

## RAMSEY COUNTY RESPONSE: BRIDGE CONCEPTS

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

This Leadership Circle meeting focused on gathering community feedback on bridge design concepts.

### Session Snapshot

After a brief project overview and process review, the rest of the meeting was centered on presentation and discussion of four bridge concepts developed by TKDA, design and engineering consultant to Ramsey County. Matt Christensen from TKDA presented each concept and led a discussion afterward. In addition to verbal feedback, participants were invited to share their written feedback on a worksheet. To inform and tie discussion to outcomes of previous Leadership Circle activities, participants were provided handouts with questions about what might be considered when evaluating different concepts.

#### PARTICIPANTS (from Sign-up Sheets)

##### Community Members

Marvin Anderson\*  
Angela Barns  
Gloria Carter  
Jackie Cooper  
Anita Urvina Davis  
Rev Jim Erlandson  
Melvin Giles\*  
Chuck Goenner  
Seitu Jones\*  
Iris Lewis  
Irene Markley  
Gloria Massey  
Claude Mikkelson  
Lyle Nelson  
Myrna Nelson  
Jonathan Palmer  
Dave Peterson  
Nieeta Presley  
Jeremy Ransom  
Jean Schroeffer  
Dawn Selle  
Floyd Smaller  
Mary Walker  
Daniel Ward  
Serena Ward  
Ruth L. Wilson  
Julia Wolfe

##### Ramsey County

Jim Tolaas, Public Works  
Erin Laberee, Public Works  
Joe Lux, Public Works  
Deborah Carter McCoy,  
Communications  
Kathy Hedin, Public Health  
Matt Christensen, TKDA

##### City of St Paul

Mai Chong Xiong, CM Thao's Office  
Jeannette Rebar, Public Works  
Paul Kurtz, Public Works

##### Community Engagement Team\*

Jens Werner, Summit-University  
Planning Council (SUPC)  
Carol Swenson, SUPC  
Seitu Jones, Public Artist  
Craig Churchward, Michael Baker Intl  
Antonio Rosell,  
Community Design Group

## Notes and Observations

Four bridge concepts:

- Spacious Stroll
- Community Plaza
- High Flying Pedestrians
- Double Down and Over

Each of the four concepts along with a brief description and written comments are found on the following pages.

- There was a lively discussion about the four concepts.
  - The **High Flying Pedestrian** and **Double Down and Over** concepts generated a great deal of discussion. Participants were intrigued by the designs and liked separating pedestrians and bicyclists from traffic. The downside, however, were longer walking distances and dislike for walking through tunnels.
  - The **Spacious Stroll** concept did not generate a lot of enthusiasm. Generally, participants thought it was only a marginal improvement over existing conditions.
  - The **Community Plaza** received a lot of positive comments and excitement. Participants thought it reflected community input so far and held many opportunities for cultural interpretation and public art.
  - Participants complimented Ramsey County and the bridge designer for listening to the community and developing concepts that address both concerns and opportunities and reflected community values.

## Other Key Issues Discussed

- Participants had questions about the security of funding for the project and whether it was sufficient for what needed to be done. Ramsey County staff replied that funding has already been secured and it is sufficient to complete a basic replacement of the bridge and to improve pedestrian safety. Features such as public art, street trees, and a community plaza will most likely require additional funding.
- Job and training opportunities, goals for minority and women hiring and Disadvantaged Business Enterprises was brought up as an urgent community concern. This concern has been raised in previous meetings and is a community priority. Along with setting goals that exceed minimum requirements, participants had questions about who will monitor contractor progress towards established goals and what is Ramsey County doing on this front.

# CONCEPTS AND FEEDBACK: SPACIOUS STROLL

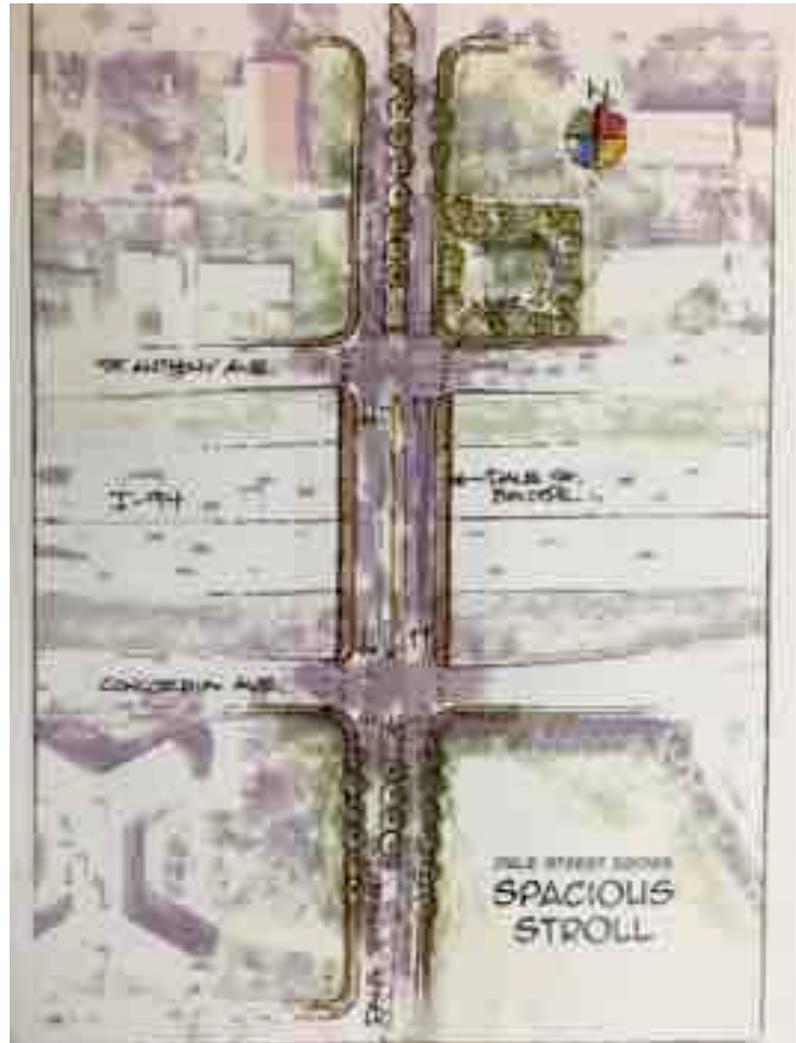
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## Concept Features

- Wider sidewalks on the bridge (10' to 12')
- Additions of a pocket park on the northeast corner of Dale and St. Anthony for improved accessibility and storm water management
- Medians with plantings to provide a refuge for pedestrians crossing Dale
- Additions of a turning lane to facilitate traffic flow

## Feedback

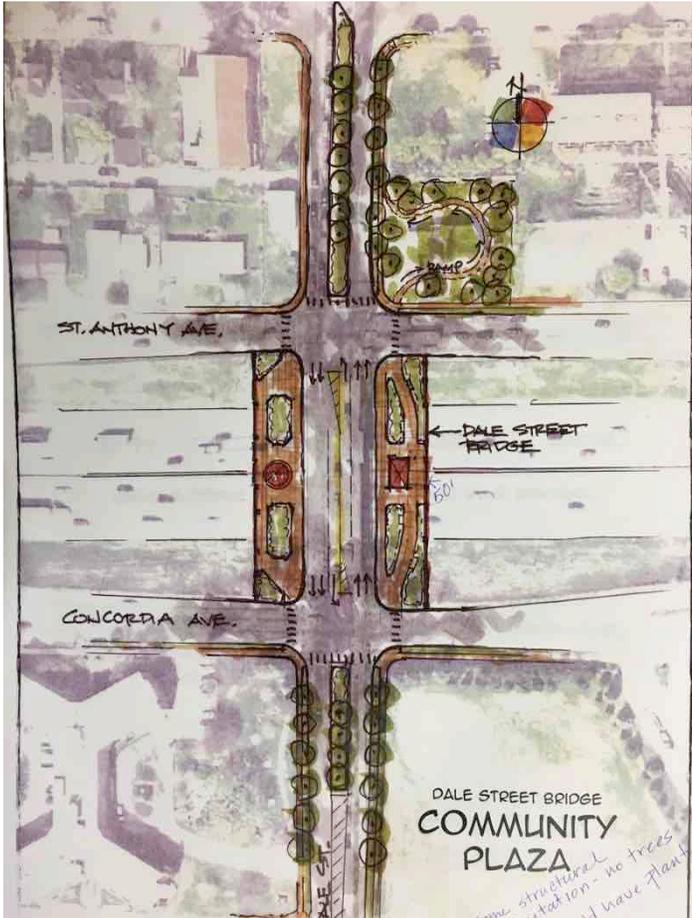
- Still a harsh walk across the bridge
- Plain
- Not much different than what is there now.
- Older folks will not feel comfortable without a barrier because of balance issues. Good lighting is important for older people.
- No noticeable changes in this design. Still shows narrow roadway for amount of traffic.
- I would like to see Tiger Jack's be friendlier looking when you walk by. It has a fence. Also we wonder who controls what goes into the space.
- Much better than existing bridge.
- This doesn't look spacious enough for pedestrians to feel safe walking.
- Clearly the simplest solution. Clean aesthetic, wide open, good site lines. Extra turn lane each significantly improves traffic flow. Echo the elders "need to incorporate a gateway"
- This seems to be the idea that appeals to me because of the ramps, etc.



# CONCEPTS AND FEEDBACK: SPACIOUS STROLL

## Concept Features

- Community plaza that extends up to 50' on either side of the bridge deck that creates opportunities for cultural interpretation, public art
- Pocket park on the northeast corner of Dale and St. Anthony for improved accessibility and storm water management
- Medians with plantings to provide a refuge for pedestrians crossing Dale



## Feedback

- I like this the best. It allows enough room for a person to avoid unsavory person. Please, also establish "no trespassing" signs along ramps to prevent begging - it's a safety issue to all concerned. I like the ADA ramp on the north. It looks like a pleasant stroll.
- So-So...Little improvement of space.
- Good start. Impressed with width of walking spaces. Add lighting to enhance ambience of the bridge. Wide areas allow community and county to develop and design exhibits that will complement the eight bridges of Rondo project and emphasis the importance of the Dale crossing to the community of Rondo, Ramsey Co. and State of MN.
- I choose this bridge concept the best. Good lighting, greenery & benches as needed to help seniors who tire easy when walking.
- Benches for older folks. Any shelter we can provide would be great. This option seems to have better options for encouraging community. Could the barrier pay homage somehow to elements of the people from the neighborhood?
- Best option, affordable and encourages community engagement. Create a committee of community members from various businesses, churches and organizations to be involved in the artscape.
- This needs an open-air type cover or whatever could be like the pedestrian bridges over 94. Also protection from weather. This does not address pedestrian safety. No right on red would help this. Bright lights.
- Solar lights. Potted plants. Gardens/parks are my first choice for the land bridge around Victoria. At Dale, businesses, like a restaurant would be fun and continue the Selby/Western/Dale environment to University. Meanwhile, a garden would be fine, but funds should not be wasted on elements that would have to be torn down, both structural and ornamental. To build a structure that could accommodate businesses. Capacity for groups to linger is good.

- This is great and incorporates what the community has been asking for from a bridge. The plaza and views look good. More planters on the plaza should be incorporated. The NE corner looks really good for ADA.
- Everything slated in "spacious stroll" with lovely open community plaza, which provides much more opportunity to incorporate elements of Rondo history. Provides natural opportunity to serve as a gateway/welcoming point to old Rondo community.
- Like this design best. But buy the NW property for a park and statue of Tiger Jack.
- This idea here seems plausible too. Having an area to do a bit of resting and enjoying the surrounding is a nice touch.

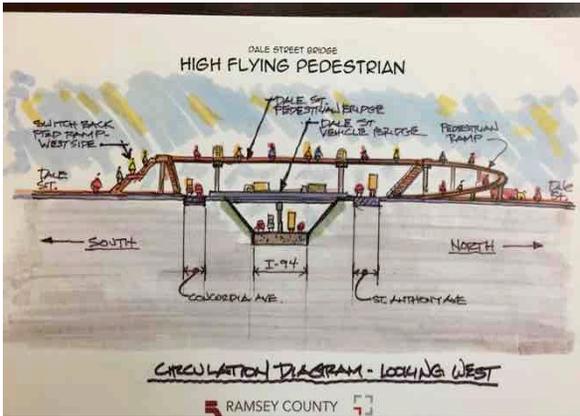
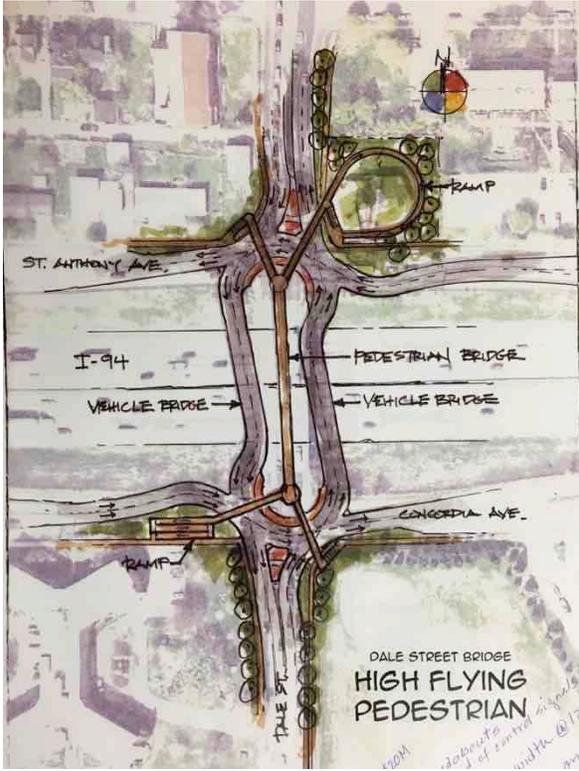
# CONCEPTS AND FEEDBACK: HIGHFLYING PEDESTRIAN

## Features

- Elevated pedestrian bridge over I-94 that separates pedestrians from traffic
- Incorporation of pocket park to improve accessibility and storm water management
- Roundabouts at the tops of ramps to increase safety and efficiency

## Feedback

- Too much walking. Generally, too much attention is being directed at the historical significance of Rondo. The community is multi-cultural. Asian, Black and Caucasian. I think it best not have cultural icons of any kind.
- No good for handicap people.
- Older people would not feel safe in this narrow option (because of balance issues).
- Traffic moves quickly on these ramps, too dangerous for pedestrians. Some people will try to cross anyways and will disregard climbing to higher crossway.
- This looks good for peds, but a lot of walking. Lights. Would this reduce noise and be safe?
- Cars should have to travel farther than pedestrians. But this design would attract tourists (occasional rare users - not everyday).
- Interesting concept, but the space below the ped ramp is wasted. It looks like it could use more planting/greenery. This may also be the most efficient to move vehicles and safety.
- Beautiful aesthetic - not practical. Seems challenging for pedestrians and ADA. Not sure how the roundabout structure would work at this particular intersection.



# CONCEPTS AND FEEDBACK: DOUBLE DOWN & OVER

## Features

- Separation of pedestrians from traffic by building ramps and a tunnel to a pedestrian walkway that is parallel to the bridge
- Incorporation of pocket park for accessibility and storm water management purposes
- Medians with plantings to provide a refuge for pedestrians crossing Dale
- Additions of a turning lane to facilitate traffic flow

## Feedback

- Good places to be assaulted/robbed. Consider the criminal elements already on Dale LRT platform. Also, any seating/benches will attract beggars and young thugs. I feel like a "target" when walking thru the Dale/University intersection now due to the black youth hanging out there.
- **yes, provides maximum separation for peds & vehicles.**
- Very bad idea. Horrible!
- Tunnels will not feel safe for older residents. Ramps are a long way for older people to walk.
- Some people so not consider tunnels to be safe places. Again, some people will disregard the safer crossing and try to cross anyways.
- This seems like a lot of walking to get over 94 and would a person be safe during the walk? In a tunnel? But would protect from weather. Lights.
- Not as fun and HF. People want to rush through tunnels, not linger.
- This looks good, but peds would have to cross Dale from the west to east.. It may be hard for peds to cross. We also need more lighting along the ped ramps.
- Seems to be the most complex design with tunnels and ramps. Appears to still have barriers for ADA, not clearly seeing how ADA will benefit. Seems like more of a hassle, especially during winter months.
- My concern with this concept is safety. With the current crime situation being what it is, going into a tunnel day or night might not be the best way to travel this area.

