

Response to the proposal to rename Concordia Ave to Rondo Avenue.

Historically, the information in the HPC's is partially correct.

See #1 **The relationship of both existing and proposed names to the city's cultural, social, economic, and political history.**

"In January 1964, a resolution was introduced to rename the southern frontage road of the newly constructed interstate to Concordia Avenue. **And, after no public discussion, the resolution passed.**"

There wasn't any discussion because "no one," knew about the proposed change, this was consistent with the Rondo community not being included in any conversations related to the route of I94, and even if that happened the then City Council had already decided!

WELL, here we are again!

In talking to members of the community, this proposal is not known in the community (other than those addresses on the proposed change route), so, how do elected members of the council expect there to be "discussion!"

First to add and correct the information related to Rondo Avenue, in 2016 the **HPC passed a resolution** to acknowledge that St. Anthony Avenue east of Western was the original street bed of Rondo Avenue. This was then confirmed by adding Honorary Old Rondo Street signs at Ravoux and St. Anthony and Marion and St. Anthony. SEE PHOTOS INCLUDED.

I have two questions related to this proposal.

1. Is this necessary? My understanding is that a letter has gone to those members that live between Dale Street and Lexington Pkwy on Concordia Avenue and has shared that the city would reimburse their expenses for personal changes to address information. Well, most of the changes will be related to people's time. Have you ever had information lost or stolen and understand what someone must do to change or secure their personal data? This is extremely time-consuming.

Rondo Avenue in addition to being the economic engine of businesses, it was also the main transportation available to residents that lived on Rondo, Carroll, Iglehart, St. Anthony and Central Avenues, at least.

The streetcar and bus service known as the Rondo/Stryker was the main transportation for people to go to work and/or to shop downtown, as there were no malls at the time. Many residents didn't own cars and if they did, they generally didn't drive to work downtown because of other expenses, i.e. parking.

The Rondo/Stryker's route was along Rondo Avenue, east and west, when going west it would make a loop and turn around in a portion of Dunning field and head back east. The route would then travel through the gateway to Rondo Avenue at Rice Street and Rondo Avenue (today St. Anthony Avenue), then along 12th street (today) turn down St. Peter and turn on 10th Street to Cedar Avenue and enter downtown and then to Stryker Avenue on the west side of the river. (SEE ATTACHE PHOTO AND ROUTE)

When we talk about the city's cultural, social, economic, and political history, you cannot tell the accurate story/history without including the importance of this transportation, not only to the residents of the Rondo community, but it was also the gateway to people as they arrived via train and sought through porters the best place to live. They would be directed to the Rondo/Stryker to a place to live and or visit family members already here.

2. If the City Council believes this is necessary, then a suggested addition would be to name St. Anthony east of Western Avenue, back to the original name Rondo Avenue.

This proposed resolution gives **the current City Council members another opportunity to correct what was done back in 1964**, as well as the '50's and early '60's when this community was devastated and removed.

If you review the attached map, you'll see that Concordia Avenue east of Dale Street is not an accurate designation of Rondo Avenue, in fact by the time you get to Western Avenue, you're closer to Western and Carroll Avenue than Rondo which would be across I94. By the time you get to John Ireland, you're at Iglehart Avenue.

We're asking that if you are going to make a change, consider making this change to reflect the accurate history of our community by renaming St. Anthony Avenue east of Western back to Rondo Avenue, which was and included the GATEWAY to the Rondo community.

By renaming, St. Anthony (east of Western Ave.), no residents would be impacted by an address change.

Anything east of Mackubin Street **has nothing to do with Rondo Avenue**. You can review this on the attached map and the map that was created by Jim Gerlach, that is available at the Minnesota History Center store, or I can provide a copy.

Respectfully submitted by

Frank M. White

Background of White family:

The White Family arrive in Saint Paul in 1895 when my great grandfather and grandmother came here from Kentucky, married here. My great grandfather Firston White was a porter and had two sons, Arthur and Louis.

He would become the Warden of St. Phillips Episcopal Church, I'm told that the Warden was like the President of the church, not the pastor.

Arthur would become one of the first Black Firemen in 1917. (The Appeal Newspaper, July 7, 1917, The Appeal Newspaper, January 5, 1918 "Arthur White one of six new firemen.

So, my family roots in Saint Paul are long and deep.

Currently, I'm a member of St. Peter Claver Catholic Church, a historian, considered a Rondo Elder, have been a Board member of the Hallie Q. Brown Community Center, author, researcher.

Lived at 409 St. Anthony Ave. and 583 Iglehart Ave.

Attended St. Peter Claver Catholic School, Marshall Junior High School and Mechanic Arts High School and the U of Minnesota.

I'm also a current member of the following organizations:

State Historic Preservation Commission (SHPO) Commission Member (2 terms – 3rd term pending)

Historic St. Paul, Board Member

State Capitol Preservation Commission, Recently Appointed by Governor



87242 Frank White
Significant African A

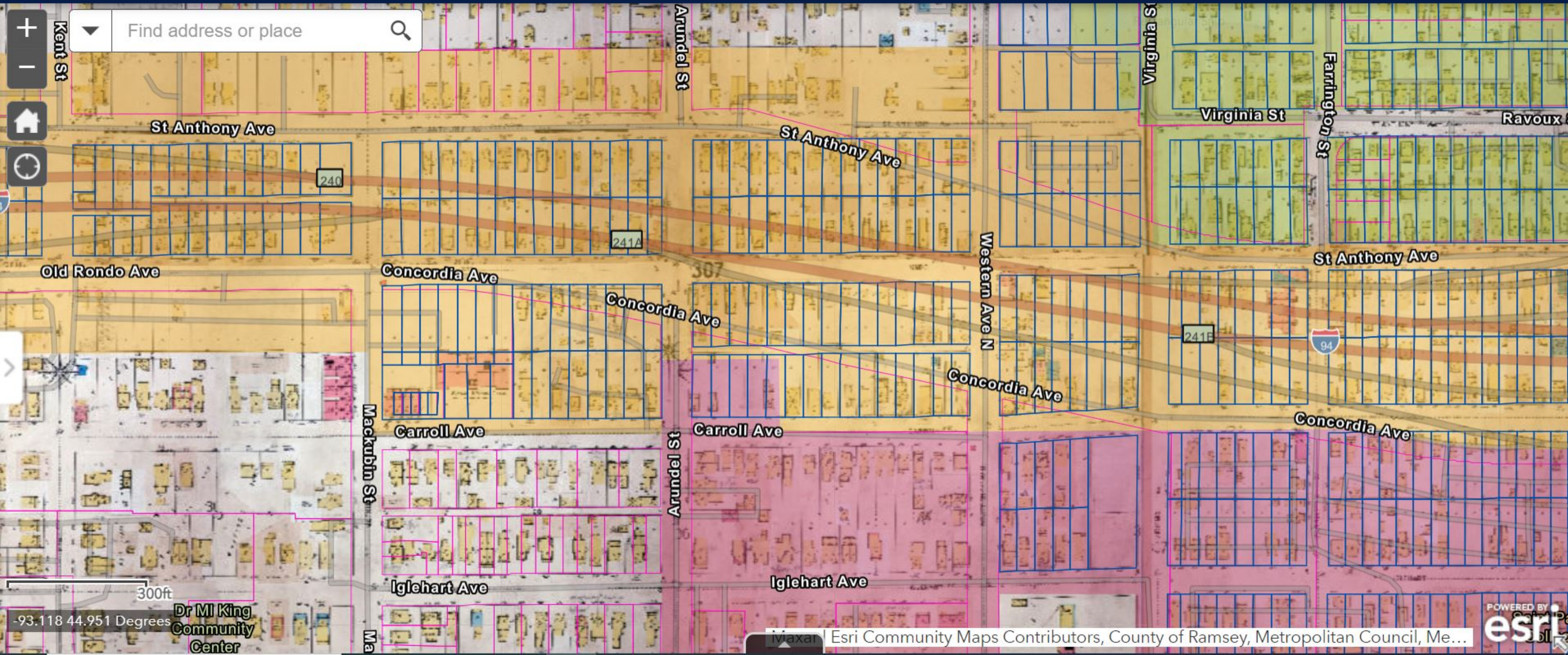


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<https://rchs.com/publishing/catalog/ramsey-county-history-spring-2023/>



Find address or place

300ft

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Dr ML King Community Center

UNIVERSITY AVENUE

ARUNDEL STREET

WESTERN AVENUE

VIRGINIA STREET

FARRINGTON STREET

JAY STREET (GALTIER after 1941)

LOUIS STREET

MARION STREET

RICE STREET

AURORA AVENUE

FULLER AVENUE

CENTRAL AVENUE

ST. ANTHONY AVENUE

RONDO AVENUE

(RONDO STREET until 1940)

"CORNMEAL VALLEY"

(RONDO NEIGHBORHOOD EAST OF DALE)

CARROLL AVENUE

Welcome
Hall
Play
Ground

"MIDWAY"

440

438

383

378

350

345

319

315

219

215

155

440

438

381

376

350

349

319

315

212

215

203

163

162

156

441

439

386

377

351

349

318

315

238

147

441

436

390

373

350

326

326

234

195

165

162

151

441

439

381

350

318

237

235

207

201

179

176

140

442

439

381

379

353

342

319

317

236

232

ICE

VOUX STREET



Old Rondo Ave
1865-1966

Old Rondo Ave
1865-1966
RAVOUX ST
340 W
ST ANTHONY AVE
320 W

RAVOUX ST
ST ANTHONY AVE
320 W

Old Rondo Ave
1865-1966



11/13/23, 11:50 AM

Minneapolis - St. Paul 1947

RH	Randolph – Hazel Park – North St. Paul – Wildwood – Mahtomedi	Ford Plant – Randolph Ave. – W 7th St. – E 7th St. – Hazel Ave. – North St. Paul – Wildwood – Mahtomedi
RS	Rondo – Stryker	Dunning Field – Rondo Ave. – W 10th St. – Wabasha St. – Wabasha St. Bridge – S. Wabasha St. – Stryker Ave.
RSP	Rice – S. St. Paul	Ivy Ave. – Rice St. – Minnesota State Capitol – Wabasha St. – Robert St. – Concord St. – South St. Paul – Invergrove
SC	Snelling Crosstown	Como Ave. – Snelling Ave. – Highland Pkwy.
SP	St. Clair – Payne	Cleveland Ave. – St. Clair Ave. – W 7th St. – E 7th St. – Payne Ave. – Maryland Ave. – Kennard St.

Tram routes in Minneapolis-St. Paul were identified by the main locations they passed by. The route identifiers used on the maps and below are strictly for convenience, and were never used by the Twin City Transit Co. itself.

CHARACTERISTICS OF THE SYSTEM

NETWORK LENGTH

- Streetcar lines: ca. 320 km.

MINNEAPOLIS - ST. PAUL

MINNESOTA, UNITED STATES



1947

