

Pelham Boulevard on Grand Round



Connectivity and Safety

Desnoyer Park came together as a community to address safety issues on Pelham.

Then we learned the role Pelham plays in the transit network. It offers many opportunities and choices for all modes of travel. Yet, it is unsafe. We can leverage current funds for the bike trail and save money rebuilding Pelham now.

In terms of connectivity, Pelham is the most important mile of the Grand Round.

1. Pelham ends near the Green Line's Raymond Station, the only station on the Grand Round and the closest station to the river outside of downtown. (St. Paul Bikeway Plan, Raymond Station Plan)
2. Pelham connects the Green Line to the Mississippi River gorge, which has 2.2 million visitors/year. St. Paul's Great River Passage plan (2013) aims to connect the urban environment with the natural environment.
3. Pelham is the intersection of the Grand Round and the future Midtown Greenway. (Great River Passage, Parks and Recreation, Raymond Station Plan)
4. Pelham connects, along with Raymond Avenue to the north, the only north/south route over St. Paul's greatest route obstacles (the railroad and I-94) for 2.5 miles in either direction. Along with the Marshall Avenue Bridge (the highest bike count in St. Paul), it is a singular route for making more choices.
5. A Pelham rebuild has letters of support from a wide variety of communities, organizations and agencies: Avalon School, the surrounding neighborhoods, the Department of Planning and Economic Development, St. Paul Riverfront Corporation, Town & Country Club, Friends of Ramsey County and St. Paul Parks and Trails, St. Paul Bike Coalition, Bike Alliance of MN, and the National Park Service.

Leverage the 8-80 Vitality Fund that will build an off-street trail along Pelham

“The Pelham Boulevard trail focus area, from Mississippi River Boulevard to University, was selected because it has had a substantial amount of community work behind it and is a key connection to the Green Line.”

-Jonathan Sage-Martinson, Director of Planning and Economic Development in October 1, 2014 memo to St. Paul City Council

What City plans say about Pelham

Green Line/Raymond Station Plan: “Bicycle Routes Need to Reinforce Centrality of Raymond Through Better Connections: Route options for cyclists reaching the Raymond Station Area...are circuitous and inefficient. Improving this condition will require extending bike lanes along Franklin east from Minneapolis to connect with Pelham Boulevard, a major north-south connection to the Mississippi River, the Midtown Greenway, Desnoyer Park, and other destinations.” (Page 38)

Great River Passage:

“Prioritize Missing Links:

Place priority on completing bikeway segments that link to existing facilities in the citywide bicycle system, as well as projects that are programmed for near-term improvements in the Transportation Chapter of the Comprehensive Plan and the Bike Walk Central Corridor Action Plan.” (Page 70)

“Improve Local River Access:

Improve Access for Bicycles Using Bike Lanes, Shared Vehicle/Bicycle Lanes, and/or Off -Street Bike Trails.” (Page 69)

Bikeway Plan

The Grand Round is a top priority of the Bikeway Plan. The 8-80 Vitality Fund has dedicated \$13.2 million to three segments of the Grand Round, one of which is Pelham Boulevard.

What Letters of Support say about Pelham

National Park Service

“The proposed project is within the Mississippi NRRRA, which Congress established in 1988 to preserve, protect and enhance the significant values of the Mississippi River Corridor through the Twin Cities metropolitan area.” This “proposal will greatly improve multi-modal access to the river and make it safer for bikers and pedestrians on Pelham Blvd.”

Saint Paul Department of Planning and Economic Development

“This project helps PED further its mission to actively create opportunities and encourage investment for the benefit of Saint Paul residents and businesses that preserve, grow and sustain downtown and the city’s diverse neighborhoods.”

St. Paul Riverfront Corporation

“This project is a great opportunity and location to connect many existing and proposed amenities including the Green Line LRT, both Saint Paul and Minneapolis Grand Round(s) and a future Saint Paul extension on the Green Way bike path.”

St. Anthony Park Community Council

“We happily partner with you on this important issue of connectivity between our two communities. We recognize the crucial timing of your proposal given the planned off-street trail construction.”

Creative Enterprise Zone

“This stretch currently represents a ‘missing link’ in the Grand Round and St. Paul Bikeways Plan.”

Avalon School

“Our students and staff use Pelham Boulevard every day, and we would like to see the boulevard be made more amenable to pedestrian and bike traffic. We believe this proposal will not only increase the safety of our students but also will encourage them to travel in an environmentally-responsible matter.”

Saint Paul Bike Coalition

“Saint Paul has very few north-south streets that cross all of the major obstacles and are safe for bicycling....Pelham Boulevard via its connections to Raymond (on the north end) and Otis and Mississippi River Boulevard (on the south end) provides one of the only, relatively safe north-south connections for bicyclists in all of Saint Paul.”

“Unfortunately, Pelham is full of major potholes and cracks, which have contributed to at least one major cycling accident. Also, going downhill, cars often speed. So repairing the street, adding bike lanes and some traffic calming would transform it from a decent bike route to a great bike route.”

Town & Country Club

“For many years, Town and Country Club has worked to solve the problems inherent with the current layout. Pelham’s current condition encourages excessive speed in cars and has no on-street bike lane. The speeds are dangerous to both pedestrians and people on bikes.”

“A major concern of Town and Country Club and the neighborhood is the amount and speed of the cut through traffic on Otis to and from Marshall to Pelham Boulevard. In addition, please consider ways to improve the dangerous intersection of Pelham Boulevard and Otis Avenue, which is the site of many accidents.”

Bike Alliance of Minnesota

“Pelham Boulevard is an integral part of the Saint Paul Grand Round and is the major north-south connection between University Avenue and Mississippi River Boulevard. It is used daily by about 300 commuters and recreational cyclists and enjoyed by over 5,000 of cyclists during the Saint Paul Classic Bike Tour which is produced by the Bicycle Alliance.”

Friends of the Parks and Trails of Saint Paul and Ramsey County

“Pelham Boulevard is currently in a dire state of disrepair that is dangerous for bicyclists.”

