

**St. Anthony Parkway Bridge Over
Northtown Yard Project
S.P. No. 141-454-01**

**Questions & comments made by attendees during
the Public Meeting held on April 9, 2013.**

- How will the existing bridge be removed prior to replacement? Will it be done piece-by-piece or in sections?
Answer: Our analysis to date anticipates that the each bridge span will be removed from the railyard intact.
- If Metro Transit buses are not allowed to use the bridge, why do school buses use it?
Answer: School buses do not exceed the maximum posted load limit.
- Does the BNSF own the bridge?
Answer: Yes
- The roadway is a city street and not a designated Parkway from Marshall Avenue to 5th Street.
Answer: The roadway is a designated Parkway from Marshall Avenue to 5th Street. It is also a City Municipal State Aid Street.
- Currently, is the bridge posted as to weight allowed? Some of the signage is difficult to see because of their locations.
Answer: Yes, the bridge is posted for maximum permissible loads. We will have City Public Works staff review the signage and make any necessary changes.
- Jack Yuzna stated that the city's bridge type preference is the Tied Arch. He was asked if the truss design is still being designed and constructed.
Answer: A new truss bridge was recently designed and is under-construction over the Ohio River along the Indiana & Kentucky border.
- Ted from the CAC offered that a bridge with a "Modern Arch" was recently built in Ohio.
- Will Main Street be re-routed?
Answer: A portion of Main Street will be re-constructed as part of the project. This work along with reconstruction St Anthony Parkway & the bridge necessitates a road closure and detour.
- Mike Melmon indicated that he has helped reach out to the "larger community" and was gratified by the turn out of new people attending this meeting.
- A resident suggested that part of the old bridge should be utilized in the neighborhood.
- A person suggested that the comment received be placed on-line. Perhaps an on-line survey of public opinion could be done.
Answer: Questions and comments will be posted on the City's project web page. Individuals wishing to make additional comments can e-mail the project contact listed on the web page.
- Would a new arch bridge be the same size as the existing bridge?
Answer: Regardless of bridge type, the new bridge will be wider and taller.
- Accommodations for bikes, pedestrians and for people taking pictures of the railyard should be provided.
Answer: The widening of the bridge is to improvement the pedestrian & bicycle facilities.

- If a Warren truss were to be built, would it have two sections?
Answer: Cost of the alternative and available funding will have an impact on what will ultimately be built.
- Northeast Minneapolis should ask for a reasonable level of mitigation ... like what would be expected in South Minneapolis.
- Patrick K. suggested that a section of the existing bridge be moved to the California Street/St. Anthony Parkway intersection for bikes and pedestrians. It could be placed on the current alignment soon to be relocated.
- Kristin Z. stated that anyone interested can become a “consulting party”.
- Liz from the Park Board suggested a tree planting program to beautify the area.
- A suggestion was made to create an interpretive kiosk explaining the history of railroads in Minneapolis.
- Regarding hand rails on the new bridge, pedestrian and bike paths should be separated from motor traffic and the outer walls of the bridge should be “see through” so people don’t try to climb to view the railyard.
- Supports project objectives and asks if the BNSF would be interested in retaining all or part of the old bridge.
- The notion that replacing the bridge with another Warren truss should not be considered “fake history”. The bridge should be replaced with a new truss.
- A tied arch design should include two arches.
- Mike Melmon suggested that the design team include an Urban Planner or Designer who can best determine how to place a new bridge in this community environment.
- Off street parking should be made available for photographers and the public to view the railyard from the bridge. The old location of the California Street intersection may be used for parking.

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**Written comments submitted by attendees and received by e-mail
following the Public Meeting held on April 9, 2013.**

Summary

- Thirty-two (32) meeting attendees signed in. Twenty-one (21) of the attendees provided written comments.
- Eight e-mails comments were received after the meeting.
- Two basic themes emerged from the comments
 - The new bridge should fit the context of the surrounding area. Often described as “industrial” or “railroad”
 - Reuse of the existing bridge should be a part of the historic mitigation package. Many potential re-uses of a part of the bridge were identified
- Regarding Bridge Type
 - Fifteen of those commenting prefer the “Warren” or “Through” Truss that respects the design of the existing truss design bridge. The tied arch design was considered by most as their second choice.
 - Six supported the tied arch design as their first choice. No other bridge types were identified.
 - Eight of those commenting did not include a bridge type preference.
 - Several suggested that it be a dark color.
 - One favored the Lowry bridge design & one severely disliked.
- Re-Use of the Existing Bridge
 - Several recommendations were made for using a remnant/portion of the bridge for a:
 - railing
 - sculpture
 - platform for train watching
 - bench
 - kiosk
 - Several recommended using a part of the existing bridge for pedestrian use within the general area.
 - Several suggested a viewing platform for the rail yard.
 - Others suggested a railing or fence or something decorative.
 - One person suggested that it be should be scrapped.
 - One commented that perhaps portions of the existing structure could be utilized in new bridge construction.
- Bridge Amenities
 - A safely designed viewing area was strongly recommended by several participants. Need to avoid opportunities for climbing the bridge structure.

- Accommodations for bicyclists and pedestrians using the Grand Rounds Parkway.
- Historic Mitigation Measures Other Than Addressed by Bridge Type or Use
 - Park areas for rail yard viewing.
 - Advertise the area as an “historic location” for photo opportunities.
 - Incorporate kiosks or written materials stating the importance of the railroads to Minneapolis.
 - Signage on the bridge noting the viewing area. Signage could be made from materials from the existing bridge.
 - Use existing bridge materials in an artistic, public art fashion.
- Other Suggestions
 - This is a gateway, don’t cheap out on Northeast again or do something silly or garnish (i.e.) the Vietnam bridge.
 - Keep the angular look of the existing bridge at a minimum when designing. Stay away from curvatures.
 - Maintain the St Anthony Parkway – Main Street intersection during construction.

Volunteers to be “consulting parties”

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Comments

Received by Email	Bridge Type	Comments
1	Warren or Thru Truss	Design echoes the adjacent train track function A design similar to the current bridge makes a strong visual statement that speaks volumes about the cultural and natural landscape of that area.
2	Warren Truss	"the historic industrial nature of the area, and ... the rail line is a feature that is strongly tied to the identity of Northeast Minneapolis," "the modern Warren-through truss design to be the better choice"
3	Warren or Thru Truss	"Northeast Minneapolis is a unique community, in which trains are an integral part of the landscape and industrial properties sit cheek-by-jowl against residential ones. It's not an environment that's for everyone, but for my friends and neighbors, as well as for the clients I sell homes and properties to, it's a real selling point." Thru-truss "honors the area's industrial, working-class roots."
4	Warren Thru Truss	"the specific truss style of the bridge provides a comforting historical reminder of the community and a connectedness to an industrial past that is very much a part of the Northeast ethos." "a new Warren through-truss bridge... would memorialize our history,"
5	Tied Truss Arch	'relatively "open" railing"; "Historical notes ...a kiosk ... detailing the history" "more effective if some remnant of the bridge is nearby, whether as sculpture, part of a parking lot railing, ...)," "seating for train-watching"
6	No Preference Given	Northtown Bridge name is confusing. "strongly support ... better access and visibility from California St NE" "like ... historic kiosk and railroad viewing areas ... NE and SW of the bridge."
7	Thru Truss	perhaps a bit whimsical, but I liked the idea of the dragon bridge - and immediately ... a similar bridge ... made to look like an old train, and it could have smoke coming out of the top like a train" "painted in a way that won't show the grime from the trains exhaust"
8	Warren Truss	"find a use for ... five ... spans on the current bridge" at other locations

Comments

Collected at Public Meeting	Bridge Type	Comments
1	Thru Truss	"critical component of our multi-modal transportation system & park & trail system" "New bridge should fit the context – a modern bridge will be out of place – need a design that respects the design (& intimate feeling) of the existing bridge. <u>Thru-truss</u> "
2	Thru Truss	"favor the "thru-truss" bridge as it blends in with the "Historic Properties" best."
3	Warren Truss	"duplicate the warren truss design as much as possible."
4	Warren Truss	"Warren Bridge with one center brace" "scrap old bridge" "viewing areas" "off street parking"
5	Warren Truss	"new version of a warren truss" "RR viewing areas" reuse current bridge; use piece of current bridge as platform for train watching
6	Warren Truss	Reuse old bridge span in neighborhood; "like...area include for the train viewers."
7	Warren Truss or Balance 1 or 2 Span Archway	"I like the idea of a warren truss bridge to reference the history." "I like a balance archway" "sculpture ... made from old bridge pieces ... located in new spaces" created by project. "The bridge should reference the industrial heritage of the area."
8	Warren Truss	"strongly opposed to all styles that use curved arches of any sort as they don't fit in this history/rail district at all" "use part of the old bridge in the kiosk.. or for benches...functional public art or gateways" "important to have safe pedestrian walking & viewing areas" "signage ... name of the bridge ... noting scenic overlook ... could be made ... from the old bridge" "favor dark color" historic lighting ... not glowing like Lowry Bridge" "reuse part of old bridge"
9	Warren Truss	"modern version of a warren truss"
10	Warren Truss	"The tied arch does not seem to fit the scale or aesthetic scale of the industrial area." "Please re-use old bridge in a way that reflects old & new industrial creativity/arts values of NE. – in NE."
11	Tied Truss Arch	"This major project has been dragging on much too long. Let's build a new bridge pronto!"
12	Tied Truss Arch	"looked the best"
13	Tied Arch	"I don't like the Warren Truss Bridge at all. "I would like some kind of arch bridge - something functional but also modern and staying within the historic aspect." Just because this is an industrial part of the City does not mean it has to look industrial."

14	Tied Arch	Re-use part of old bridge at California & St Anthony Pkwy and a part at Main St.
15	Tied Arch	“excited about expanding the ... pedestrian and bike crossing.” “I’m in favor of a cost effective model.” “tied arch proposal sounds good.” “in favor of <u>affordable</u> vs. <u>attractive</u> ” “in favor of a bridge that’s <u>more open</u> (not like Camden)”
16	No Preference Given	7 year old Olive says: “Color: Brown” “Something everyone will like. no sharp things because they are dangerous. But something not too modern.”
17	No Preference Given	Provide unobstructed view for photographers.
18	No Preference Given	Reuse parts of old bridge railing, fence, sign, decorative. “incorporate ... denoting history and importance of RR to Mpls.”
19	No Preference Given	Additional examples of bridge type variations. “Must have see through rails” reuse old bridge: sculpture? bench? “Make it attractive something we can be proud of/ an icon!” include train viewing area
20	No Preference Given	“expand bikability” “keep Main St/St Anthony connection open during construction”
21	No Preference Given	“Preferred alternative: - looks ridiculous”