178 * 3 = 534 (respondents asked to rank top 3)</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1137</td>
</tr>
</tbody>
</table>
Problems on Raymond Avenue

Of the many answers given, three concerns stood out above the rest:

Too many trucks; difficulty crossing Raymond on foot; and dangers underneath Transitway bridge.
Other: Business respondent quotations:

Too many bicyclists not following the traffic laws, i.e. not following traffic signs or lights, interrupting traffic flow.

There is a fair amount of traffic and poor visibility due to curves so it can be dangerous to cross the street (like from the coop to the park) as traffic can be fast. Also there are a fair amount of semi trucks that use the road.

Traffic control seems insufficient for auto traffic. Turns from northbound Raymond to west bound Territorial could use a turn lane. West bound turns on to Energy Park Drive could use a green arrow. The winding road and giant interchanges makes for turns to be challenging in between those streets. Definitely could use consistent bike lanes on whole route.

Bike lane markings need to be as consistent as possible.
**Most Problematic Intersections on Raymond Avenue, ranked in order of frequency**  
(Based on open-ended survey question and map data*)

<table>
<thead>
<tr>
<th>Intersections</th>
<th>Summary of Problems</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Raymond and Hampden</td>
<td>Difficult crossing for pedestrians; speeding southbound motorized traffic; crosswalks not respected by motorists; bicycling doesn’t feel safe there; poor visibility; stop signs ignored. Width and curves are identified as reasons for problems.</td>
</tr>
<tr>
<td>A particular concern expressed at the Manvel Block Party</td>
<td></td>
</tr>
<tr>
<td>2. Raymond and Energy Park</td>
<td>High speeds of motorized traffic; confusing/complex intersection is dangerous for all users; bicyclists accessing/coming from Transitway are part of the complexity.</td>
</tr>
<tr>
<td>A particular concern expressed at the Manvel Block Party</td>
<td></td>
</tr>
<tr>
<td>4 b. Raymond and Gordon</td>
<td>Difficult crossing; speeds of motorists; concern for children’s safety in relation to school crossing needs.</td>
</tr>
<tr>
<td>A particular concern expressed at the Brewster Block Party</td>
<td></td>
</tr>
<tr>
<td>5. Raymond and Como (6)</td>
<td>Busy traffic makes crossing as pedestrian difficult. Turning lanes causes difficulties.</td>
</tr>
<tr>
<td>A particular concern expressed at the Brewster Block Party</td>
<td></td>
</tr>
</tbody>
</table>

All other intersections are mentioned as having problems, primarily due to Raymond Avenue crossing width, and volume and speed of motorized traffic. Truck traffic is occasionally singled out as problematic.

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* Block Party participants provided 39 post-it comments on the map of Raymond Avenue
Best Ideas for Improving Raymond Avenue

Concepts with Overall Strongest Support

Based on data from the paper and online survey, the post-it note opinions on the gallery of images, and data from the Raymond Avenue map, twelve concepts organized into two tiers received overall strongest support.

Tier 1, Top Ideas (presented alphabetically)

Bicycle-Pedestrian Refuge
Buffered bike lane (Portland)

Bumpout
Cycle Track

Median – landscaped
Tier 2 (presented alphabetically)

**Boulevard raingarden**

**Buffered bike lane -- Mpls**

**Bumpout with landscaping**

**High visibility crosswalks at signals**

**Painted bike lane**

**Pedestrian and bicycle signals**

**Sculpture**

* This concept was only on the online survey, where it achieved 4th in frequency and mean ranking.
“What other ideas do you have for improving Raymond Avenue?”

Crosswalk improvement/signage (9)
Speeding issues: signage, police enforcement, flashing speed indicator (8)
Biking/walking/traffic at Transitway bridge (8)
Removing/rerouting trucks (8)
Traffic calming (8)
Improve lighting (7)
Add/improve bike lane (7)
More green space/landscaping (6)
Pedestrian signage (6)
Raymond & Hampden intersection (4)
Add turning arrows (various locations) (4)
Pave street to get rid of potholes/other issues (3)

Business Voices on this question:

Residents need to respect that businesses need to use the roads too and we need delivery trucks and vans. Businesses are treated as though they do not have a voice and that their parking does not matter. Raymond Avenue was fine the way it was and all this money being spent will not change anything except to make the maintenance more expensive.

1) designated turn lanes so traffic does not slow down or backup. / 2) better street lighting / 3) better signage. i.e. speed limit signs

Better signage for Truck route. Better intersection design at Hampden and Raymond. The west bound Hampden to north bound Raymond has a stop sign that is often ignored (rolling stop at best for many). The pedestrian marking for that is at a weird angle, that leaves the cars with the need to inch forward to get a sight line for the through traffic on Raymond. It might be best to make that a yield sign, emphasizing that they must yield to walkers and Raymond traffic. / / Also the concrete triangle that is created there (and might disappear with construction) needs to be plowed in the winter. But not the whole thing, just a path. There have been times when most of the triangle was plowed into giant piles that made things more dangerous by hindering the sight line of traffic turning from SB Raymond to EB Hampden, and the snow piles would hide the walkers.

Re-paint the existing bike lane on Raymond Ave as it is worn, / Don’t waste money on cute sculptures, etc as they would be a distraction
Concept with Overall Least Support,

Based on data from the paper and online survey, post-it note opinions on the gallery of images, and data from the Raymond Avenue map, only one concept emerged as having the least support. This concept was analyzed have having “split” support.

Respect Sign

Ideas that are considered Problematic

On the survey we asked respondents to identify concepts that they believed would be problematic for Raymond Avenue. The following ideas emerged as the most frequent answers:

- **Bumpouts/traffic calming** (16)
- **Creating more auto traffic** or **not slowing current traffic down** (7)
- **Parking** (10): Do not remove what is there (7); do not add more (3)

While the latter two concerns are self-evident, the former requires clarification, as it stands in contrast to the findings of concepts receiving the Overall Most Support (see Tiers 1 and 2 above). 9% of respondents oppose bumpouts and/or have doubts about the usefulness and necessity of traffic calming concepts. The majority of the negative feedback toward bumpouts cites the lack of room they leave for bicyclists. The narrowness of Raymond Avenue for multi-use was criticized by some. The crowded feeling that some respondents get from bumpouts and medians has led them to oppose implementing these designs on Raymond Avenue.
Bridge over the railroad
(or, ‘focus on the Transitway bridge instead’)

With the coming of the Green Line, we wanted to understand if the bridge over the railroad was a barrier for people to walk or ride bicycle from the North to University. This question was posed because FSI has found that bridges are sometimes perceived as barriers to non-motorized access to the Green Line, despite relative proximity. Thus we wanted to know how people experience the bridge over the railroad from the perspective of walking and bicycling.

However, some respondents noted that they are not concerned about this bridge, but are far more concerned about the dangers associated with the Transitway bridge underpass. In other words, some respondents questioned why we focused our attention of what they believe is the wrong bridge. That the Transitway bridge appears in responses to this question – and on other questions on the survey, as well as map and field note data – demonstrates how strongly residents feel about the Transitway bridge.

### Bridge over the railroad: Safe, Pleasant, Tolerable?

<table>
<thead>
<tr>
<th>Safe</th>
<th>58%</th>
<th>Unsafe</th>
<th>13%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pleasant</td>
<td>28%</td>
<td>Unpleasant</td>
<td>33%</td>
</tr>
<tr>
<td>Tolerable</td>
<td>56%</td>
<td>Intolerable</td>
<td>6%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Safe</th>
<th>37%</th>
<th>Unsafe</th>
<th>25%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pleasant</td>
<td>19%</td>
<td>Unpleasant</td>
<td>34%</td>
</tr>
<tr>
<td>Tolerable</td>
<td>47%</td>
<td>Intolerable</td>
<td>10%</td>
</tr>
</tbody>
</table>

The modal data indicates that crossing the bridge over the railroad as a pedestrian and as a bicyclist is **safe and tolerable**, but **unpleasant**.
Ideas for improving the bridge over the railroad

When we asked about improving the bridge over the railroad, several themes emerged from respondents, including the claim that the bridge as not being a problem, and that our attention should instead be directed at the Transitway bridge.

- Bike lane: (47)
- Aesthetics (greenery/landscaping or art): (22)
- Railing: (12)
- Not a problem: (10)
- Snow plowing: (9)
- Real problem is Transitway bridge: (7)
- Shade: (6)
- Improve pedestrian experience: (5)
- Lighting: (5)

Other issues in Saint Anthony Park that need attention:

Most respondents used this question as an opportunity to reiterate themes previously identified, though two others (parking and crime) were mentioned. The six top themes are:

- Crosswalk/pedestrian (14)
- Auto behavior (speeding, aggressive drivers, etc) (14)
- Railroad bridge underpass: (7)
- Intersections: (13)
- Parking: (12)
- Crime: (3)
Favorite Street Anywhere?

As another way to understand what respondents value in their experience of streets, we asked them to name their favorite street anywhere and what they like about it. We have organized answers according to their location. Only a few were identified as out-of-state.

Saint Paul

The most commonly named streets in St. Paul included Summit Avenue, Como Avenue and Mississippi River Blvd. / East or West River Pkwy. One response regarding Summit Ave. provides a fair summary of the general responses about Summit:

*The trees and the bike lane and the laid back attitudes of the drivers. They are not competing with cyclists for pavement.*

The vibrancy, safety, and pleasant/workable ease in navigating Como Avenue were among the reasons it is favored. The scenic view along Mississippi River Blvd. was the main attraction for that particular road.

Minneapolis

Commonly cited streets in Minneapolis include Milwaukee Avenue and Nicollet Mall. The reasons for the favorability of these streets were similar in that they lack heavy or any auto traffic and feel safe for pedestrians. More generally, reasons for liking the streets in Minneapolis includes: good for biking and walking, limited car traffic, dedicated bike lanes/pedestrian paths.

“River Road”

We chose to make Mississippi River Blvd / East or West River Pkwy – a.k.a., “River Road” -- a separate category due to its prevalence throughout the data. The preference for this road, whether on the Minneapolis or St. Paul side, lies in its well-lit, bike/pedestrian friendly, and aesthetically pleasing characteristics. In addition, respondents like the well-marked and observed pedestrian crossings and the frequency of greenery.

Characteristics of favorite streets

The characteristics of streets that people listed as favorable include (but are not limited to): lots of trees/plantings or tree-lined streets, mixed land-use, and streets with minimal vehicle traffic. The qualities of vibrancy and community feel were also articulated by respondents.
Appendix: Survey

Improving Raymond Avenue

We have an opportunity to address the traffic in our neighborhood. Traffic patterns in St. Anthony Park face changes with the new Green Line light rail. We need your opinion!

Your answers to this survey will guide planning efforts for the future of Raymond Avenue.

If you complete this survey and include your name and residential or business address, you will be entered into a drawing for a $50 gift certificate to Hampden Park Coop.

The name and contact information provided on this survey will be used in the event that you are the winner of the drawing, or if you are interested in participating further in the planning process.

This survey should take about 5 - 10 minutes to complete.

THANK YOU!

Your name: ________________________________________________________________

Your residential address: ____________________________________________________

Your email or phone #: ____________________________________________________

Gender: ____________________________________________________________________

What year were you born? _________________________________________________

Race/ethnicity: ____________________________________________________________
1. Do you or members of your household ride bike on Raymond Avenue? (circle one)
   (a) Yes  (b) No
   If Yes, for what purposes? (check all that apply):
   ☐ commuting
   ☐ recreation/pleasure
   ☐ errands
   ☐ shopping for goods or services
   ☐ other (please specify): __________________________

2. Do you or members of your household walk (or run) along Raymond Avenue? (circle one)
   (a) Yes  (b) No
   If Yes, for what purposes (check all that apply):
   ☐ commuting
   ☐ recreation/pleasure
   ☐ errands
   ☐ shopping for goods or services
   ☐ other (please specify): __________________________

3. Will you take the new Green Line light rail? (circle one)
   (a) Yes  (b) No
   If Yes, how do you plan to get to the Green Line station? (check all that apply)
   ☐ walking
   ☐ bicycling
   ☐ driving
   ☐ other: please explain: ____________________________
   Which Green Line station(s) do you plan to use? ______________________

4. Are you a patron at Raymond Avenue businesses? (circle one)
   (a) Yes  (b) No
   If yes, how do you get to those businesses? (check all that apply)
   ☐ walking
   ☐ bicycling
   ☐ driving
   ☐ other: please explain: ____________________________
5. What are the **biggest problems facing Raymond Avenue**? (check all that apply)

- [ ] There are no problems with Raymond Avenue – it’s good the way it is
- [ ] Too much automobile traffic
- [ ] I’m expecting automobile traffic to increase with the coming of light rail
- [ ] Automobiles drive too fast on the street
- [ ] Raymond doesn’t seem safe for children who live nearby
- [ ] Not enough on-street parking
- [ ] Not enough sidewalks
- [ ] Bicycling doesn’t feel safe on Raymond
- [ ] Walking doesn’t feel safe on Raymond
- [ ] Aggressive drivers (honking/tailgating)
- [ ] Dangerous intersections
- [ ] Other (please specify), or elaborate on any of your answers above:

6. Which three (3) ideas are **best for improving** Raymond Avenue (refer to image #) and **why**?

1. _____________________________________________________________

2. _____________________________________________________________

3. _____________________________________________________________

7. What **other ideas** do you have for improving Raymond Avenue (ideas that you didn’t see today)?

______________________________________________________________

______________________________________________________________

8. What ideas would be **problematic** for improving Raymond Avenue and **why**?

______________________________________________________________

______________________________________________________________
9. Are there intersections along Raymond Avenue that are problematic in any way? Please indicate which streets and explain what the problems are:

____________________________________________________________________

10a. As a pedestrian, crossing the bridge over the railroad feels/is… (check all that apply)

☐ Safe ☐ Unsafe
☐ Pleasant ☐ Unpleasant
☐ Tolerable ☐ Intolerable

10b. As a bicyclist, crossing the bridge over the railroad feels/is… (check all that apply)

☐ Safe ☐ Unsafe
☐ Pleasant ☐ Unpleasant
☐ Tolerable ☐ Intolerable

11. What ideas would improve the bridge over the railroad for pedestrians and bicyclists?

____________________________________________________________________

____________________________________________________________________

12. What other issues, problems or concerns in the neighborhood, or on any of the streets, would like us to be aware of?

____________________________________________________________________

____________________________________________________________________

13. What is your favorite street in St. Paul, Minneapolis, or anywhere? What do you like about it?

____________________________________________________________________

____________________________________________________________________

THANK YOU for taking this survey!
Please return this to the St. Anthony Park Community Council Office at Cromwell and Territorial. Thank you!