

Dale Street Redesign

 From Iglehart Avenue to Grand Avenue

Open House #3 - Summary

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 Improvements are needed to replace outdated infrastructure and to address safety concerns for pedestrians, bicyclists, and motorists. An open house was held in July of 2024 to share the proposed project design. The following is an overview of the event and a summary of the comments received.

Event Date and time: Wednesday, July 31, 2024 from 4:30-6:30 p.m.

Event Location: MLK Recreation Center (271 N Mackubin St., St. Paul)

Goal: To share the proposed final design and answer community questions and concerns

How the event was promoted: GovDelivery, Ramsey County and Saint Paul social media, and community mailer

Attendance

There were 20 attendees at this event.

Display Material

Material was presented through a series of poster boards presenting project background and a map showing the proposed final design. Copies of the display boards are included as an attachment.

Comments

Comments were submitted via post-it notes placed on the map at the meeting, through comment cards, and via conversations with project staff at the meeting. The following is a summary of the key themes, followed by a transcript of the written comments received.

Key themes

- **Layout:** People expressed general support for the proposed layout, including the street design features and intersection crossing improvements citing safety and operational benefits.
- **Medians:** People expressed support for the proposed center medians because they will help with pedestrian safety and better manage vehicle speeds.
- **Parking:** Removal of existing on-street parking was a concern expressed by some.
- **Bike lanes:** Some expressed desire for the project to include bike lanes.

Written Comments

- **Parking Concerns:**
 - Why is there some parking north of Summit? Parking is not needed north of Summit - there's too many types of traffic (cars, trucks, buses) for there to accommodate any parking.

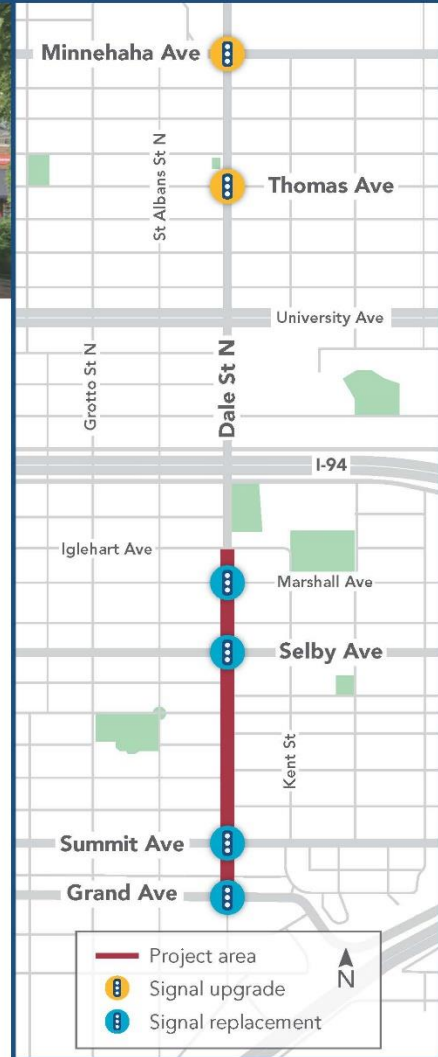
- There is not a need for parking north of Selby. There was concern drivers will use empty parking spaces north of Selby as a separate driving lane.
- There is not enough parking near Sweeny's - shared by at least 2 people
- **Signal Changes:**
 - Support for left turn arrow lights (green or yellow flashing) from at least 4 people
- **Number of lanes:**
 - "I'm pleased to see we're going with 10-foot lanes"
- **Bike lanes:**
 - Why is there no bike lane on Dale? - shared by at least 2 people
- **General Comments:**
 - "I'm excited about this, it seems really helpful for a lot of the issues on Dale."
 - Marc Heu is a very popular spot, that area will need to be monitored for traffic issues between parking and pedestrians crossing - shared by at least 3 people.



Attachment 1: Display Boards

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



Dale Street Redesign

📍 From Iglehart Avenue to Grand Avenue

 RAMSEY COUNTY
Public Works

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

Pop-up event at Selby Avenue Jazz



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

Dale Street Redesign

From Iglehart Avenue to Grand Avenue

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

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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



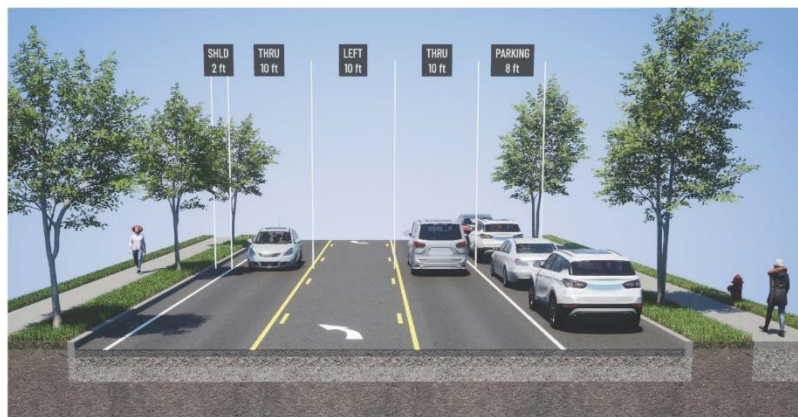
Summit Ave to Grand Ave



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

"Three in
would be

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Phase Two of Public Engagement

February - March 2024

What we did:

Feedback was collected through:

In-person events

Online interactive map and survey

Stakeholder emails

Postcard

Business outreach

District Council outreach

What we heard:

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

Design option scoring

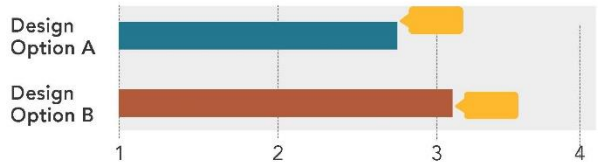
Design option A

- 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



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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 Ave to Summit Ave



Summit Ave to Grand Ave



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