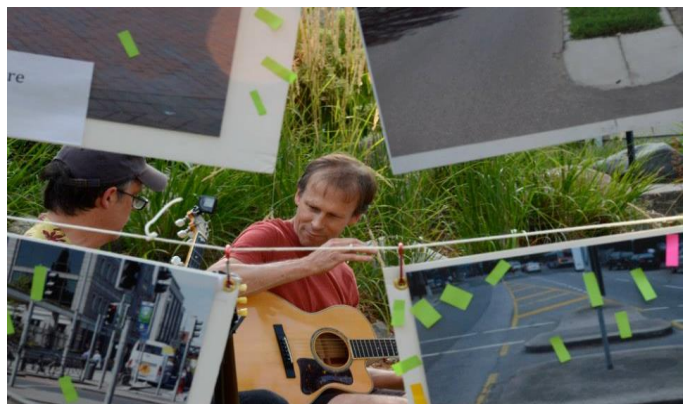
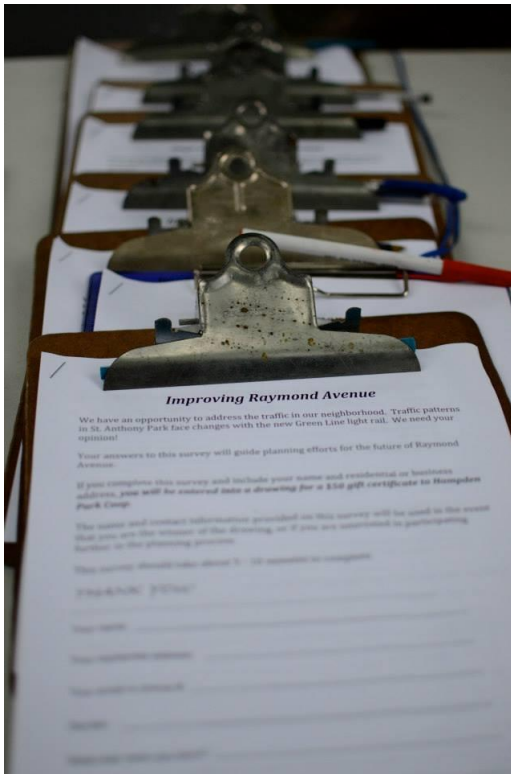


Friendly Streets Initiative
collaboration with
Saint Anthony Park Community Council:
REPORT

December 27, 2013

Lars Christiansen, FSI Principal & Lead Organizer and
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Photos on pp. 1-2 by Kyle Mianulli.

Special Thanks to: The Saint Anthony Park Community Council (SAPCC), its Transportation Committee, Lauren Fulner and John Mark Lucas; Saint Anthony Park Transition Town group; Sandy Jacobs of the SAPCC Board and Update Company; the residents and businesses of Saint Anthony who have actively participated in making this collaboration a success; Darius Gray, FSI and Higher Education Consortium for Urban Affairs (HECUA) Intern; Michael Jon Olson with the Hamline-Midway Coalition (HMC); Kyle Mianulli of the SAPCC and HMC; the Central Corridor Funders Collaborative; the City of Saint Paul; HECUA; and Augsburg College.

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Introduction

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

Executive Summary of Findings

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

All but seven survey respondents are located in the Saint Anthony Park neighborhood. Twenty-two are located on Raymond Avenue within the Project Area, 14 of which are business respondents (most at 970 Raymond Avenue). The geographic distribution of respondents is widespread throughout Saint Anthony Park, with notable gaps.

An overwhelming majority of respondents walk (86%), bike (79%) and drive (73%) on Raymond Avenue. Most respondents plan to use the Green Line, and to use the Raymond Station, and most of them plan to walk or bicycle to the station. 95% of respondents are patrons at Raymond Avenue businesses, with a majority driving and walking to get those businesses, and 48% riding bike to them.

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

According to the data, Raymond Avenue is problematic for 97% percent of respondents; only 5 respondents believe that Raymond is good in its current state. Respondents raised concerns about Raymond Avenue's design (particularly, but not exclusively, intersections), its volume, speed and kinds of motorized traffic, and the quality of interactions between motorists and bicyclists & pedestrians. For bicyclists a sense of lack of safety while riding on Raymond ranked as the top problem on Raymond; for pedestrians, crossing Raymond at intersections poses the greatest dangers. Six intersections along Raymond stand out as problematic, in this order: Hampden, Energy Park, Blake/Transitway bridge, Robbins/Raymond Lane/Manvel, Gordon, and Como. The Transitway bridge generated the most biting comments from respondents, with concerns about the interaction of motorists and bicyclists identified as the clear problem there.

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

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

With respect to business and residential perspectives, although there is a real difference in street environment perception between the two groups, both share a common concern with safety, i.e., vehicle speed and intersection geometry.

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

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

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

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

Events Held

- Monday, June 17: **SAPCC Transportation Expo**
Host: SAPCC Transportation Committee
Langford Park Rec Center (30 Langford Park).
- Saturday, August 23: **Block Party on Manvel Street.**
Host: Ranae Hanson
Held on Manvel Street between Raymond & Bayless Avenues.
- Saturday, September 28: **Block Party and Octoberfest.**
Hosts: Deb Sylvestre and the Neighbors of Alden Square
On Brewster Street between Raymond Avenue and Gibbs Avenue, and in Alden Square Park.

Event Attendance/Engaged

Event	Estimated number engaged
SAPCC Transportation Expo	12
Manvel Block Party	75
Brewster Block Party	37
TOTAL	124

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

Survey

Number of Respondents

Number of respondents who completed paper surveys at Manvel and Brewster Block Parties, as well as distributed to area businesses and other residents:	64
Number of respondents who completed the online survey:	114
TOTAL number of survey respondents:	178

Who took the survey?

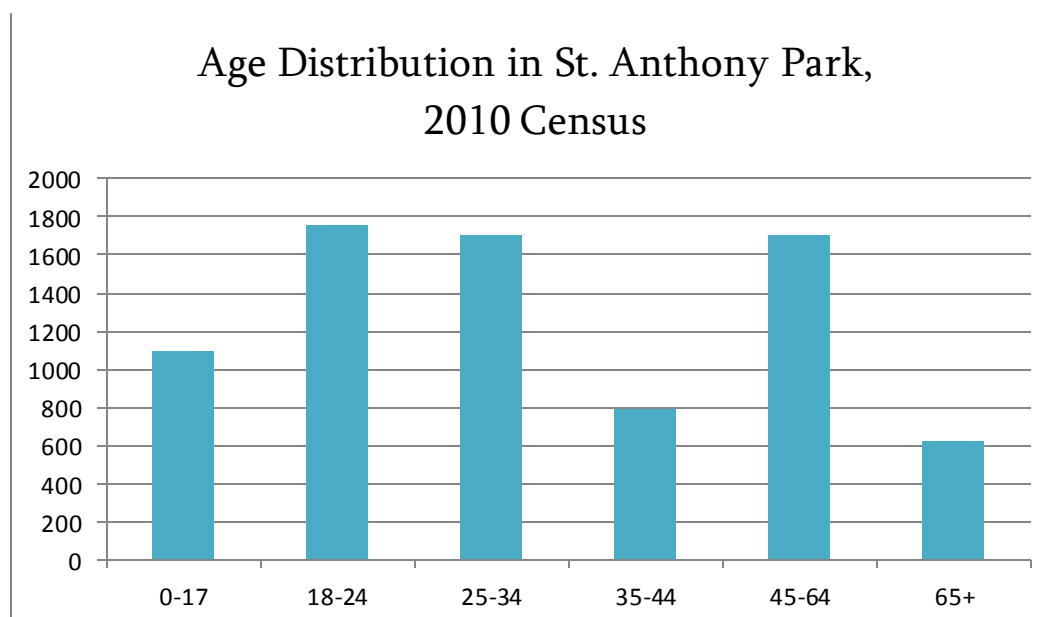
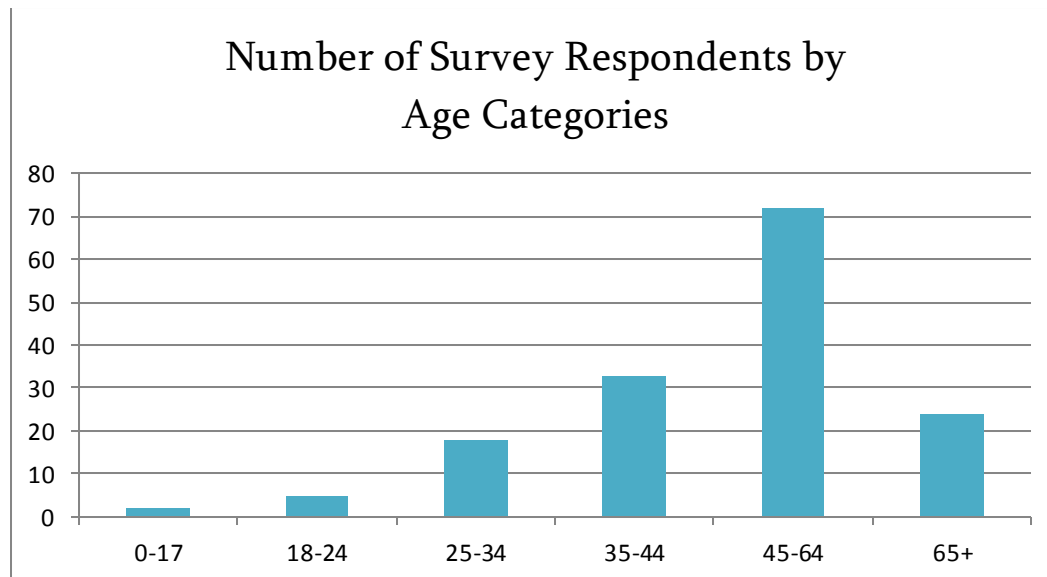
2010 Census for St. Anthony

Gender

Women:	56%	52%
Men:	40%	48%
No answer:	4%	

Age

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



Race	<u>2010 Census</u>	
African and African American:	2%	8.6%
Asian and Asian Pacific	2%	11%
Caucasian/European American/European ancestry/White: “Human”	79%	74%
Indian	1%	<.2%
Latino	2%	3.2%
“Mixed” or multiple	2%	2.4%
No answer provided, n/a, prefer not to answer	<u>14%</u>	
Total:	103%*	99.4%

* Due to rounding error.

Residential and Business survey respondents

Of the 178 survey respondents, 15 identified a business affiliation in the neighborhood; this is 9% of the total respondents.⁴ Of those 15 all but one are located on Raymond Avenue, and 12 are located at or near 970 Raymond Avenue.

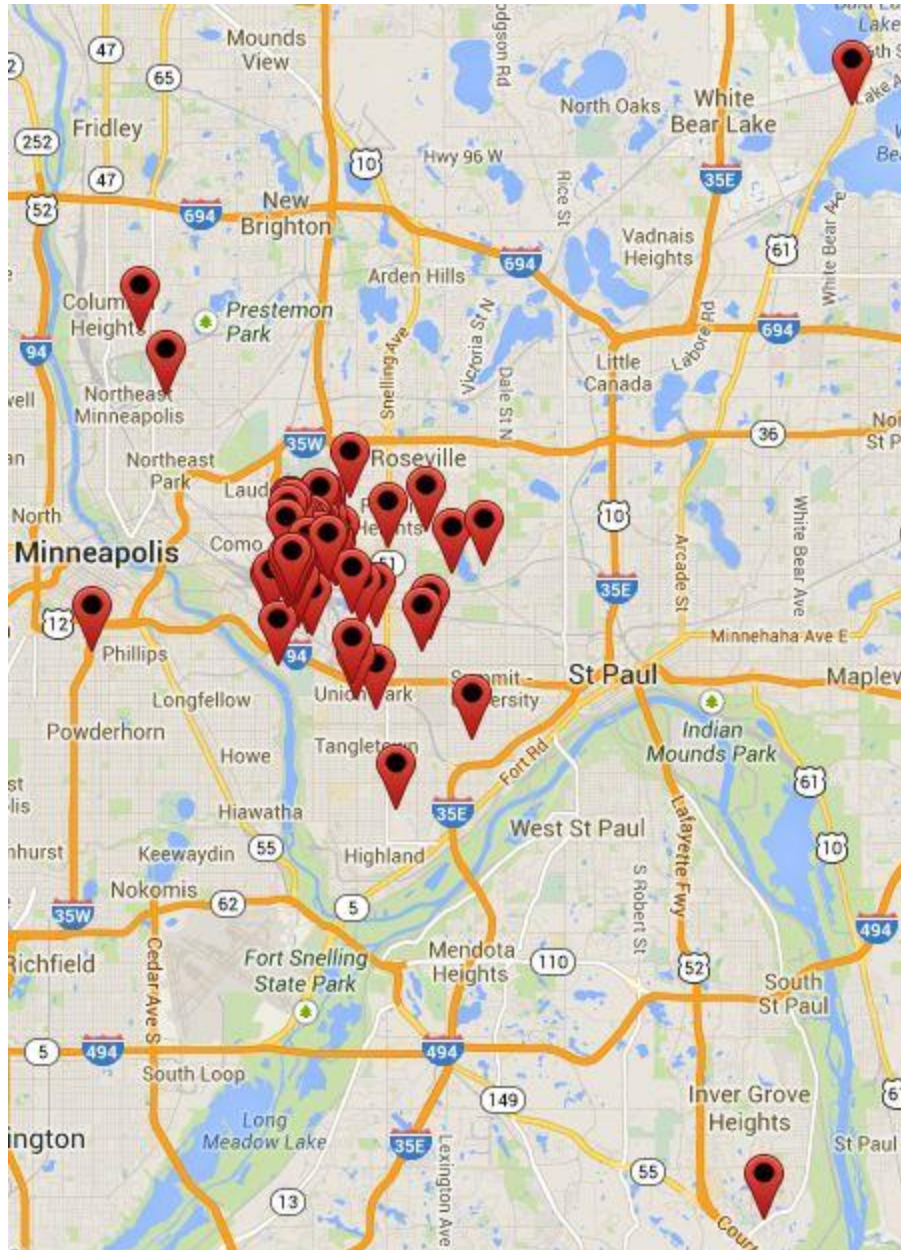
Business respondents breakdown:

970 Raymond	12
<u>Including</u>	
Update Company (1)	
Total Fire Alarm (2380 Wycliff) (2)	
Commonwealth Terrace Cooperative	1
Discount Auto Sales:	1
foxy falafel:	1
Minnesota Women’s Press Staff	1

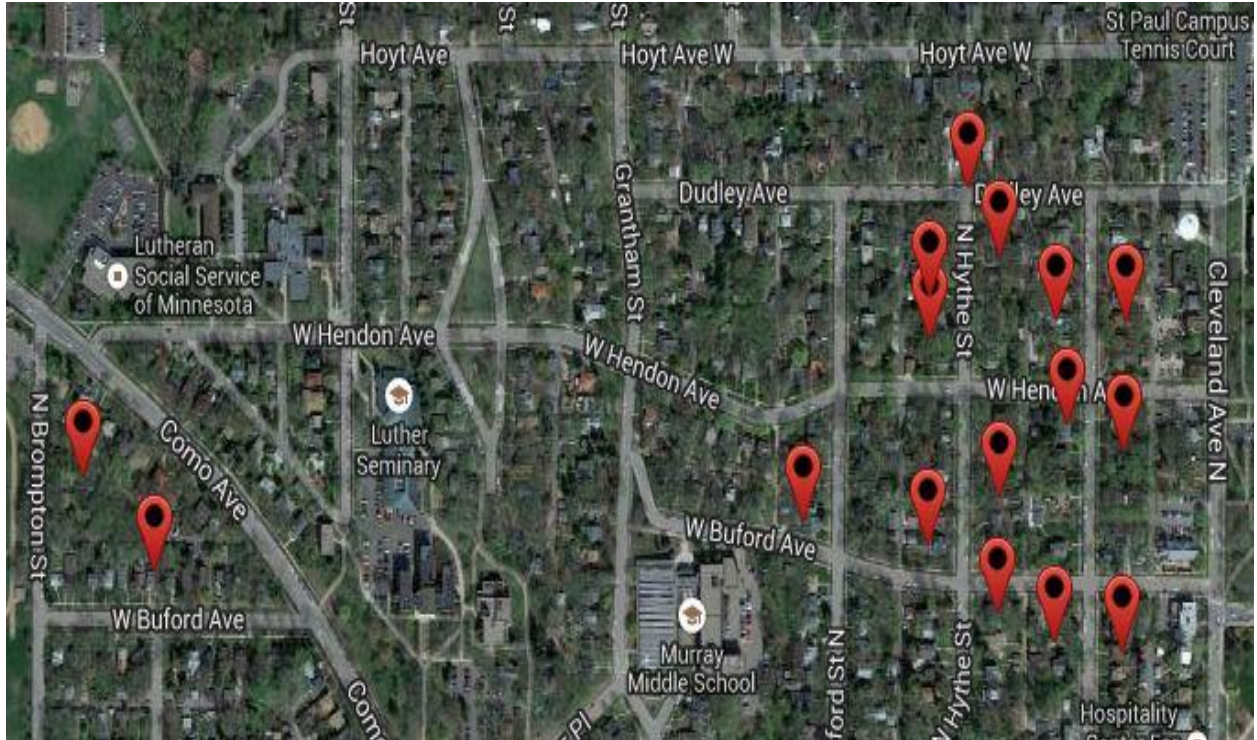
⁴ It is possible that a respondent who is presumably a resident (provided a residential address on the survey) is also a worker at a business on Raymond Avenue. However, with the data provided, we cannot make this determination.

Locations of Survey Respondents

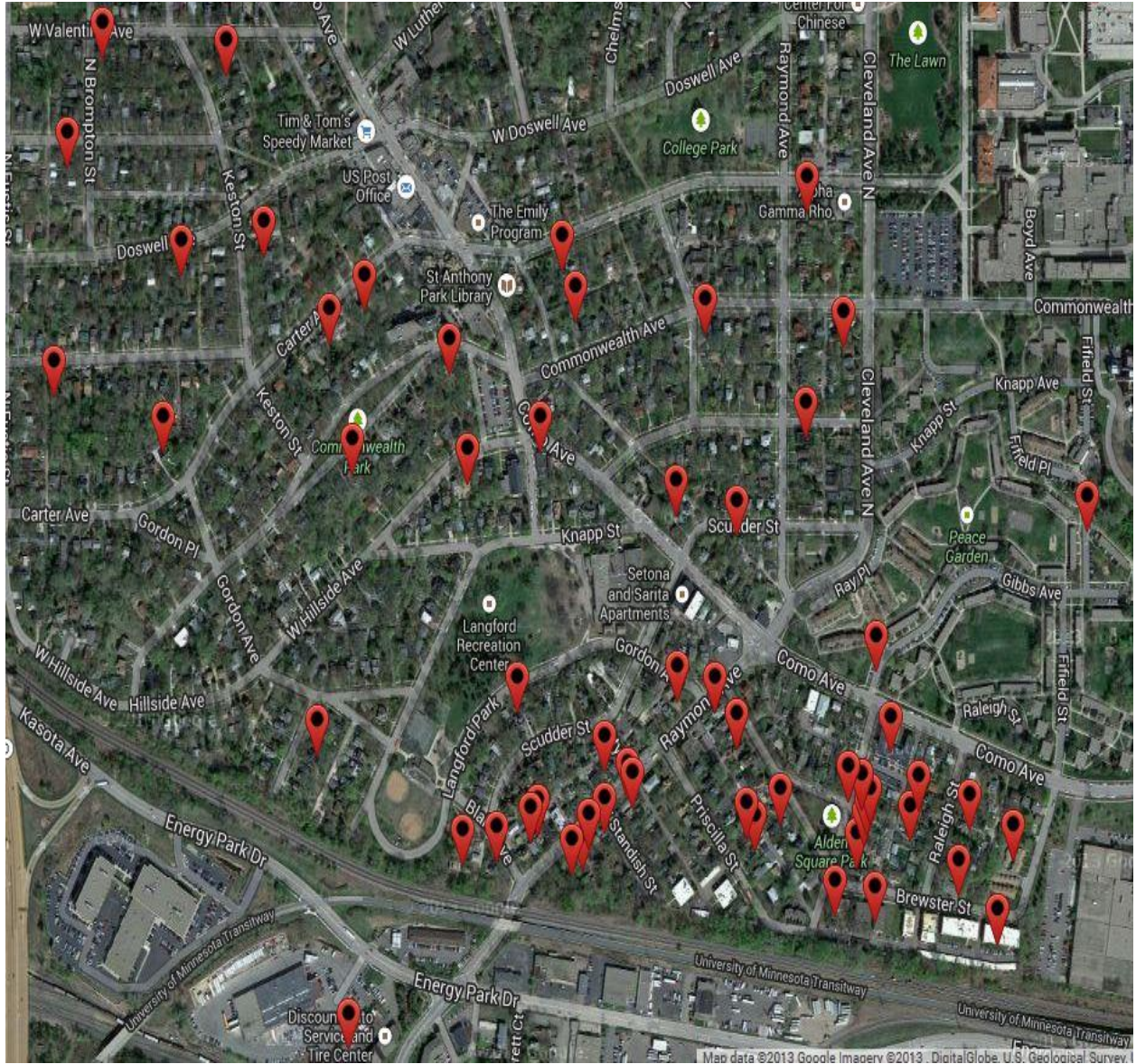
Map 1:
Location of all survey respondents, total geographic distribution



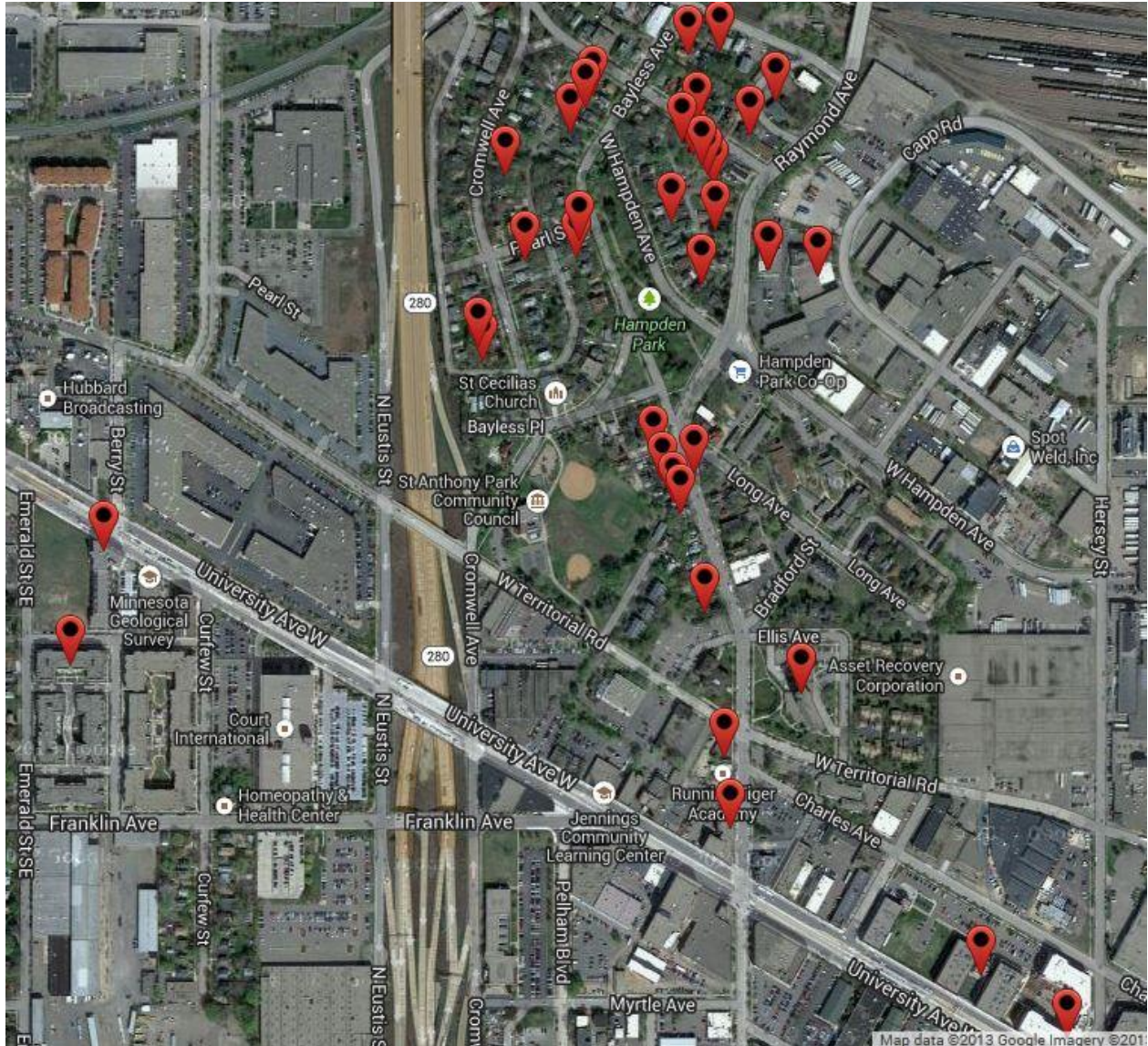
Map 2:
Location of Saint Anthony Park-proper survey respondents,
Northern section



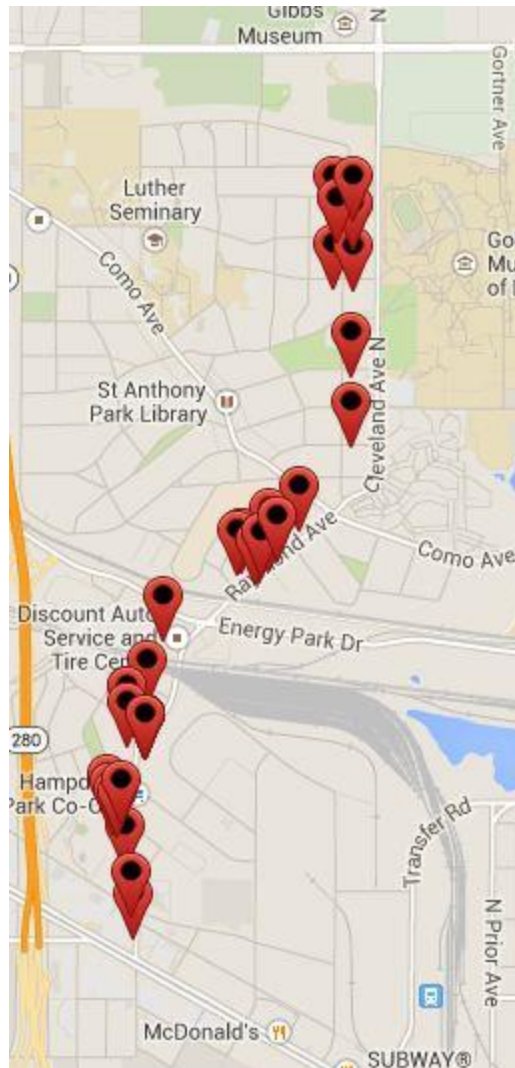
Map 3:
Location of Saint Anthony Park-proper survey respondents,
middle section



Map 4:
Location of Saint Anthony Park-proper survey respondents,
Southern section



Map 5:
Location of survey respondents on Raymond Avenue



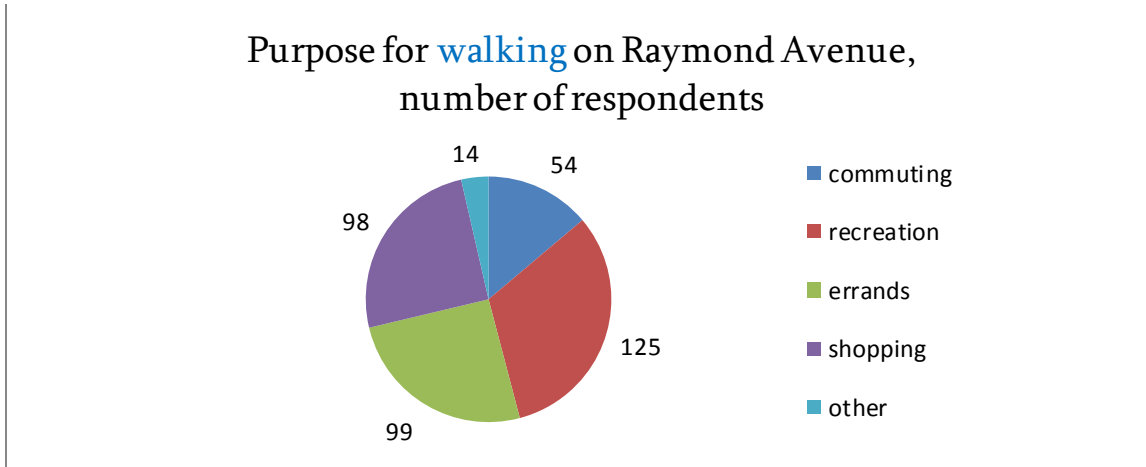
Survey Respondents on Raymond Avenue

Survey respondents on Raymond Avenue:	30
Respondents located on Raymond Avenue north of Como Ave. (outside of Project Area):	8
Respondents located on Raymond Avenue south of Como Ave. (within Project Area):	22
Residential respondents located on Raymond Avenue:	16
Business respondents located on Raymond Avenue:	14

Walking, Bicycling and Driving on Raymond Avenue

Percentage of respondents who **walk** on Raymond Avenue:

86%

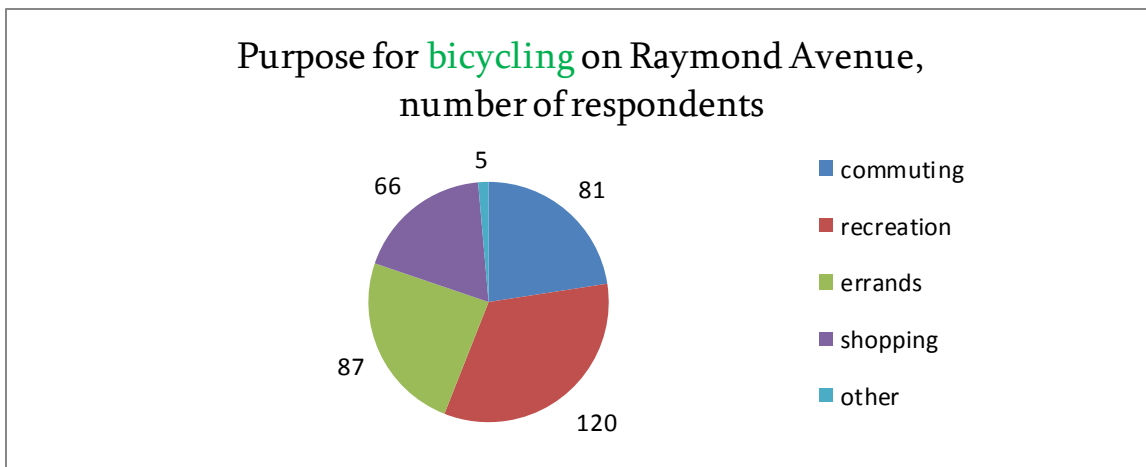


Note 1: **“Other”**: dog walking; living on Raymond; exercise; going to church, parks.

Note 2: Respondents had option to indicate multiple purposes.

Percentage of respondents who **bike** on Raymond Avenue:

79%



Note 1: **“Other”** answers given were health/exercise.

Note 2: Respondents had option to indicate multiple purposes.

Percentage of respondents who **drive** on Raymond Avenue:

73%

Percentage of business respondents who **walk** on Raymond Avenue:

53%

Percentage of business respondents who **bike** on Raymond Avenue:

53%

Green Line LRT

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

How will you get to the Green Line?

Mode of transport	n	Percentage of all survey respondents	Percentage of respondents who will take Green Line
Walking total	112	63%	75%
Bicycling total	77	43%	52%
Driving total	33	19%	22%
Other	33	19%	22%

Note 1: “Other” answers given were almost all “bus.”

Note 2: Respondents were able to indicate “all that apply.”

Note 3: 93 respondents indicated more than one mode.

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

Which Green Line stations will you use?

Station	n	Percentage of all survey respondents	Percentage of respondents who will take Green Line
Raymond	93	52%	62%
Westgate	11	6%	7%

Patrons at Raymond Avenue businesses?

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

How do you get to Raymond Avenue businesses?

Mode of transport	N	Percentage of all survey respondents
Driving	137	77%
Walking	114	64%
Bicycling	86	48%
Other	7	4%

Note 1: “Other” answers given were almost all “bus.”

Note 2: Respondents had option to indicate multiple modes.

Note 3: Number of respondents who indicated **more than one mode**: 123 (69%)

Note 4a: Number of respondents who indicated walking, bicycling and driving: 46 (26%)

Note 4b: Number of respondents who indicated walking and driving: 32 (18%)

Note 4c: Number of respondents who indicated bicycling and driving: 20 (11%)

Note 4d: Number of respondents who indicated walking and bicycling: 13 (7%)

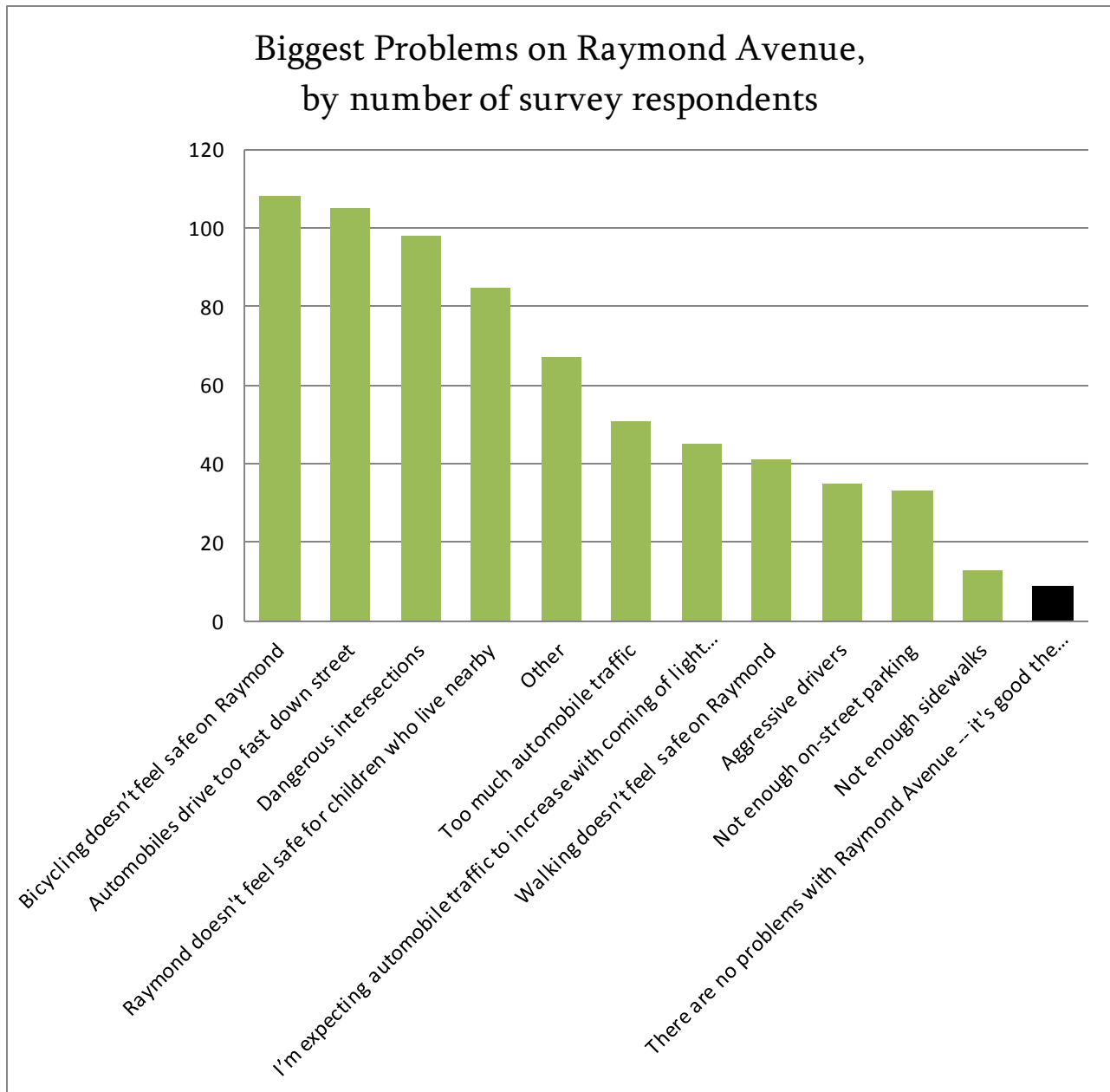
Images of Infrastructure and Placemaking Concepts

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

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

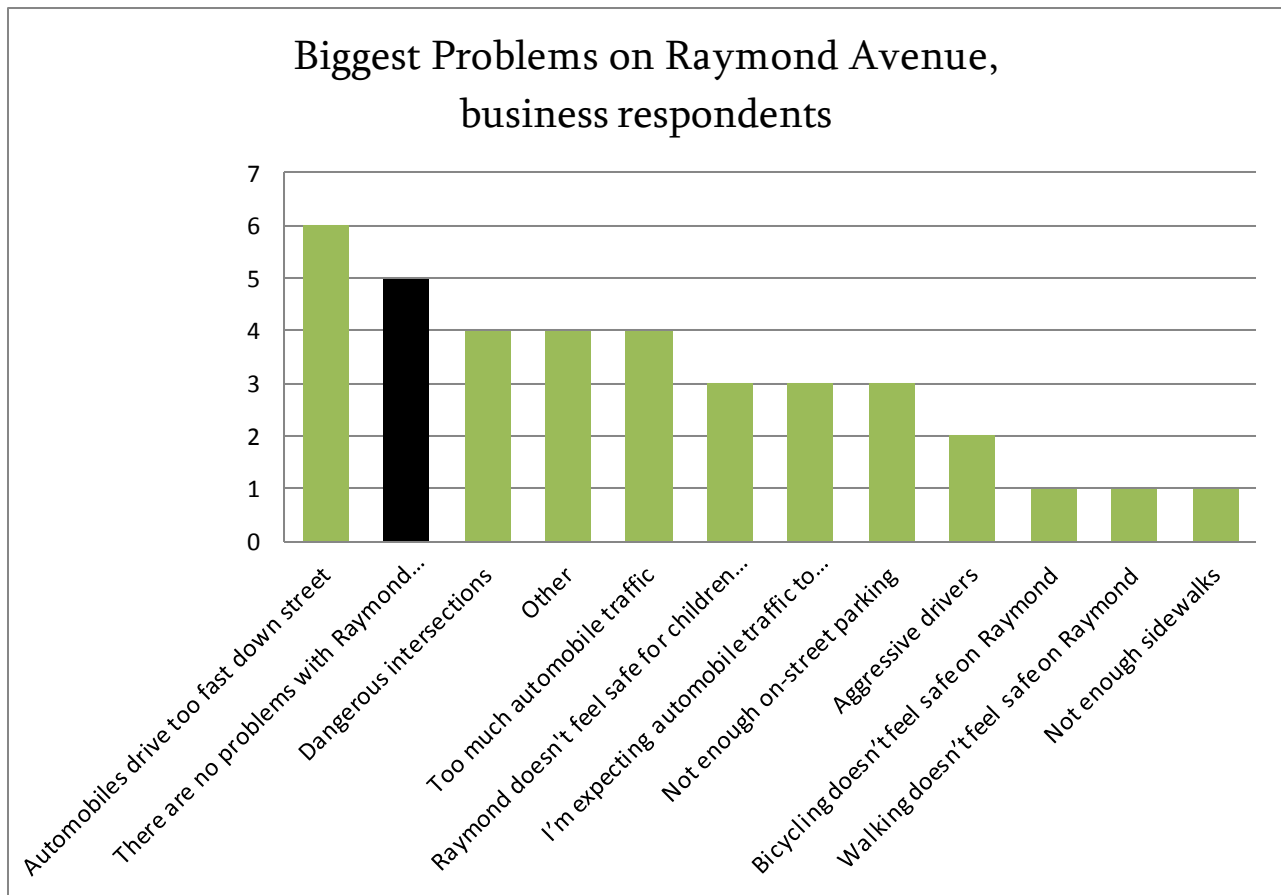
Method of expressing opinion	Number of opinions
Post-its on gallery images at Manvel and Brewster Block Parties	603
Online and Paper Survey	178 * 3 = 534 (respondents asked to rank top 3)
TOTAL	1137

Problems on Raymond Avenue



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

Too many trucks; difficulty crossing Raymond on foot; and dangers underneath Transitway bridge.



Other: Business respondent quotations:

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

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

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

Bike lane markings need to be as consistent as possible.

Most Problematic Intersections on Raymond Avenue, ranked in order of frequency

(Based on open-ended survey question and map data*)

Intersections	Summary of Problems
1. Raymond and Hampden A particular concern expressed at the Manvel Block Party	Difficult crossing for pedestrians; speeding southbound motorized traffic; crosswalks not respected by motorists; bicycling doesn't feel safe there; poor visibility; stop signs ignored. Width and curves are identified as reasons for problems.
2. Raymond and Energy Park	High speeds of motorized traffic; confusing/complex intersection is dangerous for all users; bicyclists accessing/coming from Transitway are part of the complexity.
3. Raymond and Blake/Transitway Bridge	Dangerous for walking and bicycling. Poor visibility. Narrow. Curves. Lack of lighting. "Treacherous;" "terrifying;" "very dangerous;" "murderous."
4a. Raymond and Robbins/Raymond Place/Manvel A particular concern expressed at the Manvel Block Party	High speed of southbound motorists exiting bridge. Dangerous for pedestrians trying to cross Raymond. Buildings below-grade create lack of sense of place. Truck Jake braking.
4 b. Raymond and Gordon A particular concern expressed at the Brewster Block Party	Difficult crossing; speeds of motorists; concern for children's safety in relation to school crossing needs.
5. Raymond and Como (6) A particular concern expressed at the Brewster Block Party	Busy traffic makes crossing as pedestrian difficult. Turning lanes causes difficulties.
All other intersections are mentioned as having problems, primarily due to Raymond Avenue crossing width, and volume and speed of motorized traffic. Truck traffic is occasionally singled out as problematic.	

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

Best Ideas for Improving Raymond Avenue

Concepts with Overall Strongest Support

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

Tier 1, Top Ideas (presented alphabetically)

Bicycle-Pedestrian Refuge



Buffered bike lane (Portland)



Bumpout



Cycle Track



Median – landscaped



Tier 2 (presented alphabetically)

Boulevard raingarden



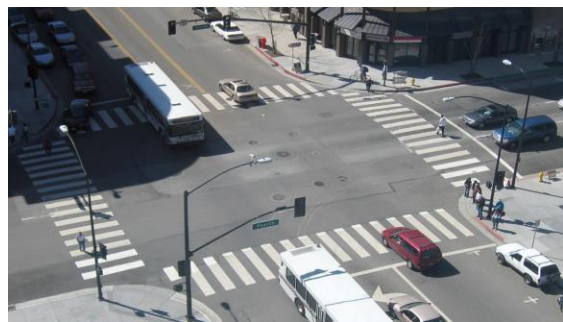
Buffered bike lane -- Mpls



Bumpout with landscaping



High visibility crosswalks at signals*



Painted bike lane



Pedestrian and bicycle signals



Sculpture



* This concept was only on the online survey, where it achieved 4th in frequency and mean ranking.

“What other ideas do you have for improving Raymond Avenue?”

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

Business Voices on this question:

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

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

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

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

Concept with Overall **Least Support**,

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

Respect Sign



Ideas that are considered **Problematic**

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

Bumpouts/traffic calming (16)

Creating more auto traffic or not slowing current traffic down (7)

Parking (10): Do not remove what is there (7); do not add more (3)

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

Bridge over the railroad (or, ‘focus on the Transitway bridge instead’)

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

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

Bridge over the railroad: Safe, Pleasant, Tolerable?

As a pedestrian, crossing over the bridge feels/is...

Safe:	58%	Unsafe:	13%
Pleasant:	28%	Unpleasant:	33%
Tolerable:	56%	Intolerable:	6%

As a bicyclist, crossing over the bridge feels/is...

Safe:	37%	Unsafe:	25%
Pleasant:	19%	Unpleasant:	34%
Tolerable:	47%	Intolerable:	10%

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

Ideas for improving the bridge over the railroad

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

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

Other issues in Saint Anthony Park that need attention:

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

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

Favorite Street Anywhere?

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

Saint Paul

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

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

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

Minneapolis

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

“River Road”

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

Characteristics of favorite streets

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

Appendix: Survey

Improving Raymond Avenue

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

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

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

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

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

THANK YOU!

Your name: _____

Your residential address: _____

Your email or phone #: _____

Gender: _____

What year were you born? _____

Race/ethnicity: _____

1. Do you or members of your household **ride bike** on Raymond Avenue? (circle one)

(a) Yes (b) No

If Yes, for what purposes? (check all that apply):

- ☐ commuting
- ☐ recreation/pleasure
- ☐ errands
- ☐ shopping for goods or services
- ☐ other (please specify): _____

2. Do you or members of your household **walk (or run)** along Raymond Avenue? (circle one)

(a) Yes (b) No

If Yes, for what purposes (check all that apply):

- ☐ commuting
- ☐ recreation/pleasure
- ☐ errands
- ☐ shopping for goods or services
- ☐ other (please specify): _____

3. Will you **take the new Green Line** light rail? (circle one)

(a) Yes (b) No

If Yes, how do you plan to get to the Green Line station? (check all that apply)

- ☐ walking
- ☐ bicycling
- ☐ driving
- ☐ other: please explain: _____

Which Green Line station(s) do you plan to use? _____

4. Are you a **patron at Raymond Avenue businesses**? (circle one)

(a) Yes (b) No

If yes, how do you get to those businesses? (check all that apply)

- ☐ walking
- ☐ bicycling

☐ driving

☐ other: please explain: _____

5. What are the **biggest problems** facing Raymond Avenue? (check all that apply)

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

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

1. _____

2. _____

3. _____

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

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

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

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

- | | |
|------------------------------------|--------------------------------------|
| <input type="checkbox"/> Safe | <input type="checkbox"/> Unsafe |
| <input type="checkbox"/> Pleasant | <input type="checkbox"/> Unpleasant |
| <input type="checkbox"/> Tolerable | <input type="checkbox"/> Intolerable |

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

- | | |
|------------------------------------|--------------------------------------|
| <input type="checkbox"/> Safe | <input type="checkbox"/> Unsafe |
| <input type="checkbox"/> Pleasant | <input type="checkbox"/> Unpleasant |
| <input type="checkbox"/> Tolerable | <input type="checkbox"/> Intolerable |

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

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

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

THANK YOU for taking this survey!

Please return this to the St. Anthony Park Community Council Office at Cromwell and Territorial. Thank you!