

Dale Street Redesign

📍 From Iglehart Avenue to Grand Avenue



Project overview

Ramsey County will be making roadway and safety improvements along Dale Street in Saint Paul, from Iglehart Avenue to Grand Avenue.

Improvements are needed to replace outdated infrastructure and to address safety concerns for pedestrians and motorists.

The project will include:



New pavement, pavement markings and curb replacement in select locations.



New traffic signals between Iglehart Avenue and Grand Avenue.



Signal upgrades at Thomas Avenue and Minnehaha Avenue.

Project timeline

September 2023 –
March 2024

Concept analysis
and public
engagement

April 2024

Preferred design
concept selected

Summer – Fall 2024

Final design

Spring 2025 –
Fall 2025

Construction

Dale Street Redesign

📍 From Iglehart Avenue to Grand Avenue

Phase One of Public Engagement

September – October 2023

What we did:

Feedback was collected through:

In-person events

Online interactive map and survey

Stakeholder emails

Postcard

Business outreach

District Council outreach

Phase one impact

 ~200 Interactions at events

 60 Online map comments

 21 Email list subscribers

 20 Businesses reached

 14 Online survey responses

What we heard:

Priorities

The top two priorities from all in-person and virtual feedback were:

Safety

- Pedestrians and bicyclists do not feel safe crossing Dale Street
- Speeding and weaving vehicles are a concern
- Close calls due to low visibility around parked vehicles

Pedestrian accommodations

- Support for bump outs (curb extensions)
- Better marked crossings
- Better crosswalk alignments
- Poor sidewalk conditions

"Pedestrians cross wherever we can because cars do not stop at crosswalks."

– Pop-up participant

Overall support for a lane reduction

"Three lanes would be ideal, with a turning lane."

– Pop-up participant

Pop-up event at Selby Avenue Jazz Fest



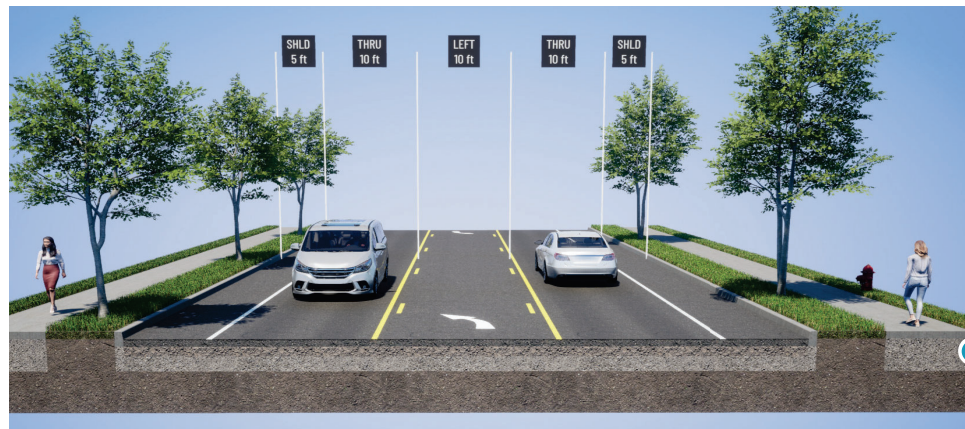
Dale Street Redesign

From Iglehart Avenue to Grand Avenue

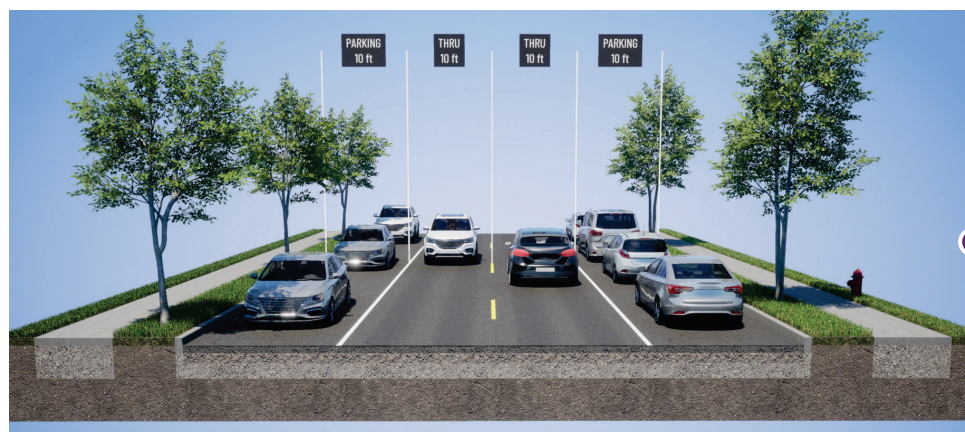
Design Option A

Key features:

- Between Summit Ave. and Iglehart Ave., there is a 5 ft. buffer between the pedestrian space and the vehicle lane for greater pedestrian safety and comfort.
- Curb extensions at the Dale St. and Grand Ave. intersection.
- Pedestrian crossing refuges at Ashland Ave., Holly Ave., and Iglehart Ave.
- All pedestrian crossings are aligned.
- Right-in right-out access restriction at Iglehart Ave. (no left turns at Dale St. and Iglehart Ave.).



Iglehart Ave to Summit Ave



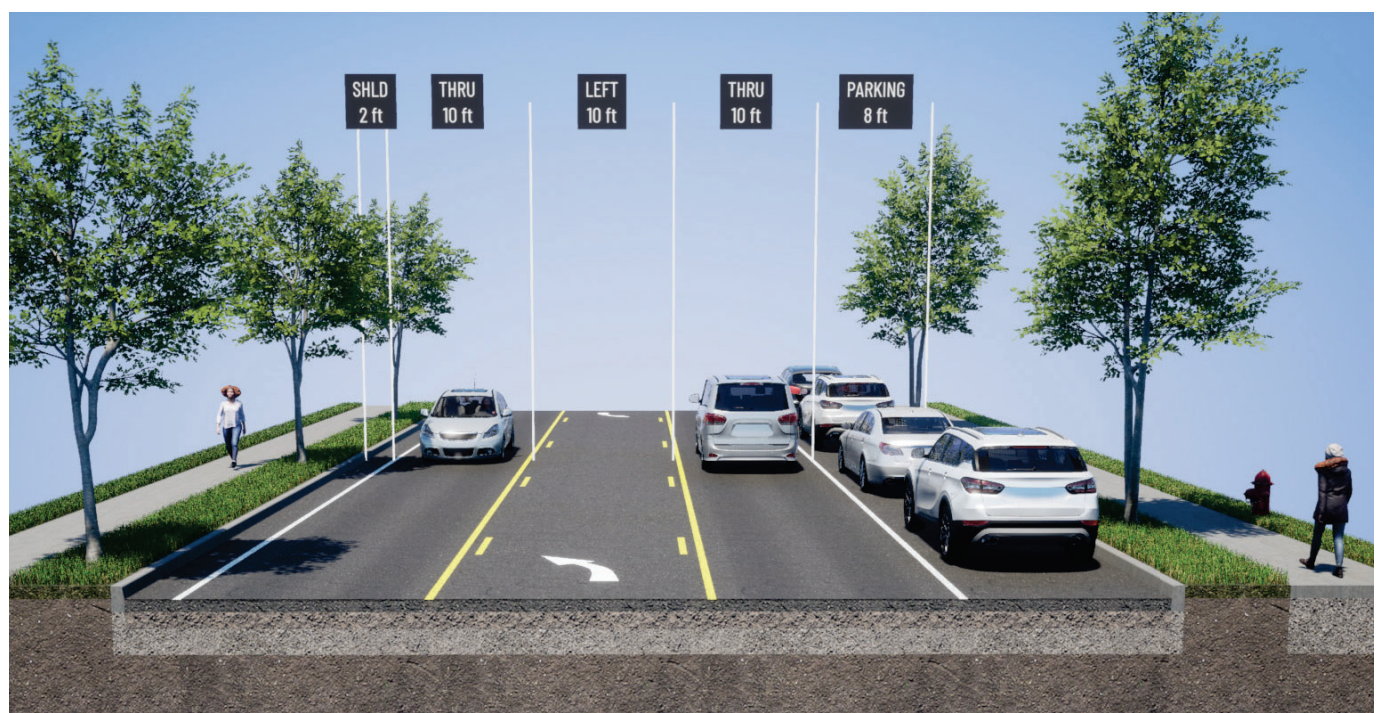
Summit Ave to Grand Ave



Design Option B

Key features:

- On-street parking and transit pullouts.
- Pedestrian crossing refuge at Ashland Ave., Holly Ave., and Iglehart Ave.
- All pedestrian crossings are aligned.
- Curb extensions at the Dale St. intersections of Grand Ave., Summit Ave., Selby Ave., and Marshall Ave.



Iglehart Ave to Grand Ave

Dale Street Redesign

From Iglehart Avenue to Grand Avenue

Phase Two of Public Engagement

February – March 2024

What we did:

Feedback was collected through:



What we heard:

"Can Design A be applied south of Summit and Design B north of Summit?"

Design option scoring

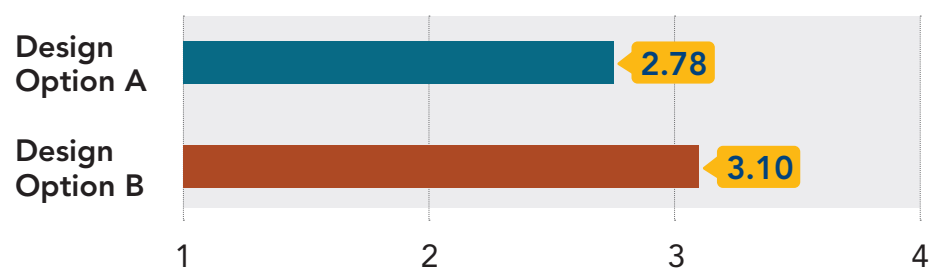
Design option A

- Support for pedestrian crossing refuges, curb extensions, and parking provided on the segment from Summit Ave. to Grand Ave.
- Opposition for the segment between Iglehart Ave and Summit Ave with no on-street parking provided.
- Some opposition for curb extensions and right in-right out access restrictions at Iglehart Ave.

Design option B

- Opposition for the segment between Grand Ave and Summit Ave with on-street parking on east side only provided.
- Support for on-street parking on the east side of Dale St north of Summit.
- Support for pedestrian crossing refuges, provision of parking on the east side of Dale St., and the two-way center left turn lane between Iglehart Ave. and Grand Ave.
- Mix of support and opposition for curb extensions.

Average score from online and public open house surveys



On a scale of 1-5 stars, 1 representing "does not meet my needs at all", and 5 representing "perfect".

Phase two impact



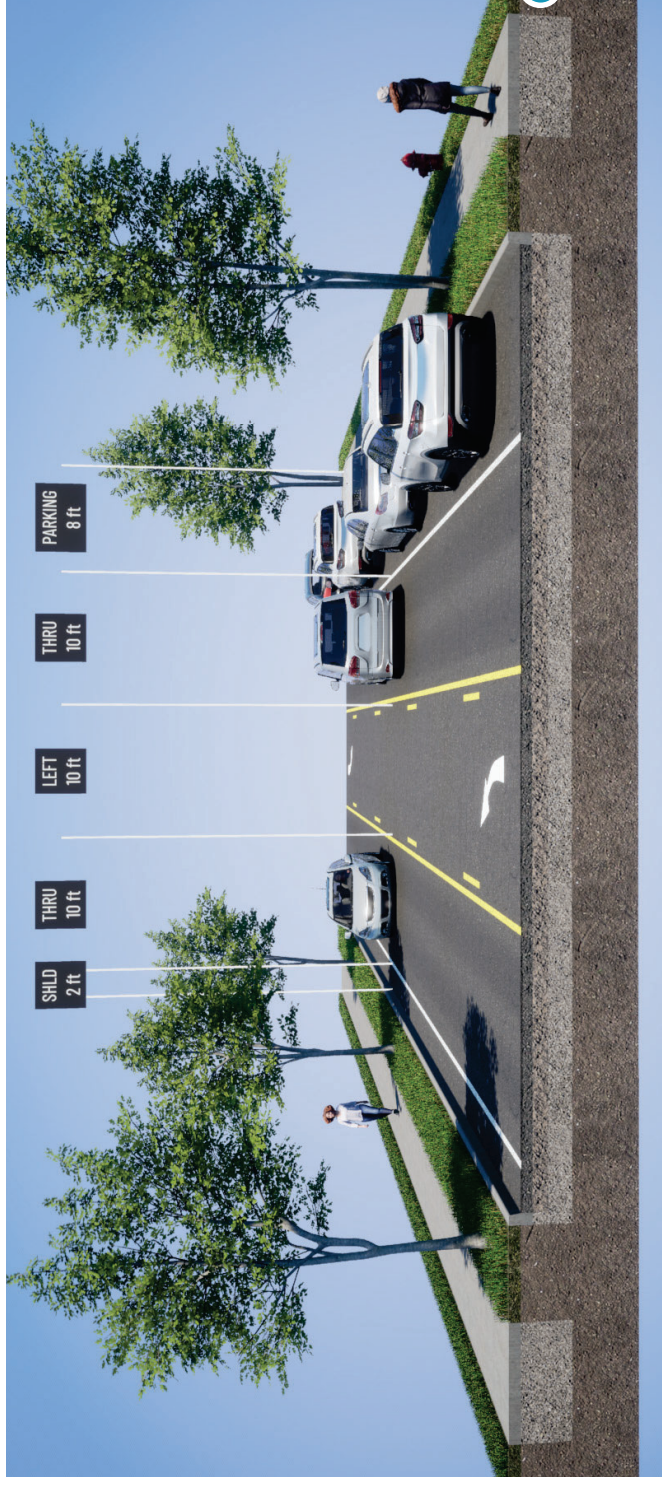
Dale Street Redesign

From Iglehart Avenue to Grand Avenue

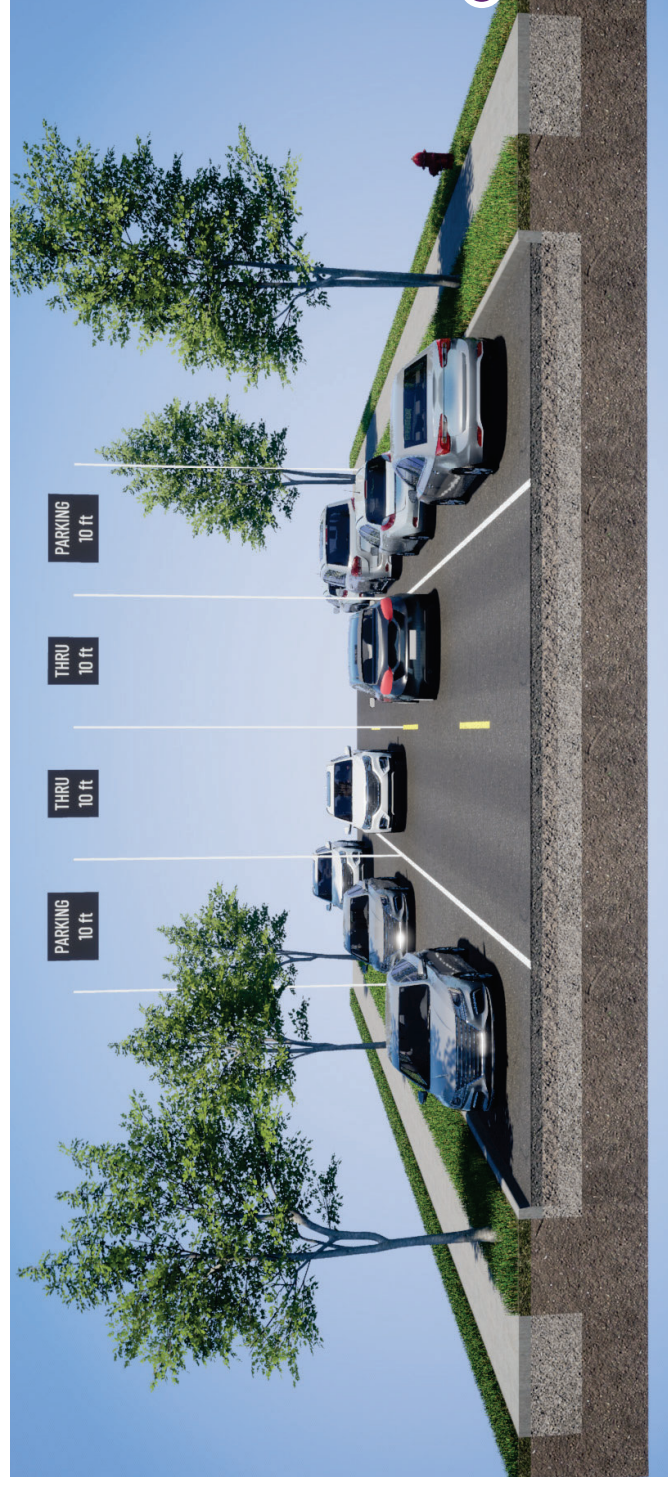
Final Design

Key features:

- On-street parking provided on both sides of Dale Street south of Summit Avenue
- On-street parking provided on east side of Dale Street north of Summit Avenue
- Minimum 5 ft buffer between the pedestrian space and vehicle lanes for greater safety and comfort
- Realigned pedestrian crossings with median refuges at Ashland Avenue and Holly Avenue
- Right in, right out access restriction at Iglehart Avenue with pedestrian median refuge
- Curb extensions at Grand Avenue, Summit Avenue, Selby Avenue, and Marshall Avenue



Iglehart Avenue to Summit Avenue



Summit Avenue to Grand Avenue

