

DALE STREET LEADERSHIP CIRCLE · MEETING #7 · January 23, 2017 · Mt. Olivet Baptist Church
DALE STREET ROADWAY CONCEPTS • TRAINING • LAND USE

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 primary focus of this work session was gathering feedback on street design concepts developed from input received at the December 2016 Leadership Circle meeting. In addition, the session was used to present information from Ramsey County Workforce Development about construction training opportunities and to hear from the City of Saint Paul about land use, economic development, and potential assessments.

Session Snapshot

Many participants were attending the Leadership Circle meetings for the first time. Carol Swenson provided a brief overview of the process and milestones to date. Patricia Brady, Director of Ramsey County Workforce Development, presented information about construction training programs at Merrick Community Services and how the county can help people connect with the program. Ramsey County Project Manager Erin Laberee introduced different concepts for intersections and a general concept for Dale between St. Anthony and University Avenues. The group

PARTICIPANTS (from Sign-up Sheets)

Community Members

Marvin Anderson*
Kenneth Barnes
Mary K. Boyd
Gloria Carter
Lerris Cooper
William Davis
Melvin Giles*
Cynthia Hickman
Zachery Hirdle
Jeffrey Langan
Charlitta Logan-Moody
Clara Logan-Ratcliff
Laverne McCartney Knighton
Gloria Massey
James Milsap
Lyle Nelson
Jerry Ransom
Dee Dee Ray
Rebecca Ryan
Marvin Scroggins
Jeff Smith
Rev Stacey Smith
Stephanie Stoessel
Dale Swanson
James Thomas
Mary Walker
Irene Weaver
Carol Zierman

Ramsey County

Noel Nix, Cmr. Carter's Office
Patricia Brady, Workforce Development
Jim Tolaas, Public Works
Erin Laberee, Public Works
Joe Lux, Public Works
Matt Christensen, TKDA
Kathy Hedin, Public Health
Julia Wolfe, Public Health
Deborah Carter McCoy, Communications

City of St. Paul

Ross Currier, Planning and
Economic Development (PED)
Tony Johnson, PED
Jeannette Rebar, Public Works

MN Dept. of Transportation

Dale Gade, Engineer, District Office

Metropolitan Council

Mai Thor, Outreach Coordinator

Community Engagement Team

Jens Werner, Summit-University Planning
Council (SUPC)
Carol Swenson, SUPC
Michael Huber, Blue Cross and Blue
Shield of Minnesota
Marvin Anderson & Melvin Giles*

asked questions and discussed the different options. The City of St Paul made the final presentation, which focused on land use, Dale Street light rail transit station area plans, assessments, and the redevelopment status for the parcel on the northeast corner of St. Anthony and Dale.

Notes and Observations

Workforce Development: Construction Training Opportunities

Patricia Brady, Director of Ramsey County Workforce Development, shared information about free construction training programs available through Merrick Community Services. These programs are accepting applications now and would prepare residents for construction jobs generated by the Dale Street Project. Ms. Brady emphasized the importance of this opportunity as a stepping stone to a career in construction and encouraged residents to plan for the future beyond this one project. She left materials for people to take with them.

City of Saint Paul: Land Use Plans, Business Plans, Assessments

Tony Johnson, planner in the Department of Planning and Economic Development, kicked off the city's presentation. He opened his presentation with an orientation to the Dale Street station area plan that was developed as part of land use planning for the Green Line Corridor. He pointed out that Fuller Avenue is identified as a bikeway, providing an alternative route to University Avenue. Intersection treatments at Fuller and Dale should be thought through carefully.

Mr. Johnson also provided an update on the redevelopment of the vacant building and parcel on the northeast corner of the bridge. The current business owner has received necessary permits and permissions to open a tire store. His final step is to negotiate a purchase agreement or lease with the property owner. No timeline for opening was presented. Since project concepts show this parcel as a green space with a winding sidewalk to reduce the severity of the grade change between St. Anthony and Central Avenue, this news was disappointing to participants. In addition to the loss of green space, many participants expressed their opinion that the neighborhood did not need another tire store. Ross Courier, with the city economic development division, assisted Mr. Johnson in fielding questions and responding to feedback.

Jeannette Rebar, outreach coordinator for Public Works, offered the final presentation from the city. Although brief, her presentation did respond to a frequent question about assessments. She stated that there would be assessments, but she is unable to be specific about the amount until the project is further along.

Roadway Concepts

Although this was the middle presentation, it is being reported last to make the concepts and notes easier to read. Erin Laberee, Ramsey County Project Manager, presented three different sketches of the Central Avenue and Dale Street intersection. (1) One sketch showed existing conditions. (2) A second sketch showed the intersection with no median on Dale and full turning movements in all directions. (3) A third sketch showed a full median, blocking east-west movement through the intersection.

In addition to these sketches, Ms. Laberee showed three others. (4) This sketch illustrated more detail on how access could be improved on the hill between St. Anthony Ave. and Central Ave. (5) A fifth sketch illustrated a sidewalk-street profile that included trees on either side of the sidewalk, ornamental lighting, a decorative trash receptacle, and a fence between the sidewalk and a parking lot. (6) The sixth sketch illustrated the entire length of Dale from St. Anthony Ave. to University Ave. The sketch shows trees on either side, a grassy median between St. Anthony Ave. and Central Ave., some crosswalks, bumpouts, and an ornamental fence in front of the library between Aurora Ave. and University Ave.

Community members were invited to ask questions, discuss options as a large group, and write down their comments on a work sheet. Both median options showed bump outs on Central Avenue. It was difficult to hear questions asked out loud and the responses. Below are copies of the sketches presented and written comments submitted by participants.

(1) Existing Conditions at Central & Dale

- Could human traffic control alleviate some of traffic conflict at Dale & Central
- Traffic/crash histories



Dale Street and Central Avenue
Existing Traffic Condition

(2) Full Median and Limited Access at Central & Dale

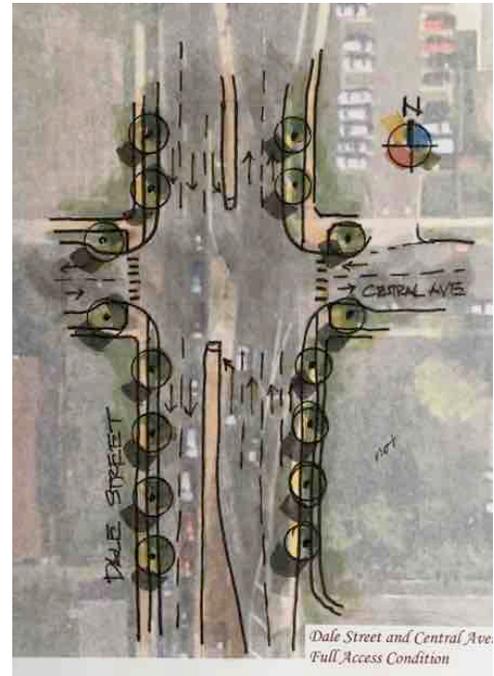
- Median Option – would likely result in U-turns on St. Anthony in order to get to Central on east side.
- The Dale Street & Central Ave Median Option Condition does not appear to be a viable option for access to Central Ave. A driver would have to drive too far out of their way to have, or obtain entrance to either the East or West sides of the street.



Dale Street and Central Ave
Median Option Condition

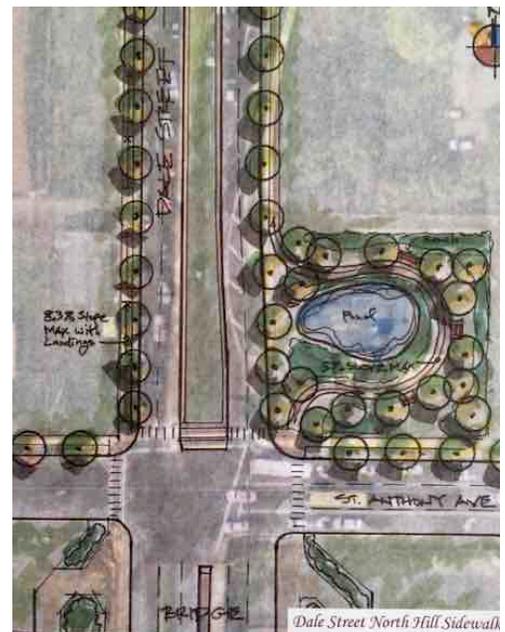
(3) Full Turning Access at Central & Dale

- Full access on Central seems like a bad idea. I'm ok with existing option but I also am pro-medians, although I understand others might not agree.
- Central Ave crosswalk looks very dangerous with "full access."



(4) Dale Street North Hill Sidewalk

- As it pertains to the concept of the pond, I have concerns that there are safety issues to be taken into account. Children and a pond do not always go hand in hand. Maybe a fountain would be a better concept.
- Pond a single use approach to storm water requirements.
- I like the pond concept, would love to see public art-sculpture from local artists. Possibly a fountain or a rain garden. Standing water a danger for children and a nursery for muskrats.
- I prefer rain gardens instead of an actual pond, seems like a hazard for small children.





(5) & (6) General Comments

- A decorative fence alongside the east side of Dale across from library might do more to deter crossings that may be unsafe.
- I would strongly prefer exploring better pedestrian options at Aurora & Dale rather than an ornamental fence. Seems very police-state-ish and unfriendly.
- Ornamental fence at library seems like a good idea.
- If the city's small area plan calls for redeveloping Dale Mall and running Aurora through, there should for sure be a crosswalk at Aurora & Dale.
- Will trees be tall enough to not be hit by tall trucks?
- Trash and recycling?
- Yes to bus shelters
- How much lighting will be placed on the north side of Dale? Also, how far apart will each light post be apart from each other?
- The same thinking that ran I94 through Rondo allowed a tire shop to be approved.
- The City gathering resident input needs to be enshrined in the process for decisions about permits. There need to be town hall meetings, etc.

