

PAYNE PHALEN DISTRICT FIVE PLANNING COUNCIL

STRONG  SAFE  WELCOMING  CONNECTED  NEIGHBORHOODS

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Agenda – COMMUNITY MEETING August 22nd, 2011

Held at Bruce F. Vento Elementary School, 409 Case, St. Paul, MN

1. Welcome and Introductions
Leslie McMurray, Organizer
District Five Planning Council
2. Introduction of I35-E Visual Quality Advisory Committee
Al Oertwig, Payne Phalen representative
and District Five Board President
3. Overview of the I-35E and Visual Quality Advisory Committee
Dave Hall, MN DOT
4. Facilitated question and answer
Facilitated Discussion Al Oertwig
with Dave Hall

Next Steps: PUBLIC OPEN HOUSE

Thursday, September 22, from 4:00 - 7:00 p.m. at the Hiway Federal Administrative
Building, 840 Westminster Street, St. Paul.

All are welcome!

COMMUNITY FEEDBACK SHEET

Aggregate Responses

Below are individual written responses offered to questions posed at the Community Meeting held on August 22nd, 2011 at the Bruce F. Vento Elementary School (6:00 – 7:00 PM). The meeting was organized by the Payne Phalen District Five Planning Council to give input to MN DOT and the I-35E Visual Quality Advisory Committee.

Comments that appear under each question are from participant handout sheets. Items are itemized so that they can easily be referenced in discussion. No ranking or prioritizing is implied.

1. **Input on construction materials (Type, Style, and good fit with designs in the area?)**

- a) Heavy Stone
The 3rd Option (3rd from the top in the photo lineup of options).
- b) The big block style looks good.
- c) Heavy stone look for retaining walls. It is very good to match the styles used on Phalen Boulevard.
- d) Heavy Stone
- e) Heavy Stone # 3
- f) #3 – big block style would work well

- g) I like the red wall option which is the 4th option

- h) I still think that this is another example of a new, very convoluted construction that will make life/driving more complicated than it is now!! The current Pennsylvania exit/on ramp are convoluted too, but work still pretty well in order to get to the East Side.

1. **Sound barriers – Do you have input on locations (MN DOT will have the final say) and style? Styles may include wood barriers or concrete style barriers.**

- a) Barriers should be attractive concrete masonry and there should be consideration of design elements that enhance the walls functionality and aesthetic appeal. It is important that when sound barrier locations are identified – that some visuals are created which accurately reflect the visual impact from our neighborhood – not just from the perspective of passengers on the interstate.
- b) Yes please! The noise from the freeway is already horrible at night. Masonry option please. The appearance should match the bridges etc.

- c) Would like a barrier on the East Side of 35 . Prefer sound barriers to be heavy stone to help with sound dampening. Making it look like the bridges would help this look cohesive.

- d) Need the barriers.
- e) I really like the wall with dark red – brick appearance.
- f) Go for concrete (as opposed to wood).
- g) Noise walls should be masonry concrete style and the design should go along with the other construction styles used in the area – to match.

Any input on plantings versus walls?

- a) Ivy vines on the walls and adjacencies add to aesthetic appeal and reduce likelihood of graffiti.
- b) No
- c) Plantings should be done close to the walls for visual effect and to also help prevent graffiti.
- d) As much as possible add plantings.
- e) I would like flowers or vines that crawl up the walls.
- f) If plantings help with the sound problems

2. Landscape options: There are types of landscaping and we'd like to know what you prefer? (formal, informal, comments?)

- a) Formal aesthetics are appreciated by the community. Front end planning is essential to assure long term maintenance and care. Avoid problems we have had on Phalen Boulevard. This is a gateway to the whole Eastside – not just the Payne Phalen neighborhood. One third of Saint Paul!
The care taken with appearance can truly make a difference for us all. (This terminology of formal, semi-formal etc. sounds like evening wear! Be assured that the Eastside wants to be dressed up and go to the Ball!)
- b) Formal – Phalen Boulevard looks like crap! I don't want that type of landscaping again.
- c) Maybe informal landscaping along the bike path. At least semi-formal for the rest. All plants should be hardy and drought tolerant. Shrubs! And make sure there is a budget for some maintenance.
- d) Year round appearance must be considered.

- e) (Take a look at what will work in four seasons).
- f) Formal is fine!
- g) A combination of styles – but mostly formal.
- h) (Comment reported from District Council staff that Payne Phalen community has identified the land that is in the SE corner of I-35E and Maryland as an area worthy of attention and design).

Where in the plans should landscape elements be emphasized? Put colored dots on the plans to indicate locations of landscaping emphasis.

NOTE: The group did not answer this question collectively and no notes appeared on the input sheets. It is assumed that a future meeting may cover this in more detail.

3. Signage can direct traffic to various community amenities and destinations. What should this include?

- a) Good idea to market the area and provide destination signage.
- b) HealthPartners, East Phalen Transit Garage and Regions/Gillette Hospital.
- c) Bike trails require signage – Bruce Vento Regional Trail and ways to find the Gateway Trail and other connections.
- d) Parks, business district, shopping, etc.
- e) I am asked to tell people how to find HealthPartners, Jackson Round House, State Capitol, Regions Hospital. We should anticipate Light Rail when it comes and how to find various transit routes
- f) **(two people wrote this in) Payne and Arcade and 7th Street Business Districts**
- g) Phalen Boulevard, Bruce Vento Regional trail, Payne Avenue, Arcade Street, Beacon Bluff, Metro State, Neighborhoods (those that are branded).

4. Currently a bike path goes under I 35 E near Case. How can we assure biking is easy and accessible with the new design? What ideas do you have for safety and ease of travel?

- a) Make sure biking needs are met in this plan (safety, lighting, clear signage, connectivity, preserve East – West access and safe access for children and commuters.
- b) No comment.
- c) Take bikes off the streets – give them a clear bike path.
- d) Make sure you have yield signs and upcoming warning signs .

5. Railing and lighting. What is proposed? What do you want?

- a) Meet city standards for bridge and street lighting.
- b) Match what is currently on Phalen.
- c) Lots of lighting to deter graffiti and improve safety.
- d) Coordinate with Saint Paul
- e) City standard is good.
- f) I like what is proposed.

6. Does the connection allow for the access we need? Should there be access ramp for local streets off Phalen Boulevard?

NOTE: This question was not fully discussed or clarified in group.

- a) No, I will not use the new complicated ramp and I will probably go to Maryland.
- b) Yes – more access to local streets off Phalen Blvd.

7. Traffic may increase on Maryland. Some have expressed desire for traffic treatments at Westminster and Maryland for the densely populated areas north of the intersection. Do you have any input on safety considerations at this intersection?

- a) Add left turn lanes and yield signs where it would improve traffic safety.
- b) Traffic is heavy on Maryland Avenue.
- c) I would prefer not. It draws traffic away from Westminster and to Arkwright. Left turn lanes would be helpful on Arkwright.
- d) We need crossing ease and safety for pedestrians crossing Maryland.
- e) Sounds like a separate update and input meeting is indicated just for Maryland issues.