

COUNTY ROAD C RECONSTRUCTION Phase 1 Engagement Summary

Phase 1 Engagement Summary

County Road C (CSAH 23) between Lexington Avenue and Little Canada Road will be undergoing reconstruction to update roadway elements, bridge, traffic signals, pedestrian facilities, storm sewer, pavement markings, and street lighting.

Engagement plays an important role in informing project decisions. There will be three phases of engagement for this project. The most recent phase, Phase 1, ran from March 2024 to June 2024. This phase introduced the project to the public and gathered feedback on existing conditions. This document provides a summary of community feedback we received, as well as a summary of engagement opportunities provided to the public.



Community members providing feedback at an open house event (above, left) and pop-up event (above, right)



Community members providing feedback at a pop-up event (above, left) and open house (above, right).

Feedback Themes and Comments

Approximately 153 comments were collected through the online survey, mapping activity, comment cards or discussions with project staff at the open house and pop-up event.

ROAD SIGNAGE

Current road users frequently ignore speed limit signs, pedestrian crossing signs and stop signs along the corridor. Participants recommended replacing stop signs, lowering speed limits, and adding enhanced pedestrian crossing signs.

BICYCLIST FACILITIES

Support for bicycle facilities such as wider shoulders, crossing facilities, and bicycle lanes along CR-C to connect bicyclists locally and regionally.

SPEEDING

Concern about speeds along the corridor was mentioned the most often across all feedback methods. Lowering speed limits and installing traffic calming street treatments was frequently mentioned. Residents frequently cited speeding and high speeds as a key factor in preventing them from walking and biking.

ACCESSIBILITY

Comments highlighted poor pavement conditions for mobility devices and pedestrian and bicyclist facilities for all ages and abilities.

SAFETY

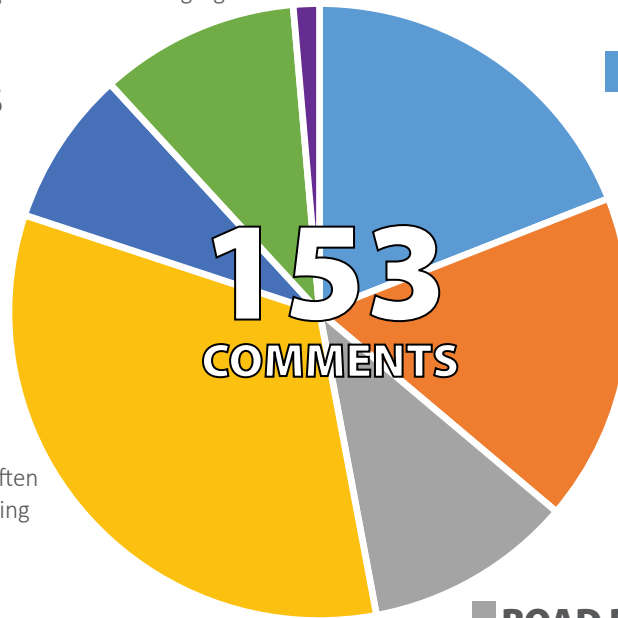
Participant feedback described safety concerns for all road users, particularly due to high speeds, unsafe road and pedestrian and bicyclist facilities, and inclement weather.

PEDESTRIAN SAFETY

Most comments in this category supported safety enhancements such as crosswalks, lighting, wider sidewalks and shoulders.

ROAD DESIGN

Feedback described user comfort, pavement conditions, pavement markings, sightlines, traffic management issues such as congestion and left turn confusion.



“CR-C is unusable for anything other than cars. Fewer lanes and slower speeds will hopefully help, but I think it would need to be a fully protected lane or more likely an off street trail before I’d be comfortable letting my kids bike there.”

“Vehicles race through stop signs at Western, Dale, and Victoria - a pedestrian trying to cross the road is a fatality waiting to happen.”

“People run the stop signs at CR-C and Dale and CR-C and Victoria. A lot of pedestrians cross there but traffic does not yield despite the pedestrian crossing signs.”

“I’m a fan of center turn lanes but for this particular stretch of road it’s a solution in search of a problem”



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Project webpage:
<https://www.ramseycounty.us/county-road-c>



Key Takeaways



The survey was open for **2 weeks** in March 2024.



52 survey responses were collected



75% use County Road C to commute home or visit friends and family



Improving pedestrian safety is the most important priority for the community



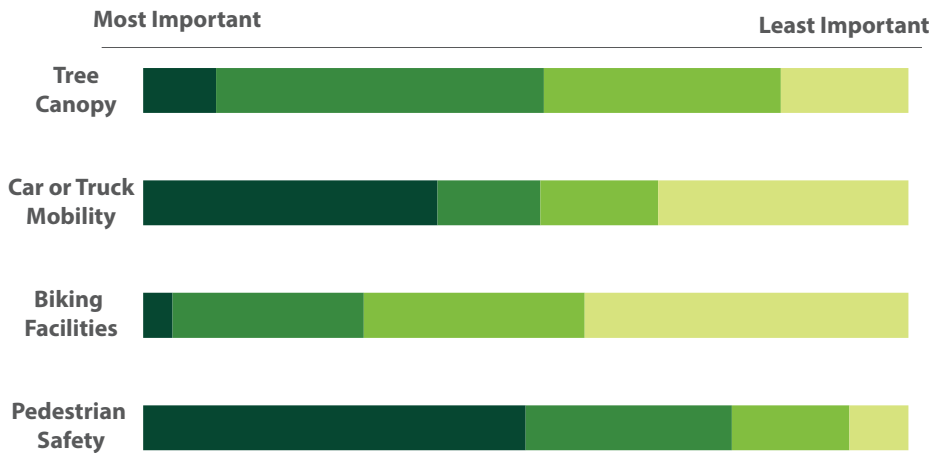
33% of comments mention concerns about cars speeding



Off-street and multiuse trails, and pedestrian refuges are the most desired safety improvements

Survey Responses

How would you rank the following road improvements or elements by level of importance?

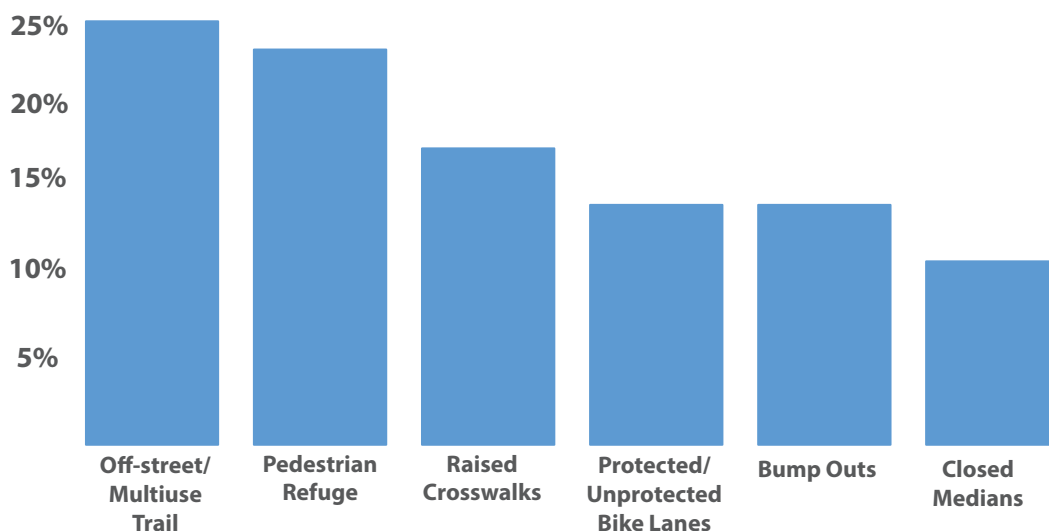


Improving pedestrian safety is the most important priority for the community, followed by preserving the tree canopy.

There is some disagreement regarding car and truck mobility, with half of respondents ranking it as most/somewhat important, and half as not very/least important.

Improvements to biking facilities are ranked the lowest on people's list of priorities.

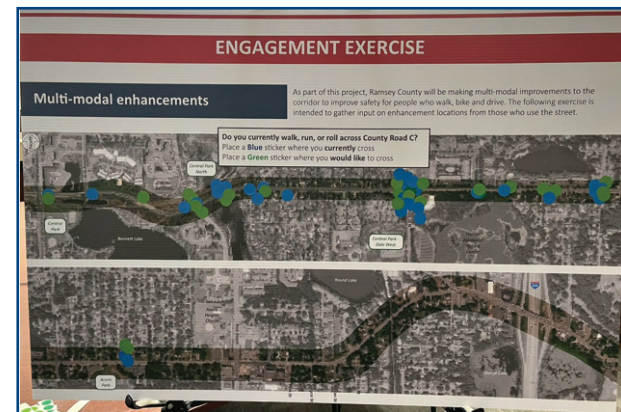
What other road improvements would you like to see considered?



Engagement Exercise Overview

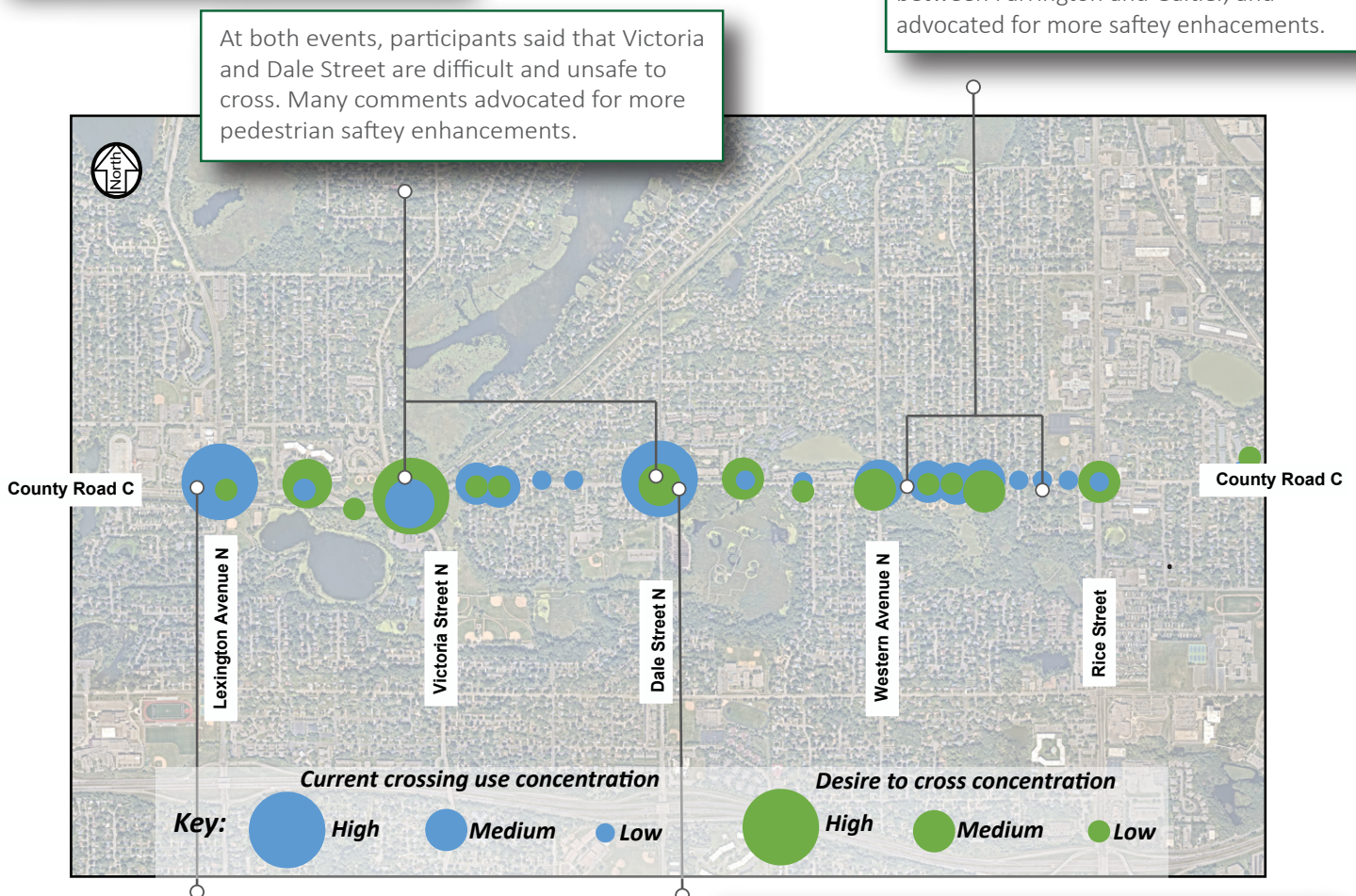
At the open house and pop-up event, participants were encouraged to place stickers on a map of County Road C. Blue stickers were used to indicate where they currently crossed County Road C, and green stickers were used to indicate where they would like to cross County Road C. Participants were encouraged to explain their sticker placement to project staff at the event. Comment cards were also provided for community members to share any additional thoughts they had about the project.

Approximately 62 people attended the open house and approximately 100 people provided feedback at the pop-up. In total, the sticker engagement exercise received 124 responses, 57 from the open house and 67 from the pop-up.



Feedback Received

At the pop-up, participants expressed concerns regarding drivers speeding through existing stop signs and crosswalks between Farrington and Galtier, and advocated for more safety enhancements.



Next Steps

Intersection Prioritization

Feedback revealed shared concerns throughout the community regarding specific intersections along the corridor. It also revealed shared desires for improvements to be made to these intersections. Many of these intersections flagged by community members as being top priority for improvements, were also flagged by Ramsey County as needing improvements in a 2020 4 to 3 Lane Conversion Study.

Below is a table summarizing intersections of top concern for community members. The table does not reflect the feasibility of improvements, or represent any commitment to improvements by Ramsey County.

| Priority Tier | Intersection | Current crossing use | Crossing Desirability | County Identified Safety Concern | Stop Control | Crosswalks? | Sidewalks? |
|---------------|-------------------------------------|----------------------|-----------------------|----------------------------------|--|--|------------------------------|
| 1 | CR-C and Dale | High | High | High | Stop sign | At 3/4 intersection segments | At 3/4 intersection segments |
| | CR-C and Victoria | Low | High | High | Stop sign | At 2/4 intersection segments | At 2/4 intersection segments |
| | CR-C and Lexington | High | Medium-High | Severe | Stoplight | At 4/4 intersection segments | At 3/4 intersection segments |
| 2 | CR-C between Farrington and Galtier | Medium | Medium-High | High | Stop sign at Farrington and Galtier, none at Matilda | Farrington and Galtier- 1 crosswalk, Matilda- no crosswalk | On south side of the segment |
| 3 | CR-C and Western | Medium | Medium | High | Stop sign | At 2/4 intersection segments | At 2/4 intersection segments |
| | CR-C and Rice | Low | Medium | High | Stoplight | At 4/4 intersection segments | At 2/4 intersection segments |

Project Timeline

Phase 1 of engagement concluded with the publication of this summary. As of July 2024, the project has now shifted into Phase 2: Concept Design. The feedback received during Phase 1 Engagement will be used to inform the concept designs drafted in Phase 2. Upon completion, the design drafts will be shared with community members for feedback, which will be used to inform the final design drafted in Phase 3.

Schedule



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