

Friendly Streets Initiative
collaboration with
Union Park District Council:
REPORT

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Hague Hullabaloo, June 7, 2014



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Mural painting at Hague and Snelling, Hague Hullabaloo



Parklet performance, Hague Hullabaloo



Photos on pp. 1-2, 12-14 by Lars Christiansen and Robyn Hendrix

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Introduction

In Fall 2013, residents of Hague Avenue and the Union Park District Council approached the Friendly Streets Initiative to embark on a project focused on Hague Avenue (UPDC November 8, 2013). Hague Avenue is located one block south of and parallel to Selby Avenue. Substantial changes at the Selby and Snelling intersection, specifically the future location of a new Whole Foods and residences, provided the motivation for community organizing on and for Hague Avenue. The concerns expressed were multifaceted but focused on the following: Protecting residential streets from motor vehicles (specifically the potential increase in volume and speed, and parking competition), improving the safety of area streets for pedestrians, and preserving the distinctively local aesthetic of the area.

Upon the formation of a Working Group, which was comprised of residents and two business representatives (Cadenza and Ryan Companies), the following three goals emerged:

1. To continue a neighborhood conversation about the potential impact of the construction of a Whole Foods at the corner of Selby and Snelling, as well as new housing, parking, and other changes at that intersection. Hague residents are concerned about how these changes may affect pedestrian and residential life on Hague Avenue.
2. To broaden public conversation of what streets are, what they could be, whom they serve and what they may contain. This is an educative goal of the project.
3. To engage as broad of an array of voices of the community as possible; and to create inclusion in the planning process from visioning to construction.

Executive Summary

The centerpiece of the project was the Hague Hullabaloo, a two-block party that attracted an estimated [130 persons](#). Participants provided [over 400 opinions](#) on a gallery of images representing infrastructure and placemaking concepts. A total of [78 surveys](#) were completed by residents and businesses, who offered both diagnoses of the problems of, and solutions for, Hague Avenue. About half of survey respondents are within the Project Area, on Hague between Snelling and Pierce. Respondents were proportionately under-represented among the younger age categories, and either over-represented or proportionate among older age categories.

Cars driving too fast was the leading concern of respondents. Other concerns include the use of Hague Avenue as a “cut-through” for motor-vehicles in search of parking for the Selby-Snelling businesses, and by local businesses. The consequent vehicular usage at Hague and Fry intersection was identified as particularly problematic for pedestrians and residents.

The leading solution to the problems of Hague Avenue was a diagonal diverter at Hague and Fry. While 15% of respondents – including most of the Laurel Avenue respondents (who comprised 5 of the 78 respondents) -- indicated the diverter as a problematic idea, our data show general support for the diverter and an openness among respondents to discuss it further. Other ideas to receive positive support were an archway (demarcating Hague Avenue as a residential street), permeable pavement, and street art. Ideas receiving positive but more mixed support were traffic circle at Fry, landscaped bumpouts, parklets and raingardens in parking spaces.

Two ideas emerged that respondents opposed most: street sports and restricting parking to one side of Hague. Other ideas identified as problematic are those that would potentially take up on-street motor vehicle parking, such as parklets and raingardens. There is concern, particularly but not exclusively among business respondents, about the loss of parking on Hague Avenue.

Business perspectives on both the problems of Hague Avenue and potential solutions for it differed notably from all respondents and especially Project Area residents. “No problems” led business opinions about Hague Avenue, while ideas to divert motor vehicle traffic or take up parking spots were presented as problematic. Traffic circles and the creation of a parking lot with a parklet behind Boehm’s were solutions offered by business respondents. Note that this data is based on a relatively low n (less than 10), with most opinions coming from one business (Cadenza); thus the “business perspective” provided in this Report should be read as suggestive rather than generalizable (the same is true for Laurel Avenue respondents). Nevertheless, the data indicates the necessity for residents and businesses to maintain a healthy dialogue that allows for the expression of sometimes divergent interests, with solutions that could serve both perspectives being ideal.

Hague Avenue in Context

Hague Avenue is situated at the center of a highly dynamic location in the City of Saint Paul. Within a half-mile radius are several major changes underway. The motivations of Hague Avenue residents in engaging community member for visioning and planning for Hague are contextualized by the following: Changes in transportation regionally and in Saint Paul; changes to Snelling, and the Selby and Snelling intersection; and the dilemma of Ayd Mill Road.

The Twin Cities region and its cities are moving towards greater multi-modal transportation systems, including transit, pedestrian and bicycling facilities. The new Green Line LRT, and the City of Saint Paul Bikeways planning, are two major indicators. How communities facilitate more, safer walking and bicycling, and how people access the Green Line from north and south, are conversations that every community is having.

District Councils in Saint Paul are key voices in these conversations. The Project Area, Hague Avenue between Snelling and Pierce, is located in Union Park. It's District Council, the Union Park District Council (UPDC) has been facilitating discussion and action around four issues. First, changes at Selby and Snelling, the upcoming location for a new mixed-use development called "The Vintage on Selby"

(<http://www.ryancompanies.com/projects/vintage-on-selby/pager/>), which will include a Whole Foods and residential units (among other changes), are at the center of conversations proximate to that intersection.

Second, pedestrian safety along Snelling and at its intersections is a commitment made in City and neighborhood plans, e.g., "Snelling Hamline Neighborhood Plan," part of the City's Comprehensive Plan (UPDC June 2007). This commitment led to the creation of "Trunk Highway 51 (Snelling Avenue) Road Safety Audit" (TLC April 2012), and is currently expressed in efforts by the UPDC, District Councils Collaborative (DCC), and the Saint Paul Riverfront Corporation (SPRC) to transform Snelling. Concurrent to these efforts, the UPDC conducted a survey on "Pedestrian Safety & Traffic Congestion Community Preference" in 2013, achieving 215 responses. Motor vehicle congestion and pedestrian safety at the Selby and Snelling intersection, as well as Ayd Mill, were leading concerns. These findings are consistent with Ryan Companies findings (Westwood Professional Services 2013: 17).

Third, Snelling has been approved for a Bus Rapid Transit line, the City's first (<http://www.metrotransit.org/snelling-brt>). This is scheduled for operation in 2015. This will undoubtedly impact the quality of life along Snelling and at Selby.

Finally, the Ayd Mill Dilemma. We call it a dilemma because the community appears to be at an impasse on this issue. For reasons having to do with the larger organization of highways in the Region, particularly I-94 and I-35E, Ayd Mill road has become a *de facto* connector between the two highways. This produces daily streams of north- and southbound highway users flowing through the Selby and Snelling intersection, which is zoned as commercial and residential, and contains a distinctively local feel and identity. The two uses of that space – as a local, vibrant commercial area with a substantial residential population in walking distance, and as a connector of two highways – produce conflict, create dangerous conditions for pedestrians and bicyclists, and compromise the aesthetics of the area. Two seemingly incompatible solutions stand at the cross-roads on this issue: Connect Ayd Mill and I-94 directly so as to remove a substantial proportion of motor vehicle traffic at Selby and Snelling; or discontinue the use of Ayd Mill Road for motor vehicles and repurpose the corridor as a linear park. Hague residents, being so proximate to the intersection, have a stake in this debate.

All of these sub-contexts converge in ways that impact all residents and businesses in Union Park. While Hague residents are geographically among the most proximate to the Selby and Snelling intersection, residents on Laurel, Ashland, Dayton, and Selby have similar concerns (e.g., UPDC November 6 and 22, 2013). The interconnectedness of concerns expressed locally with larger changes is undeniable. Thus, any needs that emerge from local residences on nearby streets should be related to, and folded into, proposals about these larger changes at Selby and Snelling. Put another way, concerns expressed by Hague Avenue residents are not myopic; rather, they are understood in relation to broader changes.

Hague Avenue Conditions

Any transformation of Hague Avenue begins with extant conditions of the road. The widths of the street, boulevard and sidewalk, as well as corner circumferences and curb radii, provide some of the explanation for traffic patterns and the experience of living on Hague. It also provides the physical-structural constraints for redesign possibilities.

Lane Width, Corner Circumferences and Curb Radii

At first glance Hague Avenue is a residential street like many in the Twin Cities. It is roughly 32 feet wide containing two parking lanes and one travel lane (to accommodate two-directional traffic) with no center line. See Illustration 1:

Illustration 1:
Width of Hague Avenue



Image source: Google Maps

Boulevards average nine feet in width, and sidewalks are 4'9". Hague Avenue's intersection corner circumferences are also typical for many residential streets in Saint Paul. Hague has fairly large corner circumferences, ranging from 30'8" to 37'3", the mean being 33.6'.* This results in large effective curb radii for pedestrian crossings, as well as potentially high design speeds for vehicles.

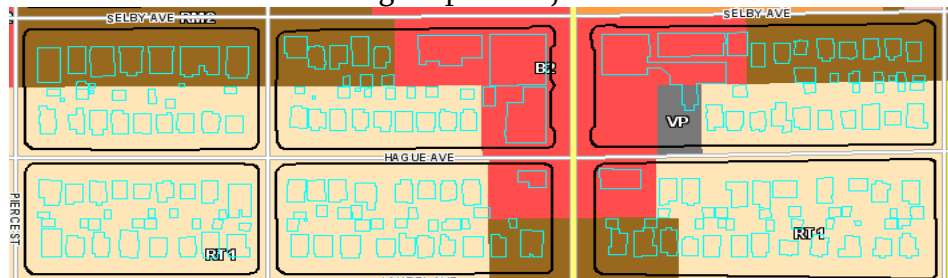
Illustration 2 provides corner circumferences at the Hague & Fry intersection.

Illustration 2:
Circumferences of intersection corners at Hague Avenue and Fry Street



While these are typical dimensions of a residential block in Saint Paul, a closer look at Hague Avenue reveals that the western four/fifths of the road are residential, while the last fifth is commercial (serving as access to businesses facing Snelling Avenue). In this way Hague is atypical. Illustration 2 is a zoning map of Hague:

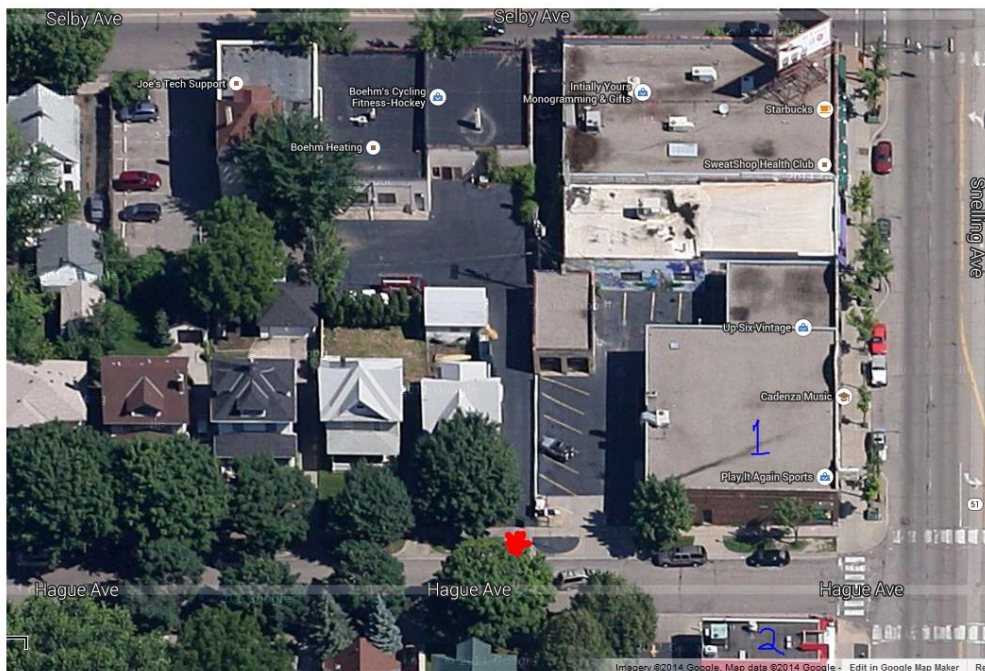
Illustration 3:
Zoning Map of Project Area



Source: City of Saint Paul. Key: Beige = Residential. Red = Retail commercial.

The effect of this zoning, and the visual impact of unadorned back access to these businesses, including regular truck and van access for the Boehm Company, creates potentially mixed messages. This may explain the Working Group's interest in marking the "entrance" of Hague Avenue as a residential, pedestrian-oriented street, as a way to counteract a motor-vehicle-oriented utilitarian (commercial) use of the street. In other words, the fact that the building containing Cadenza Music, as well as Dairy Queen, turn their back toward Hague Avenue, delays the residential experience of west-bound users of Hague Avenue. For patrons of Selby and Snelling businesses who are in motor vehicles, the search for parking on Hague, or around the block back on Selby and Snelling (creating a Snelling-Hague-Fry-Selby clockwise-loop), is reportedly a strong temptation. It may account, in the estimation of Working Group members, for most of the non-residential traffic on Hague Avenue. The problem this produces is competing uses of the street: Residential (which typically emphasizes the pedestrian experience and perspective) and commercial (which sometimes emphasizes a motor vehicle experience and perspective). The **red** asterisk in Illustration 3 is the location of alleyway access to the rear entrances of Boehm businesses (Heating; Cycling). The **blue "1"** is the building containing Cadenza Music and Up Six (among other businesses); and the **blue "2"** (lower right corner) is Dairy Queen.

Illustration 4:
Hague Avenue alleyway access for Boehm companies



Source: Google Maps

Outreach on Hague: The Hague Hullabaloo

In June 2014, with the support of the Friendly Streets Initiative, the residents of Hague Avenue, west of Snelling, held a block party as a strategy for reaching as many stakeholders of Hague as possible. This event, called the Hague Hullabaloo, was held to accomplish the goals articulated in the Introduction.

The Hague Hullabaloo was held on Saturday, June 7th along Hague Avenue between Snelling and Pierce. Illustration 4 is the flyer for the event.

Illustration 5:
Hague Hullabaloo Flyer



The Hague Hullabaloo included the following characteristics: Demonstrations of placemaking and infrastructure facilities; three music ensemble performances; street sports; mural painting; a gallery of 18 images representing various street design concepts; an aerial satellite image-map of the project area, on which participants could comment on existing or desired conditions; a survey that probed various dimensions of life on Hague Avenue, particularly its transportation and aesthetic qualities; and substantial food and beverages for everyone.

The event attracted an estimated 130 persons.

Images of Demonstrations and Placemaking at Hague Hullabaloo

Diagonal Diverter at Hague Hullabaloo



Mural on the side of Cadenza Music and Hague Hullabaloo



Music ensemble at the Hague Hullabaloo



Parklet – On-Street Park/Social Space at Hague Hullabaloo



On-Street Rain Garden at Hague Hullabaloo



Findings and Analysis

For the remainder of this Report, we present findings from surveys, field observations, and post-it voting on images/concepts.

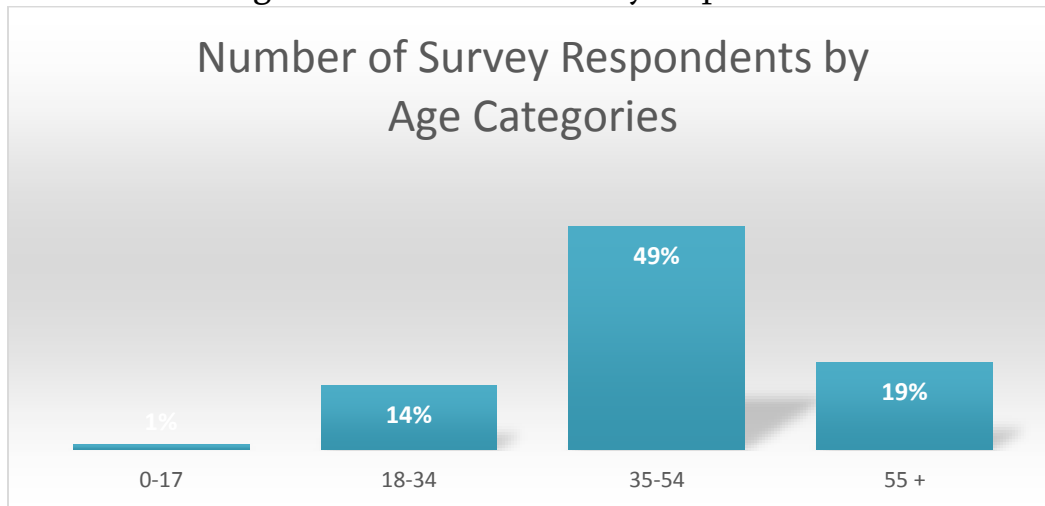
Co-written by Lars Christiansen and Julie Reiter (Executive Director of UPDC), the survey was an important instrument for collecting opinions and insights from Hullabaloo participants. [See Appendix A for the complete survey.] The number of respondents who completed surveys was **78**.

One of the primary goals of the Friendly Streets Initiative is the achievement of representative participation at the block party and on the survey. We measure the former through field observations, and the latter through survey questions. With regard to age, the range and mean ages of survey respondents is as follows:

Age	Range of year born:	2001 – 1937, 13 to 77 years
	Mean Age	45

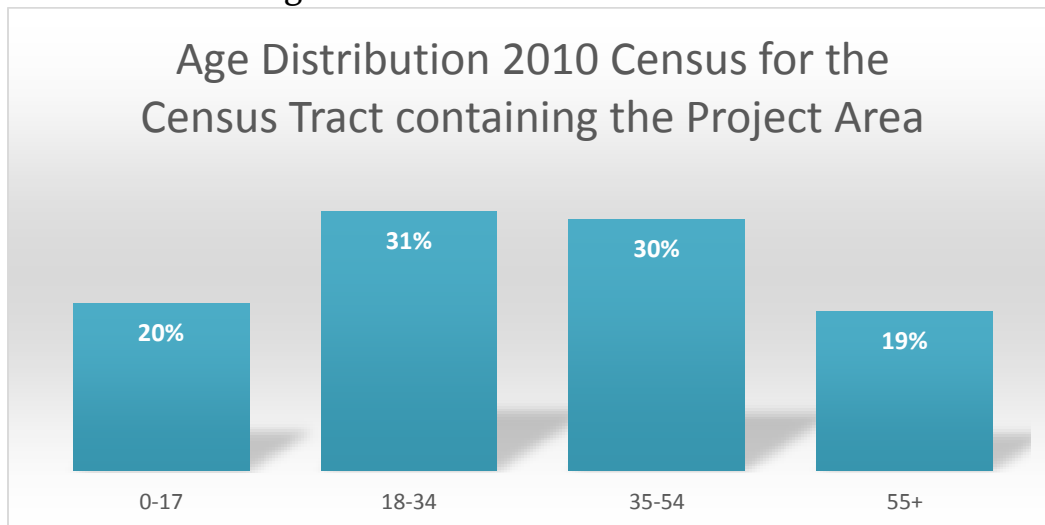
Field observations at the Hullabaloo confirm the presence of this range of ages. Illustrations 6a and 6b presented next compare the age distributions of survey respondents and 2010 census data for the tract in which the Project Area is located.

Illustration 6a:
Age distributions of survey respondents



The next figure shows that the survey was disproportionately under-represented among those aged 0 – 34, overrepresented among those aged 35 – 54, and proportionate among those over 55.

Illustration 6b:
Age distributions from 2010 Census



Given that the area is inhabited by students attending Macalester College, Saint Thomas University, and likely Concordia and Hamline Universities, such perspectives may be underrepresented in the survey data. Future outreach should make specific effort to reach those in the younger age categories.

Data from the 2010 Census Tract 350, within which the Project Area is located, is overwhelmingly white, with all other categories totaling 5% of the population.

Race	<u>2010 Census</u>
White:	94.3%
Black/African-American	0.0%
American Indian:	0.6%
Asian Alone:	2.6%
Two or More Races:	2.5%

Field observations at the Hague Hullabaloo match this racial demographic distribution. This is a consistent result in FSI block party events, as each achieves what social scientists refer to as a *cluster sample* of each neighborhood.

With regard to the locations of survey respondents, these were distributed evenly within and outside of the Project Area:

Location of survey respondents

In Project Area:	51% in the project area (n = 40), on Hague between Snelling and Pierce
Outside of Project Area:	49% outside of the project area (n = 38), with the vast majority within three blocks, and majority on Hague.

Each FSI project aims to reveal both residential and business perspectives on the problem at hand. Of the 78 survey respondents, **11** identified a business affiliation in the neighborhood; this is **14%** of the total respondents. Of those, 7 are affiliated with Cadenza Music, and at least one is associated with a business on Selby (Lula's).

Residential and Business survey respondents

Residents	67
Businesses	8
Both	3
Total:	78

All but one survey respondent -- **98.7%** of respondents -- patron Snelling/Selby businesses.

The preferred method of accessing Snelling and Selby businesses is walking:

Mode of access to Snelling/Selby businesses*

Walk: 90%

Drive: 29%

Bicycle: 17%

*Respondents could indicate more than one mode

Images of Infrastructure and Placemaking Concepts

One of the key methods by which to engage communities is to present images of concepts for participants to consider for the street under discussion. At the Hague Hullabaloo we presented 18 images of infrastructure and placemaking concepts at the Hague Hullabaloo.

[See Appendix B for all images.] They images/concepts were:

Image / Concept
1. Bumpout
2. Rain Garden
3. Drinking Fountain
4. Diagonal Diverter
5. Traffic Circle
6. Sidewalk Art
7. Parklet
8. Sidewalk Mosaic
9. Archway
10. Tiled Artistic Planter
11. Artistic Bench
12. Mural
13. Bicycle Parking Rack
14. Sculpture
15. Permeable Pavement
16. Planter
17. Street Sports
18. Hanging Planter

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 7 shows the images displayed with votes.

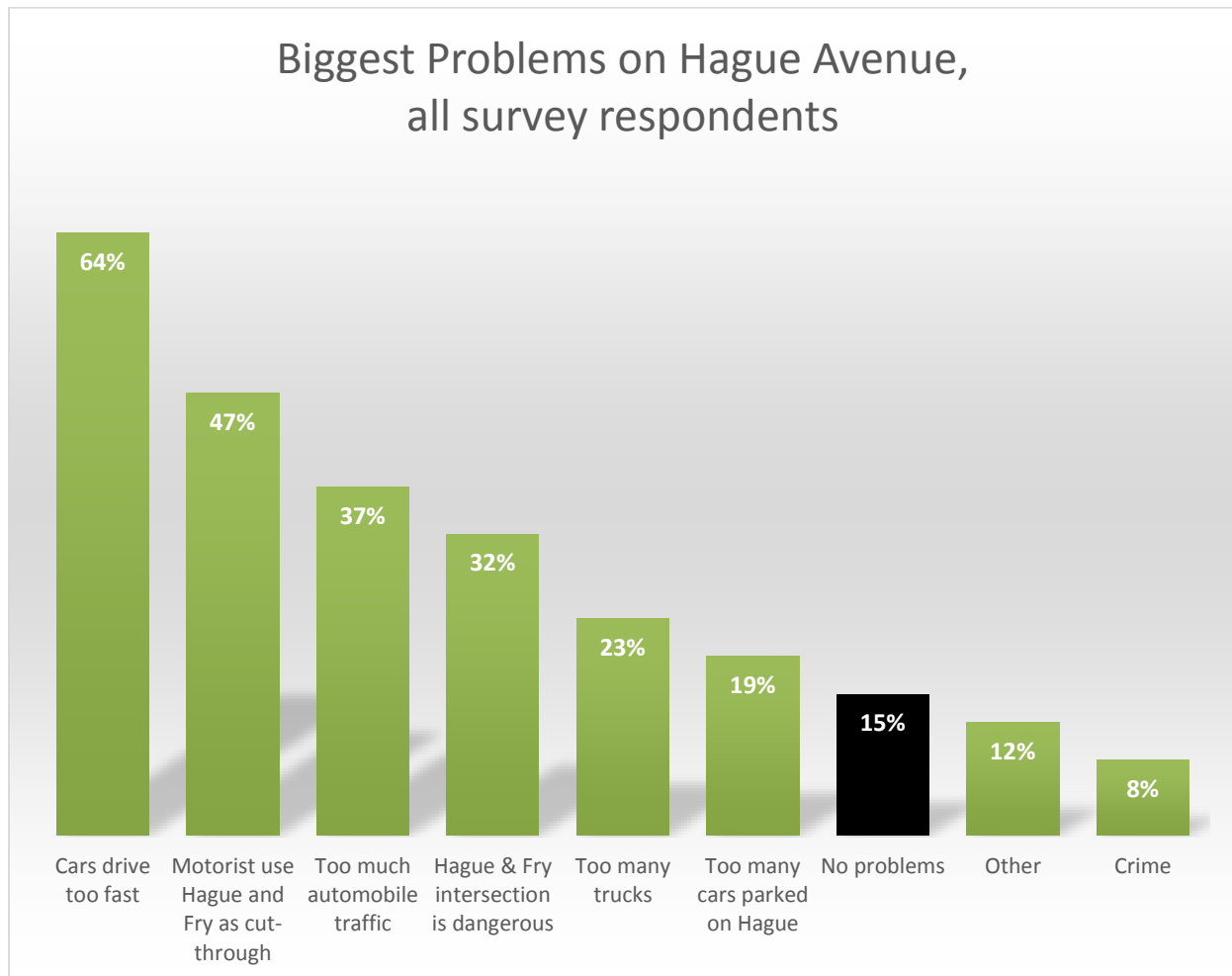
Illustration 7:
Gallery of Images, with post-it votes



There was excellent engagement of the gallery of images at the Hullabaloo. The total number of opinions expressed was 409.

Problems on Hague Avenue

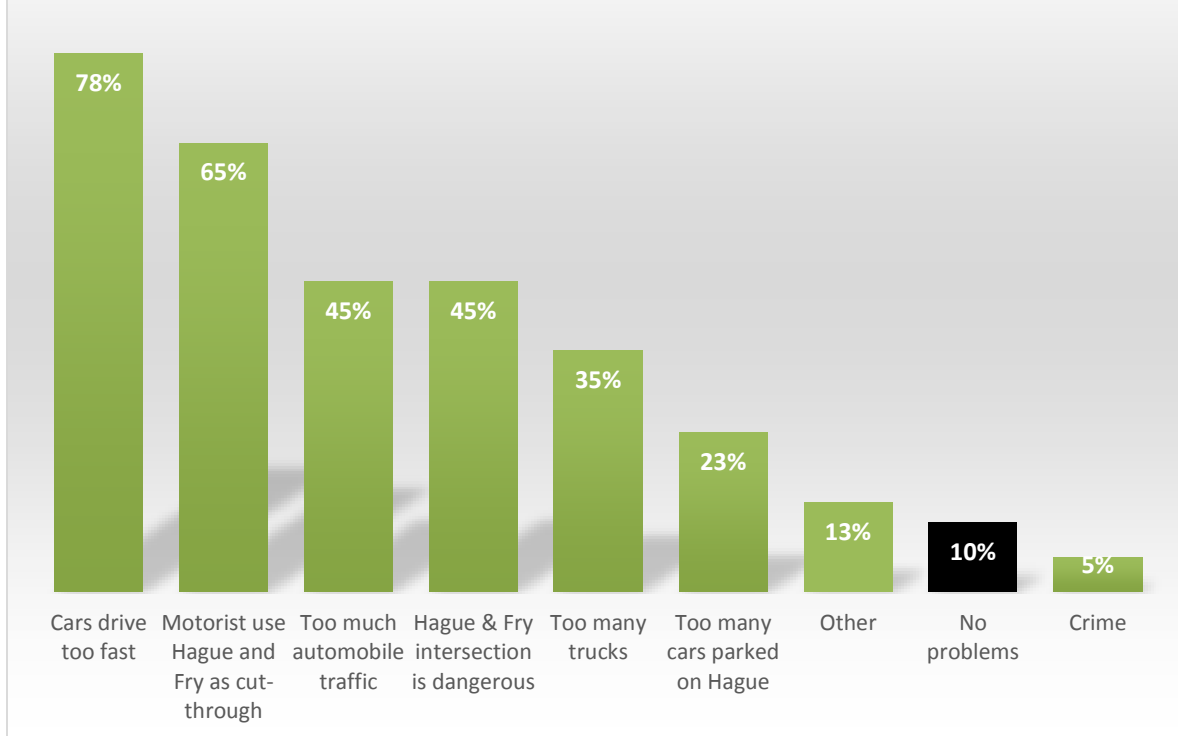
Survey findings reveal that the leading problem of Hague Avenue is that cars drive too fast. A second tier of problems concerned motorist behavior, specifically using Hague as a cut-through, the volume of motor vehicles, and dangers of the Hague and Fry intersection.



Note that only 15% reported that there are no problems on Hague.

Respondents living in the Project Area reported many of the same problems as all survey respondents, including the leading concern. In comparison to the all respondents, however, a larger proportion of respondents living in the Project Area identify problems on Hague, while a smaller percentage claim no problems.

Biggest Problems on Hague Avenue, Project Area survey respondents

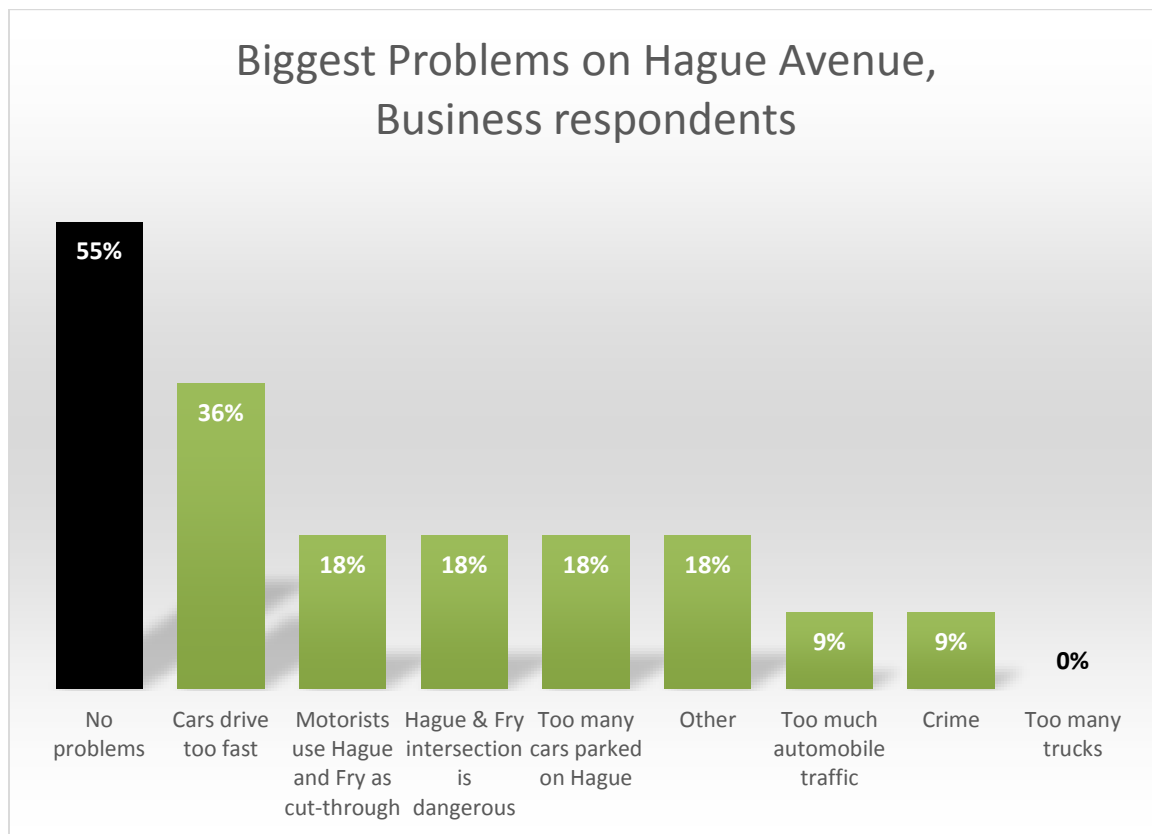


Among “other” responses came this notable quotation:

We had an idyllic, friendly, safe, not much vehicle traffic (but lots of foot traffic) block. We value our one spot in front of our houses because we have an apartment and not enough parking spaces as is. It's a peaceful neighborhood that is going to become ruined for residential living. This is a family neighborhood.

This quotation was selected because, as other findings will confirm, it encapsulates much of the variation of concerns expressed by all respondents. The desired peaceful and residential aesthetic qualities of the street are paired with concerns about the need for parking. These are themes to emerge from survey data.

Where the survey reveals a perspective in contrast with all and Project Area respondents, are business/worker responses. Keeping in mind that the majority of business respondents are affiliated with Cadenza Music, and also that the overall number of responses is too low to claim generalizability to all businesses in the Selby and Snelling area, the following presents survey business respondent results on the problems of Hague:



Clearly what stands out is the difference in perspective as to whether there are problems on Hague. It is also notable that just over one-third of business respondents identify “cars driving too fast” on Hague as a problem, indicating confirmation of the leading concern of all respondents. The remaining options were generally not considered problematic.

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

Ranking Best Potential Solutions

On the survey we asked respondents to rank various solutions according to the following answer schema:

- 1 = Worst idea ever
- 2 = Oppose but would consider hearing reasons
- 3 = Indifferent; no opinion either way
- 4 = Support but have questions or concerns
- 5 = Totally love it

The solutions were specific ideas that community members have been discussing for some time. Table __ presents the mean responses for all, Project Area, and Business respondents for each proposed solution:

Table 1
Ranking Potential Solutions for Hague Avenue,
Mean Responses

Respondents	Traffic circle at Hague & Fry	Diagonal diverter at Hague & Fry	Permit parking for residents only	Parking only on one side of street	Rain garden in street parking spot	Prohibit motor vehicle entry onto Hague from Snelling	Banner/ Arch over the street	Parklet in a parking spot	Street art
All	3.3	3.7	2.9	2.1	2.9	3.1	3.4	3.1	4.1
Project Area	3.2	4.5	3.4	2.2	3.2	3.8	3.6	3.4	4.1
Business	2.3	2.5	1.8	1.5	1.5	1.6	2.6	2.1	3.8

Color coding criteria:

0 – 2.2	Opposition
2.3 – 3.7	Indifference, with 2/3rds moderately positive
3.8 – 5	Support

For the solutions of Traffic Circle, Diverter, Parking on One Side, Arch, and Street Art, there is agreement in all respondent categories, though consistently weaker support from Business respondents. Results suggest that Street Art could be pursued, Parking on One Side should not be considered, and Traffic Circle, Diverter, and Archway require further discussion. It is notable, and supported with other data (below), that the Diverter received the most positive mean support by all and Project Area respondents.

Of the nine proposed solutions, four (Permit Parking, Rain Garden, Prohibit Motor Vehicles, and Parklet) reflect differences in opinions between business and other respondents. Prohibiting Motor Vehicles from Hague appears to be the most divisive solution.

Best Ideas for Improving Hague 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

Diverter



80% of support comes from Project Area

A Diverter placed at Fry and Hague, requiring westbound Hague motor-vehicle traffic to turn southbound onto Fry, received the strongest support. Four/fifths of supporters are in the Project Area. Given the problems identified by residents, focusing on motor vehicle

traffic and the use of Hague as a cut-through (both of which contribute to the perceived danger of the Fry and Hague intersection), the diverter has emerged as the favored solution. Motor-vehicle traffic would divert west-bound Hague traffic to Fry and points southbound, and northbound Fry traffic would be diverted East-bound on Hague (rather than continuing North to Selby). It is important, therefore, to note the opinions of those living south of the Project Area. Focusing on Laurel Avenue respondents (n = 5), opinions about the diverter are as follows:

Laurel Avenue responses (n=5) to Diverter

Question ranking solutions:	Mean response = 2 , indicating opposition but would consider hearing reasoning
Question on Best solutions:	Diverter not identified ; traffic circled identified most (n=3)
Question on Problematic solutions:	Diverter identified most (n=3)

This indicates Laurel Avenue residents are particularly opposed and/or concerned about the Diverter concept at Fry and Hague. Again, as with the business perspective, the total number of respondents from Laurel is too low to generalize to all Laurel residents. Hence, these findings are suggestive, and further outreach to Laurel residents would be helpful.

Tier 2, **Best Ideas**

Among second-tier concepts to receive overall positive support, one is not surprising, the other perhaps more so. The Archway concept, which is being considered by Project Area respondents, is popular as a way to communicate to passers-by and motor vehicles on Snelling that Hague is a residential street. Permeable Pavement emerged as a concept that many folks favored, though most of that support comes from outside of the Project Area.

Archway



85% of support comes from Project Area

Permeable Pavement



22% of support comes from Project Area

Concepts with Survey Support but Mixed* Post-It Responses

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

Traffic Circle



39% of support comes from Project Area

Landscaped Bumpout



73% of support comes from project area

Raingarden



36% of support comes from Project Area

*Post-it data results are considered “mixed” when support and unsure + opposed are roughly equal. The specific post-it results for these concepts are as follows;

Traffic circle	11	7	8
Bumpout w/landscaping	11	6	5
Raingarden	14	1	11

Business perspective on Best Ideas for Improving Hague

Four respondents provided ten answers, each one of which was different: bumpout; close Ayd Mill; diverter; raingarden; art bike ramp; permeable pavement; traffic circle; street sports; sculpture; and do nothing. Two things are notable here: That there is no pattern for best ideas among business respondents, and that “do nothing” appears as a solution, consistent with how business respondents diagnosed problems of Hague.

Ideas that are considered **Problematic**

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

Concept	Percentage of All Respondents	Percentage of oppositional responses located in Project Area
Street Sports	22%	53%
Traffic Circle	21%	75%
Parklet	17%	69%
Diverter	15%	17%
Rain Garden	14%	100%
Landscaped Bumpout	9%	43%

The overall percentage of concepts identified as problematic is relatively small, with 22% as the highest. The overwhelming concern about these ideas was **the removal or reduction of motor vehicle parking**. Ideas like Parklet and Raingarden were opposed primarily on the basis of loss of parking. It is important to note from where the concerns are being expressed (see third column). Note, for example, that all of the opposition to Rain Gardens came from within the Project Area). Finally, we note that Street Sports, which appears as the most problematic idea, was also the only concept to receive more opposition than support in the post-it data. This makes Street Sports the single most unpopular idea that was represented and demonstrated at the Hague Hullabaloo.

Street Sports



Business perspective on problematic ideas:

Business respondents provided a total of four responses: Two mentioned concerns about plowing; one found “anything in the street” problematic; and one found street sports problematic.

Other ideas to improve Hague

Knowing that respondents are likely to have solutions that are different from options provided, we asked about “other ideas to improve Hague Avenue.” Respondents’ answers include:

Pocket park behind Boehm’s:	3 (two from business respondents)
4-way stop at Fry:	3 (all from business respondents)
Street repair / potholes:	3
Make Aldine into a bike/pedestrian boulevard:	2
Speed bumps:	2
Connect Ayd Mill to Interstate 94	
Pedestrian yellow flashing at Snelling	
Artistic dog waste cans	

These “other ideas” may warrant consideration by the community. The pocket park idea is one that could gain traction as this solution is already a part of community discourse (UPDC November 8, 2013). We also note the solution to Fry & Hague that business respondents provide, the four-way stop, is presumably presented as an alternative to the diverter.

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. Three themes emerged from responses to this survey question:

1. Ayd Mill: This is a leading concern. Respondents are divided on whether or not to connect Ayd Mill Road to Interstate 94.
2. Pedestrian experiences on Snelling: Respondents are concerned about pedestrian safety on Snelling.

3. Selby: Street needs need bike lanes; changes coming to the Selby/Snelling intersection present many challenges; concerns about truck traffic.

Given the larger context of the Hague project, these issues are fully consistent with more generalized concerns of the neighborhood.

Notable quotations:

Happy to be included, trust our council; want to see more art, shared space + green space - intelligent urban planning that promotes 21st city living + 86% pedestrian friendly neighborhood

East side of Hague also needs a Hullabaloo

UPDC office should be visible and accessible

Business perspective on Other Issues:

Two issues were raised: One was a suggestion to close Ayd Mill access; the other expressed a critique of Lulu's market for having a negative impact on neighborhood.

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 **Hague Avenue**, with **Summit** and **Selby Avenues** as a second tier. **Milwaukee Avenue** in Minneapolis was mentioned. Outside of Minnesota, State Street in Madison and Commonwealth Avenue in Boston were identified. Internationally, "center squares in European cities w/ no cars & high density," and La Rambla, Barcelona were mentioned.

These results indicate a healthy local pride in Hague and Selby Avenues. Reference to Summit Avenue reflects an appreciation of greenspace, architecture, and multi-modal transportation use. Reference to Milwaukee Avenue suggests an appreciation of greenways (streets without motorized traffic), as does the reference to State Street in Madison. References to center squares indicate an appreciation for well-designed public spaces.

References

Transit for Livable Communities. April 2012. “Trunk Highway 51 (Snelling Avenue) Road Safety Audit.”

Union Park District Council. November 6, 2013. “Minutes of Meeting on Hague Avenue East of Snelling: Residents’ Input on Safety, Traffic, and Parking Issues.”

Union Park District Council. November 8, 2013. “Neighborhood Meeting – Hague Avenue 2 Blocks West of Snelling.”

Union Park District Council. November 22, 2013. “Ashland Avenue Neighbor Suggestions.”

Westwood Professional Services, Inc. October 31, 2013. “Travel Demand Management Plan: The Vintage on Selby.”

APPENDIX A: SURVEY

⌘Improving Hague Avenue⌘

Thank you! Your answers to this survey will guide planning efforts for our neighborhood.

1. Do you live on Hague Avenue between Snelling and Pierce? (circle one)

Yes No

1b. If no, how many blocks away do you live from Hague between Snelling and Pierce?
(circle one)

1 2 3 4 or more

2. Are you a patron of the Snelling/Selby area businesses? (circle one)

Yes No

2b. If yes, how do you get to those businesses? (check all that apply)

☐ walking

☐ bicycling

☐ driving

☐ other: please explain: _____

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

☐ There are no problems with Hague Avenue – it's good the way it is

☐ There's too much car traffic generally

☐ Cars drive too fast on the street

☐ Too many trucks drive on our street

☐ Too many cars and trucks avoid Snelling/Selby by cutting through on Hague and Fry

☐ There are too many cars parking on Hague Avenue

☐ The intersection at Hague and Fry is dangerous

☐ There's too much crime in the area

☐ Other (please specify), or elaborate on any of your answers above:

4. Please **rate the following ideas** for improving Hague Avenue

1 = Worst idea ever

2 = Oppose but would consider hearing reasons

3 = Indifferent; no opinion either way

4 = Support but have questions or concerns

5 = Totally love it

A. A traffic circle at Hague and Fry	1	2	3	4	5
B. A diagonal diverter at Hague and Fry	1	2	3	4	5
C. Permit parking for residents only	1	2	3	4	5
D. Parking only allowed on one side	1	2	3	4	5
E. A rain garden in a street parking spot	1	2	3	4	5
F. Prohibit motor vehicle entry onto Hague from Snelling ("do not enter")	1	2	3	4	5
G. A banner or arch over the street	1	2	3	4	5
H. A parklet in a parking spot	1	2	3	4	5
I. Street art	1	2	3	4	5

5. Referring to the gallery of images, which three ideas are **best for improving** Hague Avenue (refer to image number) and **why**?

(a) _____

(b) _____

(c) _____

6. Referring to the gallery of images, which ideas would be **problematic** for improving Hague Avenue (refer to image number) and **why**?

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

8. What **other issues, problems, or concerns** do you have about the neighborhood, or any of the local streets, that you would like the city and Union Park District Council to be aware of?

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

Thanks again! If you include your name and address on your completed survey,
you will be entered into a drawing for a prize from one of the following:
The Apiary Salon, Everyday People, Flirt Boutique, Martha's Gardens, Patina, Play It Again
Sports, Sweat Shop and Whole Foods.

Your name: _____

Your email or phone: _____

Are you a resident or area business owner (or both)? _____

How many adults in your household? _____ How many kids? _____

What year were you born? _____

Your residential (or business) address: _____

APPENDIX B: GALLERY OF IMAGES

1. Landscaped bumpout



2. Raingarden in a parking spot



3. Drinking fountain



4. Diverter



5. Traffic circle



6. Sidewalk art



7. Parklet in a parking spot



8. Mosaic sidewalk art



9. Archway



10. Tiled planters



11. Artistic bench



12. Murals



13. Artistic bicycle rack



14. Sculpture



15. Permeable Pavement



16. Planters



17. Street Sports



18. Hanging Planter

