

Friendly Streets Initiative

Victoria Street Bridge Report

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with a contribution from Robyn Hendrix



Photo Credit: Victoria St Bridge Block Party, by Jon Pavlica

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Introduction

We begin with acknowledgements and thanks for Friendly Streets Initiative's (FSI's) primary funders: Central Corridor Funders Collaborative (CCFC), Knight Foundation's Green Line Challenge, and the Center for Prevention at Blue Cross and Blue Shield of Minnesota. With their support, we have worked with many persons and community partners to make this project possible and successful. We thank: Aurora St. Anthony Neighborhood Development Corporation, Community Stabilization Project, District Councils Collaborative, Frogtown Neighborhood Association, Hamline-Midway Coalition, Lexington-Hamline Community Council, Rondo Avenue Inc., Saint Paul Riverfront Corporation Design Center, and Summit-University Planning Council. Finally, we thank our public agency partners -- the City of Saint Paul and the Minnesota Department of Transportation.

The Report summarizes and offers an analysis of community perspectives on bridges crossings over I-94, the Interstate itself, and the Victoria Street Bridge over I-94 in particular. FSI's engagement with community includes the formation of a community-based Working Group, holding festive events on and about the Victoria Street bridge, a workshop to develop several re-designs of the bridge, numerous listening sessions and other community events. The timeline presented after the Executive Summary provides specifics.

Executive Summary

Through listening sessions, festive parties, community walks, community events, surveys (in-person (paper) and online), responses to concepts, images, and maps, FSI's and our community partners engaged **over 500 persons and over a dozen organizations**, through **nine public events**, many meetings and personal conversations. This Report summarizes what we have learned from community members through these efforts.

Our survey generated **128 respondents**, 20 of whom reside in what we call our "Project Area," defined as that area most proximate to the public space in question, in this case the Victoria Street bridge over Interstate 94.

Among our first questions is, how do people use the bridge? We learned that **respondents are multi-modal** when they cross. Regular users walk, ride bike, take transit and drive. Notably, **those who live closer to the bridge drive at a higher rate** than all respondents, but they are also multi-modal (they walk or ride bike as well). Those accessing the LRT (in this order) walk, ride bike, drive, and take transit (in that order). Those accessing local businesses drive, walk, transit and bike (in that order).

What do people like about the Victoria St. Bridge? **They like the connections** it provides to a variety of places, including the LRT. They report that the **traffic is, comparatively speaking, not terrible**; it is better than Lexington and Dale in part because there are no freeway ramps, it is two lanes, and controlled by a stop sign. Nine respondents went as far as to say the bridge was fine as is;

none of the twenty project area respondents said this. When we asked respondents to evaluate current conditions, a tepid satisfaction/dissatisfaction was the norm.

One key tool that FSI uses is a large map of the project area, on which community members may identify problems and supply suggestions. Within the comments (n=52), the most frequent themes were: **requests for a safe bike lane or space on the road for cyclists, and improvements (widening) to sidewalks and other pedestrian-related facilities.** Other prominent themes were: **increasing public art**, color (through paint, lighting, banners), and character around the bridge, and addressing how automobiles and traffic maneuver in the area. In all, this group of comments reflects **a desire for a more “friendly” bridge in terms of the feelings one may have as a pedestrian either on it or nearby.** Friendliness in this case refers to feelings one may have from personal and physical safety and from art and placemaking. The comments also reflect an interest in bicycling along Victoria St near by the bridge.

When we asked on our survey the **biggest problems** respondents associate with the Victoria Street bridge, leading concerns and complaints were: **Inadequate pedestrian and bicycling facilities;** and that **crossing at Concordia and St. Anthony poses safety challenges.**

The opportunity to consider myriad ways in which the bridges, as public spaces, generates considerable enthusiasm from respondents. **Leading solutions** for improving the Victoria Street bridge, as expressed on our gallery of images and in our survey, are: **A cultural wall** (public art) expressive of community values and history, and **separated bicycling and walking facilities.** Also receiving strong support are **painted and/or protected bike lanes, land bridge, banners with hanging planters, creative crosswalk, and high visibility pedestrian crossing.** Once concept stood out in terms of opposition – that was sharrows.

We asked respondents for **ideas for the cultural and historical expression of the Rondo Neighborhood.** We received many responses that we encourage readers to look at carefully. Some notable suggestions are:

“Rondo community, Images of homes and businesses that were once there. Wall of memories written by residence of Rondo. (one or two lines) For example: I remember walking to this store. Or that park or we used to do this or that for fun. Something that keeps the Rondo community alive in all of our eyes even if we didn't live there.”

“Yes. We need more visual representation of impact full people, businesses and organizations from the neighborhood--from the past to the present. Something visitors to Saint Paul could walk/drive/bike past

on learn from. A mural, image gallery or sculpture could do that, and pay homage to the great history of the neighborhood.”

“If legacy or cultural history winds up being part of the improvement plan, please include women. I'm really tired of nearly all roads and perhaps ALL highways being named after men. Rondo and Frogtown history does include plenty of women. I'd also like to see Asian and African stories told together.”

“Yes, a lot of damage has been done to the Rondo neighborhood with I94 dividing it in 1956. I believe that something dramatic could be done to try to help to mend the still very damaged neighborhood. Creating a Landbridge and park with a history wall would be a great start.”

Finally, as with all FSI Better Bridges projects, we asked how respondents' opinions regarding **Saint Paul's current bridge design standard** (a design that the City has used for many bridges, including the new Snelling Avenue bridge). The city's consistent use of this standard has produced an aesthetic uniformity. Three-quarters of respondents like the standard design, but a majority would like to consider alternatives. Those that disliked the standard generally referred to the bridge aesthetic as plain, utilitarian, and lacking greenery. Opportunities for bridges to express the unique culture and values of communities proximate to the crossings should be explored.

Timeline of Project and Community Engagement

Spring 2013 - Lars Christiansen and Darius Gray made presentations to district councils in Green Line neighborhoods to brainstorm ideas for adapting the “Friendly Streets” block party engagement method developed during the Charles work to address resident concerns and interests in other streets and areas.

August 2013 – Collaboration with Irna Landrum and Max Holdhusen from Summit-University Planning Council (SUPC) to create a one-day demonstration on the Victoria Street Bridge. The bridge was part of a community garden walk and the installation included historic and contemporary photos from Rondo hung on the railing, along with potted plants and wayfinding (for walking and bicycling) signs. Following up on this, a continued partnership with SUPC and Frogtown Neighborhood Association (FNA) for Victoria Street was included as a potential project in the 2014 CCFC grant.



2013 Victoria Bridge Installation & Garden Tour

April-May 2014 – Lars Christiansen and Robyn Hendrix met with new SUPC Director Sara Udvig to present FSI background and resources, and offer/brainstorm potential collaborations. FSI met with Sam Buffington from FNA about possible work on Victoria.

August 2014 – FSI was asked to work with Max Holdhusen who had returned to work at SUPC part time for the summer, on continuing to explore ideas and trying to form a working group of residents to partner with. An event similar to 2013 began to be planned for the end of August, but due to the short time frame of Max's position with SUPC, staff illness, and feeling that we didn't have enough involvement of residents, we decided to postpone the event and reevaluate the project.

September 2014 – FSI outreach and a mini-survey about Victoria Street at University Avenue Open Streets.

Fall 2014 – Discussions began to expand the Better Bridges work as a Green Line Challenge proposal. FSI met with Nieta Presley and Vaughn Larry from Aurora / St. Anthony Neighborhood Development Corporation (ASANDC), and Margaret Jones, Anne Parker and Kabby Jones from the Lexington-Hamline Community Council (LHCC). The District Councils Collaborative's (DCC's) work on Snelling and Dale was also included in the overarching project. When the grant was written, Lexington Bridge partners included LHCC, SUPC and UPDC. Victoria partners included FNA, SUPC and ASANDC. Dale Bridge partners included DCC, SUPC and FNA. DCC is considered the "lead" organization for Dale, and FSI is considered "lead" for Victoria and Lexington.

February 2015 – Robyn and Kim from FSI presented to the SUPC Board of Directors to garner advice and guidance for Better Bridges.

Winter and Early Spring 2015 – Intensive work with LHCC on Hamline, Griggs and Lexington projects. Jens Werner from SUPC joined that working group when she began her position.

April 2015 – FSI hired community organizers Melvin Giles and Isaak Rooble. The *Better Bridges Bash* party included engagement and surveys about Hamline, Griggs and Lexington bridges. Attendance of ~400. LHCC, UPDC and SUPC were all involved in some capacity along with event-specific partners Skyline Towers, Gordon Parks High School, High School for the Recording Arts, Transforming Central, and Trust for Public Land. Efforts to publicize the event to Union Park and Summit-University residents included email newsletters, social media, flyering, posters, and tabling at Central High School.

June-August 2015 – Melvin and Robyn met with partners and began to form a working group of residents and community members to brainstorm, give feedback, and partner with us on the Victoria Bridge. FSI was a sponsor of the June 19th Peace Celebration, and tabled at the Frogtown Annual Party.



Victoria Bridge Working Group Meeting and Site Tour, July 2015

July 2015 – Community Design Workshop held for Hamline, Griggs and Lexington bridges. FSI lemonade stand style tabling at the Victoria Garden during Rondo Days Parade giving away free drinks and gathering ideas on a map of Victoria.

August 2015 – FSI participated in Aurora Street National Afternoon Out, presenting a survey and gallery for the Victoria Bridge for the first time, developed based on ideas and feedback from working group meetings and FNA, SUPC and ASANDC staff. Friendly Streets provided support for artists in partnership with host Melvin Giles. This included face painting by Yvonne Schneider, a drum performance by Babatunde Lea, a Haitian dance performance by Raboday Dance and Drums, and an Aztec dance performance by Kalpulli Yaocenoxtli. The online survey on Victoria Bridge launched August 9.

September 2015 – Outreach tabling at Selby Ave Jazzfest, and Maxfield Elementary School BBQ & Parent Night.

The Victoria Street block party, entitled “Community Crossings,” was held on September 16th. The event drew 275 attendees and had free food, music, dancing and art activities, including: Performance of Rondo Monologues by youth in the

Points of Entry Players, Open Mic hosted by Victoria Theater Arts Initiative youth and artist organizers, games, hula hoops, bubbles, and art activities with the SPARKit by Soozin Hirschmugl, Streetcorner Letterpress by Jon Reynolds with a special Better Bridges postcard design, and Haitian dance performance by Afoutayi Music & Dance Company.

October-November 2015 – Two listening sessions for Victoria Bridge and Better Bridges work held at Hallie Q. Brown Community Center and Summit-University Planning Council. These listening sessions were essential for formalizing partnership with additional community partners, particularly Rondo Inc.



FSI gallery at National Afternoon Out, August 2015, Victoria Street Bridge Block Party, September 2015



Victoria Street Bridge Block Party, September 2015

December 2015 – FSI and Saint Paul Riverfront Corporation (SPRC) host a community design workshop on Wednesday December 16th. The workshop included a performance of poetry and spoken word by local artist Sheronda Orridge. Artist Seitu Jones also participated in the workshop, presenting a vision co-created with Marvin Anderson of Rondo Avenue Inc. with the eight bridges in the Rondo neighborhood each representing one of eight core values of the Rondo community.

February 2016 – On February 20, in partnership with Rondo Inc. and 8-80 Cities, a “Winterhood” celebration was held at site of Rondo Commemorative Plaza and at Community Garden at Victoria Bridge. This included music, food, and the following arts activities: Labyrinth by Conie Borchardt, Drum performance by Heart & Soul Drum Academy, Temporary Table Tennis Trailer by Peter Haakon Thompson, Rondo Peace Bridge Ice Sculpture created by John Cooper and John Njoes with design input from the Victoria Bridge working group.

March 2016 – The online survey on Victoria Bridge closed on March 11.

Victoria Street Bridge Conditions

The Victoria Street bridge over Interstate 94 is 44’ wide, accommodating two traffic lanes, no defined shoulder, and a 5’10” sidewalk. The fencing is a combination of black rod-iron and chain link, with lighting supplied by lamps that are in a style utilized throughout the city.

Victoria Street Bridge looking South



Photo credit: FSI staff

Victoria Street Bridge looking North, 1 of 2

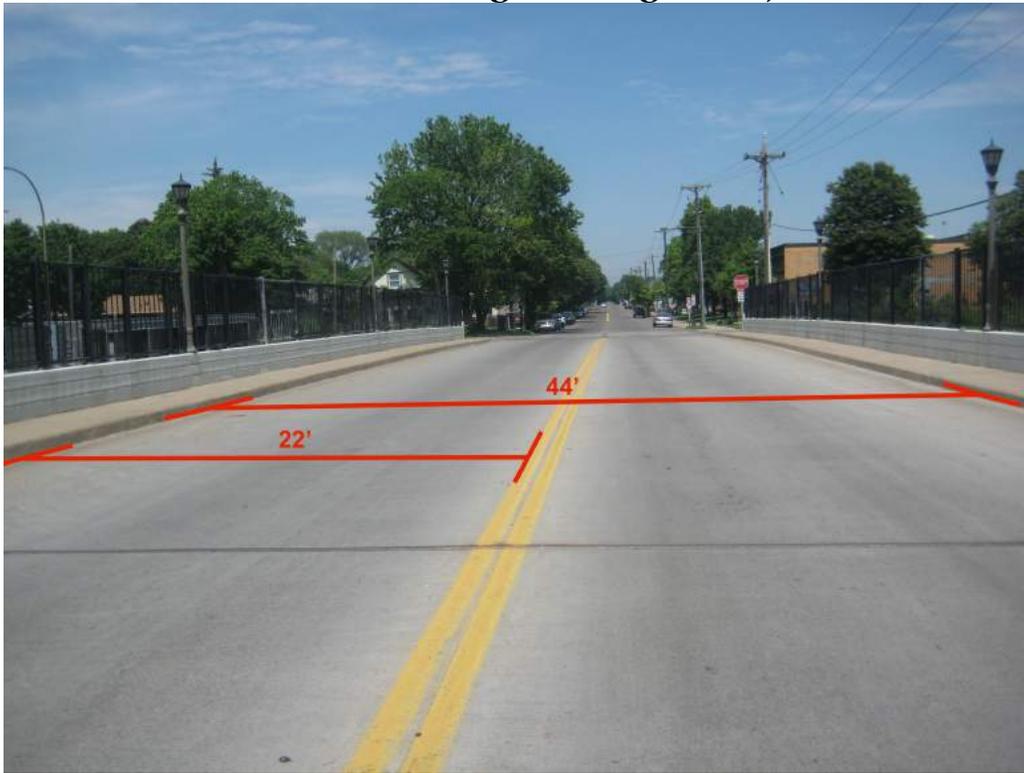


Photo credit: FSI staff

Victoria Street Bridge looking North, 2 of 2



Photo credit: FSI staff

Survey Results

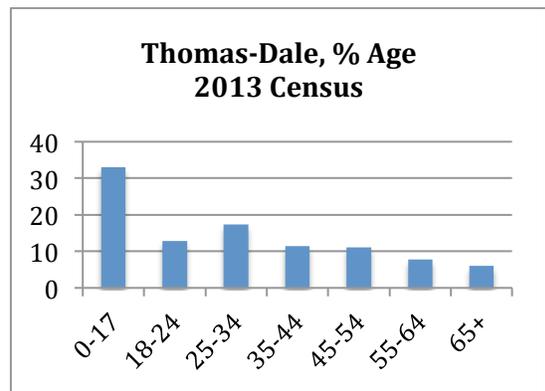
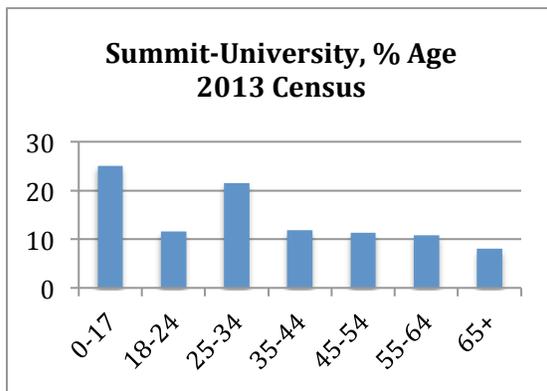
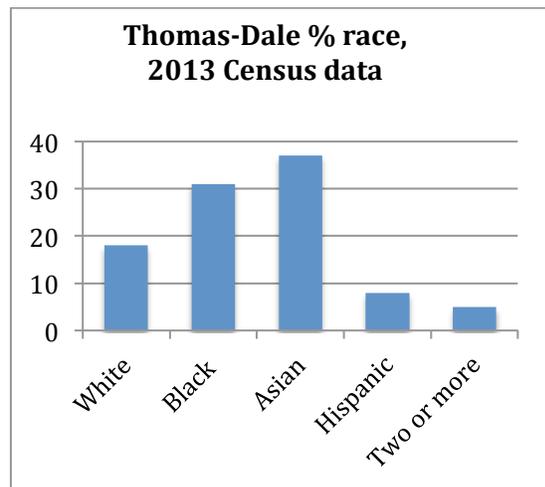
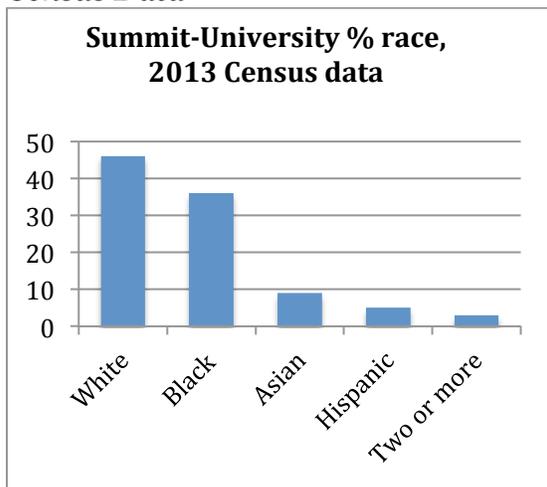
Surveys and option data were collected at two community events and through the online survey.

Victoria National Night Out, August 4, 2015	.	.	.	4
Victoria St Community Crossings, September 16, 2015	.	.	.	27
Online, Open from August 9, 2015 to March 11, 2016	.	.	.	97
Total	.	.	.	128

Demographics

Race and Age

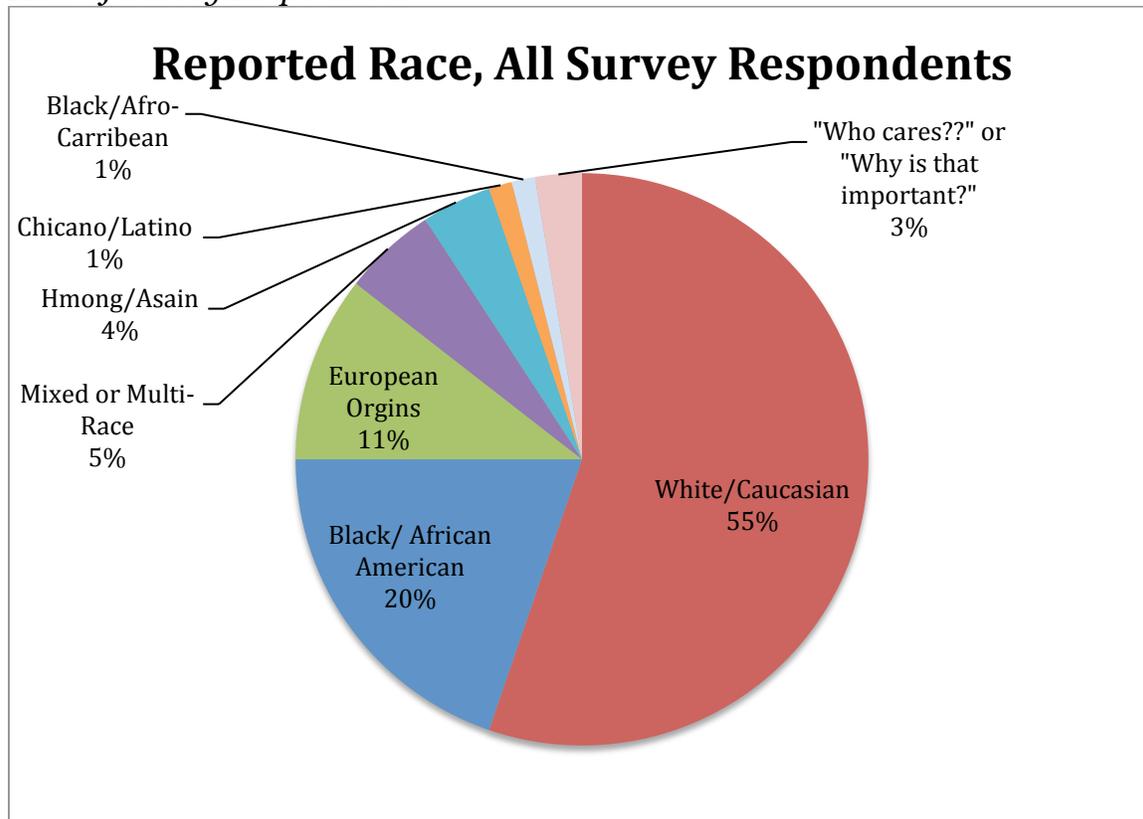
Census Data



Summit-University reflects a broadening trend of the diversification of populations in the U.S., Minnesota, and the Twin Cities. Thomas-Dale is the only neighborhood of the two where communities of color outnumber whites; both neighborhoods are majority people of color. Both neighborhoods are also characterized by a large number of young people, with a notable 1/3 of all Frogtown residents under the age of 18.

Diversifying and broadening voices in the planning process is central goal of the Friendly Streets Initiative. The FSI model, based on block parties, listening sessions, organizational collaboration, and tried-and-true community organizing through relationship building has proven that folks may become aware of and involved in a planning problem/process. Indeed, the model we have utilized for Better Bridges – to direct community energies right into more formal design charrette workshops -- has been successful at assuring a diverse set of voices in more detailed visioning and design.

Race of Survey Respondents

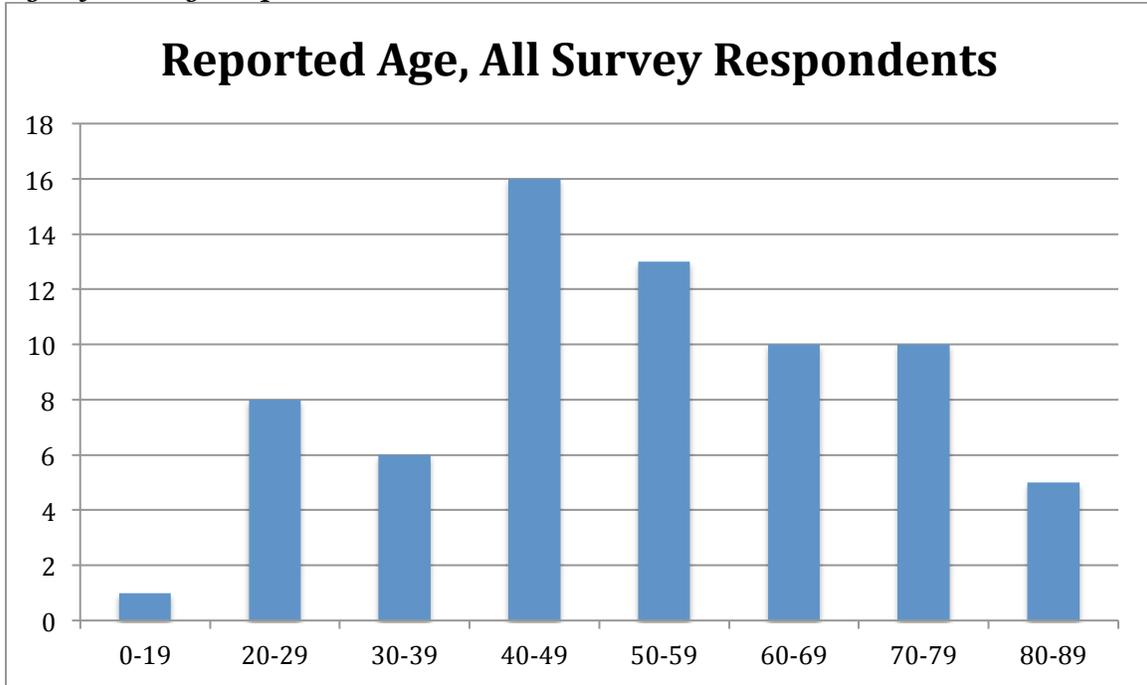


Our survey data reflects more the composition of the Summit-University, rather than Thomas-Dale, communities; and in this instance, there are disproportionately higher rates of response from white respondents; from our experience this is a limitation of the survey as a mode of observation. Results specific to the survey should be read with this in mind. The limitations of any particularly tool should be addressed by the use of other means of listening, which is why FSI always utilizes a comprehensive approach to community conversations.

A small percentage of respondents did not designate a race and questioned why Friendly Streets asks for such demographic identity questions. FSI aims to be transparent about the folks who are represented through its survey and

recognizes that folks of various racial/ethnic, gender, class, and geographic backgrounds may experience places from different perspectives.

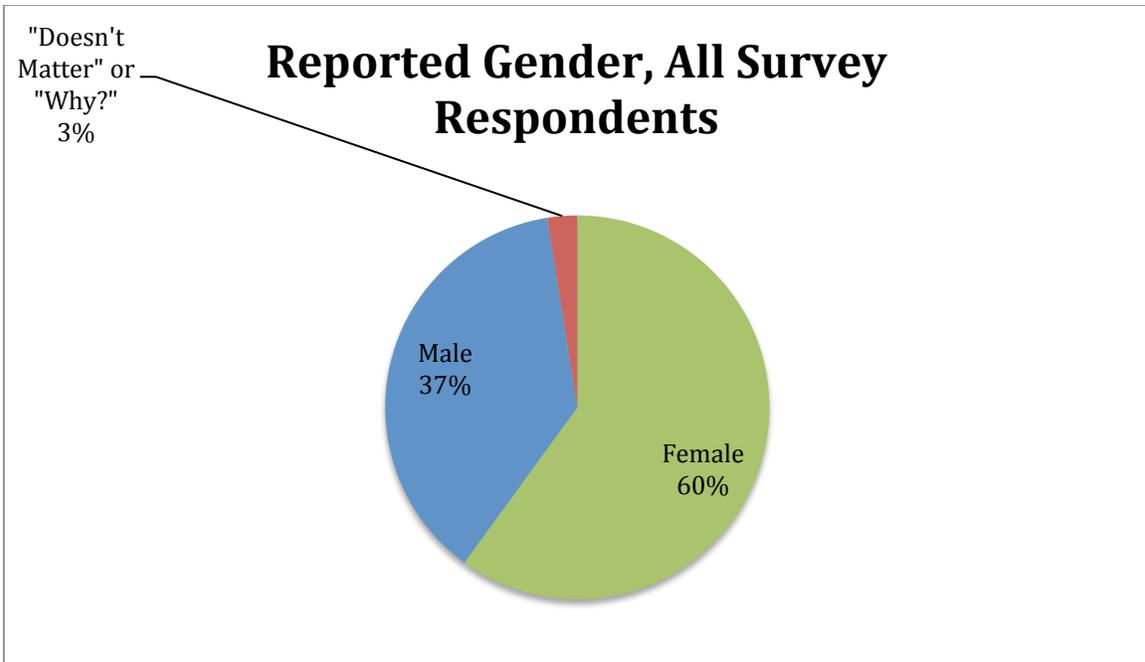
Age of Survey Respondents



The data showing the age of survey respondents reflects an over-representation of those over the age of 40. Additionally, considering that 1/3rd of Frogtown is made up of people under the age of 18, young folks from Frogtown are underrepresented on this survey as well. Under-representation of youth is common in our surveys, representing another limitation of the method.

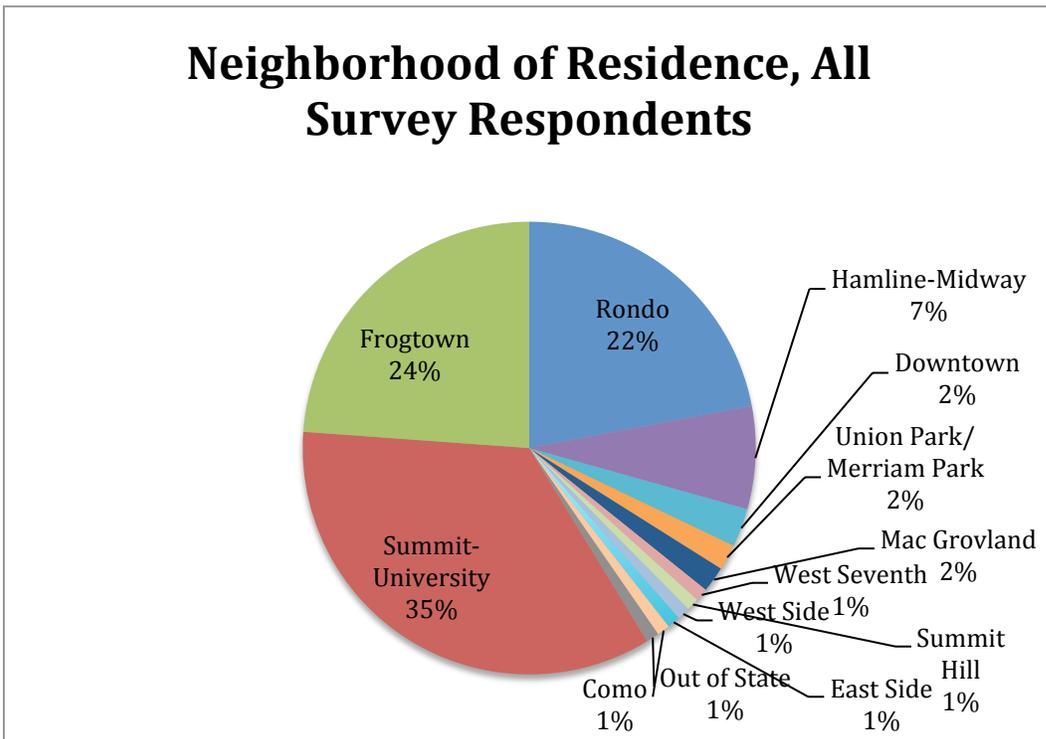
Gender

FSI has yet to do a gender analysis on the data we collect through our projects, yet we always ask and note just for such an occasion. For the Victoria St Bridge project, our results show more women than men and others responding to our survey. The same was true for other Better Bridges projects on Lexington, Hamline and Griggs Street Bridges.



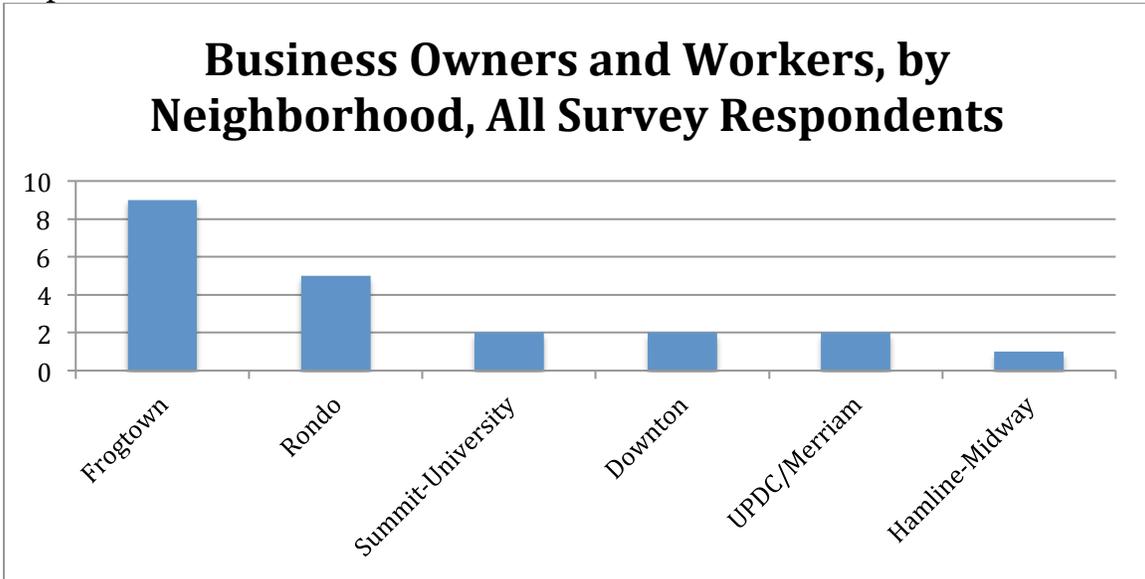
Neighborhood Affiliations

Survey respondents were asked which neighborhoods they are a part of, and how (as residents, business owners, workers, or as a student). A majority of respondents reside in Summit-University (35%), Frogtown (24), and Rondo (22%).

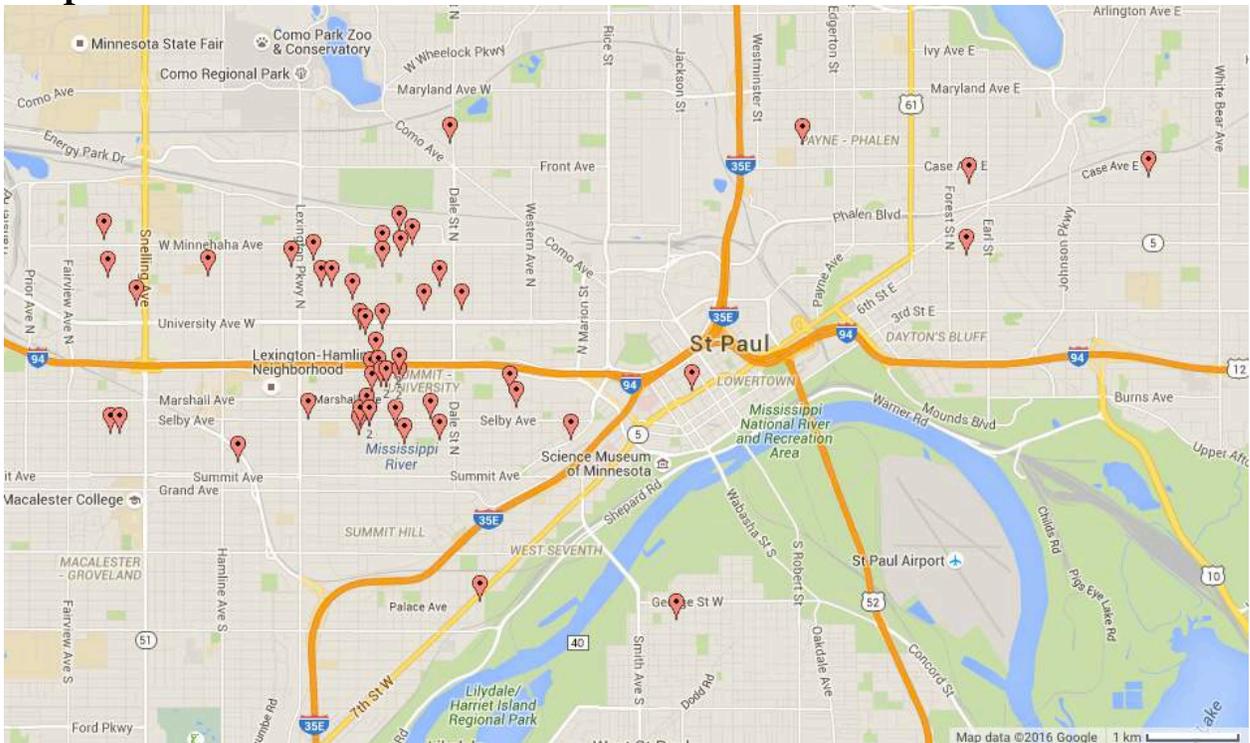


Business Owners and Workers

Another group of central interest for our projects are those affiliated with business (as owners or employees). Their interests and perspectives are arguably distinct, to a degree, from those who are residents. Approximately two dozen respondents are associated with businesses.



Respondent Locations

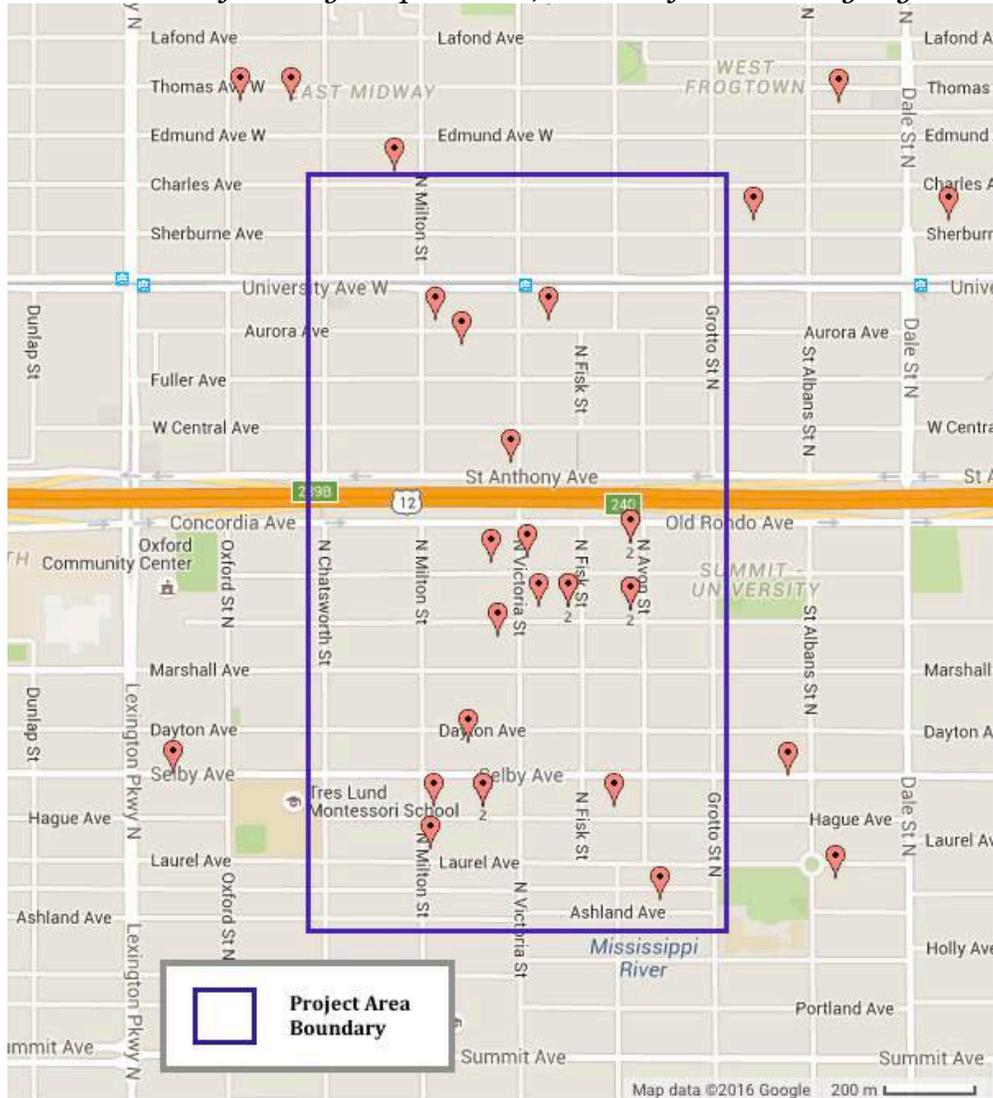


Project Area Boundaries

For the Victoria St Bridge Project, a Project Scope was designated, with those living within the Project Area given special priority through designation of their opinions throughout this report. The idea is that most proximate to the project area may have special insights about the place in question, given their experience of it both in use and as residents and businesses nearby. While the perspective of less-proximate users are valid too – there are city-wide and metro-regional interests and claims regarding local streets – we believe that the views of those most proximate should be noted for their unique insights to the everyday experience of the space.

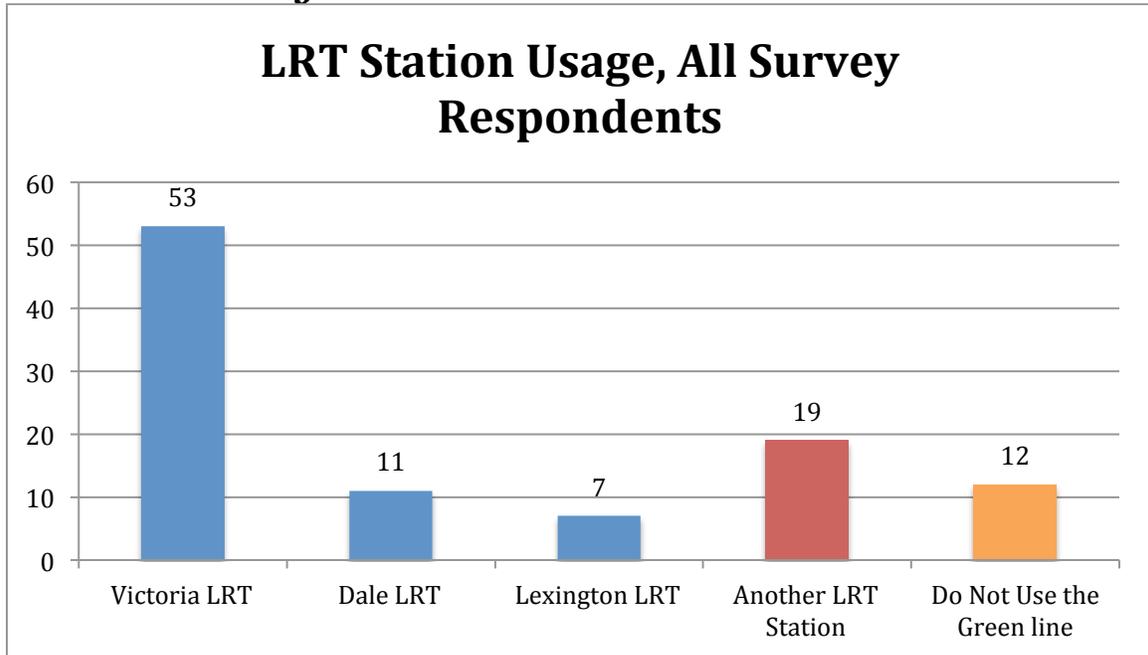
The project area for this project is the same distance from the bridge as used in the Lexington, Hamline, and Griggs report. The boundary is six blocks to the North (Charles Ave), eight blocks South (Ashland Ave) and two blocks East and West (Grotto St and Chatsworth St, respectively).

Distribution of Survey Respondents, with Project Area Highlighted



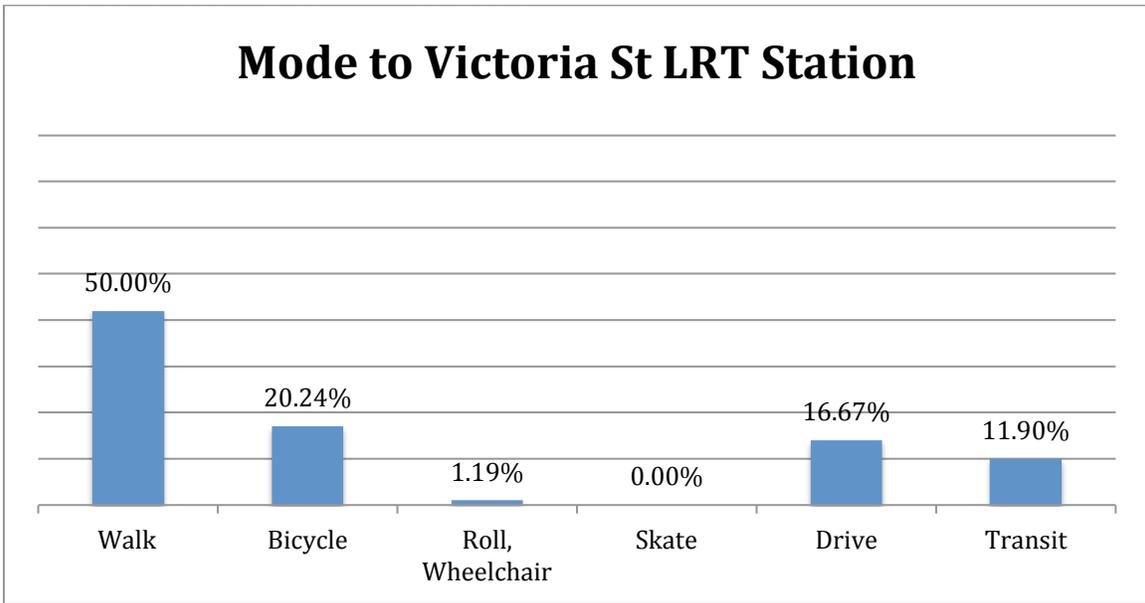
For the Victoria St Bridge Project, there were a total of 20 respondents living within the Project Scope Area. Throughout the Data Results for the Victoria St Bridge section, graphs and tables will depict both the results for “All Survey Respondents” as well as “Project Area Respondents”.

General Data Results
LRT Stations Usage



Of the survey respondents who use the Green Line Light rail, 52% access it via the Victoria St Station, 10.8% access it via the Dale St Station, and 6.9% access it via the Lexington St Station. About 18.6% access the Green line LRT using another station, outside of the immediate vicinity of Victoria St, and about 11.8% respondents do not use the LRT at all.

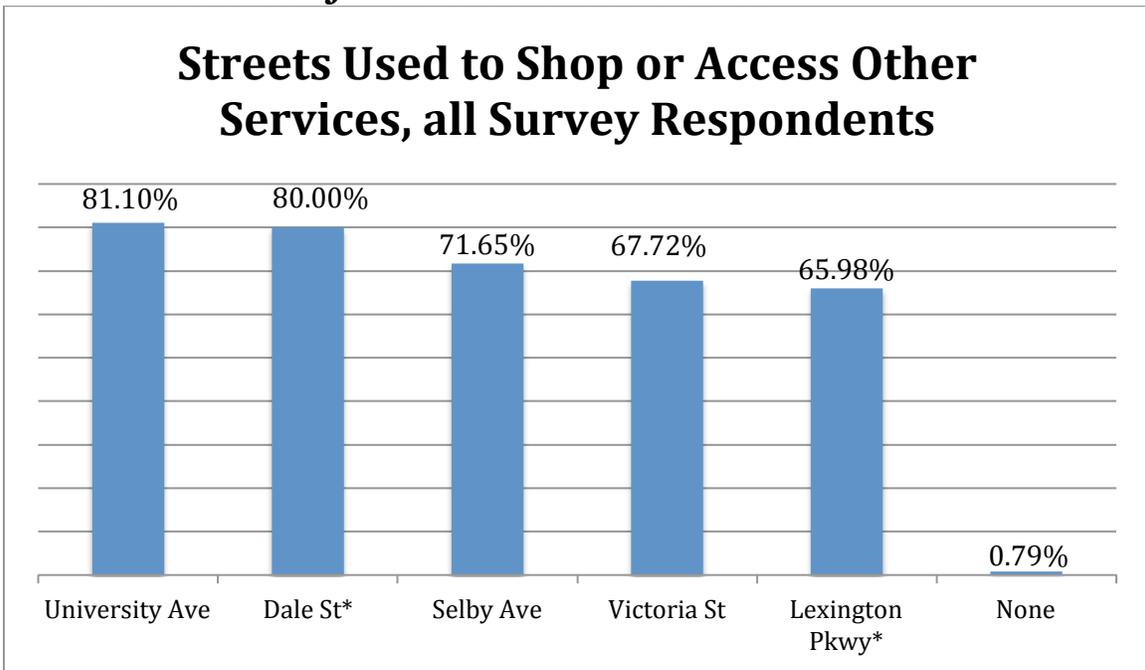
Mode to Victoria St LRT Station



A majority (51.19%) access the Victoria LRT as a pedestrian, either through walking (either on foot or using a wheelchair). A total of 83.33% of respondents access the Victoria St LRT by a mode other than an automobile.

Of the 14 respondents who drive to the Victoria LRT Station, 60% also use at least one other alternative mode to access it on occasion.

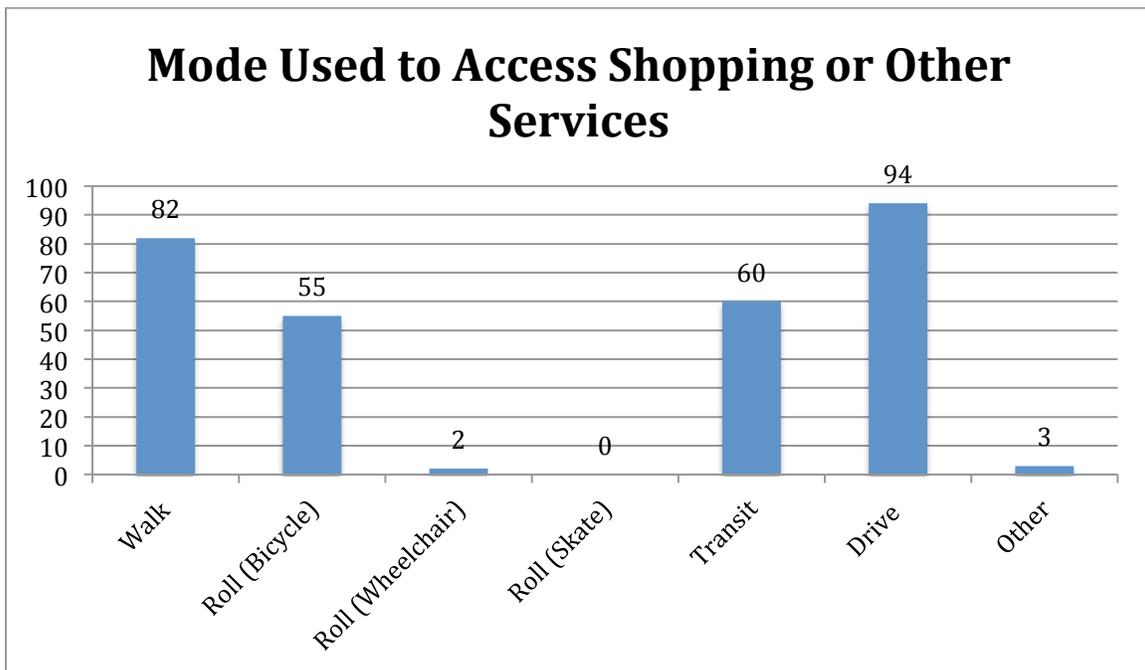
Destination Streets for Service and Commerce



*Dale St was available for paper survey respondents only, while Lexington Parkway was available online only.

(Percentages were calculated by dividing the amount of survey respondents who chose the street by the number of survey respondents who were able to choose the street based on the form in which they took the survey. Here is each street by survey is was available by; paper survey alone: Dale St, online alone: Lexington Pkwy, or both paper and online survey: University Ave, Selby Ave, Victoria St, and “None”.)

A majority of survey respondents use University Ave, Dale St, Selby Ave, Victoria St, and Lexington Parkway as a route to places they either shop or access other services at. The transportation mode use to get to those places is either by automobile or walking, for a majority of survey respondents. Many survey respondents also take transit (LRT on University or buses) or bicycle.



The three survey respondents who answered “other” to this question all referred to a desire to do more cycling. Two said that they would “prefer to bike if the roads were safer” and that “I would bike if it was safer with a designated protected bike lane each way.” The other response noted that the children in the household were just reaching an age where riding a bike would be feasible, and they planned on doing more because of that. All three of the “other” respondents drive to access services, in addition to either walking or taking transit.

Data Results for the Victoria St Bridge

What do you like about the Victoria St Bridge?

Summarized Common Responses	All Survey Respondents	Project Area Respondents
Connection to a variety of places	11	4
Connection to the LRT	9	3
It serves it's function as a bridge, it's fine	9	0
Not a lot of traffic or congestion	8	1
It's safer or less congested than Dale St	8	3
It's safer or less congested than Lexington Pkwy	7	3
Central location, convenient	7	0
Connectivity, it allows crossing I-94	5	0
Feels safe, smooth	5	1
It's wide	5	0
It's accessible	4	2
It connects Rondo, the flow of the neighborhood	4	2
It's wide an therefore should be able to accommodate cycling infrastructure, wider sidewalks	4	1
Aesthetics of the railings and lantern lights are good/decent, or are better than other bridges	4	0
There's stoplight	3	0
There are no on/off ramps from the freeway	3	0
The view onto the freeway is nice	2	1
"Not much"	2	0
Historical connection	1	0

The survey posed the question "What do you like about the Victoria St Bridge?" and responses were varied, but fairly positive. It's not uncommon for a relatively high amount of survey respondents to reply either with a "not much," "nothing," or "that it exists," to this question when referring to bridges that are highly problematic (according to survey respondents), such as the Lexington Parkway Bridge (see the Lexington, Hamline, Griggs Better Bridges Report). This was not the case for the Victoria St Bridge, as only two survey respondents commented "not much" or "nothing".

Many survey respondents feel as though the Victoria St Bridge functions well as a connector between places they go (such as parks, home, and other notable places) as well as the Green line Light rail on University Avenue.

Quite a few respondents told us that they like Victoria St because it's not a busy main street like Lexington Pkwy and Dale St are, and therefore feels safer because the car traffic is not as abundant nor is it as aggressive (due in part to the stop signs). Some respondents appreciate the bridge for connecting the North and South sections of Rondo, which is physically divided by I-94. The connection of for North and South sections of Rondo and acknowledging the impact of the freeway is a common theme of comments made by survey respondents.

Additionally, some folks appreciate physical the aspects of the bridge, that it's modestly handsome, as one respondent commented, "At least it has lanterns in keeping with St. Paul style. The fence is better than simply chain link on galvanized poles." Other respondents appreciated the width of the bridge; on the width of the bridge there are two camps: firstly, those who see it's width as a potential space for expanded pedestrian facilities and the addition of a bike lane of some sort on the bridge and surrounding area. Second are those who did not specify a reason for liking it's width- perhaps it feels safer than a bridge with traffic directly next to the sidewalk, or that it doesn't feel cramped. Lastly, some respondents appreciate that there are no on/off ramps from the freeway leading onto Victoria St, reducing the amount of congestion at its surrounding intersection compared to bridges like Lexington Pkwy and Snelling Ave.

Map Data

The following section presents the comments made on the map of Victoria Street crossing over Interstate-94 in person at FSI events. These are not necessarily *representative* viewpoints; and unless otherwise indicated each comment is given by a single person.

Comments are color coded when they pertain to a common category:

Cycling Infrastructure
Pedestrian Infrastructure
Automobile Traffic
Public Art and “Color”

Comments referring to general area nearby Victoria St

“No parking on Victoria St (Pierce Bulter to Summit) Both ways”

“Bike lane?!”

“Bike path or lane”

“ADA Accessible sidewalks, protected bike lanes, better lighting”

“Safer for the school”

“Separate bike lanes with barriers”

“More bridge”

“More color everywhere”

“Visible sign for the freeway, colorful sign, so cars know that it’s Victoria”

I-94 Between Milton St and Fisk St

“Tunnel I-94 from Milton to Fisk for greenspace & business?” Includes a drawing of a land bridge with trees, dog park added in using post-it notes, between Milton and Fisk Streets with additional comments:

“1. Build the Milton Bridge. 2. Build the Victoria Bridge. 3. Then fill in the gap! 1000 Feet!”

Another person also liked the idea of a land bridge in the Rondo area, adding:

“Land Bridge with a park for **running**, **biking** & **walking**.” Additionally,
“Build a Land Bridge from Lexington and Dale”

From a different event:

“Cover I-94 from Milton to Fisk to make a park amphitheater”

Intersections in Order of North to South

University Ave

(no comments offered)

Aurora Ave

“Too much 900 [a nearby address] **traffic**, Block by SA [Super America]”

Fuller Ave

(no comments offered)

Central Ave

Drawing of smiley face expanding over five different sticky notes

“**Bike path is safe**” (One Block East of Victoria)

Saint Anthony Ave

“**Pedestrian Friendly. Inviting. Wider sidewalks or even a lane for people**”

“**Bike paths that are safe**”

“**Crosswalk**” (Between Central Ave and Saint Anthony Ave)

“**Better visibility at Concordia and St. Anthony**” (Same sticky note that is in Concordia Ave section)

Bridge Crossing over I-94

“**Sidewalks on Bridge need to be wider**”

“**More Color**”

“Safe access/passage to Victoria Theater” (with arrow pointing North towards University Ave)

“Add lots of lights to make it cheerful in winter and at night!”

“**A sidewalk & street are too camouflage on Bridge. St. Anthony accidentally skip off sidewalk- and it's high!**”

“**Bridge needs a bright color paint job** and **less traffic by school**”

“**Paint the sidewalks a fun color**”

“Get RID of glass”

“**Space on the road for bikes**”

“Wider the bridge to make more room for **bikes** and **pedestrians**”

“**Local artists mural on bridge**”

“More safe”

“Public art/artist. Contemporary design, not pseudo-historic”

“Bike lane!” x7

“Widen the sidewalk” x2

“Fun colors (ie: paint that isn’t so bland)”

“Public art that showcases Frogtown/ Rondo”

“Beautiful Landscaping”

“Car traffic one lane each direction and a shared auto turn lane makes room for bike lanes”

Concordia Ave

“Keep bushes trimmed- add flowers”

“Better visibility at Concordia and St. Anthony” (Same sticky note that is in Saint Anthony Ave section)

“Local artists inspired murals!”

“[A] place where kids can play”

“People crossing sign”

“Bridge better ice removal in winter”

“Fun colored Street Lights!”

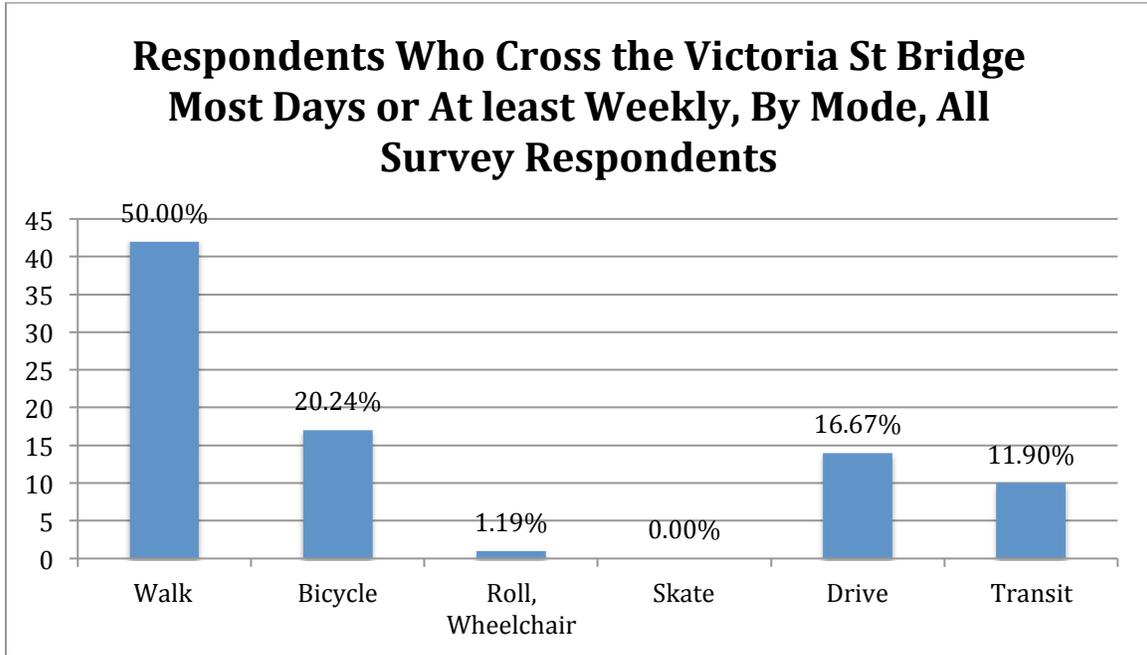
Carroll Ave to Marshall Ave

Between Carroll Ave and Marshall Ave, East of Victoria: “More Parks!”

Within the comments made on the Victoria St map, **17** made a request for a safe bike lane or space on the road for cyclists. **10** made comments in reference to sidewalks or other pedestrian-related things, asking for improved or wider sidewalks. **Five** folks made comments about automobiles and traffic, either requesting changes in lanes, or making complaints about traffic. **10** folks made requests for an increase in public art, color (through paint, lighting, banners), and character around the bridge.

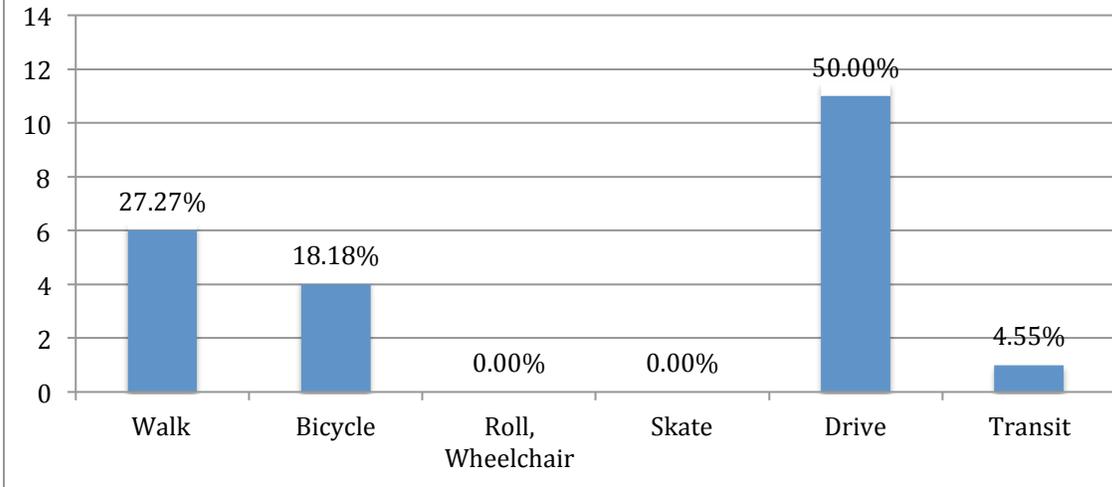
In all, this group of comments reflects a desire for a more “friendly” bridge in terms of the feelings one may have as a pedestrian either on it or near by. Friendliness in this case refers to feelings one may have from personal and physical safety and from art and placemaking. The comments also reflect in an interest in bicycling along Victoria St near by the bridge.

How Often do you Cross the Victoria St Bridge, and What Transportation Modes do You Use?



Slightly more than half of all survey respondents walk in order to cross the Victoria St Bridge on a regular basis, with others cycling, driving, or taking transit. Of the 14 survey respondents who drive to cross the Victoria St Bridge, eight are multimodal, using at least one other mode to across the bridge in addition to driving. The eight multi-modal automobile users from this group all live within the project area.

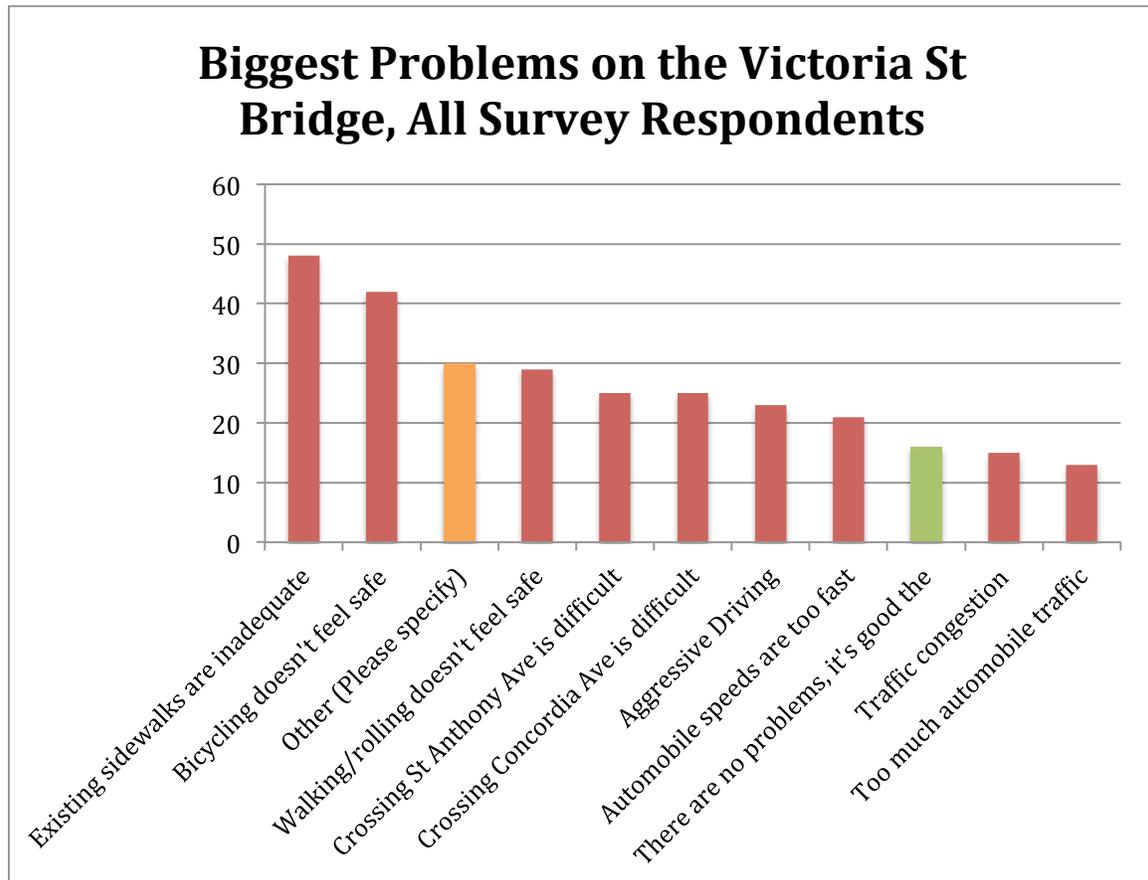
Respondents Who Cross the Victoria St Bridge Most Days or At Least Weekly, By Mode, Project Area Respondents



The trend of mode for the group of survey respondents living within the project area differs from the group of all respondents, with half using automobiles to cross the bridge on frequent occasion, and a smaller percentage (by about half) pedestrianizing the bridge. In addition to the six project area respondents who walk across the bridge “Most Days” or “At Least Weekly,” there were six more respondents who cross the bridge on foot “Once a Month or Less” (which was the next category after “At Least Weekly”). Of the 11 survey respondents who drive to cross the Victoria St Bridge, eight are multimodal, using at least one other mode to across the bridge in addition to driving.

What are the Biggest Problems for the Victoria St Bridge and the Surrounding Areas?

The survey posed the question “What are the Biggest Problems on the Victoria St Bridge” and provided 11 options that could be chosen, in addition to an option to add a specific “other” unlisted problem. Respondents were able to choose multiple options.



For both survey groups (all survey respondents and project area respondents), there are distinguishable breaks in the ranking of responses for the biggest problems, see the following:

1: “Existing sidewalks are inadequate” and “bicycling doesn’t feel safe” are the two top problematic issues. “Existing sidewalks are inadequate” is the standout top issue for the aggregate group of all survey respondents.

2: “Other (Please specify),” was ranked third for both survey respondent groups. The high rate of responses to this option indicates that the answers provided by Friendly Streets Initiative did not accurately capture all of the issues at hand on and around the Victoria St Bridge. A collection of quotations from this option is included on the next page.

It should be noted that not all “other” comments seem to making a complaint about the bridge, for example, one survey respondent said, “not terrible.”

3: “Walking/rolling doesn’t feel safe,” “Crossing St Anthony Ave is difficult,” “Crossing Concordia Ave is difficult,” “Aggressive Driving,” and “Automobile speeds are too fast” were all cited as problematic by a moderate amount of survey respondents, for both survey groups. These items should be noted when considering the conditions on and nearby the Victoria St Bridge.

4 (tie): “There are no problems, it’s good the way it is.” This option was above the following two options for the group all survey respondents, yet was the least chosen option for the group of project area respondents. Either way, a low response rate to this option indicates this option as not being the consensus among survey respondents, meaning that most feel there are *problems* on the Victoria St Bridge and it’s surrounding area.

4 (tie): “Traffic congestion,” and “too much automobile traffic.” These options received a low amount of responses. Considering related comments from the “What do you like about the Victoria Bridge option” that compared Victoria St to Lexington Pkwy and Dale St in a positive light for being less congested, the Victoria St bridge should not be considered highly problematic for the amount of traffic it hosts.



This survey question reveals that Victoria St, as it is now, does not feel like a safe route for cyclists, and that its sidewalks need improvements. Other issues, related to automobile behavior are also of concern.

The group of “other comments” makes note of a number of different issues or observations from survey respondents.

Following is a selection of quotations from the “other” comments, starting with **project area** respondents,

“Not terrible”

“too Noisy, tire noise”

“needs beautification”

“boring look”

“Safety at night. Lighting. Safe passage through crosswalks – traffic”

Here are comments from **non-project area** respondents,

“Gets crazy with Maxfield right there, parents dropping off/picking up, busses, rush hour traffic”

“I get concerned with pedestrian safety at Maxfield. Also don't like cars double parking near the school.”

“It's certainly not the worst place but I don't feel drivers are expecting bikes there”

“the curb cuts are Not code at all 4 bridge corners.”

“No bike lanes or paths, no shade, noisy”

“I'd rather walk over the Grotto bridge for safety, but the Victoria bridge is “preferable to Dale or Lexington in terms of traffic. I like that it has no stoplight.”

“Bland, not very inviting or welcoming. No connection to the community. More of an escape route than a connection.”

“No lane markings on the Frontage road on the South side make for a chaotic intersection”

“Not very pedestrian friendly”

“Potholes/patches and drivers who don't understand right-of-way”

“vehicle fumes”

“Lanes are not well marked, difficult to figure out where to be.”

“Feels exposed, ugly, abandoned - I want to drive so I get away from it quickly.”

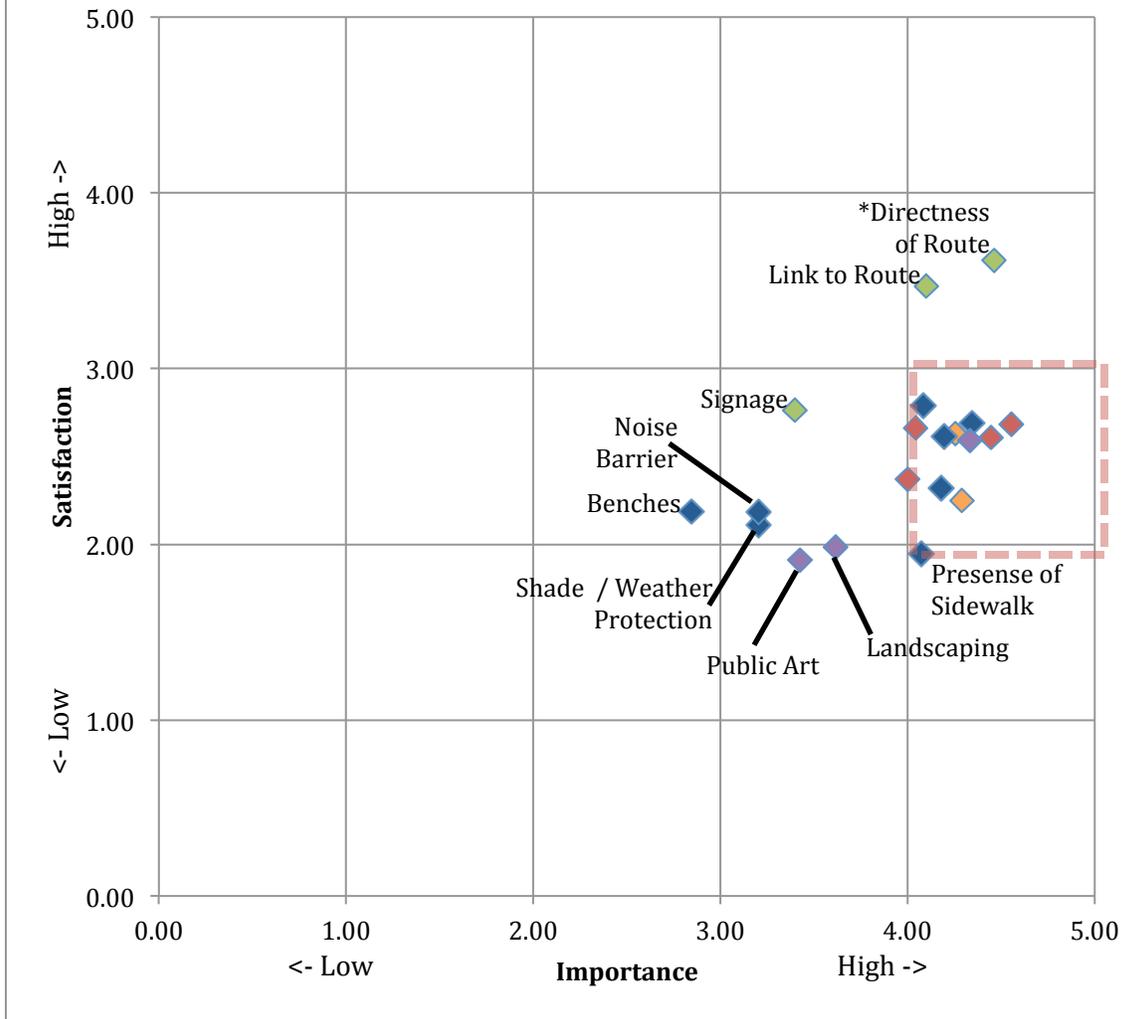
Comments from the “other” section make reference to a variety of conditions, including the bridges’ aesthetics, pedestrian conditions, lack of bicycle facilities, pollution from automobiles, and traffic near the Maxfield Elementary School (on the North-East corner of the bridge).

How Important are bridge amenities, how Satisfied are you now?

Number Ranking	Importance	Satisfaction
1	Totally Unimportant	Awful
2	Unimportant	Problems
3	Somewhat Unimportant	Good
4	Important	Very Good
5	Very Important	Excellent

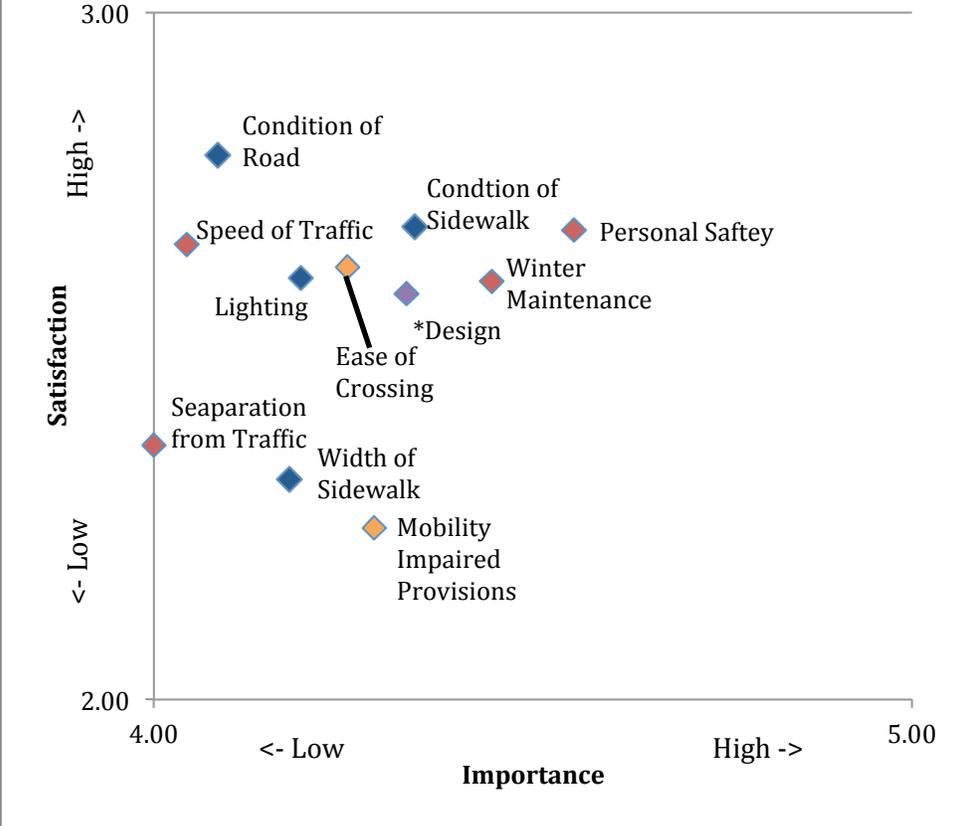
Victoria Bridge, All Survey Respondents		Importance	Satisfaction
		Low = 1	High = 5
Convenience	<i>*Directness</i>	4.46	3.62
	<i>Link to Route</i>	4.10	3.47
	<i>Signage</i>	3.40	2.76
Accessibility	<i>Ease of Crossing</i>	4.26	2.63
	<i>Mobility Impaired Provisions</i>	4.29	2.25
Safety	<i>Personal Safety</i>	4.55	2.68
	<i>Separation from Traffic</i>	4.00	2.37
	<i>Speed of Traffic</i>	4.04	2.66
	<i>Winter Maintenance</i>	4.45	2.61
Comfort	<i>Shade / Weather Protection</i>	3.20	2.11
	<i>Noise Barrier</i>	3.20	2.18
	<i>Lighting</i>	4.19	2.61
	<i>Width of Sidewalk</i>	4.18	2.32
	<i>Presence of Sidewalk</i>	4.08	1.95
	<i>Condition of Sidewalk</i>	4.34	2.69
	<i>Condition of Road</i>	4.08	2.79
	<i>Benches</i>	2.84	2.19
Appearance	<i>*Design</i>	4.33	2.59
	<i>Landscaping</i>	3.62	1.99
	<i>Public Art</i>	3.43	1.91

Importance VS Satisfaction, Victoria St Bridge, All Survey Respondents



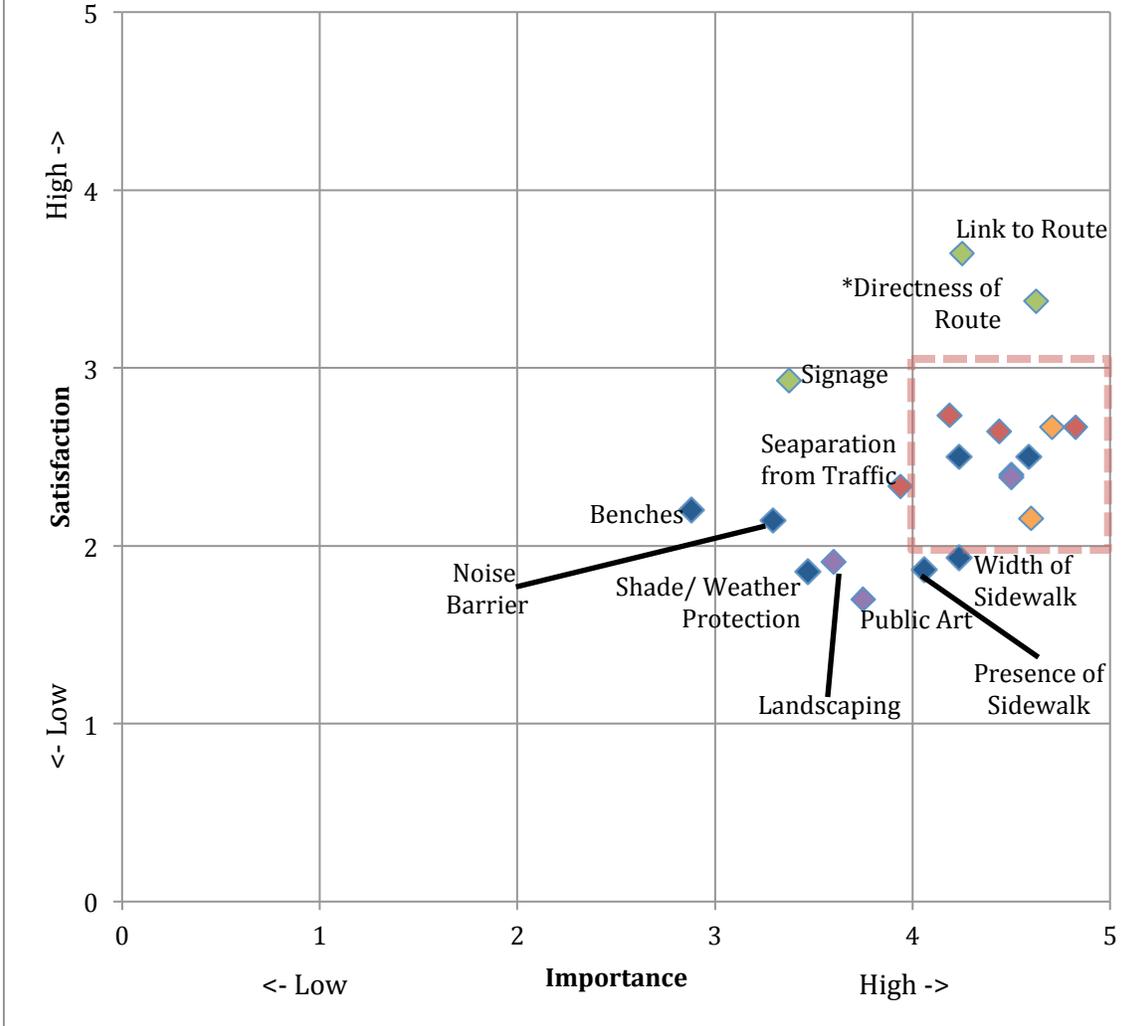
See inset in next graphic.

Importance VS Satisfaction, Victoria St Bridge, All Survey Respondents, Detail

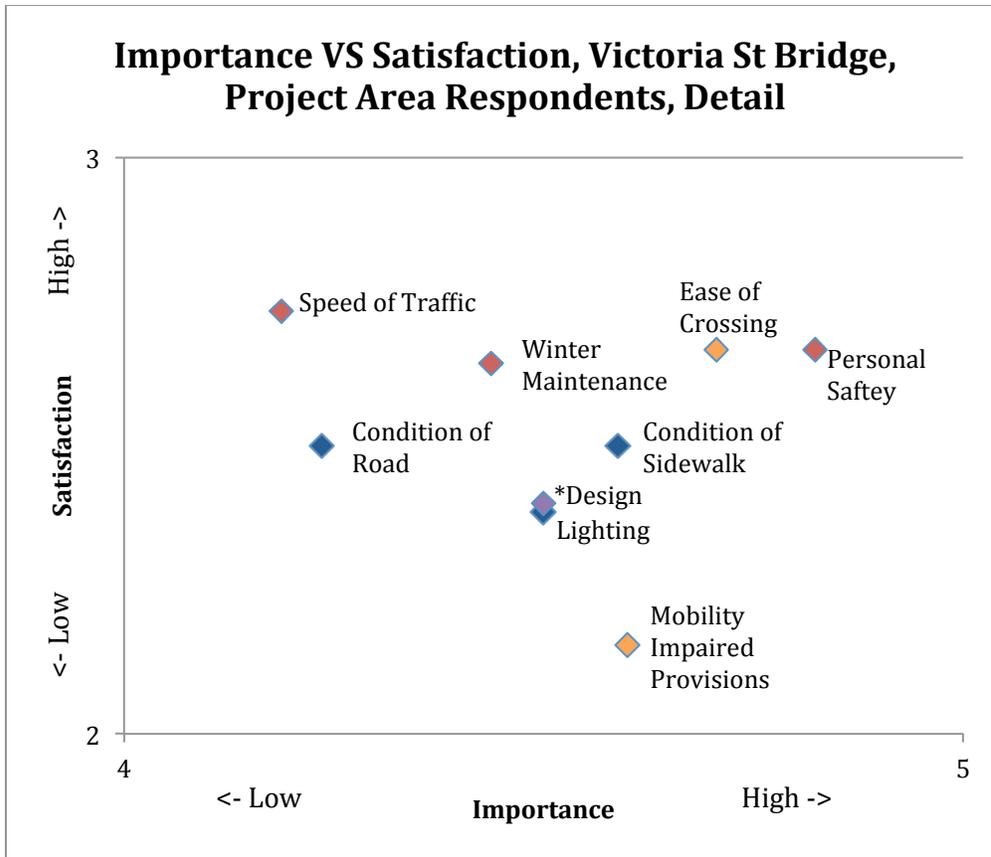


Victoria St Bridge, Project Area Respondents		Importance Low = 1	Satisfaction High = 5
Convenience	<i>*Directness</i>	4.63	3.38
	<i>Link to Route</i>	4.25	3.64
	<i>Signage</i>	3.38	2.93
Accessibility	<i>Ease of Crossing</i>	4.71	2.67
	<i>Mobility Impaired Provisions</i>	4.60	2.15
Safety	<i>Personal Safety</i>	4.82	2.67
	<i>Separation from Traffic</i>	3.94	2.33
	<i>Speed of Traffic</i>	4.19	2.73
	<i>Winter Maintenance</i>	4.44	2.64
Comfort	<i>Shade / Weather Protection</i>	3.47	1.86
	<i>Noise Barrier</i>	3.29	2.14
	<i>Lighting</i>	4.50	2.38
	<i>Width of Sidewalk</i>	4.24	1.93
	<i>Presence of Sidewalk</i>	4.06	1.87
	<i>Condition of Sidewalk</i>	4.59	2.50
	<i>Condition of Road</i>	4.24	2.50
	<i>Benches</i>	2.88	2.20
Appearance	<i>*Design</i>	4.50	2.40
	<i>Landscaping</i>	3.60	1.91
	<i>Public Art</i>	3.75	1.70

Importance VS Satisfaction, Victoria St Bridge, Project Area Respondents



See inset in next graphic.



Convenience

Items of convenience, particularly **Directness** and **Link to Route** were rated with the highest satisfaction of all other items, for both groups (all respondents and project area respondents), with a satisfaction between 3 and 4, as well as high importance (above 4). **Directness** and **Link to Route** were both more important and had more satisfaction than the other item of convenience, **Signage**.

Overall, items of convenience ranked with higher than the average satisfaction, yet should still be considered important, although not priorities for improvements on and near the Victoria St Bridge.

Accessibility

Both items of accessibility, **Ease of Crossing** and **Mobility Impaired Provisions**, were included with the cluster of items within the range of 2-3 (moderate) satisfaction and 4-5 (high) importance, which can be viewed within large (close-up) scale graphs for both groups. These items should be considered *highly* important, with moderate satisfaction, indicating that accessibility is of priority on and nearby the Victoria St Bridge.

Safety

Much like the items of accessibility, all items within the group of safety, **Personal Safety, Speed of Traffic, Winter Maintenance, and Separation from Traffic** were included within the cluster of items of 2-3 satisfaction and 4-5 importance, and should be considered as a high priority. For both groups, **Personal Safety** was *the most important* item of all.

Comfort

For the items of comfort, one can consider two groups of items.

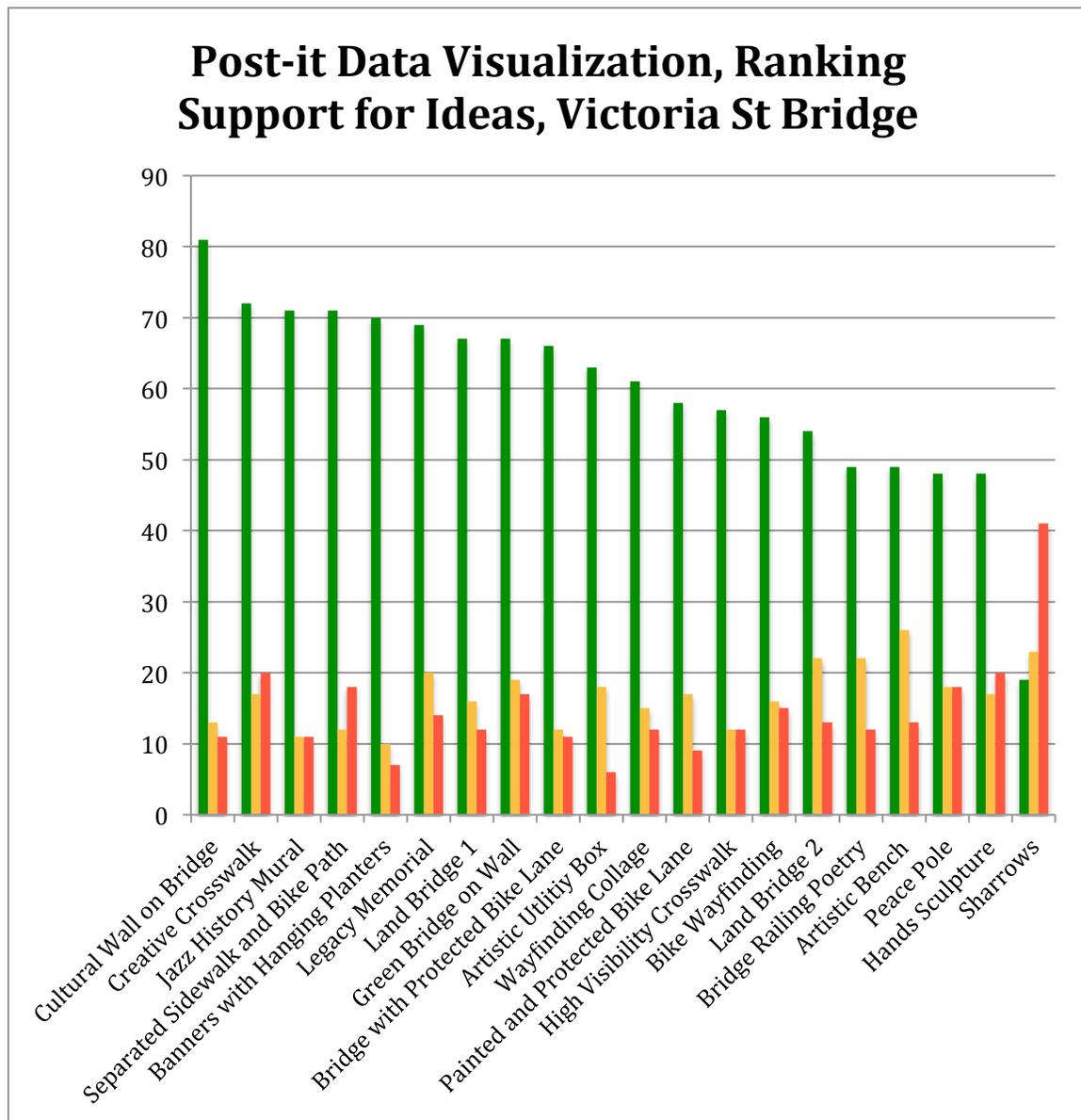
The first group of items with higher (above 4) importance and moderate (2-3) satisfaction which includes **Condition of Road, Condition of Sidewalk, Lighting, and Width of Sidewalk**. These items should be considered the priority for improvement of the items of comfort. Any possible sidewalk repair and extension, as well as road improvements should be considered, along with improved pedestrian scale lighting.

The second group of items is of slightly lower importance (between 2.5-3.5) and lower satisfaction (around 2). This group contains **Benches, Shade/Weather Protection, and Presence of Sidewalk**. Of all items, these are some of the least important, yet have some of the lowest satisfaction. **Benches** were the least important item for both survey groups.

Appearance

Of the items of appearance, **Design** was ranked as the most important (between 4-5), with the highest (yet still moderate, between 2-3) satisfaction. The other two items, **Landscaping** and **Public Art** both had moderate-high (3-4) importance with lower (around 2) satisfaction. **Public Art** had the lowest satisfaction of all items for both groups.

**Ranking of Gallery Images by Support and Enthusiasm,
Victoria St Bridge**

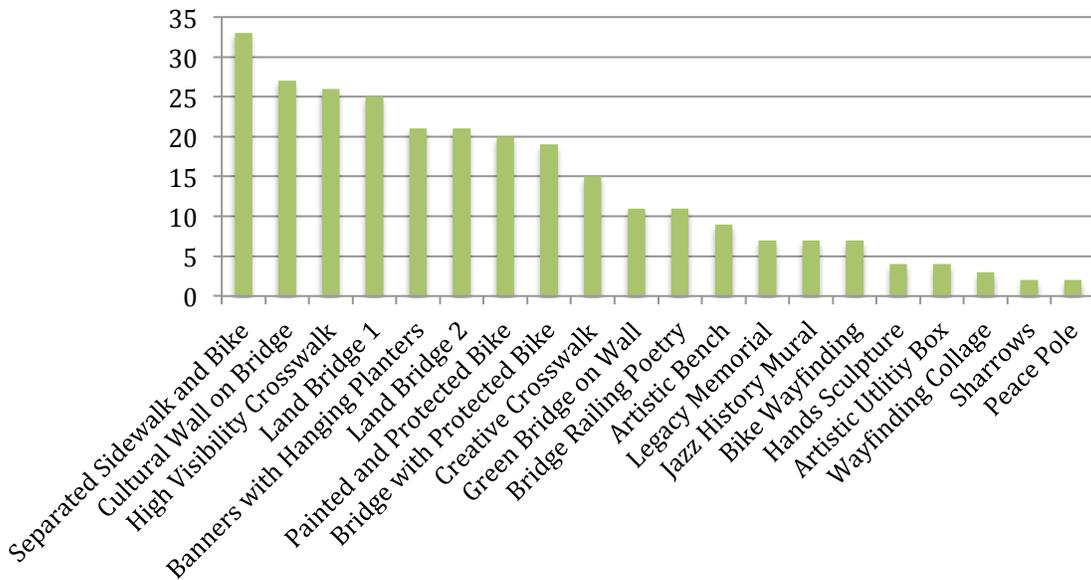


This Post-it data was calculated through adding the Post-it counts collected in person at all events to “Post-it” data collected online.

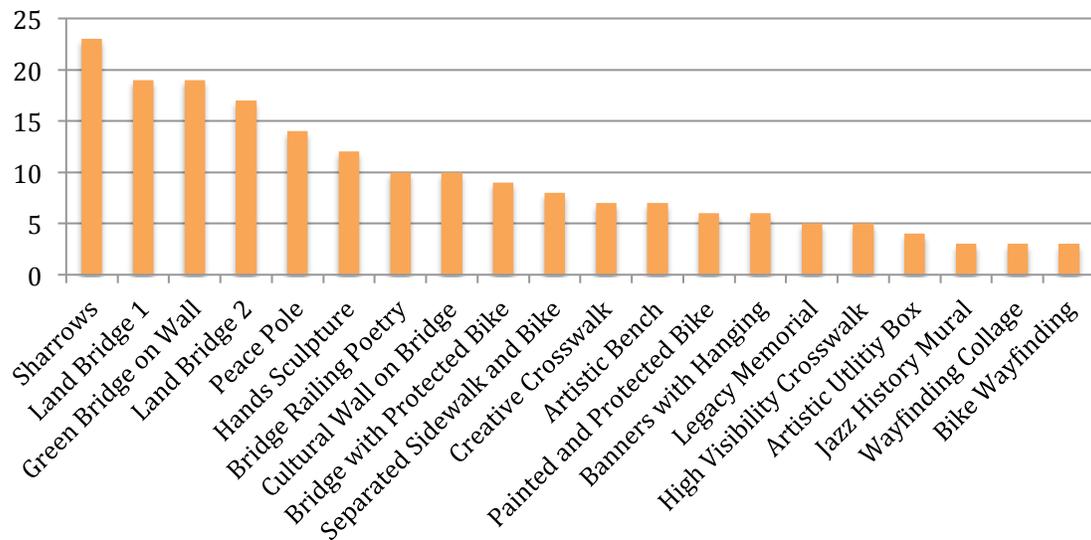
These results (immediately above) determine whether or not a concept is favorable to communities. If “yes” exceeds the sum of “maybe” and “no,” then the concept is identified as a *supported* concept; if “maybe” and “no” exceed the number of “yes” votes, then the concept is considered *unsupported*.

Results in the two figures below measure the level of *enthusiasm* or *concern* respondents feel about concepts.

Best Solutions from the Gallery, Victoria St Bridge, All Survey Respondents



Problematic Gallery Images, Ranking Uncertainty and Concern, All Survey Respondents



Best Solutions

Tier 1- Top Solutions for Victoria St

The Culture Wall on the Bridge and the Separated Sidewalk and Bike Path are both stand-out images with a lot of support from those who voted using post-it notes. These two items also ranked highly from those who took the survey, meaning that enthusiasm for the ideas was also high. The popularity of these two images represent a need for more cultural expression near the Victoria Bridge (and the seven other Rondo Bridges), as well as improved cycling and pedestrian safety.

Culture Wall on Bridge



The Culture Wall on Bridge was the most popular item from the post-it data with **81** green post-it votes, and the second most popular idea from the gallery for all respondents. A wall, or another similarly scaled item that highlights the arts, history, and the cultures of Rondo should be considered on or near by the Victoria St Bridge.

Separated Sidewalk and Bike Path



The Separated Sidewalk and Bike Path image was the most popular idea from the survey, and tied for third most popular from the post-it data, with **71** green post-it votes. Protected bicycle infrastructure should be considered on the Victoria St Bridge, as well on Victoria St North and South of the bridge

Tier 2- Other Top Solutions

A variety of other images were also highly popular among survey respondents and post-it voters. All cycling-related images, except **Sharrows**, fared well with those engaged about the Victoria St Bridge. Both **Land Bridge** images received support and excitement (**Land Bridge 1** is more popular than **Land Bridge 2**). **Banners and Hanging Planters** were popular as a place-making idea in addition to the **Culture Wall**. Additionally, the pedestrian infrastructure ideas of a **Creative Crosswalk** and a **High Visibility Crosswalk** were well received. This mix of popular imagery reveals that an effort to improve the Victoria St Bridge not only needs to tie into the cultural history of the Rondo area, but needs to improve the safety of all modes of transportation and feelings one has on and near the bridge in order to mitigate the effects of cars going through Rondo both on I-94 and on neighborhood streets.

Painted and Protected Bike Lanes



Land Bridge 1



Bridge with Protected Bike Lanes



Banners with Hanging Planters



Land Bridge 2



Creative Crosswalk



High Visibility Pedestrian Medians



Tier 3- Other Solutions

Ideas that received a high amount of support from post-it voters but didn't receive much enthusiasm from survey respondents included art/place making images as well as bridge facility images:

Legacy Memorial
Green Wall on Bridge
Artistic Utility Box
Wayfinding Collage
Bicycling Wayfinding
Bridge Railing Poetry
Artistic Bench
Peace Pole
Hands Sculpture

Problematic Concept

Sharrows



The Sharrow image was not well received by post-it voters and survey takers. It received **19** green post-its, **23** yellow post-its, and **41** red post-its, making it the *only* image to receive more red post-its than green. From the survey, it received very little enthusiasm and the most amount of concern.

A shared bike and car lane should not be considered for the Victoria St Bridge, nor it's surrounding area.

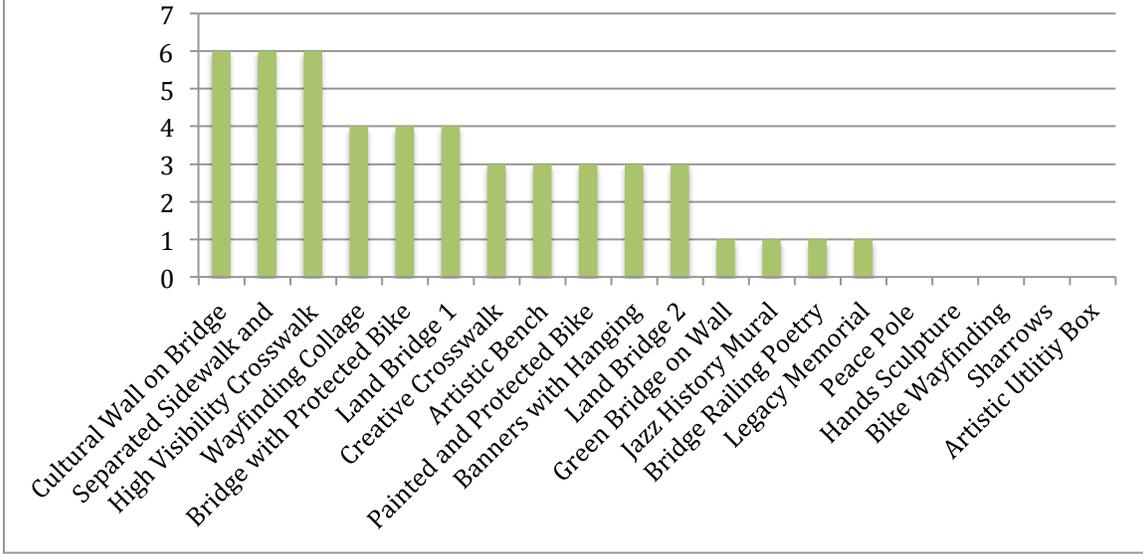
Land Bridge 1, **Land Bridge 2**, and **Green Wall** on Bridge also received a relative amount of concern from survey respondents, addition to the **Sharrow**.

The idea of a Land Bridge in Rondo needs further engagement, community conversations, and consideration. A Land Bridge would offer many benefits to Rondo and surrounding communities, yet could be an expensive project with a considerable amount of construction time.

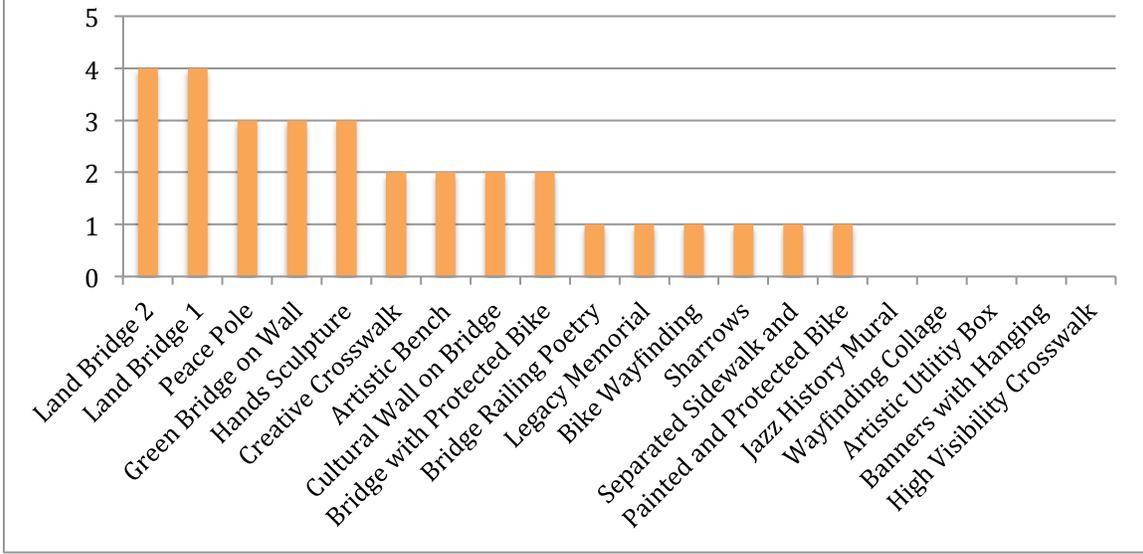
Project Area Perspectives

The Project Area Respondents typically are aligned with the group of all Survey Respondents- the only major difference being that the Wayfinding Collage was relatively popular with the project area respondents, and was not a standout idea for the group of all respondents.

Best Solutions from the Gallery, Ranking Excitement for Ideas, Project Area Respondents



Problematic Images from the Gallery, Ranking Uncertainty and Concern, Project Area Respondents



Ideas for Cultural and Historical Expression of the Rondo Neighborhood

The online survey asked respondents to reply to the following question: “*Could improvements of the Victoria Street bridge over I-94 be **an opportunity to express the culture or history of the neighborhood?***” The paper survey’s phrasing of the question was: “*How could improving the Victoria Street Bridge over I-94 **express the culture and history of the neighborhood communities?***” The following section will summarize common comments and concerns, and will provide quotes from survey respondents.

There was overwhelming **support for the inclusion of Rondo** in the visioning of the Victoria Street Bridge, either through art (murals, sculptures created by and for residents), a cultural or historical wall or installation that highlights either the stories, people, businesses, or memories of Rondo.

Note: Quotations that are followed with “(P)” are from project-area respondents (those nearest the bridge).

“Art, flowers, cultural wall, printed stories of local heroes”

“Create more friendly environments to bring communities together. “

“Definitely important to tell the history of Rondo. The current history of community gardens, the giant table dinner that happened, the African American enclave that continues to exist- i think it has been consistently the largest concentration of black people over the last century.”

“Embracing green space, art to reflect community. Add trash receptacles to help with litter.” (P)

“More community events, more investment of, More pedestrian friendly, neighborhoods on both sides”

“Absolutely - culturally significant displays for the neighborhoods torn down for I-94 construction”

“Yes, info about Rondo and the history of the neighborhood as well as future direction” (P)

“Yes, history of Rondo/I-94. Why it's important to bring connection on Victoria back between Rondo and Frogtown”

“Yes! Ask the people who have been in the neighborhood a long time or who are part of groups heavily represented in the area around the bridge--I'm a multi-generational St. Paulite but a white person new to Summit-University. Maybe a

good place to highlight the history of the splitting of Rondo by 94--there are many elders in the area who would be good to consult about how/if they want that history highlighted (especially on a bridge over the highway!)..." (P)

"Rondo community, Images of homes and businesses that were once there. Wall of memories written by residence of Rondo. (one or two lines) For example: I remember walking to this store. Or that park or we used to do this or that for fun. Something that keeps the Rondo community alive in all of our eyes even if we didn't live there."

"References to old rondo, or what as there before interstate split neighborhood."

"Cultural wall, education signs, placemaking to teach about Rondo and what used to be where the freeway now exists."

"changeable history artistic pieces of the neighborhood. Cultural painting, mosaic pieces at the end of the sidewalk both North and South."

"Yes, some historical information maybe with local residents."

"Yes. We need more visual representation of impact full people, businesses and organizations from the neighborhood--from the past to the present. Something visitors to Saint Paul could walk/drive/bike past on learn from. A mural, image gallery or sculpture could do that, and pay homage to the great history of the neighborhood."

Some survey respondents specifically requested that **women** be included in any sort of installation.

"If legacy or cultural history winds up being part of the improvement plan, please include women. I'm really tired of nearly all roads and perhaps ALL highways being named after men. Rondo and Frogtown history does include plenty of women. I'd also like to see Asian and African stories told together."

Other survey respondents asked for participation of **Maxfield Students**, looking towards the future.

"Yes improvements of the Victoria Street bridge over I-94 would be an opportunity to express the culture and history of the neighborhood. It would include a mural of the cultural history was and is in that area. It would also include artwork to represent the future (which should come from the creative minds of children)."

Some folks brought up the idea of **honoring the legacy of I-94's impact** of going through the Rondo area not only with artistic and cultural memorials, but through

other improvements. Such improvements would **address air quality issues, aesthetic improvements of the bridge** (through color, greenery, lighting, and more), or through **covering or capping the freeway.**

“Recognize the history and stop making the members sick from the pollution, noise and help improve air quality and heat island”

“Yes, a lot of damage has been done to the Rondo neighborhood with I94 dividing it in 1956. I believe that something dramatic could be done to try to help to mend the still very damaged neighborhood. Creating a Landbridge and park with a history wall would be a great start.” (P)

“Definitely important to tell the history of Rondo. The current history of community gardens, the giant table dinner that happened, the African American enclave that continues to exist- i think it has been consistently the largest concentration of black people over the last century.”

Additionally, some survey requested that a memorial not only host the stories and history of Rondo residents, and that **inclusion also be extended to other folks who have lived in the Rondo and Frogtown areas** since the initial time when I-94 divided the area in the 1950's.

“A well-designed bridge with architectural details that reference Asian and/or black culture/history of the Frogtown area could be awesome, especially given how much the black community got screwed over when they built 94, and more green space is always nice. But after the extreme expense involved in building the light rail on the taxpayers' dime, exorbitant unnecessary expenditure on this bridge would be unwelcome.”

“First and foremost as a bridge it needs to be open for traffic and allowing the movement of people and their vehicles. Any expression of culture and history should be of all the cultures of the neighborhood not for single group. Expressing the diversity of a community is fine but with so much has been put up to exclude so much of the neighborhoods residents. Rondo is gone and while many people still mourn it's passing look at what was built here and to the future of the community rather than the past and quit excluding the Asian, Hispanic, European, and other cultural groups that make this area our home.”

Other Ideas for Improving the Victoria St Bridge

When asked, “What other ideas do you have for improving the Victoria St Bridge” survey respondents provided the following comments:

Project Area Ideas:

“Trash Cans! Something color and safe.”

“Shade/cover”

“covered bridge, quieter with skylight ventilation but w accoustic trap”

“none, very comprehensive”

“none”

“Love that ideas are being discussed.”

“I would like to see involvement with the community school next to the bridge be tied in with changes to the bridge”

“Wider bridge to allow increased biking and pedestrian traffic. Blue Light call boxes to call 911 or police. Improved lighting not only at the bridge but in the adjacent neighborhoods where crime could occur.”

“Adding green space so pedestrians feel safe crossing. This could also serve as a community gathering space (like the High Line)”

Non-Project Area Ideas:

“make wider sidewalks”

“Large potted/inground plants and trees. Poetry in sidewalk”

“Bike Lane and flower pots”

“Make the changes sustainable.”

“A line of lighted Peace Poles! (Combining the lighted poetry idea with the Peace Pole idea)”

“Speed up the road, enforce the pedestrian rules, and bicycling rules so the road is safer for everyone”

“Consider traffic flow and stop sign placement from all three modes of transportation - foot, wheels, and motor. Could it be made easier for everyone by changing how and where people stop or yield?”

“I believe a lot of good ideas have already been covered.”

“Sculpture on the bridge?”

“The best thing to do is create a landbridge from Lexington to Dale. This area is GREATLY lacking in green space. There is no where to run or ride your bike without constantly stopping for traffic or worrying about getting hit by a car. The noise pollution is terrible. The benefits of a landbridge to the community would be HUGE. Also, it would make winter driving much safer for those on the highway because there wouldn't be the dangers of ice, rain, or snow. Please don't think small with this. Build something great that will benefit future generations and start to repair the damage done to the Rondo neighborhood. As long as we can see and hear the highway from our houses, the neighborhood will never forget the damage done in the 1960s. “

“your ideas were great! Can't think of any more.”

“Most of the design ideas seem to hide the structural elements of the bridge. “

“Bridges can be beautiful in themselves, perhaps less is more.”

“Smooth pavement.”

“Carts with coffee, baked goods repair station carts etc to encourage commuting by bike”

“These are good enough for me.”

“I honestly dont see what the big deal is. They just put up a new pedestrian bridge just west of here. The current bridge is fairly new and serves its purpose. If you are looking to spend money it would be better spent on a park or paying for more police to help reduce crime in the neighborhood and attract more taxpaying citizens.”

“narrow the lines on concordia and st anthony to reduce the length of the pedestrian crossing”

“Blended light colors that change at night over periods of time”

“Lighting very important”

“Trees, bushes and murals should edge the 1,000 foot wide span, inviting people to linger in a new park that reconnects Rondo. The new Rondo museum could be sited in this park.”

“I think maybe more important than Victoria are Concordia and Saint Anthony. They need to be striped/designed for one lane of traffic. The current craziness makes the approach to the bridge very scary and hard.”

“I am open to creativity”

“Lane markings on the Frontage roads, at least near intersections. Better lighting in the area. More water fountains and benches, better mobility for disabled persons. A more aesthetic bridge”

“some beautiful lighting”

“Do silhouettes of historic figures from the Rondo Community and ensure that the improvements are visible from the bridge and from I-94. . . or as suggested earlier, commission Seitu Jones to do "Ancestors Rising." Remember that people use to bridge to gauge the level of traffic on I-94 and whatever you do should not isolate or block the view from above or below.”

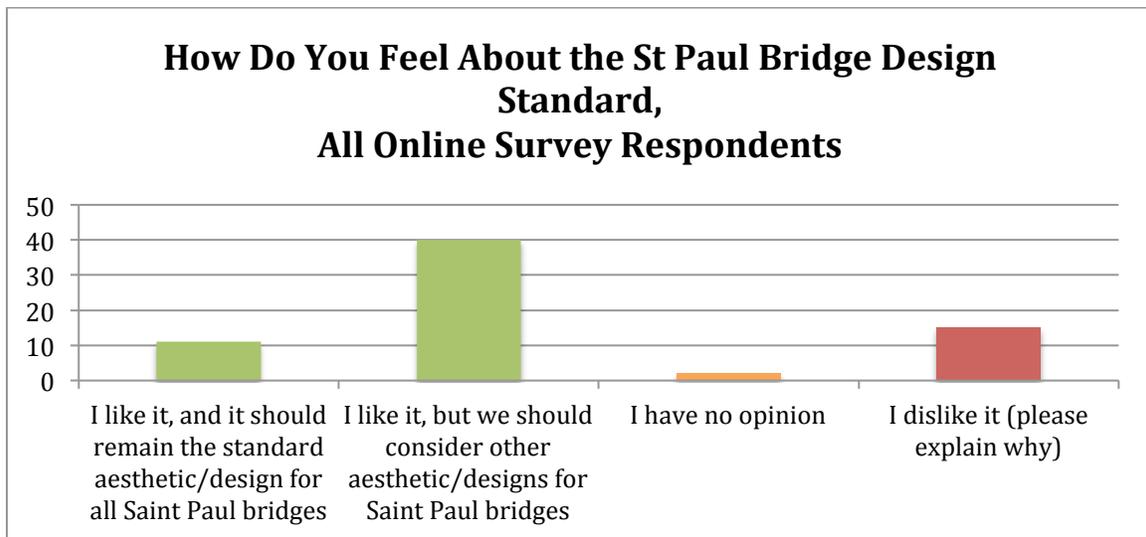
Ideas provided by survey respondents were mixed; some requested improved lighting near the bridge, some highlighted the importance of a land bridge in the area, and some stressed the need for improved safety along the frontage roads of Saint Anthony and Concordia Avenues.

Opinions on the Saint Paul Bridge Design Standard



Photo Credit: Streets.mn

Pictured above is the Chatsworth St Bridge, a pedestrian and bicycle bridge that exemplifies the City of Saint Paul's design standard, adapted in the 1980's.



Generally people are happy with current St. Paul bridge standard (Federalist style, established by the City of Saint Paul in the 1980s). However, the majority of respondents would like the City to consider other aesthetics and designs for St. Paul bridges. Those that disliked the standard generally referred to the bridge aesthetic as plain, utilitarian, and lacking greenery. In reference to the Victoria St Bridge crossing I-94, respondents said that the design should reflect uniqueness and creativity of the area, instead of adhering to the standard design St. Paul uses now.

Appendix A: Gallery of Images

Creative Crosswalk



Peace Pole



Green Wall on Bridge



Hands Sculpture



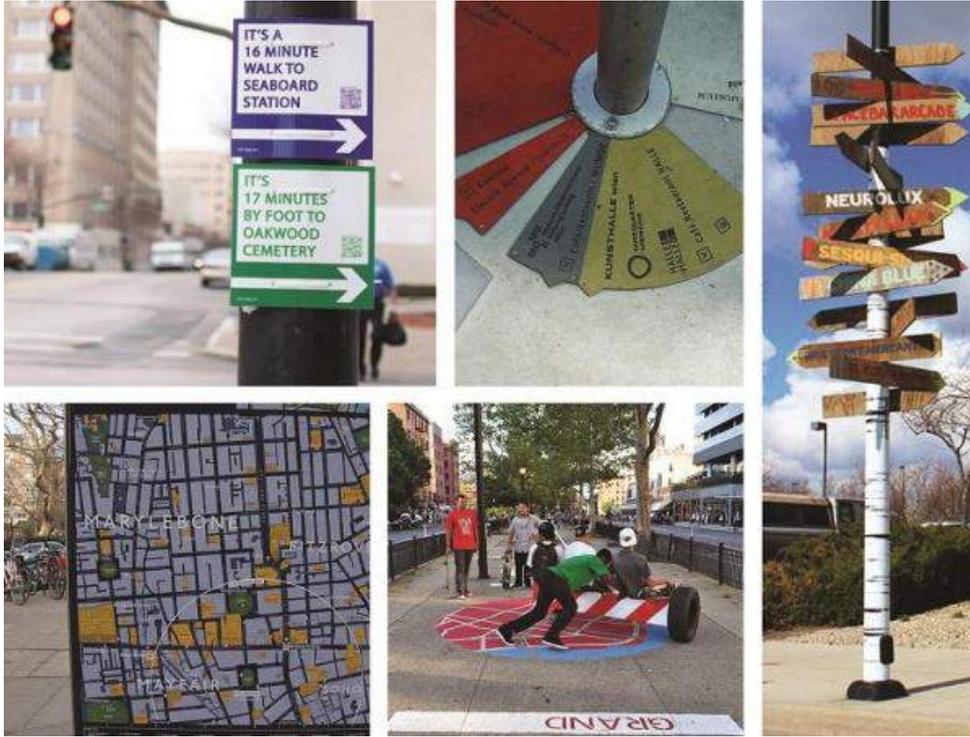
Jazz History Mural



Bridge Railing Poetry



Wayfinding



Artistic Bench



Legacy Memorial



Cultural Wall on Bridge



Bike Wayfinding



Sharrows



Separated Sidewalk and Bike Path



Painted and Protected Bike Lane



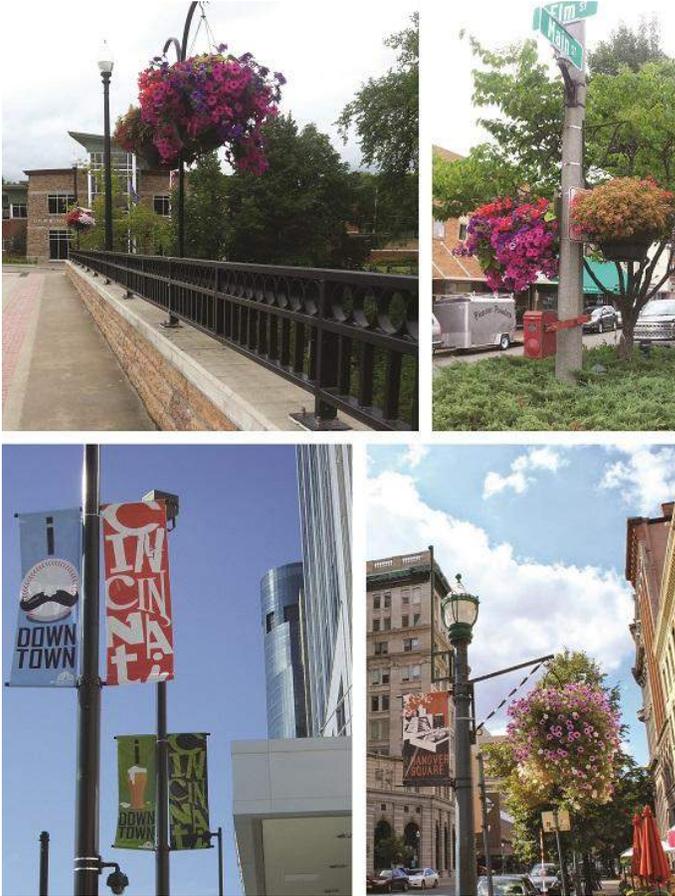
Bridge with Protected Bike Lane



Artistic Utility Box



Banners with Hanging Planters



Land Bridge 2



Land Bridge 1



High Visibility Crosswalk



Appendix B: Survey

⌘ A Better Victoria Street Bridge ⌘ Community Survey

Tell us what you think! Your answers will help guide planning for our neighborhoods.
Your completed survey could win a \$50 gift certificate!

Tell us about yourself. **Which neighborhoods are you a part of?** (Check all that apply)

Rondo

- resident
- business owner
- employee
- student
- other

Summit-University

- resident
- business owner
- employee
- student
- other

Frogtown

- resident
- business owner
- employee
- student
- other

- I do not live, work, or go to school in Rondo, Summit-University, or Frogtown.

What is your favorite bridge in St. Paul, Minneapolis, or anywhere? What do you like about it?

Do you **shop or use services on any of these streets?** (check all that apply)

- Victoria Street
- University Avenue
- Selby Avenue
- Dale Street
- None of these streets

How do you get to those streets? (check all that apply)

- walk
- roll (bicycle)
- roll (wheelchair)
- roll (skate)
- drive
- transit (bus or light rail)
- other: please explain: _____

Do you **take the new Green Line LRT at Victoria Station?**

- Yes
- No, I access the Green Line at another station (please name it: _____)
- No, I don't use the Green Line

If you use the Green Line LRT, **how do you get to the station?** (check all that apply)

- walk
- roll (bicycle)
- roll (wheelchair)
- roll (skate)
- drive
- transit (bus)
- other: please explain: _____

How often do you use Victoria Street bridge over I-94? (Please answer for each activity/mode)

	Most days	At least weekly	Once a month or less	First time/once	Never
Walk	<input type="radio"/>				
Roll (wheelchair)	<input type="radio"/>				
Roll (bicycle)	<input type="radio"/>				
Roll (skate)	<input type="radio"/>				
Drive or passenger	<input type="radio"/>				
Transit	<input type="radio"/>				

What are the **biggest problems or issues** on Victoria Street bridge? (check all that apply)

- | | |
|-----------------------------------------------------------------------|--------------------------------------------------------------|
| <input type="radio"/> There are no problems – it’s good the way it is | <input type="radio"/> Too much car traffic |
| <input type="radio"/> Cars go too fast | <input type="radio"/> Traffic congestion |
| <input type="radio"/> Sidewalks are too narrow | <input type="radio"/> Biking doesn’t feel safe |
| <input type="radio"/> Walking/rolling doesn’t feel safe | <input type="radio"/> Aggressive driving |
| <input type="radio"/> Crossing St. Anthony Avenue is difficult | <input type="radio"/> Crossing Concordia Avenue is difficult |
| <input type="radio"/> Other (please specify): _____ | |

What do you **like** about the Victoria Street bridge over I-94?

Look at the gallery of images. Which ideas are **best for improving** the Victoria Street bridge and **why?** (List up to three images, by number)

- Image # _____ Why? _____
- Image # _____ Why? _____
- Image # _____ Why? _____

Look at the gallery of images. Which ideas would be **problematic** for improving Victoria Street bridge and why? (List up to three images, by number)

- Image # _____ Why? _____
- Image # _____ Why? _____
- Image # _____ Why? _____

What **other ideas** do you have for improving the Victoria Street bridge over I-94 (ideas that you didn’t see today)?

Please rate pedestrian/bicycle features of the Victoria Street by circling the number on the scale below.

	<u>How important is this?</u>					<u>How satisfied are you?</u>				
	Totally Unimportant	Unimportant	Somewhat Important	Important	Very Important	Awful	Problems	Good	Very Good	Excellent
CONVENIENCE										
Directness of route	1	2	3	4	5	1	2	3	4	5
Link to routes/destinations	1	2	3	4	5	1	2	3	4	5
Signage/wayfinding	1	2	3	4	5	1	2	3	4	5
ACCESSIBILITY										
Ease of crossing roads	1	2	3	4	5	1	2	3	4	5
Crossing for mobility-impaired	1	2	3	4	5	1	2	3	4	5
SAFETY										
Personal safety	1	2	3	4	5	1	2	3	4	5
Separation from other traffic	1	2	3	4	5	1	2	3	4	5
Speed of car traffic	1	2	3	4	5	1	2	3	4	5
Winter maintenance	1	2	3	4	5	1	2	3	4	5
COMFORT										
Shade/weather protection	1	2	3	4	5	1	2	3	4	5
Noise barriers	1	2	3	4	5	1	2	3	4	5
Lighting	1	2	3	4	5	1	2	3	4	5
Width of sidewalk	1	2	3	4	5	1	2	3	4	5
Presence & width of bike lane	1	2	3	4	5	1	2	3	4	5
Condition of sidewalk	1	2	3	4	5	1	2	3	4	5
Condition of road	1	2	3	4	5	1	2	3	4	5
Benches	1	2	3	4	5	1	2	3	4	5
APPEARANCE										
Design	1	2	3	4	5	1	2	3	4	5
Plantings or trees	1	2	3	4	5	1	2	3	4	5
Public art	1	2	3	4	5	1	2	3	4	5

How could improvements of the Victoria Street bridge serve as **reconciliation and healing** for communities that were harmed with the construction of I-94?

Thank you! If you include your name and contact on your completed survey, ***you will be entered into a drawing for one of several \$50 gift certificates from your favorite local business.***

Your name: _____

Your email or phone: _____

Your residential (or business) address: _____

The following is used for informational purposes, and will be kept private:

What languages do you speak? _____

Gender: _____ Race/ethnicity: _____

How many kids are in your household? _____

What year were you born? _____