



10TH ST

TRANSIT-ORIENTED DEVELOPMENT STATION AREA PLAN

December 2025
DRAFT

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Information contained in this document is for planning purposes and should not be used for final design of any project. All results, recommendations, concept drawings, and commentary contained herein are based on limited data and information and on existing conditions that are subject to change. Further analysis and engineering design are necessary prior to implementing any of the recommendations contained herein.



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HOW TO USE THIS PLAN

The transit-oriented development (TOD) station area plans for the Bronze Line (formerly known as the Purple Line) bus rapid transit (BRT) were developed through a collaborative effort of a project team that included planning, design, and engagement professionals; representatives of Ramsey County, the City of Saint Paul, the Capitol Area Architectural and Planning Board (CAAPB); and many community-based organizations, residents, and transit users. The purpose of the station area plan is to provide a set of recommended policies, improvements, and opportunities that will make the Bronze Line BRT a viable option for safe and efficient transportation for those living and working around the stations.

This plan is intended to:

- Document and synthesize the planning process.
- Provide a snapshot of the people and physical characteristics of the station area today.
- Identify community-driven needs and goals.
- Provide guidance on future capital improvement projects, policies, and initiatives.
- Outline strategies for implementing plan recommendations.

WHAT IS IN THIS PLAN

Each chapter's content is summarized below. When using the plan electronically, click on the name of the chapter to go to that part of the plan document.

CHAPTER 1: INTRODUCTION

Chapter 1 provides the Bronze Line BRT route background and planning process and overall project timeline summary. This chapter also describes community engagement methods, approach to gathering and integrating feedback from community members into the planning process, and an account of in-person and online engagement tools and events.

This chapter includes the goals and Equitable Transit-Oriented Development (ETOD) themes that were developed during the planning process. These goals and themes served as a framework to organize and discuss needs and improvements throughout the engagement process. The same goals are carried through all of the Bronze Line BRT TOD Station Area Plans. The recommendations (Chapter 3: The Future of the Station Area) and the implementation strategies (Chapter 4: Getting There) are also organized by the goals. ETOD themes demonstrate how the ideas of anti-displacement, affordability, building wealth, mental health, wellness, support of local businesses, and environmental sustainability were woven into the planning process and plans.



HOW TO USE THIS PLAN

CHAPTER 2: THE STATION AREA TODAY

Chapter 2 establishes the station area planning boundary and describes the existing station area context during the planning process. The chapter describes the historical context of the station area, demographics of the neighborhood (in comparison with the City of Saint Paul), a current market condition analysis, and a list of existing plans and policies that informed the station area planning process.

A summary of station area-specific community engagement themes and ideas is also included. The flow chart of the three phases of engagement outlines how themes and input heard during engagement directly influenced the recommendations of the plan. Finally, a summary of community-based ETOD themes are documented, with priorities heard during engagement highlighted.

GOAL #1: CREATE THRIVING NEIGHBORHOODS



GOAL #2: MAKE VIBRANT PUBLIC PLACES



GOAL #3: CONNECT PEOPLE AND PLACES



GOAL #4: PRIORITIZE SAFETY AND SECURITY



Participants at the SAWG summit. See Chapter 1 for more details.

CHAPTER 3: THE FUTURE OF THE STATION AREA

A set of policies, improvements, and opportunities are provided in this chapter to support the future use and success of the station area. These recommendations were developed based on community conversations and are organized by the goals. The chapter begins with the 'big ideas' that support multiple goals. After the 'big ideas,' the chapter has plan diagrams for each goal that help illustrate the recommendations and show where they are proposed within the station area. Goal 1: Create Thriving Neighborhoods also includes character areas to help organize recommendations. The intent of character areas is to capture the historic built form and land uses while guiding complementary future development.

CHAPTER 4: GETTING THERE

Chapter 4 summarizes the following strategies for implementing recommendations: Enhancing Mobility in Station Areas; Supporting Neighborhood Infill; Engaging with Diverse Communities; Developing Gradually; and Cultivating Partnerships. These strategies are followed by a detailed table (organized by the goals) which lists recommendations from Chapter 3: The Future of the Station Area with information on the type of project, project partners, and relevant supporting plans. High priority projects are highlighted and next steps to be taken to implement the recommendation are listed. The chapter also includes a callout box highlighting ideas for addressing overall barriers to transit use and a callout box describing Saint Paul's Public Art Ordinance and how public art could be implemented in the station areas.

INTRODUCTION

BRONZE LINE OVERVIEW

The Bronze Line Bus Rapid Transit (BRT) project will provide the East Side of Ramsey County with faster, more reliable, and more convenient service than a conventional bus system, including bus-only lanes, pre-pay fares, raised platforms, and traffic signal prioritization. The line will begin at Union Depot in downtown Saint Paul and travel north to the Maplewood Mall Transit Center. The route will connect to existing and future light rail and BRT service of the METRO system. This improved access to transit will increase accessibility to jobs, housing, and services in the east metro area.

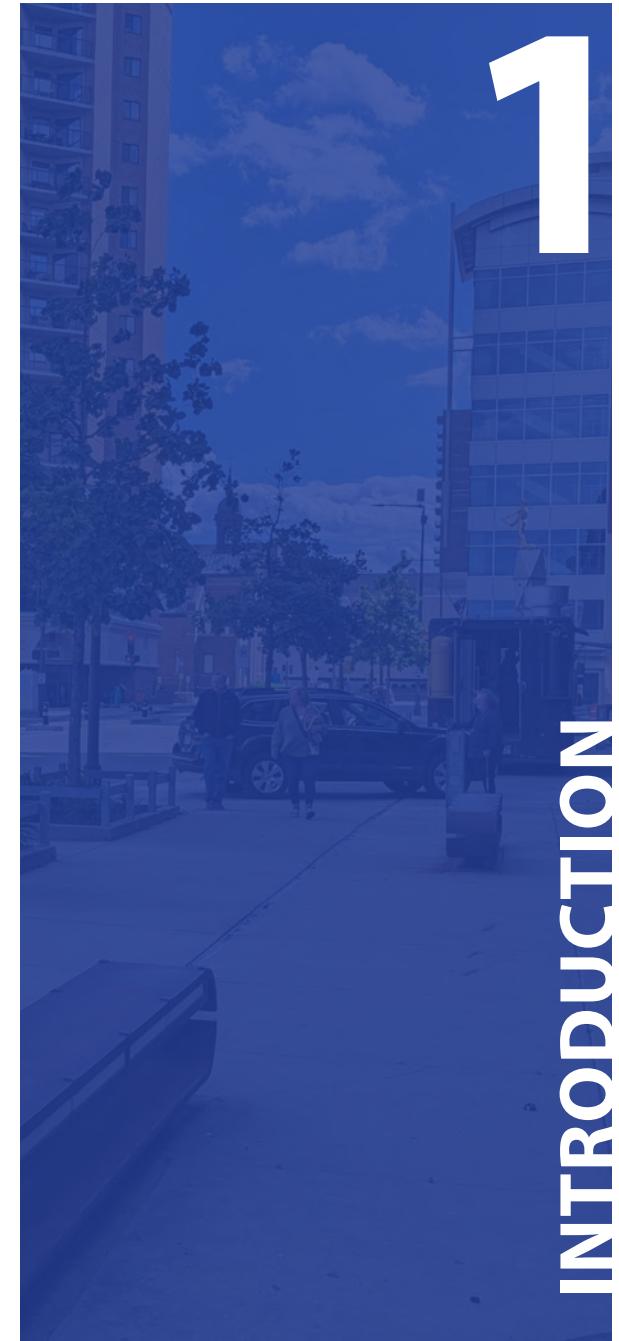
WHAT IS BUS RAPID TRANSIT (BRT)?

Bus Rapid Transit (BRT) is an enhanced type of bus service that is up to 25% faster than local bus service. Introduced in the Twin Cities in 2016, BRT provides faster, more frequent service, with more customer amenities at stations. During the pandemic, BRT ridership remained strong and recovered faster than other types of service. As of 2024, BRT ridership accounted for about 16% of all regional rides, with more lines planned to open by 2030.

BRT routes have stations located further apart, allowing buses to make fewer stops and stay moving for greater portions of the ride. Ticket machines at the station and the use of mobile apps allow tickets to be purchased before boarding, eliminating the need to queue at the fare box on the bus. Lower bus floors and wider doors, combined with raised curbs at the station, make it quicker and easier to get on and off of the bus. BRT can move through intersections more efficiently because communication with traffic signals reduce time waiting for red lights and some sections of the route have dedicated traffic lanes for buses. Stations are equipped with security cameras, emergency phones, and enhanced lighting. Push button heating and NexTrip signs showing real time arrivals make the wait more pleasant and predictable.

WHAT IS TOD STATION AREA PLANNING?

Transit-oriented development (TOD) station area planning encompasses the work that is done to expand the potential for transit beyond the station platform. It strives to increase transit use by improving connections between the people who live and work in the area and the transit line in order to make access to transit safer and more convenient. Station area planning also anticipates how land uses may change or development might occur in the future as a result of transit investments. The plan manages these changes by creating a framework for identifying community needs, supporting desired improvements, and preemptively addressing the concerns of future residents and businesses that would otherwise be impacted.



CAPITOL AREA ARCHITECTURE AND PLANNING BOARD (CAAPB)

The CAAPB was created in 1893 by legislative act to preserve and enhance the dignity, beauty, and architectural integrity of the Capitol, the buildings adjacent to it, the Capitol grounds, and the greater Capitol Area. CAAPB has oversight of development and design in portions of the 10th St, 14th St, and Mt. Airy St station areas through the 2040 Comprehensive Plan and the Rules for Zoning and Design in the Minnesota State Capitol Area (found at <https://mn.gov/caapb>). In 2024, the CAAPB adopted the Capitol Mall Design Framework as part of the 2040 Comprehensive Plan, both of which call for a Capitol Area and Capitol Mall that is more comfortable, walkable and welcoming. Recommendations from that Comprehensive Plan have been incorporated into station area plans where appropriate.

SCALE OF STATION AREA PLANNING

Each station area plan is centered on one or two Bronze Line stations and extends into the surrounding neighborhood approximately one half of a mile. This distance represents an approximate 10-minute walk for most able-bodied people and is likely the reach for most future users of the station. The set of Station Area Plans for the Bronze Line developed in 2025 includes 10th St, 14th St, Mt. Airy St, Cayuga St and Olive St, Payne Ave and Arcade St, and Cook Ave.

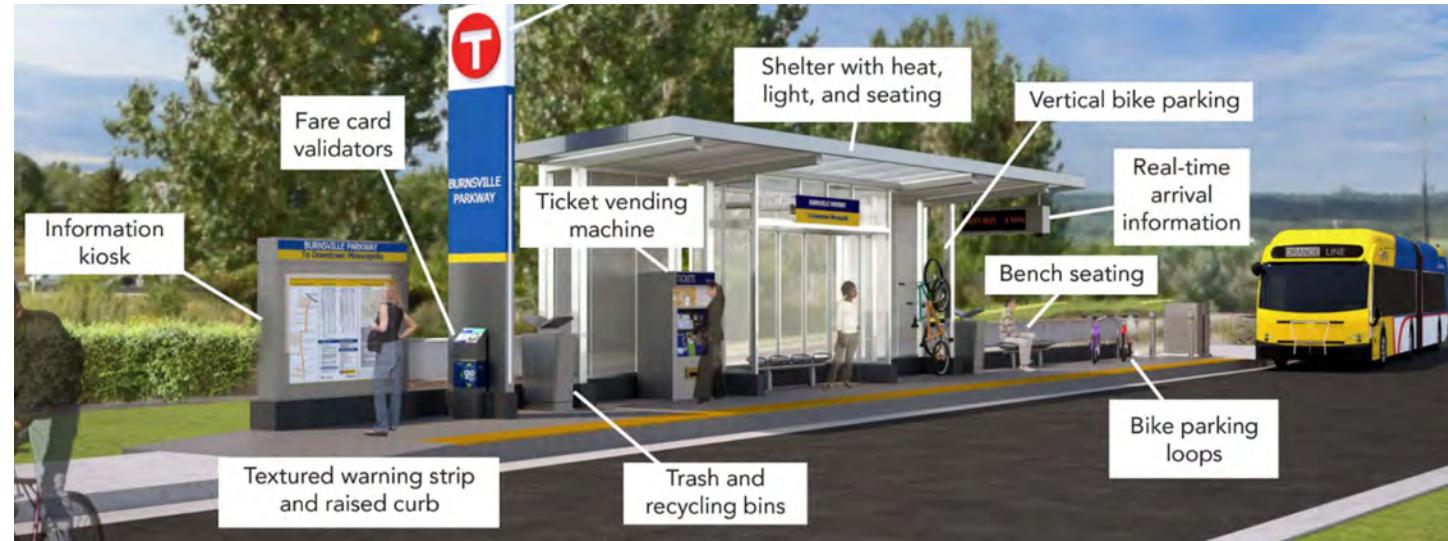
PURPOSE OF STATION AREA PLANNING

TOD station area planning is a collaborative process that identifies ways to promote safe and direct station access, identify opportunities for development within walking distance of transit stations, and support diverse community needs near transit where people have convenient access to jobs and services. These planning efforts engage the local community while also exploring the real estate and housing markets, opportunities for public investment, and potential barriers that need to be addressed.

METRO



Figure 1.1 Bronze Line Route Map.



Features of a BRT Station.

PLANNING PROCESS

Five Station Area Working Groups (SAWG) were created with community members to provide input and help inform decisions. After an initial kick-off “summit”, the process included three phases of engagement to map needs around the stations and identify and prioritize improvements to the station area that would address the goals developed during the initial SAWG “summit”. The SAWG meeting materials were also discussed with Ramsey County’s Supplemental Community Engagement Participation Program (SCEPP) participants. In addition to SWAG and SCEPP input, the plans were shaped through review by Ramsey County, the City of Saint Paul, the Capitol Area Architectural and Planning Board (CAAPB), MnDOT, Metropolitan Council and project consultants.

PROJECT TIMELINE

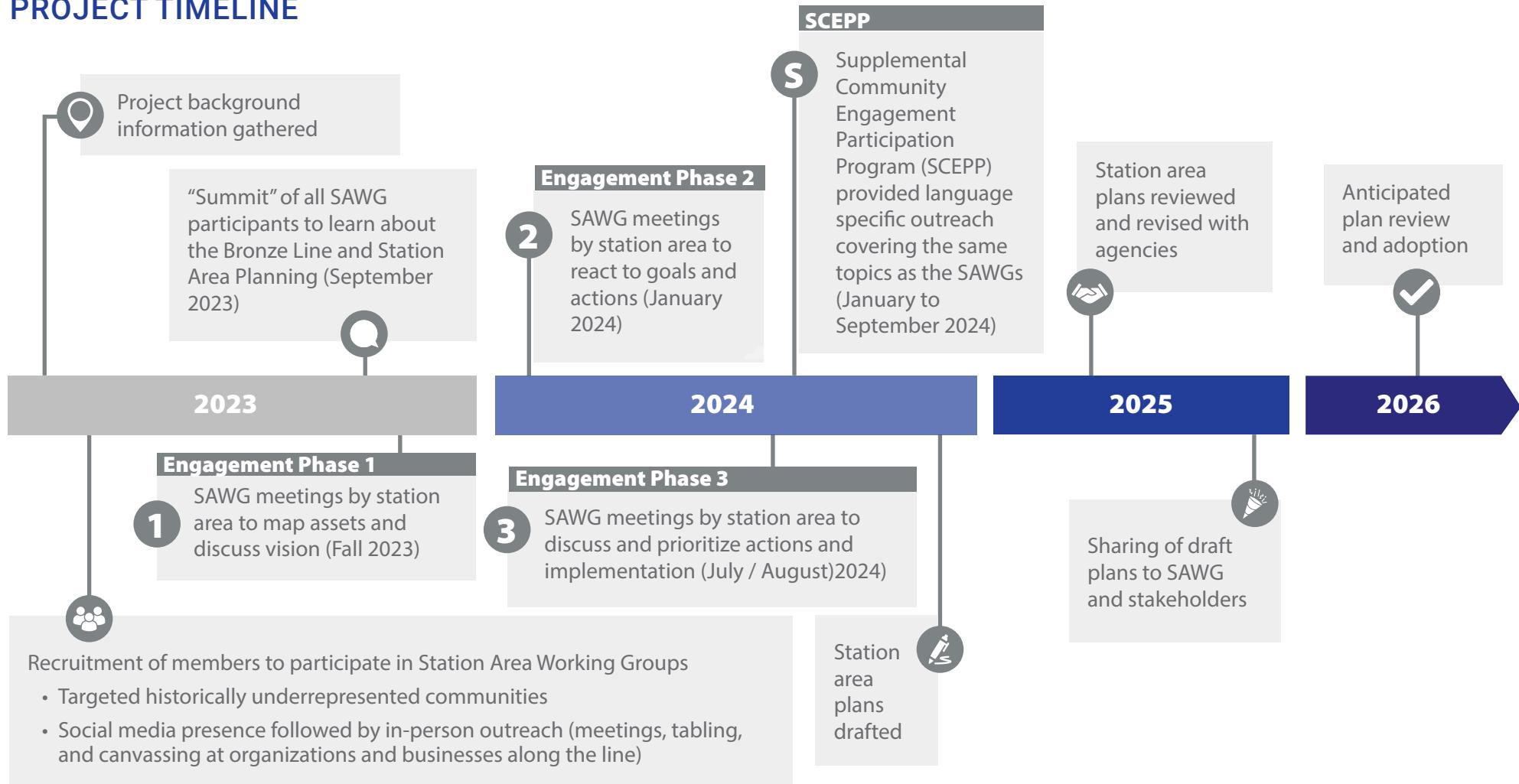


Figure 1.2 Project Timeline.



COMMUNITY ENGAGEMENT OVERVIEW

BRT has been a part of the vision for the Twin Cities transit network for decades, with the understanding that the project is more than a bus line. The Bronze Line will contribute to employment generation, build community, and be a stabilizing element in communities along the route. In order for this to become a reality, community input and engagement is needed to build long-standing relationships that will inform the goals, policies, and outcomes of the plan. This effort requires a multi-faceted and multi-agency approach to reach community members that have been underrepresented in past planning and design efforts.

Community engagement for the station area plans relied on a variety of methods and incorporated both recurring and one-time events. The station area planning engagement activities and discussions were built on input and themes identified during earlier station planning efforts, including the Pre-Project Development Study (2014-2017) and the Environmental Analysis Phase (2018-2021). Engagement included in-person and online opportunities, along with continued communication to keep community members, businesses, and organizations informed throughout the process.

Three underlying objectives framed the engagement approach for station area planning:



Equitably engage a diversity of people.



Inform and collaborate with a diversity of people that result in generative outcomes.



Provide the greatest amount of access to a diversity of people.

APPROACH AND METHODS

Community engagement was phased, with each round of input providing the basis for the next set of meetings and outreach. Key themes and big ideas heard in each round were incorporated into the next phase, from creating broad goal statements to later identifying the most important strategies to address challenges in specific station areas. Meetings and materials were structured to provide background information for new participants to catch up with the process and provide important insights at every step of the way. The approach to engagement emphasized relationship building, focusing on outreach with Black, Indigenous, and people of color (BIPOC) communities to ensure a diversity of perspectives and experiences were included from those typically underrepresented in transportation projects. While all input was considered, not all of the ideas generated were ultimately incorporated into the station area plans, particularly if it was outside of the scope of the station area plans.

IN-PERSON ENGAGEMENT

STATION AREA WORKING GROUP (SAWG)

Station Area Working Groups (SAWGs) met over the course of the planning process to guide the process and provide input on a grassroots level. SAWG participants included a mix of renters, homeowners, people experiencing homelessness, youth, seniors, people with disabilities, advocates and users of public transit, BIPOC, and immigrant residents. Recruitment for the SAWG included social media outreach, promotional flyers, website posts, and in-person outreach through attendance at local community events, meetings, and canvassing local organizations and businesses along the Bronze Line route. SAWG meetings for each station area were held at local community locations such as community centers, churches, or organization offices. Meals and \$25 gift cards were provided to participants at each meeting to compensate participants for their time.

SAWG participants first attended a SAWG Summit held at the beginning of the station area planning process in September 2023. This summit brought together SAWG members from all of the different station areas along the Bronze Line in Saint Paul, and provided an opportunity for participants to share and provide input on the planning process, goals, and strategies. Individual SAWGs then met three times, once during each engagement phase, to provide input, review, and prioritize the draft equitable transit oriented development (ETOD) themes, goals, and policies for the station area plan. Meetings were designed around activities including asset mapping, storytelling, and ranking themed policies to catalyze discussion and help prioritize input and recommendations.

SUPPLEMENTAL COMMUNITY ENGAGEMENT PARTICIPATION PROGRAM (SCEPP)

Focus groups led by community-based organizations through Ramsey County's Supplemental Community Engagement Participation Program (SCEPP) met two to three times throughout the engagement process to provide input for the station area plans using the same materials and exercises as the SAWGs. SCEPP groups provided language-specific outreach and input for a variety of communities within project areas. SCEPP language groups met with residents of East African, Hmong, Karen, and Latino descent.



Images from SAWG meeting #3.

SCEPP PARTNERS

- Fortune Relief and Youth Empowerment Organization (FRAYEO)
- Urban Village
- MN Hmong Chamber of Commerce
- New Publica

BUSINESS COMMUNITY AND REAL ESTATE DEVELOPMENT

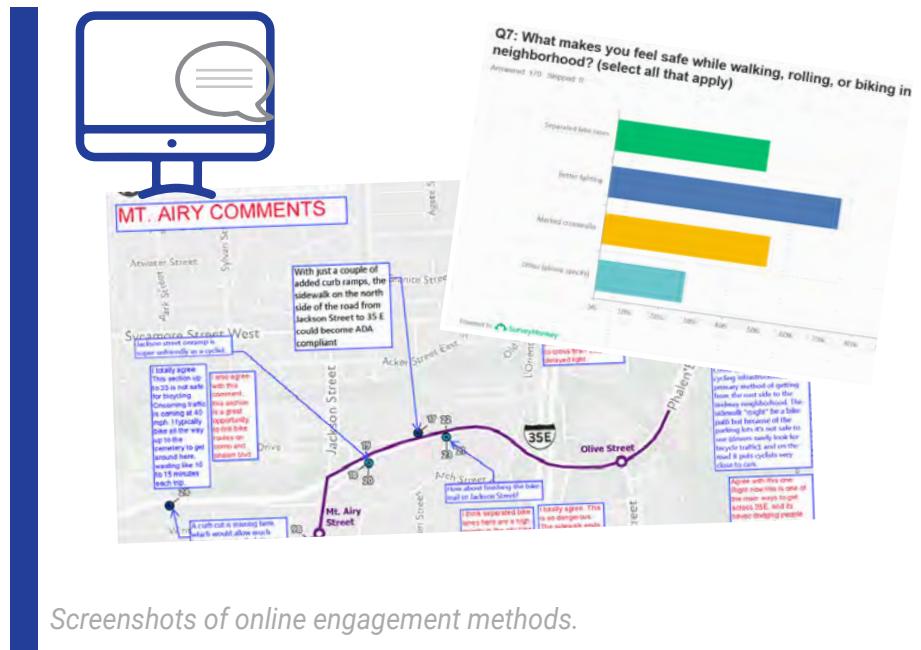
The team met with both local business leaders and people involved in local real estate development in small group and one-on-one settings to ensure a comprehensive approach to identified issues and opportunities in the station area. Business-focused organizations included the Saint Paul Area Chamber of Commerce, East Side Area Business Association, Payne-Arcade Business Association, and East Side Neighborhood Development Corporation. The real estate market analysis was also informed by conversations and interviews with larger macro market brokers, developers, small business development centers, and locally based organizations.

POP-UP ENGAGEMENT

During each engagement phase, the SAWG engagement process was supplemented with pop-up events as available. The station area planning team participated in events organized by the Bronze Line project office while additional outreach was also achieved through attendance by SCEPP partners.



Image from a SAWG meeting.



Screenshots of online engagement methods.

ONLINE ENGAGEMENT

SURVEYS AND ONLINE MAPPING

A survey and an interactive online mapping tool were employed during the station area planning process to gather online feedback from a wide variety of people and perspectives. The survey was designed to provide the information necessary for members of the public to provide input, even if they had no previous knowledge of the project. The interactive map allowed the public to provide place-based input and ideas anchored to specific locations within the station area. The survey was available online in English, Spanish, and Somali and as a hard copy in English, Spanish, and Hmong.

COMMUNICATION

A variety of communication channels were used to ensure accessible information for partners and community members. Channels included social media outlets, an e-newsletter distributed by Ramsey County, a standalone project website with content available in multiple languages and ADA accessibility, and culturally relevant local media outlets including radio stations and language-specific news sources.

GOALS

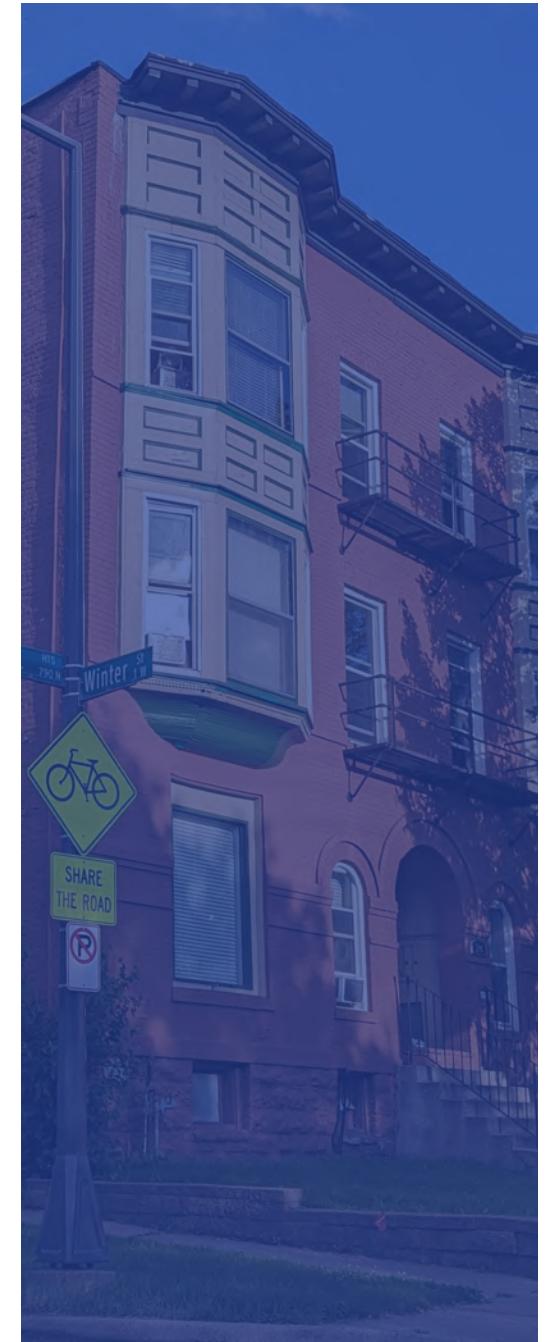
The following station area goals were developed based on feedback gathered during the SAWG summit, which included representatives from all station areas, and confirmed during the first phase of community engagement by the individual SAWGs. They were also informed through a baseline understanding of the issues and opportunities throughout the study area. These goals have served as a framework for presenting and reviewing conceptual ideas throughout later phases of community engagement, and also set the stage for the recommendations presented in Chapter 3 Future of the Station Area.

As defined in this planning process, the goals are statements declaring how the community envisions the future station area.

GOAL #1: CREATE THRIVING NEIGHBORHOODS



The station areas are made up of distinct and unique neighborhoods that have a variety of housing types to suit the needs of residents today and into the future. These are neighborhoods where people live throughout varying stages of life, supporting a variety of household types and income levels. Destinations frequented by residents on a daily or weekly basis, such as grocery stores, are located near the stations, and businesses support residents and visitors using public transportation. The station areas are also destinations for places of employment and community services such as community centers, schools, places of worship, places to exercise, and places to receive healthcare. Thriving neighborhoods are resilient to a variety of risks over time. Managing stormwater through green infrastructure, supporting habitat for pollinator species and urban wildlife, and creating flexible spaces that adapt to our changing environment are examples of environmental resiliency.



GOAL #2: MAKE VIBRANT PUBLIC PLACES



The station areas are vibrant, activated places where art, cultural history, and community identity are apparent, authentic, and visible. Parks, green spaces, and gathering spaces provide places to sit and gather with shade, views, and recreational amenities that support the health of residents and foster strong relationships throughout the neighborhood.

GOAL #3: CONNECT PEOPLE AND PLACES



The station areas are places where people can easily and comfortably walk, bike, and take public transit, whether going short or long distances. Public transit is a viable, reliable, and preferred option for getting around. Sidewalks, streets, trails, and intersections are designed for people of all ages and abilities.

GOAL #4: PRIORITIZE SAFETY AND SECURITY



The station areas are places where safety and security is a priority. Community-based approaches to security are unique and defined by each neighborhood. People of all ages and abilities feel comfortable using public transit, walking, and biking throughout the day and during all seasons.

EQUITABLE TRANSIT-ORIENTED DEVELOPMENT

Equitable Transit-Oriented Development (ETOD) refers to efforts to center community priorities during the station area planning process in order to work towards ensuring that people of diverse backgrounds and income levels experience benefits and positive outcomes when new transit stations are built. High demand for housing and rapid appreciation of properties near transit stations can result in transit-oriented developments becoming too expensive and out of reach for low-income residents and contribute to gentrification and displacement of communities. ETOD aims to identify and align planning goals to specific community-driven priorities in order to preserve and expand affordable housing and connect residents to jobs, opportunities, and resources, while also considering resiliency, climate change, and other topics that influence quality of life.

The following are themes and potential actions that support the vision of equitable transit-oriented development. They were developed for the entire corridor and may differ in relevance or priority between station areas (see Chapter 2 Station Area Today for station area-specific community needs organized by these ETOD themes). These themes are interwoven into the recommendations and implementation strategies set forth within this plan. The ETOD themes were refined based on feedback and conversations held throughout the engagement effort.



THEME #1: ANTI-DISPLACEMENT, AFFORDABILITY, AND BUILDING WEALTH

Potential Actions:

- Plan for future mixed-income neighborhoods with a variety of housing types.
- Plan for preserving, protecting, and expanding affordable housing.
- Support mixed-income and affordable housing.
- Encourage services and uses that support residents' financial stability, such as childcare, healthcare, and supportive services.
- Explore public policies that may be effective in preventing or counteracting displacement, such as right-to-return or tenant right to purchase.

HOW DO THE GOALS AND THEMES RELATE TO EACH OTHER?

GOALS are statements declaring what the station areas will be after transit investment and implementation of the station area plans have occurred.

The **ETOD THEMES** were used to inform the development of the policies, improvements, and opportunities identified to achieve the goals.



Example of mixing housing types on a block.



Example image of placemaking.



THEME #2: MENTAL HEALTH, WELLNESS, AND QUALITY OF LIFE

Potential Actions:

- Increase access and availability of high-quality park spaces, playgrounds, and open spaces.
- Plan for well-lit, accessible, and well-designed streets, trails, and sidewalks.
- Provide direct trail and sidewalk connections linking transit, schools, healthcare, and places of employment.
- Integrate placemaking, public art, and cultural and historical interpretive elements into the landscape within the station areas.
- Identify opportunities to improve access to healthy, affordable, and locally-sourced foods in areas that lack such options today.



Example image of creative commercial opportunities.



THEME #3: SUPPORT LOCAL BUSINESSES AND WEALTH-BUILDING

Potential Actions:

- Allow for future business incubator spaces, maker spaces, and community commercial kitchen spaces that can support new small business start-ups.
- Plan for accessible connections from streets and sidewalks to connect to business storefronts.
- Connect businesses to programs that support storefront/façade improvements.
- Connect businesses to technical assistance programs that can support their operations and growth.
- Identify outdoor seating and other public realm amenities that can support businesses and wealth-building in the station areas.



THEME #4: SUSTAINABILITY AND THE ENVIRONMENT

Potential Actions:

- Identify opportunities for green infrastructure to manage stormwater throughout the station areas.
- Identify areas where pavement reduction can contribute positively to the neighborhood, either by creating more green spaces, helping to manage stormwater, and/or by reducing the urban heat island effect.
- Identify opportunities that contributes to the longevity and resiliency of neighborhoods, such as community gardens, urban farms, native restoration, and sustainable land management.
- Plan and design for a diverse selection of hardy, native and climate adaptive species of plants that provide shade, amenity, and year-round interest throughout the station area.
- Address major barriers for walking and biking to make choosing non-motorized or public transportation a viable option to reduce carbon emissions.

THE STATION AREA TODAY

This chapter provides the historical context and a snapshot of the people and physical characteristics that define the station area today. As shown on page 12, recommendations in Chapter 3 will focus on a narrower area to reduce duplication between station area plans.

EXISTING NEIGHBORHOOD CONTEXT

The 10th St station lies close to the center of downtown Saint Paul. The station area, which is a half mile radius around the station, primarily consists of major office buildings, high-density residential, hotels, commercial uses, and parking.

I-94 and I-35E bisect the downtown and pose a substantial barrier to pedestrians and bicyclists. Although there are several bridges with some pedestrian and/or bike infrastructure, these are heavily trafficked and not especially comfortable for nonmotorized transportation. As a result, the station is cut off to varying degrees from the State Capitol and the other neighborhoods that would otherwise fall within the half-mile station area boundary. These barriers limit access to jobs, services, and transit for residents and people wishing to visit the area, especially for those without cars. These barriers disproportionately impact seniors, youth, and people with disabilities.

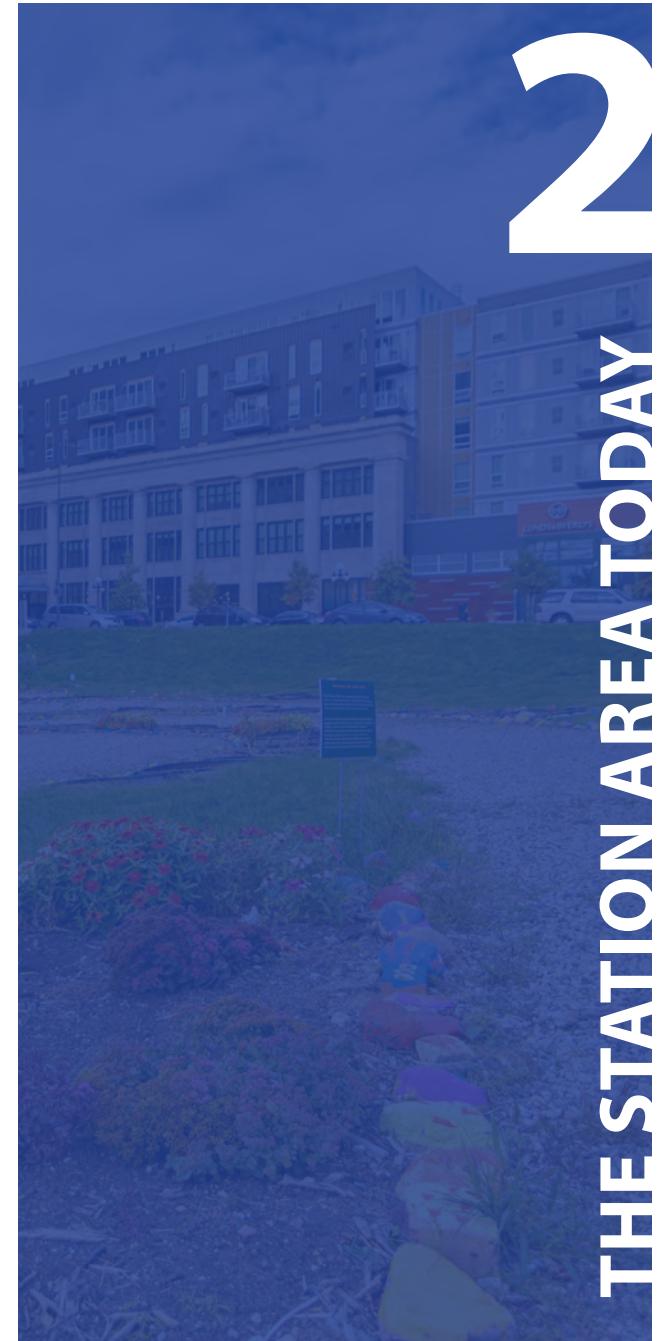
Commercial uses of several different kinds characterize the 10th St station area. Notable destinations immediately around the station include several hotels and the History Theater. In the wider station area, there are many mixed-use commercial high-rise buildings including corporate offices, restaurants, hotels, museums, and a variety of other shops. While there are many institutional uses to the north, the Saint Paul Public Housing Agency, Department of Human Services, and a number of churches are the institutional uses closest to the station location itself.



A mix of uses in the station area.



Keys Cafe & Bakery near the station.



THE STATION AREA TODAY

STATION AREA DEFINITION

The 10th St station area is a high-density area situated between several highways and the Mississippi River. It overlaps with several other station planning areas for the Bronze Line BRT and other transit lines.

A majority of land in this area is classified as mixed-use commercial, mixed-use residential, or institutional. Interstates 94 and 35E bisect the station area and create a clear division between the dense commercial center of downtown to the south and the more institutionally focused area to the north.

The City of Saint Paul Comprehensive Plan designates several intersections in the station area as neighborhood nodes, which are compact, mixed-use areas serving a neighborhood's daily needs by having shops, services, employment, and neighborhood-scale civic and institutional uses.

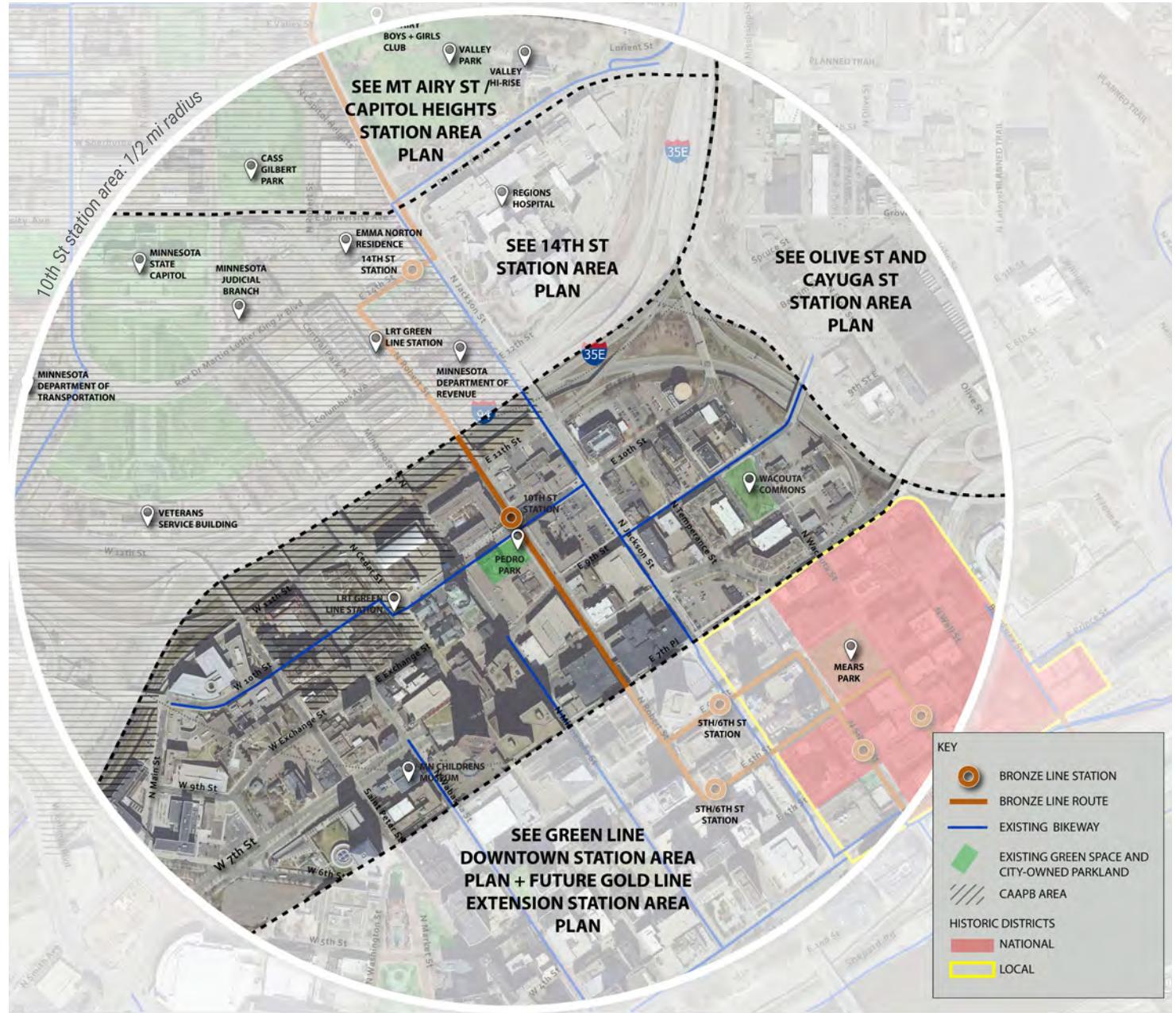


Figure 2.1 10th St Station Area.

Just outside of the focus area within the larger station area, lies the Historic Lowertown Heritage Preservation District, which contains unique historic architecture, Mears Park, and the Historic Union Depot. The regulating status of this District empowers the Saint Paul Heritage Preservation Commission to review all new construction and renovation permit applications for conformance with the District's Design Review Guidelines, which contains a diverse set of standards for ensuring consistency of

development massing, height, lighting, parking, and other elements.

Housing in the station area includes mixed-use buildings with multifamily housing, exclusively residential buildings, and overnight shelter housing. The continually increasing costs of developing new units and maintaining the existing stock has made preserving downtown as an affordable, diverse residential neighborhood a challenge.



Figure 2.2 Existing Land Use.

Green space and several parks make up a sizable portion of the surrounding land uses. Adjacent to the station is Pedro Park, which was guided by a community-led planning process and is currently under construction. Further out within the station area are Wacouta Commons, Mears Park, Rice Park, Landmark Plaza, and several war memorials and the Upper Mall at the Minnesota State Capitol.



Mixed-use commercial and residential.



Ramsey County Public Health Center.

STREETSCAPE

Most downtown streets in the station area have wide sidewalks and lighting. There are some street trees, though they are lacking along most streets. While there are utility poles and fire hydrants located within the pedestrian way, sidewalks are wide enough that these obstacles generally do not impede travel.

Scattered throughout downtown are additional streetscape components including benches, trash cans, and privately-owned elements such as flower pots, outdoor seating areas for restaurants, and signage. Most intersections in the downtown area have signalized crossings.

The Capital City Bikeway passes through the 10th St station area running along 10th St and Jackson St, as well as portions of Minnesota St and Wabasha St.



Existing 10th St streetscape.

PEDESTRIAN AND BICYCLE INFRASTRUCTURE

Existing sidewalks create a low-stress environment for pedestrians (see Figure 2.3) traveling along most roads within the station area. These facilities typically consist of wide sidewalks with periodic street trees and streetlights. However, street trees are infrequently placed, leaving opportunities for improved tree cover along the sidewalks.

Crossing conditions at intersections influence the comfort level that pedestrians feel while traveling along roadways. Most intersections within the station area are equipped with crossing signals, though high-visibility crosswalks are only present at some crossing locations.

The downtown bicycle network provides bicycle connections via the Capital City Bikeway along



Figure 2.3 10th St Station Area Pedestrian Level of Traffic Stress (2021 Data).

10th St, Jackson St, and segments of 9th St, Minnesota St, and Wabasha St. This bikeway is a buffered two-way, grade-separated protected bikeway with bicycle protected intersections and stormwater treatments.

Figure 2.4 shows the bicycle level of stress within one half mile of the station area. The 10th St bicycle corridor provides a direct, low-stress connection from the 10th St BRT station to the 10th St LRT station.

Like the pedestrian level of traffic stress (LTS), bicycle LTS is influenced by road characteristics and will impact the accessibility of the station for many local users. High-stress bikeways are often on higher speed roads and offer little protection or buffer between bicyclists and cars. Low-stress bikeways tend to provide separation between bicyclists and cars, such as through medians or off-street bikeways.

Except for the separated bikeways, the roadways within this station area are high stress for bicyclists (Figure 2.4). The addition of the 10th

LEVEL OF TRAFFIC STRESS (LTS) EVALUATION

A level of traffic stress (LTS) analysis provides an objective assessment of current conditions for people walking, rolling, and bicycling. The methodology is based on available data, assumptions, and algorithms.



Example of a high-stress bikeway.



Example of a low-stress separated bikeway on Jackson St in Downtown Saint Paul.

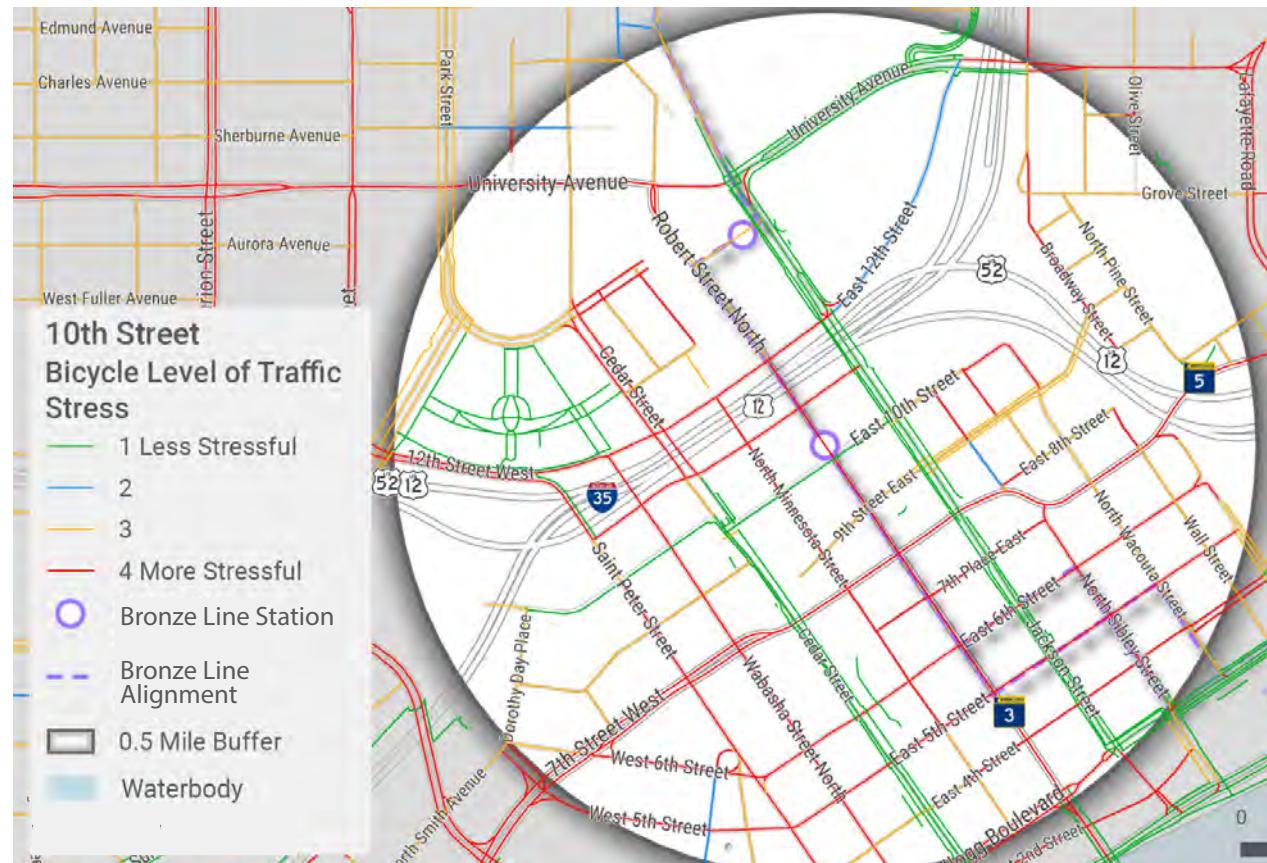
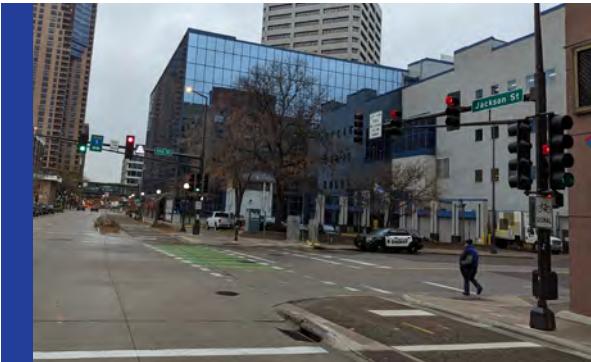


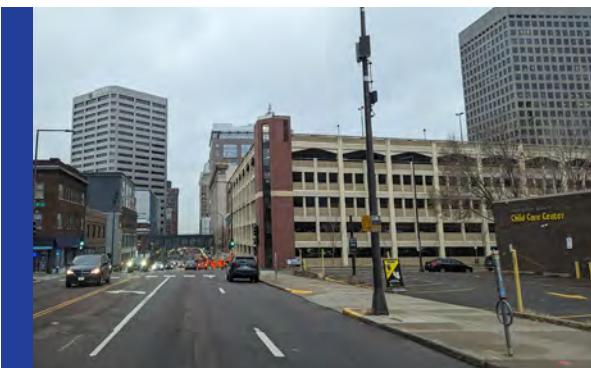
Figure 2.4 10th St Station Bicycle Level of Traffic Stress (2021 Data).



Existing intersection crossing on Jackson St.



Existing pedestrian streetscape on 10th St.



Streetscape along Robert St.

St bikeway offers a direct connection to the station. Expanding this connected network of low-stress separated bikeways to the station would improve accessibility and connections within the downtown network.

MISSING LINKS AND BARRIERS TO ACCESS

When discussing the challenges related to movement through the station area with participants of the 10th St Station Area Working Group, it was mentioned that bicycling can be challenging as the system is still incomplete. A lack of bicycle infrastructure forces bicyclists to choose between riding in the travel lane or on sidewalks, alternatives that can be unsafe for cyclists and pedestrians alike. Winter commuting can be particularly hard as bike lanes are not always plowed.

Participants also mentioned that some sidewalks are not level or smooth and may have different pavement treatments. Some sidewalks are also not wide enough at bus stops. Participants also noted that moving between the transit station and the skyway system is difficult as connections are not always visible or accessible. These barriers disproportionately impact those with limited or restricted mobility, such as people using strollers, grocery carts, wheelchairs, and other assistive devices.

DEMOCRAPHICS

There are many things that affect an individual's or community's use of transit. The demographic composition of an area helps to better understand who might benefit from increased access to transit and the ways that transit might be used by community members. Data analyzed in this section was collected from the 2020 US Census, the 2018-2022 American Community Survey (ACS) 5-Year Estimates, and 2024 ESRI Estimates.

POPULATION AND HOUSEHOLDS

As of 2024, the population of this station area was estimated to be 9,119 individuals and 5,663 households. The 10th St station area has experienced a 37% increase in population since 2010, as the density has increased with new construction of apartment buildings. There is an average household size of 1.47 which has stayed relatively consistent over the past 10 years. This is significantly lower than the average household size for the City of Saint Paul which is 2.5 people per household.

PEOPLE WITH DISABILITIES

As of 2022, the percentage of households in the 10th St station area that have at least one person who lives with a disability is 19%. This is significantly lower than the percentage of households in the City of Saint Paul (25%). The data referenced includes a variety of disability types, specifically those relating to hearing, vision, cognitive, ambulatory, self-care, and independent living.

RACE & DIVERSITY

The station area is racially diverse, but less diverse than the City of Saint Paul as a whole. In 2024, Whites made up the largest racial group (60%), followed by Black/African Americans

(21%), Asians (8%), and American Indian/Alaska Natives (1%), and people identifying as other, or two or more races, make up 9% of the area's population. People of Hispanic Origin make up 7% of the population.

One useful metric for understanding the racial makeup of an area is the diversity index (DI). This index shows the probability that two people chosen at random will be from different racial and ethnic groups. The DI is a value between 0 and 1, with a zero value indicating that everyone in the population has the same racial and ethnic characteristics, while a value close to 1 indicates that everyone in the population has different characteristics.

The area within a half-mile radius of the 10th St station has a DI of 0.636 indicating a higher likelihood, as compared to the City of Saint Paul, that two people chosen at random from this area will be from different racial and ethnic groups.

HOME OWNERSHIP

In the half-mile station area for 10th St, there is majority renter-occupied housing (79%). This can be largely attributed to the high density of this area and the number of large apartment buildings. Conversely, homeownership is much lower in the 10th St Station Area (21%) compared to the City of Saint Paul (51%).

Saint Paul



10th Street Station Area

AVERAGE HOUSEHOLD SIZE (Esri 2022 Estimates)

Saint Paul



10th Street Station Area

HOUSEHOLDS WITH 1+ PERSONS WITH A DISABILITY (2020 ACS 5-yr Estimate)

Saint Paul



10th Street Station Area

DIVERSITY INDEX (Esri 2022 Estimates)

VEHICLE OWNERSHIP

Vehicle ownership in the 10th St station area is lower than the City of Saint Paul as a whole. 24% of Saint Paul households do not have a personal vehicle, while 32% of renter households in the 10th St area do not have a personal vehicle.

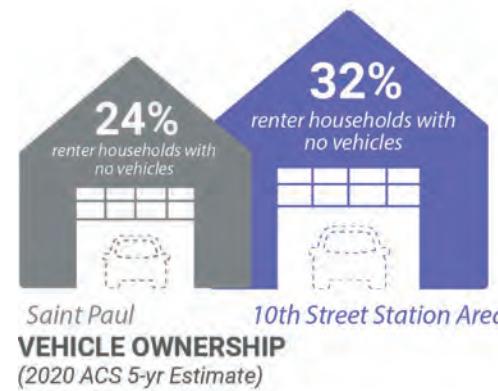
INCOME

14% of households in the 10th St station area fell below the poverty line according to the 2022 American Community Survey, and 4% of households received some form of public assistance income. The median household income is \$66,222 in the 10th St station area, which is slightly less than the median household income for Saint Paul as a whole of \$70,218. The per capita income of the 10th St station area is \$59,669, which is significantly higher than the per capita income of Saint Paul of \$39,558 due in part to the smaller household size.

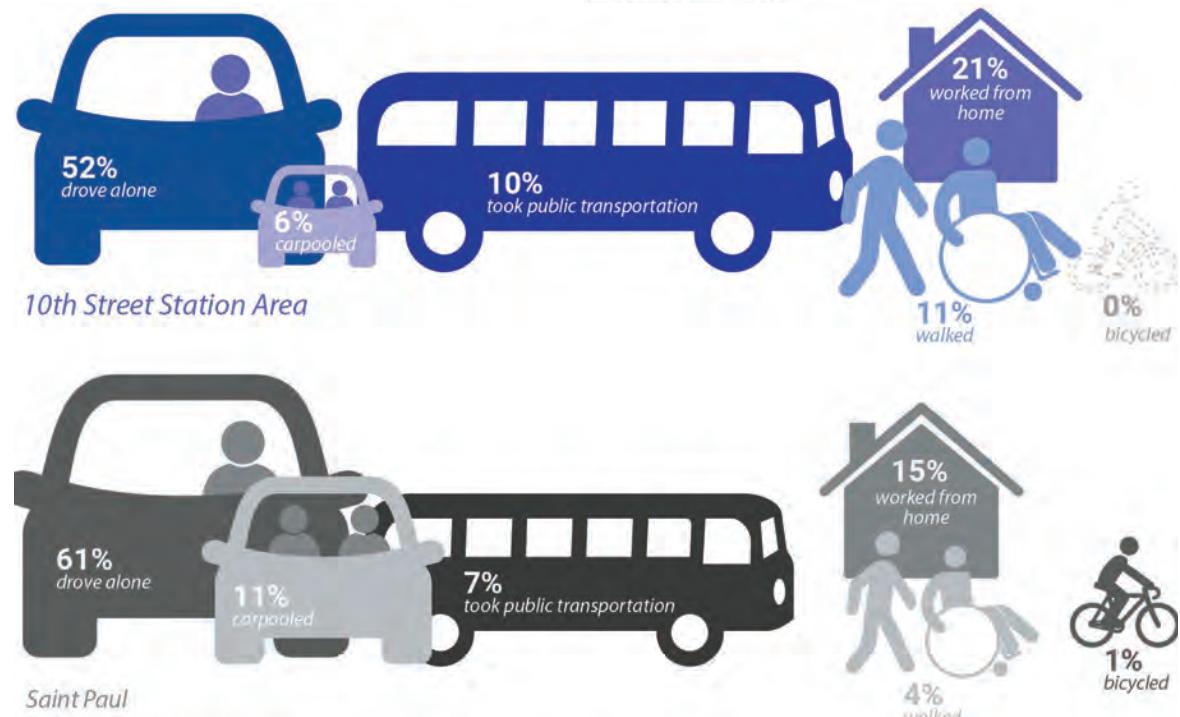
JOURNEY TO WORK

In the 10th St station area, most people drive alone to work (52%). This is less than Saint Paul as a whole (61%). Fewer people carpooled, but more took public transit or walked to work when compared to the overall population of Saint Paul. More people work from home: 21% in the 10th St station area as compared to 15% for the overall population of Saint Paul. The data collection period spans pre- and post-pandemic, so these patterns may be evolving.

This station area serves as a huge job center. At last count (from 2021 Census On the Map data) 32,334 people who live outside of the station area come to this area for work. A comparatively small portion of people, 3,458, lived, but did not work in this area, and 367 people both lived and worked in the area.



Low vehicle ownership, high renter populations, and racial diversity highlight the need for transit investments in the 10th St station area to make accessible, reliable, and inclusive neighborhoods while maintaining affordable housing and safeguarding from displacement.



MARKET CONDITIONS

The 10th St Station has a diversity of land uses including commercial, residential, institutional, and industrial. Non-residential parcels dominate the area making up 58% of the total land in the station area and boasting a market value of \$3.3 billion, the highest among Bronze Line station areas. The next highest market value is residential at \$498 million and then industrial at \$30 million.

The area currently experiences slow demand and is under market saturation for commercial and industrial properties as compared to the citywide average. Commercial and industrial property vacancy rates of both for-lease and for-sale properties are above citywide averages.

Commercial properties being marketed for sale were on the market longer (7 to 11 months) than the citywide average (5 months) for most of the study period (2017-2022). However, early in the pandemic, demand increased and properties were selling more quickly than the city average.

Commercial properties being marketed for lease consistently exceeded the citywide average for duration of time on the market, indicating lower demand. However, the gap between the station area and citywide average has decreased over time, suggesting increasing demand for leased properties in the area.

The length of time a property is on the market is influenced by a number of factors. A top contributor is the quality of the property and the cost of bringing it to market standard. For example, if a low-quality property has a high cost of improvement, it would likely sit on the

market longer, particularly if it is being leased rather than offered for sale as it would make more financial sense to make improvements on a property owned rather than leased.

The average effective lease rate (the actual lease rate in the lease agreement) in the 10th St station area ranged from \$15.42 to \$26.19 per square foot between 2017 and 2020.

At 80% of the area's housing stock, high-density,

multifamily attached housing is the most prevalent housing type in the 10th St station area. Almost two-thirds of housing stock in the area are studio to one-bedroom units and just over two-thirds of residents in the station area are renters.

The economic landscape in the 10th St station area indicates an overall surplus of 962 low-wage jobs compared to low-income households. This means there are more low-wage jobs



available than there are individuals with low-incomes residing in the station area. This means that workers occupying these low-wage jobs are coming from other areas and are potentially transit riders.

Large-scale, market-rate developers cite a lack of amenities, like green space, and perceptions of public safety in the area as notable obstacles to residential development in the downtown. Mid-scale, mission-driven developers see the most potential in the 10th St station area due to proximity to northeast downtown and a grocery store (note that the grocery store closed in March 2025 subsequent to the developer meetings).

Affordable housing developers stress the importance of infrastructure investments, particularly in green spaces and livability amenities, while prioritizing transit connections for job accessibility. Acknowledging the 10th St station, affordable housing developers still have preference for the area around Union Depot for its comprehensive amenities.

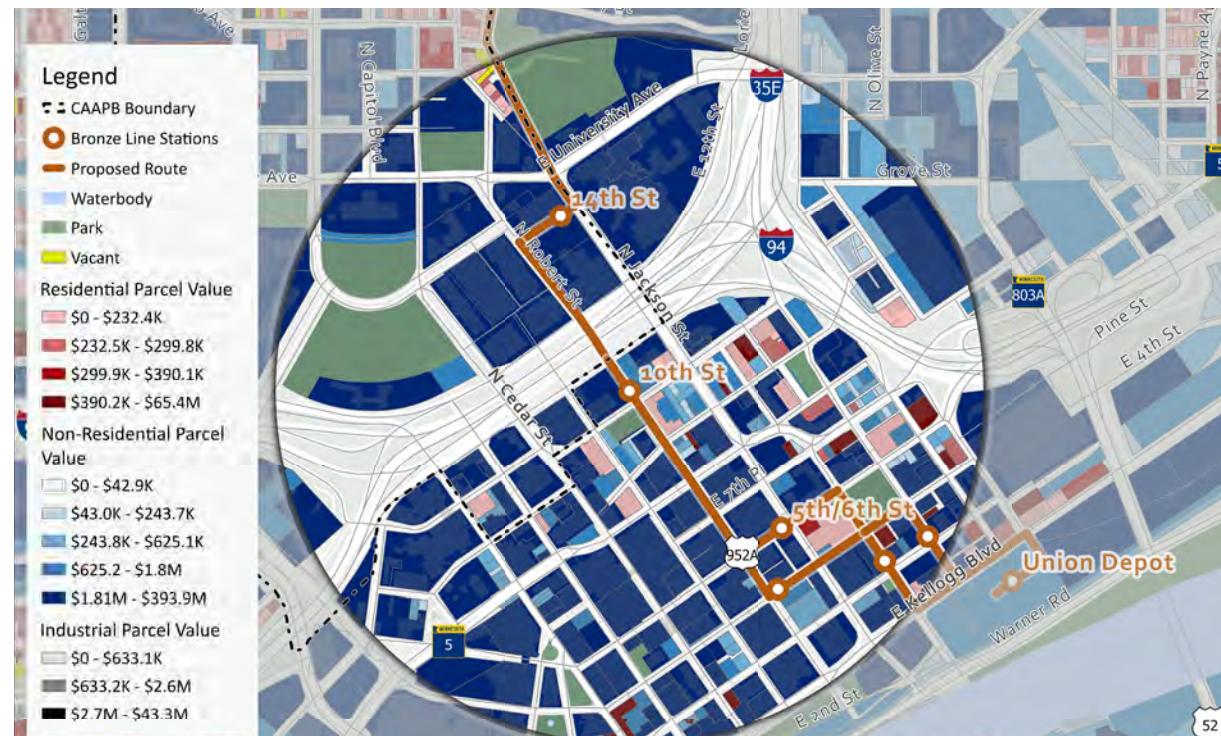


Figure 2.6 Estimated Market Value, 10th St Station Area, 2023.

KEY CONSIDERATIONS FOR MARKET INTERVENTION

- Among all station areas, the 10th St Station has:
 - The highest percentage of high-density housing units at 80%.
 - The highest percentage of studio and one-bedroom units
- Vacancy rates of both for-lease and for-sale properties are well above the citywide averages, suggesting the market for commercial and industrial properties is saturated.
- The estimated market value of nonresidential properties is the highest of all station areas along the proposed line at a \$3.3 billion.
- There is an imbalance in the number of low-wage jobs and low-income households, with an average of 962 more low-wage jobs across the station area's census tracts. This is the highest disparity among all of the station areas.
- Housing developers have concerns about the general lack of amenities and perceptions of public safety.

10th St Station Area Parcel Values (as shown on Figure 2.6)

- Total Residential Value: \$497.5M
- Non-Residential Value: \$13.3B
- Industrial Value: \$30M
- Vacant Land Value: \$21.1K

PLANS AND RELATED POLICIES

As might be expected, the land within the station area has been the subject of many plans and planning efforts over time. Below is a list of the most relevant plans and policies that provide guidance for how future decisions should be made:

- Saint Paul 2040 Comprehensive Plan
- Saint Paul 2024 Bicycle Plan
- Saint Paul Pedestrian Plan
- Saint Paul Downtown Investment Strategy
- Saint Paul Public Art Ordinance Program
- Green Line Station Area Planning: Downtown Station Area Plan
- Pedro Park Reconstruction Project
- Fitzgerald Park Precinct Plan
- Capitol Area Architecture and Planning Board (CAAPB) Comprehensive Plan
 - Includes a Capitol Heights Development Framework in Chapter 7B
- CAAPB Stormwater Management Study
- Capitol Mall Design Framework
- Downtown Streets and Sidewalks Plan (estimated completion 2026)

NEIGHBORHOOD PLAN

The majority of the station area is in Downtown, with the remaining area north of the station largely occupied by the State Capitol. The Saint Paul Downtown Investment Strategy was adopted in 2024 through a public/private effort which was lead by the Saint Paul Downtown Alliance and the City of Saint Paul. This plan seeks to build on the planning of other interested and invested groups to create a collective vision for downtown, through tactical and collaborative action steps in responsive to both long-term and newly emerging trends. It

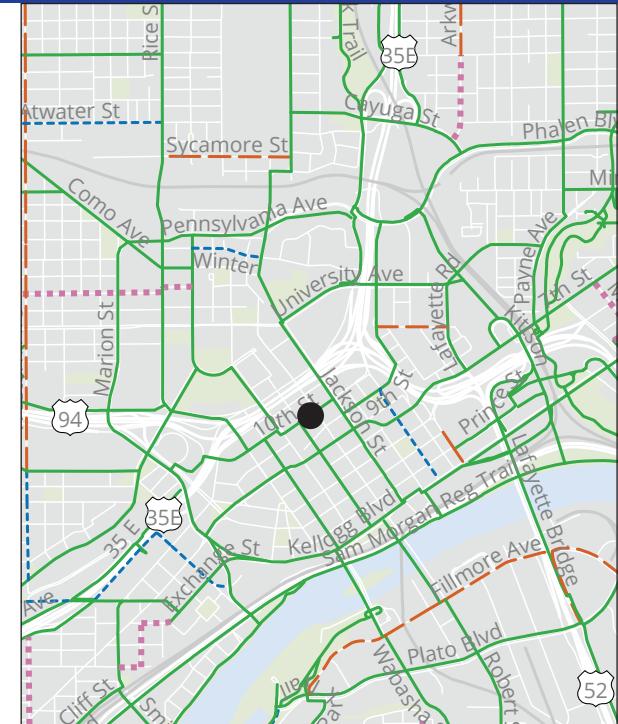
identifies the declining value of the office market, and corresponding loss in tax revenue, as one of the key trends impacting downtown Saint Paul, and accelerated by the COVID-19 pandemic. The plan suggests three Downtown Investment priorities:

1. Office-to-Residential Conversions
2. Public Realm Enhancement
3. Early-phase actions to advance strategic redevelopment projects

COMPREHENSIVE PLANS

Future Land Use Plans are developed to communicate the community's vision for how an area will evolve over time. The Saint Paul 2040 Comprehensive Plan continues the highly diverse land use pattern that exists today. Immediately around the station, the designation is Downtown, which is one of the mixed-use categories. This is the oldest developed part of Saint Paul, and currently and historically has had the greatest employment and housing density in the city.

Also within the larger station area are Civic and Institutional, Mixed-Use, and Urban Neighborhood designations. There is a small portion of the half-mile buffer that includes an industrial area used that is challenging to access due to the highways that surround it. Civic and Institutional land use includes buildings and open space for major institutional campuses. Mixed-Use areas are primarily along thoroughfares well-served by transit. The main distinguishing characteristic is a balance of jobs and housing within walking distance of one another. Urban Neighborhoods are primarily residential areas with a range of housing types.



Planned Bicycle Network

- Separated Bikeways & Paths
- On-Street Bicycle Lane
- Bicycle Boulevard
- Shared Lane
- Bikeway for further study
- 10th St Station

Figure 2.7 Saint Paul Bicycle Plan Excerpt

The Capitol Area Architectural and Planning Board (CAAPB) also has a 2040 Comprehensive Plan that shapes what occurs in a portion of the station area. Five square blocks addressed by this plan sit on the south side of the interstate, within a block of the proposed 10th St station location.

ENGAGEMENT PHASES

PHASE 1

Themes and Asset Identification

- Introduce SAWG to station area planning and the Bronze Line.
- Identify community assets in the station area.
- Develop station area goals and ETOD themes.

Engagement Methods:

- SAWG summit and meeting #1
- Online engagement
- SCEPP meetings
- Pop-up events

Key Themes:

Transportation Infrastructure and Maintenance:

- Concerns around maintenance and safety at and around transit stations, including cleanliness, sidewalk quality, lack of lighting, and snow removal.
- Need for better bike and pedestrian connectivity including infrastructure, wayfinding, and seamless transit connections.

Amenities and Services:

- Desire for a more diverse and vibrant downtown with, family-oriented attractions, entertainment options (including nighttime and weekend attractions), urban gardens, and green spaces.
- Calls for more variety in businesses serving residents including affordable grocery stores, home essentials, and restaurants.
- Need for more resources and services for people experiencing homelessness, specifically harm reduction and healthcare services.

Public Safety:

- There are concerns around safety and the perception of safety in downtown.

- Input gathered in Phase 1 was used to draft the goals and equitable transit-oriented development themes, which guided the development of recommended policies, improvements, and opportunities.

PHASE 2

Goals and Actions

- Refine the station area ETOD themes and goals identified during Phase 1.
- Identify physical improvements, policies, and programs that support station area goals and themes of equitable transit-oriented development.

Engagement Methods:

- SAWG meeting #2
- SCEPP meetings
- Pop-up events

Key Themes:

- Support for creating inclusive and multi-generational community programming spaces and for both indoor and outdoor recreation and green spaces
- Desire for continue improvements to pedestrian and bike safety through infrastructure changes including wider sidewalks, redesigned crossings, integrated bike lanes, and reduced vehicle speeds. Focus on encouraging transit use through safety and design improvements.
- Safety identified as top priority with calls for more visible law enforcement in some areas and unarmed transit ambassadors to improve safety perceptions.
- Focus on activating downtown as a business-friendly space with programs that support small businesses and bring in more businesses meeting daily needs including health and dental services, groceries, and other errands. Some concerns about impact of bike lanes and loss of parking on small businesses.

- The input from Phase 2 was used to refine the policies, improvements, and opportunities identified under each station area plan goal.

PHASE 3

Prioritization of Policies

- Refine policies, improvements, and opportunities.
- Prioritize policies and needs identified in Phase 2.

Engagement Methods:

- SAWG meeting #3
- SCEPP meetings

Key Themes:

- Activate public spaces through implementing the Pedro Park Plan, working with local artists to incorporate public art into the station area, supporting pop-ups and temporary activities in the area, and sharing community events.
- Support for upgraded pedestrian infrastructure to increase crossing safety, visibility and accessibility. Increase transit accessibility by providing free passes for youth and seniors, improving tailored on-demand transit services for seniors and those with disabilities, and providing end of trip facilities near station areas, such as secure bike racks.
- Top priorities for safety are increased lighting, staffed security at stations, and regular maintenance to address litter, snow, and ice removal.
- Need for increased housing and support for property owners to invest in home maintenance and modernization along with desire for neighborhood-driven programs to maintain parks and green spaces.
- Desire for support of commercial uses as part of redevelopment projects and development of public/private partnerships to support development of businesses and community services.

- Phase 3 input helped to prioritize the policies and needs identified in Phases 1 and 2 to address the goals.



Participants at the SAWG summit.



Handout for 10th St SAWG meeting #3.



Prioritization exercise at SAWG meeting #3.

SUPPORTING COMMUNITY NEEDS

Throughout the station area planning process, members of the community provided feedback on the ways in which their neighborhoods could be supported as the transit line is established. These needs center on quality of life issues involving housing, employment, health, social interaction, and the environment.

The policy and program items identified through the efforts of the 10th St Station Area Working Group are listed below, organized under the four Equitable Transit-Oriented Development (ETOD) themes. The items in **BOLD** were those ranked as being the most important policies or programs by those who participated in the work sessions. The items below do not include identified infrastructure improvements, which are described in Chapter 3 Future of the Station Area.

ETOD THEME #1: ANTI-DISPLACEMENT, AFFORDABILITY, AND BUILDING WEALTH



- **Support for property owners to reinvest in their homes' façade, complete maintenance, or modernize.**
- Opportunities for alternative housing ownership models (land trusts or down payment assistance, for example).
- Improved childcare access.

ETOD THEME #2: MENTAL HEALTH, WELLNESS, AND QUALITY OF LIFE



- **Create neighborhood-led public art initiatives with local artists.**
- Create a message board for community events and information.
- Create opportunities for elders to meet-ups.
- Annual accessibility audits of the station area.
- **Improve maintenance and litter removal at the station.**
- **Ensure snow and ice removal along station access routes.**
- Social engagement programs and activities for seniors and people with disabilities.
- Inter-generational activities and programs – mentoring, sports and fitness, language or culture events.
- Mental health and dependency support.

ETOD THEME #3: SUPPORT LOCAL BUSINESSES AND WEALTH-BUILDING



- Support storefront façade improvements.
- Support for temporary pop-up business, food trucks, and activities near the station.
- Workforce training and workforce readiness.
- Public/private partnerships to support development of community services and businesses.
- Job fairs geared towards neighborhood residents.
- **Identify and support commercial uses as part of redevelopment projects.**

ETOD THEME #4: SUSTAINABILITY AND THE ENVIRONMENT



- Provide free passes for youth and seniors to access transit.
- Make bike-share or scooter-share accessible.
- **Provide more tailored on-demand transit services to support seniors and those with disabilities.**
- Provide end-of-trip facilities (secure bike racks, etc.) at destinations near the station.
- Creation of neighborhood-driven maintenance programs for parks and green spaces.

FUTURE OF THE STATION AREA

INTRODUCTION

The future 10th St station will provide an expanded transportation option for residents and visitors to the neighborhood. A set of policy, improvement, and opportunity recommendations have been developed to support the future use and success of the station area based on feedback collected from residents and stakeholders. These recommendations are organized throughout this chapter by the Goals (as identified in Chapter 4 - Goals). Note that recommendations specific to areas north of I-94 can be found in the 14th St Station Area Plan; recommendations specific to areas east of I-35E can be found in the Olive St and Cayuga St Stations Area Plan. Areas south of 7th St were planned as part of the Green Line Station Area Plans (2010) and will be included in future station area planning for the Gold Line BRT Extension (2027).

STATION AREA RECOMMENDATIONS

The following terms are used to define the recommendations throughout this chapter:

POLICIES

Recommendations related to a system of guidelines to assist with future decision-making.

IMPROVEMENTS

Recommendations related to physical changes within the public realm of the station area, such as sidewalks, spaces to bike, and streetscape improvements.

OPPORTUNITIES

Recommendations related to communication, placemaking, and creating identity within the station areas, such as wayfinding and public art.



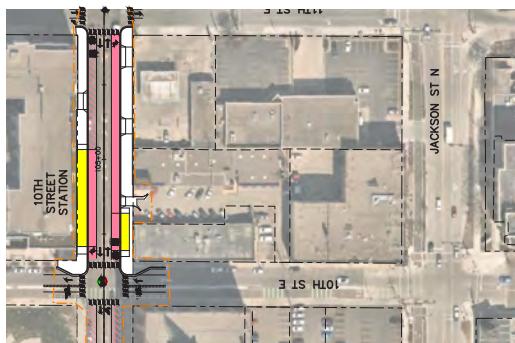
STATION AREA RECOMMENDATIONS

A set of recommendations, including policies, improvements, and opportunities have been developed for the 10th St station. See Figure 6.1 for the location of recommendations and big ideas. Below is an expanded legend of the symbols shown on the figures.

KEY (FOR FIGURES)

BRONZE LINE STATION LOCATION

The future 10th St station will be located on the north side of the intersection of Robert St and 10th St, with the northbound station located on the east and the southbound located on the west. See figure below for the 30% design plan for the 10th St station.



30% Design, 10th St Station. (2022)

BRONZE LINE ROUTE

Future route of the Bronze Line BRT.

PROPOSED STATION AREA PEDESTRIAN CONNECTION

Future sidewalks as recommended in this station area plan. See Goal #3 policies.

PRIORITY WALKING INVESTMENTS PER SAINT PAUL PEDESTRIAN PLAN

Future sidewalks as recommended in the 2019 Saint Paul Pedestrian Plan.

PROPOSED STATION AREA BIKEWAY

Future bikeways as recommended in this station area plan. See Goal #3 policies.

SAINT PAUL BIKE PLAN RECOMMENDATIONS

Future bikeways as recommended in the 2024 Saint Paul Bicycle Plan.

EXISTING BIKEWAY

Existing off-street trail or on-street bikeway (bike lane or shared lane).

PROPOSED STATION AREA STREETSCAPE IMPROVEMENTS

Roadway corridors that have been identified through this station area plan for future improvements such as pedestrian lighting and improved design for safety and placemaking. See Goal #2 policies.

PROPOSED STATION AREA INTERSECTION OR CROSSING IMPROVEMENTS

Intersections identified for future improvements such as curb extensions, crosswalk markings, and other safety improvements. See Goal #4 policies.

EXISTING GREEN SPACE OR CITY-OWNED PARKLAND

Land that is either currently designated as a park or currently used for recreation and gathering.

PROPOSED STATION AREA GREEN SPACE

Areas proposed to be redeveloped or improved as future green spaces or parkland. See Goal #2 policies.

DESTINATIONS AND LANDMARKS

Recognizable businesses, civic services, and parks that serve as station area landmarks and destinations today.

PROPOSED STATION AREA LOCATION FOR FUTURE PUBLIC ART

Areas identified for future public art locations. See Goal #2 policies.

PROPOSED STATION AREA WAYFINDING

Areas identified for future wayfinding locations. See Goal #3 policies.

PROPOSED STATION AREA PED/BIKE BRIDGE

Future bridge intended for pedestrian or bicycle use as recommended in this station area plan.

CAAPB AREA

Proposed and existing green spaces, public art, and improvements shown within this area are guided by the 2040 Comprehensive Plan for the Capitol Area.

BIG IDEAS

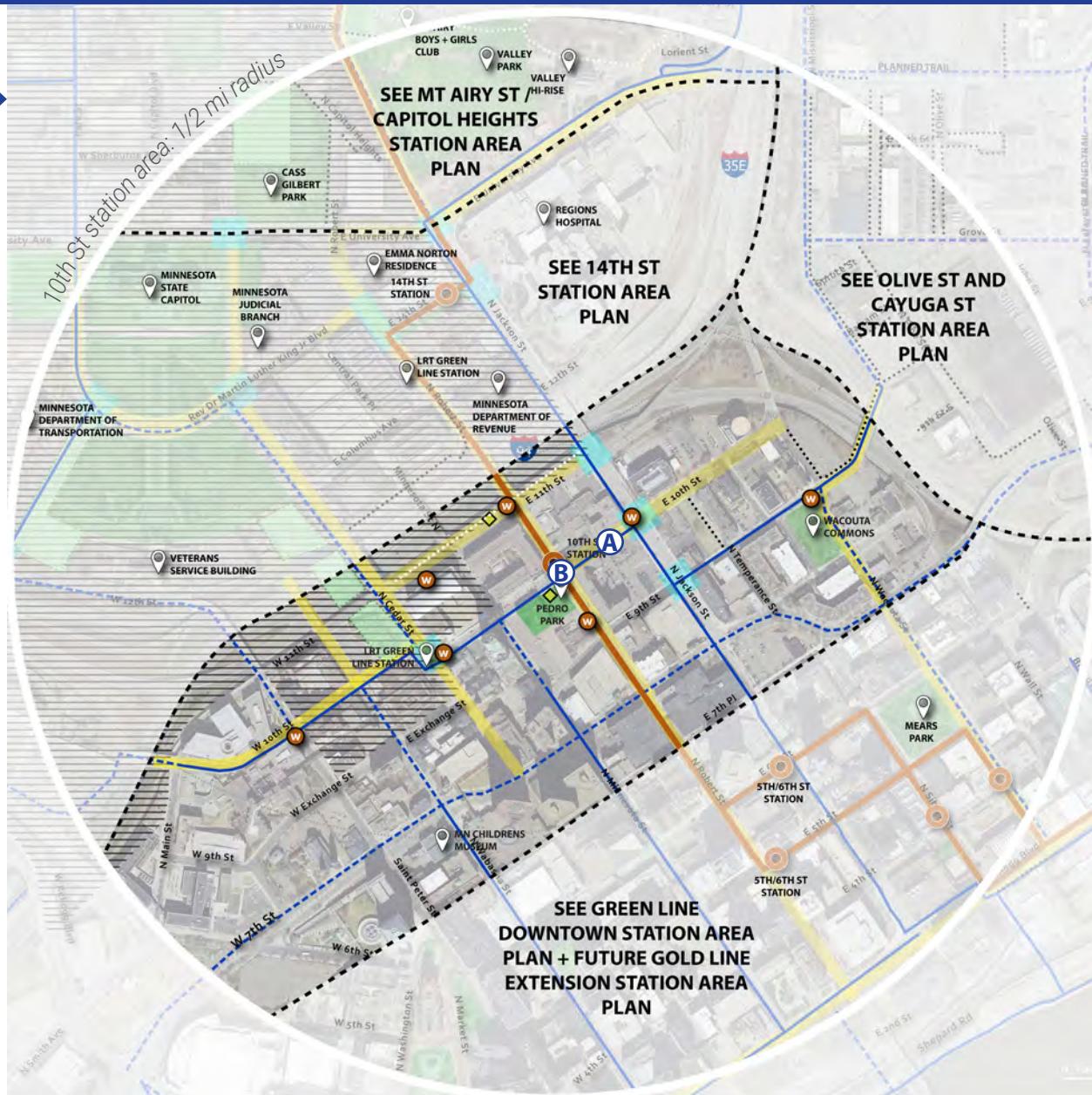
The policies that are proposed in the 10th St station area are driven primarily by a few larger proposed ideas that support multiple identified goals. See Figure 3.1 for locations.

Ⓐ 10TH ST CORRIDOR

- Prioritize pedestrian connections to future redevelopment sites for housing, employment, and services.
- Enhance streetscape design to improve pedestrian comfort and safety.
- Elevate pedestrian amenities to match the comfort level provided for bicyclists and vehicles.

Ⓑ MOBILITY HUB AT 10TH ST

- Emphasize a neighborhood-centered mobility hub at 10th St and Robert St that leverage Capital City Bikeway network connections, multiple high-frequency transit lines, commercial space, Pedro Park amenities, and adjacent redevelopment opportunity sites. This area is identified as a priority location for a mobility hub in the Metropolitan Council's Mobility Hub Planning and Implementation Guidebook (2022).
- The mobility hub will co-locate different transportation options (transit lines, bike facilities, scooter sharing, EV Car Share/EV Spot Network, pedestrian facilities).



GOAL #1: CREATE THRIVING NEIGHBORHOODS



The station areas are made up of distinct and unique neighborhoods that will continue to have a variety of housing types to suit the needs of residents today and into the future. These are neighborhoods where people will be able to live throughout varying stages of life, supporting a variety of household types and income levels. Destinations frequented by residents on a daily or weekly basis, such as grocery stores, will be located near the stations, and businesses will support residents and visitors using public transportation. The station areas are also destinations for places of employment and community services such as community centers, schools, places of worship, places to exercise, and places to receive healthcare. Thriving neighborhoods are resilient to a variety of risks over time. Managing stormwater through green infrastructure, supporting habitat for pollinator species and urban wildlife, and creating flexible spaces that adapt to our changing environment are examples of environmental resiliency.

EXPECTED DEVELOPMENT OR REDEVELOPMENT	AREA
Residential	1,300,000 SF (1,300 units)
Commercial	300,000 SF
Industrial	50,000 SF

Table 3.1 Expected Development from Real Estate Market and Housing Gap Analysis (numbers are for the Union Depot, 5th/6th St, and 10th St Stations combined).

The 10th St station area is the least vertically-developed of all of the downtown stations and is surrounded by the properties with the most depressed market values. The location of the station adjacent to a commercial site at ground level (former grocery store site) and to Pedro Park makes this area attractive for residential development. In addition, it sits near the large, stable employment hub of Regions Hospital and the Capitol Area.

Given these factors, 10th St has the greatest development potential of all of the Bronze Line BRT stations. Table 3.1 displays the expected development or redevelopment for the entire downtown, including the areas around Union Depot and 5th/6th St. 10th St would be expected to have only a portion of the total development listed allocated to it.

1.1 POLICIES TO CREATE THRIVING NEIGHBORHOODS

1.1.1 Explore opportunities to increase the diversity of housing types to support residents through all stages of life and to provide opportunities for individuals to work and live in the station area. Housing should be targeted towards 30 to 50% of area median income (AMI) and family-sized units to serve diverse household types.

1.1.2 Promote “livability” amenities such as retail and service businesses to meet daily needs, entertainment venues, bicycle and pedestrian facilities, and places for social gatherings.

1.1.3 Invest in green infrastructure that enhances the open spaces that already exist; establish new green infrastructure features such as those that will be completed in Pedro Park as in 2025.

CHARACTER AREAS

The land along the BRT line can be described in ways that generalize the historic built form and land uses while anticipating complementary future development. These character areas are supported by policies to guide the direction of change under the headings of Redevelopment, Built Form, and Parking and Circulation. The recommendations below reflect the visions of the existing Comprehensive Plan while addressing needs identified to help support transit within the station area.

For the 10th St station area, the character area is:

- Intensifying Urban Grid



Example of a mixed-use development with grocery and residential units.

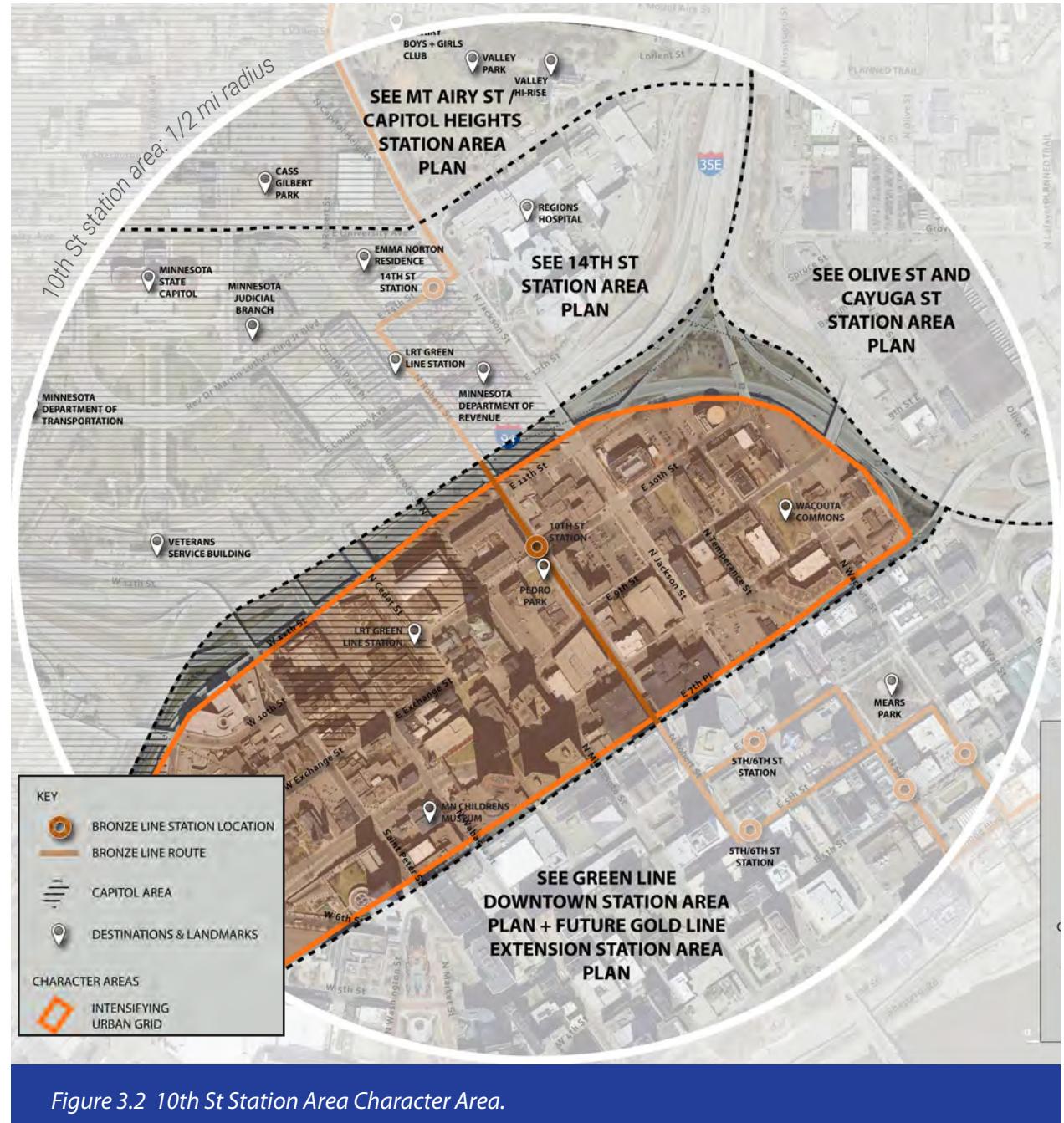


Figure 3.2 10th St Station Area Character Area.

1.2 POLICIES FOR INTENSIFYING URBAN GRID

A large portion of Saint Paul's downtown makes up this character area. While not as intensely developed as other parts of downtown, there are a wide variety of commercial, office, institutional, and residential uses in the vicinity of the station. The Minnesota Children's Museum and the Palace Theatre sit in the far southwestern corner. Nearby Wacouta Commons Park is an established green space, while Pedro Park – adjacent to the station – is being transformed and expanded. A number of surface parking lots are present even as new mid-rise apartment buildings have been added to the mix. Properties under the jurisdiction of the CAAPB sit just south of I-94/I-35E and house state and county offices. The Metro Green line cuts through the station area with a stop at its own 10th St Station on Cedar St. Previous planning efforts envision redevelopment of the two blocks near the Green Line station.

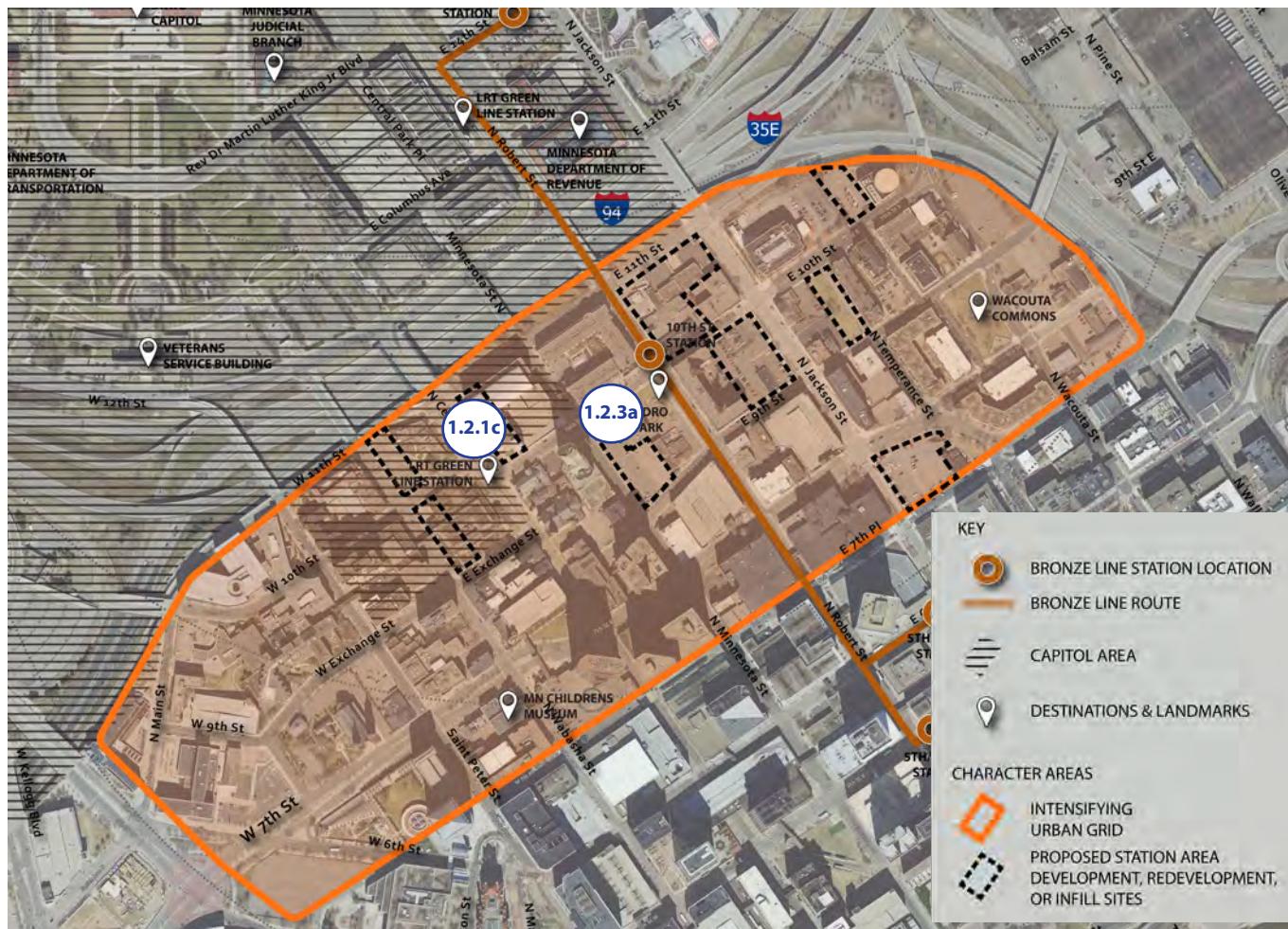


Figure 3.3 Intensifying Urban Grid Character Area.

1.2.1.1 Redevelopment

- Emphasize mixed-use development to provide space for both residential and non-residential uses. Blocks closest to the station should prioritize housing to support transit ridership.
- Promote a high percentage of active ground level uses to provide "eyes on the street" and to facilitate social interactions.
- Maintain the vision and zoning of the CAAPB's 2040 Comprehensive Plan for the Capitol Area to continue to enhance the Capitol campus as it extends south across I-94/I-35E.
- Redevelopment adjacent to the LRT station in the CAAPB area should provide an amenity-rich public space that establishes a connection to the Capitol Mall across the interstate corridor.

1.2.2 The Built Form

- a. Design first floor building facades to include elements that reinforce a pedestrian-friendly environment, such as multiple entrances, large windows, awnings and canopies, and exterior lighting.
- b. Maintain and enhance public and private green spaces to encourage informal gatherings.

1.2.3 Circulation and Parking

- a. Invest in the 10th St and Robert St node to create a neighborhood mobility hub with wayfinding, micro-mobility stations, and enhanced multimodal connections to nearby destinations.
- b. Continue to prioritize parking structures over surface parking when possible and incorporate elements of visual interest along pedestrian-oriented frontages.
- c. Improve smaller surface parking lots by exploring consolidation to create shared parking opportunities. Increase pervious surface amounts to reduce stormwater runoff volumes and improve water quality. Install landscaping to screen parking from view.
- d. Add amenities and streetscape infrastructure to support pedestrian and bicyclist movement, such as benches, trash cans, and bicycle parking.



Example of mixed-use development with commercial space and residential units above.



Example of first floor building facade that encourages a pedestrian-friendly environment.



Example of parking structure that incorporates elements of visual interest.

GOAL #2: MAKE VIBRANT PUBLIC PLACES



Precedent image of parking lot screening with landscaping.

The station areas will be vibrant, activated places where art, cultural history, and community identity are apparent, authentic, and visible. Parks, green spaces and gathering spaces will provide places to sit and gather with shade, views, and recreational amenities that support the health of residents and foster strong relationships throughout the neighborhood.

2.1 PUBLIC SPACE IMPROVEMENTS

2.1.1 Pedro Park Project (to be completed in 2025):

- Incorporate green spaces, including a lawn and a bee-friendly area, to foster biodiversity and relaxation.
- Build interactive features like a play area to engage families and children.
- Create a pet play area to cater to pet owners, adding a social and active element to the park.
- Install seating terraces, shaded structures, and consider movable tables for flexible gathering spots.
- Integrate vibrant seasonal lighting to enhance visual interest year-round.
- Restore connections to the surrounding area by activating park edges with expanded streetscapes.
- Align design elements with community priorities, ensuring functionality and inclusivity.

2.1.2 Cedar and Wabasha Deck Node (CMDF):

- Incorporate diverse amenities such as a welcome center, cafe, restrooms, and wayfinding signage to enhance community space and visitor experience.
- Integrate plazas and covered gathering areas to encourage public engagement, while offering protection from inclement weather.
- Encourage the use of green infrastructure elements, such as rain gardens and improved stormwater management, to address environmental challenges.

2.2 PUBLIC REALM IMPROVEMENTS

2.2.1 Streetscape improvements on Wacouta St and 9th St:

As the Saint Paul Downtown Streets and Sidewalks Plan is completed, consider the following:

- Widen the sidewalk at 9th St and Wacouta St to enhance pedestrian accessibility and comfort.
- Explore the feasibility of extending the separated bikeway across I-94 for improved bicyclist connectivity and safety on 9th St.
- Explore intersection improvements at pedestrian crossings at 9th St and Wacouta St to reduce crossing distances and improve visibility.
- Install street trees per City policies outlined in the Comprehensive Plan.
- Add screening elements to parking lots along Wacouta St and 8th St to enhance the pedestrian experience and streetscape aesthetics.

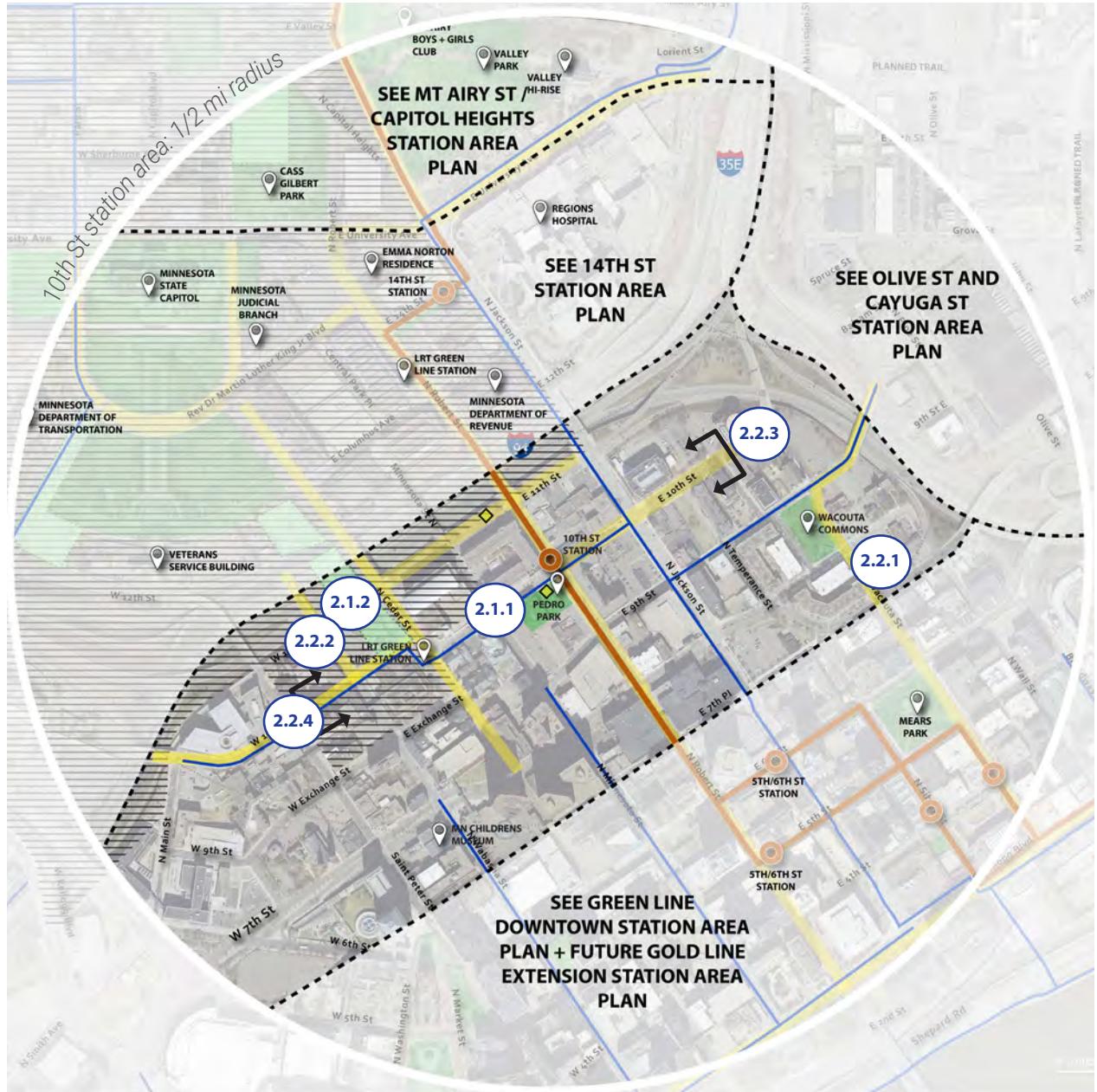


Figure 3.4 Public Spaces, Art, and Streetscape, 10th St Station Area.



Pedro Park preferred concept plan by Aune Fernandez Landscape Architects.



Concept plan of Cedar + Wabasha Deck Node from Capitol Mall Design Framework.

2.2.2 Streetscape improvements on Wabasha St:

- Establish a clearly defined boulevard zone at the curb edge with amenities such as receptacles, parking meters, pedestrian lighting, trash receptacles, planting, and/or small bollards.
- Provide a clearly defined pedestrian zone with a clear width of 6 - 8' to ensure unobstructed pathways.
- Implement low screening along parking lot edges to improve aesthetics and maintain visibility.
- Increase the tree canopy to enhance shade, reduce urban heat, and improve environmental quality.

2.2.3 Streetscape improvements on 10th St

East of Jackson St:

- Fill gaps in the sidewalk network to ensure complete pedestrian connectivity.
- Narrow vehicle travel lanes east of Jackson St to calm traffic and enhance pedestrian safety.
- Widen sidewalks to accommodate increased foot traffic and improve walkability.
- Incorporate green infrastructure, such as stormwater management systems and linear tree planting, into the streetscape.
- Screen large parking lots along sidewalk edges with landscaping or architectural features to improve visual appeal.
- Relocate utility lines underground to enhance aesthetics and reduce overhead clutter.
- Coordinate these improvements with the timeline and design of future development projects.



Existing view east along 10th St east of Jackson St.



Figure 3.5 10th St Street Example Cross Section - East of Jackson St.

2.2.4 Streetscape improvements on 10th St

West of Cedar St:

- Establish a clearly defined boulevard zone at the curb edge featuring pedestrian lighting, trash receptacles, planting, and/or small bollards.
- Ensure a clearly defined pedestrian zone with a 6 - 8' wide clear pathway for uninterrupted pedestrian movement.
- Relocate utility lines underground to align with future pedestrian streetscape plans.
- Upgrade street lighting to improve visibility and safety for pedestrians.
- Require future redevelopment to incorporate pedestrian-scale façade articulation at the sidewalk level for visual engagement.
- Consider screening elements along large surface parking lots to enhance aesthetics and pedestrian comfort.
- Consider linear planting along the curb edge to create a buffer between the sidewalk and roadway.

2.3 PUBLIC ART OPPORTUNITIES

2.3.1 Explore potential public art locations as shown on Figure 3.4.

- Public art will be installed at Pedro Park in 2025. Other potential public art installations will be implemented with a future redevelopment site or streetscape improvement area. The City of Saint Paul has an ordinance and policy related to the funding and process for public art on City-owned property. Ramsey County, private land owners, and local agencies are potential project leads for public art initiatives outside of City-owned property. The CAAPB's 2040 Comprehensive Plan has specific guidance for future public art locations in the CAAPB area.



Existing view west along 10th St west of Cedar St.

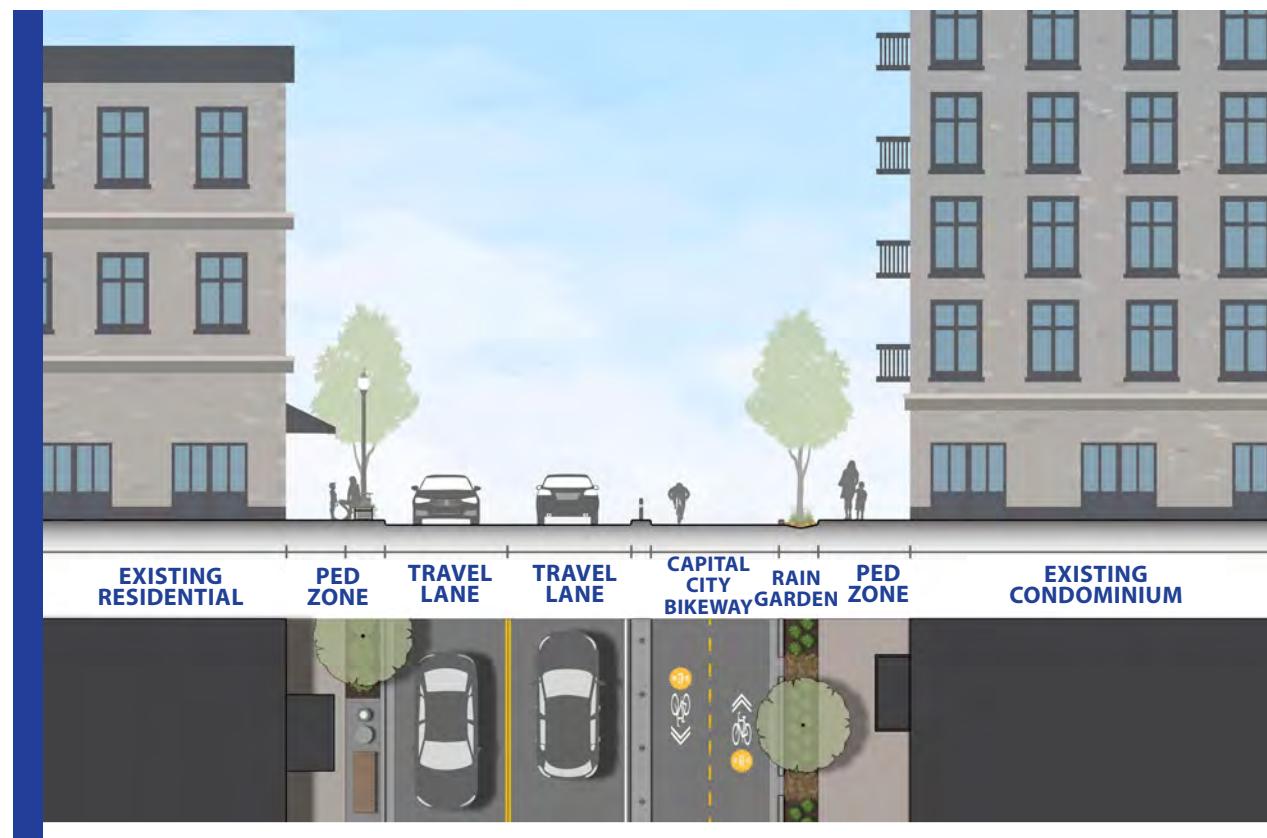


Figure 3.6 10th St Street Example Cross Section - West of Cedar St.

GOAL #3: CONNECT PEOPLE AND PLACES



The station areas will be places where people can easily and comfortably walk, bike, and take public transit, whether going short or long distances. Public transit will be a viable, reliable, and preferred option for getting around. Sidewalks, streets, trails, and intersections will be designed for people of all ages and abilities.

3.1 NETWORK IMPROVEMENTS

3.1.1 11th St Redesign to potentially include the following:

- Incorporate a sidewalk on the north side of 11th St to provide an accessible pedestrian connection alongside the recently planted areas.
- Incorporate street trees and native, hardy plants along the sidewalk to establish a green, inviting streetscape.
- Design the improvements to complement surrounding development and contribute to the overall urban canopy and stormwater management efforts.



View north along 11th St (existing).



Example of sidewalk improvements incorporating trees and diverse planting.

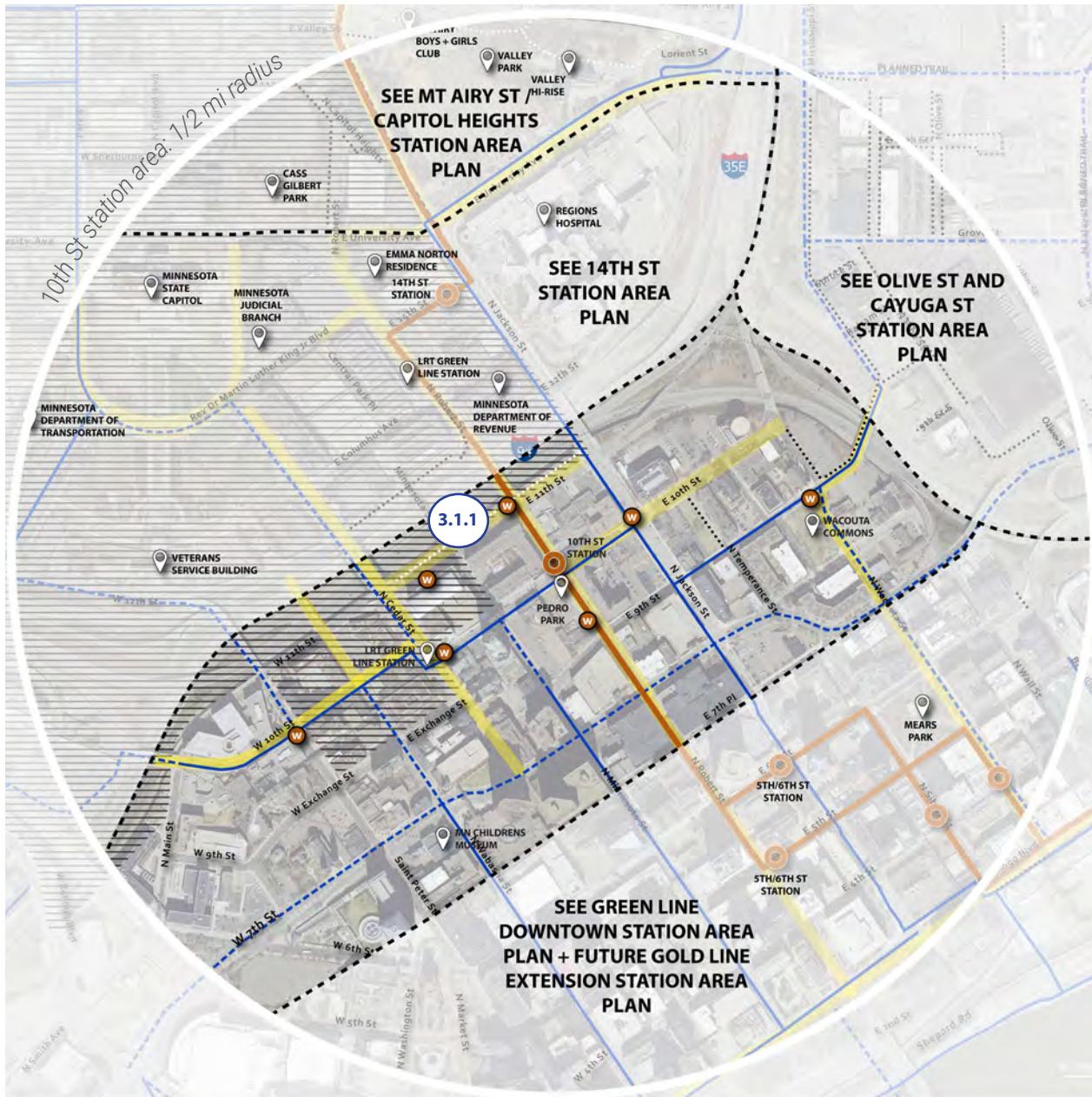


Figure 3.7 Wayfinding, Network and Streetscape Improvements, 10th St Station Area.

3.2 WAYFINDING OPPORTUNITIES

3.2.1 Directing transit users to the Bronze Line station at 10th St is the priority of the wayfinding opportunity locations shown on Figure 3.7, and is a response to ideas collected through community engagement. Bronze Line wayfinding design, installation, and maintenance will need Metro Transit to lead the effort, and should also consider wayfinding to other transit stations in the area.

- Suggested locations for directional wayfinding to direct transit users to the 10th St Station include:
 - LRT Green Line Station
 - 9th and Robert St
 - 11th and Robert St
 - 10th and Jackson St
 - Wacouta Commons Park
 - Medical campus area
- Suggested languages for wayfinding translation:
 - Hmong
 - Karen
 - Somali
 - Spanish
 - Dakota
 - Ojibwe



Precedent image of wayfinding signage.

GOAL #4: PRIORITIZE SAFETY AND SECURITY



The station areas will be places where safety and security is a priority. Community-based approaches to security are unique and will be defined by each neighborhood. People of all ages and abilities will feel comfortable using public transit, walking, and biking throughout the day and all seasons.

4.1 LIGHTING IMPROVEMENTS

4.1.1 Lighting considerations include spacing, pole height, illumination levels, and security measures to avoid copper wire theft. The following streets are recommended for updated and/or more consistent lighting to increase safety for pedestrians within the station area and encourage use of transit in the evenings:

- 9th St. east of Wacouta St across I-94 bridge
- Wabasha St north of 10th St
- 10th St west of Cedar Ave
- 10th St east of Robert St



Light fixtures are typically the lantern-style shown here with high hand holes to prevent wire theft.



Precedent image of lighting at transit station, Cincinnati, OH.



Precedent image of lighting designed to increase safety for pedestrians.

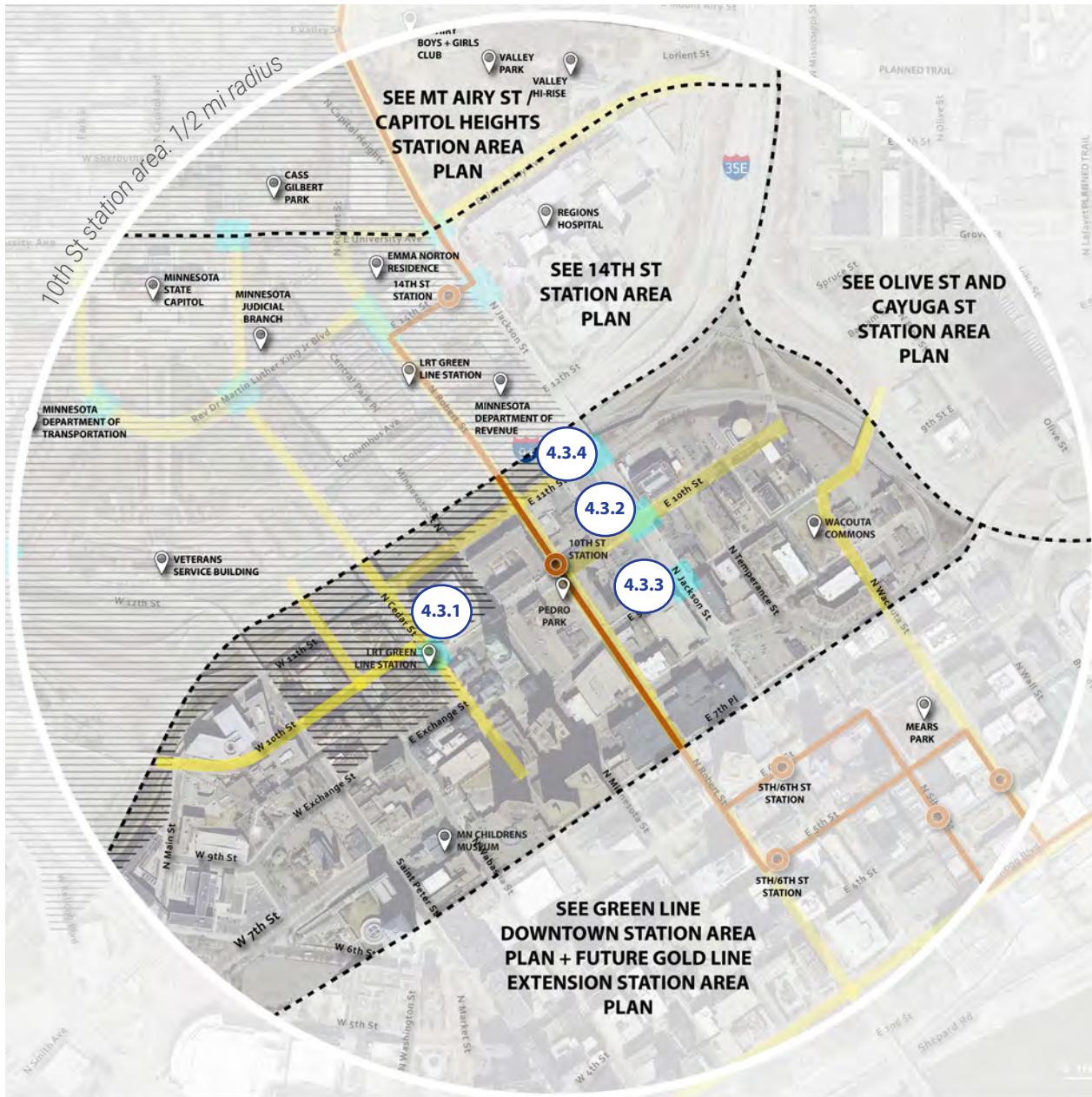


Figure 3.8 Streetscape, Intersection and Safety Improvements, 10th St Station Area.

4.2 SAFETY POLICIES

- 4.2.1 Ensure new development at the 10th St Station are designed to keep “eyes on the street” views open to the station. This can be accomplished by integrating public space with views towards the station, as well as ensuring that development has activated uses at ground level.

4.3 INTERSECTION IMPROVEMENTS

- Intersection improvements are recommended to increase safety and comfort for pedestrians and bicyclists at key intersections within the station area. These improvements aim to increase visibility for all modes of traffic at an intersection through increased lighting, upgraded signals, high visibility crosswalk markings, and curb extensions that decrease the crossing distances for people crossing roadways.
- Table 3.2 lists each intersection improvement area along with issues and concerns that have been identified by the project team as part of this planning process.
- Pages 41 - 44 include the *Station Area Plan Intersection Countermeasures Toolkit*. This toolkit is intended to define and pair typical safety issues at intersections with potential countermeasures to be explored. The toolkit applies to all Bronze Line Station areas within the City of Saint Paul.

Table 3.1 Intersections and Issues/Concerns

	LOCATION	ISSUES / CONCERNS
4.3.1	10th St and Cedar St	<ul style="list-style-type: none"> Pedestrians less visible in crosswalk when green phase begins Crosswalks are conventional transverse markings* No detectable warning surfaces where pedestrian access route crosses Green Line tracks at Green Line Station
4.3.2	10th St and Jackson St	<ul style="list-style-type: none"> Detectable warning surfaces between the bikeway and the roadway spaced too close together or not paired Drivers drive over curb separation when turning right onto 10th St Vehicles parked on northwest corner encroach onto the crosswalk Crosswalks are conventional transverse markings*
4.3.3	9th St and Jackson St	<ul style="list-style-type: none"> Crosswalks are conventional transverse markings*
4.3.4	11th St and Jackson St	<ul style="list-style-type: none"> There is only one detectable warning surface between the bikeway and the roadway when there should be two Right turn slip lane encourages turning at high speeds Northwestern corner has conflicting messaging for cyclists Capital City Bikeway sign is damaged on one side and placed below One Way sign on the other side Crosswalks are conventional transverse markings on south and west legs*

*Contact Public Works to obtain policy on crosswalk markings when considering marked crosswalks.

BRONZE LINE STATION AREA PLAN INTERSECTION COUNTERMEASURES TOOLKIT

BRONZE LINE STATION AREA PLAN INTERSECTION COUNTERMEASURES TOOLKIT

During the process of observing, documenting, and analyzing the roadway intersections in Bronze Line station areas, it became apparent that many of the same observations were being made throughout the corridor. The Station Area Plan Intersection Countermeasures Toolkit was developed as a way to communicate potential treatments and countermeasures that could be explored to address issues.

The toolkit contains a set of definitions and accompanying example images, along with a table that ties common issues with an explanation of potential safety risks and countermeasures that can be taken. The list is not exhaustive, and is intended to serve as a starting point for future study.

The Bronze Line Station Area Plan Intersection Countermeasures Toolkit applies to Bronze Line station areas within the City of Saint Paul. As subsequent station areas are planned beyond the City's limits, additions or amendments will be made to this toolkit.

DRAFT

DEFINITIONS AND EXAMPLES



ART CROSSWALKS

Also called decorative crosswalks, art crosswalks are marked pedestrian crossings that include an artistic element, such as murals, patterns and colors. Often created through community partnerships, they provide aesthetic enhancements to pedestrian crossings.



CURB EXTENSIONS

Also known as curb bump-outs or bulb-outs, curb extensions narrow the roadway at intersections and mid-block crosswalks to shorten crossing distance for pedestrians and can make space for other amenities such as vegetation or transit stops.



CURB RAMPS

Curb ramps are transitions between the sidewalks and street crossings that cuts through or is built up to the curb. Curb ramps can be perpendicular or parallel, or a combination of parallel and perpendicular ramps.



DIRECTIONAL CURB RAMPS

A type of curb ramp where the ramps are aligned with the direction of travel / crossing.



HIGH-VISIBILITY CROSSWALKS

Pavement marking patterns (i.e., bar pairs, continental, ladder) at crosswalks that are visible to both the driver and pedestrian from farther away.



LANE CONVERSION

Also referred to as a road diet, this form of design transformation reduces the number of lanes on a corridor. This can lead to crash reduction and potential safety improvements for pedestrians, cyclists, and transit users.



LEADING PEDESTRIAN INTERVAL (LPI)

A form of signal priority that gives pedestrians a head start when entering the intersection to reduce the time pedestrians are in conflict with turning traffic.

BRONZE LINE STATION AREA PLAN INTERSECTION COUNTERMEASURES TOOLKIT

DEFINITIONS AND EXAMPLES (CONTINUED)



MODERNIZED PEDESTRIAN SIGNALIZATION

Refers to a set of comprehensive pedestrian signal improvements including longer walk times, LPs, and accessible push buttons.



PEDESTRIAN HYBRID BEACON (PHB)

Traffic control device designed to help pedestrians safely cross higher-speed roadways at midblock crossings and uncontrolled intersections.



SEPARATED BIKEWAY INTERSECTIONS

Various methods of providing physical separation between bicyclists and motor vehicle traffic further into the intersection, allowing bicyclists to cross more safely.



PEDESTRIAN RECALL

Pedestrian phase is automatically activated every cycle, as opposed to being manually triggered by a push button.



RAISED CROSSINGS

Ramped speed tables that elevate the pedestrian crossing closer to the level of the sidewalk; this reduces motor vehicle speed limits and enhances pedestrian safety/comfort.



STORMWATER FACILITY

Elements such as swales, rain gardens, stormwater planters, permeable pavements, or other facility that can be incorporated into intersections/ right-of-ways to manage and/or treat runoff.



MEDIAN CROSSING ISLAND

Protected island centered on a crossing to facilitate safe crossings and reduce exposure to traffic.



RECTANGULAR RAPID FLASHING BEACON (RRFB)
Rectangular Rapid Flashing Beacons (RRFB) are a type of active warning beacon that uses rapid, irregular flashes to alert motorists to yield to pedestrians and bicyclists at crossings/intersections.



TACTILE WARNING PLATES / DETECTABLE WARNING SURFACES (DWS)

Detectable warning surface installed at the edge of pedestrian right-of-way/ intersections to indicate the boundary between pedestrian and vehicular routes.



PEDESTRIAN SIGNAL HEADS

Pedestrian signal heads are used to provide traffic signals that exclusively control pedestrian traffic.



MODIFIED SLIP LANE

Right turn slip lanes can be modified to allow truck movements while minimizing turning speeds. This avoids large radii on corners for truck movements.

BRONZE LINE STATION AREA PLAN INTERSECTION COUNTERMEASURES TOOLKIT

COUNTERMEASURE TOOLKIT

ISSUE	EXPLANATION OF ISSUE	POTENTIAL COUNTERMEASURE
Conventional/ Transverse or Missing Crosswalk Markings	<ul style="list-style-type: none"> Transverse crosswalk markings are more easily missed by drivers than high-visibility crosswalk markings. Motorists who do not notice pedestrians may strike them. 	<ul style="list-style-type: none"> High-visibility crosswalk markings, consistent with the Saint Paul Public Works crosswalk marking policy. Art crosswalks (where connection to adjacent public spaces is desired).
Non-compliant or Missing Curb Ramps or Detectable Warning Surfaces (DWS)	<ul style="list-style-type: none"> The Pedestrian Right-of-Way Guidelines (PROWAG) are the most up-to-date national regulations on accommodating users with disabilities in the public right-of-way. Compliance with the Americans with Disabilities Act should be assumed to comply with PROWAG. Non-compliant infrastructure puts users who rely on detectable warnings and curb ramps at risk of injury and creates discomfort for most users. 	<ul style="list-style-type: none"> Install or reinstall compliant directional curb ramps and/or DWS as needed. Widen narrow refuge medians to ADA minimum width.
Missing and/ or Obstructed Pedestrian Access Route	<ul style="list-style-type: none"> Where pedestrian access routes or sidewalks are missing, or obstructed (not ADA-compliant), mobility is decreased and pedestrians may walk in roadway or on boulevard. 	<ul style="list-style-type: none"> Remove obstacles, including relocating bus stop facilities, signs, poles, or other obstructions. Sidewalk installation. Reconstruct noncompliant pedestrian access routes.
Long Crossing Distances	<ul style="list-style-type: none"> Longer crossing distances increase pedestrian exposure to conflicting traffic. At uncontrolled locations it can be difficult to safely cross several lanes of fast-moving traffic. 	<ul style="list-style-type: none"> Curb extensions. Pedestrian refuge islands/medians. Reduce and/or narrow motor vehicle travel, turning and parking lanes. Pedestrian Hybrid Beacons (PHBs), generally at mid-block locations.
Wide Corner Radius	<ul style="list-style-type: none"> Wide corner radii lengthen pedestrian crossings and allow vehicles to turn at higher speeds, increasing the potential of serious collisions. 	<ul style="list-style-type: none"> Curb extension. Reduce corner radii. Add truck apron or pillow.
Right Turn Slip Lane	<ul style="list-style-type: none"> Slip lanes have all of the downsides of wide corner radii while often allowing turning vehicles to avoid stopping or significantly slowing, increasing the potential for collisions. 	<ul style="list-style-type: none"> Remove slip lanes. Curb extension. Add directional curb ramps. Install modified slip lane. Add raised pedestrian crossing.

BRONZE LINE STATION AREA PLAN INTERSECTION COUNTERMEASURES TOOLKIT

COUNTERMEASURE TOOLKIT (CONTINUED)

ISSUE	EXPLANATION OF ISSUE	POTENTIAL COUNTERMEASURE
Drainage Issues	<ul style="list-style-type: none"> Poor drainage can lead to puddles at curb ramps, either soaking pedestrians or forcing them to use another route. 	<ul style="list-style-type: none"> Reconstruction or installation of new drainage facilities at areas of concern. Reconstruction of area of concern to provide positive drainage to nearest collection point.
No Pedestrian Signal Head and/or Accessible Pedestrian Signal (APS)	<ul style="list-style-type: none"> At stoplights without pedestrian signals, pedestrians try to cross with a green light, but take much longer to clear the intersection on a yellow than vehicles potentially exposing them to conflicting traffic with a green light. Intersections and crossings are especially difficult for people with vision impairments, and APS systems enable these people to cross much more safely. 	<ul style="list-style-type: none"> Install pedestrian signal head and/or accessible pedestrian signal.
Crosswalk Lighting	<ul style="list-style-type: none"> Lighting increases pedestrian visibility at night. Drivers will not stop for a pedestrian they do not notice. Lighting increases the perception of pedestrian personal safety at night. 	<ul style="list-style-type: none"> Install lighting that provides high positive contrast of pedestrians at all crosswalks.
Wide, Straight, and/or Under-parked Roads	<ul style="list-style-type: none"> Wide and straight car lanes encourage speeding. Under-parked streets can effectively widen adjacent travel lanes, even when the adjacent travel lane is narrow, encouraging speeding. 	<ul style="list-style-type: none"> Reduce and/or narrow motor vehicle travel, turning and parking lanes. Install curb extensions. Install vertical deflection to slow speeds: <ul style="list-style-type: none"> Speed humps/cushions/tables. Raised crossings. Raised intersections. Install horizontal deflection to slow speeds: <ul style="list-style-type: none"> Chicanes. Pedestrian refuge medians. Traffic circles.
Wayfinding/Signage/Pavement Markings	<ul style="list-style-type: none"> Lack of clear wayfinding, signage and pavement markings may cause confusion while traveling within the station area and to the BRT station. 	<ul style="list-style-type: none"> Install wayfinding signs. Install uniform pavement markings, signs, and traffic control devices.

GETTING THERE

INTRODUCTION

The station area plan identifies a set of policies, improvements, and opportunities intended to support the successful implementation of the Bronze Line BRT by increasing ridership by connecting people to the stations and supporting transit oriented development throughout the surrounding neighborhoods. Implementation strategies should center racial and economic equity by prioritizing investments that benefit low-income renters, people with disabilities, and transit-dependent residents and workers in the station areas. A clear implementation plan is key to advancing the policies, improvements, and opportunities identified in the planning process.

Implementation of the public improvements and private development opportunities identified for each station area is likely to occur over several years, depending on demand and need, available funding sources, and market conditions. The public sector is expected to play a primary role implementing physical improvements and policy and regulatory initiatives. The private sector is expected to lead the way in the development and redevelopment of transit-oriented uses near the stations. Implementation of public infrastructure and policies that support transit-oriented development may play a key role in catalyzing development interest near the transit stations.

STRATEGIES FOR IMPLEMENTATION

The following five strategies will be necessary for implementing the station area plan:



ENHANCING MOBILITY IN STATION AREAS

In addition to allowing people to easily and safely move through the station area to reach their transit stop, enhancing mobility involves improving access between work, services, home, and leisure destinations. This includes filling local and regional gaps in the bicycle and pedestrian network and ensuring routes are designed to provide safe and comfortable travel throughout the year that meets or exceeds ADA standards. Travel Demand Management (TDM) strategies can reduce trips by car to the station area. For example, creating mixed use nodes that provide multiple neighborhood destinations allows for a reduction in trips by car, while also promoting social interactions and a more lively streetscape.



GETTING THERE

ADDRESSING THE BARRIERS TO TRANSIT

Improving access to transit involves more than just removing physical barriers. In order to be successful, a holistic approach that addresses a wide range of other needs must be pursued. Through interactions with members of the Station Area Working Group, a number of needs were identified that could be supported by project partners to help improve the lives of those who live, work, and get their daily needs met near the transit station.

METROPOLITAN COUNCIL (METRO TRANSIT)

- Expanded fare reduction opportunities for youth and seniors
- Tailored on-demand transit services to support seniors and those with disabilities
- Security at stations

RAMSEY COUNTY

- Storefront façade improvements
- Workforce training and workforce readiness
- Mental health and dependency support

BUSINESS COMMUNITY

- Bike racks and other end-of-trip facilities at destinations near the station
- Job fairs geared towards neighborhood residents
- Improved access to childcare
- Public/private partnerships to support development of services and businesses

HOUSING ADVOCATES

- Reinvestment programs for home façades and modernization
- Alternative housing ownership models for home buyers

NEIGHBORHOOD ORGANIZATIONS

- Community message board for events and information
- Social engagement programs and activities for seniors and people with disabilities
- Inter-generational activities, programs, and events



SUPPORTING NEIGHBORHOOD INFILL

As the transit line is established, there will be opportunities to increase the density and intensity of development within the station area by supporting neighborhood infill of vacant or underutilized lots. Creating additional housing for new residents or commercial spaces for businesses adds to the number of potential transit users. When located close to the station location, the new development generates activity and potential commercial options for those taking transit. A more complete streetscape that fills gaps created by vacant properties, surface parking lots, and small buildings on large lots is a more inviting environment for those walking or biking. Public sector investment may be needed to catalyze infill and redevelopment, particularly to address challenges with site assembly and clean up.



ASSURING COMMUNITY BENEFITS

The Bronze Line BRT corridor has a number of racially and ethnically diverse communities along its length. As policies, improvements, and opportunities are implemented, it will be important to continue to engage with these communities to ensure their needs are being met. There is the potential for gentrification and displacement of low-income individuals, families, and small businesses as property values rise as a result of development. Those who wish to stay and contribute to and benefit from its revitalization must have the option to do so.



DEVELOPING GRADUALLY

The recommendations contained in the station area plan are concepts that show what might be possible, and are a demonstration of how the goals and ETOD themes created during the planning process could be utilized to guide development within the station area. They are examples of how the plan may potentially be implemented; other actions that are consistent with the community goals are also possible.

Although listed in this document, the realization of these recommendations is dependent on public investment for physical improvements or on collaboration with private developers or property owners. Until changes are made to current zoning or other regulations guiding development, private property may continue its existing use as long as it meets applicable standards and conditions.

The full development potential of each station area will only be met over a long period of time. Given that the market may not be ready to support full implementation in the short term, the City may find it beneficial to support incremental development that can be a stepping stone towards long-term implementation of the station area plan and a fully realized transit-supportive environment.



CULTIVATING PARTNERSHIPS

Meeting the long-term objectives of the Bronze Line BRT station area plans will require coordination with the following agencies (but not limited to):

- Saint Paul Planning and Economic Development
- Saint Paul Parks and Recreation
- Saint Paul Public Works
- Saint Paul Public Housing Authority
- CAAPB
- Metropolitan Council/Metro Transit
- Ramsey County
- MnDOT
- Community-based organizations



Public art installed at the intersection of University Ave and Jackson St.

PUBLIC ART IN SAINT PAUL

The City of Saint Paul Public Art Ordinance mandates that capital projects funded by eligible sources that result in a property operated by the City shall dedicate one (1) percent of eligible project funds for public art. One half (1/2) of one (1) percent of the total Capital Improvement Budget for such projects shall be appropriated to support maintenance and restoration of the City's public art collection. The Public Art Ordinance also states that artists shall be involved in the "design, implementation and integration of art in public projects." The City of Saint Paul also has a Public Art Ideas List (PAIL) that is available as a resource for visualizing different types of public art that could be applicable to a specific project area.

Proposed public art locations shown in Figure 3.7 and listed under Goal #2 are located on a combination of City-owned and County-owned properties, as well as a location associated with the future 10th St Bronze Line Station (within the right-of-way). The Saint Paul Public Art Ordinance applies to locations within the City's right-of-way or on City property. For future projects located on Ramsey County right-of-way or on private parcels, it is recommended that a similar process be taken to allocate funding for capital improvements, ongoing maintenance, and inclusion of a public artist early in the design process.

For more information, see: <https://www.stpaul.gov/departments/planning-and-economic-development/public-art-ordinance-program>

PREPARING FOR IMPLEMENTATION

The tables below and on the following pages summarize the recommendations by goal identified in the Future of the Station Area chapter to position them for action as time and resources allow. Each recommendation has the type and sub-type identified (for example, an Improvement related to the Pedestrian Network), as well as potential project partners who might be called upon to support implementation. **The City of Saint Paul and the CAAPB are not listed as project partners as the station area plans were created for their use.** The tables then draw connections to other plans where the policy or a similar recommendation is included to better coordinate future actions. A timeframe for implementation is identified, detailing whether a project is ongoing, short-term (less than five years), or long-term (more than five years). The final column on the right describes next (or first) steps to be taken towards implementing the improvement, policy or opportunity.

GOAL #1: CREATE THRIVING NEIGHBORHOODS



#	RECOMMENDATION	TYPE (IMPROVEMENT, POLICY, OR OPPORTUNITY)	PROJECT PARTNERS	SUPPORTING PLANS	TIMEFRAME	NEXT STEPS
1.1.1 to 1.1.3	Explore opportunities to increase the diversity of housing types, promote "livability" amenities, and invest in green infrastructure.	Policies to Create Thriving Neighborhoods	Business Owners, Saint Paul Public Housing Authority, Local Non-Profit Organizations	Pedro Park Concept Plan, CMDF, Saint Paul Downtown Development Strategy	Ongoing	Update the zoning code as needed to allow for diversity of housing, livability measures and green infrastructure.
1.2.1	Implement redevelopment, built form, parking and circulation policies for Intensifying Urban Grid.	Policies for Intensifying Urban Grid	Ramsey County	CMDF, Saint Paul Downtown Development Strategy	Ongoing	Update Saint Paul and CAAPB Comprehensive Plans and zoning codes as needed to reflect character area policies.

Table 4.1 Implementation - Goal #1: Create Thriving Neighborhoods.

GOAL #2: MAKE VIBRANT PLACES



#	RECOMMENDATION	TYPE (IMPROVEMENT, POLICY, OR OPPORTUNITY)	PROJECT PARTNERS	SUPPORTING PLANS	TIMEFRAME	NEXT STEPS
2.1.1	Complete Pedro Park renovation.	Public Space Improvement	Local arts and not-for-profit organizations	Pedro Park Concept Plan	Short-term	Complete Pedro Park renovation and consider additional features as part of future study.
2.1.2	Explore Cedar and Wabasha Deck Node concept.	Public Space Improvement		CMDF	Long-term	Consider features as part of future feasibility study and integrate into preliminary design.
2.2.1	Streetscape improvements on Wacouta St.	Public Realm Improvement	Adjacent Businesses / Property Owners	City of Saint Paul Bicycle Plan, City of Saint Paul Pedestrian Plan	Long-term	Consider features as part of future feasibility study and integrate into preliminary design.
2.2.2	Streetscape improvements on Wabasha St.	Public Realm Improvement	Adjacent Businesses / Property Owners		Short-term	Consider features as part of 2026 final design.
2.2.3	Streetscape improvements on 10th St east of Jackson St.	Public Realm Improvement	Adjacent Businesses / Property Owners	City of Saint Paul Pedestrian Plan	Long-term	Consider features as part of future feasibility study and integrate into preliminary design.
2.2.4	Streetscape improvements on 10th St west of Cedar St.	Public Realm Improvement	Adjacent Businesses / Property Owners	City of Saint Paul Bicycle Plan, City of Saint Paul Pedestrian Plan	Long-term	Consider features as part of future feasibility study and integrate into preliminary design.
2.3.1	Complete public art within Pedro Park.	Public Art Opportunity	Local arts and not-for-profit organizations	Pedro Park Concept Plan	Short-term	Implement public art per design plan.
2.3.1	Explore public art on 11th St.	Public Art Opportunity	MnDOT, Adjacent Businesses / Property Owners		Long-term	Explore idea to incorporate public art along public walkway in coordination with 3.1.1.

Table 4.2 Implementation - Goal #2: Make Vibrant Public Places.

GOAL #3: CONNECT PEOPLE AND PLACES



#	RECOMMENDATION	TYPE (IMPROVEMENT, POLICY, OR OPPORTUNITY)	PROJECT PARTNERS	SUPPORTING PLANS	TIMEFRAME	NEXT STEPS
3.1.1	11th St Redesign with future pedestrian connection.	Network Improvement	MnDOT, Adjacent Businesses / Property Owners		Long-term	Conduct feasibility study and preliminary design.
3.2.1	Install directional wayfinding to direct transit users to/from the 10th St station at identified locations and in suggested languages.	Wayfinding Opportunities	Metro Transit, Ramsey County, FRAYEO, Urban Village	CMDF	Short-term	Integrate wayfinding into final design of the 10th St station.

Table 4.3 Implementation - Goal #3: Connect People and Places.

GOAL #4: PRIORITIZE SAFETY AND SECURITY



#	RECOMMENDATION	TYPE (IMPROVEMENT, POLICY, OR OPPORTUNITY)	PROJECT PARTNERS	SUPPORTING PLANS	TIMEFRAME	NEXT STEPS
4.1.1	Install lighting along 10th St east of Robert St.	Lighting Improvement		City of Saint Paul Bicycle Plan, City of Saint Paul Pedestrian Plan	Long-term	Seek funding for lighting improvements.
4.1.1	Install lighting along 9th St east of Wacouta St across the I-94/I-35E bridge.	Lighting Improvement		City of Saint Paul Bicycle Plan, City of Saint Paul Pedestrian Plan	Long-term	Integrate lighting into design of future streetscape.
4.1.1	Install lighting along Wabasha St north of 10th St.	Lighting Improvement		City of Saint Paul Bicycle Plan, City of Saint Paul Pedestrian Plan, CMDF	Long-term	Integrate lighting into design of future streetscape.
4.1.1	Install lighting along 10th St west of Cedar Ave.	Lighting Improvement		City of Saint Paul Bicycle Plan, City of Saint Paul Pedestrian Plan, CMDF	Long-term	Integrate lighting into design of future streetscape.

Table 4.4 Implementation - Goal #4: Prioritize Safety and Security.

GOAL #4: PRIORITIZE SAFETY AND SECURITY (CONTINUED)



#	RECOMMENDATION	TYPE (IMPROVEMENT, POLICY, OR OPPORTUNITY)	PROJECT PARTNERS	SUPPORTING PLANS	TIMEFRAME	NEXT STEPS
4.2.1	Ensure new developments in the station area are designed to keep "eyes on the street" views open to the station.	Safety Policies	Saint Paul Public Housing Authority		Ongoing	Evaluate viewsheds during site development review and site design.
4.3.1	Explore intersection improvements at 10th St and Cedar St.	Intersection Improvements			Long-term	Conduct analysis, seek funding for collaborative project.
4.3.2	Explore intersection improvements at 10th St and Jackson St.	Intersection Improvements			Long-term	Conduct analysis, seek funding for the project.
4.3.3	Explore intersection improvements at 9th St and Jackson St.	Intersection Improvements			Long-term	Conduct analysis, seek funding for the project.
4.3.4	Explore intersection improvements at 11th St and Jackson St.	Intersection Improvements	MnDOT		Long-term	Conduct analysis, seek funding for the project.

Table 4.5 Implementation - Goal #4: Prioritize Safety and Security (continued).