

Friendly Streets Initiative

Lexington, Hamline, and Griggs Better Bridges Report

February 18, 2016

By Lilli Post Johnson and Lars Christiansen,
with a contribution from Robyn Hendrix

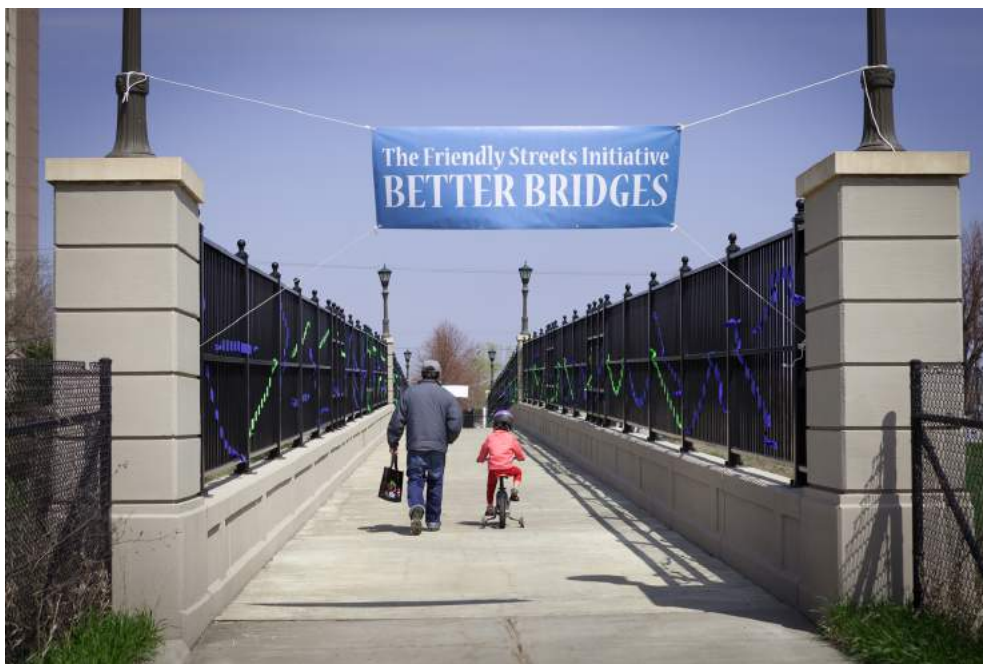


Photo credit: Better Bridges Bash! by Jon Pavlica

Acknowledgements: The Friendly Streets Initiative thanks Lexington-Hamline Community Council, Skyline Community, Union Park District Council, Hamline-Midway Coalition, Lexington Common Bond Community, Central High School, Concordia University, The Trust for Public Land, The City of Saint Paul, Ramsey County, and the Minnesota Department of Transportation.

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Introduction

This Report documents the collaboration of Lexington-Hamline Community Council (Lex-Ham), Skyline Community, Union Park District Council (UPDC), Saint Paul Riverfront Corporation Design Center (SPRC), Friendly Streets Initiative (FSI) and other partners to address the problems of, and find solutions for bridges over I-94. This project, which focuses specifically on Hamline Avenue, Griggs Street, and Lexington Avenue bridges spanning I-94, is part of Friendly Streets Initiative's (FSI's) Better Bridges for Stronger Communities project.

Better Bridges for Stronger Communities

Better Bridges for Stronger Communities – a project of the Friendly Streets Initiative in collaboration with the district councils and other neighborhood groups of Saint Paul – is a community-led effort to re-envision the bridges over I-94. Funded by the Central Corridor Funders Collaborative, the Knight Foundation, and Blue Cross and Blue Shield, FSI's Better Bridges focuses on eight bridges in Saint Paul, Minnesota: Pelham, Fairview, Snelling, Hamline, Griggs, Lexington, Victoria, and Dale. The main components of this work are:

- Block parties and other community events with free food, live music, art activities, and community visioning tools developed by the Friendly Streets Initiative.
- Written and online surveys collecting community ideas and input for each bridge.
- Temporary community-led artistic placemaking and wayfinding installations, and improved walking and bicycling facilities for each bridge that improve the non-motorized experience of crossing over the freeway and allow neighbors to test out ideas that could be implemented in a more permanent way in the future. Examples might include temporary protected bike lanes or bumpouts, improved crosswalks, or sidewalk art.
- Informed by data from the events and survey, the SPRC Design Center will lead workshops to further develop design ideas for each bridge site which reflect the interests, concerns and cultures of each neighborhood.
- A final report and concept plan for each site will document this neighborhood process and provide local input and resources to be used by neighborhood organizers, district councils, city planners, MNDOT engineers, artists, and others involved in future bridge design, repair, and reconstruction projects.

These were the aims, goals, strategies and methods FSI and our partners deployed in visioning for the Hamline, Griggs, and Lexington bridges over I-94.

Timeline

2014

<i>September</i>	Formation of Working Group led by Lexington-Hamline Community Council
<i>October 14</i>	FSI named Knight Green Line Challenge Winner for Better Bridges for Stronger Communities

2015

<i>April 25</i>	Better Bridges Bash!
<i>June 20</i>	Skyline Community tabling
<i>June 27</i>	Skyline Community tabling
<i>June 28</i>	Skyline Community tabling
<i>June 29</i>	Lexington Common Bond Community Picnic
<i>July 16</i>	SPRC Design Center Workshop Preparation meeting
<i>July 19</i>	FSI Initial Report on community input and visioning completed
<i>July 22</i>	SPRC Design Center Workshop
<i>August 5</i>	Skyline Community National Night Out
<i>August 7</i>	Submission to City of St. Paul Request to hold events at Lexington and Hamline bridges over I-94
<i>September 2</i>	Withdrawal-postponement of Hamline closure/event request
<i>September 14</i>	Proposal for Lexington Installations submitted
<i>October 5</i>	Withdrawal-postponement of Lexington closure/event request
<i>October 17</i>	Original proposed date of Lexington bridge event and installations
<i>October 26</i>	FSI receives Good Neighbor Award from Lexington-Hamline Community Council for Better Bridges Project

2016

<i>February</i>	Completion of Final SPRC Design concepts Completion of Final FSI Report
<i>Spring</i>	Pursuing installation opportunities

Executive Summary

Key Findings and Recommendations

FSI's Better Bridges project has two primary goals: To develop a vision for future improvements to the bridges over I-94, and to install features of that vision on at least a temporary basis (as demonstrations). We have achieved the first goal for Hamline, Griggs and Lexington (see attached document produced by SPRC), and we are working to achieve the second in Spring 2016. What follows are the key findings for Lexington Parkway, Hamline Avenue, and Griggs Street bridges of I-94, from data generated through extensive outreach efforts.

Lexington Parkway bridge over I-94

Of the three bridges that are the focus of this project, Lexington Parkway bridge over I-94 is the highest priority for residents in terms of severity of problems and need for improvements. With many residents and high school students in close proximity to the bridge, as well as commercial and other amenities north and south of the bridge, there is a strong need for safer means by which to walk and roll on or across Lexington Parkway. Respondents who have walked, rolled, or bicycled on or across Lexington report that they feel threatened by conditions caused by motor vehicle traffic behavior.

These conditions betray the parkway designation of the road. While south and north of the bridge there are greenspace medians with signage announcing "Lexington Parkway," the bridge itself lacks these qualities. Moreover, spanning eight lanes plus two wide shoulders, with chain link fencing and edge-to-edge concrete and asphalt, the volume and intensity of the motor vehicle traffic render the aesthetics unpleasant and fearful. There is a strong desire among community members to recover a sense of parkway and increase placemaking qualities along the bridge.

When supplied opportunities to consider many possible ways to improve the bridge, favored solutions for Lexington are: **walking and bicycling physically separated from motor-vehicle traffic**, or some form of **protected bicycle lane**, and converting the bridge into a **land bridge**. These three concepts received the greatest and most enthusiastic support. Placemaking ideas for the bridge that also received enthusiastic support include **high visibility pedestrian crossings**, **bridge lighting in colors**, and **artwork**.

While these results show a strong desire for improved walking and new bicycle facilities on Lexington Parkway, our community engagement process revealed a point of division on the question of bicycling on Lexington. There is some uncertainty in

the community about the presence of bicycling on Lexington – some saying that it is needed to serve local residents, to be another means for bicyclists to travel north and south, and to serve students attending Central High School. Others, including our partners at the City of Saint Paul, believe that bicycling should not be accommodated on Lexington, that the reason Lexington is not on Saint Paul’s bikeways plan is that it is a road to accommodate motor vehicle traffic while both Chatsworth (to the East) and Griggs (to the West) are pedestrian and bicycle bridges that can serve the north-south needs of bicyclists. On this question, FSI leans toward opinions expressed by community members in favor of bicycle facilities. While we understand and support the general logic of the spacing of bikeways to achieve a bona-fide bicycling network in St. Paul, we hold that all north-south routes – especially because of their scarcity – should accommodate non-motorized transportation; we feel this especially strongly in the case of Lexington due to the presence of Central High School and the need for those located south of the bridge to access University Avenue and the Green Line.

Another important note for this summary is that -- due to uneven support from district councils representing communities proximate to the Lexington bridge (strong support and collaboration from some, near absence in another) -- we had less input from those living East of Lexington than those West. This remains a priority corrective for working group members, and steps are continually being taken to achieve inclusion of all relevant publics. FSI sees pursuing temporary installations as collaborative projects with inclusive potential.

At present FSI is pursuing installation opportunities on or near the Lexington Parkway bridge. Discussion about the processes leading up to the present, and an evaluation of the collaborative relationships we have built with our public agency partners, are below (page 11) in the section “Relations with community members, organizations, and public agencies.”

Hamline Avenue bridge over I-94

The Hamline Avenue bridge over I-94 presents similar challenges to walking and riding as Lexington Parkway. In proximity to the bridge are heavily used organizations including Concordia College (to the south), a Super Target and other big box retailers, as well as the Green Line LRT at University Avenue (to the north). Consequently, motor vehicular traffic is voluminous and moves at a pace and speed of urgency, too quickly for the comfort of those who walk, bike and roll. The pedestrian experience is particularly problematic, with contradictory and unclear messaging coming from signage and intersection design, particularly at the northern end of the bridge. Generally crossings are difficult on foot or wheelchair, and bicyclists ride without any visible support (infrastructural or signage) from the City. Related to these problems, and notable, are very challenging mid-block crossings of Hamline

Avenue attempted by those walking to/from Target, and Concordia University students (and others) crossing to/from Concordia's stadium; solutions should be sought to accommodate safe crossings (prohibition of the movements, without changing meaningful destinations, will fail).

Leading solutions expressed by community members include **protected bicycle lane, walking and bicycling physically separated from motor-vehicle traffic**, converting the bridge into a **land bridge**, and **creative crosswalk**. These findings are similar to Lexington, though bridge conditions are substantially different (Hamline's has four lanes, to Lexington's eight). Also desirable is the addition of **artistic elements** to the bridge; though SPRC's workshop the idea of an **art wall** on the West side of the Hamline bridge is proposed (see attached SPRC recommendations).

Ideas to improve non-motorized movement not only address current needs, but anticipate future plans to make Hamline Avenue a 'complete street,' particularly the fact that Hamline Avenue is on the Saint Paul bikeways plan. Indeed, construction of the bicycle facilities on Hamline Avenue north of University Avenue is scheduled for 2016; we expect that the realization of the remainder of bicycle facilities south of University Avenue would follow soon thereafter. Hence the insights, visions, and designs presented in this Report can guide that planning once it commences. In the meantime, there is the opportunity to pursue possible installations at Hamline Avenue and I-94. However, because community members have prioritized Lexington Parkway, planning for installations at Hamline Avenue have not, at present, begun.

Griggs Street bridge over I-94

Having been recently built, and utilizing many state-of-the-art facilities for pedestrian and bicycling use and safety, many people are satisfied with Griggs bridge the way it is. It is a credit to community members and organizations, the City of Saint Paul, and the Minnesota Department of Transportation that the Griggs Street bridge received such positive feedback throughout the Better Bridges project.

There remain, however, areas for improvement. While there have been commendable improvements to crossing St. Anthony and Concordia, those intersections are still cited as challenges for pedestrians. These residual problems have led community members to rank highest among solutions a **high visibility pedestrian crossing**. The other leading concept was (as with Lexington and Hamline), conversion of the bridge into a **land bridge**. In fact, the land bridge concept may be particularly suitable for this bridge location because of the gardens and greenspace to the south, the proposed greenspace to the north (an effort being led by the Trust for Public Land), and the immediate proximity of residents at Skyline to the highway.

Other ideas to improve Griggs Street bridge over I-94 include placemaking and artistic additions including archway indicating neighborhood, lighting with colors, tiled mural (scaled to the bridge), bridge poetry on railing, and creative crosswalk. FSI believes that many of these ideas could be pursued at relatively modest cost and with great potential as community building exercises.

In addition to continuing to improve upon the Griggs Street bridge over I-94, FSI recommends continued community organizing and attention to the connection between St. Anthony and University Avenue. Working closely with Skyline Tower communities, Lex-Ham Community Council, and the Trust for Public Land should yield a powerful coalition to advocate and achieve a new park across Griggs from Skyline, and improved lighting and aesthetics along Griggs to University. In addition, such plans could coordinate well with a future reconstruction of the Griggs Street bicycle/pedestrian into a land bridge, which should be pursued with all deliberate seriousness. The efforts undertaken by FSI and our partners over the last year have set up an excellent foundation for such work.

A note on land bridges

Land bridges – extraordinarily wide crossings over interstate highways that may achieve varied land uses – is a well-supported concept throughout all of FSI’s Better Bridges project. The appeal we believe is four-fold:

1. Land bridges allow for a space to be created that could be experienced as a park, as greenspace, with improved aesthetics, air quality, and the like.
2. It would reduce the impact of the highway – aesthetic, health – on communities proximate to the bridges.
3. It provides the opportunity for the recovery housing and economic activity that was destroyed by I-94.
4. It is a powerful symbol of recovery and resilience in light of the traumas experienced by communities, particularly those of modest means and those of color, in the construction and subsequent impacts of I-94.

Without question the land bridge concept is ambitious in scope and cost, but so was the Interstate highway system.

Areas near highways are compromised in terms of their livability. This is clearly demonstrated in epidemiological research. People who live within about 200 meters or spend a substantial amount of time near a major freeway are exposed to pollutants that have been connected with health hazards. The pollutants that have been connected to the

health hazards in this study are ultrafine particles (UFP), black carbon (BC), oxides of nitrogen (NO_x), and carbon monoxide (CO). These pollutants have been connected to the development of asthma and reduced lung function in children, as well as cardiac and pulmonary mortality¹. The scale of the solutions for the bridges over I-94 should match the scale of the problems created by it. Land bridges better approximate the scale of the solution than would changes to the current bridge design standards (though the latter is at least a step in the right direction).

We note that when we asked respondents to identify concepts that they thought were “problematic” (which we intentionally do not define for the respondent), land bridges ranked highest. That is very interesting given that land bridges register very high in support and level of enthusiasm. What this indicates that people have questions about land bridges: What would be the cost? What about the impact of construction? Clearly the land bridge idea resonates positively with publics, and people have many questions about them.

Improving Concordia and St. Anthony

Improving bridge crossings means addressing roads that intersect/are perpendicular to Lexington Parkway, Hamline Avenue, and Griggs Street. Of chief concern are the two roads that are most proximate to I-94, Concordia and St. Anthony. And of particular difficulty are intersections at Lexington Parkway on all corners, and the west-bound portion of St. Anthony at Hamline Avenue, where crossing is complicated by on and off-ramps of I-94.

These parallel access roads to I-94 are a source of difficulty for residents who live on them and for those attempting to cross via the bridges. Both roads are designed with limited parking or stops. They mimic the highway and seem to adopt the psychology of highway driving; this is achieved from the fact that on-off exit/entrance ramps serve a transitions from neighborhood driving to highway driving; and because the design of Concordia and St. Anthony with limited reasons to stop or slow motor-vehicle traffic. Crossing difficulties have been confirmed by local residents. Due to this, the SPRC Design Center have included plans to modify Concordia and St. Anthony such that they become more multi-modal (**protected bike lanes** are proposed), **improve sidewalks** and **greening**, and **add parking**, all of which is intended to (among other aims) mediate motorized vehicular traffic for the purpose of increasing the safe movement of others using non-motorized modes.

¹ Brugge, Doug, John L. Durant, and Christine Rioux. 2007. “Near-highway Pollutants in Motor Vehicle Exhaust: A Review of Epidemiologic Evidence of Cardiac and Pulmonary Health Risks.” *Environmental Health*.

Relations with community members, organizations, and public agencies

FSI works very hard to keep up with the ambitions of our community partners; this is an FSI principle to which we are absolutely committed. Because FSI's approach is grounded in community organizing (relationship and trust building), our work involves multiple (dozens, if not hundreds) of assemblages of community members, designers, public agency representative from the City, County, and State; meetings and gatherings that range from one-on-ones to 400-person parties. To be successful with a public space that the State, City, and sometimes County express authority – the bridges – our public agency partners were included from the beginning. This organizing approach led to a broad the conversation about the conditions of the bridge and the continuing impact of the highway on the lives of residents near, and others who frequently encounter/use, the highway. By examining the conditions of the bridges, and visioning for their improvement, we have brought many community members in contact with public agencies, and it is our hope, and our expectation, that the aim of mutual education – a better understanding of the perspectives of local citizens and the public agencies charged with care for public facilities – has been achieved. We have built relationships that we continue to work on.

Evidence of the attention paid to community members by the City, County, and State is clear in the consistent ways in which those agencies have devoted personnel to engage with the Better Bridges project. It is noteworthy that, while on a Minnesota Public Radio program discussing the legacy and future of the highway, Better Bridges was mentioned twice by Brian Isaacson of MNDOT. To date, MNDOT has reached out to FSI for input on community input regarding the I-94 managed lane project; they report that the work we are doing on the bridges is obviously of direct relevance.

However, with all of this success comes the difficult reality of the challenge to make actual changes, even temporary ones, to the bridges. In the case of the project that is the focus of this report – the three bridges of Lexington, Hamline, and Griggs – the community members we are working with elected to prioritize Lexington Avenue bridges as the first bridge on which to install improvements. The motivation came from the fact that, between the three bridges, Lexington Avenue is the most problematic, the most dangerous, the least aesthetically pleasing; and there are people who live very near it as well as a well-regarded high school (Central High School). Add to this the fact that there is a Green Line LRT Station at University and Lexington, along with other businesses, this leads to the desire to address Lexington above the others.

To honor this, FSI attempted to gain permission to execute installations on Lexington Parkway bridge, as chosen by community members. However, even though FSI came

very close to receiving permission to close Lexington Parkway for a day (October 17) during which the installations could be built, our public agency partners opposed the idea of installations remaining beyond a single day. The community insisted that installations should be run as tests over a period of time. The installations requested were: greening the median; changing the timing of signals for pedestrians; installing a protected bike lane on the west side of Lexington; installing “Walk Your City” wayfinding signage; installing a community identifier at the off-ramps from I-94 so that motorists will be informed that they are entering a neighborhood; and installing a pocket park at the southeast corner of Lexington/I-94 intersection.

At present, we are pursuing the Walk Your City wayfinding signs and the pocket park at the Southeast corner. MNDOT has committed to a mill-and-overlay project on the Lexington bridge, but despite the community engagement and input, they will not be making any infrastructural changes to the Lexington other than achieving ADA compliance at sidewalks (which is an important positive step, but the least that could/should be done). This result is evidence of MNDOT and the City’s commitment to keeping Lexington as primarily a motor vehicle-oriented portion of Lexington Parkway, while prioritizing other modes as secondary or tertiary. Clearly this result reveals public agency plans and work at odds with community desires. From FSI’s perspective, we will continue to work with public agency partners to collaborate on improving bridge crossings. However we note that by not making other infrastructural or placemaking (e.g., greening) changes to Lexington, our public agency partners are risking the good will they have generated amongst community members, particularly those community members who have been most interested in Lexington Parkway. Given the historical legacies of large infrastructure projects on communities, this good will is fragile to begin with. If we are to achieve not just trust, but a *resilient* trust, then public agency partners must show, through action, that community voices matter in planning processes. At some point, for each community member, improvements delayed are improvements denied. These improvements are meant to address not just the health and safety of people who use these bridges, but also to affirm their dignity as human beings and citizens moving along public space, and utilizing the most livable and sustainable, least harmful ways of getting from here to there.

Bridge Conditions

Lexington Parkway bridge over I-94

Lexington Parkway bridge over I-94 consists of eight lanes, with two significantly wide shoulders, that serve nearly exclusively motor vehicle traffic, a substantial portion of which is maneuvering on or off of I-94. There is also a presence of truck traffic, due to the state's official designation of Lexington Parkway, from Concordia to University, as a truck route. Lexington Parkway is also designated as a Parkway, though signs of that are absent on the bridge. Signage and landscaped medians north and south of the bridge signal the Parkway, though the roads quality as such is less evident between the bridge at University Avenue (in the truck route portion).

Aerial view of Lexington Parkway bridge over I-94



Source: Google maps

The bridge lacks green qualities, save for the corners. The fencing on the bridge is chain link. When not obstructed sidewalks on the bridge are passable.

Street view conditions of Lexington Parkway bridge over I-94



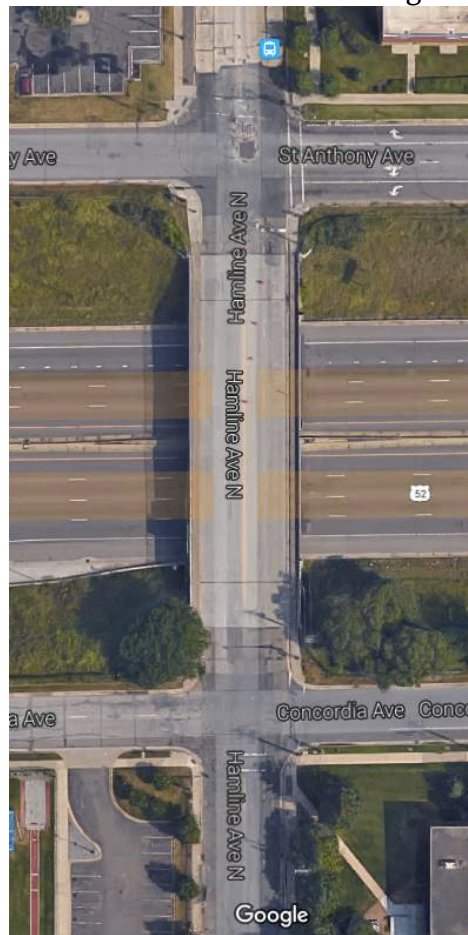
Photos by Robyn Hendrix

Those who roll experience difficult gradient challenges at the bridge, and pedestrians in general have trouble crossing Concordia and St. Anthony safely as they negotiate left-turning motor vehicle traffic onto I-94 entrance ramps. Crossing Lexington east-west is also challenging; the width and signal timing forces pedestrians through two cycles including a wait in the median.

Hamline Avenue bridge over I-94

Hamline Avenue bridge is four lanes with small shoulders. The bridge railing is a combination of a minimalist version of the City's bridge design standard and black chain link. Pedestrians crossings are a significant challenge, with problems in signage, gradient, and obstructions. As described above, a University is placed just south of the bridge, while big box retail is located to the North. Hamline Avenue is mostly a residential street; however due to the presence of a west-bound off-ramp from I-94, there is highway traffic that flows onto Hamline Avenue, some of which is directed toward big box retail to the north.

Aerial view of Hamline Avenue bridge over I-94



I' Source: Google maps

Street views of Hamline Avenue bridge over I-94



Photos by Robyn Hendrix

Here are examples of problematic pedestrian facilities at Hamline Avenue bridge.

Hamline Avenue and St. Anthony,
West side facing South



Photo by Robyn Hendrix. Note conflicting messaging of signage directing pedestrian movement.

Hamline Avenue and Concordia,
East side facing South



Photo by Jon Pavlica.

Griggs Street bridge over I-94

Griggs Street bridge was built several years ago to serve as a north-south passage over I-94 for those who walk, bicycle, and roll. It's aesthetic is the City's Federalist bridge design standard.

Griggs Street bridge decorated for the Better Bridges Bash!

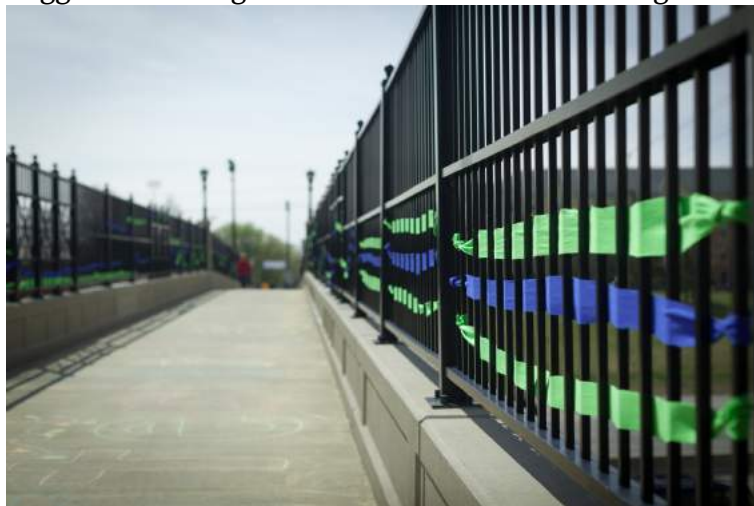


Photo by Jon Pavlica

Across Concordia to the north are residences, a community garden, a park, and recreation center. Across St. Anthony at the south is Skyline Community and surface lots, one of which is vacant; plans to acquire the lot and make it into a park are ongoing, led by the Trust for Public Land.

Griggs Street bridge over I-94



Source: Google maps

Community Engagement

FSI and our partners began a community-wide conversation about the bridges over I-94 with the Better Bridges Bash in Spring 2015. That conversation was extended into further outreach events, as well as SPRC's Design Center workshop.

Better Bridges Bash!

The Better Bridges Bash! was held on April 25, 2015, as a party and conversation about the Lexington, Hamline, and Griggs bridges over I-94. With permission to close St. Anthony, we were able to hold the party at the intersection of St. Anthony and Griggs Street. As we do with our other block parties, the event consisted of a gallery of images (of concepts for visioning possible improvements for the bridges), three large maps (one for each bridge), a survey (in three languages – English, Somali, and Oromo; and with two translators present), sports (soccer, basketball), and arts (see the “Arts” section below for a complete list). The event attracted 400 hundred people including many residents from near and within the project area, as well as representatives from organizations (e.g., Trust for Public Land; Eureka recycling; others) and public agencies (the City's Mayor's office, several staff from the MNDOT including Commissioner Zelle, and the Saint Paul Police Department, and Ramsey county). Food was catered by nearby restaurants (Pizza Luce; Flamingo).

Basketball at Skyline



Photo by Anne Parker

Drumming on Griggs Street



Photo by Anne Parker

In addition to these photos, other photos from the event are on the cover of this Report.

Skyline Community outreach beyond the Better Bridges Bash

On June 20, 27, and 28 FSI and our community partners tabled at Skyline Community as part of an ongoing effort to learn about the experience of living at Skyline, near the highway and the Griggs bridge. These outreach efforts built upon the Better Bridges

Bash, leading toward the SPRC design workshop that would follow in July. After that workshop, we continued to do outreach at Skyline Community, specifically at their National Night Out in early August.

Lexington Common Bond Community Picnic

Held on June 29 in the surface lot of the Common Bond Community located on St. Anthony near Lexington, FSI hosted a picnic that provided a chance for residents to provide input on the conditions of the bridges. They had a special interest in Lexington Parkway bridge, given their proximity. Approximately two dozen people participated in the picnic and provided input on the gallery of images, on surveys, and of course in conversations.

Common Bond Community Residents
Considering the gallery



Photo by Robyn Hendrix

SPRC Workshop

The Saint Paul Riverfront Corporation Design Center, utilizing data gathered at public engagement events prior, held a design workshop on July 23, 2015. This workshop was held at the Western District Saint Paul Police Department, and included representatives from MNDOT, Ramsey County, and the City.

Evaluating Griggs Avenue



Photo: Jon Pavlica

Evaluating St. Anthony and Hamline Avenue



Photo: Jon Pavlica

Evaluating Lexington Parkway and Concordia



Photo: Melvin Giles

Workshop in progress



Photo: Jon Pavlica

Design in progress



Photo: Jon Pavlica

The workshop resulted in three design plans, one for each bridge, as well as design plans for Concordia and St. Anthony. These plans accompany this Report as an attachment.

Arts

The April 2016 Better Bridges Bash block party included the following performances and art activities:

Soul Line Dance performance and demonstration led by Tina Jackson from Jimmy Lee Recreation Center

Music performance by Tom & Mira Kehoe and their Brazilian jazz band Xibaba, with juggling by acrobatics and theater artist Maliya Gorman-Carter

Mira Kehoe presented an interactive activity where people could write dreams, ideas and visions for the bridges on a leaf that was added to cardboard art trees. These acted like a demonstration of what it would be like to have more trees planted in the area around the bridge. Xibaba band members also led a small group of partygoers in a kazoo & music parade over the bridge during the festivities.

Music performance by the Lex-Ham Community Band

Music and spoken word performances by Rich Garvey, Pierre Fulford and Eemanna Rivers in partnership with the High School for Recording Arts

Performance and demonstration/workshop by Heart & Soul Drum Academy, led by Jesse Buckner

Members of the Frogtown Crew MC'd the event and provided sound system support via their Mic on a Trike.

Games, hula hoops, bubbles, and art activities with the SPARKit by Soozin Hirschmugl, in partnership with the Trust for Public Land

Working group members and FSI Artist Organizer Robyn Hendrix prepared and presented a community painting activity with three wooden benches, which were painted in the hopes of future installation at various locations around the neighborhood.

Nearby resident Jim Kurralle came to the party dressed up as the Cat in the Hat as a fun surprise, and Jim was later hired by Friendly Streets to appear as the Cat in the Hat again at a smaller community BBQ event at the CommonBond Communities property at the corner of Lexington Parkway and St. Anthony Avenue.

Survey Results

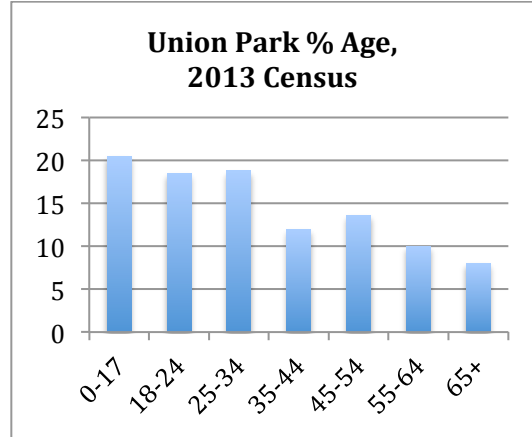
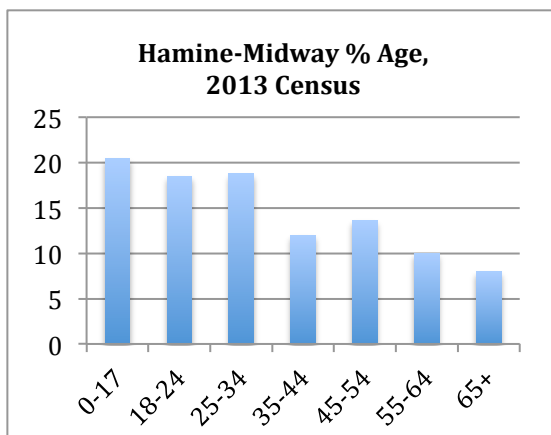
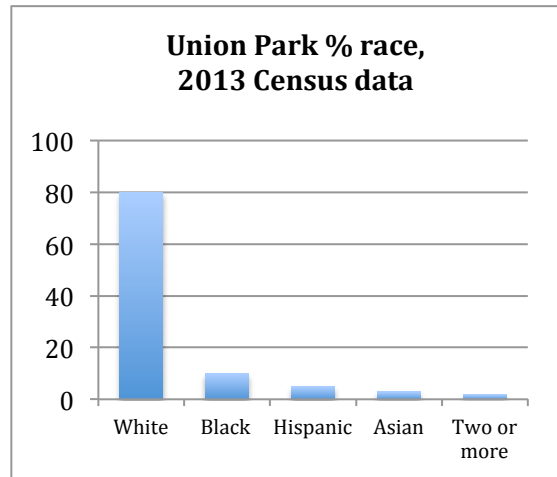
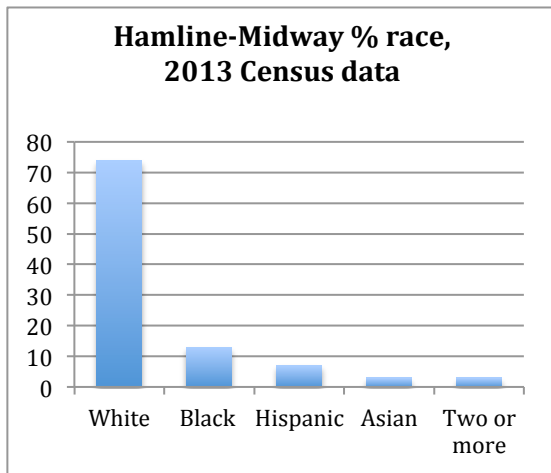
Surveys for the three bridges of Hamline Avenue, Griggs Street, and Lexington Parkway were collected at three community events as well as online.

Better Bridges Bash (April 25, 2015)	71
Skyline Tower Open Hours (June 20, 27 and 28, 2015)	13
Lexington Common Bond Community BBQ (June 29, 2015)	16
Online	<u>168</u>
Total	268

Demographics

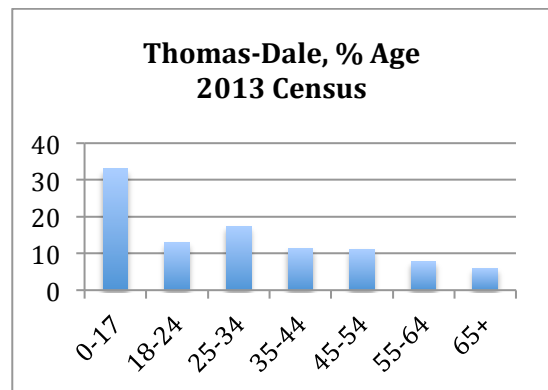
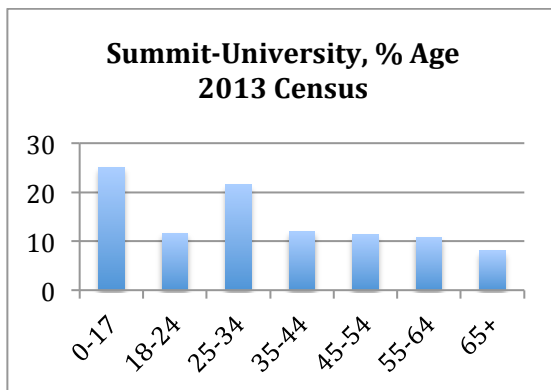
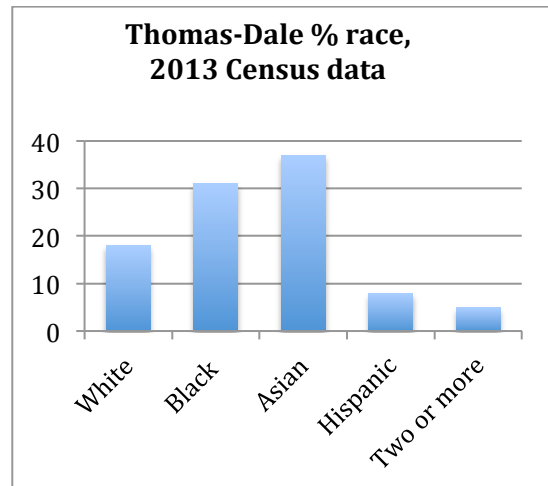
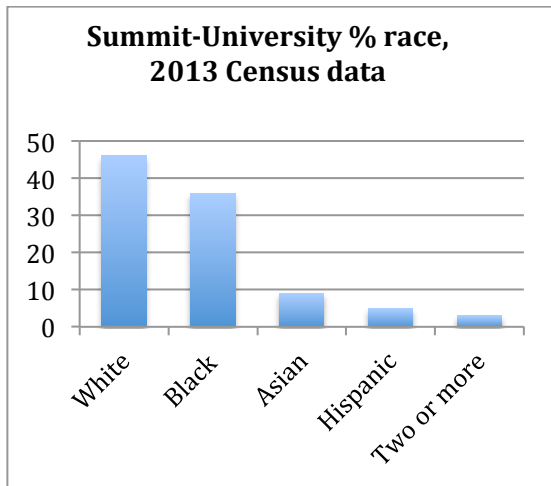
Race and Age

The two neighborhoods most proximate to Hamline Avenue and Griggs Street are Lexington-Hamline/Union Park and Hamline-Midway. Along with the western half of Lexington Parkway, these two neighborhood comprise five-sixths of the publics most proximate to all three bridges.



These results show two neighborhoods that are relatively white and young; comparisons to Saint Paul as a whole reveal disproportionate over-representation of those who identify as white/Caucasian, while age categories are a close match to the larger city.

Lexington Parkway serves as a designated border between Lex-Ham/Union Park, and Rondo/Summit-University.

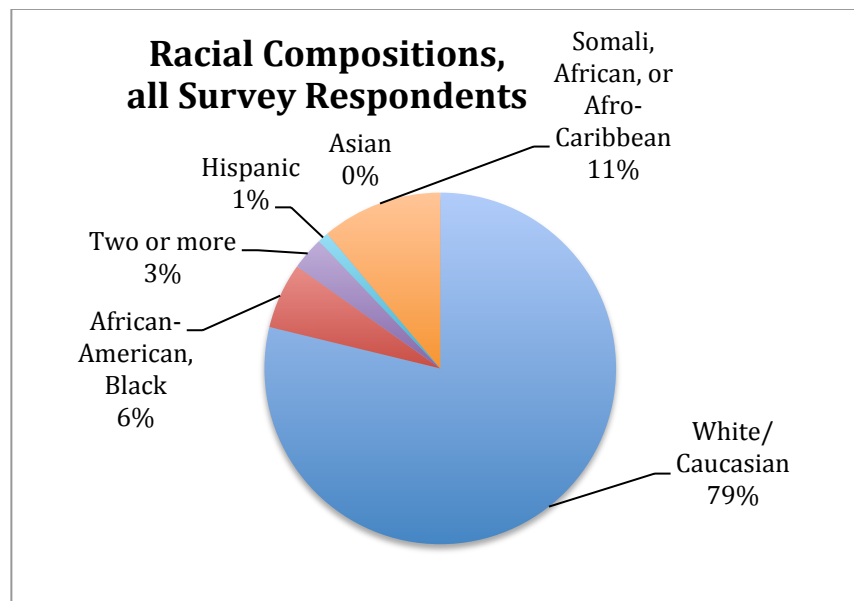


Summit-University reflects a broadening trend of the diversification of populations in the U.S., Minnesota, and the Twin Cities. Thomas-Dale is the only neighborhood of the four where non-white groups outnumber whites. Both neighborhoods are majority people of color. Both are also characterized by a 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

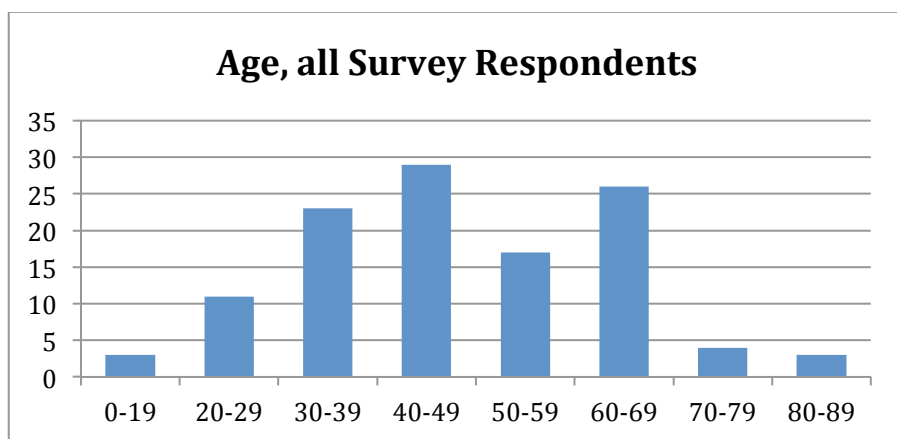
Caucasian or White	71%
Somali /Somali Black	8%
African American or Black	6%
Caucasian/European (German, French, British, Italian, and Greek)	3%
African	2%
European	2%
European/American	2%
Human	2%
American	1%
Afro-Caribbean	1%
Black/Mexican	1%
Caucasian/Asian	1%
Islamic	1%
Latina	1%
Black/Native American/White	1%
Did not designate but questioned relevance of question	1%



The total of White or Caucasian of survey respondents equals about 79% (from the categories of Caucasian or White, Caucasian European, European and European/American), while the total of survey respondents of color equals about 20% (from the categories of Somali /Somali Black, African American or Black, African, Afro-Caribbean, Black/Mexican, Latina, Black/Native American/White).

Given the bridges in question, we expected that approximately 5/6ths of respondents to be from the Lex-Ham/Union Park and Hamline-Midway neighborhoods, and approximately 1/6th to come from Frogtown and Summit-University. Hence, the racial composition of the results is close to the racial composition of the two neighborhoods most closely affiliated with the bridges, Lexington-Hamline/Union Park and Hamline-Midway (see data on page 23). We note that our outreach at Skyline Community was successful in bringing Somali and Oromo opinions and voices into the planning process.

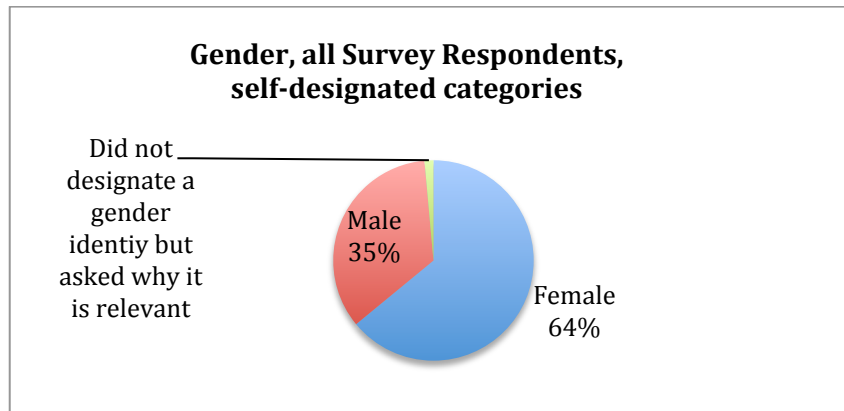
While our racial composition results match what was expected based on neighborhood Census data, the same was not true for age. This is a continuing pattern for FSI. We are able to achieve age diversity at our community engagement events, and indeed we note that people under 18 will supply opinions to our gallery of images. But they are unlikely to take a survey, either in person or online. Consequently, our survey data looks like this:



These results reflect disproportionate over-representation of middle-age and older persons, and under-representation of those under 30, relative to neighborhood Census data.

Gender

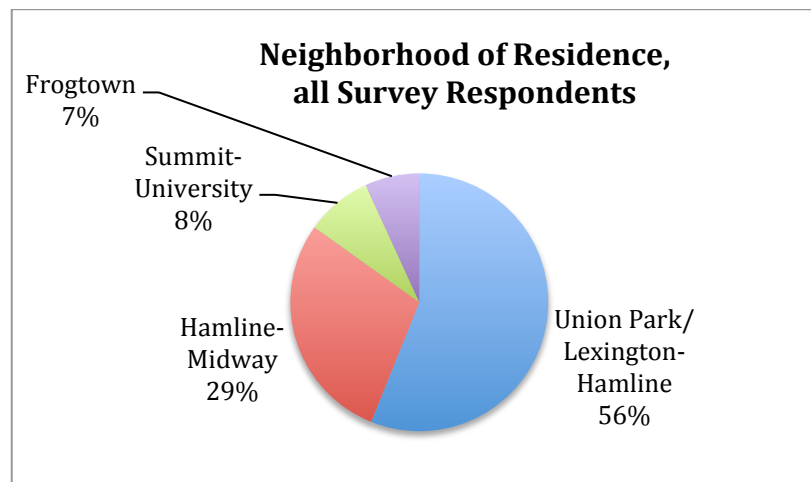
FSI has yet to do a gender analysis on the data we collect through our projects, yet we always ask and note just for such an occasion. For this – the Lexington, Hamline, and Griggs Better Bridges project – our results show more women than men and others responding to our survey:



A small percentage of respondents did not designate a gender but questioned why Friendly Streets asks for such demographic identity questions- the Friendly Streets Initiative aims to be transparent about the folks who are represented through it's survey taking and recognizes that folks of different racial, gender, class, and geographic backgrounds may experience places with different perspectives

Neighborhood Affiliation

Survey respondents were asked which neighborhood they are a part of, and how (as residents, workers/employers, students).

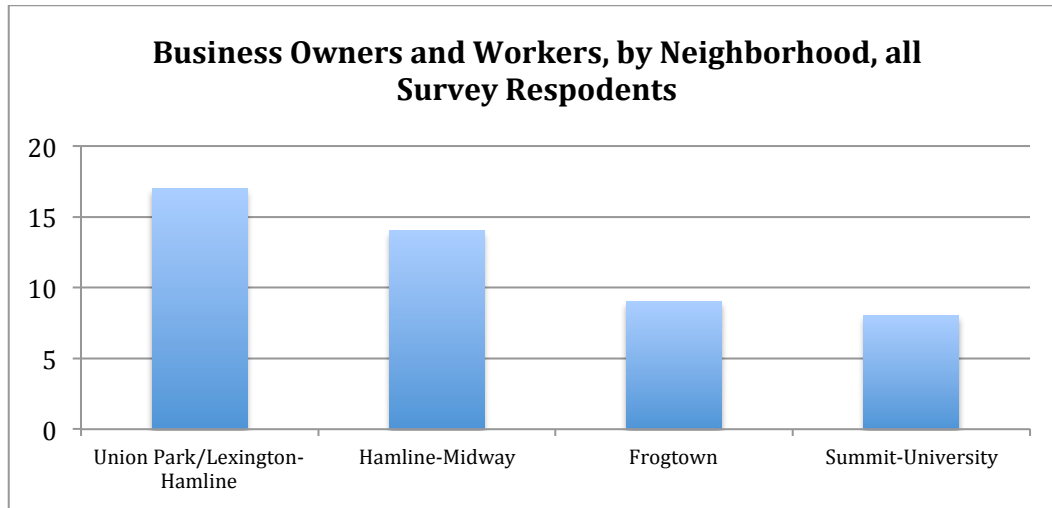


As stated above, we expected that approximately 5/6ths (83%) of the respondents coming from the Lex-Ham/Union Park and Hamline-Midway neighborhood, and 17% from Frogtown and Summit-University. We achieved nearly this -- 85% were from Lex-Ham/Union Park and Hamline-Midway, while 15% came from Summit-University and Frogtown. Despite this, we believe that, particularly for the sake of visioning for Lexington Parkway bridge, that additional outreach to Rondo/Summit-

University residents is still a need to be fulfilled. [This is discussed in the Executive Summary, above].

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 four dozen respondents are associated with businesses.



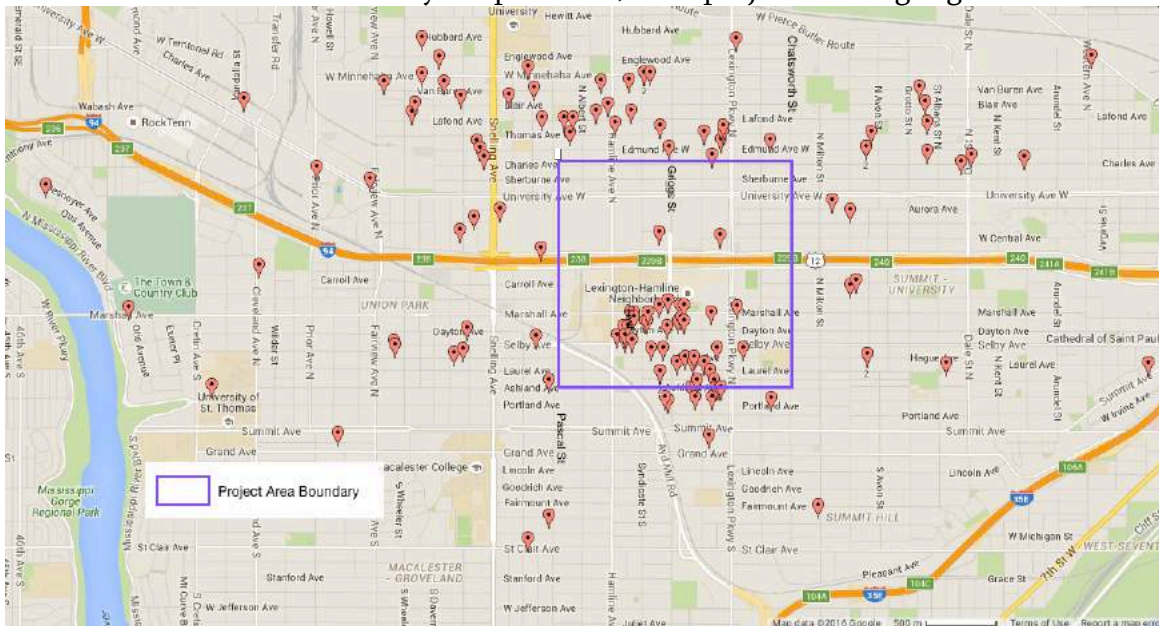
Respondent Locations

Project Area Boundaries

Each bridge from the Lexington, Hamline, Griggs Survey was designated a Project Area scope, with those survey respondents living within it given special priority. 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.

Project areas were determined to be **six blocks to the North** of the Bridges (Charles Ave), **eight blocks South** of the Bridges (Ashland Ave) and **two blocks East and West** of each bridge (Hamline Avenue, Pascal Ave to Griggs St; Griggs Street, Hamline Ave to Lexington Pkwy; Lexington Parkway, Griggs St to Chatsworth St).

Distribution of Survey Respondents, with project area highlighted

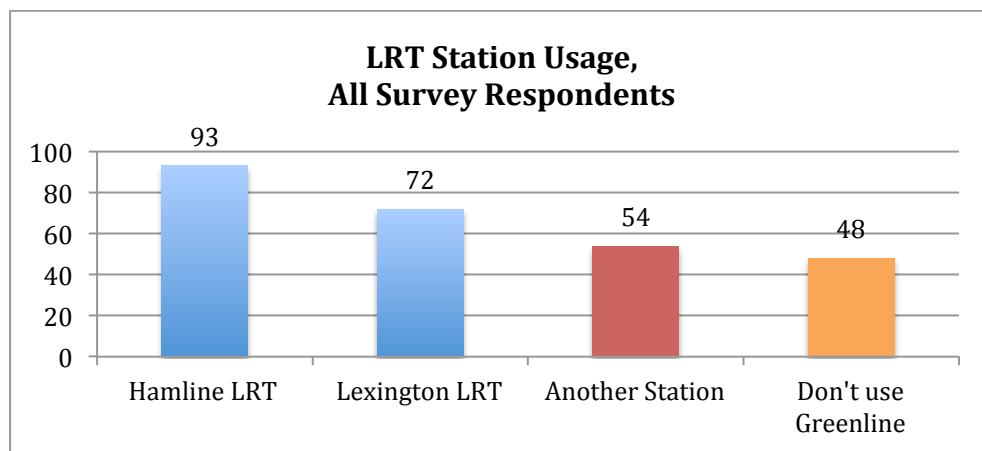


Project Area Respondents Per Bridge

Hamline Ave	38
Griggs St	33
Lexington Pkwy	38

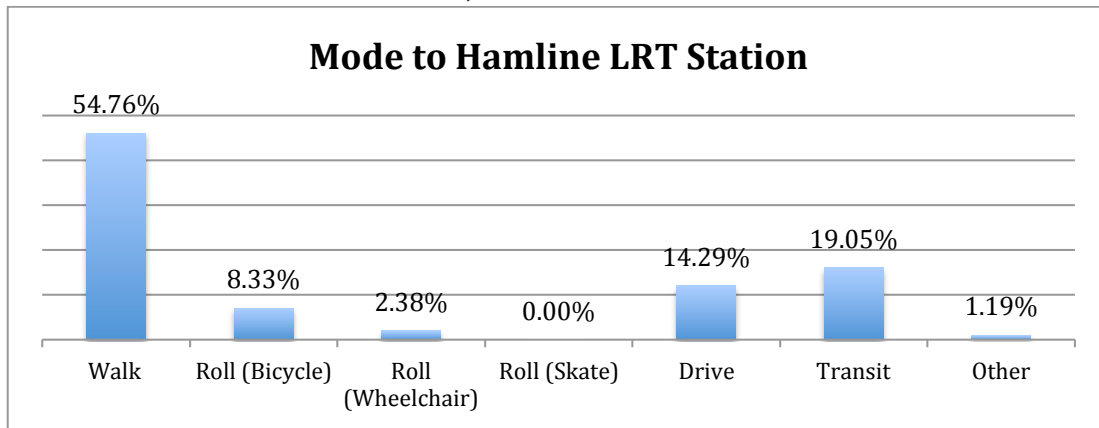
General Data Results

Light Rail Station Usage

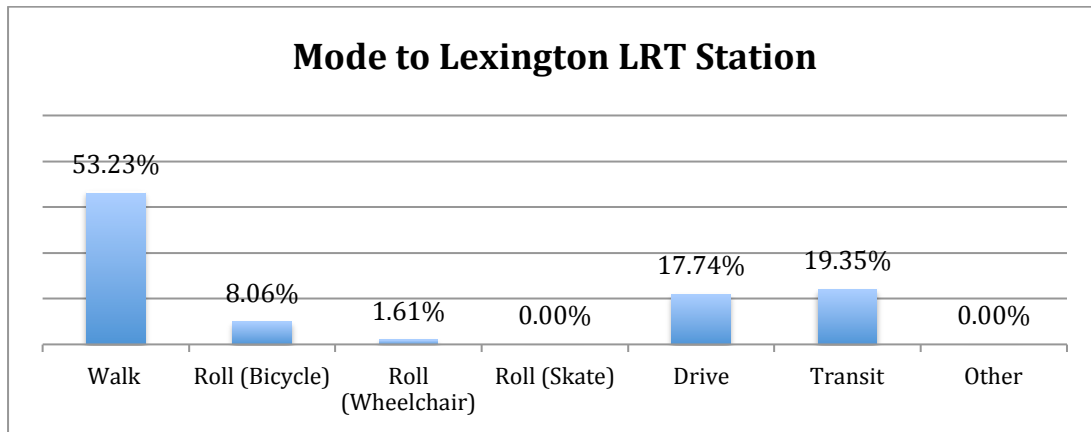


Of the survey respondents, nearly 35% access the Hamline Green Line LRT, while 27% use the Lexington Parkway LRT Station, with 20% accessing a different LRT station. 18% report that they do not use the Green Line.

Of those who access the Green Line, most walk.

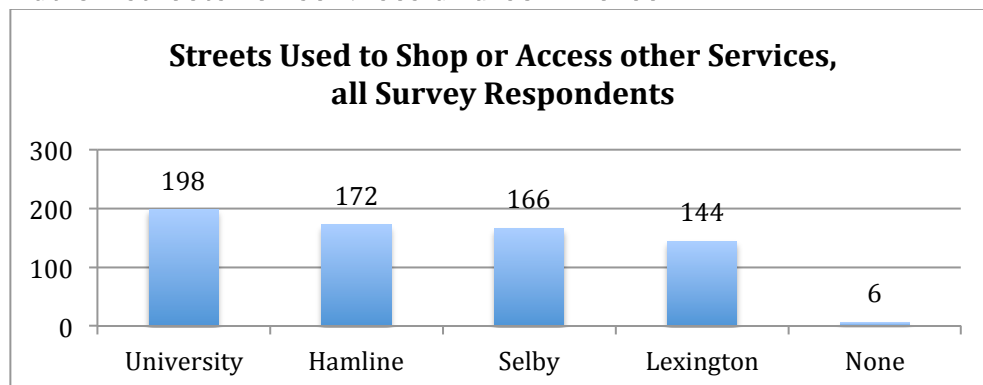


Of those who use the Hamline LRT station, most, 57.13%, access it through walking or rolling; with others using transit, driving, or bicycling.

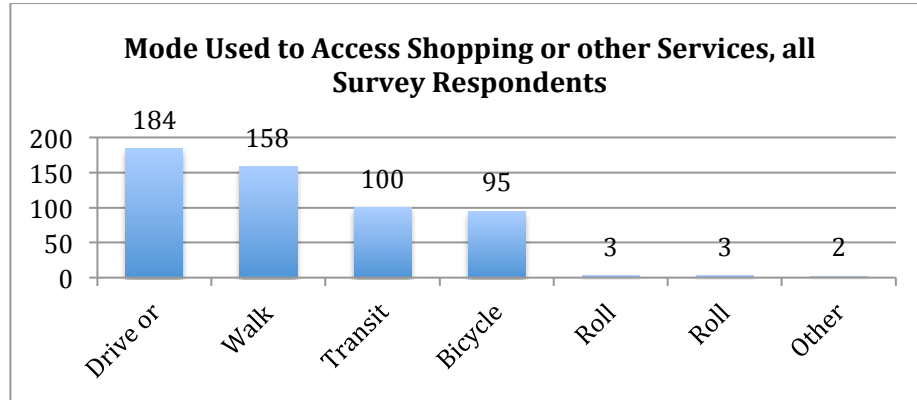


Lexington Parkway sees a similar distribution of modes uses from the survey respondents. Again, most, 54.84% access the station as pedestrians, with transit, driving, and bicycling as other modes utilized.

Destination streets for services and commerce

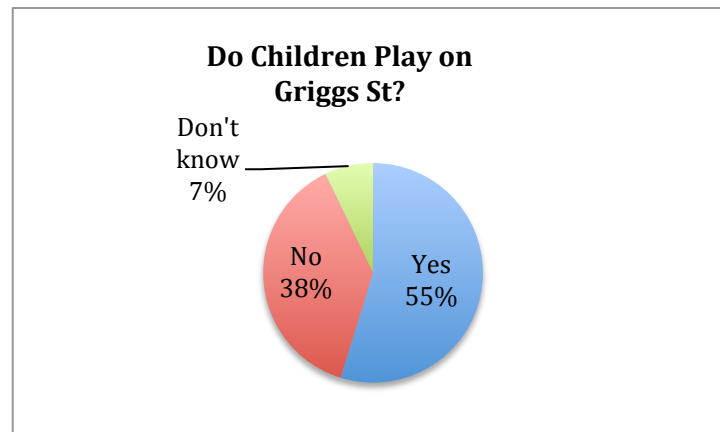


A majority of respondents access services and shops at University Avenue, Hamline Avenue, Selby Avenue, and Lexington Parkway. To get those places, respondents typically drive or walk; other take transit or ride bicycle.



Do children play on the roads under consideration?

For all of FSI's projects, we inquire about the presence of children in the public space(s) under consideration. Answers to the question "Do children play on the street" are a way to gauge the livability of a street as a place. Given that many FSI projects focus on roads and streets, we typically expect (and find) that the answer to this question is "no." This is the first instance where more affirmative answers were given to this question.



The same is expectedly not the case for Hamline Avenue, Lexington Parkway, or the frontage roads of St. Anthony and Concordia.

Lexington Parkway Bridge

Data Results

What Do You Like About the Lexington Parkway Bridge

	<i>All Survey Respondents</i>	<i>Project Area Respondents</i>
Access / Connection / Convenience / Ease of mobility in car. It is both a good North/South route as well as a connection to I-94, again for the use of automobiles. A big benefit is the width of lanes that is dedication for car traffic-multiple lanes to handle many cars at once.	71	2
“Nothing?” / “Not much” / “Nothing”	17	11
That it exists/ functions as a bridge well enough	11	6
Sidewalks are wide and acceptable	6	1
It feels safe	5	3
Design is pleasing	4	4
The bridge and sections north and south of it are wide enough that protected bicycle infrastructure could be easily accommodated	2	2

The comments from the “What do You Like About the Lexington Parkway Bridge?” section reflect that the bridge sufficiently serves the purpose of being a convenient connector for cars traveling north-south across I-94, with 71 survey respondents making comments along those lines. However, of those 71 survey respondents, only 2 came from within the project area, perhaps for those living in the area, convenience of a car route is not the priority when examining Lexington Parkway.

The second most popular category was that respondents like “nothing” about the bridge, followed by a group of unenthusiastic comments noting that they like that the bridge exists, but not much else about it.

Map Data

The following information has been collected in person on post-it notes placed on a small-scale map showing the Lexington Parkway Bridge and its surrounding area from about University Avenue to Marshall Avenue.

Comments are color coded to highlight common themes, as follows:
Pedestrian, Cycling, Traffic Calming, Need for Pedestrian Scale, Greening
Improvements, Art, Wayfinding, Land Bridge, Weather Protection

Lexington Parkway map data, North to South

Lexington & University:

- * No turn on red! People need priority on don't running for trains!
- * I won't bike on Lexington between Randolph and Energy Park Drive because doesn't feel safe. Prefer bike trails or protected lanes. Share lanes on byway streets don't work for me. (AMEN)

Fuller to University:

- * No more Parking fronting streets, Business and sidewalks!
- * Green space/Park. Not just waste land
- * Its for sale. Hard to develop with parking requirements
- * Park, sculpture.

St. Anthony to Central:

- * Horrible crossing for Peds.
- * No turn on Red!
- * Turn lanes too.
- * Pork chop/sidewalk at North West corner at Death Zone for Peds!
- * This intersection is extremely dangerous for pedestrians from on coming traffic I can't tell you how many times that I've almost been hit!
- * This a very windy area, especially in the winter. Perhaps create a denser wall to create a wind barrier.

St. Anthony:

- * Create 6 speed bumps Dunlap to Syndicate
- * Bench here so folks can rest at the top of the incline before crossing the bridge.

Concordia to St. Anthony (Bridge over I-94):

- * Build a "covered freeway" park over 94 to make a quieter freeway, park and improve values of east and west North/south side of covered area.
- * My least favorite place to turn in the TC. (Lex and St. Anthony)
- * Ped Risk at Lex/St. Anthony Crossing.
- * Bus cave/Bench
- * Slow intersection traffic down
- * Snow plows plowing vehicles in on non-snow emergency nights.

- * Lexington Light is too long.
- * Need sign to let drivers know St. Anthony splits to 94 & St. Anthony
- * Grass cutting and removing trash.

Lexington & Concordia Intersection:

- *The way the southbound traffic is there it is difficult to cross on the east side of Lexington - Left turners always running the light.
- *Cars turning right rarely look to the right for peds/ bikes. They look left and they go.
- * Terrible ped crossing
- * Wider sidewalks and protected.
- * Plenty of room on this bridge narrow the lanes!
- * Homeless panhandlers and lots of trash.

Concordia:

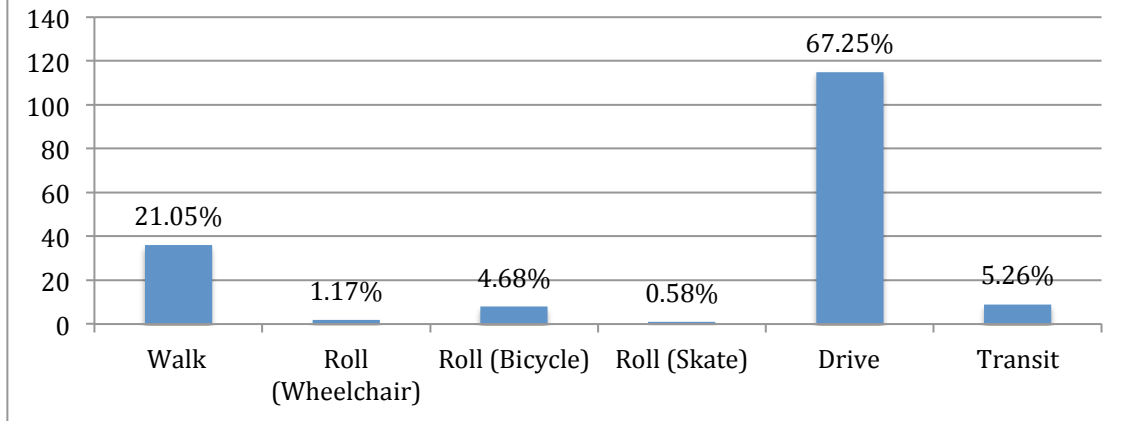
- * Apple Orchard
- * Build a screen “living” wall of trees and vines to silence noise from highway.

The map comments from the Lexington Parkway Map show that folks are concerned about physical safety as pedestrians and cyclists not only on the bridge section, but also on and crossing the frontage roads, and at intersections north of the bridge. Commenters requested traffic calming infrastructure such as speed bumps, lane narrowing for automobiles, and intersection changes such as “no right on red” and a shortening on green-light times. It seems that on Lexington, the high amount of fast moving cars feel at odds with pedestrian and cyclists safety. Additionally, there were a few calls for beautification through greenery, landscaping, and art as well as bus shelters and other weather protection infrastructure.

How Often Do You Cross the Lexington Pkwy Bridge, and What Modes Do You Use?

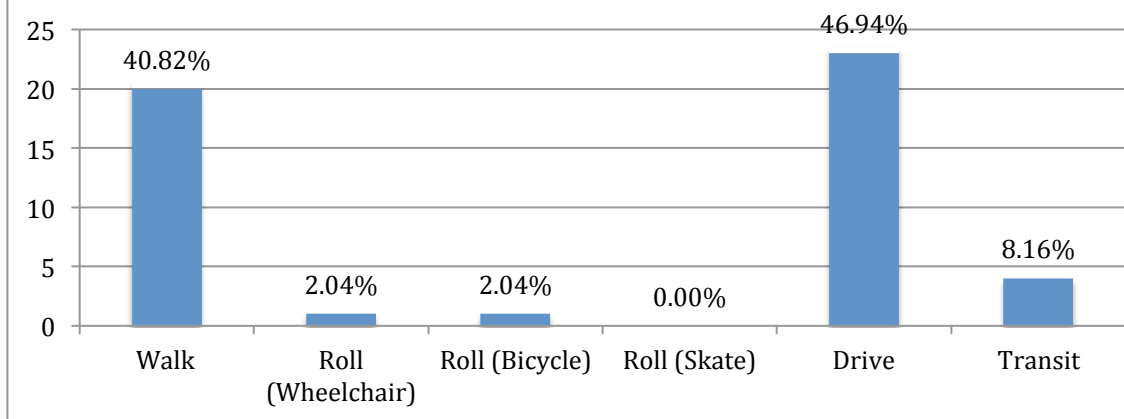
In the same question, Friendly Streets Initiative asks it’s survey respondents how often they use a bridge, and what mode of transportation they use to do so. We consider usage within the frequency of “most days” and “at least weekly” as frequent and habitual usage, even if habits change depending on weather. From the following two graphs, it can be observed that for Lexington Parkway, a majority of survey respondents both within and without the project area, will drive along Lexington Parkway, which is to be expected considering it’s intended purpose is as a major automobile route.

Respondents Who Cross the Lexington Parkway Bridge Most Days or At Least Weekly, By Mode, All Survey Respondents



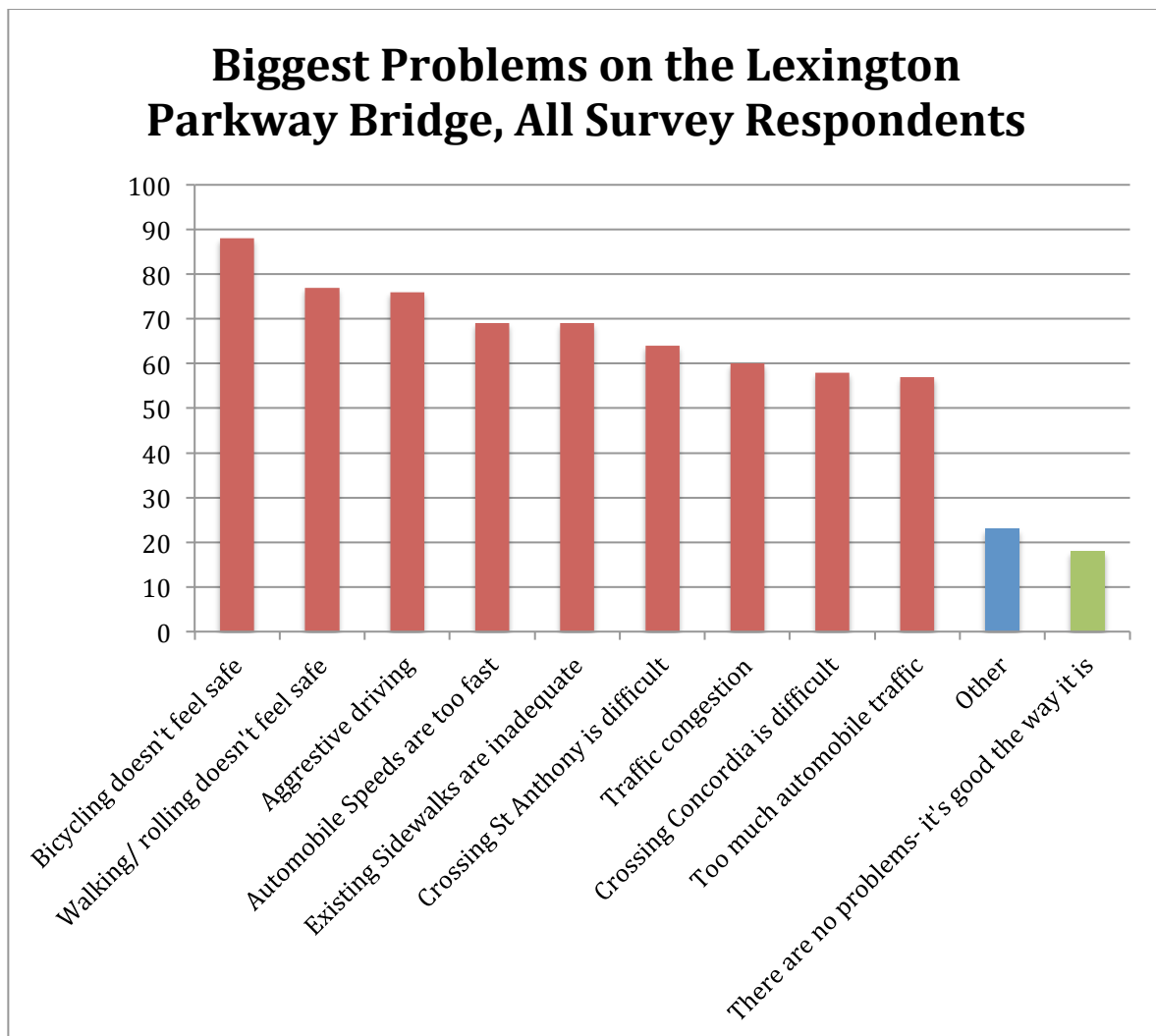
Of the group of all survey respondents, 22.22% crossing the Lexington Parkway Bridges as pedestrians, and nearly 70% cross the bridge as motorists. For the 115 respondents from this group who drive regularly on the Lexington Pwky Bridge, 73, or 63.5% also use a different mode to cross the bridge, such as walking or rolling, cycling or transit.

Respondents Who Cross the Lexington Parkway Bridge Most Days or At Least Weekly, by Mode, Project Area Respondents



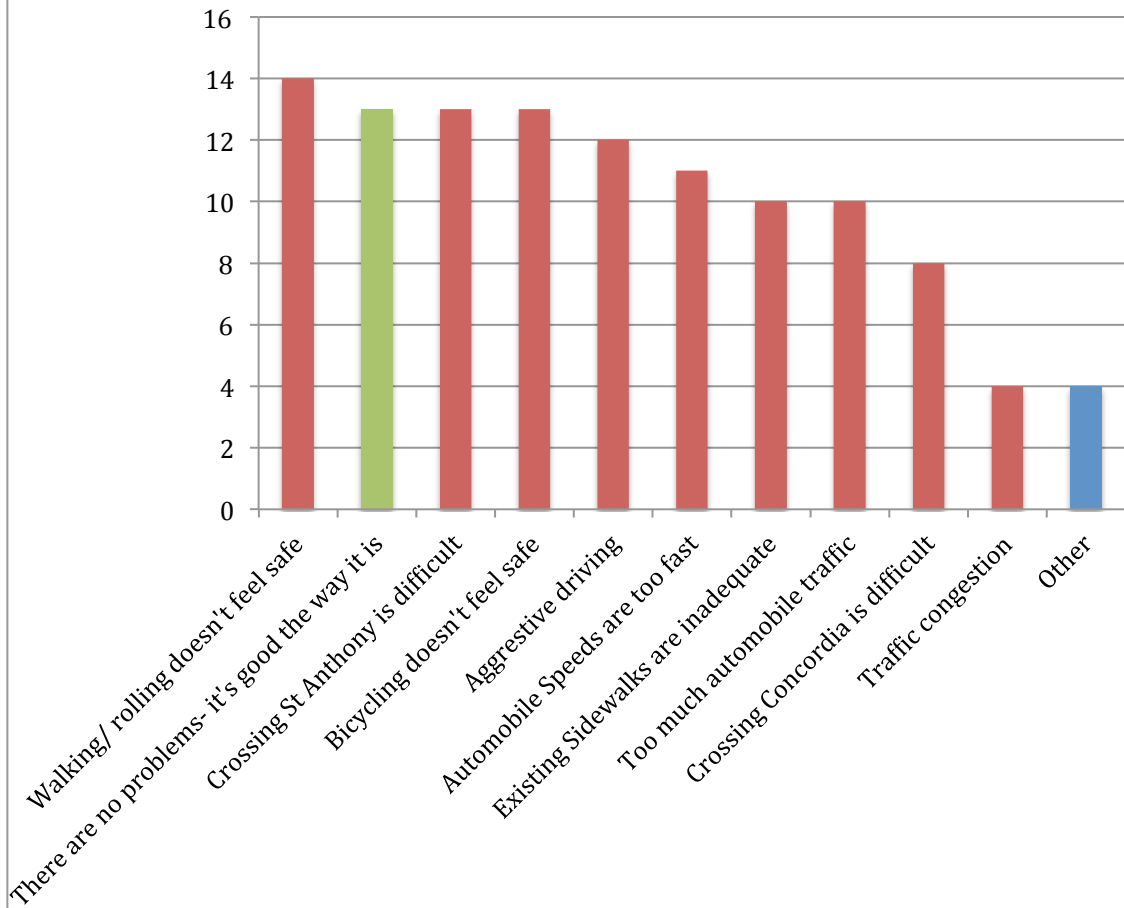
A higher percentage of project area respondents walk to access the Lexington Parkway Bridge, 42.86% increased percentage from all survey respondents. Additionally, a lower percentage crosses the bridge as motorists from the group.

What are the Biggest Problems for the Lexington Parkway Bridge and Surrounding Area?



For the group of all survey respondents, Lexington Parkway overall seems to have problems, with a high amount of responses for all given choices. The top two were that “Bicycling doesn’t feel safe” and “Walking / rolling doesn’t feel safe”, showing that Lexington Parkway bridge may yield feelings of being physically unsafe for pedestrians and cyclists. “There are no problems- it’s good the way it is” was the lowest chosen option.

Biggest Problems on the Lexington Parkway Bridge, Project Area Respondents



The group from the Project Area Respondents, “There are no problems, it’s good the way it is” was the second top choice- a notable difference from the group of all respondents where it was the lowest choice. “Walking / rolling doesn’t feel safe” and “Bicycling doesn’t feel safe” remained high on the list for problem on Lexington for this group.

Both groups contained more respondents that said the St Anthony Ave was more problematic than Concordia Ave. Additionally, for both groups, overall response to a majority of options is high or moderate. Both groups seem to be at a consensus that “bicycling doesn’t feel safe”, “walking/rolling doesn’t feel safe”, “aggressive driving”, and “automobile speeds are too fast” are the highest concerns of Lexington Parkway’s problems.

“Other” Comments

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

“Filthy with litter garbage. Problem with panhandlers.”

“Panhandlers and trash”

“Turning left on green without green arrow is dangerous due to multiple lanes of traffic.”

“trashy”

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

“homeless/beggars asking for \$\$\$\$. It's not pretty to see.”

“It is unreasonably ugly. The chain link fence makes it feel like a prison and the conditions are horrible. It's not beautiful by any stretch of the imagination. Also, when turning left off of westbound 94 it is nearly impossible to make the light at Concordia to continue straight. It's way too short.”

“It's a scary intersection, particularly for a cyclist, but also not good for a car. I would also avoid it for walking because it doesn't seem made for walking; however, I wouldn't be as concerned about safety while walking as while biking. I've seen many car accidents and close calls between vehicles in both intersections of the bridge at Lexington. It seems like something just doesn't work well there.”

“money beggars on street”

“too many serious accidents”

“94 divides the neighborhood and should be decked over”

“not pedestrian or bike friendly at all”

“pedestrians and cyclists are not as visible to drivers as they need to be”

“The two left turn lanes cause confusion when turning onto Lexington - needs dashed lines to guide people to the proper lanes.”

The comments from the “other” section go into detail about problems specific to car traffic that the turn lanes are confusing, that there are serious accidents, and also litter in the area. Additionally, comments from this section reveal a perspective of feeling unsafe or uncomfortable when encountering those who pan handle near the intersections leading up to Lexington Parkway from the freeway exits.

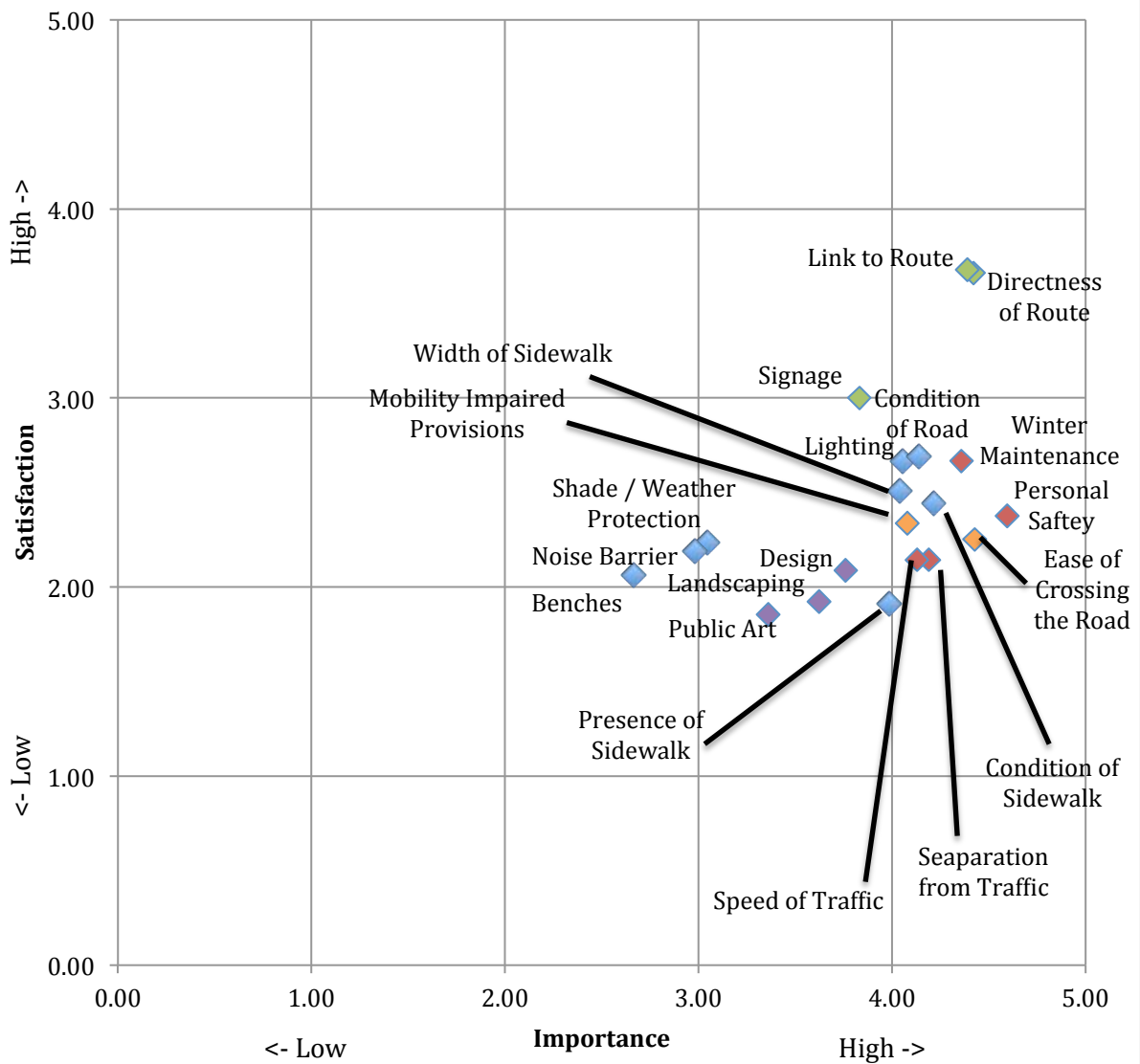
How Important are bridge amenities, how Satisfied are you with them now?

With the help of Saint Paul Smart Trips and Greenway Consulting, who developed this question format and categorization of amenities, the Friendly Streets Initiative asks it's survey respondents to rank different bridge amenities or infrastructure items (like personal safety, or lighting, see full list below) by the importance of their existence on or near the bridge, as well as their satisfaction with the quality of their existence.

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

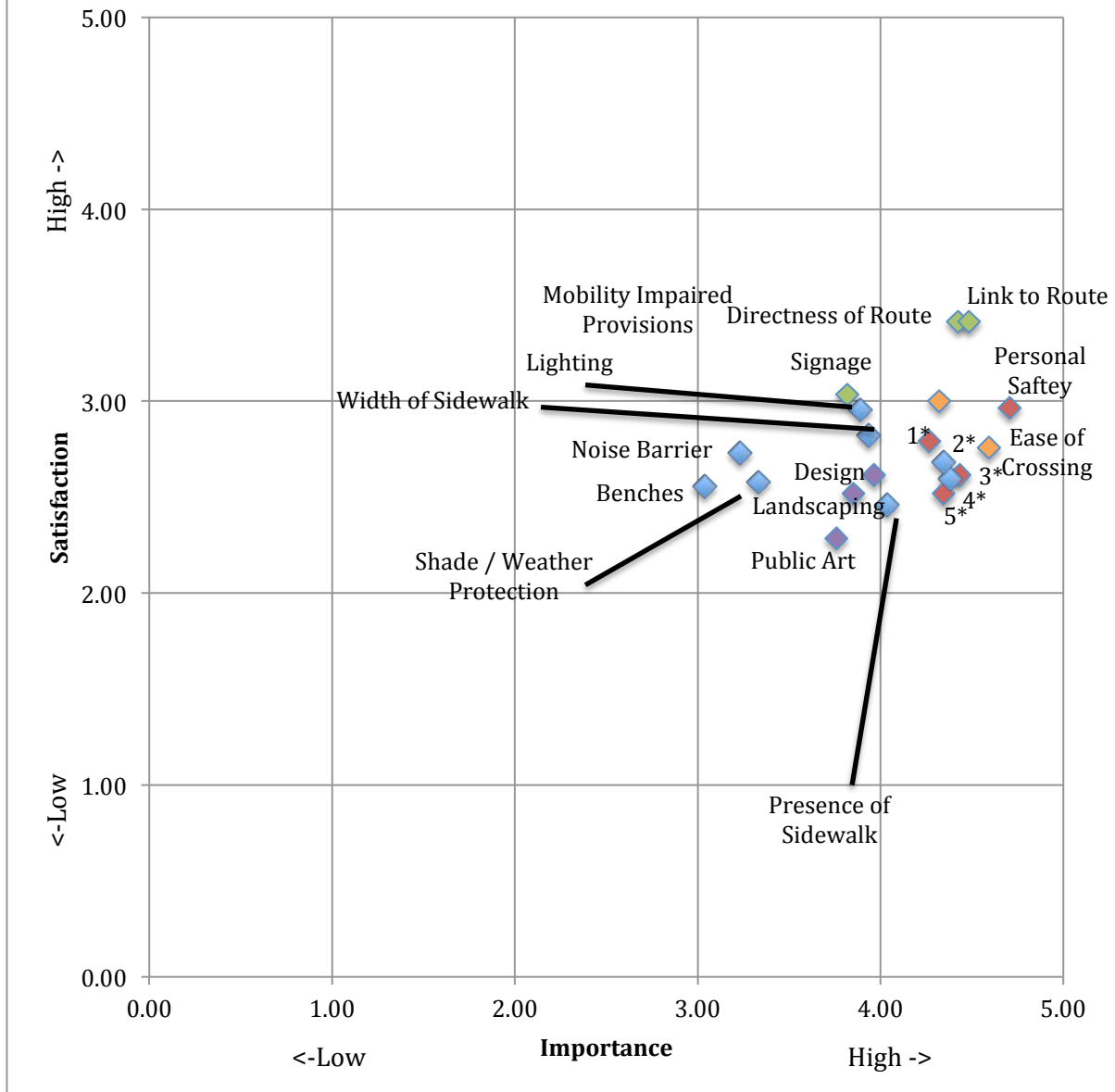
Lexington Parkway, All Survey Respondents		Importance Low=1	Satisfaction High=5
Convenience	Directness	4.42	3.66
	Link to Route	4.39	3.68
	Signage	3.83	3.00
Accessibility	Ease of Crossing	4.43	2.25
	Mobility Impaired Provisions	4.08	2.34
Safety	Personal Safety	4.60	2.38
	Separation from Traffic	4.19	2.14
	Speed of Traffic	4.13	2.14
	Winter Maintenance	4.36	2.67
Comfort	Shade / Weather Protection	3.05	2.23
	Noise Barrier	2.98	2.19
	Lighting	4.05	2.67
	Width of Sidewalk	4.04	2.51
	Presence of Sidewalk	3.98	1.91
	Condition of Sidewalk	4.21	2.45
	Condition of Road	4.14	2.69
	Benches	2.66	2.06
Appearance	Design	3.76	2.09
	Landscaping	3.62	1.92
	Public Art	3.36	1.85

Importances vs Satisfaction, Lexington Bridge, All Respondents



Lexington Parkway, Project Area Respondents		Importance Low=1	Satisfaction High=5
Convenience	Directness	4.42	3.41
	Link to Route	4.48	3.41
	Signage	3.82	3.03
Accessibility	Ease of Crossing	4.59	2.76
	Mobility Impaired Provisions	4.32	3.00
Safety	Personal Safety	4.71	2.97
	Separation from Traffic	4.43	2.62
	Speed of Traffic	4.34	2.52
	Winter Maintenance	4.27	2.79
Comfort	Shade / Weather Protection	3.33	2.58
	Noise Barrier	3.23	2.73
	Lighting	3.89	2.95
	Width of Sidewalk	3.93	2.82
	Presence of Sidewalk	4.04	2.46
	Condition of Sidewalk	4.38	2.59
	Condition of Road	4.34	2.68
	Benches	3.04	2.56
Appearance	Design	3.96	2.62
	Landscaping	3.85	2.52
	Public Art	3.76	2.29

Importance vs Satisfaction, Project Area Respondents, Lexington Parkway



*Item names that did not fit due to tight spacing:

- 1, Winter Maintenance; 2, Condition of Road; 3, Separation from Traffic;
4, Condition of Sidewalk; 5, Speed of Traffic

Between the two groups of survey respondents, the Project Area respondents had an overall higher satisfaction with amenities on the bridge than the group of All Survey Respondents.

Convenience

Link to Route and **Directness of Route** received the highest ranking for the category of satisfaction of all other items for both groups. They were rated with high importance as well. Considering these items' ranking, and the comments from the "What Do You Like About the Lexington Parkway Bridge?" section where 71 survey respondents made comments about the convinces of the connection that Lexington Parkway Bridge offers, we can consider Lexington Parkway of being a good automobile route. **Signage** received a lower ranking of satisfaction and importance than the other two items from the category of convenience, with a moderate/moderate high ranking.

Accessibility

Both items of accessibility, **Ease of Crossing** and **Mobility Impaired Provisions** ranked highly in importance from both groups, with moderate satisfaction.

Safety

Safety items all ranked as highly important, with all four items ranking above an importance of 4. **Personal Safety** ranked as the most important item for both groups. All items had moderate satisfaction, with varied scored between 2 and 3 (2.5 is considered the median).

Comfort

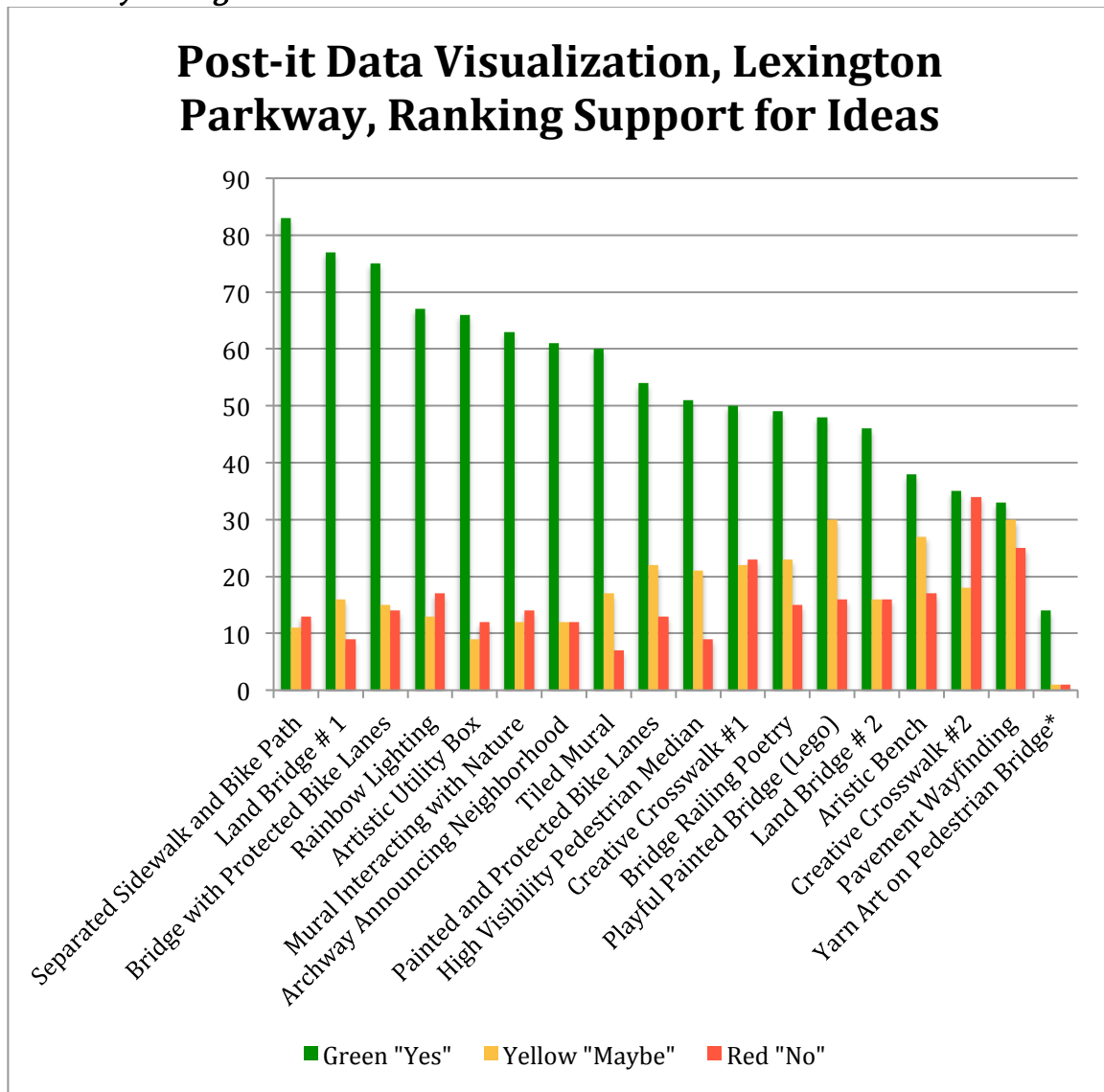
For the group of Comfort-related items, there are two distinct groupings of items. Firstly, amenities that provide sensory comfort from weather or noise, including **Benches**, **Shade and Weather Protection**, and **Noise Barriers** received the lowest amount of satisfaction of all items. These items received ranks of moderate importance, showing that these are areas that Lexington Parkway can improve on, but may not be priority compared to other items, including the other comfort-related amenities.

The items comfort of the sidewalks and road ranked higher in importance than the other items, with somewhat higher satisfaction for the group of All Survey Respondents. The item of **Presence of Sidewalk** is an outlier in this group; it has the one of the lowest amount of satisfaction of all items.

Appearance

Items of appearance have moderate to moderate-low satisfaction. **Public Art**, **Landscaping**, and **Design** are all items of importance with some of the lowest relative satisfaction.

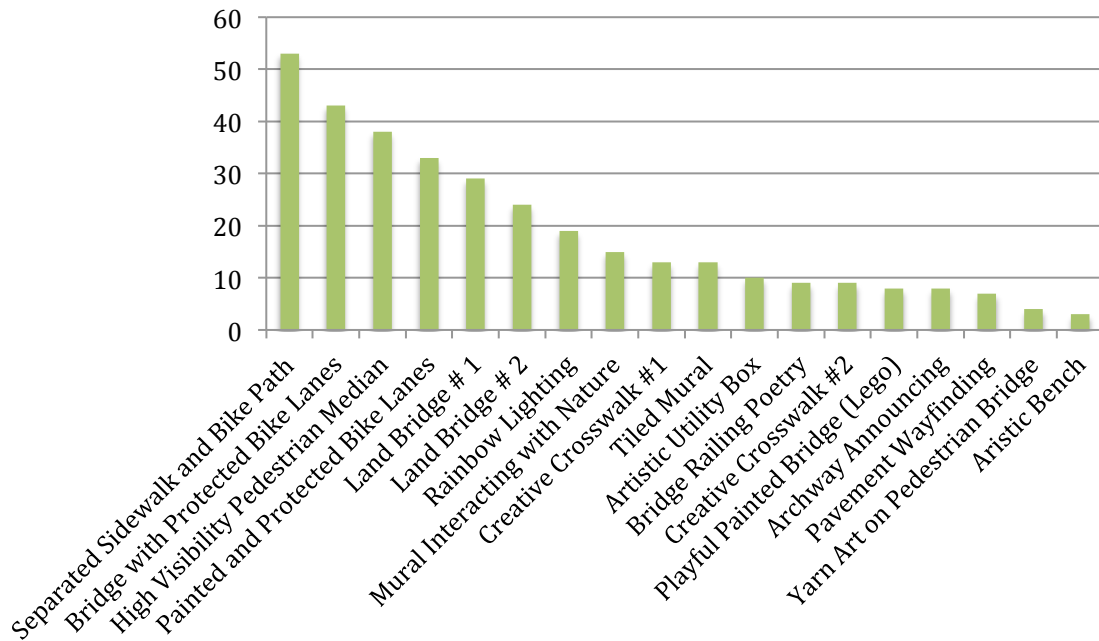
Ranking of Gallery Images by Support and Enthusiasm, Lexington Parkway Bridge



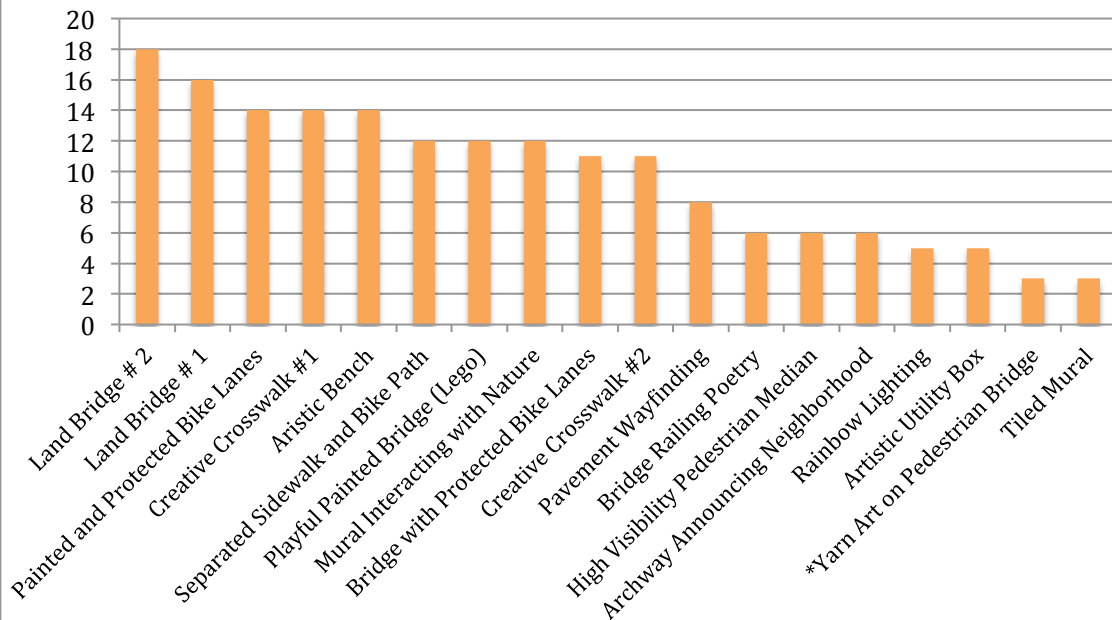
*Yarn Art on Bridge was not included in the gallery list for those taking the online survey- a majority of our survey respondents.

This Post-It data was calculated through adding the Post-it counts collected in person at events (these numbers are applied to all three bridges) to "Post-it" data collected online specific to the Lexington Bridge. The online survey collected post-it data isolated to each bridge while the in person data is applied to all three bridges. 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, Lexington Parkway, All Survey Respondents, Ranking Enthusiasm for Concepts



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



Best Solutions

Tier 1- Top Solutions for Lexington Parkway

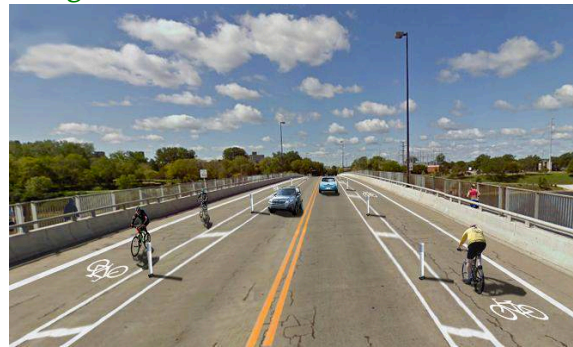
Post-it Voters and Survey Respondents were both highly responsive to the protected bike lane images of the Separated Sidewalk and Bike Path and the Bridge with Protected Bike Lanes. If cycling infrastructure is ever to be considered for Lexington Parkway near the I-94 bridge, a protected bike lane should be considered above a striped painted lane.

Additionally, Land Bridge 1 was popular, although it was also identified as an idea that generated concerns, finding itself near the top of the list of “problematic” ideas (this is explained in the Executive Summary). Creative Lighting on Lexington could also be considered.

Separated Sidewalk and Bike Path



Bridge with Protected Bike Lanes



Land Bridge 1



Rainbow Lighting Bridge



Tier 2- Other Top Solutions

The group of other top ideas for the Lexington Parkway Bridge include various types of infrastructure- pedestrian, cycling facilities and art/placemaking ideas are all included. Many of these other top solutions received mix reviews from the survey and post-it data.

Community Tile Mural



Painted and Protected Bike Lane



High Visibility Pedestrian Median



Creative Crosswalk 1



Land Bridge 2



Mural Interacting with Nature



Tier 3- Other Solutions

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

Archway Announcing Neighborhood

Artistic Utility Box

Bridge Railing Poetry

Playful Painted Bridge (Lego)

Problematic Concepts

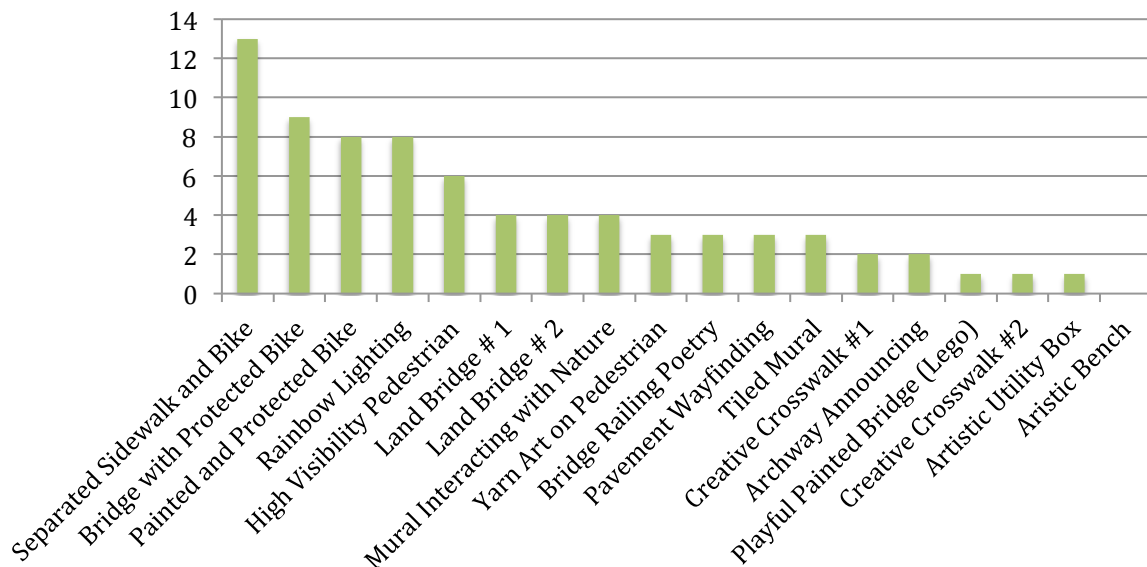
A majority of gallery images received at least some level of concern from those who gave feedback in the “problematic” gallery images section of the survey. Overall the total number of respondents indicating problematic concepts does not outweigh or trump the overall support a concept may have. As discussed in the Executive Summary, the meaning of “problematic” is contingent on qualitative data, i.e., elaborations that respondents give as to why they identify a concept as “problematic.”

Land Bridge 1 and 2, Creative Crosswalk 1, the Painted and Protected Bike Lane, Separated Sidewalk and Bike Path, Bridge and Protected Bike Lanes and the Mural Interacting with Nature, while receiving overall positive results, also received attention as problematic. In the case of land bridges, concerns focus on cost and construction; in the case of bicycling facilities on Lexington, problematic refers to a larger debate as to whether Lexington should have bicycling facilities at all.

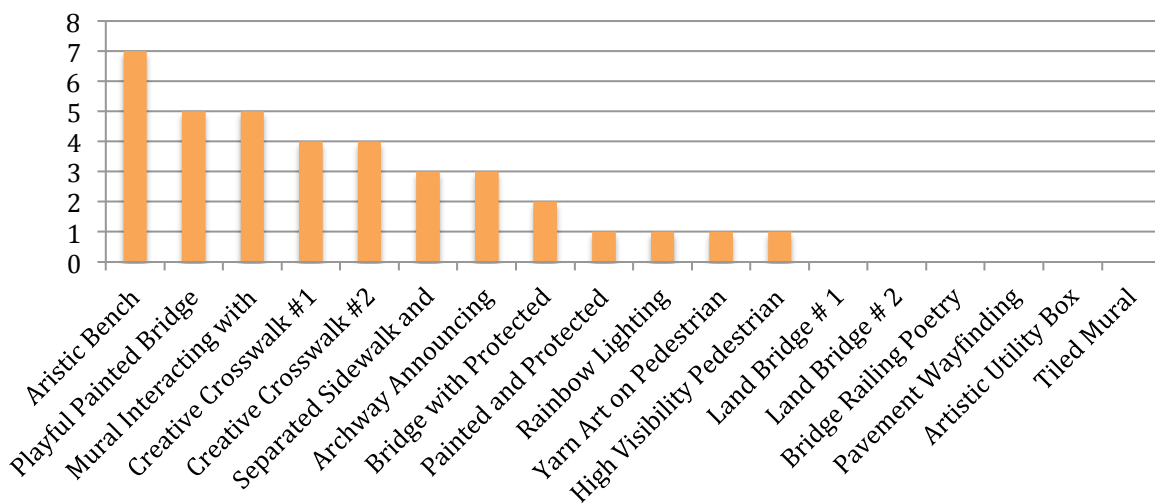
Project Area Perspectives

The Project Area perspectives about the Gallery Images for the Lexington Pkwy Bridge do not vary greatly from those of All Survey Respondents. The Separated Sidewalk and Bike Path as well as the Bridge with Protected Bike lanes remain popular for this group; additionally this group also has expressed concern about a number of the same gallery images, although over all response to the “Problematic Gallery Images” section on the survey is quite low.

Best Solutions from the Gallery, Lexington Parkway Bridge, Project Area Respondents, Ranking Excitment for Ideas



Problematic Images from the Gallery, Lexington Parkway Bridge, Project Area Respondents, Ranking Uncertainty and Concern for Ideas



Other Ideas for Improving the Lexington Parkway Bridge

Other Ideas for Improving Lexington Parkway by Popularity	All Survey Respondents	Project Area Respondents
<i>Reduce number of car traffic lanes or lane widths (or widen bridge) to make room for protected bicycle facilities and improved pedestrian facilities</i>	10	0
<i>Adjust traffic signal timing to allow for increased traffic flow- traffic backs up to easily- especially for North and Southbound automobiles turning left to enter the freeway. Those lights are too short and there is a problem of automobiles taking "late" greens and running the light in order to not wait at the intersection. No right on reds should also be included</i>	8	2
<i>Improve pedestrian facilities- the width and grade of sidewalks as well as crossings at St Anthony and Concordia Avenues.</i>	6	0
<i>Do not reduce the number of car lanes for bike lanes- cyclists should use Griggs St. A set of opinions that urged the prioritization of car traffic on Lexington Pkwy, and leaving Griggs St Bike/Pedestrian Bridge for other modes.</i>	5	0
<i>A raised bike/walk bridge along Lexington that covers the distance from St. Anthony to Concordia- people are seriously afraid of crossing the street at those intersections.</i>	4	2
<i>Improved lighting for both pedestrian and car scale. For pedestrian scale, this would help with both physical safety from cars and the feeling of personal safety from being attacked.</i>	4	2
<i>Improve signage for pedestrians to clarify road rules.</i>	3	1
<i>Place-making and art would be good for traffic calming- anything to signify that people live near and walk on Lexington Parkway.</i>	3	1
<i>Requests for separated bicycle facilities- such as a protected lane. These requests did not specifically request for the reduction of car-devoted space on the bridge, unlike the top idea</i>	3	0

<i>from this list.</i>		
<i>Weather protection for pedestrians- including wind and rain barriers.</i>	<i>3</i>	<i>0</i>
<i>Land bridge would be good</i>	<i>2</i>	<i>0</i>
<i>Place-making and art would be distracting or dangerous for fast-moving cars, or aesthetically displeasing</i>	<i>2</i>	<i>1</i>
<i>Recycling and trash bins</i>	<i>2</i>	<i>0</i>
<i>Add greenery</i>	<i>1</i>	<i>0</i>
<i>HAWK Signals to indicate Pedestrians are present for those seeking access to or coming into the neighborhood from the freeway ramps.</i>	<i>1</i>	<i>0</i>

The group of comments regarding “Other Ideas for Improving the Lexington Pkwy Bridge” revealed a few factions of opinion in reference to the purpose of Lexington Parkway, that is, what types of transportation modes should be using it. The top group of comments (from 10 respondents) requested that car traffic lanes be reduced or narrowed in order to incorporate bicycle facilities on the bridge and Lexington at large. On the other hand, 5 survey respondents asked that Lexington not be changed to incorporate cycling infrastructure, some adding that cyclists should use Griggs St and leave Lexington Parkway for automobile users. Those two groups both seemed to be on the same page that pedestrian safety should be improved, likely because pedestrian safety does not seem to contest with the perceived convenience of a road for automobile traffic like a bicycle lane or other facilities may (through adding traffic calming measures that add safety for cyclists such as narrowed lanes that limit the road space devoted to automobiles).

Hamline Avenue Bridge

Data Results

What Do You Like About the Hamline Ave Bridge

Often times, when FSI asked the question “What do you like” about a street or bridge, we will receive a large number of respondents telling us “nothing,” “not much,” and slightly better, “that it exists” or “functions adequately.” This was certainly the case for the Hamline Bridge and Lexington Bridges.

Common Themes, by order of most popular of All Respondents	All Survey Respondents	Project Area Respondents
"Nothing" or "not much"	22	4
Connection across I-94 North/South, good route for cars but not great for pedestrians or cyclists (mentions of Griggs St for cyclists)	22	3
It's acceptable, it's okay for walking, "it's better than no bridge" or "it exists"	19	10
"Convenience" and "connection"	16	7
Access to Midway Shopping (Target, Wal-Mart, etc.)	11	4
Connection to University Ave, the LTR	6	2
Connection to another place, like Central High, Dunning Recreation Center, Selby Ave, Ayd Mill Road	5	0
It's less congested and faster than Snelling Ave (especially during construction period Summer 2015) or Lexington Parkway	5	1
A lot of space is devoted to cars, not too much delay	3	2
Connection to I-94	2	0
Design is attractive	2	1
It feels safe	2	1
There is an easy sight-line to I-94 below, can check traffic congestion before entering the freeway	1	0

Most folks that listed more concreted detailed reasons beyond that the bridge exists seemed to take the auto-orientated perspective, saying that it was a good route to cross and access I-94 as a motorist, but less great as a pedestrian or cyclist.

“Convenience” and “connection” were commonly used words to describe positive an aspect of the Bridge was well, sometimes noted as from the motorist perspective.

A notable amount of folks mentioned that the bridge works okay or good for walking. A small amount of survey respondents mentioned that it feels safe, and that they like the design.

Map Data

The following information has been collected in person on post-it notes placed on a small-scale map showing the Hamline Ave Bridge and it’s surrounding area from about University Avenue to Marshall Avenue.

Comments are color coded to highlight common themes, as follows:

Pedestrian, Cycling, Traffic Calming, Need for Pedestrian Scale, Greening Improvements, Art, Wayfinding, Land Bridge, Weather Protection,

Marshall to Concordia:

- * Near football Field - Put in a crosswalk. There needs to be more crosswalks.
- * What can be done about the constant jaywalk of Concordia students/staff across Hamline?

Concordia to St. Anthony (Bridge):

- * Wider sidewalk! Perhaps a partition between road way.
- * Protected bike lanes like Franklin and Plymouth Bridge.
- * Cars should stop behind crosswalk at Hamline and St. Anthony.
- * Freeway noise barriers and landscaping!
- * One lane with turning lane – no need for so many lanes!
- * Protected Bike Lane

St. Anthony to University:

- * Bring business to street orientation for peds.
- * How many parking lots are there? Anyway there are too many?
- * South East corner of University & Hamline – parking lot make this park/community space
- * Need maintenance on sidewalk

Parking lots Westside of Hamline:

- * Mulch more greening please! – Agreed! – Another vote for green space (Three votes for improved greening)
- * Cut through sucks! – close one entrance

Hamline and Southern Target entrance:

- * Where are the crosswalks! This is a place for people to cross to go to target.
- * Nice ride station with no crosswalks or bike lanes where are you supposed to go?
- * Lots of peds cross here with no light or crosswalk to help them.

Target Parking Lot:

- * Green Space and Paths here
- * Need safer bike options here

St. Anthony:

- * Along the highway – Visitors could view murals or even evergreens along highway

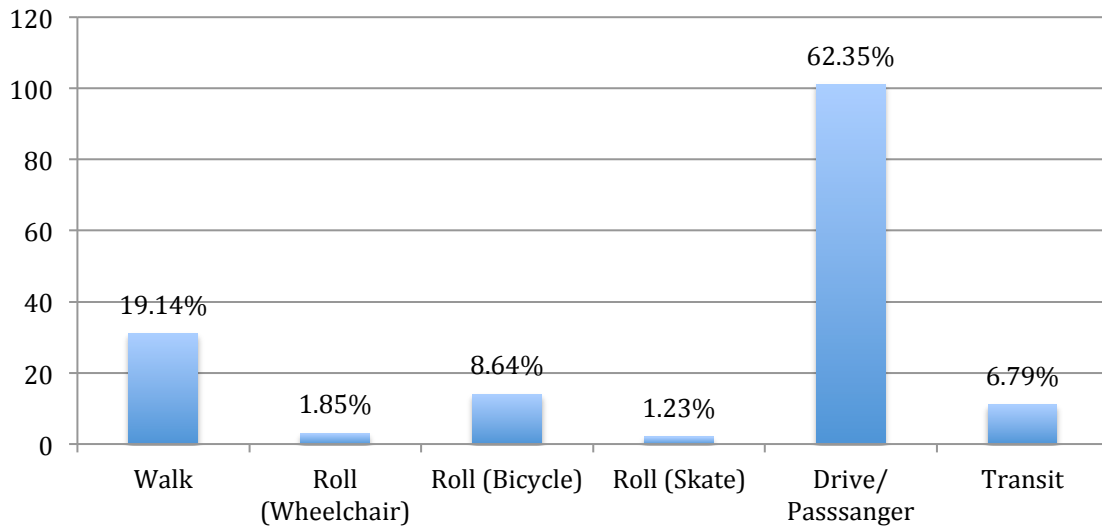
The map data collected for Hamline Avenue reveals about a lack of pedestrian safety and pedestrian-scale buildings road-space in the area leading up to and on the Hamline Avenue Bridge. The surrounding area is made up of “big box” style stores, like Target, and their large parking lots in the Midway Plaza, as well as numerous parking lot “set-backs” south of the bridge. The four lanes dedicated to automobiles also lends themselves more to an automobile orientated speed and feeling of scale rather than a slower, pedestrian aware area.

People expressed a desire for green space and plantings, crosswalks near Concordia College, wider sidewalks, and traffic calming for automobiles, including a 4 to 3 conversion (from four lanes, two in each direction, to three lanes, one in each direction with a middle turn lane) of lanes and intersection improvements to reduce instances of cars stopping on crosswalks.

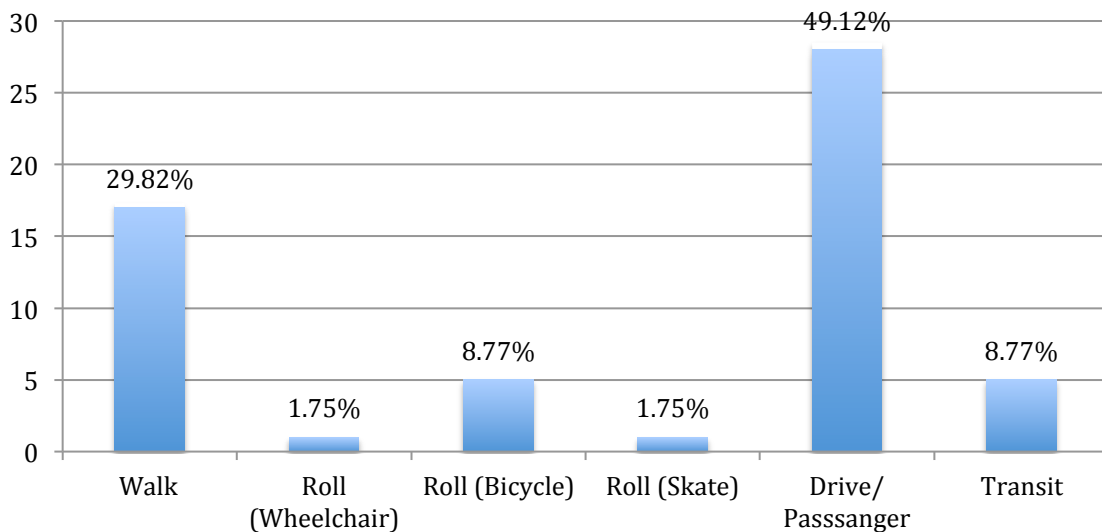
How Often Do You Cross the Hamline Ave Bridge, what Mode Do You Use?

Friendly Streets Initiative asks it's survey respondents about their transportation modes to get a sense of the habits of our survey respondents, and to show what sort of orientation our survey respondents have when using the street. Of the aggregate group of the 101 survey respondents who drive on the Hamline Avenue bridge Most Days or At Least Once a Week, 67, or 66.3% have also crossed the bridge as a pedestrian, cyclist and/or a transit user.

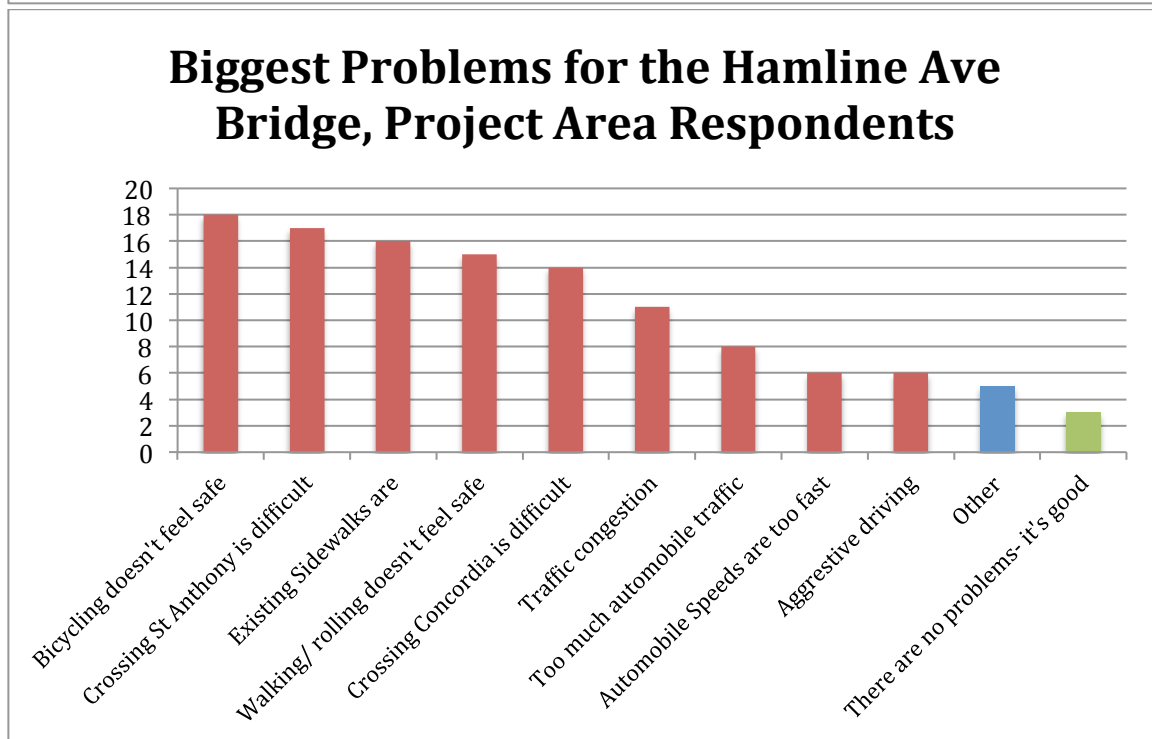
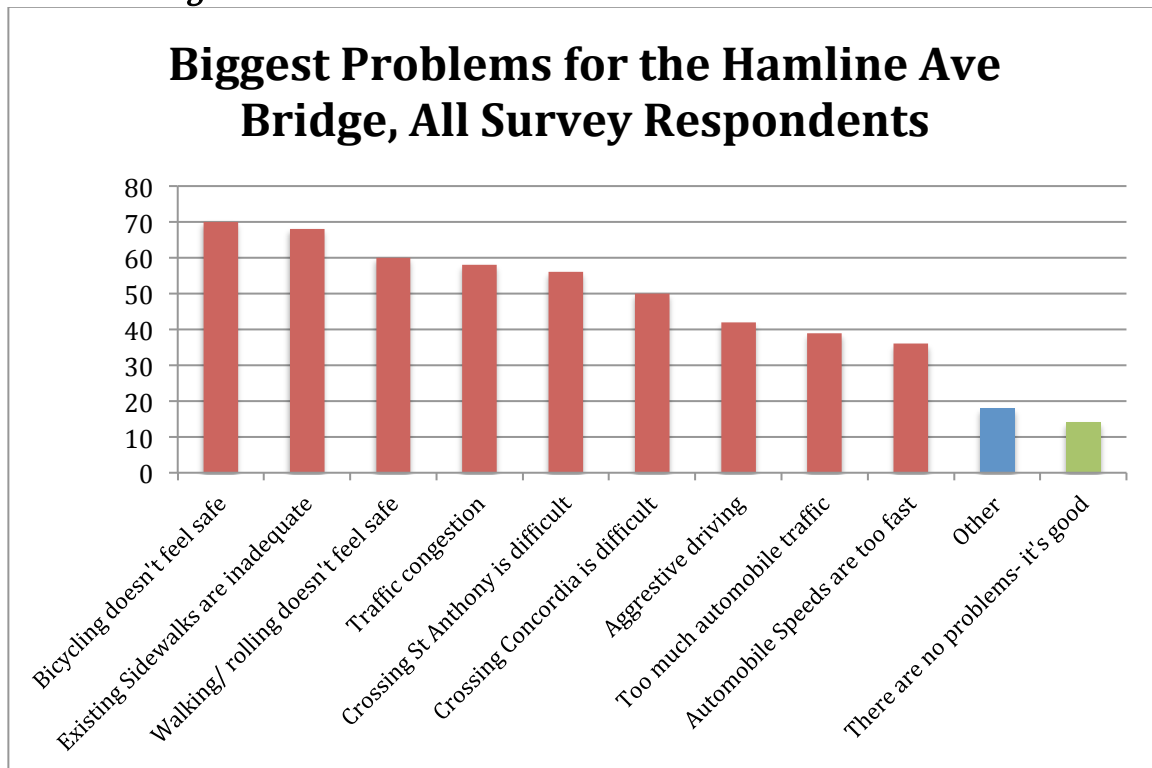
Respondents Who Cross the Hamline Ave Bridge Most Days or At Least Once a Week by Mode, all Survey Respondents



Respondents Who Cross the Hamline Ave Bridge Most Days or At Least Once a Week by Mode, Project Area Respondents



What are the Biggest Problems for the Hamline Ave Bridge and Surrounding Area?



Both groups of all survey respondents and project area respondents shared the same items of “Biggest Problems on Hamline Ave” within the top six at different placements.

For both groups, the top choices of biggest concern were that “bicycling doesn’t feel safe,” which received affirmative responses from 70 survey respondents. For all survey respondents, “existing sidewalks are inadequate” followed closely behind. Another pedestrian issue of high concern was that walking / rolling (as a pedestrian using a wheelchair or as cyclist) doesn’t feel safe. Both intersections of Saint Anthony and Concordia Avenues were identified as being problematic as well. For Project Area Respondents, “crossing St Anthony Ave is difficult,” was the second top problem, and for both groups, St Anthony Avenue was viewed as the more problematic of the two frontage roads. “There are no problems, it’s good the way it was” was the least chosen of the options, receiving agreement from a small number of survey respondents, showing that there is a general consensus about the Hamline Avenue Bridge that it not only problematic in general, it’s problematic for pedestrians walking along it and trying to cross the streets near it.

“Other” Comments

Lastly, “Other,” an option in which respondents could fill in their own opinions instead of being limited to the provided ones received very little attention, showing that the provided options accurately described the problem for the Hamline Avenue Bridge.

The following are selected quotes that accompanied the “Other” option from our survey respondents, first from project area respondents;

“crosswalk lights are confusing - will say do not walk when light green, also there aren't buttons to push to walk in all directions”

“Drivers are not aware of pedestrians or bikers”

“The left turn arrow going southbound is too short so traffic backs up. The same is true for a left turn arrow coming north.”

The following quotes are from non-project area respondents;

“Aggressive cars trying to switch lanes quickly so they don't get stuck behind cars turning left onto Concordia or St. Anthony”

“crosswalk lights are confusing - will say do not walk when light green, also there aren't buttons to push to walk in all directions”

“There are no devoted turn lanes causing huge backups during rush hour and construction.”

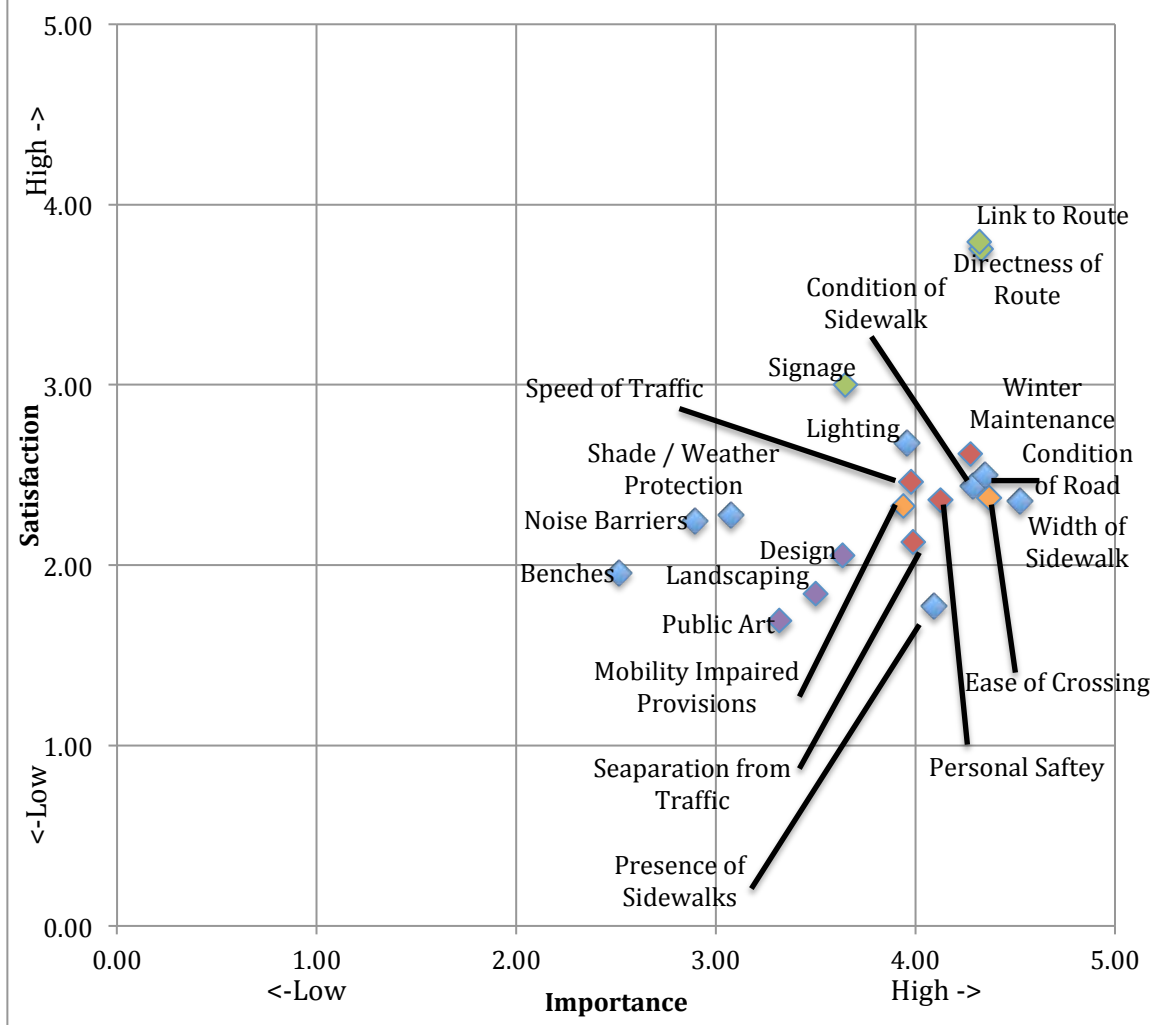
How Important are bridge amenities, and how Satisfied are you with them now?

With the help of Saint Paul Smart Trips and Greenway Consulting, who developed this question format and categorization of amenities, the Friendly Streets Initiative asks it's survey respondents to rank different amenities or infrastructure items (like personal safety, or lighting, see full list below) by the importance of their existence on or near the bridge, as well as their satisfaction with the quality of their existence.

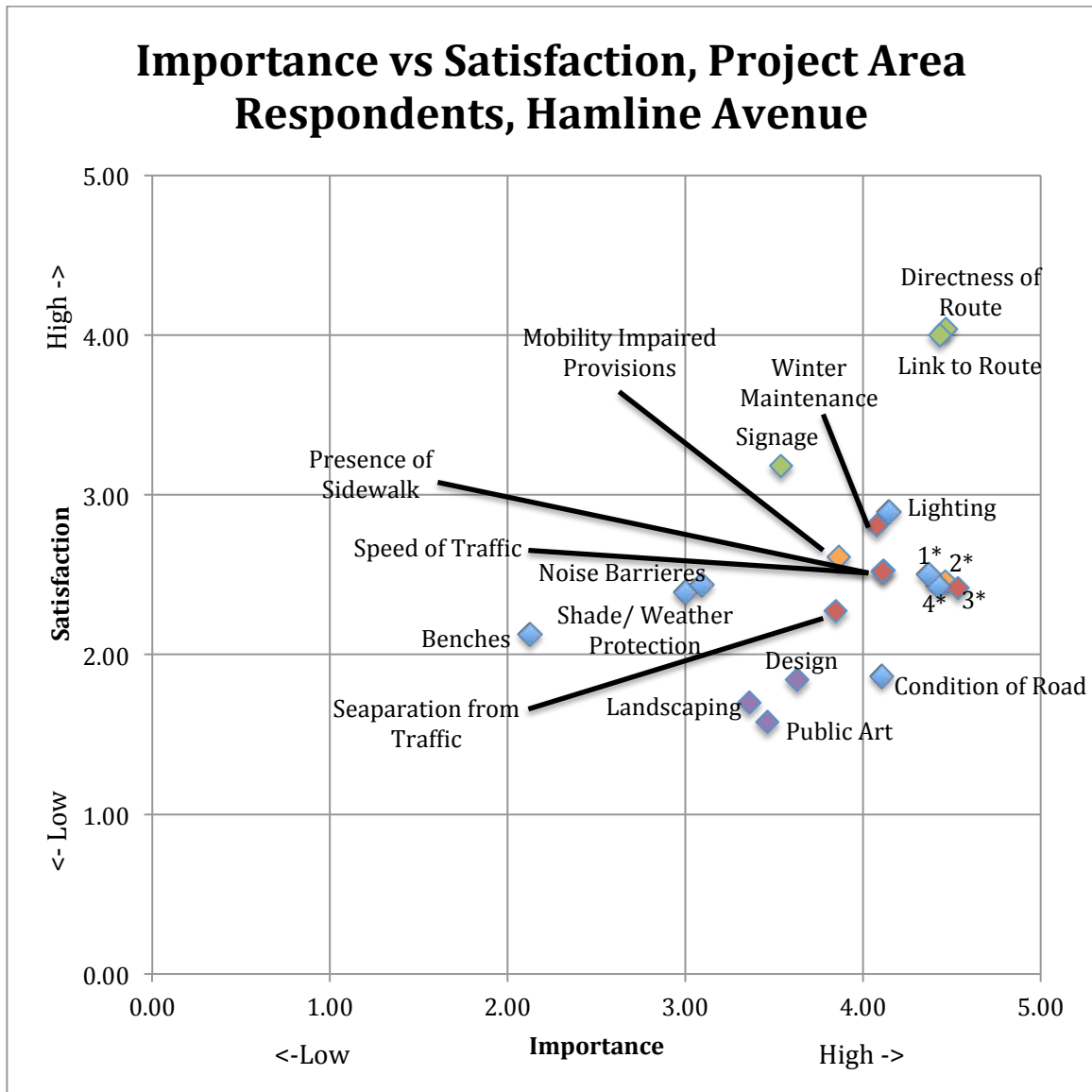
Number Ranking	Importance	Satisfaction
1	Totally Unimportant	Awful
2	Unimportant	Problems
3	Somewhat Unimportant	Good
4	Important	Very Good
5	Very Important	Excellent

Importance VS Satisfaction, Hamline Ave, All Survey Respondents		Importance Low=1	Satisfaction High=5
Convenience	Directness	4.33	3.75
	Link to Route	4.32	3.79
	Signage	3.65	3.00
Accessibility	Ease of Crossing	4.37	2.38
	Mobility Impaired Provisions	3.94	2.33
Safety	Personal Safety	4.52	2.36
	Separation from Traffic	3.99	2.13
	Speed of Traffic	3.98	2.46
	Winter Maintenance	4.28	2.62
Comfort	Shade / Weather Protection	3.08	2.28
	Noise Barrier	2.90	2.25
	Lighting	3.96	2.68
	Width of Sidewalk	4.13	2.36
	Presence of Sidewalk	4.09	1.78
	Condition of Sidewalk	4.29	2.44
	Condition of Road	4.35	2.50
	Benches	2.52	1.96
Appearance	Design	3.63	2.05
	Landscaping	3.50	1.84
	Public Art	3.32	1.69

Importance vs Satisfaction, All Hamline Survey Respondents



Importance VS Satisfaction, Project Area Respondents, Hamline Ave		Importance Low=1	Satisfaction High=5
Convenience	Directness	4.47	4.04
	Link to Route	4.43	4.00
	Signage	3.54	3.18
Accessibility	Ease of Crossing	4.46	2.46
	Mobility Impaired Provisions	3.86	2.61
Safety	Personal Safety	4.53	2.42
	Separation from Traffic	3.85	2.27
	Speed of Traffic	4.12	2.53
	Winter Maintenance	4.08	2.81
Comfort	Shade / Weather Protection	3.00	2.39
	Noise Barrier	3.09	2.44
	Lighting	4.15	2.89
	Width of Sidewalk	4.42	2.43
	Presence of Sidewalk	4.11	1.86
	Condition of Sidewalk	4.37	2.50
	Condition of Road	4.11	2.52
	Benches	2.13	2.13
Appearance	Design	3.63	1.84
	Landscaping	3.36	1.70
	Public Art	3.46	1.58



*Item names that did not fit due to tight spacing:

1, Condition of Sidewalk; 2, Ease of Crossing; 3, Personal Safety; 4, Width of Sidewalk

Between the two groups of project area respondents, and all survey respondents, there are not any major differences between the general feelings of satisfaction and importance of certain amenities.

Generally, there was only one amenity that ranked lowly in importance between the groups, being **Benches** that received a 2.13 out of 5 from project area respondents.

Convenience

The items within the convenience category, **Directness**, **Link to Route**, and **Signage** ranked with some of the highest satisfaction and importance from both survey groups, showing that Hamline Avenue may not need any help with improving

it's convenience and connectivity in this area. This is supported from the "What do you Like about the Hamline Avenue Bridge?" section, in which "convenience" was the 4th top mentioned reason for liking the bridge. Between the three items within this category, **Signage** was the least important for both survey groups.

Accessibility

Both items within this category were included within the clusters of moderate-high to high importance and moderate satisfaction on both survey group graphs.

Ease of Crossing was one of the most important items from both groups; while **Mobility Impaired Provisions** was ranked lower in importance by both groups of survey respondents. When considering the ranking of **Mobility Impaired Provisions** it should be noted that the survey under-represents persons who use wheelchairs or have other mobility issues that make uneven sidewalks, difficult curb cuts, and other sidewalk issues extra-challenging. Both Accessibility items should be considered priorities for Hamline Avenue.

Safety

Safety items were ranked similarly to Accessibility items, with moderate-high to high importance and moderate satisfaction. Safety items should all be considered as priority items for the Hamline Avenue Bridge.

Comfort

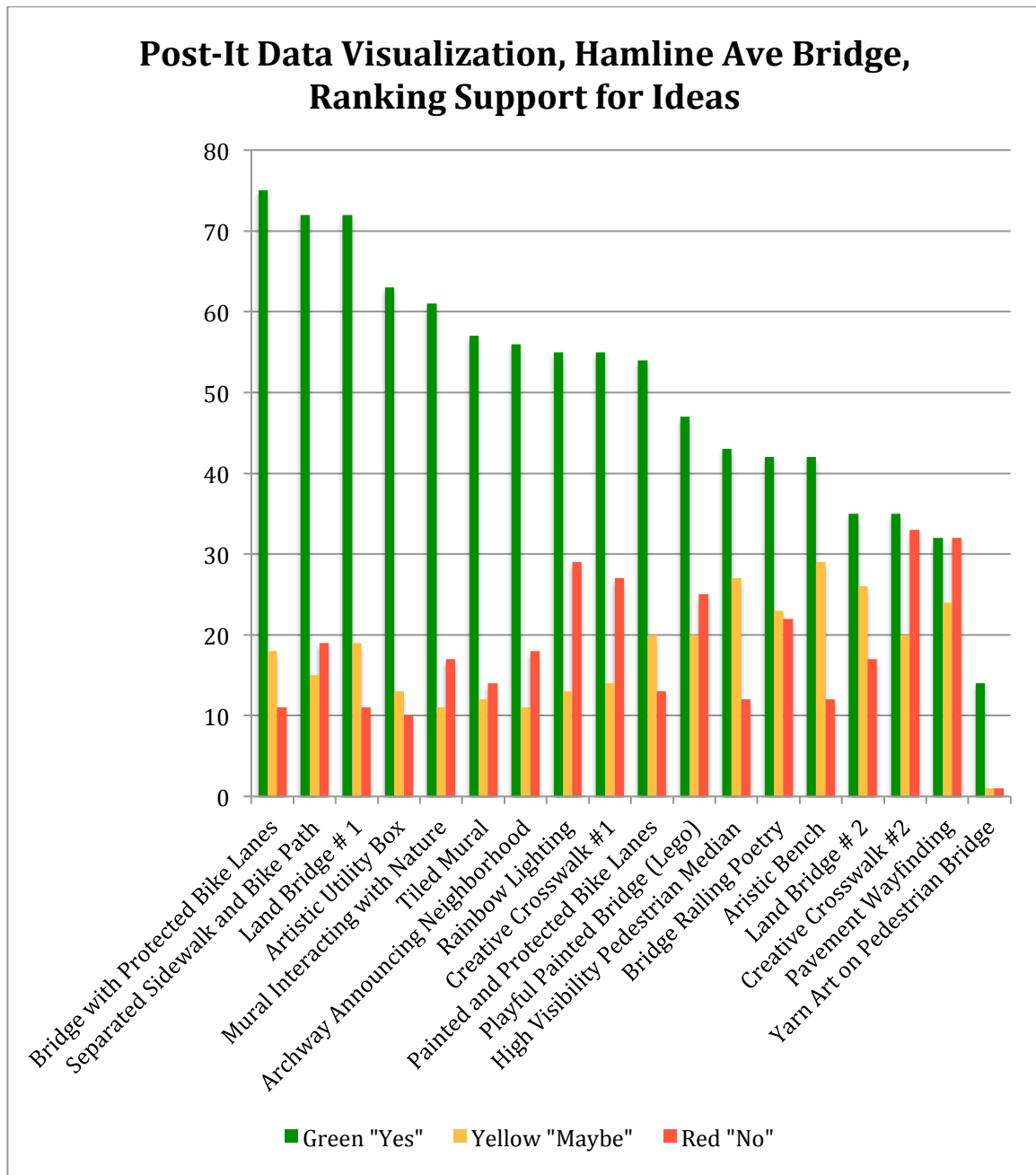
For items of comfort, there are two clustered groups, of sidewalk and road infrastructure (**Sidewalk Width, Presence of Sidewalk, Condition of the Sidewalk** and **Condition of the Road**) and of more literal physical comfort amenities (**Benches, Shade and Weather Protection**, and a **Noise Barrier**).

The first group of comfortable infrastructure ranked high in importance and moderate in satisfaction. The second group of more literal physical comfort ranked lower in importance than the other group, with **Benches** being the only one with questionable priority. **Shade and Weather Protection** and **Noise Barriers** were neither important nor unimportant.

Appearance

Over all, items in the appearance ranked the lowest in satisfaction across the board, with moderate importance. **Design, Landscaping**, and **Public Art** all received some of the lowest rankings for satisfaction, yet did not stand out as highly important items either. These items may not be the priority for Hamline Avenue in this area, yet may help improve feelings of friendliness of the area if incorporated.

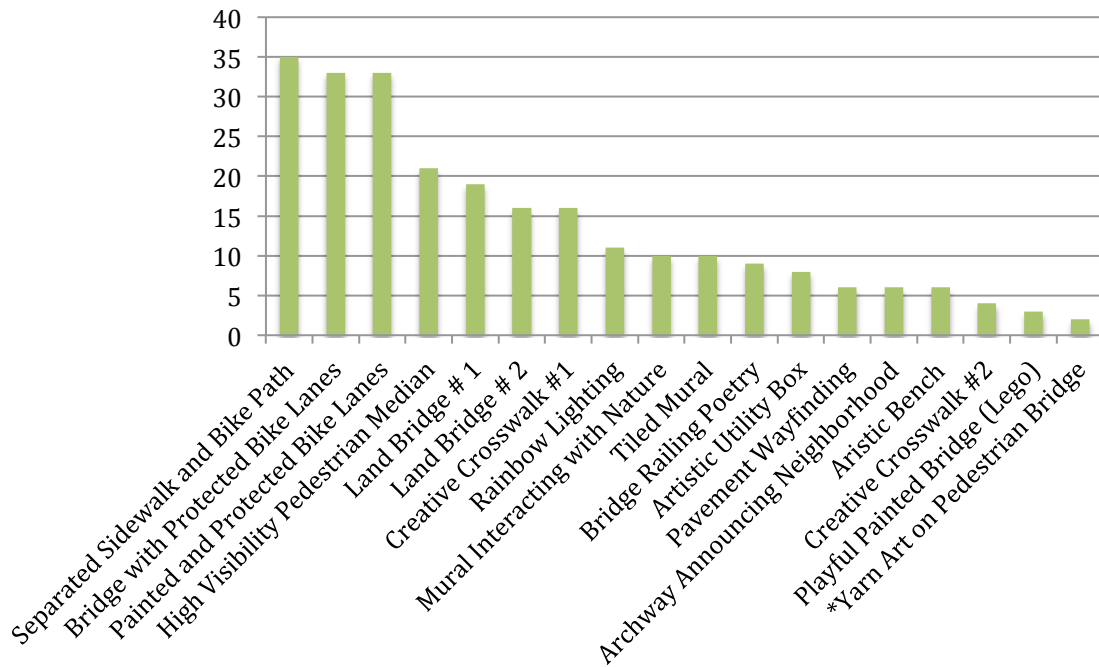
Ranking of Gallery Images by Support and Enthusiasm, Hamline Ave Bridge



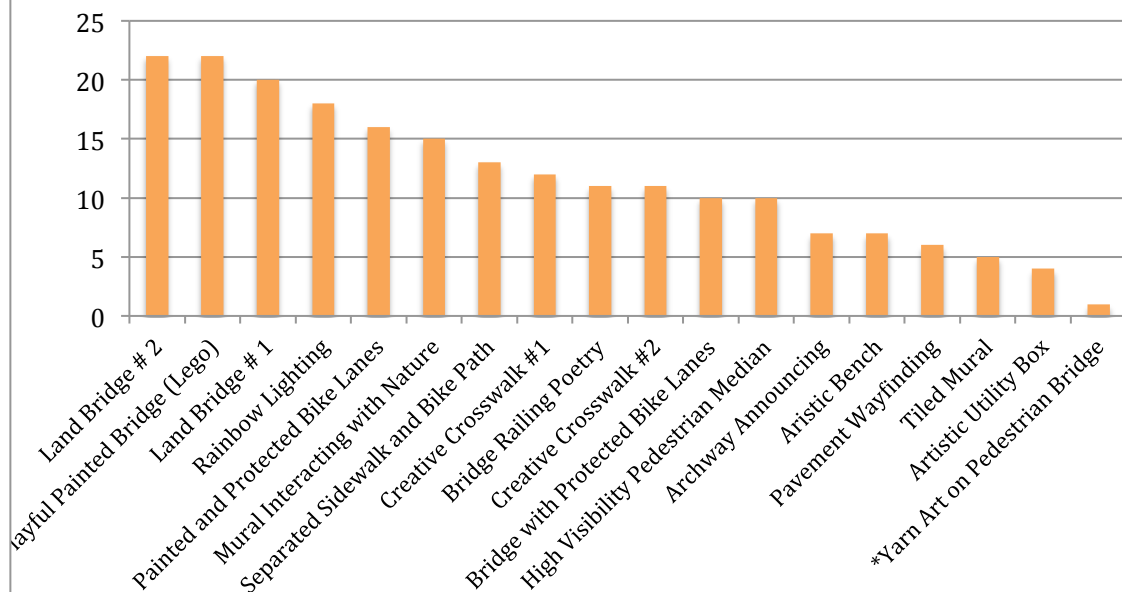
*Yarn Art on Bridge was not included in the gallery list for those taking the online survey- a majority of our survey respondents.

See page 44 for an explanation for how levels of support and opposition for concepts are calculated, as well as enthusiasm (ranking) or concern (problematic), are determined. The method used for Lexington (on p. 44) is also used here for Hamline and below for Griggs.

Best Solutions from the Gallery for Hamline Ave, All Survey Respondents Ranking Enthusiasm for Ideas



Problematic Gallery Images, Hamline Ave, All Survey Respondents, Ranking Uncertainty and Concern for Ideas



Best Solutions

Tier 1- Top Solutions for Hamline Ave

The top ideas from the post-it voting data, as well as the survey top choices data were the two bicycle infrastructure ideas of the Bridge with Protected Bike Lanes and Separated Sidewalks and the Bridge with Separated Sidewalks and Bike Path. When considering cycling infrastructure for the Hamline Ave Bridge and the rest of Hamline Avenue (which is on the Saint Paul Bike Plan), a protected bike lane should be seriously weighed for discussion by community members and the city.

Bridge With Protected Bike Lanes and Separated Sidewalks



Bridge with Separated Sidewalk and Bike Path



Tier 2- Other Top Solutions

Land Bridge 1



Land Bridge 1 received overall more support and enthusiasm than it's companion, Land Bridge 2. FSI's interpretation of this is that Land Bridge 1 features more green space and is larger than Land Bridge 2. This image received mixed reviews.

Creative Crosswalk 1



A creative crosswalk was another popular idea from the post-it data. Survey respondents were not as excited about this image compared to others, it should be considered as a pedestrian and art idea for the Hamline Ave bridge area.

Painted and Protected Bike Lane



The Painted and Protected Bike lane was another idea that received a lot of enthusiasm from survey respondents, yet was not a top choice for the post-it voters. Perhaps this image was considered less safe since the protected bike lane is in the background of the image, and the painted bike lane section within an intersection takes up a majority of the image.

Tier 3- Other Solutions

Ideas that received support from post-it voters but not as much enthusiasm included art/place making images as well as bridge facility images:

Artistic Utility Box

Mural Interacting with Nature

Tiled Mural

Archway Introducing Neighborhood

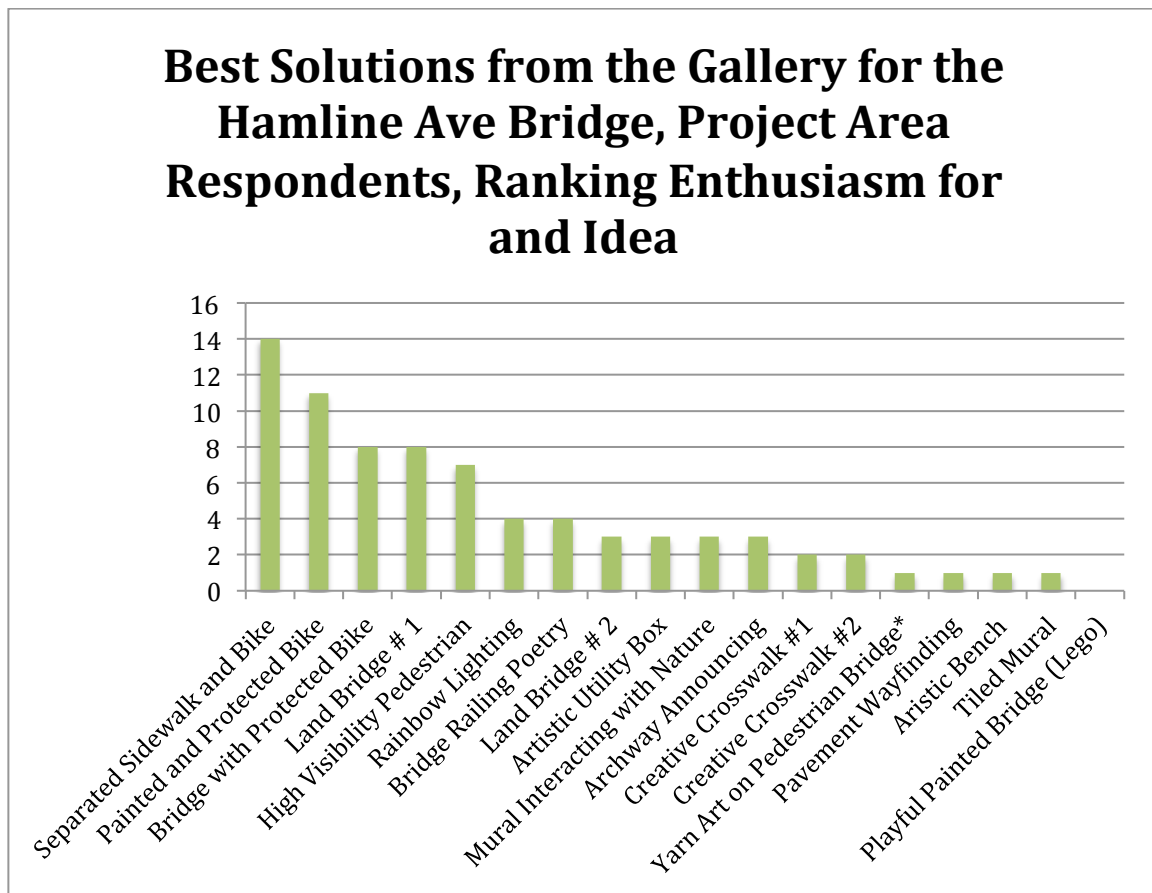
Rainbow Lighting Bridge

Problematic Gallery Images

For problematic gallery images, the Playfully Painted Bridge (Lego) was seen as most problematic, with both Land Bridges ranking highly as well. The Rainbow Lighting on the Bridge and Mural Interacting with nature rounded out the bottom of the most problematic images. Those within the top seven from the group of Problematic Gallery Images for project area respondents are those that FSI considers as needing further discussion.

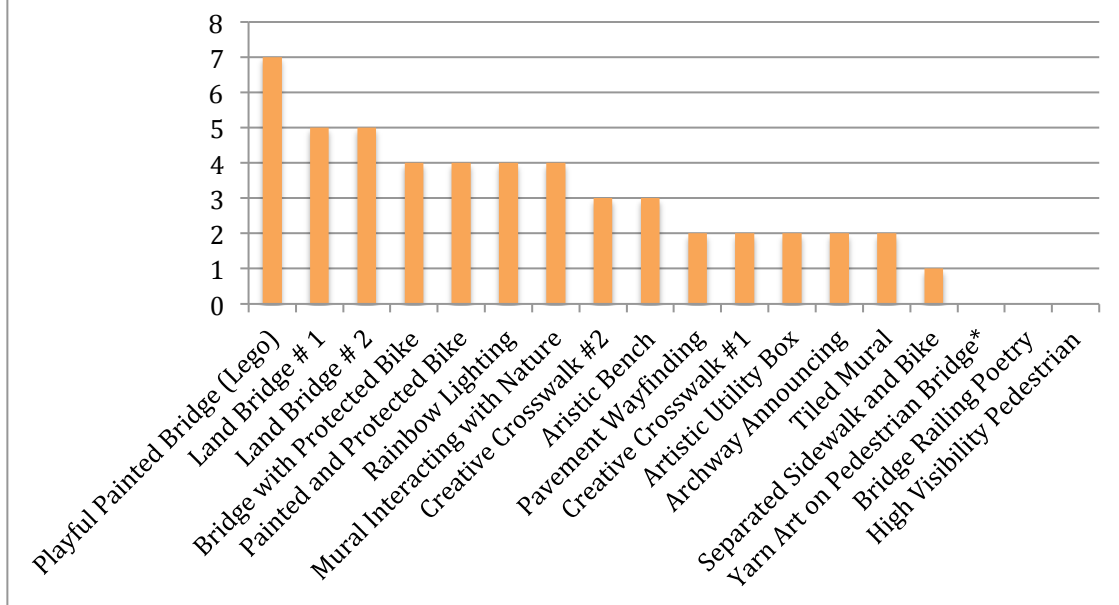
Project Area Perspectives

The opinions of survey respondents who reside in within the Project Area did not deviate substantially from those of the aggregate group, all three images for cycling infrastructure topped this list for popularity, with Land Bridge 1 and the High Visibility Crosswalk rounding out the top five of the list.



Cycling is of interest for Project Area respondents and Aggregate Survey respondents alike, but as may potentially need further discussion among residents in the immediate area as they were seen as problematic by a small but substantial amount of folks for this sample size.

Problematic Gallery Images for the Hamline Ave Bridge, Project Area Respondents, Ranking Uncertainty and Concern for an Idea



The surprising but small deviation from this group of survey respondents is that the two most popular cycling infrastructure from the aggregate group, the Separated Sidewalk and Bike Path, and the Bridge with Protected Bike Lanes were both voted as potentially problematic four times.

Other Ideas for Improving the Hamline Ave Bridge

The top two categories commonly brought up from the aggregate group and project area survey respondents had to do with intersection improvements through improving lighting, turn times, walk times, medians, and other ideas.

3 survey respondents also had the idea of a simple striped and non-protected or buffered bicycle lane for Hamline. This contradicts the most popular cycling facilities as highlighted from the survey and post-it data in the previous section.

Common themes for other Ideas for the Hamline Avenue Bridge, by order of popularity	All Survey Respondents	Project Area Respondents
<i>Make crosswalks better, safer through lighting improvements and "beg" buttons in all directions or give pedestrian priority without needing a button to be pressed</i>	7	4
<i>Improved timing of lights- increased walk times and add left turn times</i>	4	2
<i>Simple painted bike lane</i>	3	2
<i>A landscaped buffer or other type of buffer between the sidewalk and cars lanes to help pedestrians feel safe/removed from traffic</i>	3	0
<i>No cycling on Hamline- cyclist should use Griggs or Pascal- let car traffic "flow"</i>	3	1
<i>Landscaping</i>	3	0
<i>Improve personal safety, perhaps through police patrols</i>	3	2
<i>Improved lighting</i>	2	1
<i>Low-cost infrastructure, for installment and maintenance</i>	2	0
<i>Designated left-turn lanes to access frontage roads</i>	2	0
<i>Artistic ideas</i>	2	0
<i>New pavement- would especially help cyclists but would benefit all</i>	2	1
<i>Protected bicycle lane in addition to a protected sidewalk</i>	2	0
<i>Reduce car lanes- increase space to pedestrian and cyclist space</i>	1	0

From this group of this group of comments, one can witness a divide in opinion on cycling infrastructure on Hamline Ave in general- this is true for Lexington Parkway as well- many people want cycling facilities, and some do not. Those who are against cycling on these streets point to the nearby Griggs St pedestrian and cycling bridge. Those arguing for bicycling facilities on Hamline and Lexington would likely point to the fact that they are both more complete North- South routes. Hamline Avenue is on the St. Paul Avenue Bicycle Plan, and sometime in the near future some sort of infrastructure will be installed. The choice is now not between if there should be a

bike lane, but what kind of bike lane it should be. The survey data points to a protected one.

Less decisive for this group of survey comments is the need for improved pedestrian facilities on the bridge and its crosswalks. Perhaps it can be considered that a non-controversial priority should be improving the walkability of this area.

Here are some quotes from **non-project area** respondents:

“Reduce number of car lanes and increase ped and bike facilities -- including lights! Walk signs are short and crosswalks not visible enough”

“Most important thing for hamline is safety of crosswalks and litter- no pan handling”

Quotes from **project area** respondents:

“Sidewalks and crosswalks in all directions and sides of the street. Walk signs lit during each cycle of the stoplight without having to be activated by a person.”

“Regular police patrols. Better traffic signals and crosswalks at intersection. Left turning cars are problematic.”

Griggs Street Bridge

Data Results

What Do You Like About the Griggs St Bridge

An outstanding 49 survey respondents told us that they liked the Griggs St Pedestrian bridge for being a safer and more pleasant route for pedestrians and cyclists. These responses reflected a more enthusiastic feeling about the Griggs St Bridge, with only 1 respondent saying “nothing” (verses 22, the top answer from Hamline Avenue and 17, a far second for Lexington Parkway).

Respondents also liked the bridges design- that it feels open and inviting- opposed to chain-link fenced-in bridges, like the Aldine St pedestrian bridge.

A few respondents remarked that although it was a good bridge, that the entry and exits are difficult as far as visibility from Saint Anthony and Concordia Avenues.

This group of comments is the first to report a theme in opinions about the Griggs St Bridge, that it’s a good bridge, yet the entrances and exits are difficult and sometimes dangerous.

Common Themes, by order of most popular of All Respondents	All Survey Respondents	Project Area Respondents
A great pedestrian / cyclist only bridge that is an alternative for Hamline, Lexington, and other bridges; it feels like a safer, more pleasant route. Convenient placement for cyclists	49	15
Design- decorative railing, feels open, not fenced in on the sides or top	19	4
It exists, it functions as a bridge	7	1
It's wide (or at least, wider than the previous bridge)	6	1
Difficult entry/exit despite being a good bridge	3	0
Well Lighted	2	0
Flat- at grade is nice	2	0
Everything	1	1
Nothing	1	1

Map Data

The following information has been collected in person on post-it notes placed on a small-scale map showing the Griggs St Bridge and it's surrounding area from about University Avenue to Marshall Avenue.

Comments are color coded to highlight common themes, as follows:

Pedestrian, Cycling, Traffic Calming, Need for Pedestrian Scale, Greening Improvements, Art, Wayfinding, Land Bridge, Weather Protection

Griggs Street map data, North to South

St. Anthony to University:

- * Parking Lot North East corner of St. Anthony & Griggs: Build Soccer Field
- * Maintain Sidewalk/fence garbage
- * 3 rings park? Gardens – See video on Vimeo.com Three rings garden
- * Waste land - East side of street

North Entrance of Bridge:

- * Colorful Archway at either end of the bridge
- * Why is the bridge a bland + institutional? Is that the standard? – Personality and loud color!
- * Build cover from South to North Lexington to Hamline
- * Park
- * Put a sign that says “Ped Bridge”

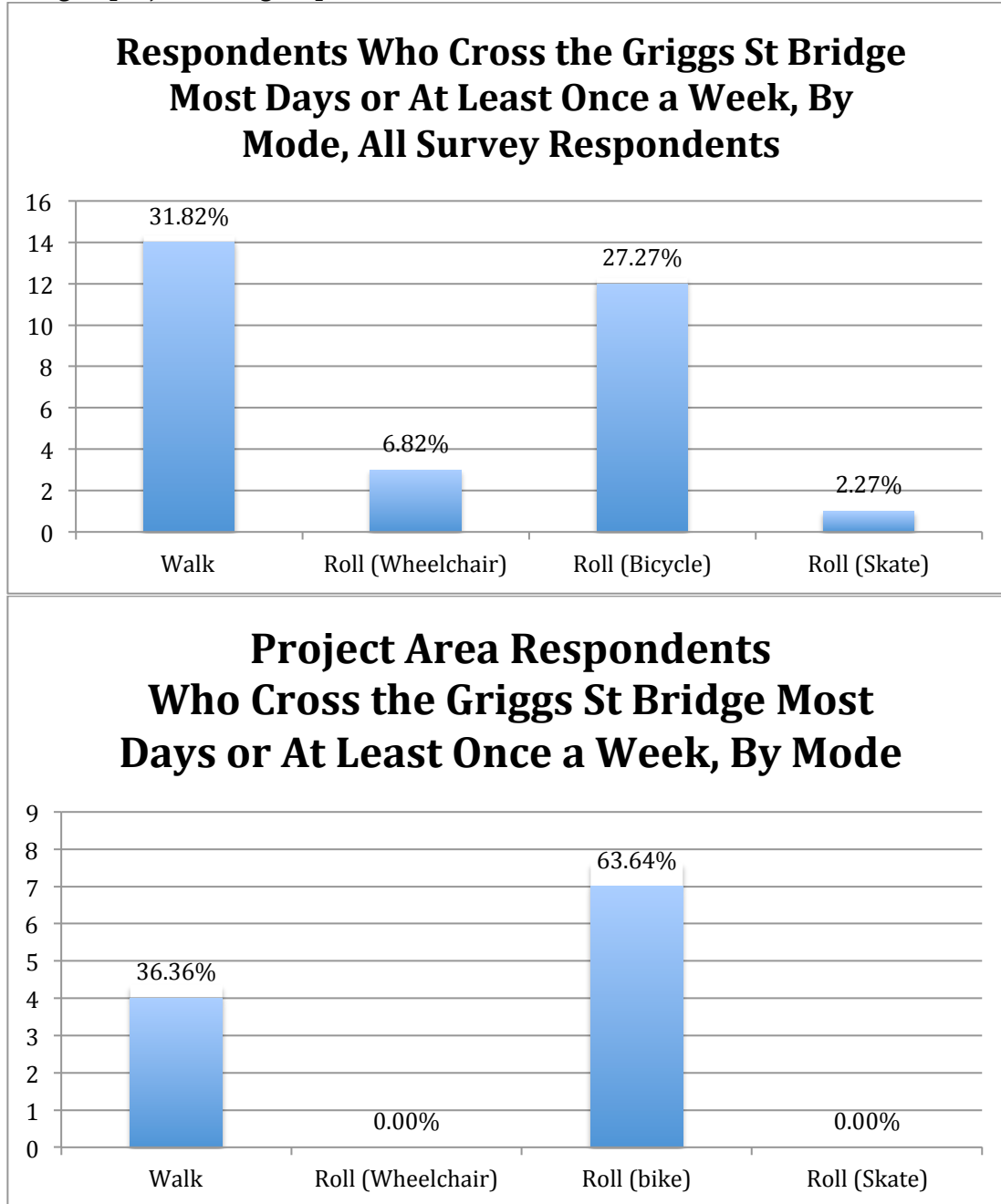
South Entrance of Bridge:

- * Parks!
- * Trees!
- * Better signage because people can't find it.

The Griggs St Bridge did not receive many comments on it's map, compared to Hamline Ave and Lexington Pkwy. A majority of comments had to do with aesthetic improvements, including improved greenery and artistic items- adding trees, a park, or a soccer field in one of the near by parking lots to the North, and adding color or an archway to the bridge to give it some personality. Additionally, there were two comments requesting way-finding signs near by to make finding the bridge an easier experience for those unfamiliar with it.

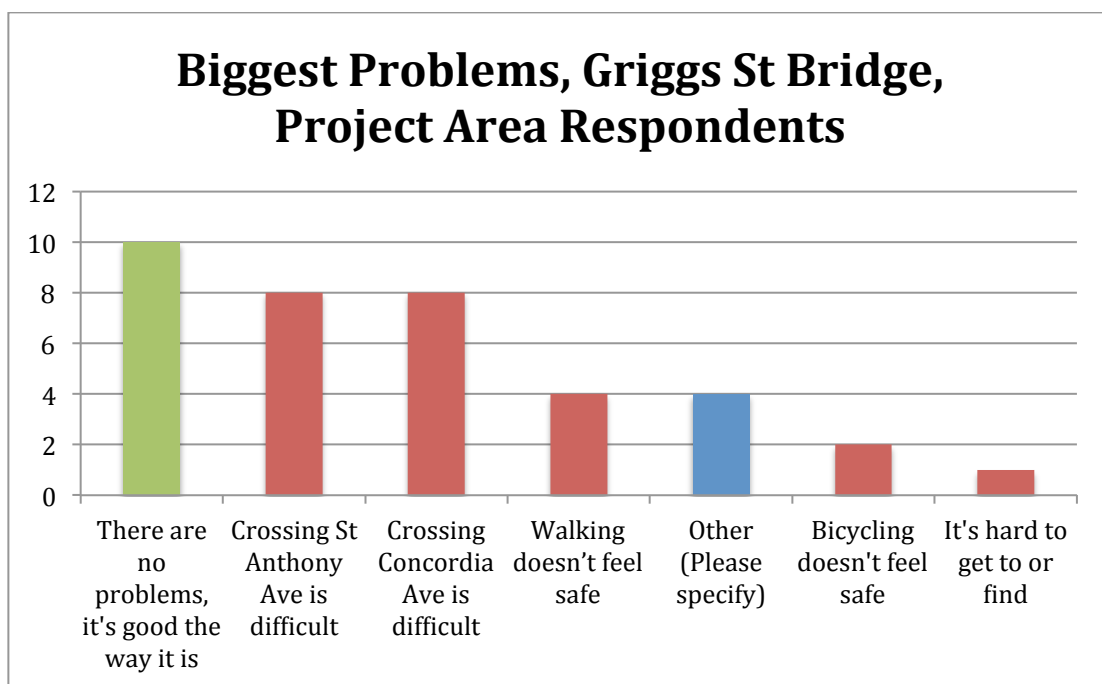
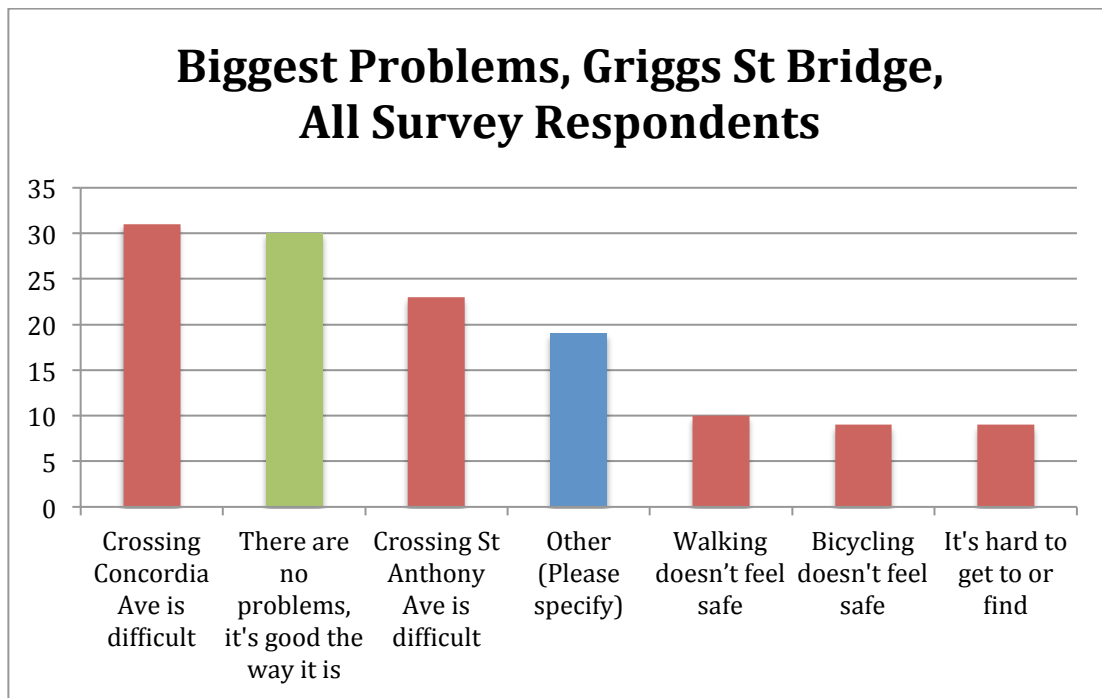
How Often Do You Cross the Griggs St Bridge, and what Modes Do You Use?

38.64% of survey respondents from the aggregate group use the Griggs St Bridge as a pedestrian than do as a cyclist. The percentage of pedestrians on the Griggs St Bridge does not drop much for the project area respondents, but the percentage of cyclist's doubles between the aggregate group and the project area respondents. The project area group for Griggs may reflect more opinions from a cyclists perspective than other bridge's project area groups.



What are the Biggest Problems for the Griggs Street bridge and Surrounding Area?

A high number from the group of All Survey Respondents and Project Area Respondents agree that the Griggs St Bridge doesn't have many problems. The bridge itself does not seem to be the area of concern, it's the entrance and exits of St Anthony Ave and Concordia Ave that raise concern for our survey respondents.



“Other” Comments

The response of “other (please specify)” placed moderately for the group of all survey respondents, and 4 from the project group chose it. The follow section highlights the given answers from the **project area** first;

“Traffic doesn't stop for pedestrians (though there are signs)”

“The bike paths don't continue far enough north or south, not a bridge issue.”

“The isolation of the bridge makes it feel unsafe.”

The remaining comments come from **non-project area** respondents;

“No problem with the bridge but access to the bridge and areas around bridge hard to bike.”

“Cars don't slow down. Almost got hit there the other day.”

“crossing St Anthony Ave & Concordia can be unsafe for children”

“from a driver's perspective on St. Anthony, it is not easy to see traffic coming from the bridge”

“Landscaping on both side and the frontage roads is terrible”

“The 12 foot width clearance is not wide enough for separating walk and bike.”

“The approaches have tight turns.”

The group of “other” comments reflect a similar trend, that the main problem with the bridge is not on the bridge itself- besides being perhaps too narrow or isolated from people so it feels unsafe on a personal level- it feels safe from car traffic while crossing over I-94. The problem is exiting the bridge; visibility of pedestrians and cyclists is low for automobile drivers, who tend to drive too fast despite signage alerting them of pedestrians.

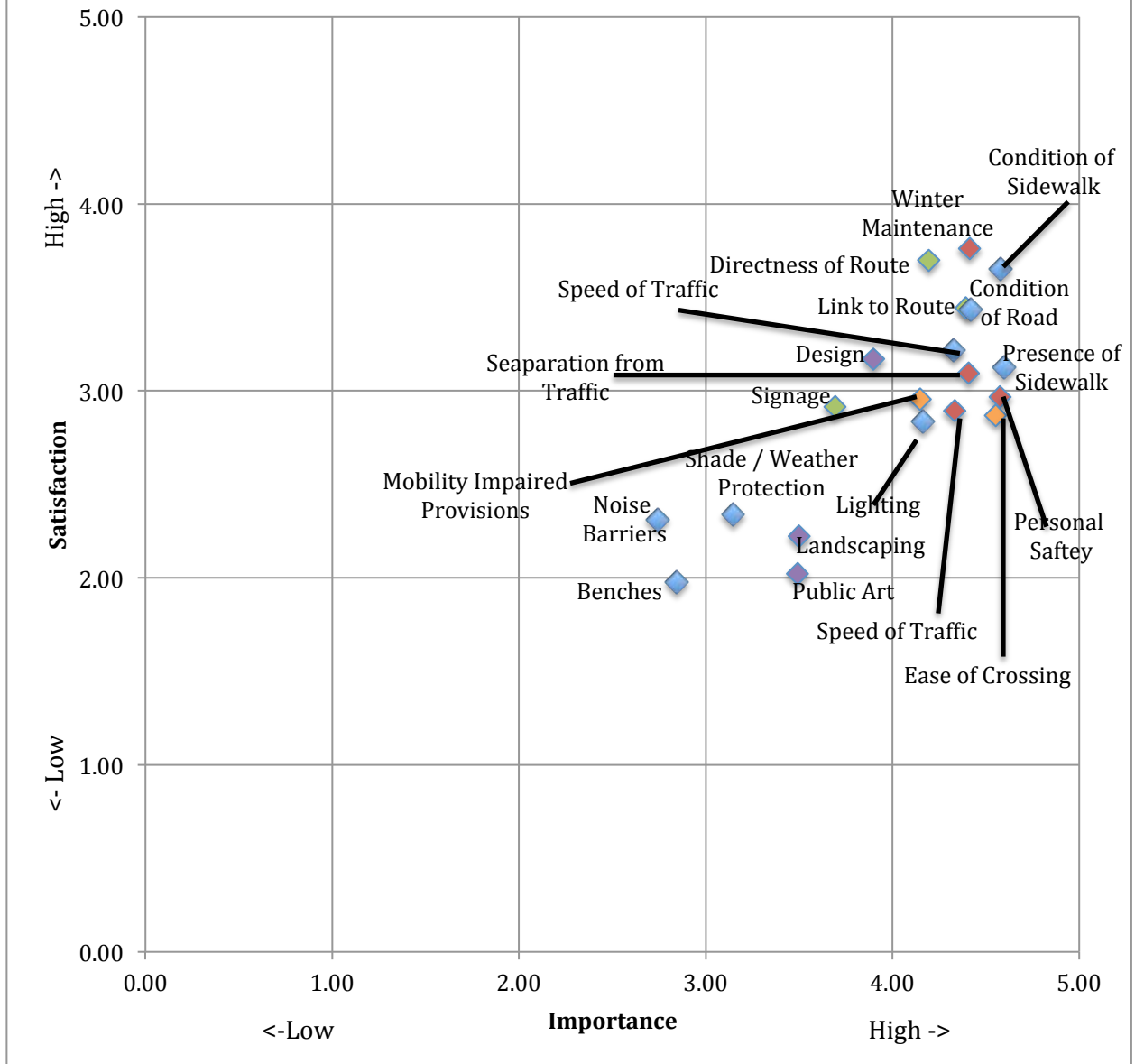
How Important are bridge amenities, and how Satisfied are you with them now?

With the help of Saint Paul Smart Trips and Greenway Consulting, who developed this question format and categorization of amenities, the Friendly Streets Initiative asks it's survey respondents to rank different amenities or infrastructure items (like personal safety, or lighting, see full list below) by the importance of their existence on or near the bridge, as well as their satisfaction with the quality of their existence.

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

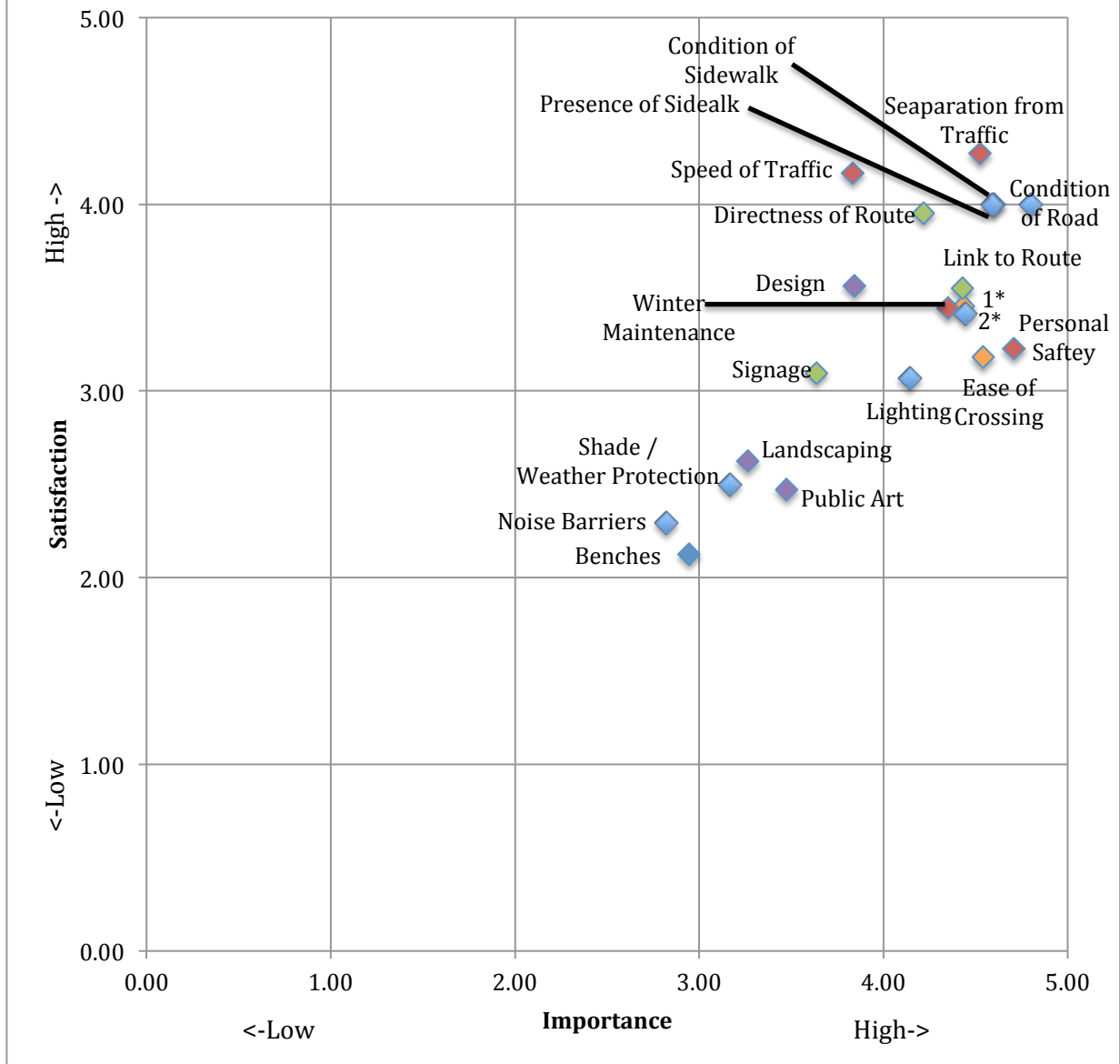
Importance VS Satisfaction, All Griggs St Respondents		Importance Low=1	Satisfaction High=5
Convenience	Directness	4.19	3.70
	Link to Route	4.39	3.44
	Signage	3.69	2.92
Accessibility	Ease of Crossing	4.55	2.87
	Mobility Impaired Provisions	4.15	2.95
Safety	Personal Safety	4.58	2.97
	Separation from Traffic	4.41	3.76
	Speed of Traffic	4.33	2.89
	Winter Maintenance	4.41	3.10
Comfort	Shade / Weather Protection	3.15	2.34
	Noise Barrier	2.74	2.31
	Lighting	4.16	2.84
	Width of Sidewalk	4.33	3.22
	Presence of Sidewalk	4.60	3.13
	Condition of Sidewalk	4.58	3.65
	Condition of Road	4.42	3.44
	Benches	2.84	1.98
Appearance	Design	3.90	3.17
	Landscaping	3.50	2.22
	Public Art	3.49	2.02

Importance vs Satisfaction, All Griggs St Respondents



Importance VS Satisfaction, Griggs St, Project Area Respondents		Importance Low=1	Satisfaction High=5
Convenience	Directness	4.22	3.95
	Link to Route	4.43	3.45
	Signage	3.64	3.10
Accessibility	Ease of Crossing	4.54	3.18
	Mobility Impaired Provisions	4.44	3.41
Safety	Personal Safety	4.71	3.23
	Separation from Traffic	4.52	4.27
	Speed of Traffic	3.83	4.17
	Winter Maintenance	4.35	3.44
Comfort	Shade / Weather Protection	3.17	2.50
	Noise Barrier	2.82	2.29
	Lighting	4.14	3.07
	Width of Sidewalk	4.43	3.55
	Presence of Sidewalk	4.60	4.00
	Condition of Sidewalk	4.59	4.00
	Condition of Road	4.80	4.00
	Benches	2.94	2.13
	Design	3.84	3.56
Appearance	Landscaping	3.26	2.63
	Public Art	3.47	2.47

Importance vs Satisfaction, Project Area Respondents, Griggs Street



*Item names that did not fit due to tight spacing:

1, Mobility Impaired Provisions; 2, Width of Sidewalk

Between the two groups of project area respondents, and all survey respondents, there are not any major differences between the general feelings of satisfaction and importance of certain amenities.

The Griggs St Bridge, compared to Hamline Ave and Lexington Pkwy, overall received more items with high satisfaction and high importance, with most of its items being between 3 and 5 for importance and 2 and 4 for satisfaction- meaning a majority of the dots were distributed on the top-right section of the graphs.

Convenience

The items within the convenience category, **Directness** and **Link to Route** ranked with some of the highest satisfaction and importance for both survey groups, showing that the Griggs St Bridge is a good connector across I-94 for Griggs St.

However, **Signage** was lacking in satisfaction compared to the other two items within the convenience category.

Accessibility

Both items within this category were included within the clusters of moderate-high to high importance and moderate satisfaction. **Ease of Crossing** was one of the most important items from both groups, standing out as one of the most important amenities of all from the All Respondents Group. Considering their high importance, these items have moderate satisfaction. The “Biggest Problems on the Griggs St Bridge” section confirms that the ease of crossing the frontage roads at Griggs Ave is not high.

When considering the ranking of **Mobility Impaired Provisions** it should be noted that the survey under-represents persons who use wheelchairs or have other mobility issues that may make uneven sidewalks, difficult curb cuts, and other sidewalk issues extra-challenging.

Safety

Safety items were ranked similarly to Accessibility items, high importance and moderate-high to high satisfaction. Physical safety from cars on the Griggs St Bridge is high since it is a pedestrian cyclist bridge, but the problem spots are again, on the North and South ends of the bridge.

From the group of safety items, **Personal Safety** consistently ranked the lowest in satisfaction with moderate-high satisfaction. Some comments from the “Biggest Problems on the Griggs St Bridge” remarked that the bridge felt isolated from people, making it feel unsafe.

Comfort

For the group of items from comfort, **Shade and Weather Protection**, **Noise Barriers**, and **Benches** were consistently the lowest in importance and satisfaction.

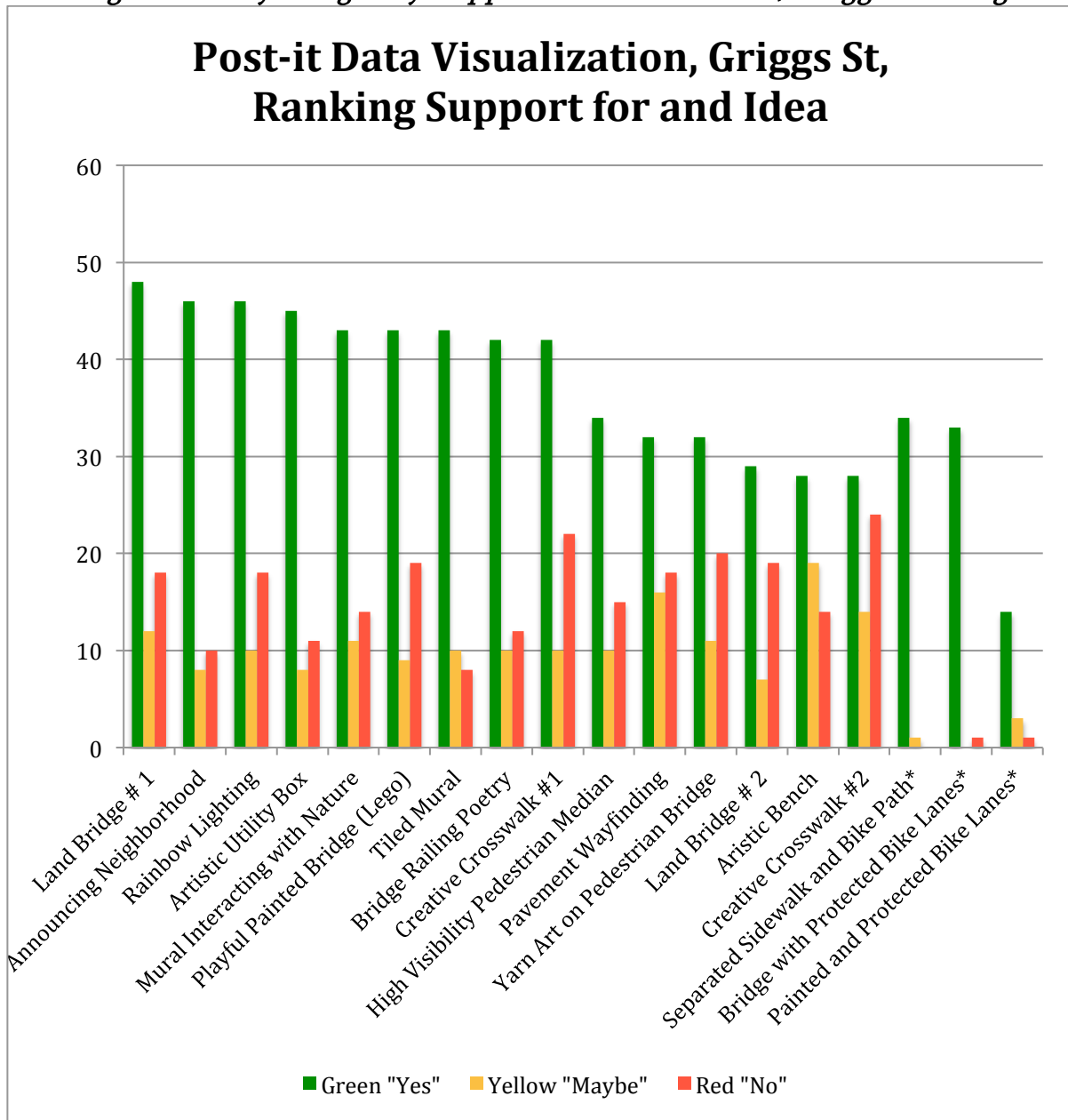
Lighting has high importance and moderate satisfaction.

Lastly, the group of sidewalk and road infrastructure items (**Condition of Sidewalk, Condition of Road, Width of Sidewalk and Presence of Sidewalk**) are all high in importance and satisfaction, confirming that the walkway is even and acceptable- even though there is no formal “sidewalk” or “road” on the bridge. The Griggs St Bridge is was newly constructed at the time of surveying, so it is to be expected that the condition of the bridge is was perceived as good..

Appearance

Apart from **Design**, the items in the appearance ranked the lowest in satisfaction across the board, with moderate importance. **Landscaping**, and **Public Art** both received some of the lowest rankings for satisfaction, yet did not stand out as highly important items either. These items may not be the priority for Hamline Avenue in this area, yet may help improve feelings of friendliness of the area if incorporated. The Griggs St Bridge was new in construction at the time of surveying, and seems to be considered an improvement to the old standard of pedestrian bridges, like the fenced in and narrow Aldine Bridge that stands over I-94 between Fairview Ave and Snelling Ave.

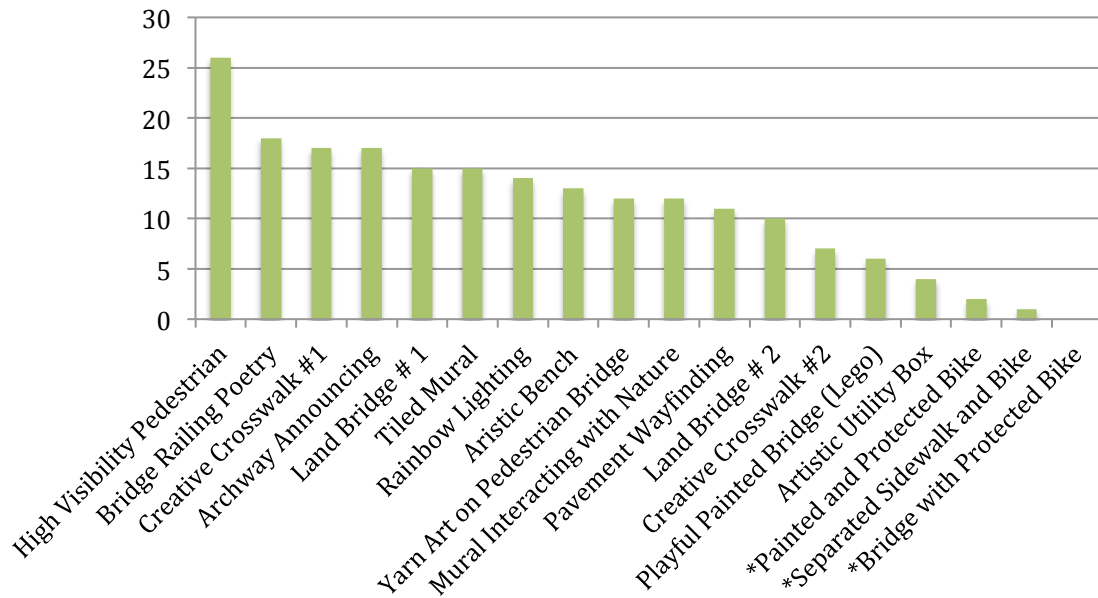
Ranking of Gallery Images by Support and Enthusiasm, Griggs St Bridge



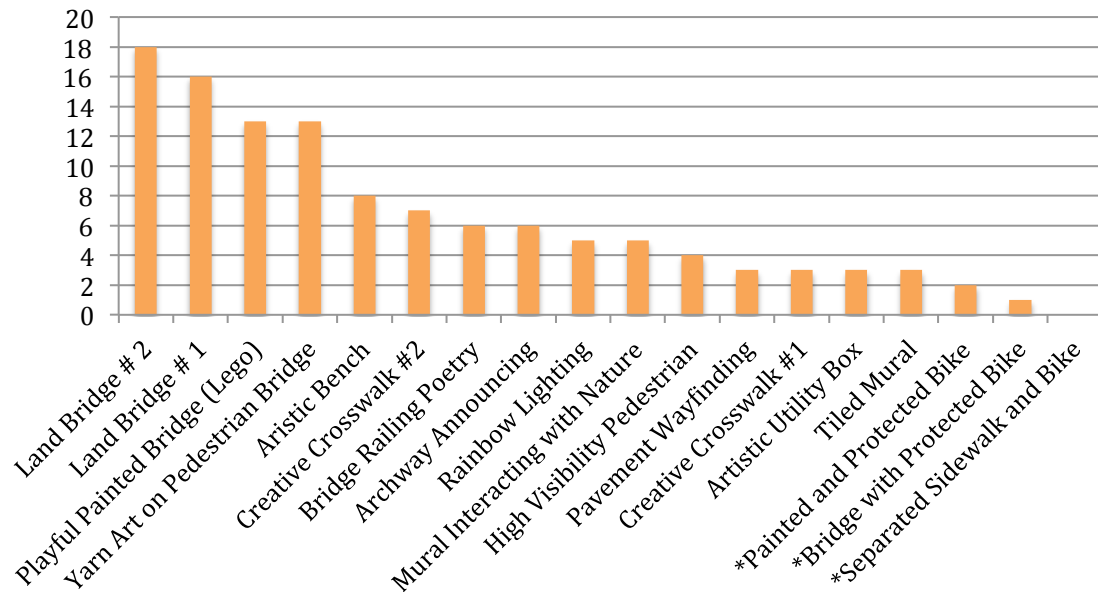
*Separated Sidewalk and Bike Path, Bridge with Protected Bike lane and Painted and Protected Bike lanes were not included in the gallery list for those taking the online survey- a majority of our survey respondents.

See page 44 for an explanation for how levels of support and opposition for concepts are calculated, as well as enthusiasm (ranking) or concern (problematic), are determined. The method used for Lexington (on page 44) is also used here for Griggs and above for Hamline.

Best Gallery Solutions for The Griggs St Bridge, All Survey Respondents, Ranking Enthusiasm for Ideas



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



Best Solutions

Tier 1- Top Solutions for Griggs St

High Visibility Crosswalk



The High Visibility Median was the most popular idea from the survey, backing up comments from the “Other Ideas” section that call for further interventions to improve pedestrian safety on St Anthony and Concordia Avenues.

Land Bridge 1



Tier 2- Other Top Solutions

Archway Introducing Neighborhood



Rainbow Lighting Bridge



Mural Interacting with Nature



Tiled Mural



Bridge Railing Poetry



Creative Crosswalk 1



The Creative Crosswalk 1 doubles both as an artistic idea and as pedestrian infrastructure.

A variety of different artistic placemaking ideas were also popular for the Griggs St Bridge.

Tier 3- Other Solutions

Ideas that received a high amount of support from post-it voters but didn't receive as much enthusiasm from survey respondents included artistic and place making items:

Playful Painted Bridge (Lego)



The Lego Bridge received mixed reviews.

Artistic Utility Box



Problematic Concepts

In addition to [Land Bridge 1](#) and the [Playfully Painted Bridge \(Lego\)](#), which are pictured in the Best Solutions section, [Land Bridge 2](#) and the [Yarn Art on Bridge](#) received expressions of concern in the survey.

[Land Bridge 2](#)



Land Bridge 1 was highly popular, yet it, along with Land Bridge 2, received a considerable amount of votes listing it as problematic- likely due to a land bridge being an expensive and large project.

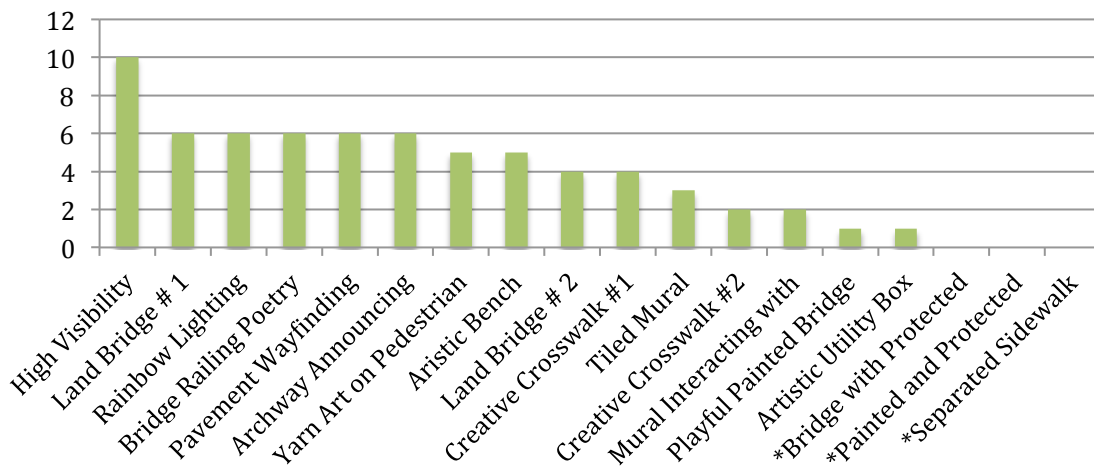
[Yarn Art on Bridge](#)



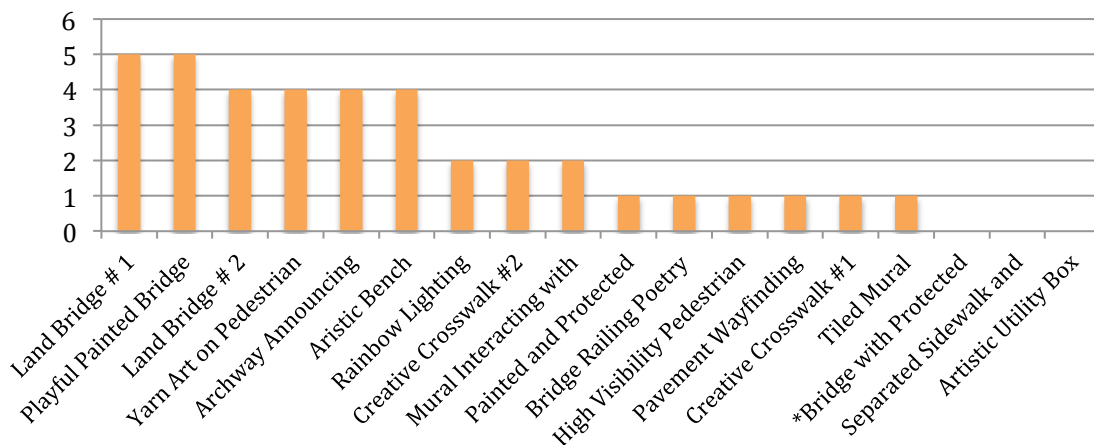
Project Area Perspectives

The Project Area perspectives about the Gallery Images for the Griggs St Bridge do not vary greatly from those of All Survey Respondents. The High Visibility Pedestrian Median and the Land Bridge 1 remain highly popular, with the same top four problematic gallery images (Land Bridge 1 and 2, Lego Bridge, and the Yarn Art) remaining within the top group for the Project Area Respondents.

Best Solutions for the Griggs St Bridge, Project Area Respondents, Ranking Enthusiasm for Ideas



Problematic Ideas for the Griggs St Bridge, Project Area Respondents, Ranking Uncertainty and Concern



Other Ideas for Improving the Griggs St Bridge

Common themes for other Ideas for the Griggs Street Bridge, by order of popularity	All Survey Respondents	Project Area Respondents
<i>Interventions beyond signage to alert motorists to pedestrians and cyclists attempting to stop, including a traffic circle, speed bumps, high visibility crosswalks, stop signs, or police presence.</i>	12	5
<i>General improved safety at St. Anthony Ave and Concordia Ave.</i>	5	0
<i>Better Signage and St Anthony and Concordia Avenues to alert motorists to pedestrians and cyclists attempting to cross.</i>	4	0
<i>Striping Saint Anthony Ave and Concordia Ave, adding bicycle lanes to improve access to the Griggs St Bridge.</i>	3	1
<i>Way finding to find the bridge, as it feel underused</i>	2	1
<i>Don't install community art the looks like graffiti, or change the aesthetics since it looks good now.</i>	1	0
<i>A bridge over St Anthony and Concordia for cyclists</i>	1	0
<i>A bouncy bridge- for fun</i>	1	0
<i>Public art as traffic calming at both ends of the Bridge</i>	1	1
<i>Stripe the bridge to separate pedestrians and cyclists</i>	1	0
<i>Sound and wind barriers</i>	1	0
<i>A curved bridge like that Sabo Bridge in Minneapolis</i>	1	1

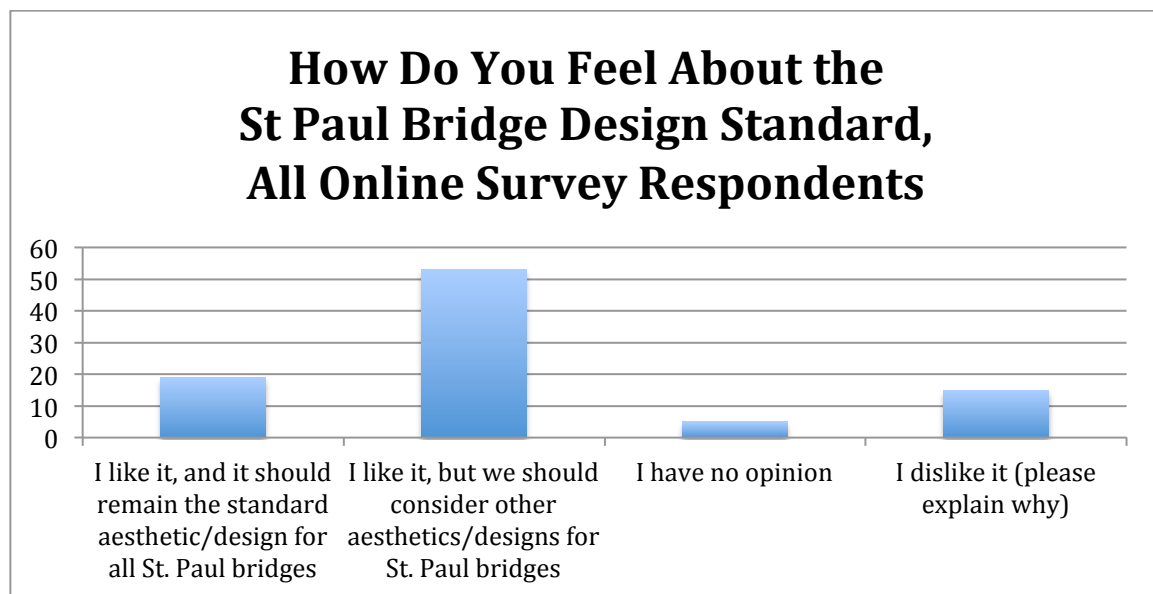
A majority of the other ideas for improving the Griggs St bridge had to do with improving St Anthony Ave and Concordia Ave at Griggs St. The top common theme called for traffic calming interventions at the North and South ends of the bridge, including a high visibility crosswalk, stop signs, speed bumps, a traffic circle, or even police presence to enforce stopping for pedestrians. Some folks offered the ideas of striping St Anthony and Concordia to make clear how many and where the car lanes are, in addition to adding bicycle lanes to those streets to improve the accessibility to the Griggs St bridge on bike. Another common theme was to improve and increase signage for motorists to alert them about pedestrians and cyclist, and traffic laws that support that motorists must yield to pedestrians and obey signage.

Opinions on 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, adopted in the 1980s.



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 boring, unremarkable, or lacking creativity

Appendix 1- Gallery of Images

Bridge with Protected Bike Lanes and Separated Sidewalks



Bridge with Green Painted Protected Bike Lanes



Bridges with Separated Sidewalk and Bike Path



Land Bridge (Lid) Over Highway #1



Land Bridge (Lid) Over Highway #2



Painted Playful Bridge Underpass



Rainbow Lighting Bridge



Yarn Art on Pedestrian/Bike Bridge



Bridge Railing Poetry



High Visibility Crosswalk



Sidewalk Way-finding



Creative Crosswalk 1- Hopscotch



Creative Crosswalk 2- Mural



Artistic Covered Utility Box



Mural Interacting with Nature



Archway



Artistic Bench



Community Tile Mural



Appendix 2- Survey

Note: All paper surveys were also written in Somali and Oromo.

⌘ Improving the Hamline, Griggs and Lexington Bridges Over I-94 ⌘

Thank you! Your answers to this survey will guide planning efforts for our neighborhood.

Lexington Parkway Bridge Questions: Blue sheet
Hamline Avenue Bridge Questions: Green sheet
Griggs Street Bridge Questions: Purple sheet

Which neighborhoods **are you a part of, and how?** (Check all that apply)

Union Park / Lex-Ham

☐ resident

☐ business owner

☐ employee

☐ student

☐ other

Summit-University

☐ resident

☐ business owner

☐ employee

☐ student

☐ other

Hamline-Midway

☐ resident

☐ business owner

☐ employee

☐ student

☐ other

Frogtown

☐ resident

☐ business owner

☐ employee

☐ student

☐ other

☐ I do not reside, work, or go to school in these neighborhoods.

On which streets do you **shop or use services?** (check all that apply)

☐ University Avenue

☐ Hamline Avenue

☐ Lexington Parkway

☐ Selby Avenue

☐ None of these streets

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

☐ walk

☐ roll (bicycle)

☐ roll (wheelchair)

☐ roll (skate)

☐ drive or passenger

☐ transit (bus and/or light rail)

☐ other: please explain: _____

Do you **take the new Green Line LRT at Hamline and/or Lexington Stations?** (check all that apply)

Yes: ☐ Hamline Station ☐ Lexington Station

No: ☐ I access the Green Line at another station

No: ☐ I don't use the Green Line

If **Yes, how** do you get there? (check all that apply)

☐ walk ☐ roll (wheelchair) ☐ roll (bicycle) ☐ roll (skate) ☐ drive ☐ transit

☐ other: please explain: _____

Lexington Parkway Bridge

How often do you use Lexington Parkway bridge over I-94 during good weather months?
(Please answer for each activity/mode)

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

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

- | | |
|---|--|
| <input type="radio"/> There are no problems – it's good the way it is | <input type="radio"/> Too much automobile traffic |
| <input type="radio"/> Automobile speed are too fast | <input type="radio"/> Traffic congestion |
| <input type="radio"/> Existing sidewalks are inadequate | <input type="radio"/> Bicycling 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 Lexington Parkway bridge over I-94?

Referring to the Gallery of Images, which concepts are **best for improving** the Lexington Parkway bridge over I-94 (refer to image number) and **why**? (Select up to three)

- ---
- ---
- ---

Referring to the Gallery of Images, which concepts would be **problematic** for improving Lexington Parkway bridge over I-94 (refer to image number) and **why**? (Select up to three)

- ---
- ---
- ---

What **other ideas** do you have for improving the Lexington Parkway bridge over I-94 (ideas that you didn't see today)?

Please **rate the relevant pedestrian/bicycle features** of Lexington Parkway bridge in its current condition by circling the appropriate number (1 to 5) using the scale below, or leave blank if you have no experience or perception of it.

	<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
Mobility impaired provisions	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 other 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
Landscaping	1	2	3	4	5	1	2	3	4	5
Public art	1	2	3	4	5	1	2	3	4	5

Hamline Avenue Bridge over I-94

How often do you use Hamline Avenue bridge over I-94 during good weather months?

(Please answer for each activity/mode)

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

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

- | | |
|---|--|
| <input type="radio"/> There are no problems – it's good the way it is | <input type="radio"/> Too much automobile traffic |
| <input type="radio"/> Automobile speed are too fast | <input type="radio"/> Traffic congestion |
| <input type="radio"/> Existing sidewalks are inadequate | <input type="radio"/> Bicycling 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 Hamline Avenue bridge over I-94?

Referring to the Gallery of Images, which concepts are **best for improving** the Hamline Avenue bridge over I-94 (refer to image number) and **why**? (Select up to three)

- ---
- ---
- ---

Referring to the Gallery of Images, which concepts would be **problematic** for improving Hamline Avenue bridge over I-94 (refer to image number) and **why**? (Select up to three)

- ---
- ---
- ---

What **other ideas** do you have for improving the Hamline Avenue bridge over I-94
(ideas that you didn't see today)?

Please **rate the relevant pedestrian/bicycle features** of Hamline Avenue bridge in its current condition by circling the appropriate number (1 to 5) using the scale below, or leave blank if you have no experience or perception of it.

	<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
Mobility impaired provisions	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 other 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
Landscaping	1	2	3	4	5	1	2	3	4	5
Public art	1	2	3	4	5	1	2	3	4	5

Griggs Street Bike-Pedestrian Bridge

How often do you use the Griggs Street bridge during good weather months?
(Please answer for each activity/mode)

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

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

- ☐ There are no problems – it's good the way it is
 ☐ It is hard to get to or find
☐ Bicycling doesn't feel safe
 ☐ Walking/rolling doesn't feel safe
☐ Crossing St. Anthony Avenue is difficult
 ☐ Crossing Concordia Avenue is difficult
☐ Other (please specify):

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

Referring to the Gallery of Images, which concepts are **best for improving** the Griggs Street bridge over I-94 (refer to image number) and **why?** (Select up to three)

- ---
- ---
- ---

Referring to the Gallery of Images, which concepts would be **problematic** for improving Griggs Street bridge over I-94 (refer to image number) and **why?** (Select up to three)

- ---
- ---
- ---

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

Please **rate the relevant pedestrian/bicycle features** of Griggs Street bridge in its current condition by circling the appropriate number (1 to 5) using the scale below, or leave blank if you have no experience or perception of it.

	<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
Mobility impaired provisions	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 other 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
Landscaping	1	2	3	4	5	1	2	3	4	5
Public art	1	2	3	4	5	1	2	3	4	5

Do children play on Griggs Street? ☐ Yes ☐ No
Do children play on Saint Anthony Avenue? ☐ Yes ☐ No
Do children play on Concordia Avenue? ☐ Yes ☐ No

What **other issues, problems, or concerns** do you have about the neighborhood, or any of the local streets?

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

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

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 local businesses.***

Your name: _____

Your email or phone: _____

Your residential (or business) address: _____

The following information 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? _____

May we to contact you about getting involved in Better Bridges Over I-94? ☐ Yes ☐ No