

DALE STREET LEADERSHIP CIRCLE · MEETING 1
AUGUST 18, 2016 · RONDO OUTREACH LIBRARY, DALE STREET
LEADERSHIP CIRCLE KICK-OFF MEETING

Funding for community engagement activities is provided by the Center for Prevention at Blue Cross and Blue Shield of Minnesota.



Dale Street Bridge and Roadway Project

The Dale Street Project is a joint initiative to improve pedestrian safety, walkability, accessibility, and traffic safety on Dale Street by replacing the bridge over I-94 and making improvements from the bridge to University Avenue. Ramsey County is the lead organization and works in collaboration with a community-based coalition led by Summit-University Planning Council to implement an inclusive and meaningful community engagement process.

Session Focus

The first meeting of the Leadership Circle was devoted to building relationships among community members and public agency staff and finding common interests, goals, and hopes for the Dale Street Project. The time was also used to talk about the project and community engagement.

Session Snapshot

The meeting began with breaking bread and informal conversation. Self-introductions became the focal point of information sharing. People talked about why they were interested in the project and/or their vision for Dale Street and the project. In addition, people were asked to complete a short survey.

PARTICIPANTS (from Sign-up Sheets)

Community Members

Marvin Anderson*
Dionne Binns
Rick Cardenas
Gloria Carter
Thelma Daniels
Metric Giles*
Soyini Guyton
Irene Markley
Gloria Massey
Laverne McCartney Knighton
Katrina Mosser
Patricia Ohmans
Gary Russell
Rebecca Ryan
Jean Schroepfer
Marvin Scroggins
Dale Swanson
Mary Walker

Ramsey County

Noel Nix, Cmr. Carter's Office
Jim Tolaas, Public Works
Erin Laberee, Public Works
Joe Lux, Public Works
Patricia Brady, Workforce Development
Hua Moua, Workforce Development
Kathy Hedin, Public Health
Matt Christensen, TKDA

Minnesota Dept. of Transportation

Dale Gade, Metro Division Engineer
Todd Grugel, Statewide ADA Engineer
Brian Isaacson, I-94 Study

City of St. Paul

Jeannette Rebar, Public Works

Community Engagement Team*

Jens Werner, Summit-University
Planning Council (SUPC)
Carol Swenson, SUPC
Tia Williams,
Frogtown Neighborhood Assoc.
Marvin Anderson, Rondo Ave, Inc.
Seitu Jones, Public Artist
Andrew Tran,
Community Design Group
Craig Churchward,
Michael Baker International

Notes and Observations

Findings were derived from input offered during introductions and discussion.

- Dale Street and the bridge are important to movement within the neighborhood and they should be beautiful and accessible places for everyone.
- Construction of a new bridge is a “once in a lifetime opportunity” and should include artists and cultural representatives in the design process.
- Transportation contributes to the quality of life in a community, economic vibrancy, and job opportunities.
- The community engagement process for the Dale Street Bridge Project should:
 - be inclusive of all community members and ensure that all voices to be heard;
 - be open and transparent to the community and the transportation agencies;
 - ensure that the transportation project serves the community as well as improve safety and reduce congestion; and
 - serve as a community engagement model for other projects along I-94 and in Ramsey County.

Responses to the survey question: ***If the Dale Street Bridge Project lives up to its fullest potential, what do you dream (or vision) is possible?***

- A bridge that serves to truly connect both sides of I-94 as a continuing neighborhood, able to move cars, people, and bikes smoothly and safely.
- To make sure it's accessible.
- Upgrade safety; art and information; planters as barriers (University); sidewalks with words and pictures on bridge; history markers on streets in between University and Iglehart to share knowledge about area.
- Minority contractors included in the construction; inclusion of historical and cultural interpretations and jobs for those living in this community.
- A beautiful pedestrian component; a safer drive, clearly marked turning lanes; historical markers.
- Design of the bridge is such that traffic coming off the bridge is immediately slowed so that pedestrian and bike safety is ensured and so that Dale Street all the way up to Minnehaha Avenue can be re-developed and not be a traffic ditch for another 30 years.
- It [bridge] will be 1000' wide. It will have bike lines, wide sidewalks, businesses and some parking for the businesses. Other north-south throughways can be added for local traffic.

Dale Street Bridge Leadership Circle — August 18, 2016

Survey Results and Summary of Flip Chart Notes

Rondo Community Outreach Library, Dale and University

Attendance: 37 total signed in — 23 community members

Notes from Self-Introductions (27 comments from community members and staff were captured)

As part of their self-introduction, people were asked to respond to one of two questions.

- When you are using Dale: where are you going, how are you getting there (foot, transit, bike, vehicle), and where do or would you like to cross Dale?
- If the Dale Street Bridge Project lives up to its fullest potential, what do you dream (or vision) is possible?

The following statements synthesize and summarize what was heard. The notes from the flip chart pages are at the end of this document.

Dale Street and the bridge are important to movement within the neighborhood and they should be beautiful and accessible places for everyone.

- People who live and work in the community are going to the park, church, library, meetings, and work or seeing friends and family.
- Some people use Dale for these neighborhood trips, but feel unsafe crossing the road or find it not very accessible for persons with disabilities.
- Others avoid using Dale and use back roads because Dale isn't safe, accessible, or friendly to pedestrians.

Construction of a new bridge is a "once in a lifetime opportunity" and should include artists and cultural representatives in the design process.

- It should tell and celebrate the history of Rondo.
- Details of cultures and history should be brought into the design of the bridge and the roadway.
- The bridge should have visual images that speak to people of love and respect.
- Bridge design should reflect all the communities that are now part of Rondo.

Transportation contributes to the quality of life in a community, economic vibrancy, and job opportunities.

- It plays a role in attracting businesses and conveying a sense of neighborhood vibrancy.
- Transportation projects should be an incentive to local residents to get training, an opportunity for government Workforce programs to connect residents with services, and provide job opportunities for local residents.
- The roadway should slow traffic so there are fewer barriers to redevelopment of vacant lots north of University Avenue and motorists as well as community members can enjoy the gardens and improvements that have been made.

The community engagement process for the Dale Street Bridge Project should:

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- be open and transparent to the community and the transportation agencies;

- ensure that the transportation project serves the community as well as improve safety and reduce congestion; and
- serve as a community engagement model for other projects along I-94 and in Ramsey County.

Written Survey Results completed by 10 community members

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Please check the issue topics you are most interested in. (Check all that apply)

- 9 — Pedestrian Safety
- 7 — Public Art and Bridge Design
- 7 — Job development and wealth building
- 6 — Historical and Cultural Interpretation
- 6 — Accessibility, ADA compliance, year-round maintenance
- 5 — Public Health Impacts
- 4 — Green Space and Placemaking
- 2 — Bikability

Issue added: Restoration of community

AUGUST 18, 2016 Flip Chart Notes From Self-Introductions

- Accessibility must be improved
- Wider sidewalks
- Public Health, safety improvements
- Better for pedestrians, bikers, cars
- Take back roads to get to Redeemer; sees people wanting to cross, wants safe crossing, celebrate Rondo history
- Runner & walker wants to cross Dale to go to Central Village Park & Camphor, beautification, jobs come out of the project for people in the community
- Use Dale to go to meetings
- Use Dale to Visit friends
- Avoid Dale
- Avoid Dale — not pedestrian friendly; like 8 bridges concept; jobs come out of the project for people in the community
- Avoid dale – Dale & St Anthony home memories, lost neighborhood
- Avoid Dale — want to ride bike to work, library entrance to be refreshed
- Land bridges – 1,000' wide
- Bring details into design — improve for people with disabilities
- Reflection of Rondo history
- Visual messages that speak to people: love and respect
- Slow traffic, redevelop vacant lots north of University, celebrate the gardens that are they
- Dale—history and legacy; once in a life time opportunity, artist and history representative, bridge with a symbol, but Rondo is more than symbol; include in project
- Dale bridge reflects all communities in the neighborhood, safety for all
- How transportation fits into quality of life for the community, see vibrancy expressed on Dale
- Opportunity to help community grow
- Attract businesses so people can live and work in the community
- Listen to community – bring community voice back to MnDOT
- Hear voices of community and bring to Summit-University Planning Council, excited about the opportunity
- Share experience and lessons of Dale with rest of I-94 study and communities
- Broad public involvement needed; transportation need to serve the community in addition to safety and congestion
- Stick with the process, stay involved along the way