

Friendly Streets Initiative
in collaboration with
Union Park District Council and Hamline-Midway Coalition:

Fairview Avenue Report

October 23, 2015

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Photos on Page 1 and 2 by Jon Pavlica

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Introduction

In May 2014 Friendly Streets Initiative (FSI) began collaborating with Union Park District Council and Hamline-Midway Coalition to engage local residents and businesses around the transformation of Fairview Avenue. The project scope is from Pierce Butler Route to Summit Avenue. Within that scope, the project was conceptualized as containing three different geographic segments: Fairview North from Pierce Butler Route to University, the Fairview Underpass, and Fairview South from Marshall Avenue to Summit Avenue. This report is a result of three block party events along Fairview Avenue where data was collected in various forms including surveys, gallery image opinions, project scale map opinions, and field notes. In addition, Friendly Streets Initiative hosted a gallery of images and surveys at Episcopal Homes to collect feedback from the staff and residents who work and live there. These events provided an opportunity to gather opinions and demonstrate bicycle and pedestrian infrastructure, public art, and placemaking concepts.

Timeline of Fairview Avenue Project

May 10, 2014	Working Group walk/bike audit of Fairview Avenue
May 17, 2014	Dickerman Park Spring Fling
July 19, 2014	Fairview North block party
August 24, 2014	Fairview South block party
October 14, 2014	Better Bridges for Stronger Communities Project awarded Knight Green Line Challenge Grant (includes Fairview Underpass)
October 25, 2014	Fairview Underpass Party
November 15, 2014	Launch of online survey
February 25 – March 11, 2015	Episcopal Homes gallery and survey residency
April 13, 2015	Presentation of data results to working group
May 2015	Collaboration with Crow's Nest Design begins
September 2015	Fairview & Marshall installation/demonstration proposal finalized (installation scheduled for Spring 2016)
October 23, 2015	Completion of Fairview Report
October 24, 2015	2 nd Fairview Underpass Party

Executive Summary

Over the course of three block parties on Fairview Avenue, with an estimated combined total of **677** people in attendance, Friendly Streets Initiative collected **398** survey responses (116 in person, and another 282 online). The results from these surveys, as well visual preference data and field notes collected at the Fairview block parties, reveals trends in experiences and opinions about problematic characteristics of Fairview Avenue, and suggestions for its improvement. What follows are the key 11 findings from our analysis of Fairview Avenue and data from the sources listed above.

Key 11 Findings

1. Fairview Avenue's conditions vary from north to south; there are three identifiable sections – Summit to Marshall, Marshall to University, and University to Pierce Butler Route. Consequently, changes to the design of Fairview to become a 'complete street' that serves multiple modes of movement (Fairview Avenue is identified as a bicycle route in Saint Paul's Bicycle Plan) will likely need to vary accordingly.
2. Particularly challenging is the section of Fairview Avenue south of Marshall Avenue and north of Summit Avenue; the road is narrowest there. Perceptions of the feasibility of bicycle facilities on this section range from support to opposition; at issue is whether Fairview Avenue should accommodate bicycling at all, or should remain (or become even more so) a road that serves motor vehicles. This particular debate refers to a broader debate in transportation policy: one approach aims for the valid use of nearly all roads for all modes of movement; the other aims to dedicate roads for particular uses, excluding other uses.
3. There is broad agreement that Fairview Avenue is unsafe for bicycling, has problematic motor vehicle traffic (high volume and/or speeds), lacks safety for children, and poses walkability challenges.
4. Some parts of Fairview Avenue are literally inaccessible. The west-side sidewalk leading to/from the I-94 Underpass (from Shields to Iglehart), for example, is currently impossible to access using a wheelchair.

5. The intersections of Fairview and Marshall Avenue, University Avenue, the I-94 Underpass, and Selby Avenue were identified as the most challenging intersections on Fairview Avenue for all road users. Marshall Avenue was the leading problematic intersection.
6. Among specific problem options that respondents had the opportunity to select, lack of on-street parking received the fewest responses.
7. Ranking dead last were those who answered affirmatively to the statement “there are no problems on Fairview Avenue; it’s fine the way it is.” The only group to rank this response higher than last are business-affiliated respondents who are also residents in the project area.
8. Problems identified by respondents who reside in the project area – who are most proximate to Fairview Avenue – nearly mirror the aggregate data. However, respondents who live in the project area express some division regarding bicycling infrastructure on Fairview, with the disagreement based on whether or not there should be bicycle facilities on Fairview altogether.
9. The views of respondents with business affiliations (owners, workers) diverge in notable ways from aggregate data and residents in the project area. While they share with most respondents a concern about automotive volume and behavior, as well as concerns about the safety of children, they identify problems for bicycling and walking very low, and identify lack of on-street parking as a more significant problem.
10. Of the many ideas for improving Fairview Avenue that respondents considered, the most popular ideas for improving Fairview Avenue are: Creative lighting and railroad bridge art at the I-94 underpass; an improved sense of place along Fairview; landscaped bump outs; protected bike lanes (preferably with planters). There was also support for murals and landscaped medians. A majority of respondents who reside in the project area supported each of these ideas.
11. When asked specifically about preferred bicycling facilities, protected lanes – totally separated or buffered -- received support across the board. For residents in the project area, sharrows ranked lowest, while business-affiliated respondents saw more value in them. There is also support for green painted bike lanes. The results indicate that community members generally favor separation of modes and clear demarcation.

What is next for the Fairview Avenue project?

Coming off the heels of this year's 2nd Fairview Underpass Party, the Fairview working group is in a position to enter a design and advocacy phase for improvements to Fairview Avenue. There are now many people aware of this project. The full Report contains a detailed understanding of the issues of concern, and the proportionality of those concerns (what matters to most people; what matters to some people; what matters to a few). We know how people use and experience Fairview Avenue, we have a very good idea as to the major concerns and problems of Fairview Avenue, which solutions will resonate with folks, and on what issues or ideas that opinions diverge.

Since May 2015, FSI has collaborated with Crow's Nest Design (CND). At present, this has resulted in three outcomes: First, FSI, CND and the City of Saint Paul has worked out a plan to install pedestrian improvements to the Marshall and Fairview Avenue intersection in Spring 2016. This will include bump-outs on the northwest and southeast corners of Marshall, and a creative crosswalk on Fairview Avenue at the south side of the intersection. These demonstrations are expected to be in place for six months.

Second, FSI, CND, lighting artist Kyle Waites, the City of Saint Paul and Minnesota Department of Transportation installed interactive lighting under the west-side sidewalk of the Underpass. Creative lighting under the Fairview Underpass was the single most popular idea expressed by survey respondents and community members in 2014 and 2015, and thus FSI made it a goal to install lighting on a temporary basis at the Underpass. That was achieved on Friday, October 16, and was "unveiled" at our 2nd Underpass Party on Saturday October 24. The lights are scheduled to remain in place into the first week of 2016. We have created a survey to gauge interest in the lights, with an aim toward understanding if a more permanent installation should be sought, and how the design may be elaborated or improved.

Third, CND, in collaboration with the Fairview working group, and as part of FSI's Better Bridges project, is creating several schematics of how the Fairview Underpass may be redesigned in the near and far futures. These designs are based on feedback from the data in this Report, as represented and constructed by Josh Capistrant of CND. Soon these schemes will be finalized and the basis of future organizing for improvements on Fairview Avenue.

FSI recommends that the Fairview Working group expand to include the Public Works, businesses at Selby and University, Episcopal Homes, the Trust for Public Land, and Capitol River Water District.

Fairview Avenue Conditions

Lane widths illuminate conditions as they are now along Fairview Avenue, as width and number of lanes greatly influences traffic patterns. Lane widths vary along Fairview Avenue. FSI will provide here a snapshot of the road between Marshall Avenue and Charles Avenue.

Lane Widths on Fairview Avenue

Fairview Avenue is a heavily used vehicular traffic route. It currently contains no bicycling infrastructure. It is one of few North-South roads that offers crossing through I-94 through an Underpass.

Illustration 1a: Fairview Ave Lane Widths Summit to Marshall Ave

Fairview Ave between Summit Ave and Marshall Ave hosts one car lane in each direction, with on-street parking along the West side. At the Marshall Intersection, a left-turn lane becomes available for northbound traffic and the southbound lane is 15 feet, narrowing further South towards Selby Avenue.



Illustration 1b: Fairview Ave looking North towards the Underpass, from Iglehart Ave

The Fairview Underpass lies north of the Marshall Intersection. The northbound side gains a second lane, and the southbound lane has a shoulder that is 9 feet wide.



Illustration 1c: Fairview Ave looking North from the I-94 Underpass Median, just South of I-94

Closer to the underpass, the northbound lanes narrow slightly to make room for a median. The southbound lane and shoulder are the same as they were just north of here.



Illustration 1d: Fairview Avenue looking south at University Avenue, from Charles Avenue

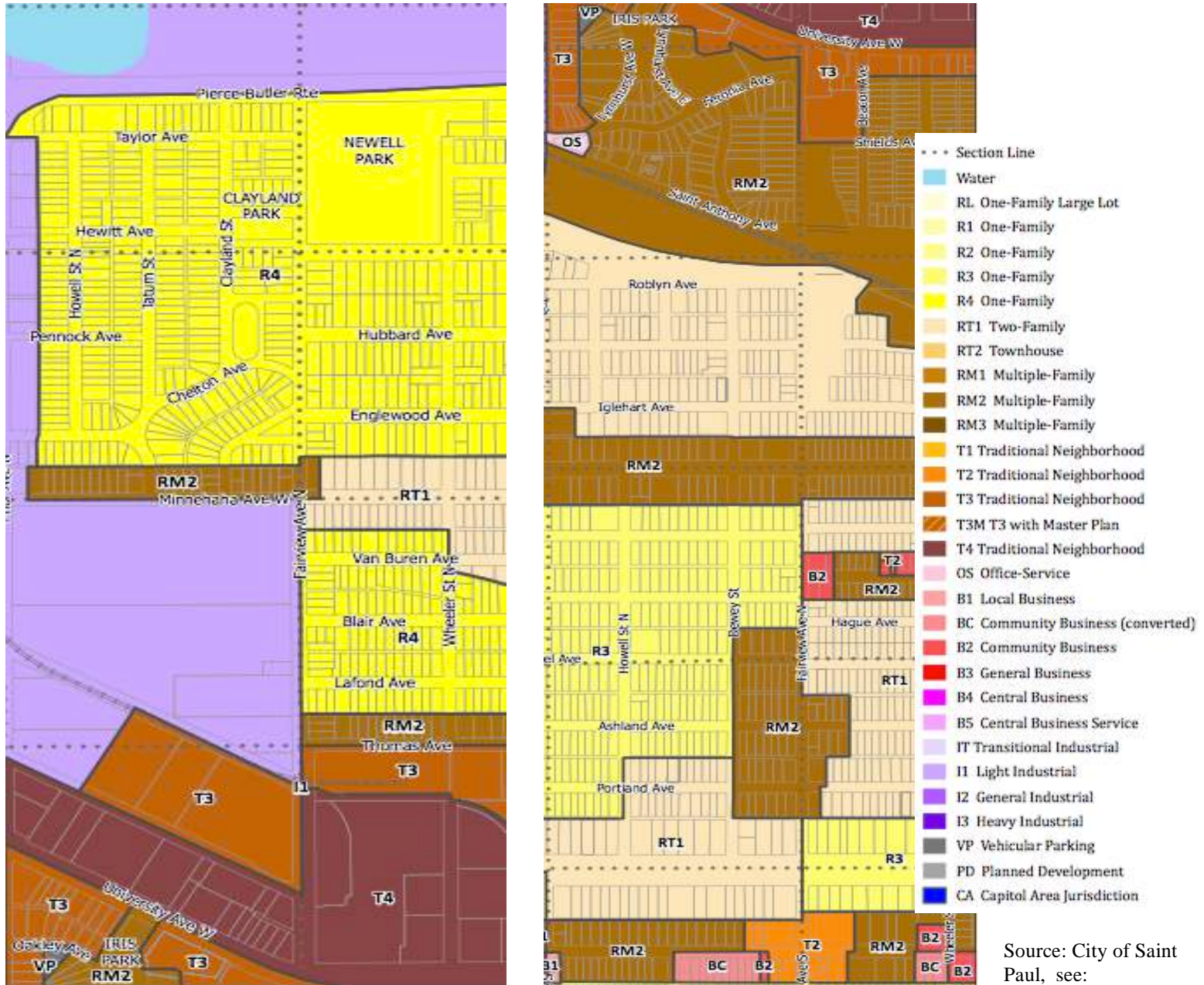
North of the Underpass, at Charles Avenue, Fairview Avenue returns to one lane in each direction. On the east side between Charles Ave and University Ave, on-street parking is available in a 13 feet wide lane, with one southbound lane for moving traffic. Two lanes move north in this section, eventually to merge into one. While the median pictured below has improved pedestrian crossings at Charles, the entire area still encourages the movement of traffic at high speeds. Moreover, the dominant presence of concrete, and underdevelopment of greenspace, makes this area very loud and pedestrian unfriendly. Concrete conditions, particularly wide and decaying seams, make bicycling more dangerous.



Any place lacking on-street parking with lane widths as they are on Fairview Avenue, communicates an allowance for fast speeds for its car users. Fairview has ample room for bike facilities such as a bike lane (protected or otherwise), should residents and the city desire them, although there may be more challenges implementing them South of Marshall Avenue where road geometries appear less accommodating.

Illustration 2:
Zoning Map of Project Area

Fairview traverses areas of varying land uses, in that way it is quite unique. The road hosts of variety of commuting purposes for those traveling to work, school, the library, and for shopping.



Source: City of Saint Paul, see:
<http://www.stpaul.gov/DocumentCenter/Home/View/74749>

One consequence of this varied zoning are the uses of Fairview for many purposes, and encouraging many modes. However, street conditions tend toward a single-modal use, motorized traffic. There is a tension, therefore, between zoning and road conditions.

Fairview Avenue Engagement

The Fairview Project scope, from Summit Avenue north to Pierce Butler Route, spans the Hamline Midway and Union Park neighborhoods. The Friendly Streets Initiative forged relationships with a number of different groups, organizations and residents through out the duration of this project. Working closely with Hamline Midway Coalition and Union Park District Council, FSI and our community partners hosted a series of block parties to engage as many interested community members as possible. This section of the report will detail this engagement of publics. There were three block parties; Fairview North, Fairview South, and the (first) Underpass party.

To engage communities FSI employed their toolkit for engagement, allowing them to have creative and interactive ways for people to give feedback on concepts and ideas related to transforming public spaces. Presented at each event were the following:

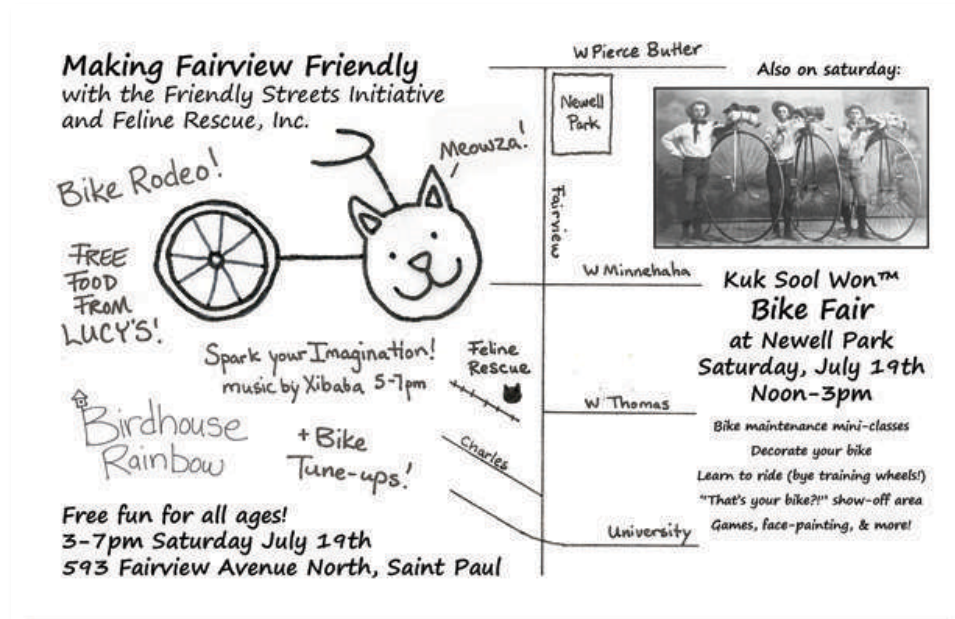
- FSI utilized their gallery of images – present poster size images of place-making, infrastructure, artistic, or other improvements to be voted on by participants.
- Additionally, satellite image maps of the project area is presented for partygoers to write, doodle, question and add ideas to the existing landscape.
- A survey with questions specific for each of its projects. The survey is used as a tool to acquire more detailed information that the map and gallery do not achieve.

Additionally, FSI creates live, on-site demonstrations of infrastructure to aid in community visioning to help people imagine what the space would look like and how concepts may be put into practice. FSI also partners with artists to generate conversation around a particular issues that the community identifies. For example, FSI commissioned Mira Kehoe for the Underpass Party to present her “Water Under the Bridge Living Statue” to collect ideas about wastewater in that area.

Fairview North:

The first in the series of Fairview events was Fairview North Block Party, which took place on July 19th, 2015 in the parking lot of Feline Rescue. There were a number of different activities and engagement tools present at this event. FSI demonstrated bump-outs with native plant landscaping at Thomas Avenue and Fairview Avenue and built a temporary two-way protected bike lane on the West side of Fairview. From the FSI toolkit the gallery of images, an aerial map of the area and a survey were present to gain options about possible improvements to Fairview Avenue.

Illustration 3: Post card advertising Fairview North Block Party



There were an estimate of **199** people who attended.

Below is a description of the artist projects presented at the block party.

Spark Your Imagination! by Mira and Tom Kehoe

Mira and Tom Kehoe and their band, Xibaba, use their musical improvisational skills to create a playful environment; their performance the participants to contribute ideas towards the reimagining the surrounding space. Xibaba invites those listening to join in through dance, call and response, clapping, and adding their "spark" to a long tail of helium-filled balloons, which carries the ideas and inspirations of the community.

Music Group Xibaba plays at Fairview North Block Party



Photo credit: Jon Pavlica

Birdhouse Rainbow by Lisa Hassebrock and Tod Skallerup - Fairview North Block Party and Fairview Underpass Party

Participants assemble, tint, and decorate birdhouses connected to a "birds of the area" theme. Lisa and Tod's workshop includes information on birds of the area, species- appropriate birdhouses, and their habitat.

Drying birdhouses from Birdhouse Rainbow



Photo credit: Jon Pavlica

Images of Demonstrations at Fairview North Block Party

Two-way Protected Bike Route Lane on Westside of Fairview



Photo credit: Jon Pavlica

Bump outs with Landscaping at the corners of Fairview Ave and Thomas Ave



Photo credit: Jon Pavlica

Fairview South:

Illustration 4: Post-card Advertising Fairview South Block Party

Fairview South was the second of the Fairview Block Parties, held on August 24th, 2015 on the block of Selby Avenue between Fairview Avenue and Dewey Street. FSI demonstrated a number of facilities including a bump out and creative crosswalk at the intersection of Fairview Avenue and Selby Avenue, a parklet on the east side of Fairview Avenue to highlight the possible extension of pedestrian space and potential for social gathering space.

There were an estimated **106** number of people in attendance.

Below is a description of the art projects present at the Fairview South Block Party.

**Making Fairview Friendly
A Block Party Brunch!**
Selby Avenue from Fairview to Dewey
Sunday, August 24th 10am - 2pm

Presented by the
**Friendly
Streets
Initiative**

 **Free Food!**  **Boulangier Pottery
Sale, Demos & Claytime**

**Transporting Music
performance by
Greg Herriges**  **Share ideas with
neighbors about the
future of Fairview**

 **Meteata Cart
Flamingo Foosball
with Ethiopian Tea**

See you on Sunday!

Meteata Cart by Jon Reynolds

Meteata [“drink” in Amharic] Cart is a mobile bike cart that connects strangers through Ethiopian beverages (tea & coffee) and foosball. Though pairing the calm ritual of tea with the active engagement of foosball, the cart provides the resources for complete strangers to share a short encounter together in the most unlikely of places: a bus stop, block party, park or parking lot. Meteata Cart is a partnership with Flamingo Ethiopian Restaurant and was funded by Irrigate.



Photo credit: Jon Pavlica

Pottery Demonstration by Grant Boulanger

Grant Boulanger is an innovative public educator and potter who teaches ceramics to youth in both English and Spanish. A resident on the block of Selby between Fairview and Dewey where the second event was held, Grant displayed a sales gallery of his pottery and led clay and wheel throwing demonstrations.



Photo credit: Jon Pavlica

Transporting Music Performance by Greg Herriges

Greg Herriges is a guitarist, bouzoukist, multi-instrumentalist, and award-winning composer. His unique brand of “whirled” music integrates South and East Asian, European, African, Middle Eastern, and many other ethnic traditional influences into an evocative melting pot of new music. At the block party Greg unveiled a new guitar composition called “PeopleMover,” dedicated to the Green Line and the new energy of the light rail along the University Corridor. Greg invites audience participation through singing along, twirling air hoses to create the effect of wind in a rainstorm, bellydancing, or contributing to the rhythm with a pair of fingercymbals.



Photo credit: Jon Pavlica

Demonstrations at Fairview South Block Party

Landscaped bump out at Fairview and Selby intersection



Photo credit: Jon Pavlica

Creative Crosswalk Across Fairview at Selby Ave and Fairview Ave Intersection



Photo credit: Jon Pavlica

Parklet on Selby Avenue



Photo credit: Jon Pavlica

Fairview Underpass Party (2014):

Illustration 5: Post-card Advertising Fairview Underpass Party



The Fairview Underpass Party was the last of the Fairview Ave block parties in 2014 and grandest endeavor Friendly Streets undertook, as well as the first night time event in FSI history. The timing of this event allowed FSI to present a number of night specific activities and night-centric visioning. In addition to nighttime activities, FSI demonstrated a protected bike lane on the east side of Fairview in the southbound lane and enhance lighting by transforming the underpass to a creatively lit space. FSI employed it's typical engagement tools as well as a Living Water Art Sculpture by Mira Keho who asked specific questions about water run off in the project area.

There were an estimated **372** people in attendance.

Below is a description of arts projects present at the event.

Sparkit by Soozin Hirschmugl

“SPARKit” is a mobile trailer/ pop up park, with all of the amenities needed to turn a green/common space in to an activated destination spot. The “SPARKit” mobile trailer was created as part of the Irrigate Project and the Trust for Public Land’s work on the Green Line Parks and Commons Initiative. The initiative is focused on imagining and creating new and innovative ways of utilizing public plazas and common spaces along University Ave.



Photo credit: Jon Pavlica

Everyone's Silverware by Adj Marshall

Everyones silverware is part performance/ part creation. It asks community members to embody the act of passing through a buffet to break bread with one another. Instead of selecting food to eat they are asked to select a piece of silverware to take to the banquet table. At the table they are seated across from a community member who they share a story with about the “eating”, “cooking” or “breaking bread with others.” After the story sharing participants present their two pieces of silverware along with their stories to the artist. These silverware pieces are incorporated into an installation piece that holds the collective stories of all the community members that pass through the banquet.



Photo credit: Jon Pavlica

Birdhouse Rainbow by Lisa Hassebrock and Tod Skallerup

Participants assemble, tint, and decorate birdhouses connected to a "birds of the area" theme. Lisa and Tod's workshop includes information on birds of the area, species- appropriate birdhouses, and their habitat.



Photo credit: Jon Pavlica

Water Under the Bridge Living Statue by Mira Kehoe

Mira Kehoe performs as a living statue character and created a customized costume to embody the “Water Under the Bridge” for our Fairview Underpass Party. She roamed around collecting event attendees' ideas about what we should do to transform the underpass space, especially what the community could do with the excess water in the area. Community gardening, landscaping, and improved lighting were mentioned frequently.



Photo credit: Jon Pavlica

Walk-in Cinema curated by Robyn Hendrix

Friendly Streets Initiative's Artist Organizer Robyn Hendrix organized a video projection on the “ceiling” of the Underpass area showcasing recent local artist video projects related to Green Line neighborhoods, including music, gardening, photography, and storytelling. The video lineup includes:

King Fuvi – [Streetcars to Lightrails](#)

Nick Clausen – [Light the Victoria with Iny Asian Dance Theater](#)

Jon Pavlica – [The Urban Garden](#)

Thabiso Rowan – [Bach's Trip to Union Park](#)

Inukshuk Pass – [Strong Convictions](#)

Vivienne Corringham and Heather Berringer – [Sounding this Space](#)

Andrea Steudel and Aaron Marx – [Secret Fortunes](#)

Sarah West & Christopher Field – [Establishing Shot](#)



Photo credit: Jon Pavlica

Demonstrations at Fairview Underpass Party

Protected Bike Lane



Photo credit: Jon Pavlica

Creative Lighting Demonstration in the Underpass Area



Photo credit: Jon Pavlica



Photo credit: Jon Pavlica

Findings and Analysis of Data Gathered at Events and Online

Written by Lars Christiansen with input from the Fairview Working Group, the survey was an important instrument for collecting opinions and insights from Fairview Event participants. [See Appendix A for the complete survey]. The number of respondents who completed surveys was **398**. Online Surveys: **282**. North Event Surveys: **24**. South Event Surveys: **39**. Underpass Event Surveys: **43**. Episcopal Homes Surveys: **10**.

Demographics

Age

One of the primary goals of the Friendly Streets Initiative is the achievement of representative participation at the block party and on the survey. The range and mean ages of survey respondents is as follows:

Aggregate Age (Online and Paper Survey Respondents)	
Range:	15 to 90 years
Mean:	55
North Event Age	
Range:	15 to 71 years
Mean:	44
South Event Age	
Range:	25 to 69 years
Mean:	52
Underpass Event Age	
Range:	23 to 64 years
Mean:	44
Episcopal Homes Age	
Range:	46 to 90 years
Mean:	63
Online Survey Respondents Age	
Range:	21 to 83 years
Mean:	57

Field observations at the Fairview events confirm the presence of this range of ages. It is more difficult to calculate mean figures based on field notes.

Illustrations 6a and 6b presented next compare the age distributions of survey respondents and 2010 census data for the tract in which the Project Area is located.

Illustration 6a:
Age distributions of survey respondents

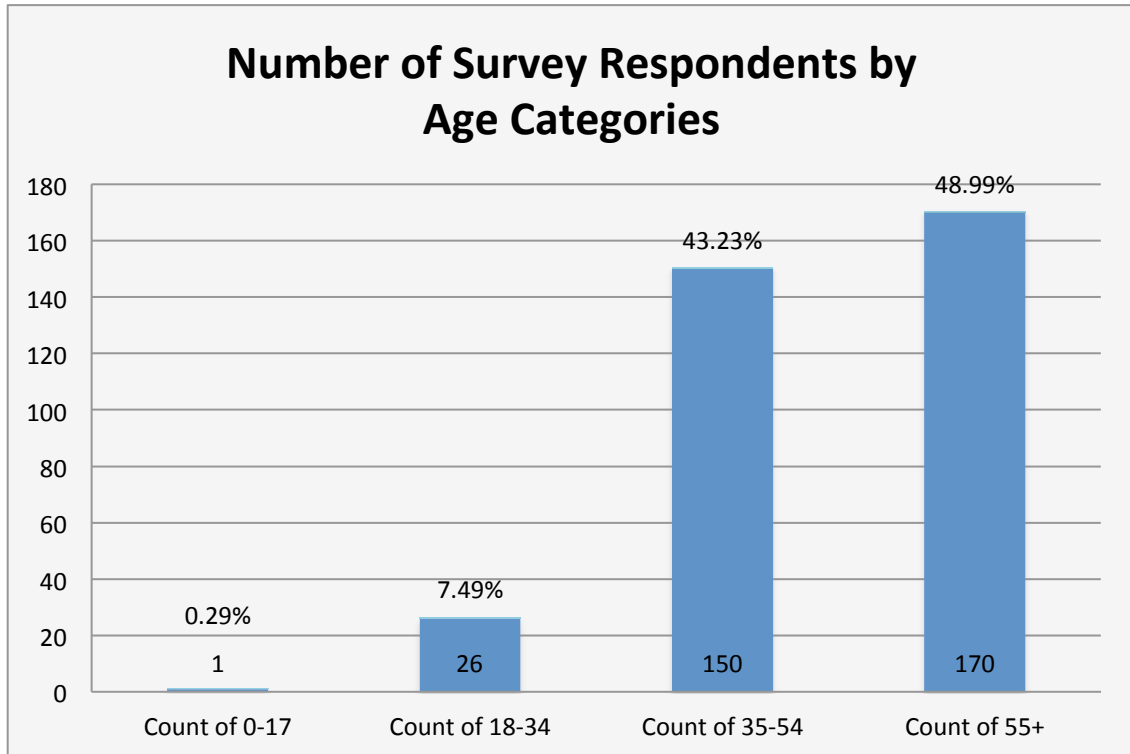
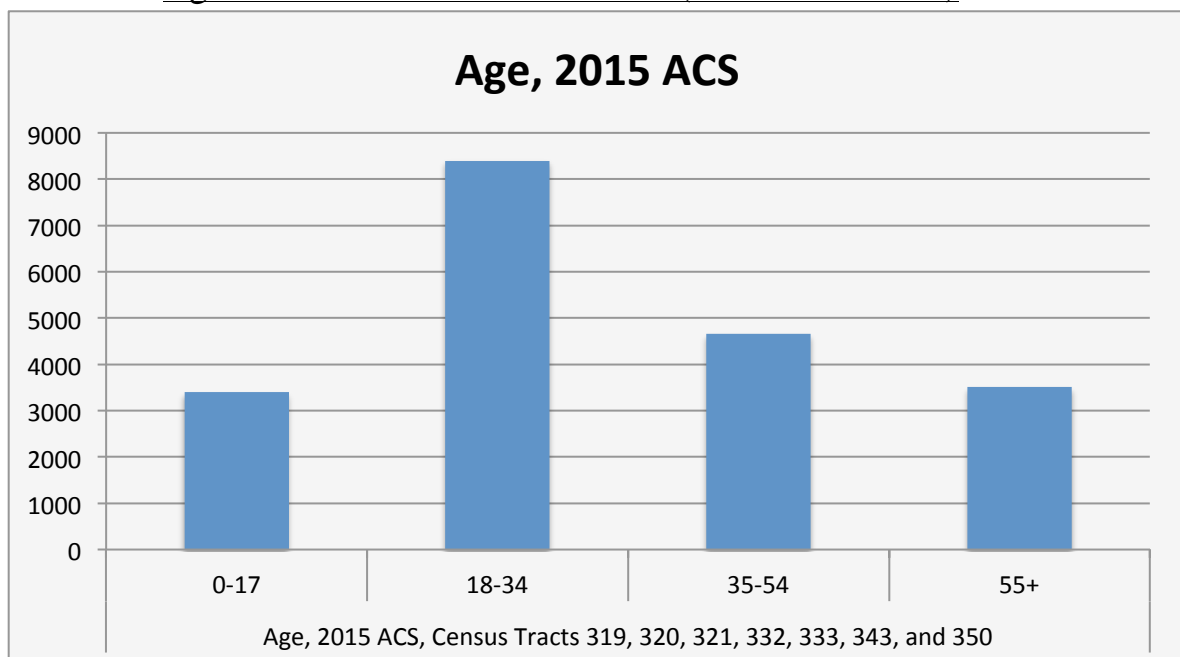


Illustration 6b:
Age distributions from 2015 ACS (5 Year Estimates)



Given that the area is inhabited by students attending Macalester College, Saint Thomas University, and likely Concordia and Hamline Universities, younger perspectives may be underrepresented in the survey data. Future outreach should make specific effort to reach those in the younger age categories. FSI has noted this occurrence of under-representation of younger folks through their work on other projects throughout Saint Paul. Achieving participation from teenagers and young adults continues to be a challenge for public engagement in general.

Data is from the 2013 ACS (5-year Estimates) Census Tracts 319, 320, 321, 332, 333, 343, and 350, within which the Project Area is located, is overwhelmingly white, with all other categories totaling about a quarter of the population.

Race

ACS 2013 (5-year Estimates)

White:	75.2%
Black/African-American:	15.2%
Native American:	0.1%
Asian:	4.7%
Some Other Race Alone:	1.8%
Multi Racial:	3.0%

Survey Respondents

White:	91%
Black/African-American	0%
American Indian:	1%
Indian:	0.3%
Two or More Races:	2%
Euro American	1%
Hispanic	1%
Irish	0.3%
"Why does this matter?"/	
Refusal to use the social construct of race	2%

Field observations at the Fairview Events match this racial demographic distribution as presented in census data. This is a consistent result in FSI block party events, as each group of surveys achieves what social scientists refer to as a *cluster sample* of each neighborhood.

However, survey results do not match census data. White folks are over-represented within survey data, while people of color of all ethnic backgrounds are underrepresented. Especially notable is the differential for those identifying as Black/African-American. This illustrates the continuing need to continue to engage all persons through multiple methods (such as block parties, listening sessions, other gatherings and conversations) that facilitate engagement of peoples of color in Union Park and Hamline-Midway neighborhoods. This is a high priority for next steps in the project.

Location

We also look carefully at where survey respondents reportedly reside or work. The total number of reported addresses was **309**.

In Project Area:

4.2% live on Fairview Ave (n = **13**), between Summit Ave and Pierce Butler Route

34.3% live in the project area (n = **106**), within the project area

Outside Project Area:

65.7% live outside of the project area (n = **203**), with the vast majority outside of the project area living within four blocks of it, as well as a group of folks in Hamline-Midway east of the project area.

Illustration 7a, b, & c: Locations of Survey Respondents

Illustration 7a:

Location of Survey Respondents

Living on Fairview Ave

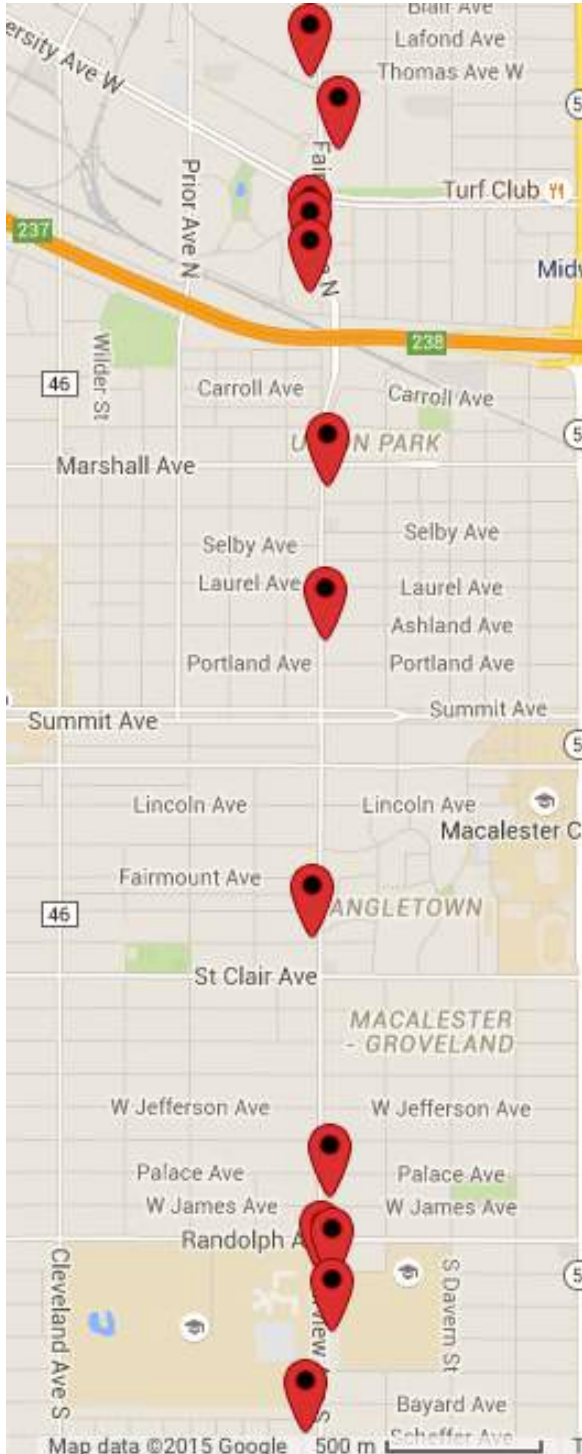


Illustration 7b:

Location of Survey Respondents

Within Project Area (indicated by gray border)

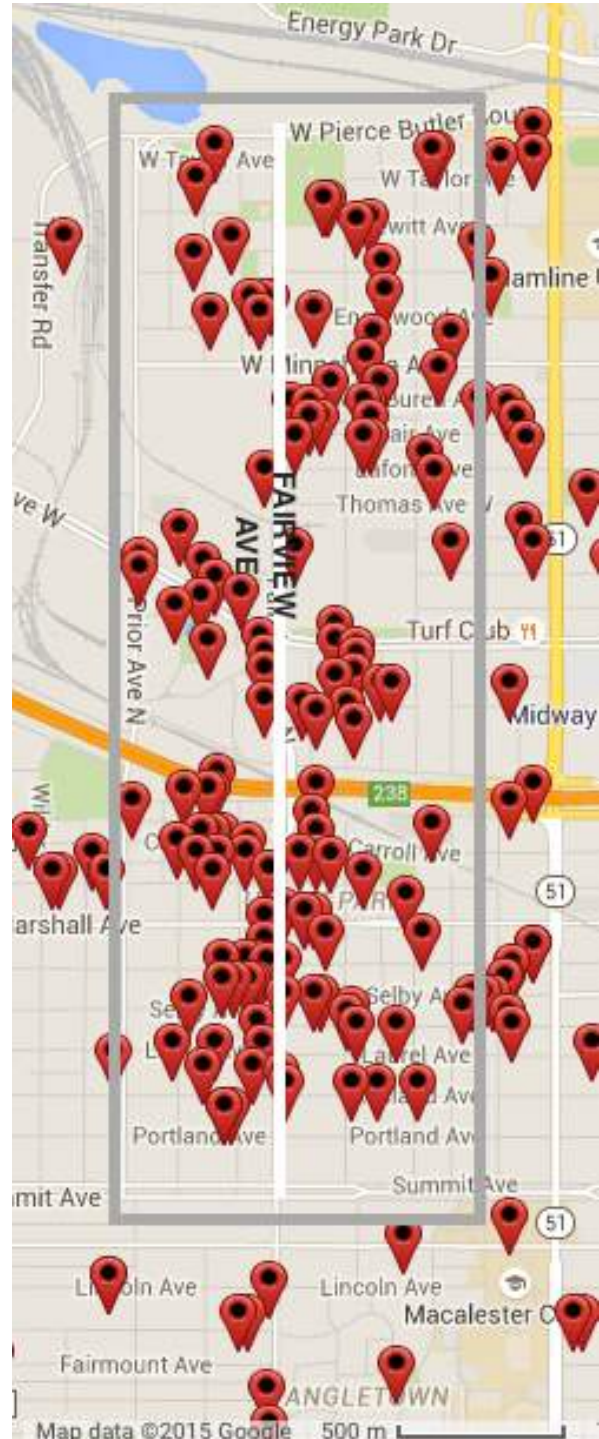
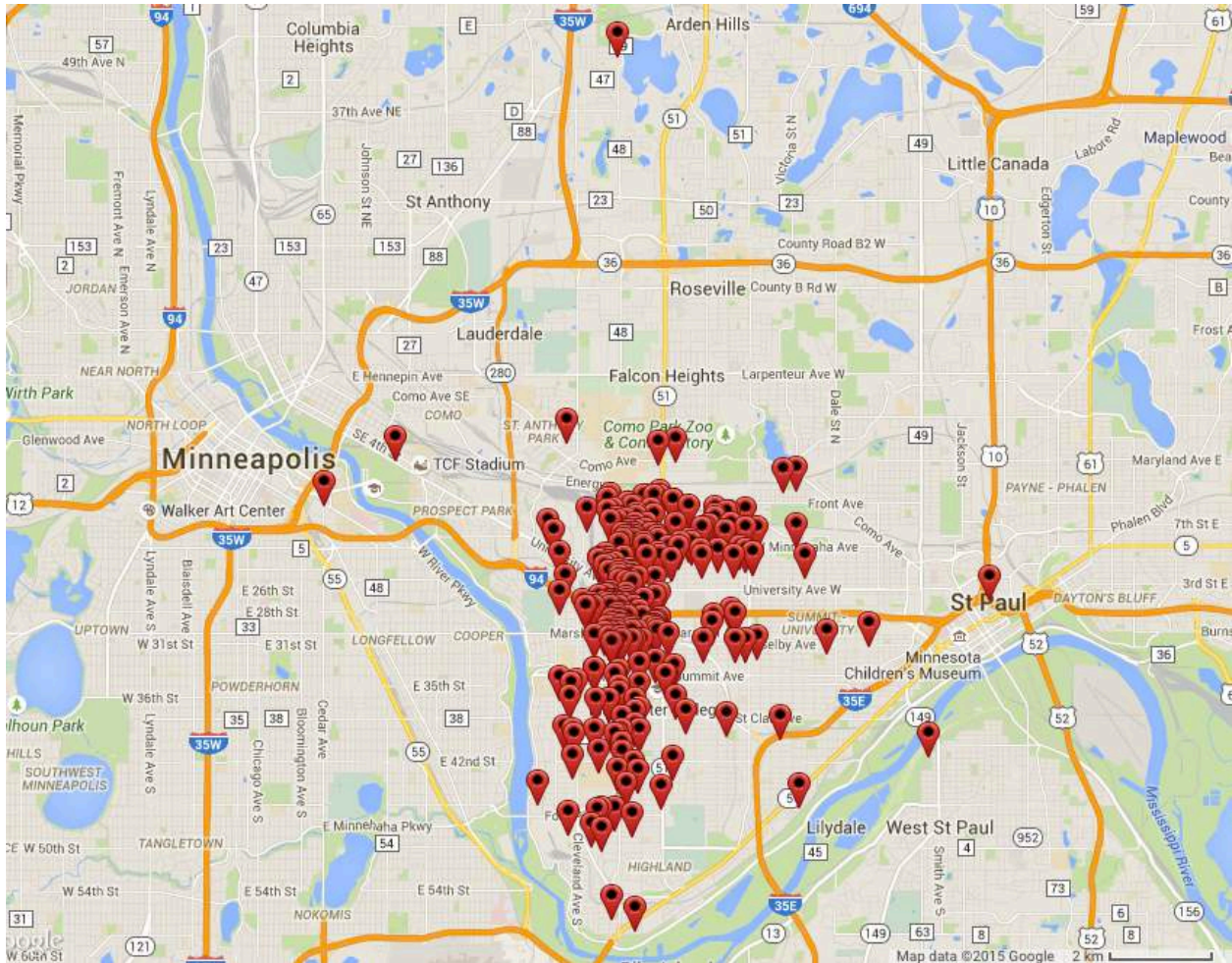


Illustration 7c: Location of All Survey Respondents



Affiliations of Respondents

Each FSI project aims to reveal both residential and business perspectives on the problem at hand. Of the **398** survey respondents, **61** identified a business affiliation in the neighborhood, representing **15%** of the total respondents.

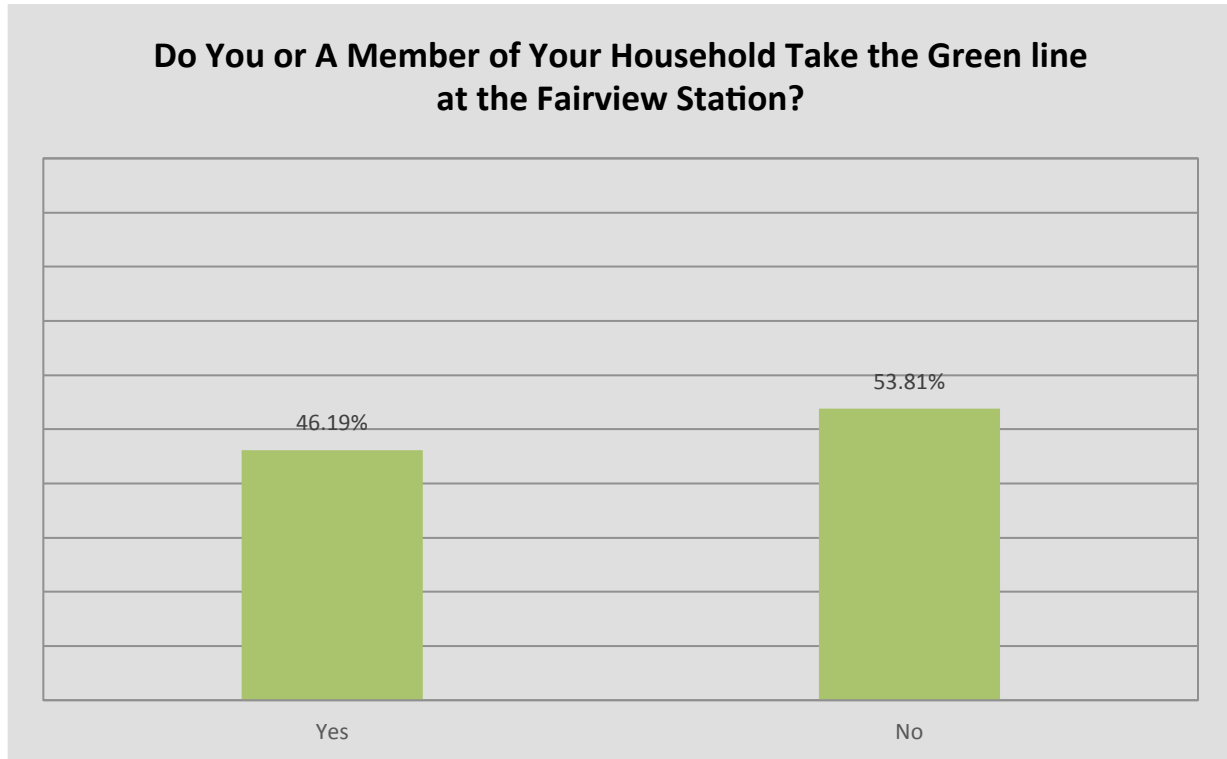
Residential and Business survey respondents

Residents	250
Businesses	15
Business owners and workers who are also residents	46
Total	311

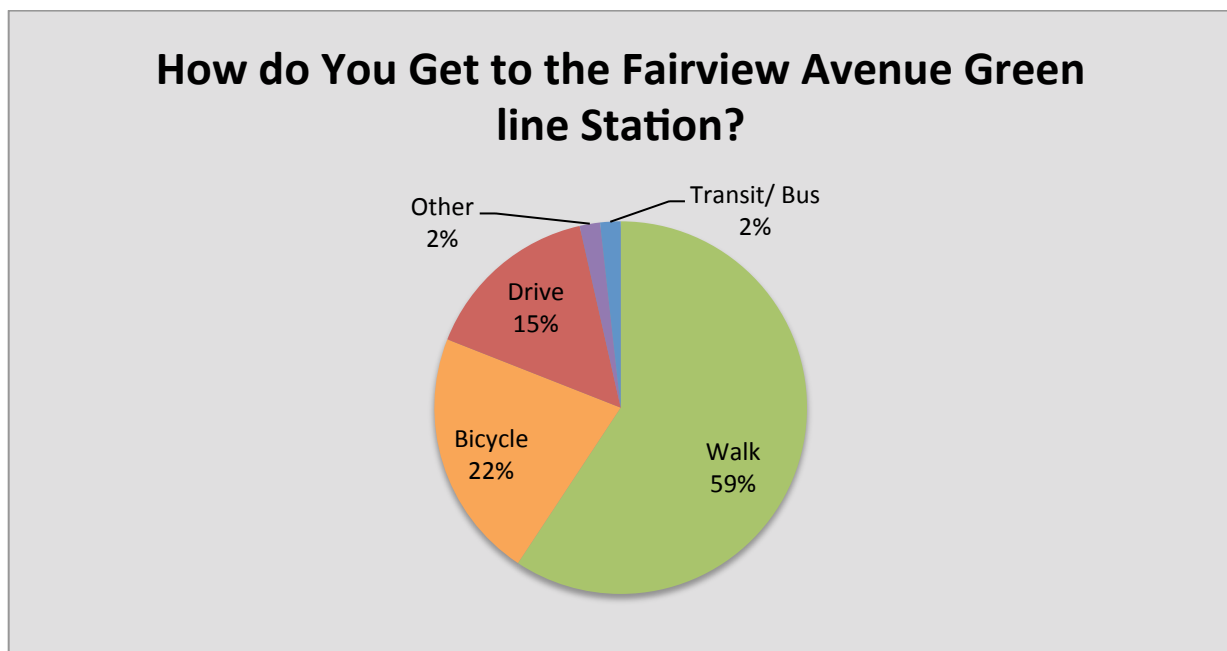
93% of respondents patron businesses or organizations on or near Fairview Avenue.

Mode of Access to Fairview Avenue Green Line Station

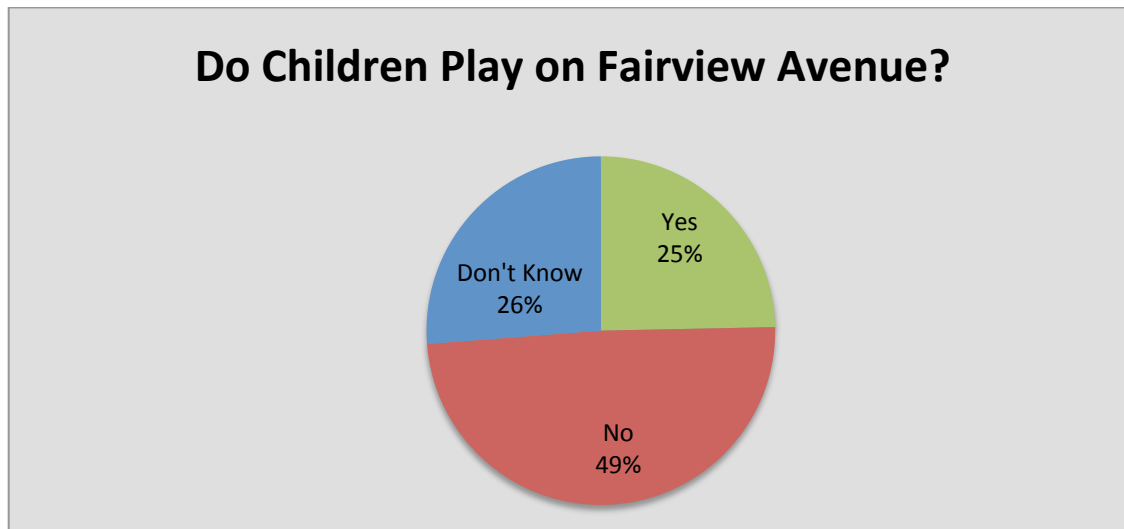
Just less than half of survey respondents use the Fairview Avenue LRT station to access the Green Line. Survey respondents may access the Green line using other stations.



Of those who do, 59% walk and 22% bicycle.

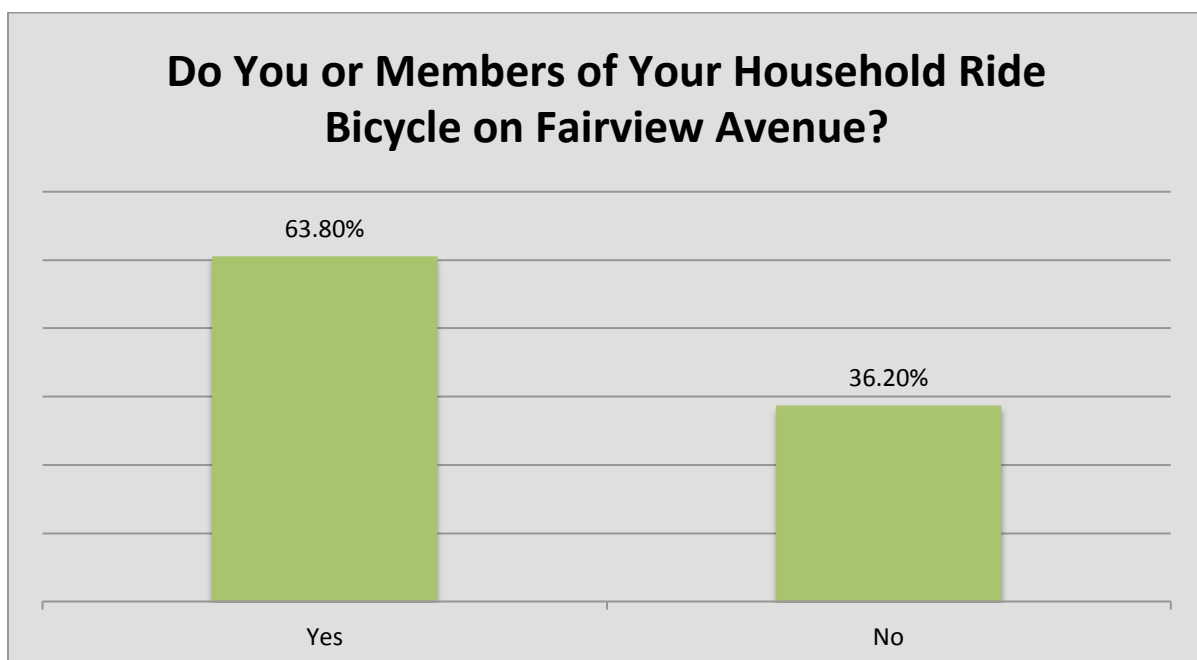


Do Children Play on Fairview Avenue?

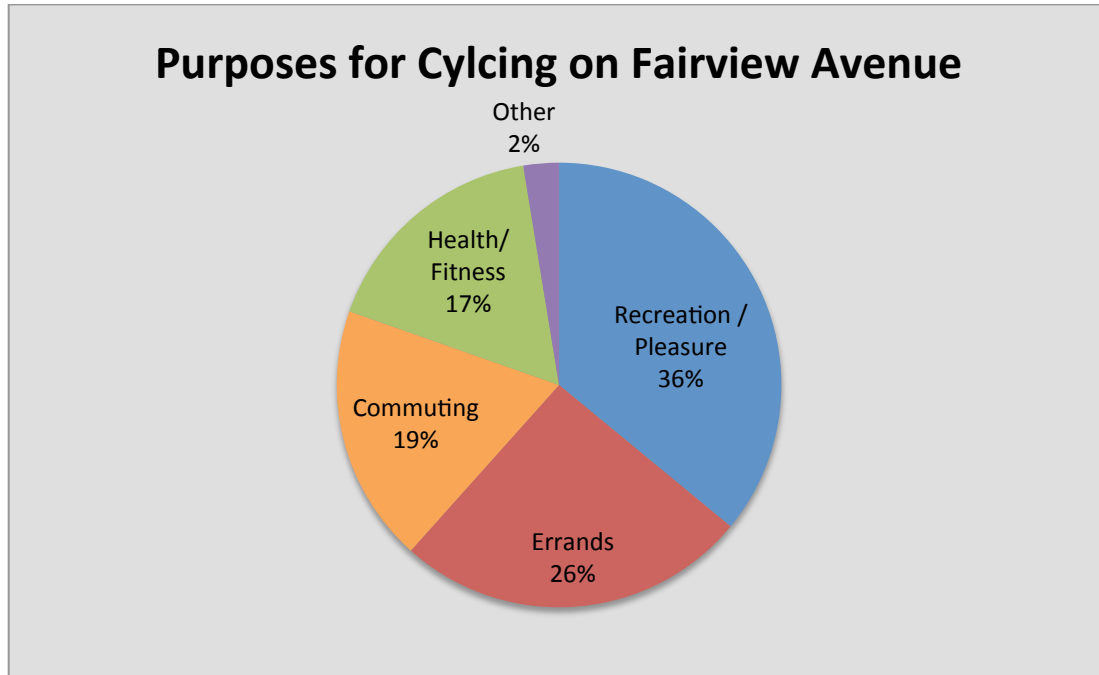


FSI asks this question, even for streets where children playing seems unimaginable, because children are arguably an ‘indicator species’ in public spaces (including streets) and their presence or absence indicates how the city has prioritized who may reasonably access the street. With regard to Fairview Avenue, about half of survey respondents said that children do not play on Fairview Avenue, and one quarter indicate that children do. Given the qualities of Fairview as a streets that favors motorized traffic, we are surprised that even 25% report the presence of children.

Bicycling on Fairview Avenue

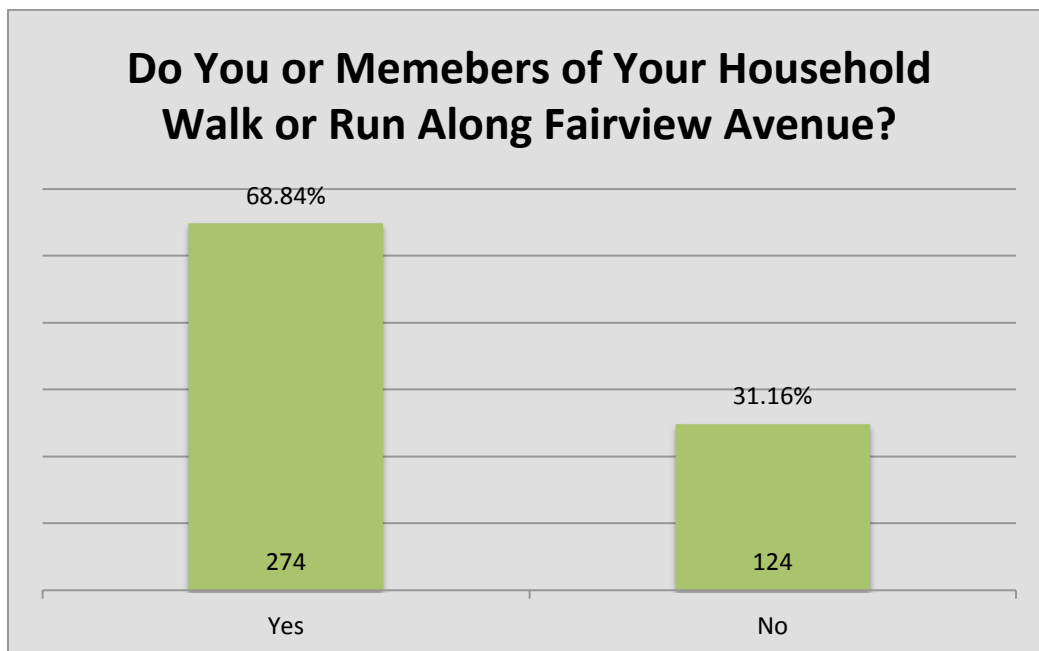


Nearly two-thirds of the survey respondents bike along Fairview Avenue.



Those who bicycle along Fairview do so for varied reasons. The leading reason is for recreational purposes. However, if combining recreation and fitness, as well as combining commuting and errands – indicating bicycling use in terms of pleasure and obligation respectively – results are roughly half and half (45% / 53%).

Walking and Running Along Fairview Avenue



More than two-thirds of survey respondents also walk or run along Fairview Avenue. Those who traverse Fairview Avenue as pedestrians do so for mixed reasons. Again, like bicycling, results are roughly half and half pleasure and obligation.



Images of Infrastructure and Placemaking Concepts

One of the key methods FSI uses to engage folks at block parties is to present images of concepts for consideration for the street under discussion. At the Fairview North and South events we presented 20 images of infrastructure and placemaking concepts (with slight differences at each event). At the Fairview Underpass Event we presented 19 images of infrastructure and placemaking concepts, and that gallery was also hosted at Episcopal Homes for a short time. The online survey included 35 images broken in 5 different sections [See Appendix B for all images.] The images / concepts are listed in Table 1.

Table 1: Image/Concept by Type, Order of Appearance in Online Survey

<i>Bicycling Facilities</i>
Buffered Bike Lane 2 (Portland, OR)
Buffered Bike Lane 1 (Portland Ave)
Sharrows
Green Painted Bike Lane
Bike “Box” Area For Bicycle Queue
Protected Bike Lanes (Planters)
Bicycle Wayfinding Sign
<i>Street Features</i>
Median, Landscaped (Marshall Ave)
Median, Painted (Selby Ave)
Permeable Pavement
Raised Intersection
<i><u>Pedestrian Facilities</u></i>
Landscaped Bump-out
Landscaped Bump-out with Crosswalk
High Visibility Pedestrian Median
Creative Crosswalk
Sidewalk Art
<i>Placemaking Ideas</i>
Mural (building)
Artistic bench
Creative street art
Displays of Artworks
Artistic Pole
22. Sculpture
Parklet in a Parking Spot
Sense of Place
Hanging Planter
<i>Fairview I-94 Underpass Ideas</i>
Underpass Lighting
Lights and Artistic Fence for Walkways
Urban Garden at Underpass
Artistic Stairs
Fish Art Underpass
Fence art (fence beautification)
Painted Underpass 1 (bright)

Painted Underpass 2 (on columns)
Bridge with Lighted Poetry
Railroad Bridge Art
<i>NOT in online gallery</i>
Rain Garden in Parking Space
Aerial Bump-out
Painted Bike Lane (NY)
On-Street Bicycle Parking
Placemaking Mural
Bridge Placemaking

Utilizing green, yellow, and pink post-its, each participant could indicate whether they supported, were ambivalent or unsure about, or opposed/found problematic a concept (respectively). Illustration 8 shows the images displayed with votes.

Illustration 8:
Gallery of Images, with post-it votes

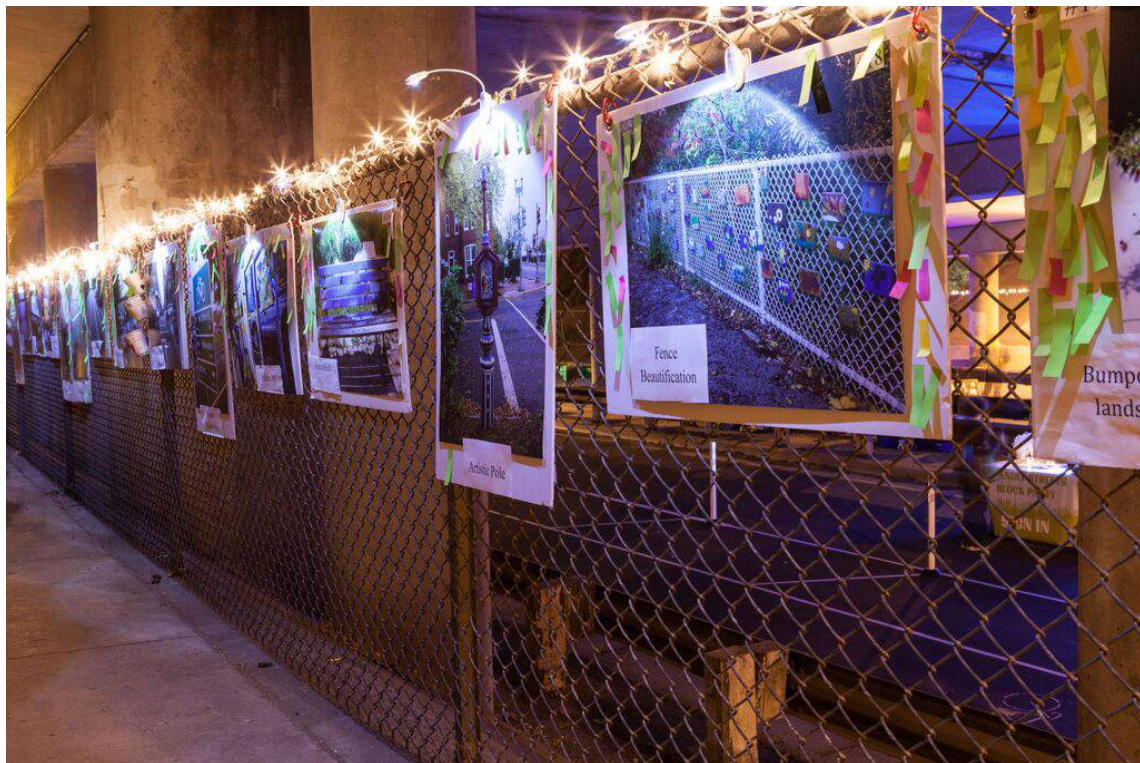


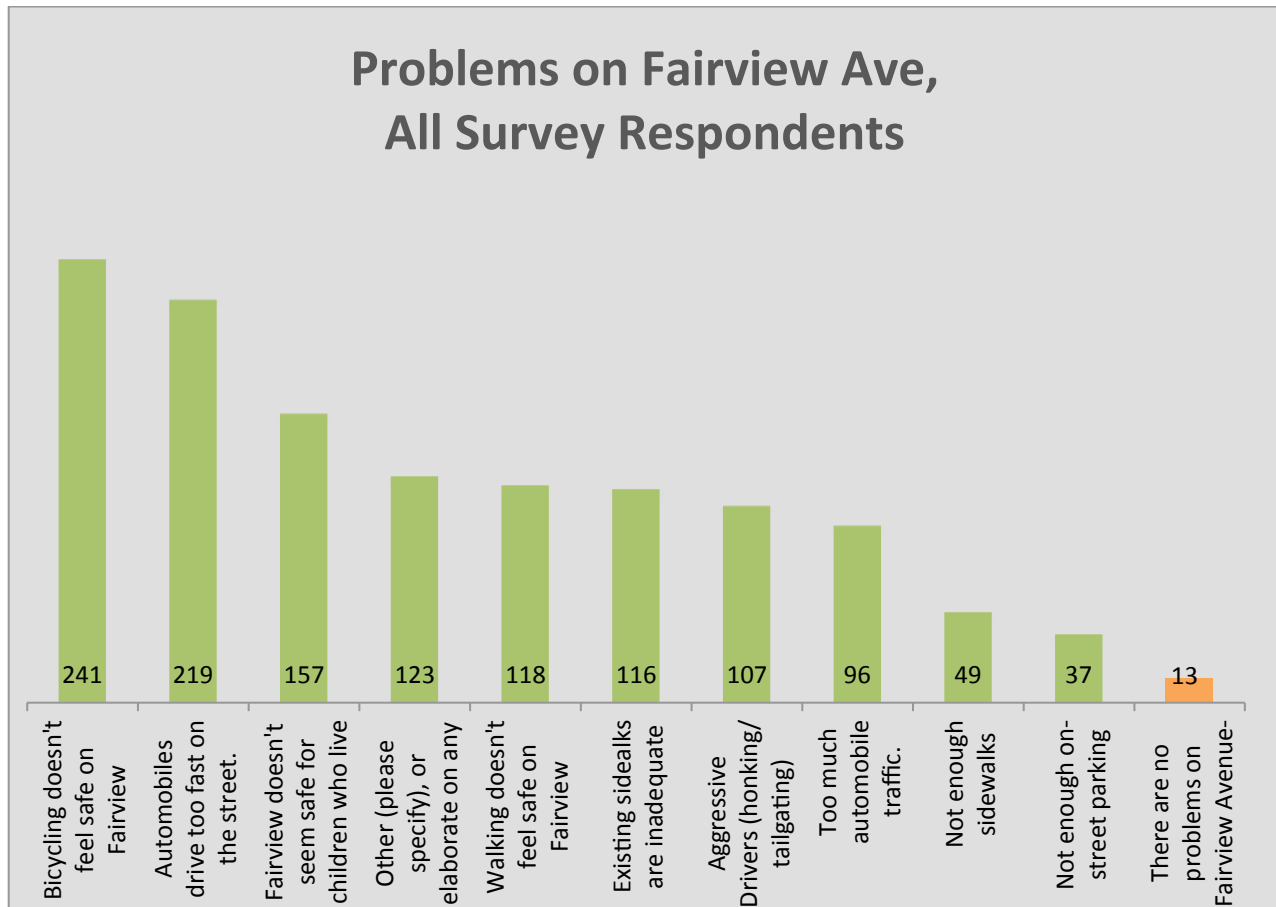
Photo credit: Jon Pavlica

There was a record level of engagement of the gallery of images at the Fairview Underpass Party. The total number of opinions expressed then was an astounding **653**.

Problems on Fairview Avenue

What all respondents say

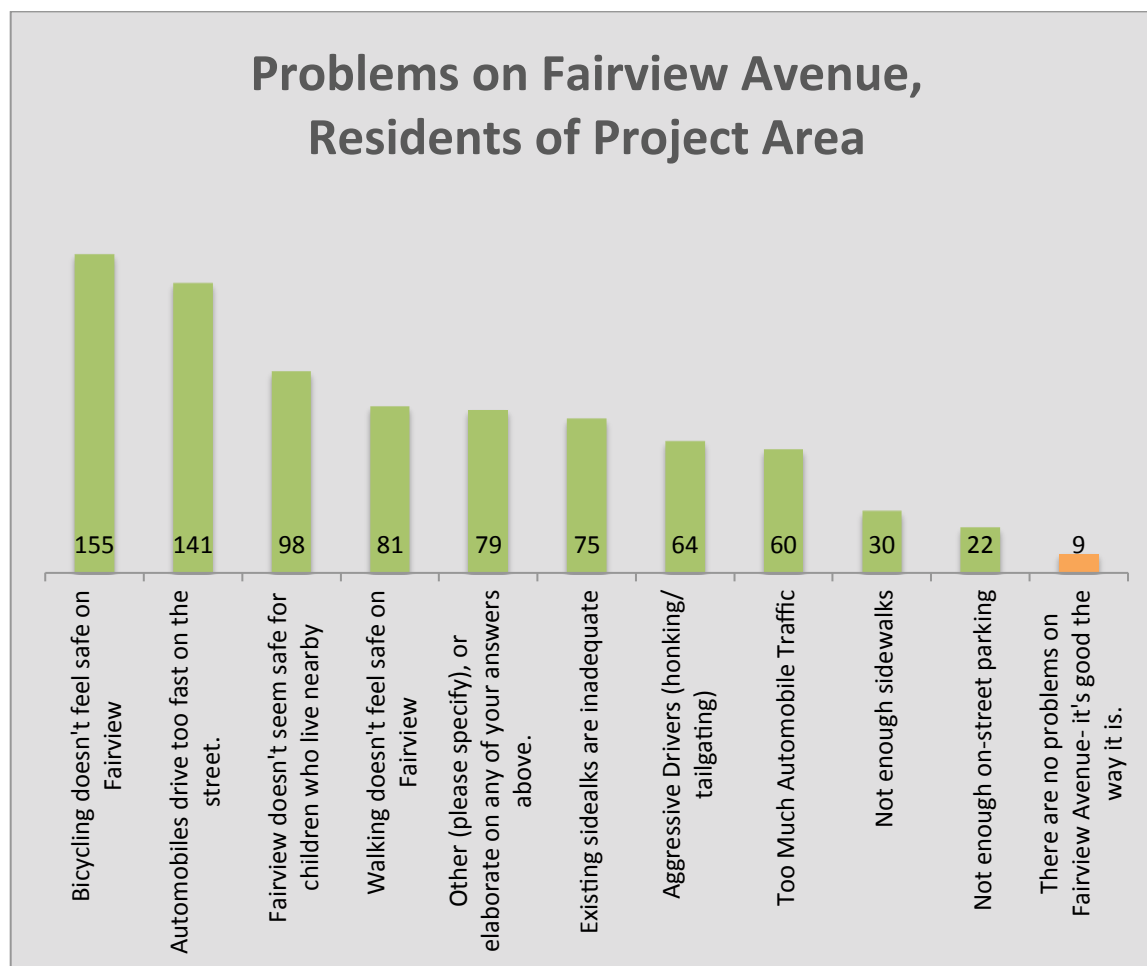
Survey findings reveal that the leading problem of Fairview Avenue for all survey respondents is that bicycling on Fairview Avenue doesn't feel safe, and that automobiles drive too fast. Beyond that problems reflect that Fairview doesn't feel safe for both children and for walking.



The top two responses, bicycling doesn't feel safe and the speed of automotive traffic, represent a tier of problems above the rest. The lack of safety for children, followed by concerns regarding walkability and motorized traffic behavior ranked lower. It is notable that the two responses that fared least were lack of on-street parking, and that there are no problems on Fairview Avenue.

What do people living nearest Fairview Avenue say?

When taking into account the perspectives of *residents who live within the project area*, the results mirror the aggregate data (see chart, next page).



The diagnoses of problems on Fairview Avenue as reported by respondents in the project area mirror the aggregate data.

What about “other” responses?

The “other” responses, which rank fourth and fifth among all respondents and project-area respondents, respectively, reveal a diversity of opinions. Some say that cycling on Fairview is unsafe and more cycling facilities need to be installed, while others request that Fairview remain or be returned to a road for motor traffic and the cyclists be diverted on to other North/South routes (like Prior Ave).

Among respondents in the project area, there were more comments supporting a frustration with bicycle traffic on Fairview. Here are two illustrative quotations:

Fairview is a major artery for people traveling from the North in St. Paul to South near the River Road. It should not be conducive to bicycles, walkers or runners. Walker[s] and runners should use the sidewalks and bicyclist can find other streets to use.

Inversely,

Bike lane heading north runs out at Summit [Ave] . . .I sometimes go on the sidewalk which is not good.

“Other” comments also seem to indicate agreement that Fairview is unsafe for walking, and that automobile traffic produces an unsafe environment on Fairview.

There needs to be more emphasis on bikes, walking, and public transit - and de-emphasis on massive car culture. 94 runs nearby, we don't need a dual freeway - we moved to Hamline-Midway SPECIFICALLY because we wanted less car use and more transit options for a healthier lifestyle and better living!

The roads for cars are very wide. Cars don't really stop at the stop signs and they drive too fast. This makes walking very stressful.

I avoid walking on Fairview whenever possible because the underpass is so awful. Instead of using the Fairview station, which is nearest for me, I instead take the 63 bus to the Raymond station if going west, or the 84 bus to the Snelling station if going east.

Additionally, there were some comments specifically indicating that the I-94 underpass area is especially problematic for feeling unsafe and unpleasant in a number of ways.

The I-94 underpass is smelly, loud, and unsafe for peds and bikers

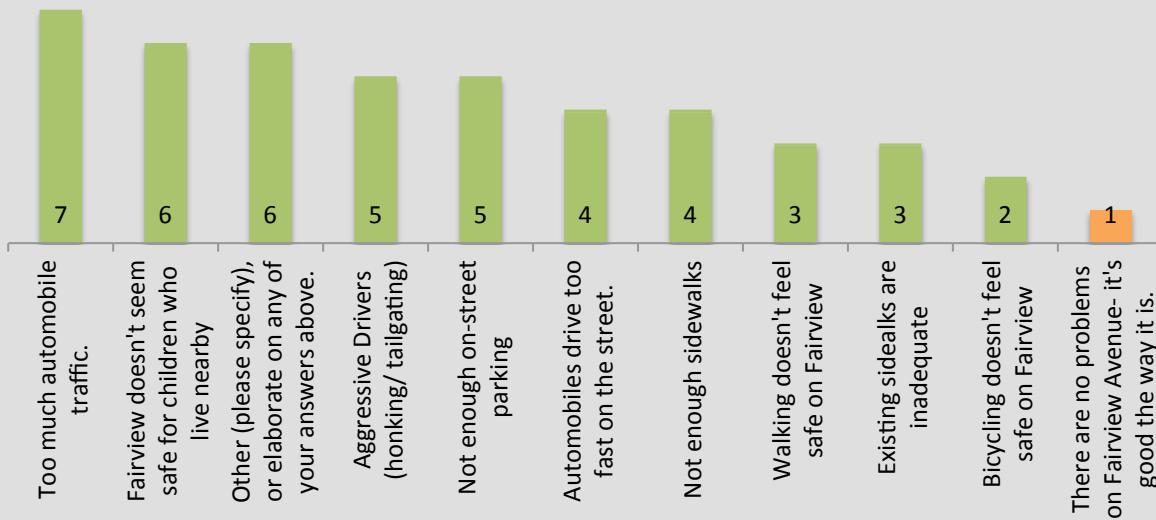
FREEWAY UNDERPASS IS CREEPY

The Underpass is dark and a little scary. It needs to be lightened up

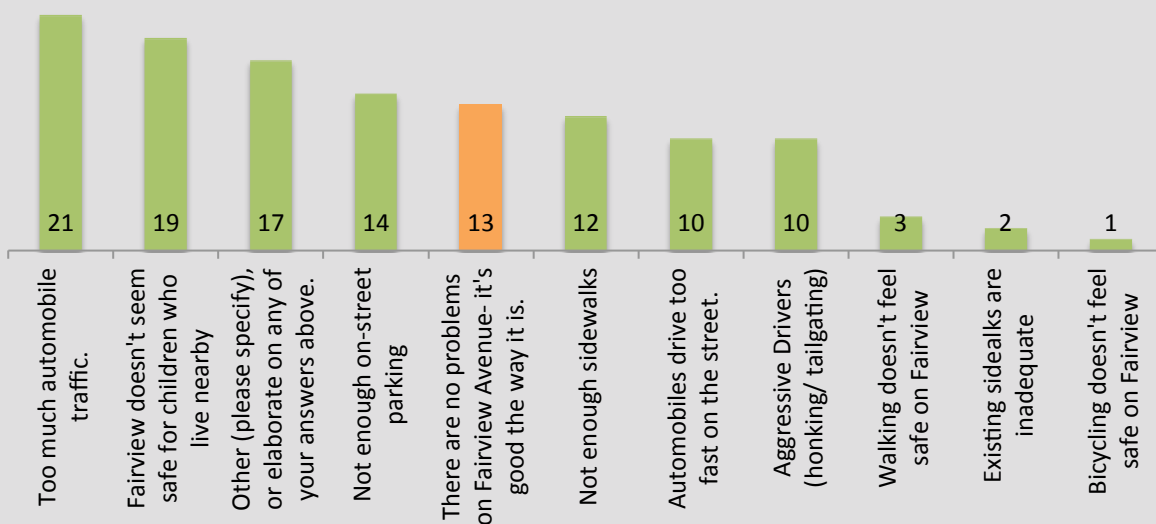
Business-affiliated respondents

Where the survey reveals a perspective in contrast between all respondents and project area respondents, there are also business/worker responses with contrasting opinions. The next chart presents survey *business respondent results* on the problems of Fairview Ave, first for business owners and workers who do not live in the neighborhood, and then business owners and workers who do live in the neighborhood.

Problems on Fairview Avenue, Buisness Owners and Workers Who Are Not Residents of Project Area



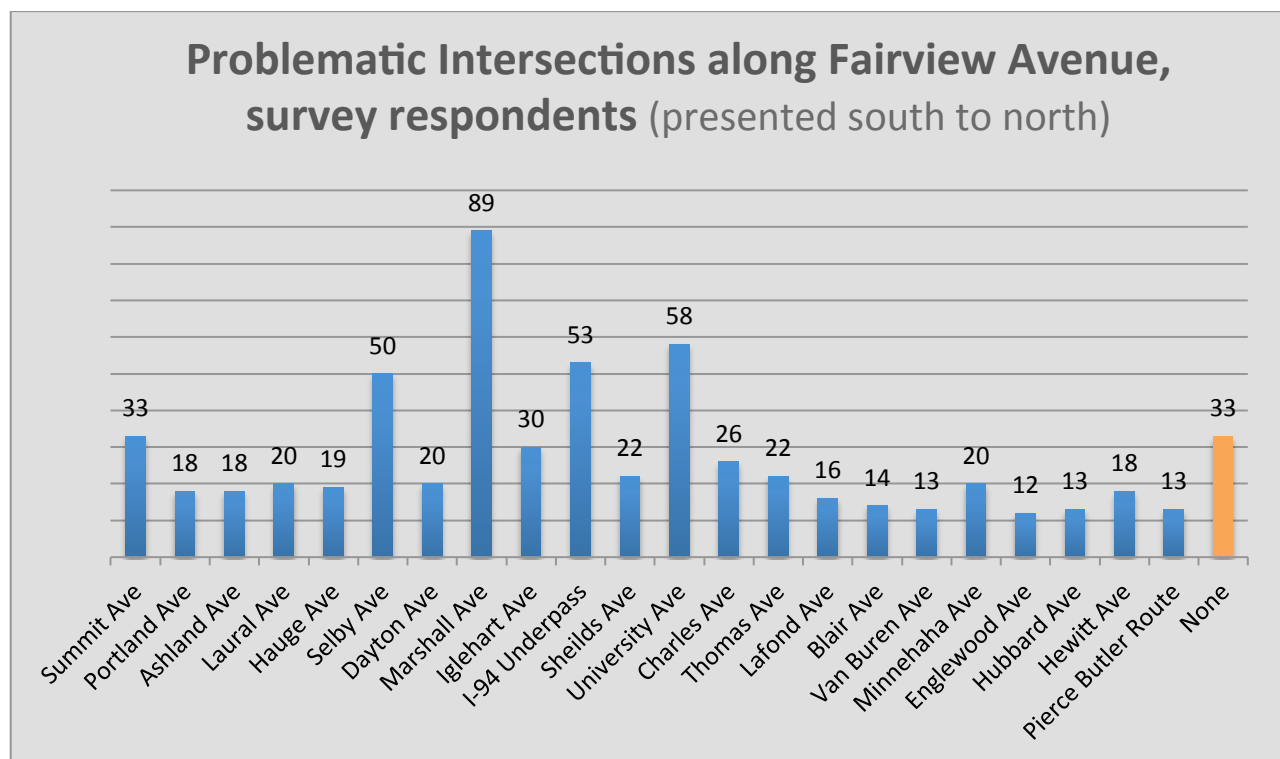
Problems on Fairview Avenue, Buisness Owners and Workers Who Are Residents of Project Area



More business-affiliated residents who live in the project area believe that there are no problems along Fairview (ranking fifth), while only one business-affiliated person not living the project area considers Fairview fine the way that it is.

The two groups otherwise had similar perspectives, with the top two leading concerns being there is too much automobile traffic and that Fairview doesn't seem safe for children. The second-tier concerns were also similarly ranked, with the absence of adequate on-street parking ranking medium-highly for both groups. This result is notable as it differs from the aggregate data and from residential perspectives.

The difference in business and residential perspectives may reflect differing interests and needs, and points toward the necessity for ongoing dialogue between different groups for visioning positive changes to Fairview Avenue.



We also asked which intersections along Fairview Avenue were most problematic. Respondents overwhelmingly highlighted Marshall Avenue as the worst, with University Avenue, Selby Avenue, and the I-94 Underpass also being quite difficult.

Ranking **Best Potential Solutions**

On the survey, respondents were asked to rank their top 3 choices of placemaking and infrastructure ideas from the presented gallery of images. Different gallery images were shown at each event, those being the North event, South event, and the Underpass Party. The gallery from the Underpass party was also shown at Episcopal homes for a short time. Additionally, the survey hosted online included a more complete list of gallery images to rank, but those respondents were asked to do so in groups based on type of idea (Bicycle Facilities, Street Features, Pedestrian Facilities, Underpass Improvements, and Placemaking Facilities). Full lists of gallery images at each event are available in Appendix B.

Additionally for the purposes of this section, business owners and workers who live and don't live in the project area have been combined into a single category since the numbers of respondents from these groups were low. *Graphs depicting the preferences of business owners and workers who are not residents of the project area, and business owners and workers who are residents of the project area who took the online survey, are included in Appendix C.*

Paper Surveys

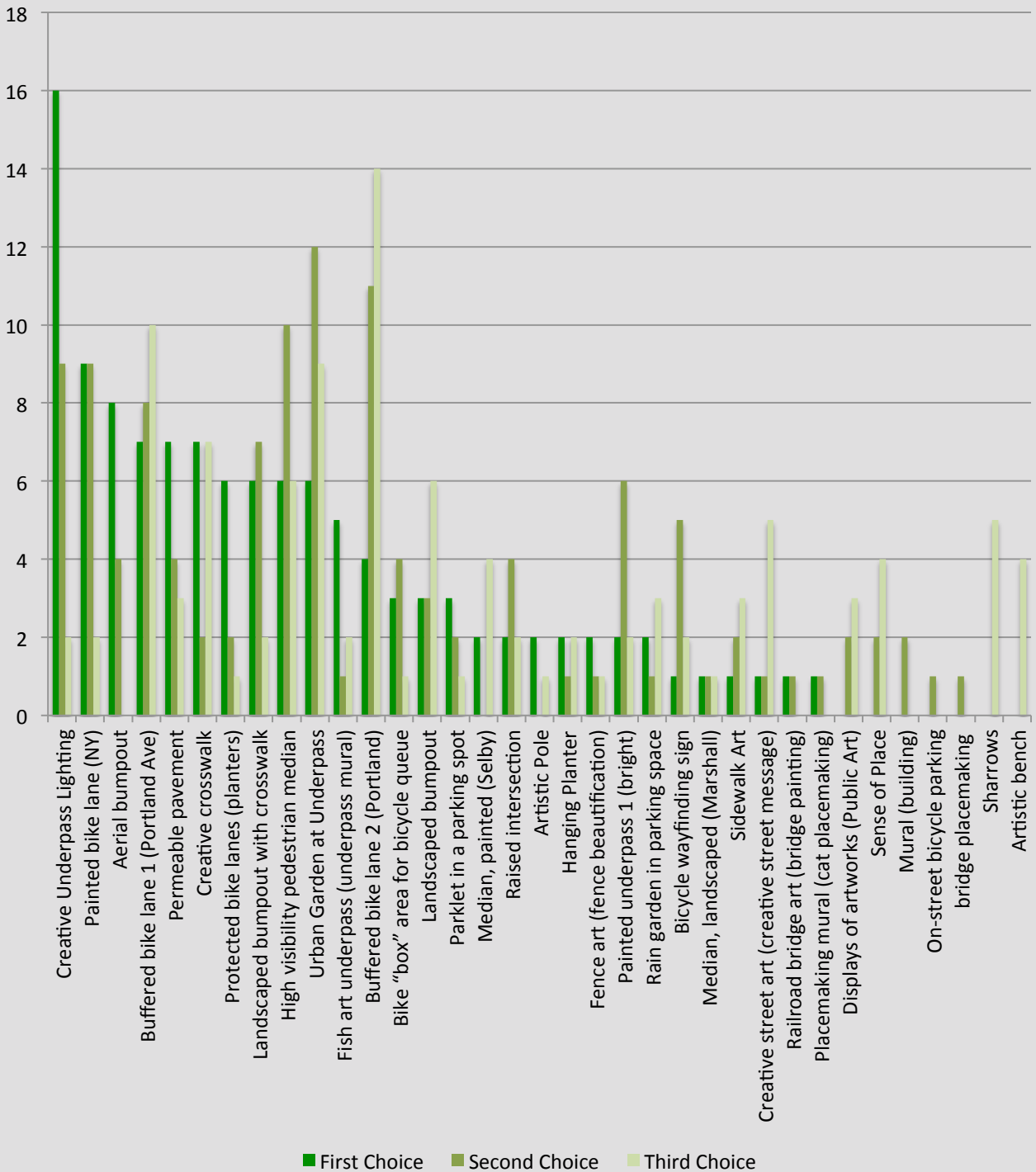
Note that the results presented here are solely from the paper surveys. The final analysis of preferred improvements for Fairview Avenue begin on page 59.

The top 10 Gallery Images that gained the most support from all respondents of the paper survey include the following images:

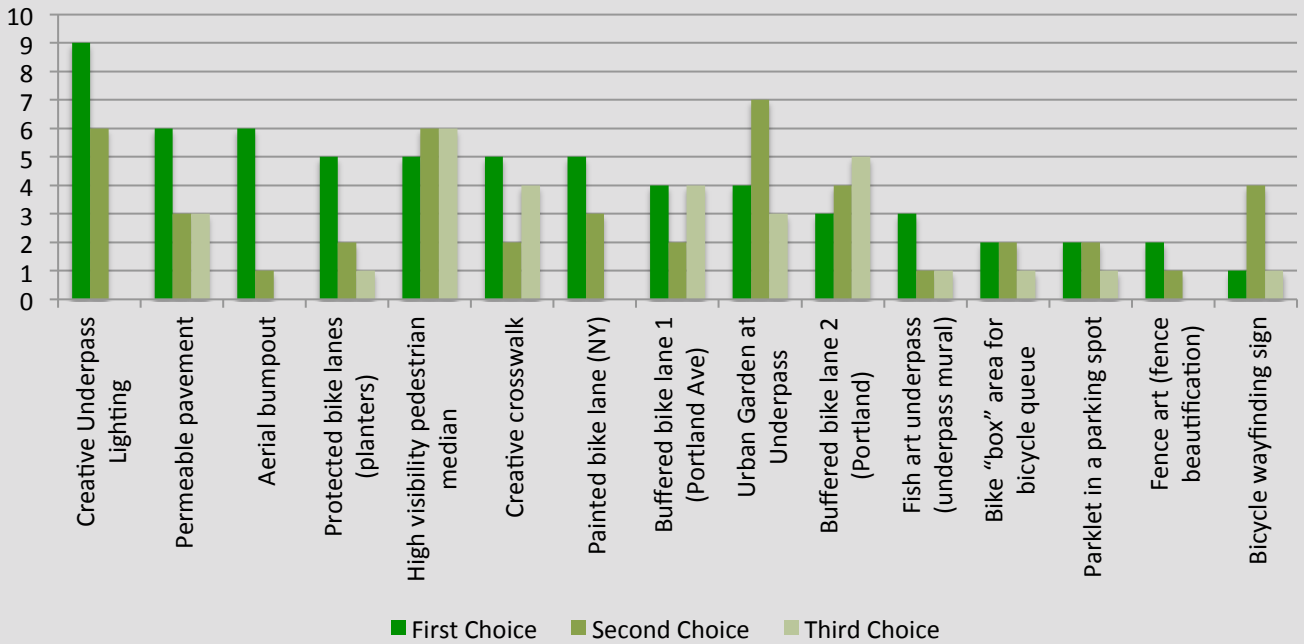
Creative underpass lighting, green painted bike lane, aerial bump-out, buffered bike lane, permeable pavement, creative crosswalk, protected bike lanes (planters), landscaped bump out with crosswalk, high visibility pedestrian median, and urban Garden at Underpass.

There were minimal differences between residents and business owners who took the paper survey; eight of the top 10 gallery images for all respondents were also in the top 10 images for residents alone and the top choices for business owners and workers.

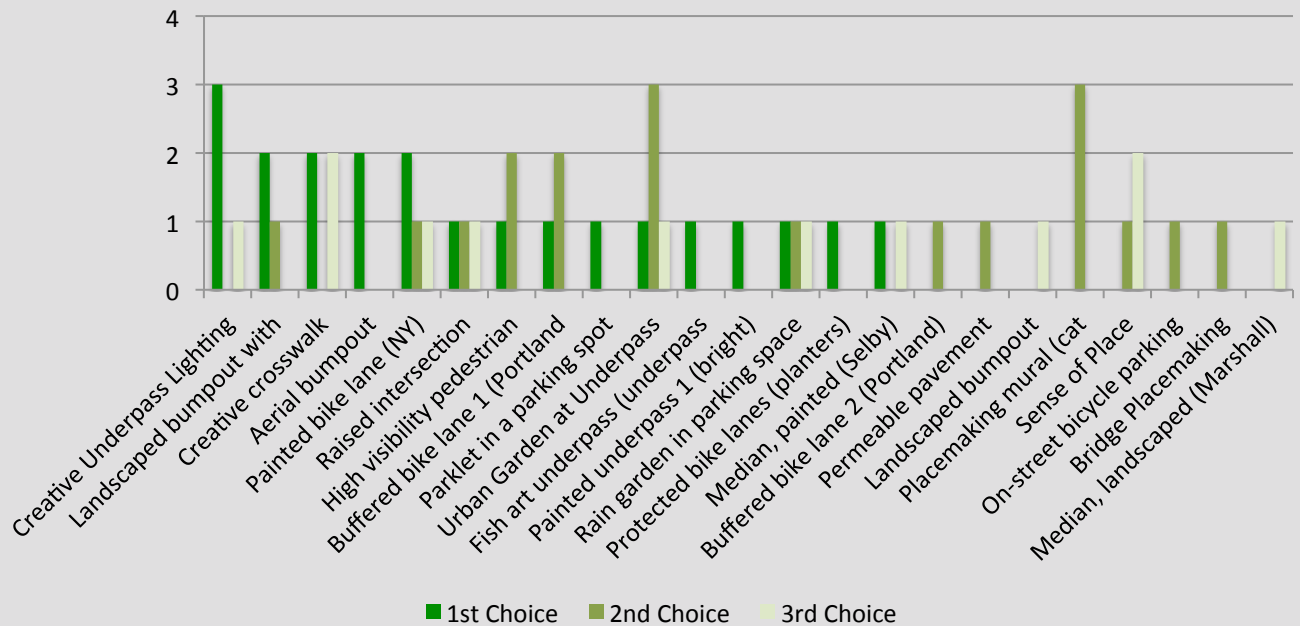
Leading Choices for all Respondents, Paper Survey



Leading Choices for Residents of Project Area, Paper Survey



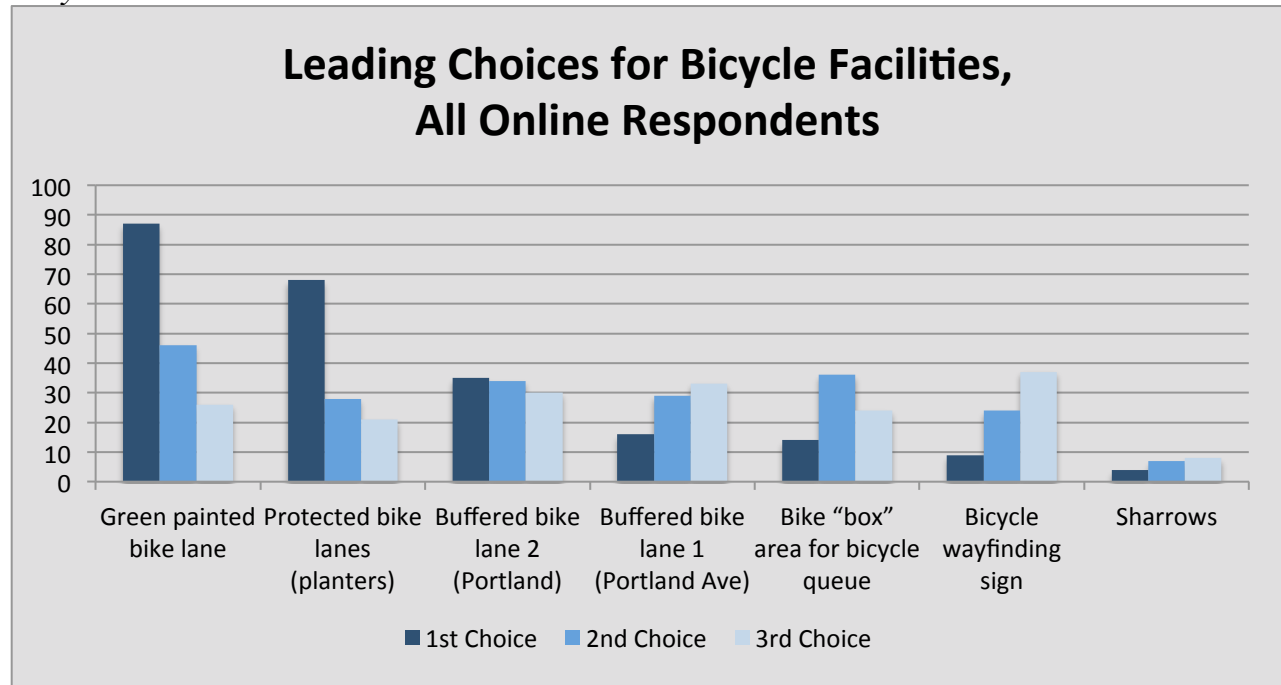
Leading Choices for all Business Owners and Workers, paper survey



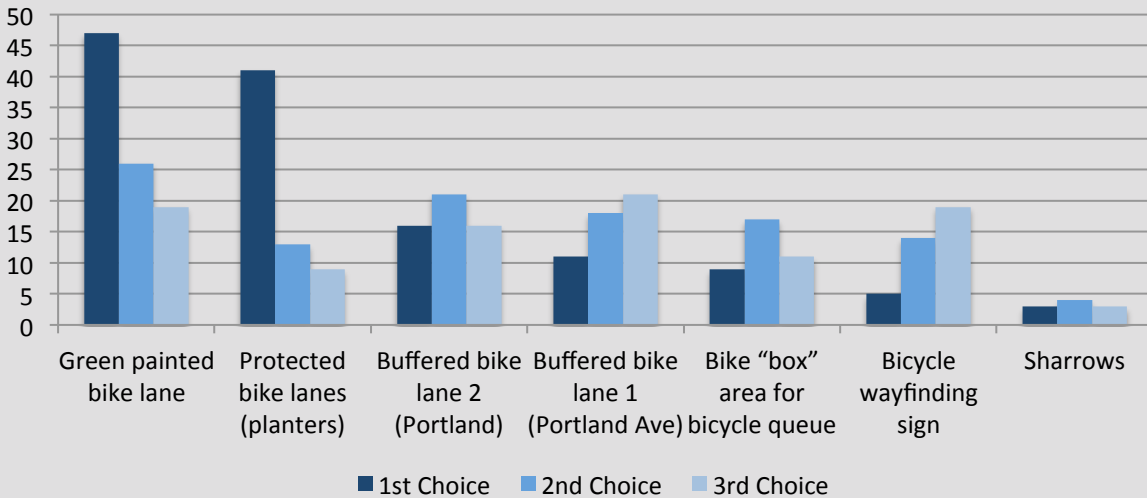
Online Surveys

The online survey provided a chance for respondents to weigh-in on possible improvements by category (the paper version of the survey did not provide the same opportunity). There are five categories: bicycling facilities; street features; pedestrian facilities; ideas for improving the underpass; and placemaking. Note, again, that the results here are not the “final” analysis of overall favored ideas; that begins on page 59.

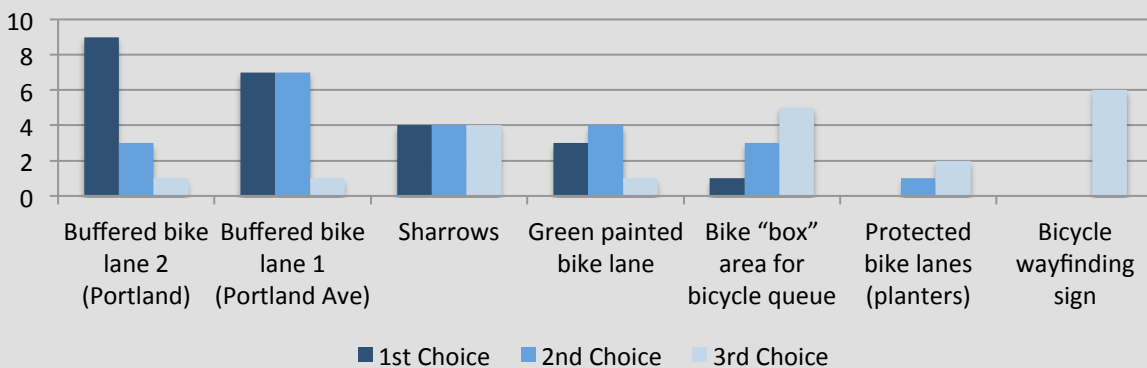
Bicycle Facilities



Leading Choices for Bicycle Facilities, Residents of Project Area, Online Survey

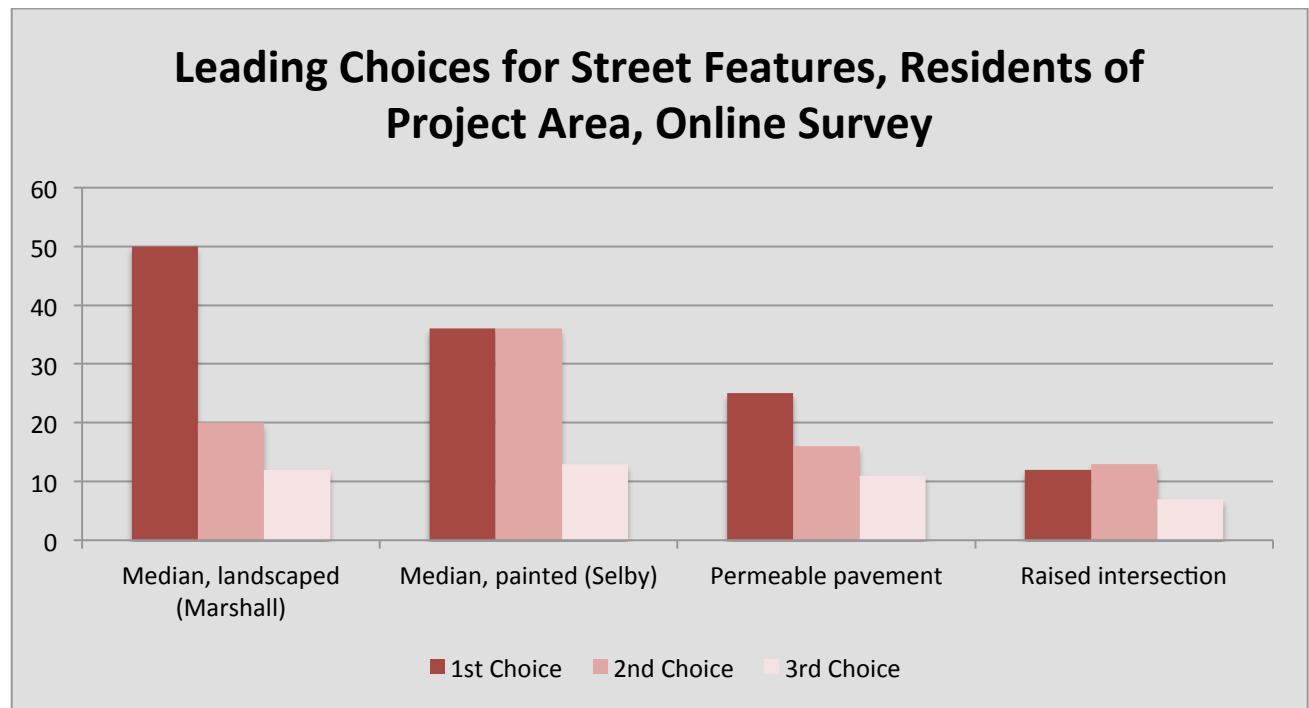
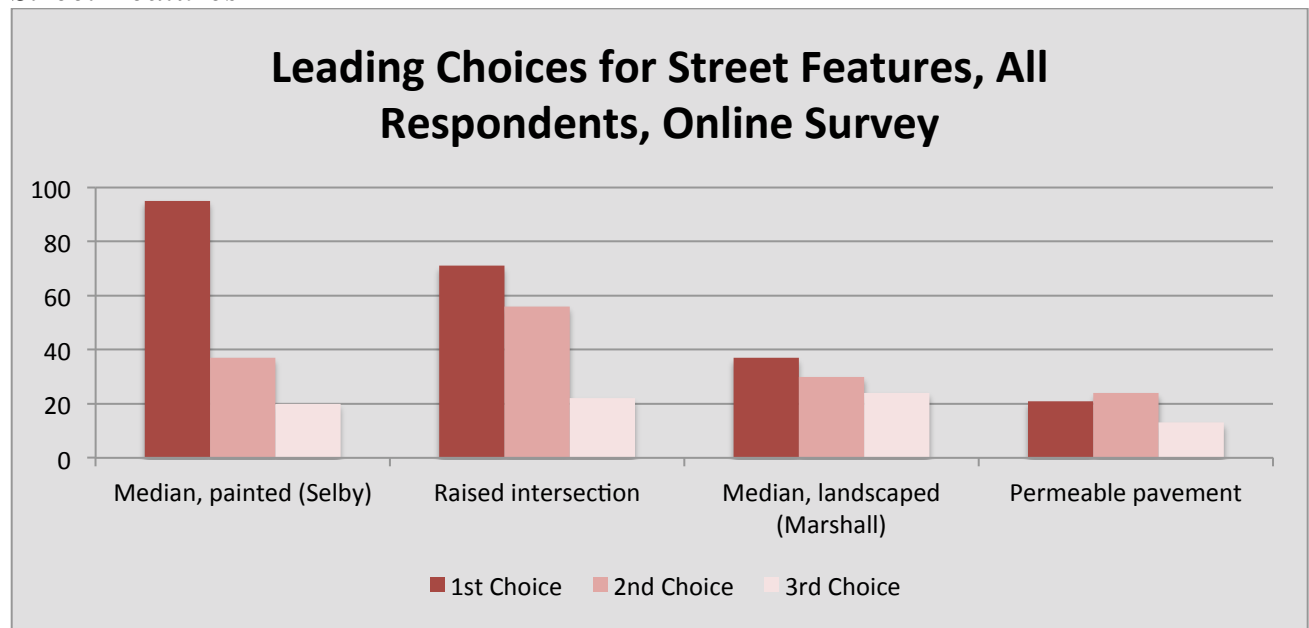


Leading Choices for Bicycle Facilities, all Business Owners and Workers, Online Survey

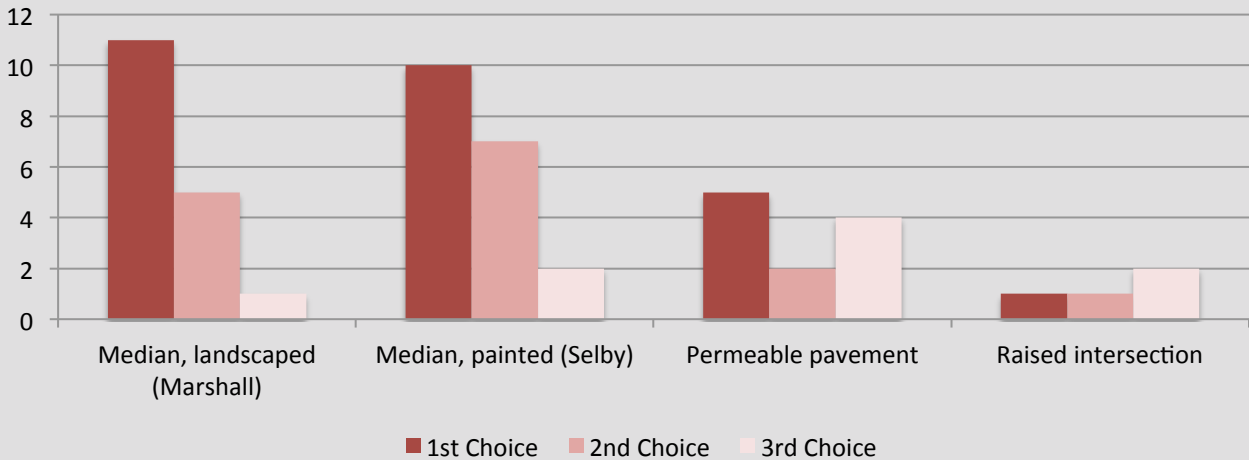


The green painted bike lane was the most popular idea for all survey respondents and for residents, with the protected bike lane with planters being the second-tier concept for both groups. The two concepts of buffered bike lanes, which had the most support from business workers and owners had third-tier support from all respondents and residents. Sharrows were overwhelming the least supported concepts from the cycling group for all respondents and residents, yet received third-tier support from business-affiliated respondents.

Street Features



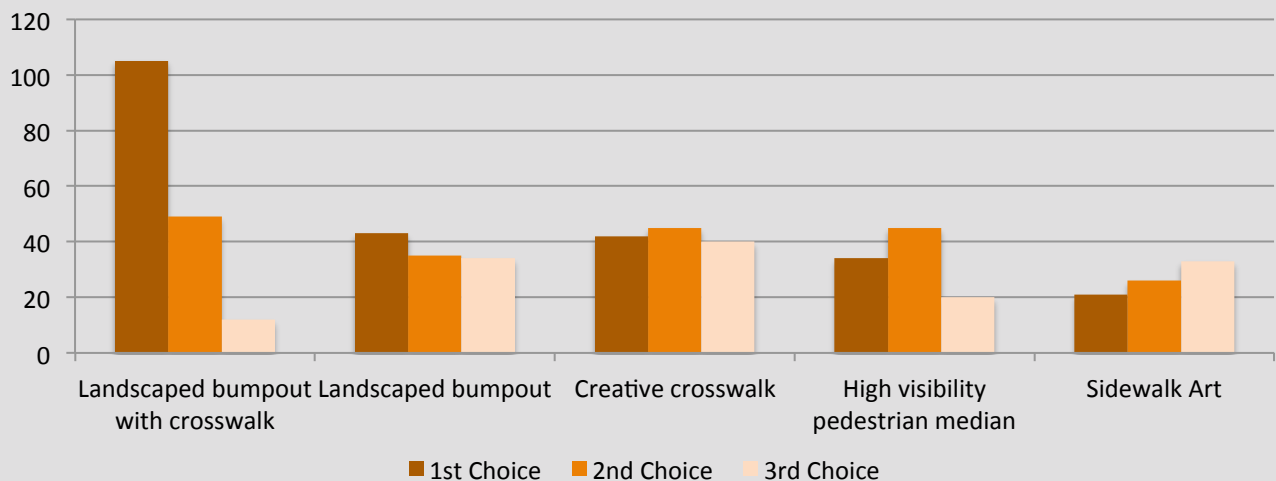
Leading Choices for Street Features, all Business Owners and Workers, Online Survey

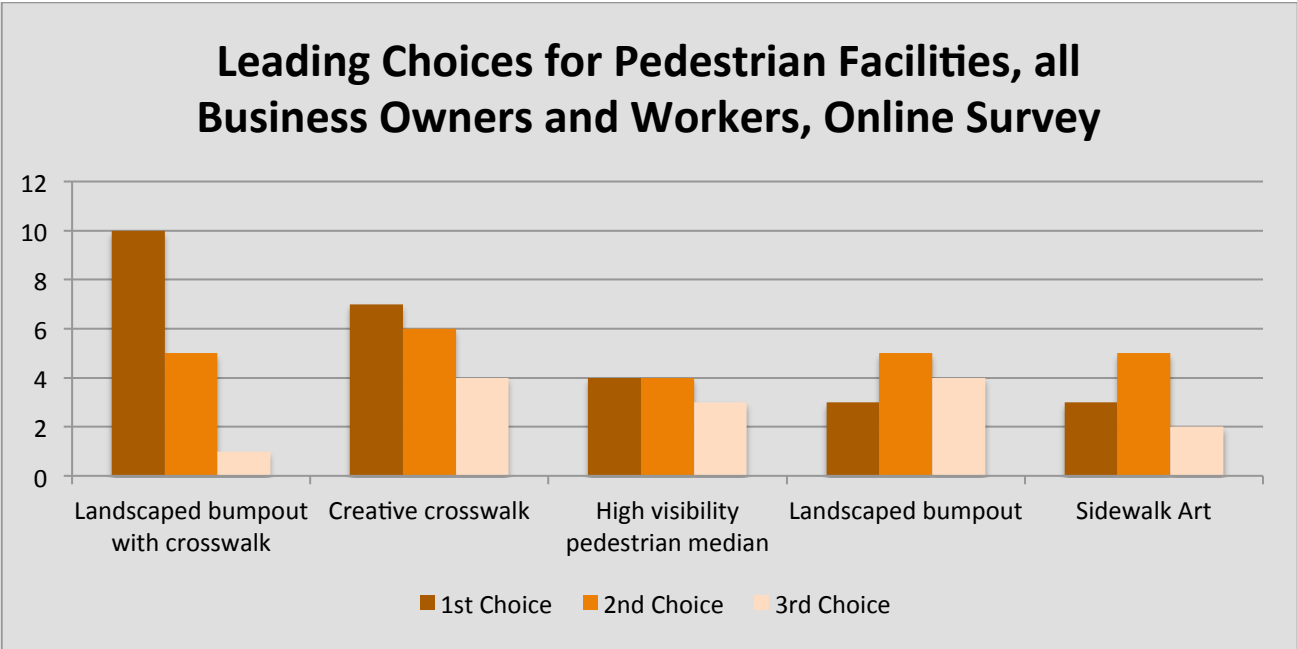
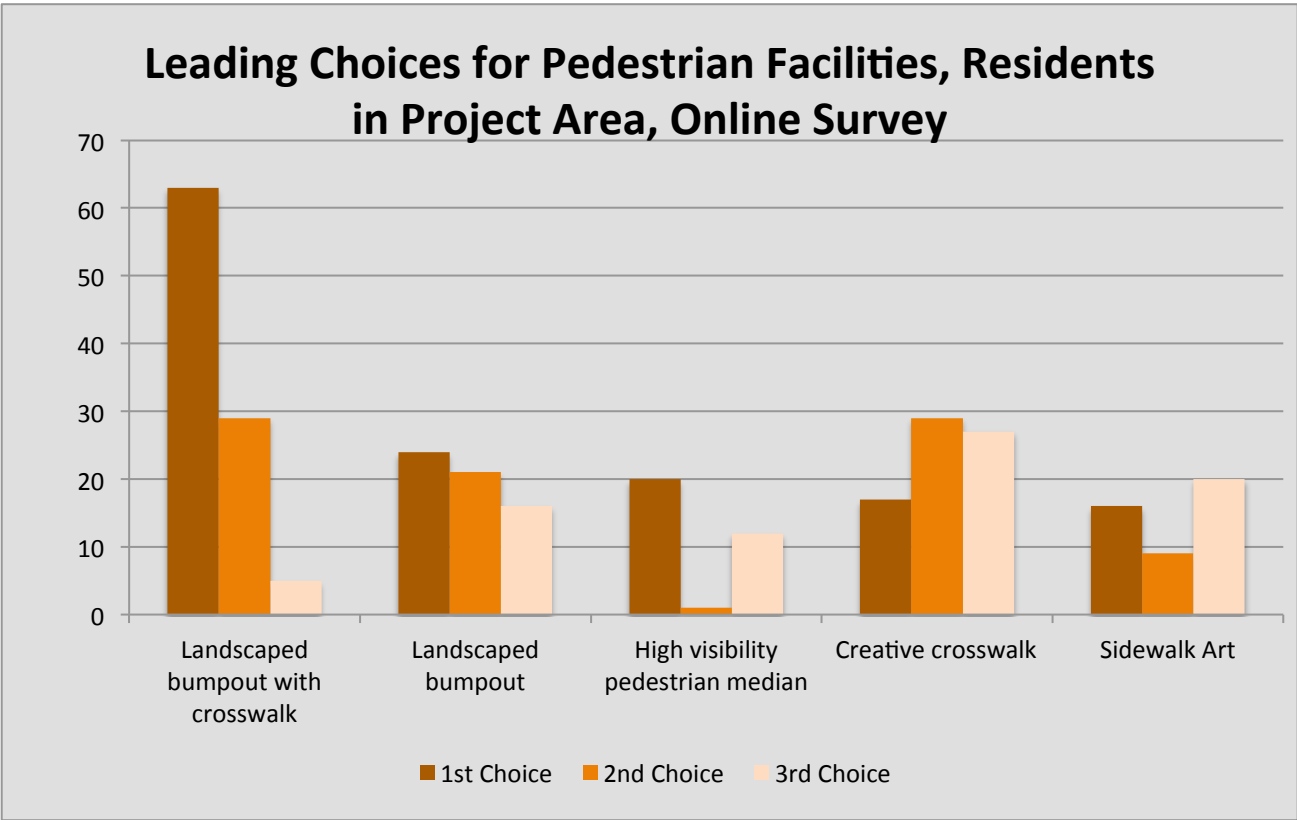


Residents and business-affiliated folks were most aligned in this section of the online survey, with the two options for medians being the most popular items, and the raised intersection being of the least interest. For both groups, the median with landscaping held more interest in the first choice category while the painted median had more mixed support through out the three choice options. The raised intersection had second-tier support from all survey respondents despite its lack of popularity with residents and business owners and workers.

Pedestrian Facilities

Leading Choices for Pedestrian Facilities, All Respondents, Online Survey

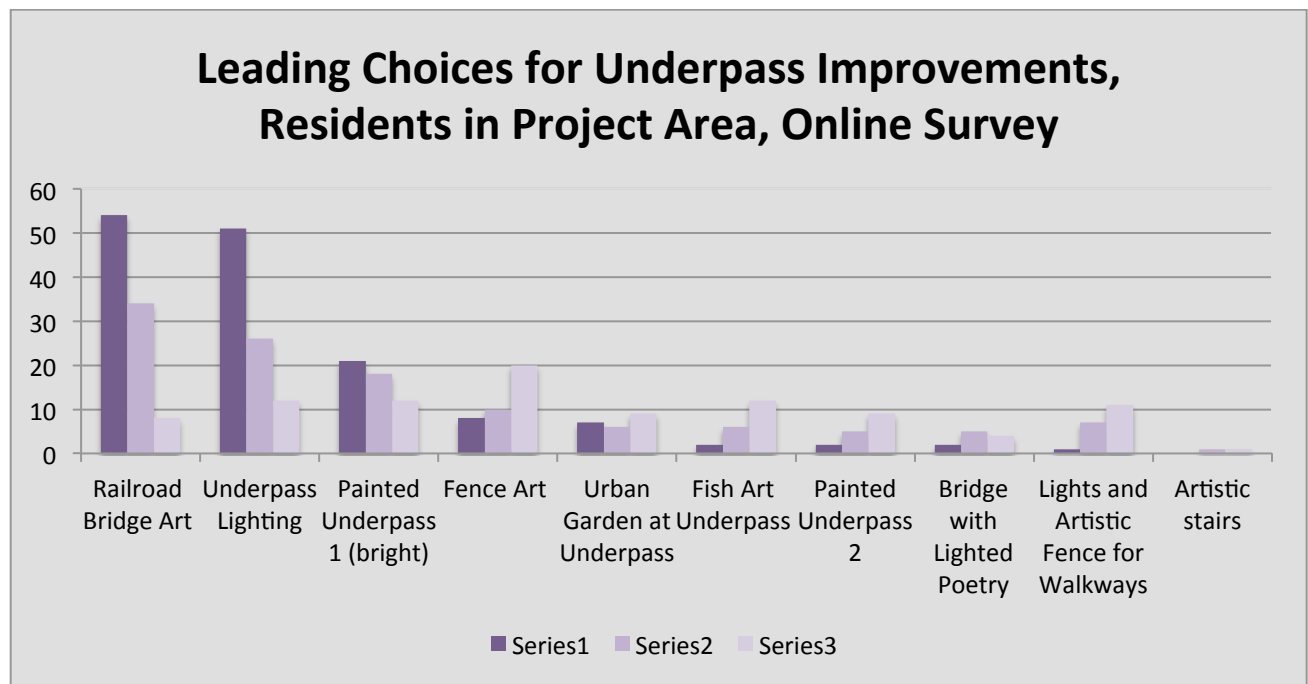
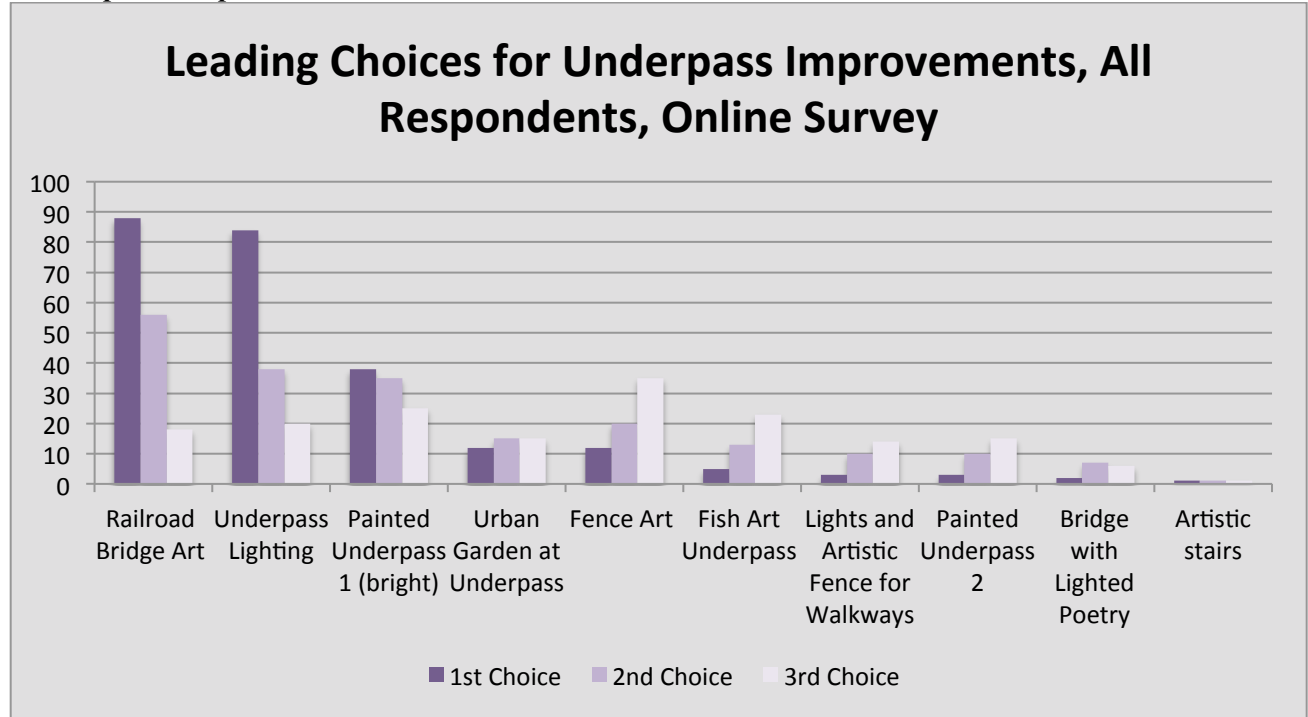




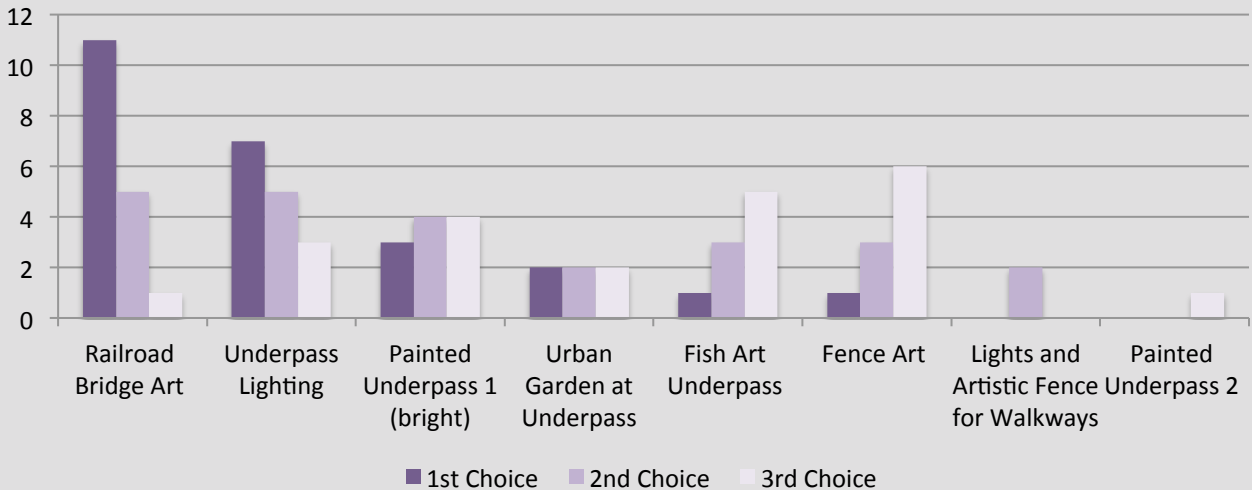
For pedestrian facilities the landscaped bump out with a crosswalk being the most popular image for all three groups, especially for residents of the project area. The other landscaped bump out was given second-tier support by all online respondents and residents, but received some of the

least support from business-affiliated folks. The creative crosswalk was a less popular concept among all online respondents and residents, but received second-tier support from business owners and residents in the project area.

Underpass Improvements



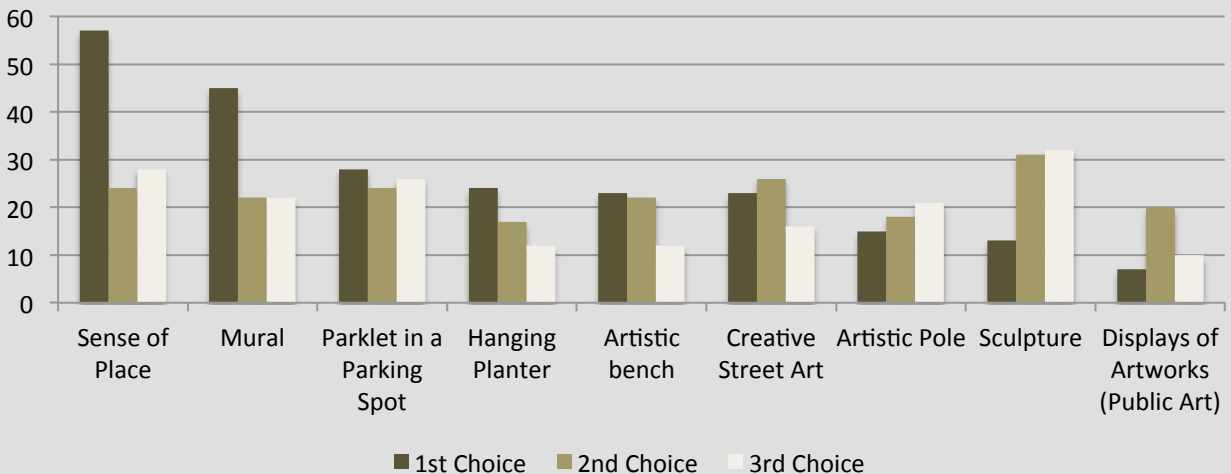
Leading Choices for Underpass Improvements, All Business Owners and Workers, Online Survey



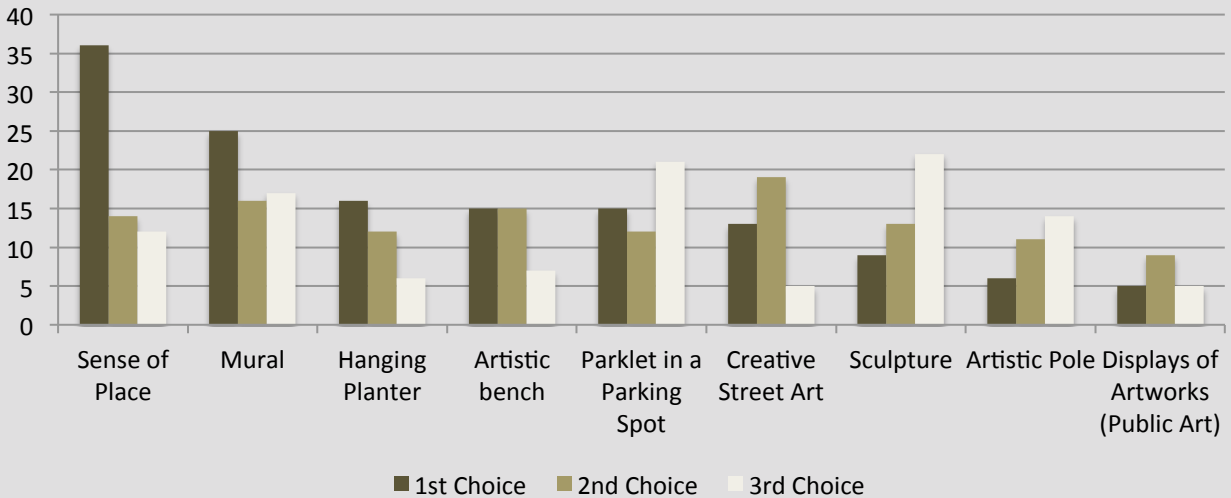
The Underpass concepts were all geared towards improving the I-94 underpass on Fairview using art and lighting. The Railroad bridge art received an overwhelming amount of support from all three groups, with the Underpass Lighting following closely behind. These two concepts are the standout concepts not only from the online survey, but from the choices from the paper surveys as well.

Placemaking Facilities

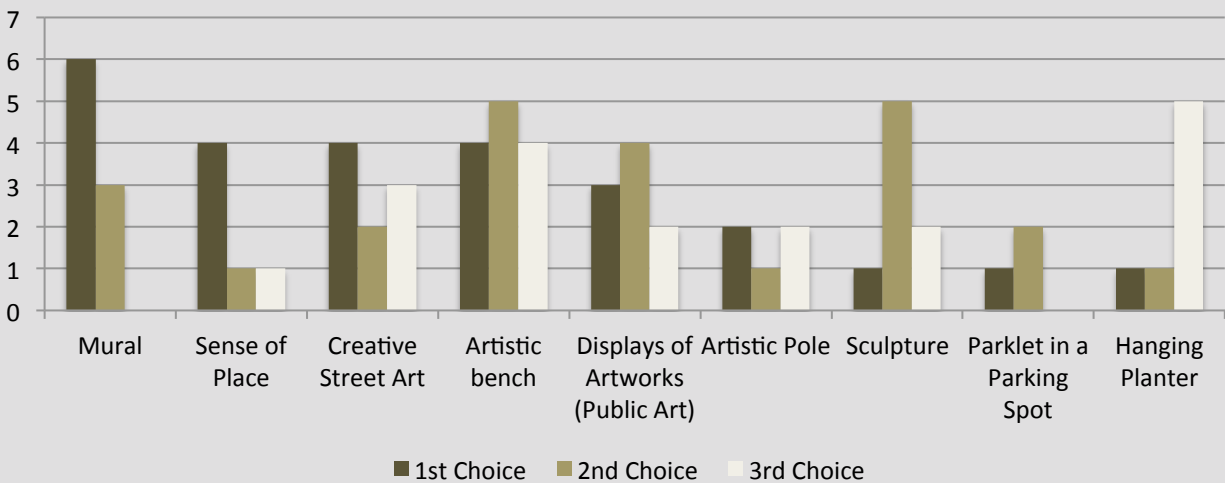
Leading Choices for Placemaking Facilities, all Respondents, Online Survey



Leading Choices for Placemaking Facilities, Residents in Project Area, Online Survey



Leading Choices for Placemaking Facilities, all Business Owners and Workers, Online Survey



The sense of place image was the most popular for both residents and all survey respondents, with the mural also receiving strong support. The sense of place concept and the mural also placed highly for business owners and workers. The parklet received support among all respondents, and was moderately supported by residents, but was one of the least popular ideas with business-affiliated folks.

Post-it Data

This post-it data is comprised of gallery data from four Friendly Street Initiative events. Note that this data is not the final analysis; that begins on page 59.

For “Galleries Included In” column on the right, *N*=North event, *S*= South event, *U*= Underpass event, and *EH*= Episcopal Homes Gallery

Table 2a: Supported Concepts

Images	Green	Yellow	Pink	Totals	Galleries Included In
Creative Underpass Lighting	100	3	12	115	U, EH
Urban Garden at Underpass	98	3	6	107	U, EH
Buffered bike lane 2 (Portland)	57	7	14	78	N, S, U, EH
Permeable pavement	62	9	6	77	N, S, U, EH
Buffered bike lane 1 (Portland Ave)	65	4	6	75	N, S, U, EH
Fish art underpass (underpass mural)	62	5	8	75	U, EH
Painted underpass 1 (bright)	44	5	24	73	U, EH
Landscaped bump-out	63	6	2	71	N, U, EH
Bicycle wayfinding sign	49	8	6	63	N, S, U, EH
Painted bike lane (NY)	41	5	10	56	N, S, U, EH
Sidewalk Art	44	4	6	54	U, EH
Displays of artworks (Public Art)	38	5	9	52	N, S, U, EH
Creative street art (creative street message)	33	6	12	51	S, U, EH
Hanging Planter	40	3	6	49	U, EH
Railroad bridge art (bridge painting)	27	2	16	45	U, EH
Fence art (fence beautification)	25	1	16	42	U, EH
Artistic bench	22	3	7	32	U, EH
Artistic Pole	21	2	8	31	U, EH
Protected bike lanes (planters)	18	3	9	30	N, S
Rain garden in parking space	20	3	6	29	N, S
Landscaped bump-out with crosswalk	20	1	6	27	N, S
Bike “box” area for bicycle queue	15	2	7	24	N, S
High visibility pedestrian median	14	4	8	26	N, S
Sense of Place	12	2	0	14	N
Placemaking mural (cat placemaking)	11	3	0	14	N
Creative crosswalk	12	0	1	13	S

Table 2b: Half/Half Concepts

Images	Green	Yellow	Pink	Totals	Galleries Included In
Median, landscaped (Marshall)	9	4	9	22	N, S
On-street bicycle parking	8	5	5	18	N, S
Bridge placemaking	7	4	7	18	U, EH
Mural (building)	7	2	6	15	N
Parklet in a parking spot	6	3	3	12	S
Raised intersection	4	0	4	8	S

Table 2c: Problematic Concepts

Images	Green	Yellow	Pink	Totals	Galleries Included In
Aerial bump-out	8	3	18	29	N, S
Sharrows	5	5	11	21	N, S
Median, painted (Selby)	3	2	15	20	N, S

The creative underpass lighting and urban garden at the underpass were overwhelmingly well received, both with around 100 green post-it notes in support each- the 100 green post-its set a new record high of support for Friendly Streets Initiative. This high amount of support indicates a high amount of interest in improving the aesthetics of the underpass in general, especially with creative lighting to make the area feel safer. The urban garden at the underpass is a popular idea partly because respondents hope it will help with the drainage issue that results in an unpleasant odor in the underpass area.

The Sharrow concept was not well received by post-it voters, and was one of the least popular concepts for online survey takers and paper survey takers alike.

Best Ideas for Improving Fairview Avenue

Concepts with Overall Strongest Support

According to survey and gallery post-it data, the following received the **overall strongest support**.

Tier 1, Top Idea

Creative Underpass Lighting

The Creative Underpass Lighting gained the most support from post-it voters, as well as being the most popular solution among all three groups that took the paper survey. This was the second most popular solution for all three groups who took the online survey. This idea is the stand out leading idea for the Fairview Underpass to be improved, because many users of the area feel that it would make it feel safer at night as well as more pleasant.



59.43% Support comes from Project area

Tier 2, Best Ideas

The following are second tier ideas that have received overall positive support.

Rail Road Bridge Art



58.54% of support comes from Project Area

Sense of Place



56.52% of support comes from Project Area

Landscaped Bump-out with Crosswalk



56.35% Support from Project Area

Protected Bike lane with Planters



56.35% Support from Project Area

Concepts with Survey Support but Mixed* Post-It Responses

**Post-it data results are considered “mixed” when support and unsure + opposed are roughly equal.*

Three concepts received both positive and mixed support, rendering these ideas as possibilities requiring further discussion of virtues and drawbacks.

Mural



64.84% of support comes from Project Area

Median (Marshall Ave)



55.26% of support comes from project area

Concepts with Survey Support but Negative Post-it Responses

Median (Selby Ave)



55.70% of support comes from Project Area

This division of post it responses between the two types of medians, the landscaped median like the one on Marshall Avenue and a painted median like the one on Selby Avenue, reveals a preference for a landscaped median, as it received more mixed responses in post-it voting, while the painted median received a negative response from post it voters. The painted median received **15** negative votes with only **3** positive votes (and **2** yellow half/half support votes.) The landscaped median received a more equal distribution of votes with **9** green, **4** yellow, and **9** pink.

Concepts with **Survey Support** but *No Post-it Data**

**Images were shown online only, so there was not opportunity to gather post-it votes*

Green Painted Bike Lane



57.82% of support comes from Project Area

Ideas that are considered **Problematic**

The survey asked respondents to identify concepts that they believed would be problematic for Fairview Avenue, and why. The following table (Table 3) presents themes that emerged as the most frequent answers describing more generalized problems that could arise from implementation of a number of different gallery images:

Table 3: Common Concerns About Gallery Images

<i>Common Concerns About Gallery Images</i>	<i>All</i>	<i>Residents</i>	<i>All Business Folks</i>
Fairview is too narrow to add new infrastructure like a bike lane of any sort or a median- some residents do not want to reduce parking to accommodate new infrastructure	43	31	7
Maintenance cost/ time too large for new projects. Unsure of where responsibility for upkeep of art or plants will fall, on the public sector or residents. Skepticism about either side's ability to keep up over time.	42	26	7
Financing initial project and upkeep. Concern about taxes increasing or devoting tax funding on a project that they don't like.	24	12	3
Art and traffic calming ideas would be distracting	18	12	5
Would impede on ability to drive, drivers ability to see around corners or drive responsibly	18	12	2
Garden at underpass could be good but there are concerns about litter, pollution from the freeway, wastewater run off	17	14	1
Impedes on pedestrian/ cyclist space	14	8	3
Resistance to loss of parking to new infrastructure or new cycling infrastructure in general... "Leave things the way they are!" types of comments	14	10	2
Art or placemaking idea doesn't effectively solve the problem of safety/ sees little beneficial value to idea.	14	7	4
Art would be defaced, especially if it were not kept up due to winter/weathering overtime.	13	8	3
Aesthetics of art or how ideas could look without upkeep	12	8	3
Infrastructure would impede the effectiveness of plowing/ snow would build up in bike lanes.	10	8	2
Would encourage unwanted behavior- "vagrants", "vandalism", theft of benches	7	4	2
The underpass area is a bad location for place making ideas like benches because the area feels so unwelcoming/unsafe that no one would really want to use them	5	5	0
Fairview feels unsafe for walking alone, for fear of theft or assault	4	3	0
Preference for dedicated lane over sharrow or shared bike and car lane	3	2	1
New infrastructure is confusing for all users	3	1	2

Many project area residents and business owners and workers alike are concerned both with the potential effects of adding new infrastructure (like a bike lane, median, or more bump-outs) to Fairview that could take place- 43 survey-takers said that Fairview is “too narrow” to accommodate any road changes. Additionally, folks would not like to see on-street parking to be reduced in order to fit a new bike lane, middle median or extra car lane.

Another issue of high concern for respondents is the worry that is associated with the care of new art, plants, and road features. Respondents expressed concern that things like a new mural would be nice for a while, but wondered if it would be taken care of long term, or would planted medians be replanted every year, or if bike lanes be repainted when paint fades. Additionally, respondents were often dually concerned with the time it would take to keep maintain up, and the inconvenience road work could cause.

Business perspective on **Problematic** ideas

Business owners and workers generally expressed similar views to residents about what would be problematic, however they expressed concerns about art and traffic ideas being distracting or ineffective at solving issues at higher rates than residents reported.

Other Ideas to improve Fairview Ave

Knowing that respondents are likely to have solutions that are different from options provided, we asked about “other ideas to improve Fairview Avenue.” Respondents’ answers are presented in Table 4:

Table 4: Other Ideas to Improve Fairview Avenue

Reduce the speed of cars through traffic calming, street narrowing, and changing speed limit to 25 mph, include signage	17
More pedestrian-scale lighting along Fairview, especially in the underpass.	14
Repave Fairview soon to make smoother, more frequent street care.	12
Make lane arrangements and road rules more obvious with better signage, paint, and traffic calming measures	11
Underpass improvements including clearing of dead and overgrown greenery, potential for art	11
More businesses and public gathering spaces that would attract folks to Fairview Ave, feel more lively.\	9
High visibility crosswalks, including blinking lights and painted crosswalks	8
More greenery in general, including plants and green spaces	7
Separated Bike Track	6
Divert bikes to streets that are not Fairview to clear way for cars, or because Fairview is not safe enough for cyclists. Alternative routes include Prior, or lower traffic-hosting neighborhood roads	6
None	6

Install green boulevard, or greenery on median.	6
Better snow and ice removal- ease the drainage issue in the underpass for warmer months	5
Native plants along Fairview and in the underpass	5
Bike lane where there isn't one on Fairview Ave N	4
Painted crosswalks!	4
Public art including sculptures, murals, placemaking	4
Continue doing public engagement, holding block parties	4
Improve East/West cycling access	4
Better greenery upkeep	3
Add sidewalks on Fairview where there isn't any, Fairview S.	3
Put surveillance cameras or police call boxes at the Underpass.	3
Add garbage cans	3
Highlight the neighborhood with placemaking signs announcing the area.	3
Request to leave certain areas along Fairview Ave alone, to not expand cycling facilities	2
Make Fairview and Prior one-ways going opposite directions from each other.	2
Install "classical" street lighting along street- like Marshall Ave.	2
Make Fairview a 4 lane road, 2 lanes in both directions	2
Upgrade stoplights	2
No right on red	2
More bus lines on Fairview that connect to places like the Airport, other outlying locations.	2

These “other ideas” may warrant consideration by the community.

Other issues, problems, and concerns

For every project we feel it is important to ask about issues, problems or concerns other than those that are the stated focus of the project. Six themes emerged from responses to this survey question, most of which reinforce the main findings; only comments about snow reflect a truly new theme.

1. Behavior of vehicular traffic; including speed of cars, drivers who do not follow traffic, speed, and parking laws, and that there are too many cars using Fairview Avenue.
2. Personal safety; including requests for better lighting for pedestrians at night, and complaints of theft, robberies, and other crime.
3. Difficulty and safety of walking and biking along, including that sidewalks and crosswalks need improvements, and that it is difficult to bike along Fairview and in St. Paul in general.
4. Difficulty driving, including complaints that new pedestrian and cycling infrastructure would make driving more frustrating (including bump outs, bike lanes,

medians), visibility issues for people making turns due to parked cars and landscaping, and truck traffic.

5. Snow removal improvements needed, concern about the effect new infrastructure like bump outs would have on snowplows and snow removal.

6. Aesthetics, and perceived neighborhood feel coming from lawn care, “graffiti” and vandalism, complaints of the homeless and “vagrants” along Fairview, also garbage and trash.

Notable quotations:

Re-pavement, striping and updated lighting

Fixing pot holes, improving lighting at small intersections, and monitoring speeds of autos on Fairview should be top priority. All of these are safety related first.

Beautification which makes the community more appealing should be secondary after the above priorities are addressed.

I would like to see something implement for traffic calming/slowing, and also something that will dissuade drivers from speedily cutting through residential side streets to avoid stop light at Fairview and Marshall. Especially at rush hour, we get a lot of traffic speeding in front of our house, with no regard to children playing there, or residents getting in/out of cars.

traffic calming - anything to slow down cars & limit aggressive driving. Better connection to green line (Marshall to Uni)

Much more lighting needed, and on both sides of street. Opening up/ clearing out overgrowth and under brush to improve visibility by I-94 underpass. Opening up and lighting up areas around stairs coming down to I-94 underpass. Have continuous sidewalks on both sides with accessibility ramps. Keep area clean of graffiti.

1. beautiful hill from Marshall to Arby's - mow it! Clear out brush & trash. Beautify Fairview & University area. 2. Leave Fairview & Selby alone and Fairview & Marshall. 3. Put speed sign Marshall to Univ - lighted with speed tag there!

Business perspective on Other Issues:

The following issues were highlighted specifically by folks with business affiliations in the project area: *Speed of car traffic, disregard of traffic laws by cars, a need to better protect pedestrian and cyclists on Fairview and improve their infrastructure, need for better lighting to improve personal safety, especially on Fairview North near the industrial area.*

Fairview Avenue Map Data

The following pages present comments made on the map of Fairview Avenue. Note that these are not presented here because they are necessarily *representative* viewpoints; unless otherwise indicated, each comment is given by one person.

The color code of comments is as follows:

Pedestrian: **Blue**

Bike: **Green**

Traffic: **Maroon**

Place Making: **Purple**

General: **Black**

FAIRVIEW, FROM NORTH TO SOUTH:
(n=166 opinions)

Fairview and Pierce Butler

Pedestrian crossing threatened by cars that move into median to go around west-bound right turners.

Fairview and Hewitt

Jog at Hewitt confuses some motorists
Bump-outs desired for ped crossing
Crosswalk needed

Fairview and Hubbard

Traffic calming needed

Fairview and Engelwood / Alice Park

Fast moving cars coming down hill
Signs for motorists indicating presence of children

Fairview and Minnehaha

Stop light desired
Potholes identified
Coffee shop

Fairview and Van Buren/Blair/Lafond/Thomas

Grocery store/co-op in one of large industrial buildings
Multiuse housing above, with office retail below
Coffee shop

West side of street: Unused parking presents opportunity

East side of street: Poor visibility for walking / lights obscured by trees and parked cars

Very fast moving traffic; 40mph specified

Bike lanes

Need all way stop at Thomas

Fairview and RR Crossing/Cottonwood Avenue

Bike lanes to UofM transitway (x3)

Bumpy for cars

Fairview and Charles

Need landscaping in front of Lucy's/area too industrial (x2)

Need signalizer for peds crossing Fairview at median

Need bike parking in front of Lucy's

Fairview and University (Note: #2 on survey)

Park and ride for LRT

No park and ride (x2)

Left-turning from any direction is difficult

Enforce right-turn only

South side of intersection: bicycle wayfinding needed

Painted crosswalks desired

Fairview and Feronia

Bike lane or sharrow desired

On-street parking on west side makes obscures visibility for turning

Fairview and Shields

Reclaim park (x2)

Dangerous crossing for peds

Mark "Not a Truck Route" – truck problems

Fix where sidewalk ends

Fairview and I-94 Underpass

Better lighting desired; likes lights on columns and sidewalk railings (x11)

Murals and other visual art (x5)

Bike lane/path (x4)

Repair staircases (x3)

Police call box/camera (x3)

Scary, unsafe area (x3)

Many potholes, poor road condition (x2)

Water/drainage problem (x2)

Better landscaping needed/ "tiers of flower gardens" (x2)

Do not like to walk there

Need a bike/ped bridge

Remove two traffic lanes

Traffic patrols to control speeds

Make existing median into garden

Looks like 4-lane highway

Fairview and Carroll

Change grade of hill so easier to ride bike

Make northbound Fairview single lane

Soundwall

Better lighting

Fairview and Iglehart

Ped crossing needed – accessing Aldine Park; cars driving fast

Fairview and Marshall (Note: #1 on survey)

Library is landmark – lots of walkers visiting but hard to cross; cars cut-off peds (x5)

No right on red for entire intersection (x5)

Give peds 5-second head start on crossing (x2)

Need turn signals in all directions

Automatic walk sign instead of beg button

Bumpouts

Hawk signal ped crossing

Bike box

Bicycle wayfinding

Improve bus shelters, need trashcans

Fairview, Marshall to Dayton

Remove Parking

Don't remove parking (x2)

Fairview and Dayton

Difficult for bikes and ped to cross

Ped crossing lights needed

Bike lane

Lighting

Sidewalks

Fairview and Selby, commercial area (Note: #3 on survey)

Keep parking, remove or limit turn lane

Southbound: Narrow lane; cars go too fast

Bumpouts

Three-way stop

Light that recognizes bicyclists

Fairview and Selby, residential area

Bumpouts

Fairview and Hague

Too narrow for three lanes

Remove parking or a turn lane

Fairview and Laurel

Fairview and Ashland

Northbound: Put in bike lane

Fairview and Portland

Need bike lane from Summit northward (x2)

Eliminate either parking or turn lane

Street parking needed for residents, students, renters

Fairview and Summit

In center: Only two spots for cars; synchronize lights for cars to turn and go through

OTHER OPINIONS, LOCATIONS AND STREETS

Entire Fairview Avenue

Run a shuttle/bus from LRT to Highland and south (x2)

All crosswalks need to be more visible (x2)

Bike lanes; protected bike lanes (x2)

No bumpouts where there are bike lanes

“Aren’t streets for cars? Cars are a fact of urban life. Taking away parking spaces for “faux” parks doesn’t make sense.” Let’s use other places to gather.

Marshall to University

Remove snow and ice

Summit to University

Bike lanes, sharrows, signage (x5)

Remove parking

Parking is needed

Dickerman Park area

Reclaim as a park for gathering, seating, bikes (x2)

Make park presence more obvious (x2)

Selby, residential street

Loose dogs never leashed

Raingarden and bumpout at Selby and Moore

Newell Park

Wading pools for kids (x2)

Clayland Park

Wading pool for kids

Rail Road north of Pierce Butler

Pedestrian bridge (x4)

Bike bridge

Pierce Butler

Marked bike lane

University Avenue

Bike lane (x2)

Bakery

Coffee shop/Lucy's

Lynnhurst and Feronia

Traffic calming for better ped crossing

Shields and Wheeler

Make roundabout signs with words

Lake north of Pierce Butler

Trail around lake

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. The most frequently named street was **Summit Avenue** (101 votes), with **Grand** (15) and **Selby Avenue** (13) and the **West and East River Parkways** (13) as a second tier. **Milwaukee Avenue** in Minneapolis was mentioned numerous times. Non-specific roads were also described by respondents; twelve cited that they like streets that are safe and pleasant to walk and bike on, or are car-free; nine respondents described streets that have a place-making aspect to them from a mix of commercial and residential uses, historic qualities, or aesthetics and beauty.