

MASTER PLAN FOR THE GRAND ROUND NORTH REGIONAL TRAIL

SUBMITTED BY THE CITY OF SAINT PAUL
DEPARTMENT OF PARKS & RECREATION
OCTOBER 2020



Submitted July 2020, Revised September 2020,

Adopted October 2020

St. Paul Parks and Recreation Mission:

To build a city that works for all of us, Saint Paul Parks and Recreation will facilitate the creation of active lifestyles, vibrant places and a vital environment.

St. Paul Parks and Recreation Vision:

Saint Paul Parks and Recreation will make Saint Paul a city that works for all of us by:

Responding creatively to change.

Innovating with every decision.

Connecting the entire city.



RESOLUTION # 20-02
Approval of the Grand Round North Regional Trail Master Plan

WHEREAS, the Saint Paul Parks and Recreation Commission (“Commission”) is an appointed body established to advise the Mayor and City Council on long-range and city-wide matters related to the Department of Parks and Recreation; and

WHEREAS, the Metropolitan Council’s Regional Parks Policy Plan (“RPPP”) identifies three regional trail search corridors along the northern half of the Grand Round (to be known as Ground Round North), making that segment eligible for designation as a regional trail; and

WHEREAS, the Metropolitan Council requires an approved master plan conforming to the requirements of the RPPP to designate a regional trail; and

WHEREAS, the Saint Paul Grand Round Design and Implementation Plan was adopted in 2016 following review and approval by the Commission and the City Council; and

WHEREAS, the Implementation Plan contains only some of the information required by the RPPP, but also provides a greater level of design detail than would usually be included in a regional trail master plan, necessitating a Metropolitan Council-approved master plan be prepared to serve as a companion document to the Implementation Plan; and

WHEREAS, the City’s Comprehensive Plan, the Great River Passage Master Plan, and the Grand Round Design and Implementation Plan have identified a bicycle and pedestrian connection encircling Saint Paul as both a transportation and recreation system goal; and

WHEREAS, several segments of Grand Round North are under construction or already complete and open to the public; and

WHEREAS, designation as a regional trail will make Grand Round North eligible for regional capital funding to construct all remaining undeveloped segments and for regional operations and maintenance funding to operate all segments open to the public; and

WHEREAS, the completed trail is expected to become an important part of the City’s and the Metropolitan Council’s Regional Trail System; and

WHEREAS, the approval of the Commission and City Council for adoption of the master plan is a requirement for Metropolitan Council approval of the master plan; now therefore be it

RESOLVED, that the Saint Paul Parks and Recreation Commission recommends the adoption of the Grand Round North Regional Trail Master Plan.

Adopted by the Saint Paul Parks and Recreation Commission on February 13, 2020:

Approved:

Yeas 6
Nays 0
Absent: 3

Resolution #20-02

Attested to by:


Staff to the Parks and Recreation Commission

October 28, 2020

Alice Messer, Design and Construction Manager
Saint Paul Parks and Recreation
City Hall Annex
25 West 4th Street, Suite 400
Saint Paul, MN 55102

RE: **City of Saint Paul Grand Round North Regional Trail Master Plan - Notice of Council Action**
Metropolitan Council Review File No. 50220-1
Metropolitan Council Districts 13 and 14
Metropolitan Parks and Open Space Commission District G

Dear Ms. Messer:

The Metropolitan Council reviewed the City of Saint Paul's Grand Round North Regional Trail Master Plan at its meeting on October 28, 2020. The Council based its review on the staff's report and analysis.

The Council found that the Grand Round North Regional Trail Master Plan is consistent with the requirements of the *2040 Regional Parks Policy Plan*, including Planning Strategy 1, and other Council policies.

In addition to the Review Record, the Council adopted the following recommendations:

1. Approve the City of Saint Paul's Grand Round North Regional Trail Master Plan.
2. Require the City of Saint Paul, prior to initiating any new development of the regional trail corridor, to send preliminary plans to the Metropolitan Council's Environmental Services Division Assistant Manager.
3. Encourage the City of Saint Paul to implement the advisory comments in the "Consistency with Other Council Policies and Systems" section regarding stormwater, natural resources and solar.

If you have any questions, please contact Colin Kelly, Principal Reviewer at 651-602-1361.

Sincerely,

/s/ Emmett Mullin, CK

Emmett Mullin, Manager
Regional Parks and Natural Resources

CC: Chai Lee, Metropolitan Council District 13
Kris Fredson, Metropolitan Council District 14
Anthony Taylor, Metropolitan Parks and Open Space Commission District G
Liz Hixson, Landscape Architect
Patrick Boylan, Sector Representative
Colin Kelly, Principal Reviewer
Jerome Benner II, Reviews Coordinator

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ACKNOWLEDGMENTS

The contributions of the following individuals and organizations were instrumental in the creation of this plan and are gratefully acknowledged:

Mayor Melvin Carter

Past Mayor Christopher Coleman

Kathleen Anglo, previous Project Manager, City of Saint Paul Parks & Recreation, Design & Construction Division

David Ronzani, Project Manager, City of Saint Paul Parks & Recreation, Design & Construction Division

Anton Jerve, Principal City Planner 8 80 Initiative Lead, City of Saint Paul, Planning & Economic Development

Reuben Collins, Transportation Planning Manager, City of Saint Paul Public Works

Chris Englemann, Street Engineering & Construction Project Delivery Manager, City of Saint Paul Public Works

Cheng Xiong, Street Engineering & Construction Civil Engineer, City of Saint Paul Public Works

Adopted by:

Saint Paul Parks Commission, February 13, 2020

Saint Paul City Council, March 17, 2020

Metropolitan Council, October 28, 2020

Past and present council members

Policy Advisory Committee, 2016

Technical Advisory Committee, 2016

Community Advisory Committee, 2016

Project Team

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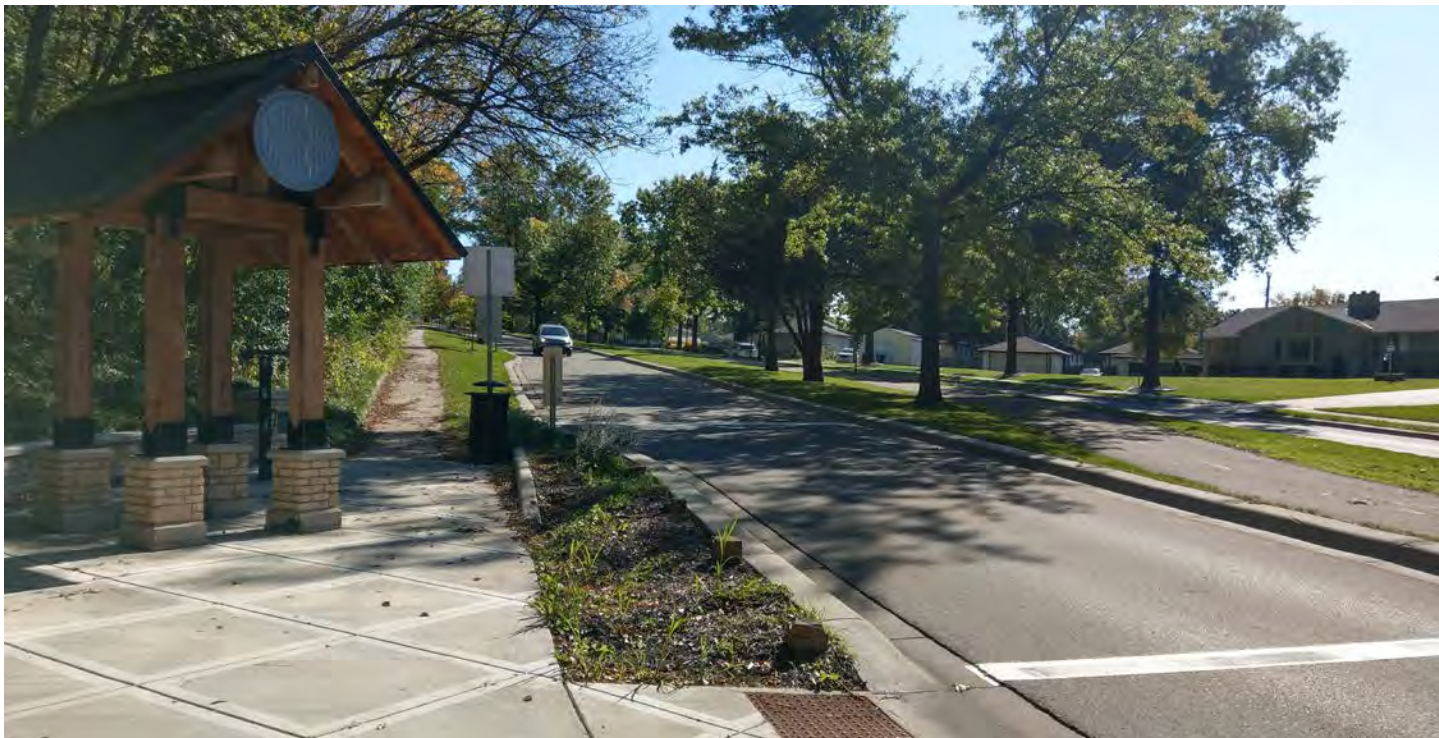
Prepared by:

St Paul Department of Park and Recreation
Design & Construction Section



Project funding provided by the
Parks and Trails Legacy Fund Grant Program

1. PLANNING FRAMEWORK



Wheelock Parkway and Gateway Trail - wayfinding node completed in 2017

Introduction

The Grand Round was first envisioned by renowned landscape architect Horace William Shaler Cleveland in 1872. Cleveland envisioned a system of parks and parkways linking the Mississippi River to Lake Como and Phalen Park, and described a boulevard as:

"simply a grand avenue, of sufficient width to admit of two or three roads for different purposes; as, one for the heavy traffic of teams and business wagons, one for pleasure and driving, and one for equestrians, and also paths of sufficient width to accommodate throngs of pedestrians. The roadways are separated from each other by rows of trees with intervening grass plots, and sometimes by a broad central mall adorned with fountains, and the paths for pedestrians at the sides or between the roads, are like garden paths, the sides being ornamented with trees, grass, shrubbery and flowers."

- H.W.S. Cleveland, Public Parks, Radial Avenues, and Boulevards: Outline Plan of a Park System for the City of St. Paul (Globe Job Office: 1885), p 11. Available online: <https://books.google.com/books?id=F-ECAAAAYAAJ&pg=PP3#v=onepage&q&f=false>

Minus the wagons, horses, and fountains, the Grand Round North Regional Trail (GRNRT) will realize Cleveland's concept by linking a consistent path for pedestrians and recreational use when fully developed.

In the early 20th century Saint Paul's Park Board president Joseph Wheelock prioritized completion of the parkway system. Significant right-of-way acquisition occurred during

his tenure. Implementation was overseen from 1891-1922 by Park Superintendent Frederick Nussbaumer.

The Depression and World War II economies generally placed further parkway improvement on hold, but Works Progress Administration (WPA) funds would assist in some construction and maintenance, especially along the River Boulevard during the 1930s and early 1940s.

- Zellie, Carol, and Lucas, Amy. "The Grand Round Parks & Parkway History, 1872-1965." Landscape Research, LLC. (2016), p 24. Available online: https://www.stpaul.gov/sites/default/files/Media%20Root/Parks%20%26%20Recreation/ST_PAUL_GR_ROUND_Historic.pdf

Political will, funding, and momentum lagged to complete the parkway system in the latter 20th century. The dream of a connected Grand Round was re-ignited in 2000 when a local non-profit initiated a master plan. The 2000 master plan made a modern case for completing Cleveland, Wheelock, and Nussbaumer's vision of an encircling parkway and recreational greenway connecting Como and Phalen Regional Parks to the Mississippi River. While the 2000 master plan suggested the trail location and alternates, the 2015 Saint Paul Bicycle Plan refined the route, and served as the basis for the 2017 Grand Round Design and Implementation Plan.

Following this decade and a half of planning, and the construction of the Sam Morgan Regional Trail (comprising part of the southern half of the route), the first phase of construction of the north half of the Grand Round was



Pelham Blvd as it meets Mississippi River Boulevard and the Samuel Morgan Regional Trail



Samuel Morgan Regional Trail

completed at the end of 2016. With plans in place to realize Cleveland's century-old vision, the City of Saint Paul seeks to formally designate this trail as the Grand Round North Regional Trail (GRNRT) in the Metropolitan Regional Parks and Trails System.

As Saint Paul's population increases, and the GRNRT is built, the trail will be an important way to connect old neighbors to new neighbors and provide residents access to nature. Population growth and the extension of transit service also underscores the need for safe, accessible, non-motorized trail connections that will serve residents of all ages and those without cars.

Previous and Related Plans

No previous master plan on the northern half of the Saint Paul Grand Round has been adopted by the Metropolitan Council. The 2017 Grand Round Design and Implementation Plan (the basis for this master plan) was approved by Saint Paul City Council and includes specific design guidelines for the entire trail. This master plan seeks to receive official adoption of the remaining Grand Round segments as a Regional Trail, thereby officially completing the work set out over a century ago.

The following documents highlight various planning efforts starting as far back as 2000 that are relevant to trail development. These plans, studies, policies, and guidelines are serving as references throughout the implementation process of the Grand Round.

Related Plans

Saint Paul Grand Round Master Plan, 2000
Friendly Streets Initiative: DPIZ-FSI Collaboration Report, 2013
Friendly Streets Initiative: Pelham Boulevard Parking Study, 2014
Friendly Streets Initiative: Raymond Station Area, 2015
Saint Paul Street and Park Tree Master Plan, 2010
Saint Paul Parks & Recreation Plan, 2010
Saint Paul Complete Street Design Manual, 2016
Saint Paul Historic Preservation, 2010
Saint Paul Historic Context Study, 2011
Saint Paul Historic Context Study, 2011
Saint Paul Neighborhood Bike Rack Program, 2014
Saint Paul Bicycle Plan, 2015
Saint Paul Public Art Ordinance Program Guidelines, 2012
Saint Paul Public Art Ordinance Technical Manual, 2014
Raymond Station Area Plan, 2008
Saint Paul Parks and Recreation System Plan, 2010
Saint Paul Landmark Trees, 2012
Great River Passage Master Plan, 2013
Saint Paul Urban Tree Atlas, 2011



Pelham Boulevard has a wide right-of-way along the west side



Pelham Boulevard



Pelham Boulevard

Boundaries and Acquisition Costs

All segments of the GRNRT are contained within existing public right-of-way and parkland. No acquisitions will be necessary to develop the trail. As of 2020, Johnson Parkway and Como Ave are designed and will be the next segments under construction. See page 10 for a table of segments, their lengths, and construction status.

Segment 1 – Johnson Parkway

Segment 2 – Phalen Regional Park

Segment 3 – Wheelock Parkway - Arcade to Rice

Segment 4 – Wheelock Parkway - Rice to Victoria/Como

Segment 5 – Como Regional Park

Segment 6 – Como Ave

Segment 7 – Raymond Ave

Segment 8 – Pelham Blvd

See the addendum for maps of the trail corridor and city-owned parcels desired to be included in the corridor.

Demand Forecast

The Metropolitan Council's 2019 Annual Use Estimate ^[1] provides the most recent regional park and trail usage estimates. Table 1 shows the estimated annual visitation to the regional parks and trails that are connected by the GRNRT. The estimates indicate approximately 39,000 annual users per mile on the nine-mile Sam Morgan and 13- mile Bruce Vento Regional Trails in Saint Paul. Assuming a similar level of usage on the 13-mile GRNRT, approximately 506,000 users could be expected annually if the trail were completely built today.

In addition, Saint Paul's population is expected to total 344,100 by 2040, a 20.7% increase from its 2010 population.^[2] A 2016 visitor study conducted by the Metropolitan Council found 80% of users of regional trails throughout the metropolitan region came from within five miles of the trail. Consequently, population growth in Saint Paul is expected to increase usage of the Grand Round North Regional Trail further.

TABLE 1 - Park and Trail Annual Visits

Regional Trail / Park Name	Total Estimated Annual Visits (2019)
Bruce Vento Regional Trail	210,334
Samuel Morgan Regional Trail	555,300
Indian Mounds Regional Park	383,602
Como Regional Park, Zoo & Conservatory Special Recreation Feature	3,782,517
Phalen Regional Park	1,278,529
Mississippi Gorge Regional Park	1,344,194

[1] The annual use estimate data are accurate only at the agency level. The Metropolitan Council (Council) does not publish the park and trail level estimates because they are not statistically valid. The data are useful for identifying the proportional use of parks and trails by agency or for looking at trends for an agency across time. These numbers are available in the official appendix published on the Council website. They are acceptably accurate for identifying the proportion of park vs. trail visits in the system overall. The estimates for individual park or trail units are not representative due to unacceptably large margins of error at the park or trail unit level. The park and trail estimates are presented at the request of stakeholders, but are not published by the Council as research.

[2] Thrive MSP 2040 Plan, accessed July 2020, url: [https://metro council.org/Data-and-Maps/Publications-And-Resources/Files-and-reports/Thrive-MSP-2040-Local-Forecasts-\(January-2019\).aspx](https://metro council.org/Data-and-Maps/Publications-And-Resources/Files-and-reports/Thrive-MSP-2040-Local-Forecasts-(January-2019).aspx)

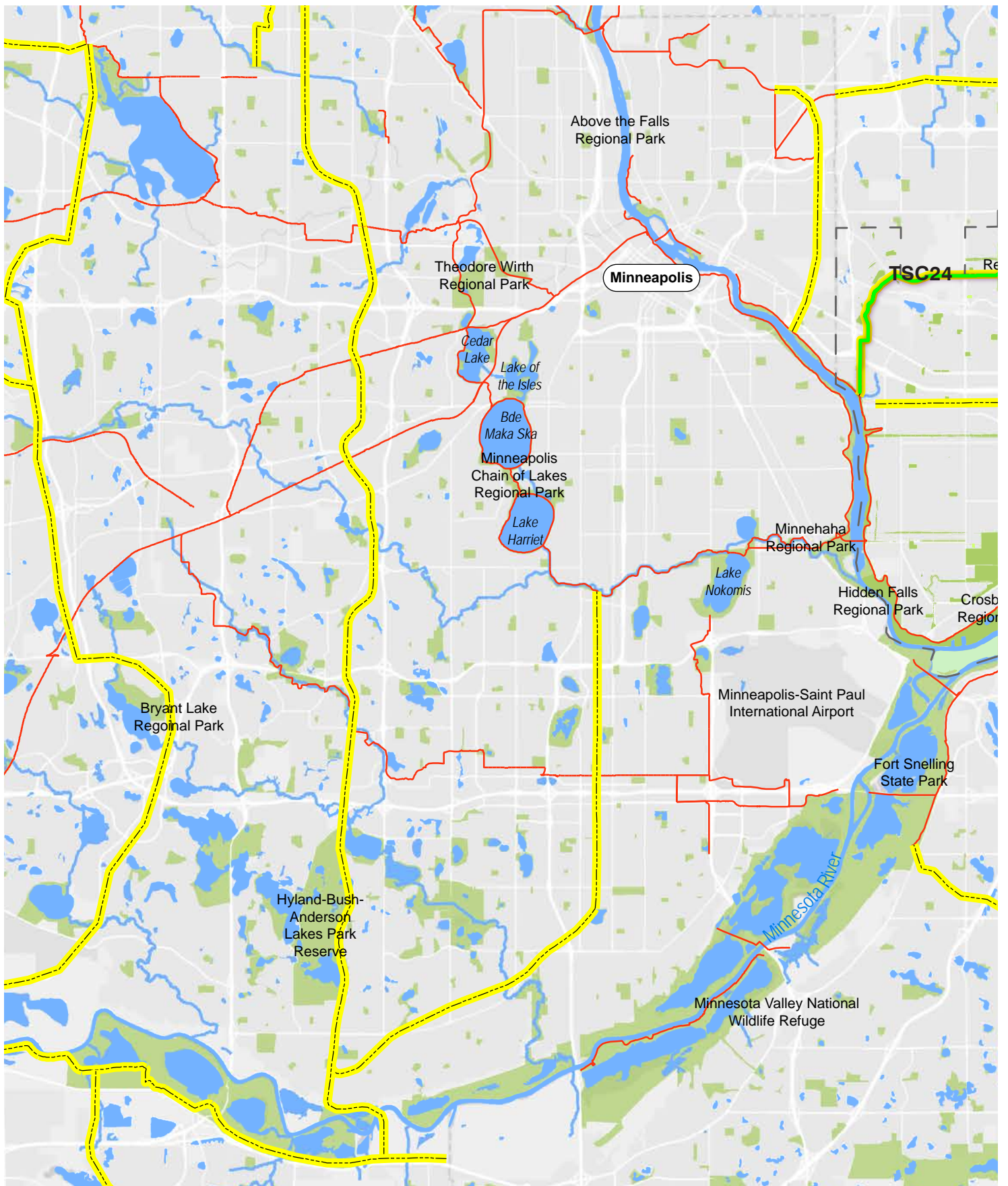
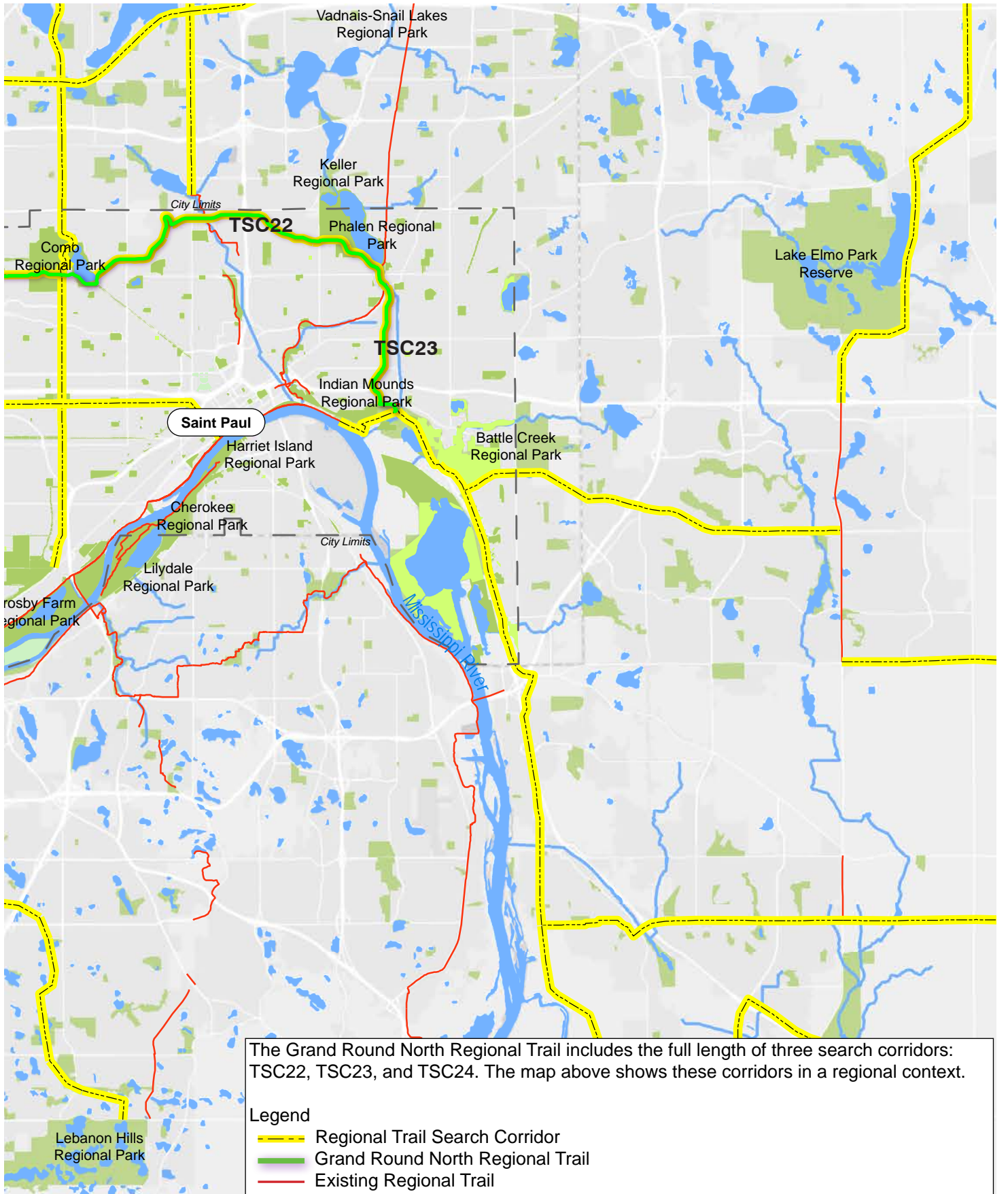


FIGURE 1 - REGIONAL TRAILS, REGIONAL PARKS, AND SEARCH CORRIDORS



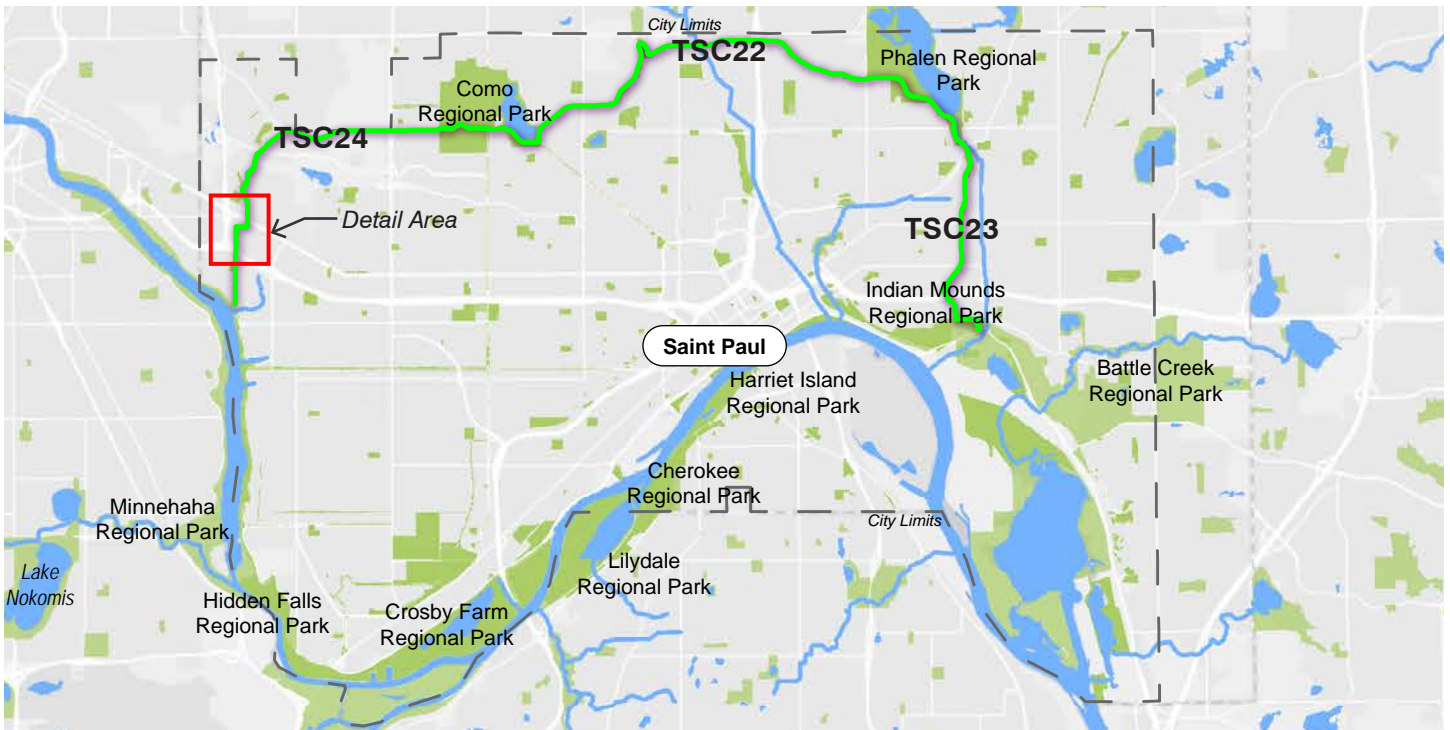


Figure 2 - City-wide map indicating area of Wabash Avenue alternate route



Pelham Boulevard at Myrtle Avenue

Development Concept

The Grand Round North Regional Trail forms the northern half of Cleveland's vision of parkways encircling the city. The proposed trail is approximately thirteen miles long and follows Saint Paul roadways including: Pelham Blvd, Myrtle Ave, Raymond Ave, Como Ave, Wheelock Pkwy, and Johnson Pkwy, except where the trail passes through regional parks. The standard design is a 10 ft bike trail where it is parallel to a minimum 5 ft sidewalk for pedestrians. The trail is generally 12 ft wide where no adjacent parallel pedestrian facility exists. Standard grade separation is a 6 inch curb.

Approximately one-third of the trail has been constructed since adoption of the 2017 Grand Round Design and Implementation Plan. Figure 4 shows the segments and indicates sections remaining to be designed and built. The trail will not be considered fully realized until all trails within the Grand Round are off-street. Where on-street trails currently exist (segments 7, 8, and a portion of segment 3 - see Figure 4), they are an interim condition. Separated trails will be constructed as street improvements are made.

Segment Summary

Segment 1: Johnson Parkway - No acquisitions, easements, or adjustments are needed along Johnson Parkway. Will be constructed in 2020-2021.

Segment 2: Phalen Regional Park – amenities, alignment adjustments, and trail modifications will be included with the Phalen Regional Park Master Plan Update. No additional parcels are expected to be acquired. Entirely on trails.

Segment 3: Wheelock Parkway: Phalen to Arcade – Edgerton to Arcade is not designed yet, currently there is no off-street trail, however, Public Works will address this section in 2022. No acquisitions are needed. The remainder of the segment, from Edgerton to Rice Street, is complete.

Segment 4: Wheelock Parkway: Rice to Victoria/Como – this segment is complete, no acquisitions needed. There are a few parcels already owned by Saint Paul Parks which will be included within the trail corridor. See attached Trail Corridor maps.

Segment 5: Como Regional Park – amenities, alignment adjustments, and trail modifications will be included with the Como Regional Park Master Plan Update. No additional parcels are expected to be acquired. Entirely on trails. The Master Plan will determine if the path encircling Lake Como is included, and what paths are labeled as the Regional Trail within the park.

Segment 6: Como Avenue – No acquisitions, easements, or adjustments are planned. Will be constructed in 2020-2021.

Segment 7: Raymond Avenue is a county road and will require coordination with Ramsey County prior to re-building as a completely off-road trail. There are two city-owned parcels requested to be combined into the trail corridor as indicated in the attached Trail Corridor maps.

Segment 8: Pelham Boulevard has the necessary width to accommodate an off-street trail. Currently a two-way cycle track exists, separated from vehicles by plastic bollards and lane striping. As funding allows this will be built to an off-street trail.

For more details on the planned development, see the Grand Round Design and Implementation Plan, available on the City website (<https://www.stpaul.gov/departments/parks-recreation/design-construction/current-projects/saint-paul-grand-round>). Relevant sections of the Design and Implementation Plan are appended to this document.

The GRNRT aligns with three regional Trail Search Corridors (TSC) as defined by the Metropolitan Council. To the west, TSC24 – Mississippi to Como matches Pelham, Raymond, and Como Avenues. In the middle, TSC22 Como – Phalen (Wheelock Parkway) includes all of Wheelock Parkway, between Como Regional Park and Phalen Regional Park. On the East Side, TSC23 is the Johnson Parkway.

One area within TSC24 may utilize an alternate route to connect from Raymond to Pelham. Currently the TSC is on Myrtle Ave but an alternate is being studied for Wabash Avenue, one block to the south. See figures 2 (left) and 3 (below). Wabash Avenue may align with a future local connection westward to Minneapolis via a railroad bridge, but at the time of writing it is unknown when that opportunity might be realized.

Regarding connections to other search corridors, City of Saint Paul is responding to guidance from Met Council planners regarding trail alignment within regional parks. Trails connect to trails now, and will continue to connect. The City cannot be highly specific at this time, and will handle these details in the regional park or future regional trail master plan. The Lexington TSC has not undergone any planning and there is no schedule to master plan that trail. Without knowing which street that trail alignment would parallel, we cannot identify how it would connect with the GRNRT.



Figure 3 - Detail map of Wabash Avenue alternate route

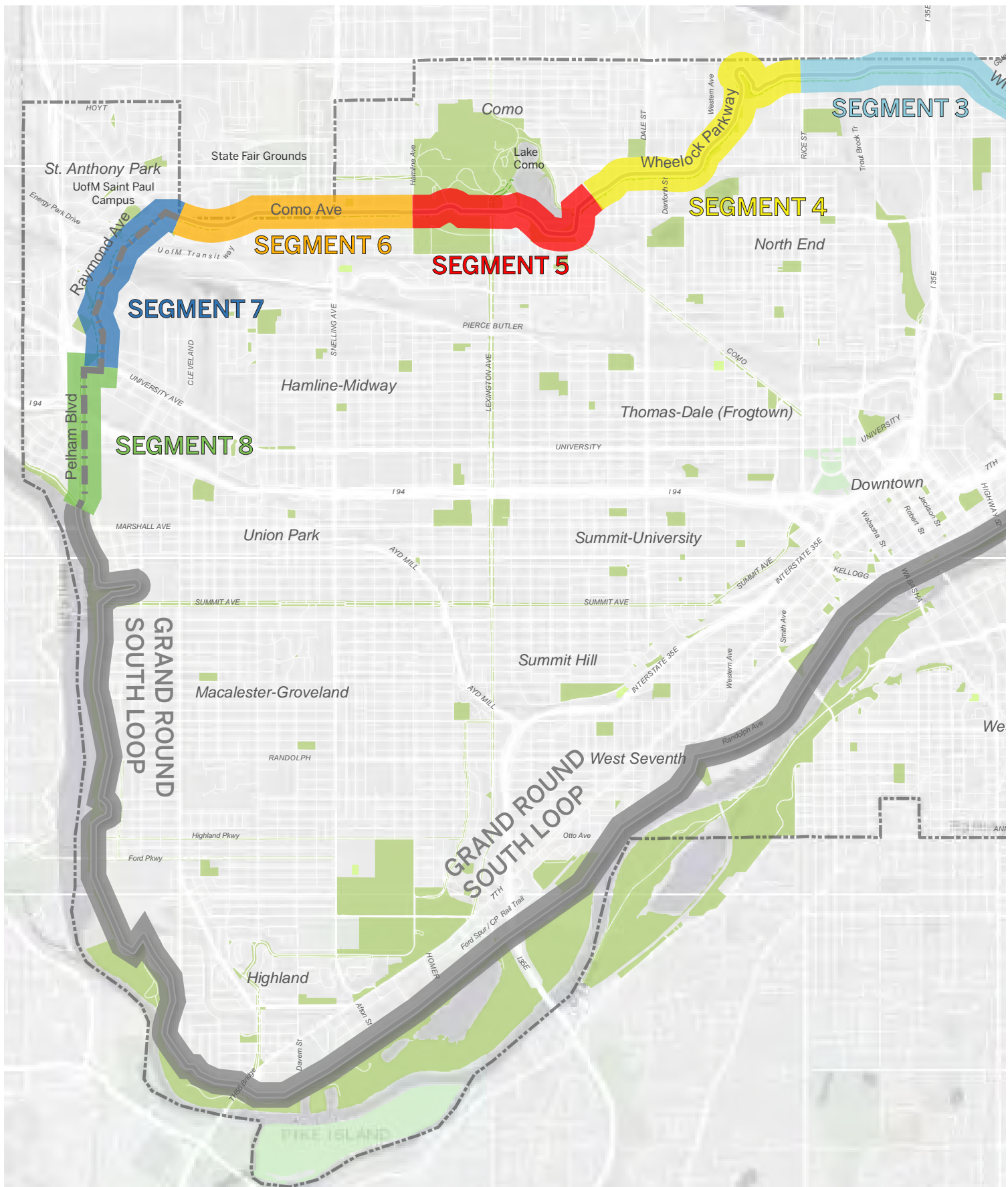


FIGURE 4 - GRAND ROUND SEGMENTS

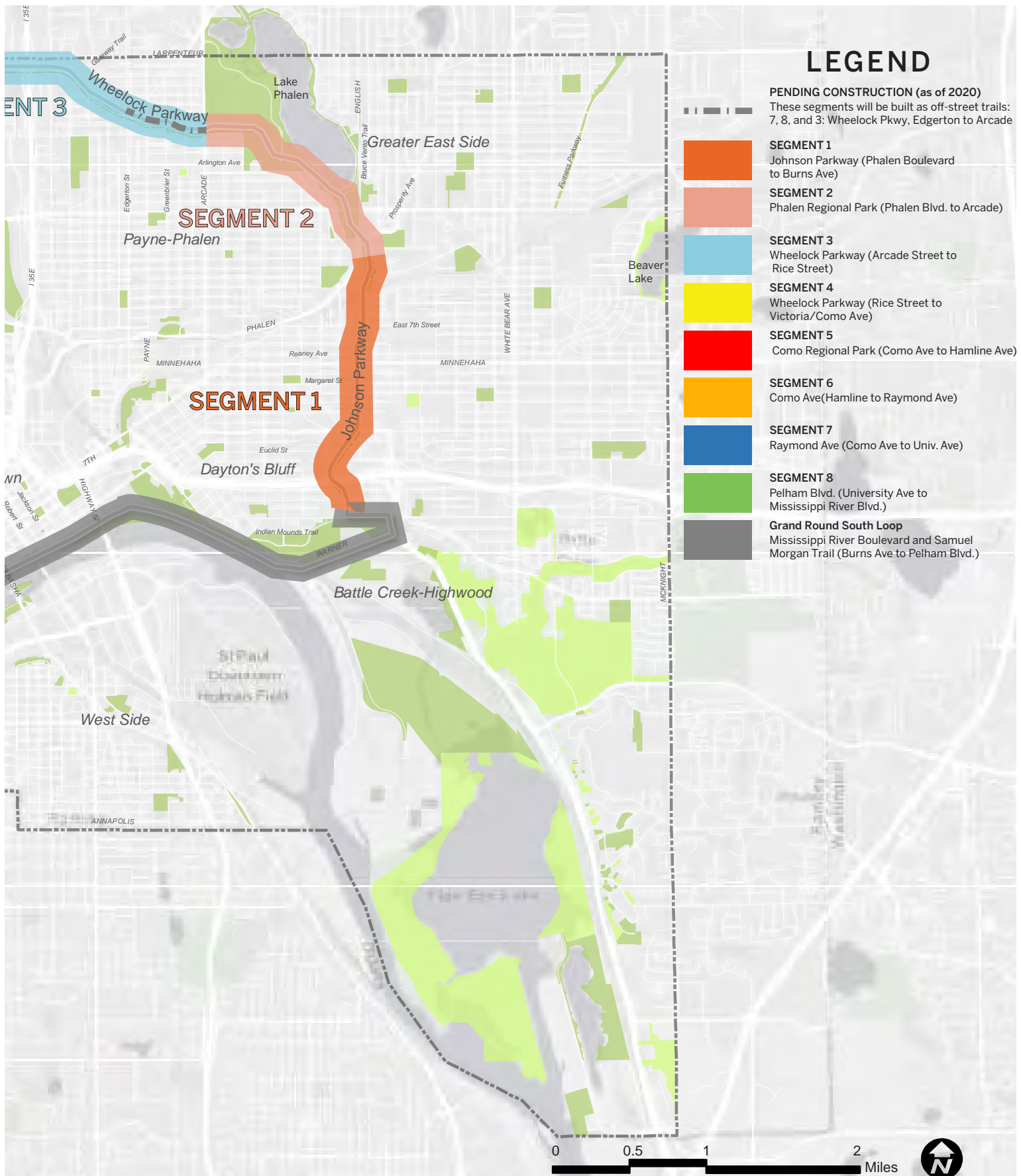


TABLE 2 - Grand Round Segments, Lengths, and Construction Status

Segment Number	Name	Description	Length (% of total)	Year Complete	Status and Estimated Cost (costs are trail only and assume \$1.2 M / mile or \$227.27 / linear foot)
1	Johnson Parkway	Burns to Phalen Boulevard	10,200 ft (15%)	2021	Trail construction will start in 2020, and will be complete by 2021 at the latest. <i>Trail cost estimate: \$2,318,000</i>
2	Phalen Regional Park	Phalen Boulevard to Arcade	7,850 ft (11.6%)	Future (currently off-street)	Pending Regional Park Master Plan update and reconstruction of Wheelock Parkway between Arcade and East Lakeshore Drive. <i>Trail cost estimate: \$1,785,000</i>
3	Wheelock Parkway	Arcade to Rice (11.9% complete)	11,000 ft (16.2%)	2022	Edgerton to Rice is complete. Edgerton to Arcade (2,900 ft, or 4.3%) will be 2022. <i>Remaining trail cost estimate: \$660,000</i>
4	Wheelock Parkway	Rice to Victoria/ Como	11,200 ft (16.5%)	2020	Section between Western and Rice will be completed in 2020. Remainder of the segment is complete.
5	Como Regional Park	Como to Hamline Ave	7,500 ft (11%)	Future (currently off-street)	Pending transportation study and Regional Park Master Plan update. <i>Trail cost estimate: \$1,705,000</i>
6	Como Ave	Hamline Ave to Raymond Ave	8,500 ft (12.5%)	2021	Bike lane striping done, trail construction to begin in 2020 and complete in 2021. <i>Trail cost estimate: \$1,930,000</i>
7	Raymond Ave	Como to University	6,200 ft (9.1%)	Future	Trail construction will be completed in the future as funding allows. <i>Trail cost estimate: \$1,410,000</i>
8	Pelham Boulevard	University to Mississippi River Blvd via Raymond and Myrtle (or Wabash)	5,500 ft (8.1%)	Future	Cycle track complete in 2017 (see photo page 10). Off-road trail construction will be completed in the future as funding allows. <i>Trail cost estimate: \$1,250,000</i>



Wheelock Parkway - near Como Regional Park

2. INFRASTRUCTURE AND MAINTENANCE



Wheelock Parkway

Conflicts

The Grand Round North Regional Trail will predominantly run through residential areas within Saint Paul. Because the trail is entirely within City right-of-way, the City of Saint Paul would require that any development project requires inter-departmental review including Planning and Economic Development, Public Works, and Parks and Recreation, to ensure that future development not conflict with trail use.

Future road reconstruction scheduled in the City's Capital Improvement Plan / Residential Street Reconstruction Program will require coordination between City departments including Parks and Recreation and Public Works. Where portions of the GRNRT run through regional parks, careful consideration will be given to development of the park and the trail to not adversely impact either facility.

There are no known private developments or street expansions that conflict with the proposed Regional Trail.

Public Services

The Grand Round North Regional Trail is designed to provide ample public services to users. These services include lighting, water, seating, and wayfinding. At important junctions with other trails or parks, gathering areas called nodes are designed to provide seating, signage, and water if feasible. These nodes are described in the Design and Implementation Plan. As of early 2020, drinking fountains are located in each regional park (Mississippi Gorge, Como, Phalen, and Indian Mounds) and along Wheelock Parkway at Edgerton Street.

Accessibility

All segments and facilities of the GRNRT will be constructed to be compliant with the Americans with Disabilities Act. The steepest section of Wheelock near the horseshoe bend (north of Arlington Ave W and west of Rice Street) has been designed and partially constructed. Construction will be

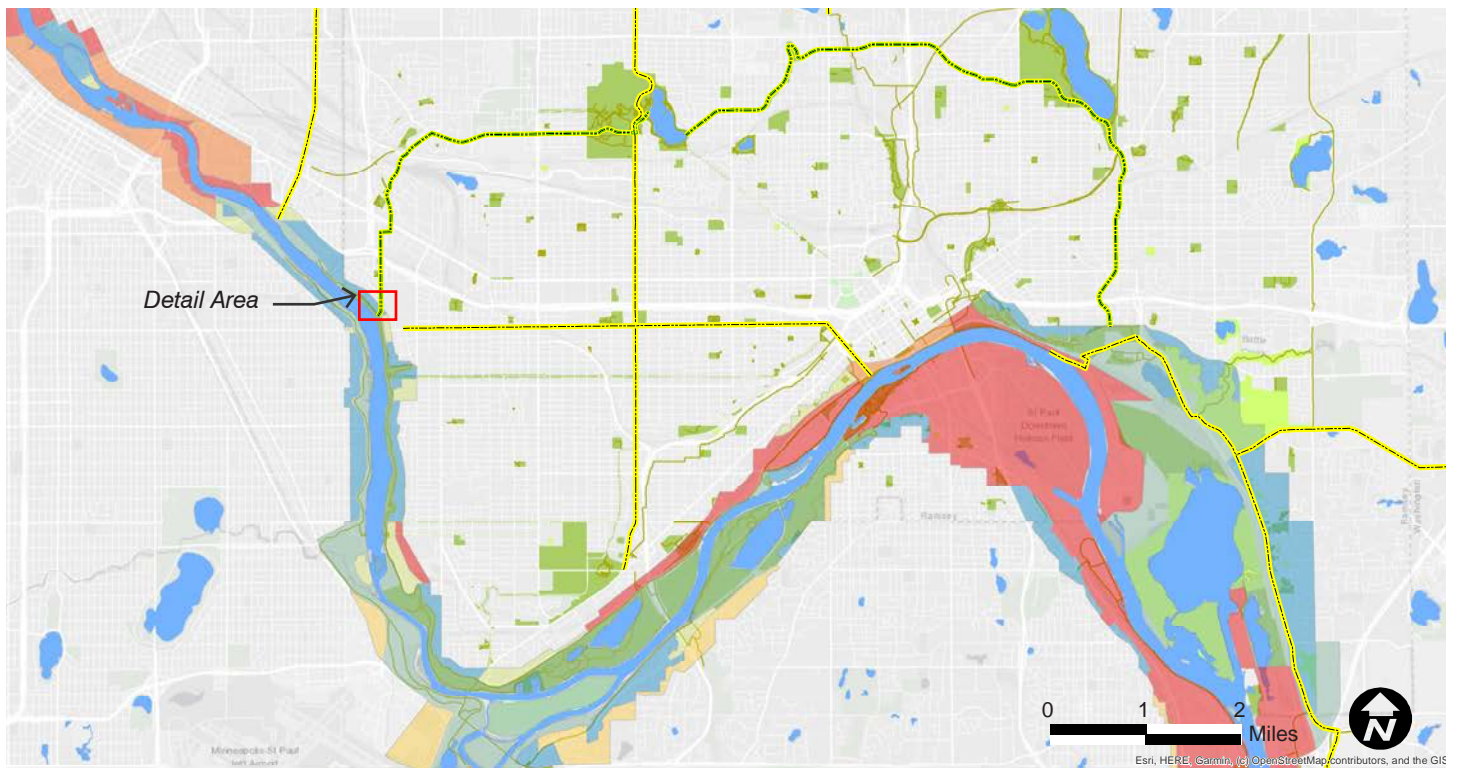


Figure 5- Mississippi River Critical Area Districts - Regional Map



Figure 6 - Mississippi River Critical Area Districts - Detail Map

completed in 2020. While it is steep, since the trail is adjacent to the roadway, and the same grade as the roadway, it is ADA compliant.

The GRNRT will be financially accessible, as there will not be a fee for trail use.

Furthermore, there are numerous points of connection with transit which will greatly expand multi-modal options and access to the trail.

The Regional Trail will be connected to high-quality transit at several locations along the alignment, including the Green Line LRT and bus routes 63 and 67 at University Avenue, route 87 along Raymond Avenue, route 3 along Como Avenue, A Line Bus Rapid Transit at Snelling Avenue, route 83 at Lexington Parkway, route 65 at Dale Street, route 61 at Arlington Avenue, route 62 at Rice Street, routes 61 and 68 at Jackson Street, route 71 at Westminster St, route 64 on Maryland Ave, route 74 on 7th Street East, route 63 on 3rd Street, and route 70 on Burns Avenue. The regional trail is also nearby the planned Gold Line station at Etna Street (the proposed alignment will bridge over Johnson Parkway).

Operations and Ordinances

The standard rules and regulations for all Saint Paul parks will be enforced on the Trail. Signage along the length of the trail will display rules and regulations.

The City of Saint Paul's operating budget will fund maintenance and operations for the parkway portion of the GRNRT. No use fee will be implemented. Annual parkway maintenance will include snow removal and ice treatment, trash removal, mowing and weed control, and tree maintenance and is estimated to cost approximately \$205,000 (or \$15,800 per mile). Saint Paul Public Works provides operation and maintenance of the public right of way.

Mississippi River Corridor Critical Area

A small portion of the west side of the proposed regional trail sits within the Mississippi River Corridor Critical Area (MRCCA). The City of Saint Paul acknowledges the regulations within MRCCA and will comply as required. Of the six Critical Area districts, only one intersects with the trail: the Critical Area – River Neighborhood (CA-RN) district, which applies at the end of Pelham Blvd where it meets Mississippi River Boulevard (in blue in Figure 6 at left). This district is defined as developed residential lands and existing parkland that are visible from the river, or that abut riparian parkland.

Trail construction within the CA-RN district would use the existing right of way and shoulders. Height and setback requirements would not apply, as the trail is a compatible use.

The eastern end of the proposed regional trail where Johnson Parkway terminates at Burns Avenue is the boundary for MRCCA, therefore no compliance is required.



Pelham Boulevard



Participants in community meetings from 2016

3. ENGAGEMENT AND AWARENESS

Public Engagement and Participation

Saint Paul is home to a great diversity of people. Barriers such as language, culture, or employment/socioeconomic status paired with historic ways of working with the community have prevented the public from fully participating in planning and engagement processes. The Grand Round Design and Implementation plan project team made proactive efforts in 2015 to expand opportunities for members of underrepresented communities to contribute meaningfully to the planning process. Engagement efforts continued as each segment was implemented, most recently with Como Avenue Trail and Johnson Parkway Trail in 2018.

Community outreach and engagement, particularly to the multiple ethnic, cultural, and socio-economic communities throughout Saint Paul, is critical to the successful design and implementation of the Grand Round. Proactive, robust and community-oriented engagement is vital to increasing awareness, understanding, support, and encouraging ongoing use of the Grand Round system by residents and visitors of all ages and abilities. The methods of engagement focused on informing and consulting the community, and involving the public at interactive workshops and pop-up meetings.

The City of Saint Paul and the design team reached out and engaged the public using many different tools and approaches. Engagement events were held near the proposed trail in places where people were already congregating, including workshops at community events and popular destinations, which likely enabled more people to know about the plan and offer their input.

There were over 40 public meetings held in 2015, these included:

- Pop-Up events along the Grand Round route
- Listening sessions with community organizations
- Engagement events held in coordination with larger community events
- Presentations at District Council meetings
- A four-day design workshop (June 2015)
- Online engagement including comments and an online survey
- Open House meetings (July 2015)
- Hosted and convened the Community Advisory Committee made up of citizen representatives

When fully realized, the GRNRT will shape Saint Paul residents' connections to and enjoyment of their city for generations to come. To effectively communicate, the project team developed welcoming, user-friendly, jargon-free project materials. The materials were oriented to residents who may not be familiar with city planning processes and projects.

Comments received at Pop-Up and Listening Sessions were categorized to better identify and group similar recommendations. Most comments fell into one of four categories:

- Amenities
- Infrastructure recommendations
- Connections
- Wayfinding or safety

Comments requesting amenities were the most prevalent, with nearly one third of comments recommending additional water fountains, restrooms, and benches.

More than a quarter of the responses focused on infrastructure recommendations, such as better crossing treatments and improved bicycle facilities with the most attention

Summary of Community Feedback

- Support for the plan was prevalent
- Users of the Grand Round route include both pedestrians and bicyclists. The needs of each user group must be considered.
- Participants expressed a preference for facilities separated from motor vehicles.
- Safety was a key concern for many participants.
- Amenities such as restrooms, water fountains, and benches are desired.
- Consistent walk/bike facilities throughout the route are strongly desired. Where possible the same kind of facility should be provided for long stretches of the route.
- Several intersections and/or roadways were identified as challenging for pedestrians and bicyclists.
- Connections and better wayfinding to existing trails are desired.



Wheelock Parkway - recently constructed section with trail in the boulevard island



Wheelock Parkway - recently constructed trail crossing at Edgerton Street

focused on facilities separated from motor vehicles. Safety was a key concern for many participants, as well as improving connections to existing trails and adding wayfinding options, such as maps, mile markers, and technology-based route-finding tools.

Many participants explained that they do not bicycle very much, but that they would walk on sidewalks and off-road trails. To successfully respond to residents' desires, the Grand Round is being designed to address the needs of each user - facilities for both pedestrians and bicyclists are important to local residents and will be built along the entire length.



Johnson Parkway - boulevard island before construction

Public Awareness

The Grand Round North Regional Trail will be a signature facility in the Saint Paul park system. A strong branding effort will assist in promoting and identifying the trail. This branding will appear on signage and manhole covers along the trail. Local signage will also direct users to the trail from adjacent neighborhoods.

The City will promote the trail through social media. In addition, the City will maintain a web page with public information on the project. For the most recent project information, visit: <https://www.stpaul.gov/departments/parks-recreation/design-construction/current-projects/saint-paul-grand-round>

Partner Engagement

Many partners were engaged during the development of the Design and Implementation Plan, including Capitol Region Watershed District, Ramsey-Washington Metro Watershed District, Ramsey County staff, and the Saint Paul Police. Public Art Saint Paul assisted with Pop-Up Meetings and had members on the advisory committee for the project.

Agencies such as MnDOT, Ramsey County, and Metro-Transit are consulted as each segment is engineered and constructed.

Advocacy non-profits such as the Saint Paul Bicycle Coalition also have pages voicing their support of continued trail development: <http://www.saintpaulbicyclecoalition.org/projects/grandrounds/>. The City will partner with organizations such as Move Minnesota (formerly Transit for Livable Communities and Saint Paul Smart Trips), the Saint Paul Bicycle Coalition, and the Saint Paul Transportation Committee to promote trail use.

Equity

The neighborhoods through which the northern half of the Grand Round runs are comprised of diverse cultures, ethnicities, and vary socioeconomically. The project team made proactive efforts to hold engagement opportunities throughout the Grand Round intended to welcome members of underrepresented communities to contribute meaningfully to the planning process. This includes specific engagement inside an area of concentrated poverty and easily accessible to residents of the North End and East Side of Saint Paul. Contributions from residents across the City resulted in a project that better serves all of Saint Paul and contributes to improved community active living and health.

In short, the GRNRT will become an important recreational amenity to economically-stressed communities in addition to providing a safe, alternate transportation option.



Wheelock Parkway - recently constructed trail section at Edgerton Street

4. CONCLUSION

Summary

The idea of the Grand Round, a park encircling the City of Saint Paul and connecting its natural attractions, is more than a century old. Twenty years ago, the Grand Round Master Plan resurrected the idea, and the southern portion of paths and sidewalks along the Mississippi River and Samuel Morgan Regional Trail were completed in the interim. Through Saint Paul's 8 - 80 Vitality Initiative the effort was renewed in 2017 to complete the northern 13 miles of the Grand Round.

Based on the work of internationally-renowned urban designer Gil Penalosa, the 8-80 Vitality Fund focuses on recent investments such as Rebuild Saint Paul and the Green Line, and aims to create city infrastructure, streets and public spaces that function for residents ages 8 to 80. This initiative began under former Mayor Chris Coleman, and continued from 2015-2017

- Source: City of Saint Paul website, <https://www.stpaul.gov/news/city-council-passes-8-80-vitality-fund> (October 2014)

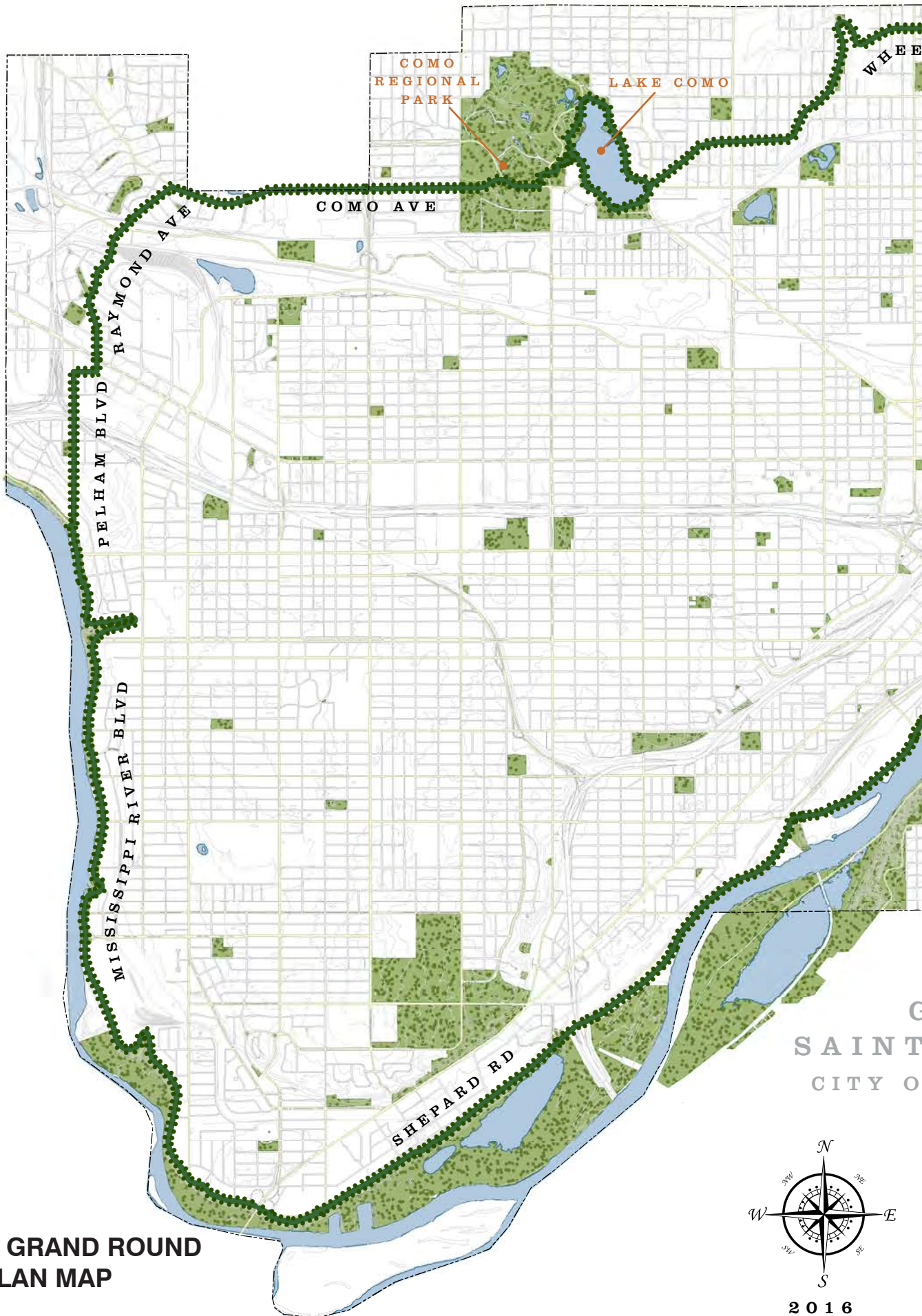
The priorities, scoping, and phasing for the Grand Round Design and Implementation plan is synthesized from many sources including public input, the Mayor's Office, Planning and Economic Development, Parks and Recreation, and Public Works. This master plan aims to further that work by meeting Metropolitan Council criteria. The successful completion of the Grand Round will represent a significant achievement to multiple city departments, not limited to Parks and Recreation or Public Works.

Actual sequencing and magnitude of improvements will be based on future City budgeting processes. Potential funding sources include and are not limited to: local funds, street improvement bonds, capital improvement bonds, County funds, Municipal State Aid funds, State funds, Department of Natural Resource funds, and Federal funds.

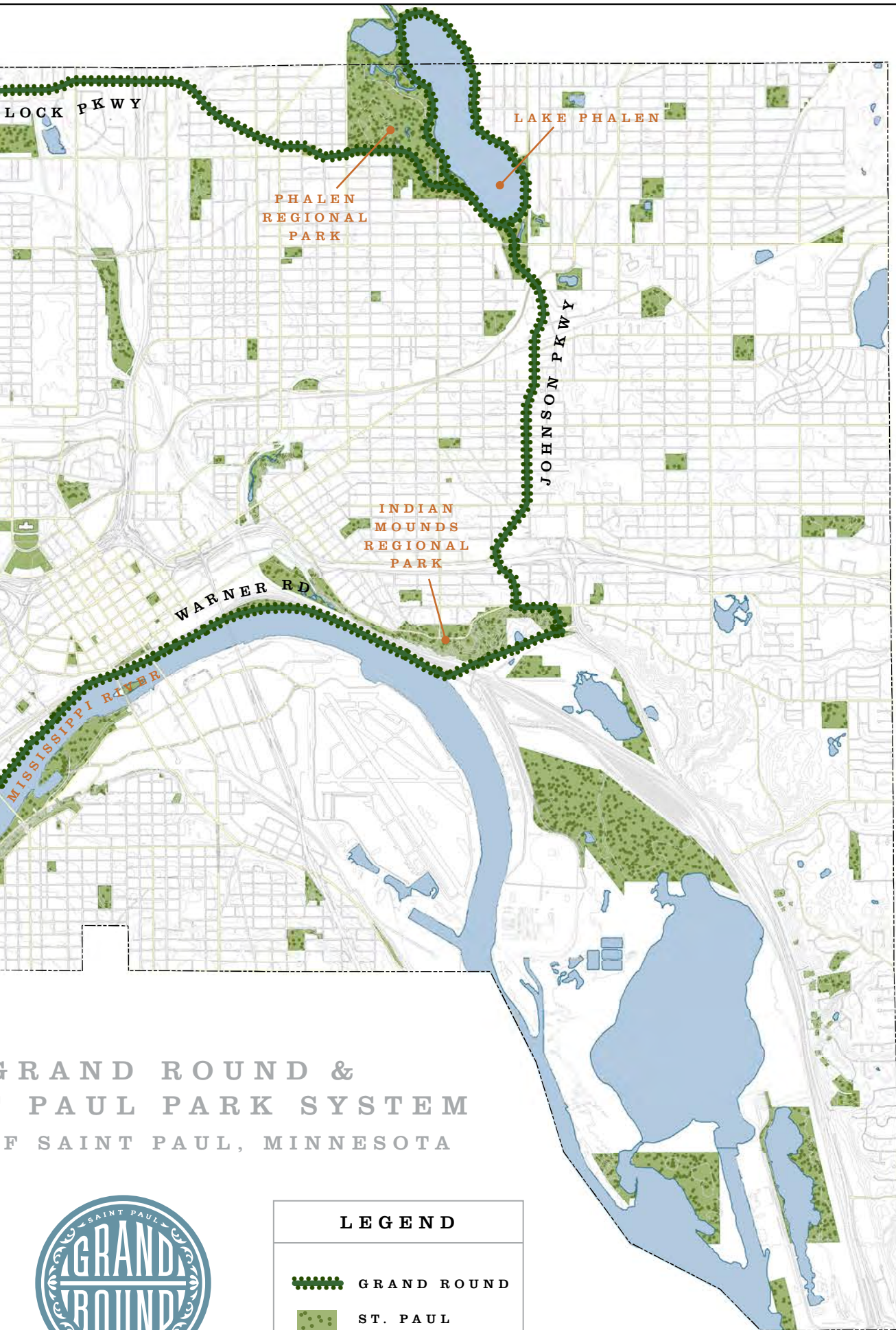
Next Steps

At the time of writing this master plan, 51% of the trail is off-road and considered complete. Work is scheduled for Como Avenue and Johnson Parkway, which equates to 27.5% of the total trail length, meaning 78.5% will be complete by the end of 2021. Future remaining phases include Wheelock Parkway between Edgerton St and Arcade St (4.3%) and converting Pelham Boulevard and Raymond Avenue to off-road trails as funding is secured (17.2% of the trail length). Additional study is required for trail alignments within regional parks (22.6% of total trail length), however, these sections are already off-road and do not require significant road reconstruction.

As master plans are updated for the Regional Parks connected to the GRNRT (which include Como, Phalen, and Indian Mounds) this plan recommends careful study of trail alignments and wayfinding within the regional park boundaries. When completed, the work outlined in this master plan represents a milestone achievement of realizing the century old vision of parkways encircling Saint Paul. Furthermore, achieving regional designation for the entire Grand Round will allow the City of Saint Paul to continue investment and upkeep in this significant project.



**FIGURE 7 - GRAND ROUND
MASTER PLAN MAP**



GRAND ROUND &
PAUL PARK SYSTEM
OF SAINT PAUL, MINNESOTA



LEGEND



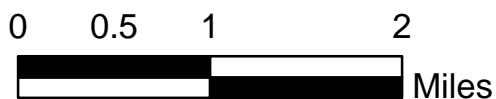
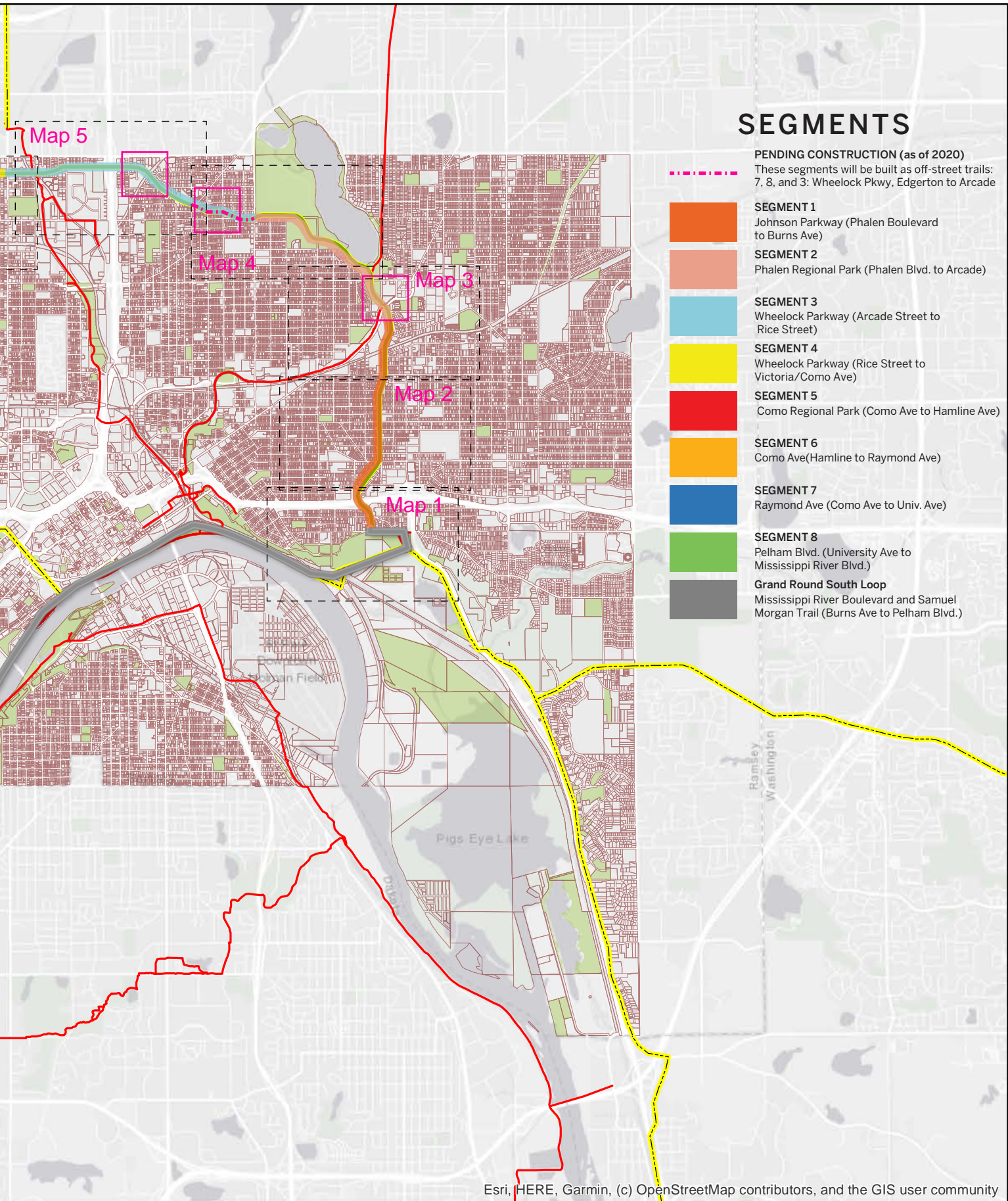
GRAND ROUND



ST. PAUL
PARKS



FIGURE 8 - GRAND ROUND NORTH TRAIL CORRIDOR AND SEGMENTS





GRAND ROUND NORTH REGIONAL TRAIL
MASTER PLAN DRAFT
JULY 2020

Grand Round North Regional Trail - Master Plan Addendum

The Grand Round North Regional Trail relies heavily on the Grand Round Design and Implementation Plan approved by Saint Paul City Council in 2017. Rather than revise and update that document, this Addendum summarizes relevant portions, as they apply to the Master Plan and Metropolitan Council Parks Policy Plan requirements.

Addendum sections:

1. Trail Corridor Maps - illustrate the trail within the right of way and parcels requested to be incorporated (combined) into the trail corridor.
2. Recommendations – this section from the Design and Implementation Plan illustrates the trail alignment inside the right of way and recommends placement of wayfinding, amenities, and crossings. NOTE: the Recommendations chapter references maintaining bike lanes on Raymond Avenue. In contrast to that, the Grand Round North Master Plan recommends that Raymond Avenue be studied for off-road trails when funding is identified.
3. Placemaking/Wayfinding section of the Design and Implementation Plan – illustrates proposed wayfinding and amenities for the Grand Round
4. Engagement summary from the Grand Round Design and Implementation Plan appendix – provides more detail on the engagement process for the trail design
5. Regional Trail Search Corridors – a map from the City’s comprehensive plan illustrating the ACP-50 area through which much of the Grand Round North Regional Trail runs.

Development Concept:

Identify the overall timeframe by percentage of completion since this is such a complex project.

- Of the total 13 miles, 78.5% will be complete by 2021, and at the time of writing, status is 51% complete. Of the 100% total, 22.6% is within Regional Parks, and this portion is already off-road but will be re-designed as part of the Regional Park Master Plan Update for Phalen and Como.
- Master Plan text has been updated with this added to the conclusion:
At the time of writing this master plan, 51% of the trail is off-road and considered complete. Work is scheduled for Como Avenue and Johnson Parkway, which equates to 27.5% of the total trail length, meaning 78.5% will be complete by the end of 2021. Future remaining phases include Wheelock Parkway between Edgerton St and Arcade St (4.3% - expected in 2022) and converting Pelham Boulevard and Raymond Avenue to off-road trails as funding is secured (17.2% of the trail length). Additional study is required for trail alignments within regional parks (22.6% of total trail length), however, these sections are already off-road and do not require significant road reconstruction.

Below is a summary of the segments, this corresponds with Figure 4 and Figure 8 in the Master Plan, and is summarized on page 14, table 2.

Segment 1: Johnson Parkway - No acquisitions, easements, or adjustments are needed along Johnson Parkway. Will be constructed in 2020-2021. Length: 10,200 ft, 15% of total

Segment 2: Phalen Regional Park – amenities, alignment adjustments, and trail modifications will be included with the Phalen Regional Park Master Plan Update. No additional parcels are expected to be acquired. Entirely on trails. Length: 7,850 ft. 11.6% of total

Segment 3: Wheelock Parkway: Phalen to Arcade – Edgerton to Arcade is not designed yet, currently there is no off-street trail, however, Public Works will address this section in 2022. No acquisitions are needed. The remainder of the segment, from Edgerton to Rice Street, is complete. Length: 8,100 ft or 11.9% complete, 2,900 ft or 4.3% for Edgerton to Arcade is scheduled to be constructed in 2022. Four city-owned parcels proposed to be added to the trail corridor: 202922130144, 202922140150, 202922220099, and 202922220054

Segment 4: Wheelock Parkway: Rice to Victoria/Como – this segment is complete, no acquisitions needed. There are a few parcels already owned by Saint Paul Parks which will be included within the trail corridor. See attached Trail Corridor maps. Length: 11,200 ft, 16.5%. Two city owned parcels to be combined into the trail corridor: 242923120053 and 242923130114

Segment 5: Como Regional Park – amenities, alignment adjustments, and trail modifications will be included with the Como Regional Park Master Plan Update. No additional parcels are expected to be acquired. Entirely on trails. The Master Plan will determine if the path encircling Lake Como is included, and what paths are labeled as the Regional Trail within the park. Length: 7,500 ft, 11%

Segment 6: Como Avenue – No acquisitions, easements, or adjustments are planned. Will be constructed in 2020-2021. Length: 8,500 ft, 12.5%

Segment 7: Raymond Avenue is a county road and will require coordination with Ramsey County prior to re-building as a completely off-road trail. There are two city-owned parcels requested to be combined into the trail corridor (292923310034 and 292923310088) as indicated in the attached Trail Corridor maps. Length: 6,200 ft, 9.1%.

Segment 8: Pelham Boulevard has the necessary width to accommodate an off-street trail without acquisitions. One city-owned parcel is requested to be combined into the trail corridor (322923310014) per the attached maps. Currently a two-way cycle track exists, separated from vehicles by plastic bollards and lane striping. As funding allows this will be built as an off-street trail. Length: 5,500 ft, 8.1%

	51%	Complete as of 2020 plan writing – Includes segments 2, 4, 5, and part of 3
	4.3%	Approx. \$660,000 of trail work on Wheelock Ave – Edgerton to Arcade is expected in 2022. This is scheduled, but not designed or bid and is an estimate only.
\$ 4,248,000	27.5%	Work scheduled/in progress, will be reconstructed by 2021 (Johnson, Como Ave)
\$ 3,320,000	17.2%	Future work to make segments off-road – Wheelock Edgerton to Arcade; Raymond, Pelham
<u>\$ 3,490,000</u>	<u>22.6%</u>	<i>future Regional Park trail work (NOTE: these sections are already off-road)</i>
\$11,058,000	67.2%	total percent remaining to be upgraded

Conflicts:

- There are no known projects including private developments or street expansions that conflict with the Regional Trail.

- The steepest section of Wheelock near the horseshoe bend has been designed and mostly constructed. Construction will be complete in 2020. While it is steep, since the trail is adjacent to the roadway, and the same grade as the roadway, it is ADA compliant.

Required: Please identify the conflicts with other existing or proposed projects or land uses affecting the park/trail unit, including steps necessary for their resolution. This section should be a high-level summary.

- Trout Brook trail master plan describes a yet-to-be designed connection to the Grand Round at Wheelock Parkway – this could involve Parcel ID 192922210098, already owned by Ramsey County, or Parcel ID 192922240034, owned by Saint Paul Regional Water Services. In either case no need for acquisition is foreseen.
- Gold Line – Etna Street station would not conflict with Johnson Street trail (segment 1) and is consciously not being mentioned
- The Midtown Greenway Extension Trail Search Corridor connection and its relation to Wabash Ave trail and alternate referenced on page 11 of the plan: the proposed trails appear to be separated by elevation and would require study, this should be included as part of a future plan for the Midtown Greenway Extension

Private inholdings (future acquisitions, easements, and leases) must be identified if funding requests are desired without a master plan amendment. per RPPP Chapter 5 Strategy 1. If a land ownership scenario requires any lease, easement this must be included in the acquisition section.

- Regarding railroad crossings and ownership / easements – no easements, agreements, leases, etc. are identified related to the Grand Round North Regional Trail. There may be future connections to the trail– e.g. access ramps to Trout Brook or Point Douglass – but those can be accommodated without easement, lease, or purchase. The Midtown Greenway Extension is not yet planned and any connection to that can be detailed in a master plan for that trail.

Partner Coordination/Engagement:

Required: This section should be a high-level summary. Please provide a process to involve affected agencies, local units of government, and local, state, and federal recreation providers in the development of the master plan or plan amendment. The master plan submitted to the Council shall include a summary of comments received that identifies issues raised and content resulting from engagement efforts.

- See updated text in Master Plan document on page 21. Involved agencies include watershed districts, arts organizations, and governmental groups such as Ramsey County.

Public Engagement:

- See updates to page 19 in the Master Plan text

Equity Analysis:

Required: Equity analysis: Please include responses to the following questions: What was your engagement area? What inequities are addressed? What underserved populations were engaged? How

did these groups participate? What level of public impact was the participation according to the International Association of Public Participation's Spectrum? How did the master plan reflect the advice and learnings? What outcomes occurred as part of the participation?

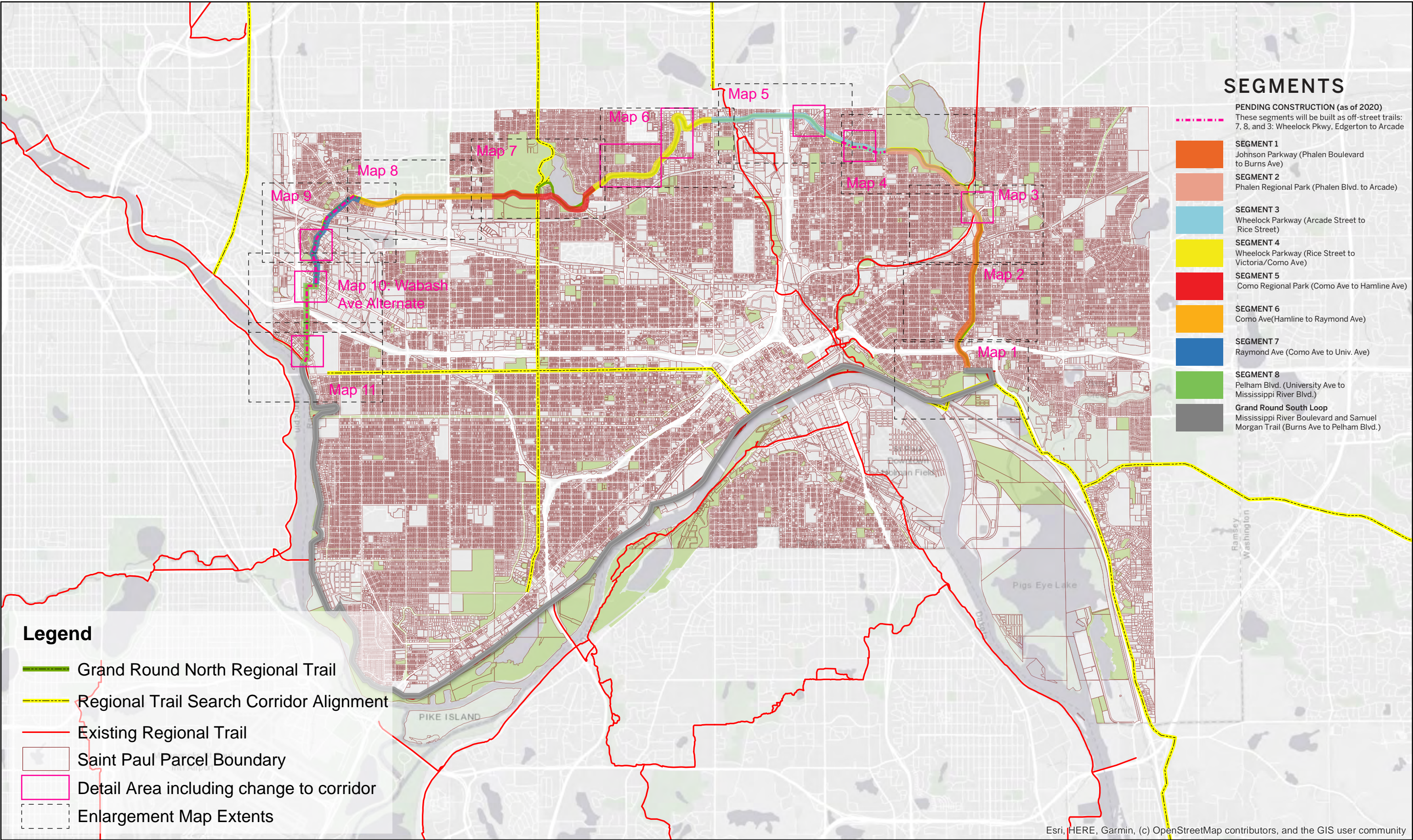
- The GRNRT runs through areas of concentrated poverty (ACP50s) where many residents are people of color.
- The engagement process highlighted that not all residents have access to or use bikes (despite the presence of bike share) and therefore a conscious decision was made to build sidewalk and trail amenities along the entire length of the trail.

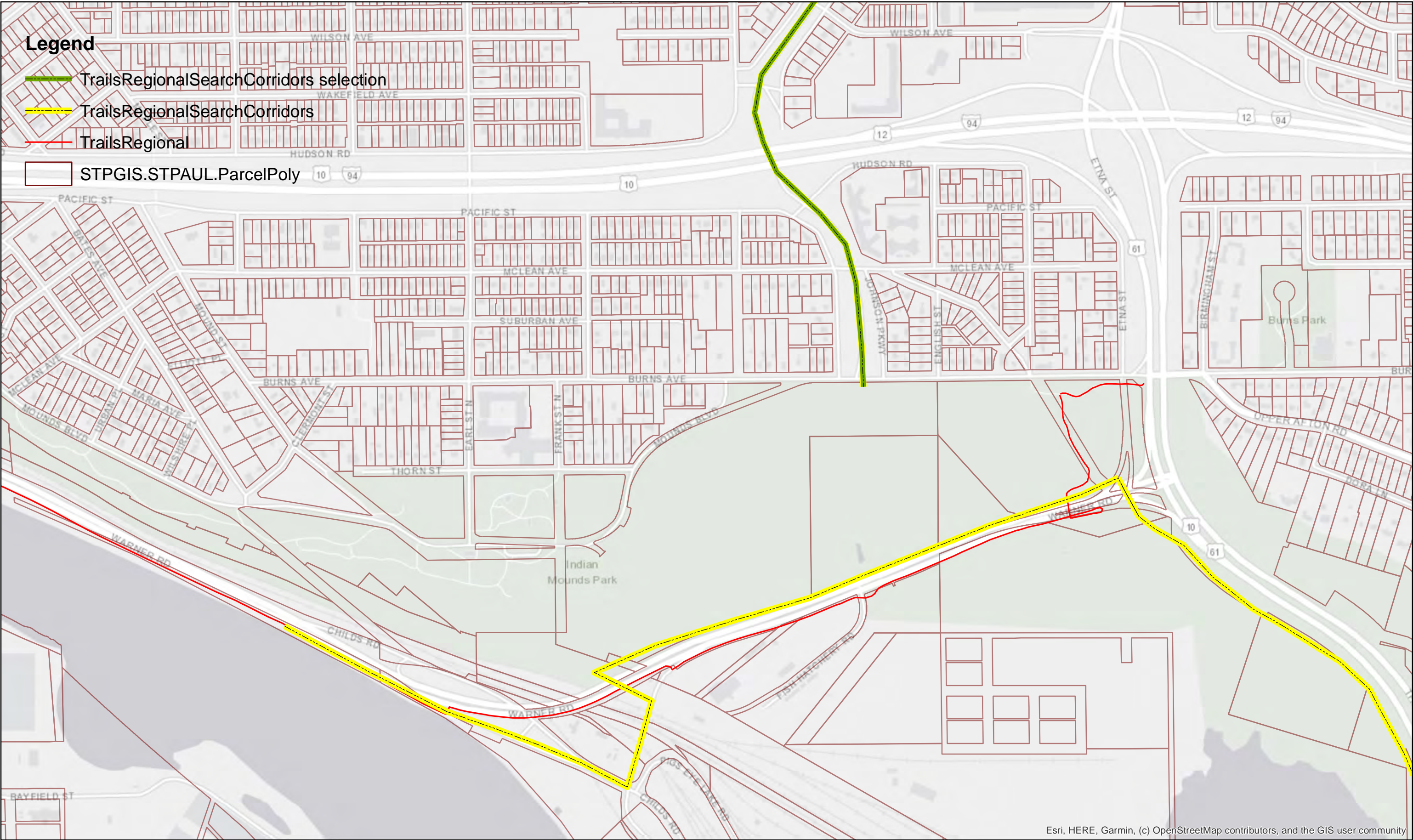
Public awareness

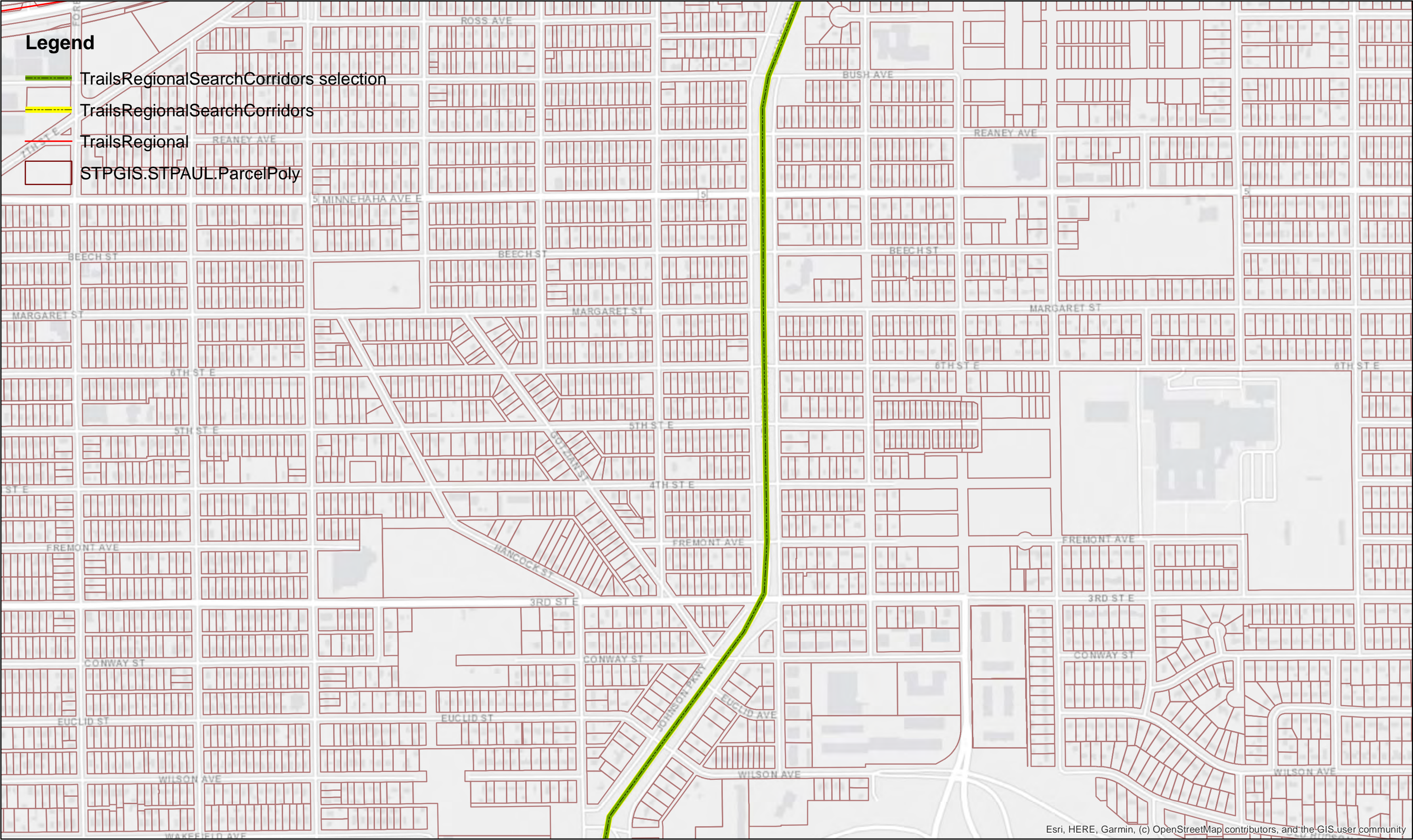
- *Public works has many communications tools at its disposal, including several social media accounts, press releases, and communications from elected officials. The City also has a strong relationship with many neighborhood organizations and district councils, which assist the City with outreach and communications. Parks also has many social media and news outlets which are utilized to publish information.*
- *Regional Trail will be connected to high-quality transit at several locations along the alignment, including the Green Line LRT and bus routes 63 and 67 at University Avenue, route 87 along Raymond Avenue, route 3 along Como Avenue, B Line BRT at Snelling Avenue, route 83 at Lexington Parkway, route 65 at Dale Street, route 61 at Arlington Avenue, route 62 at Rice Street, routes 61 and 68 at Jackson Street, route 71 at Westminster St, route 64 on Maryland Ave, route 74 on 7th Street, route 63 on 3rd Street, and route 70 on Burns Avenue.*

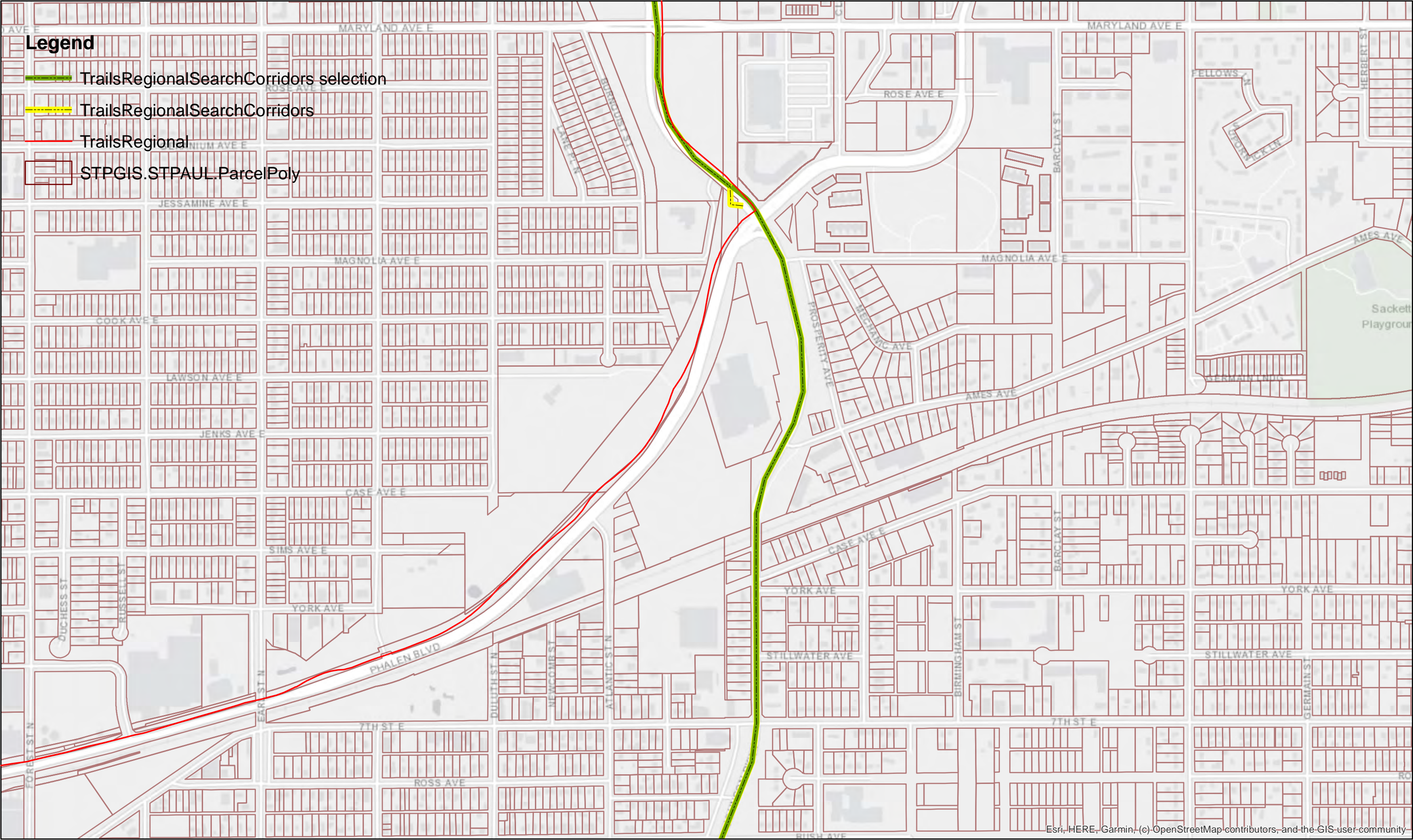
Required: Please include the plans for making the public aware of services available when the regional trail is open, including how to access the trail by transit, if applicable. This section should be a high-level summary.

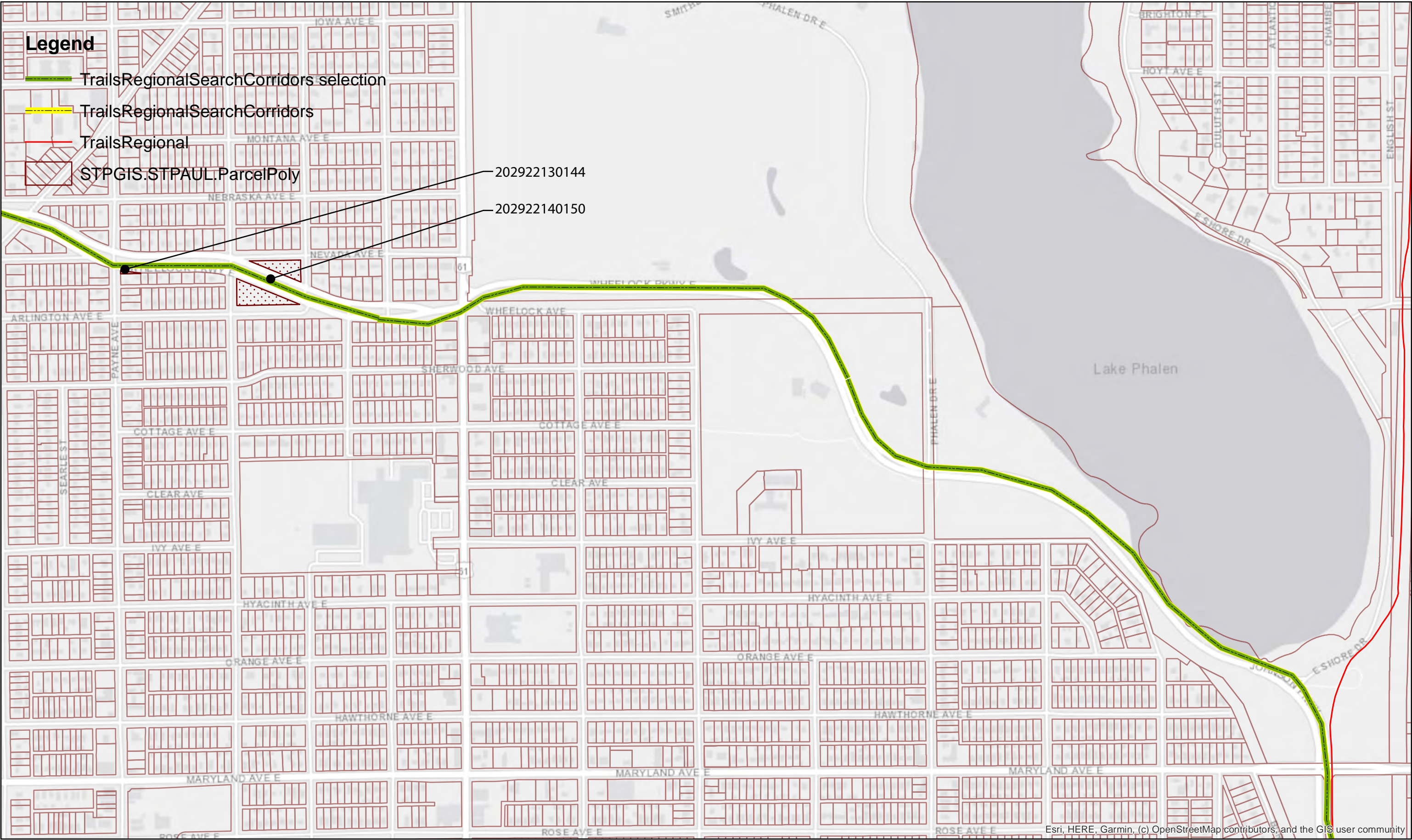
- Transit connections are listed on page 17 under the heading for Accessibility, and touched on in the Engagement and Awareness section.









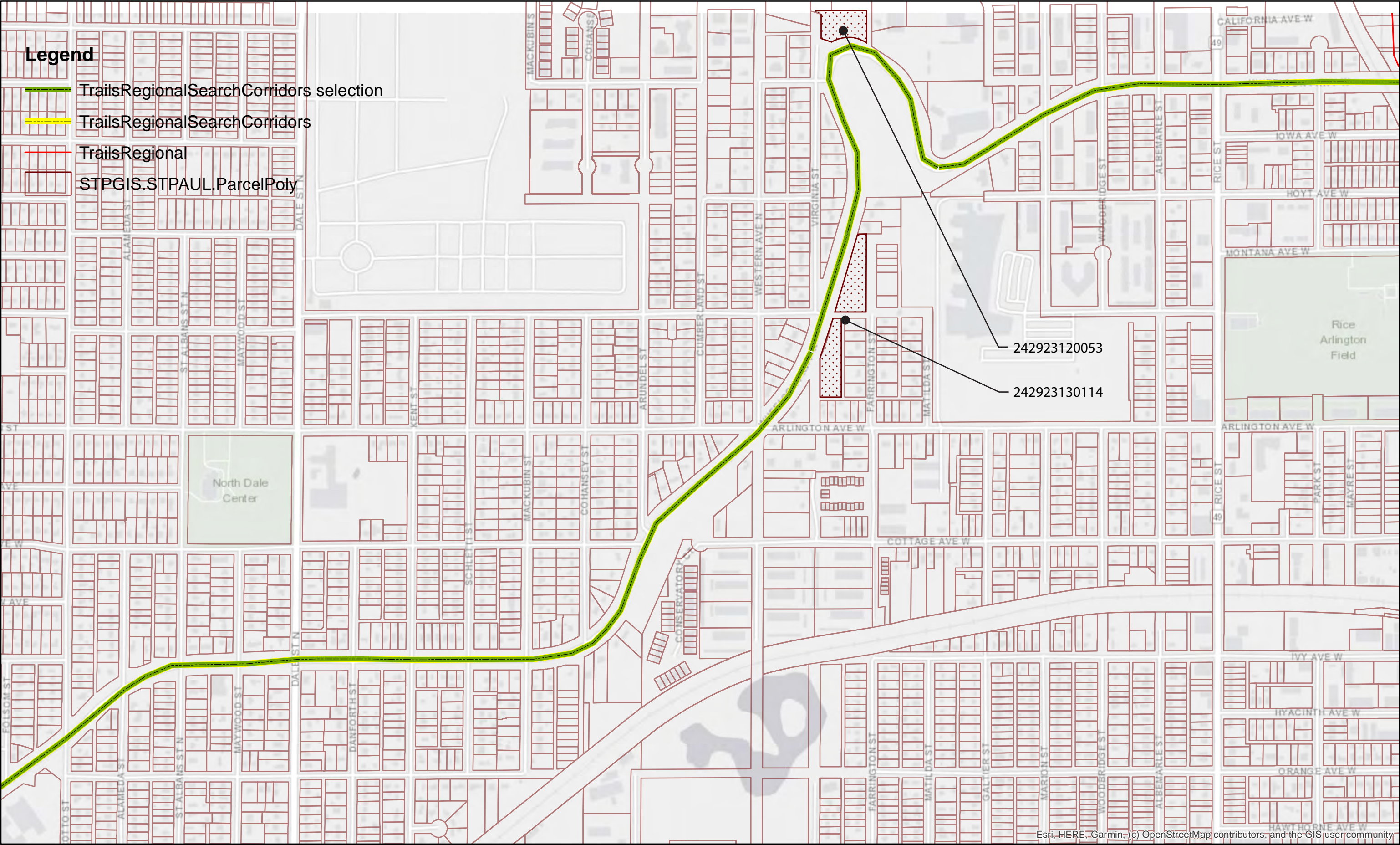


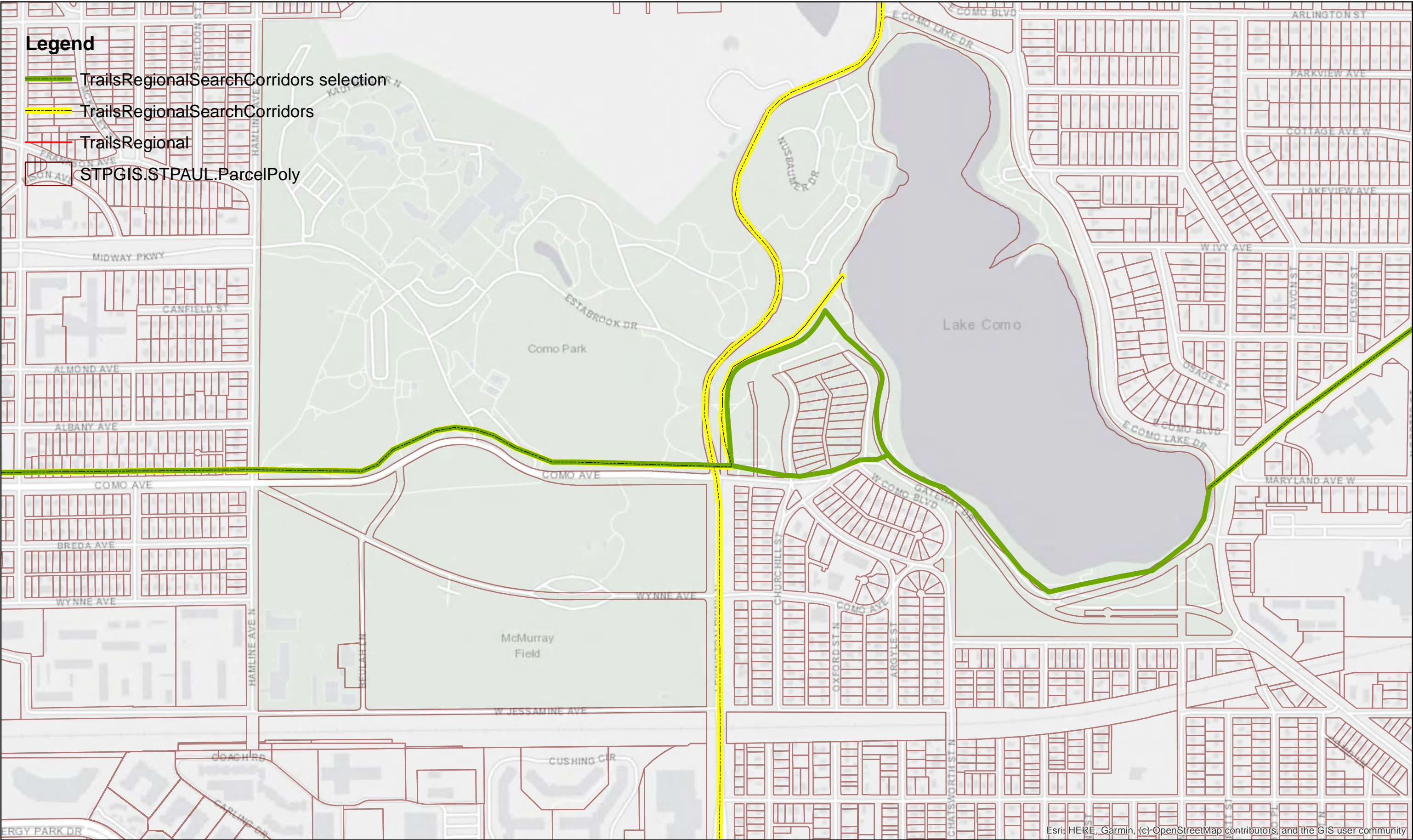


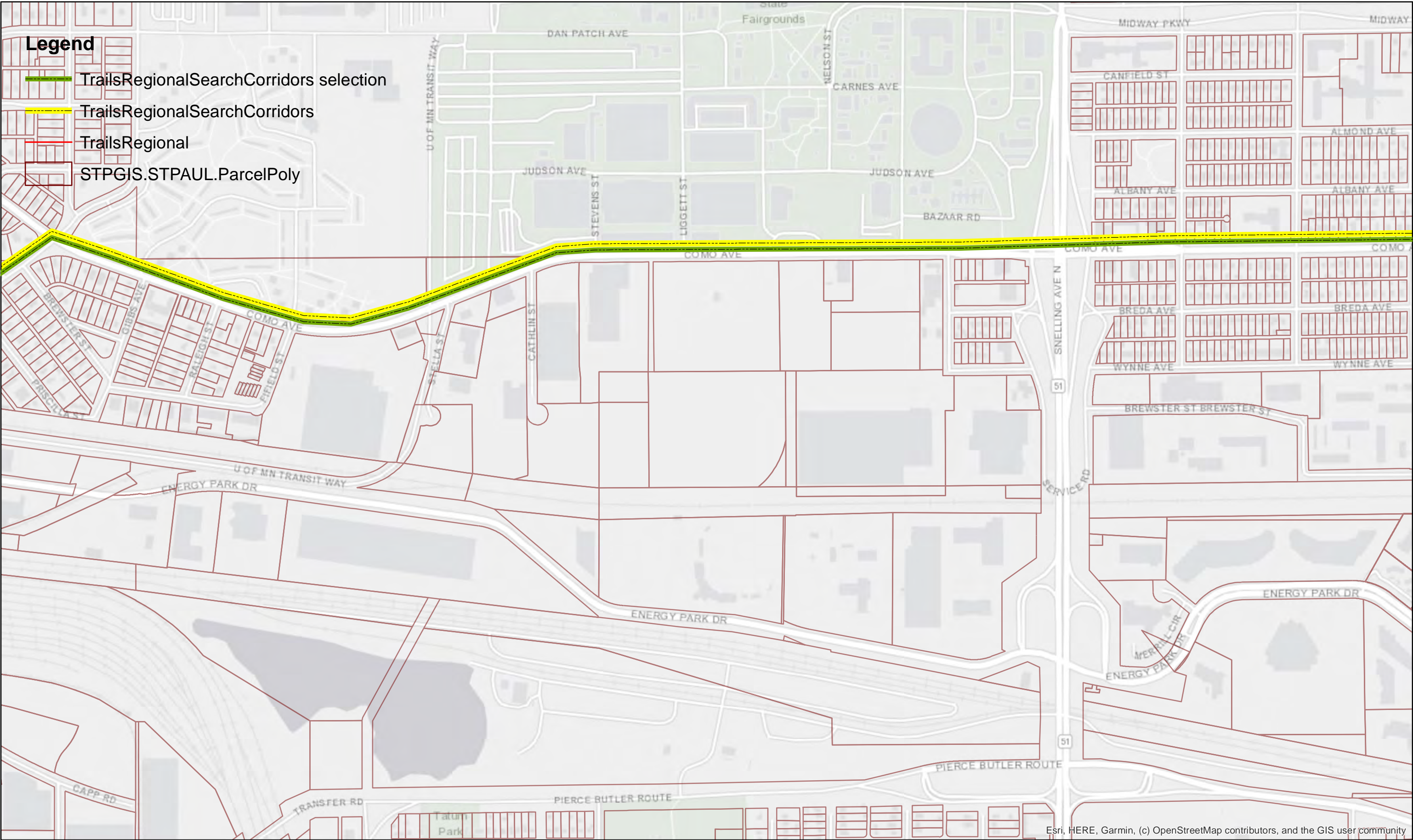
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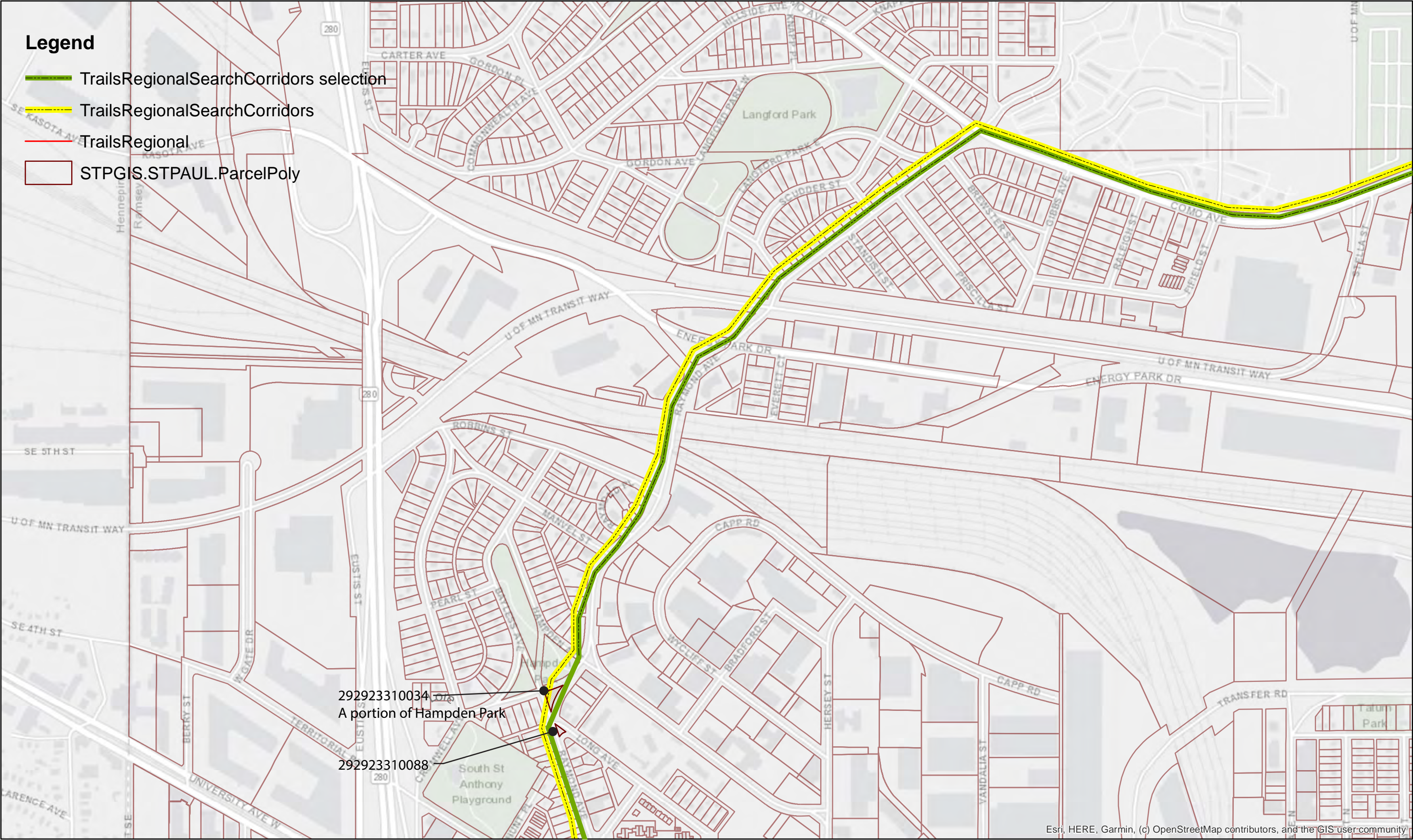
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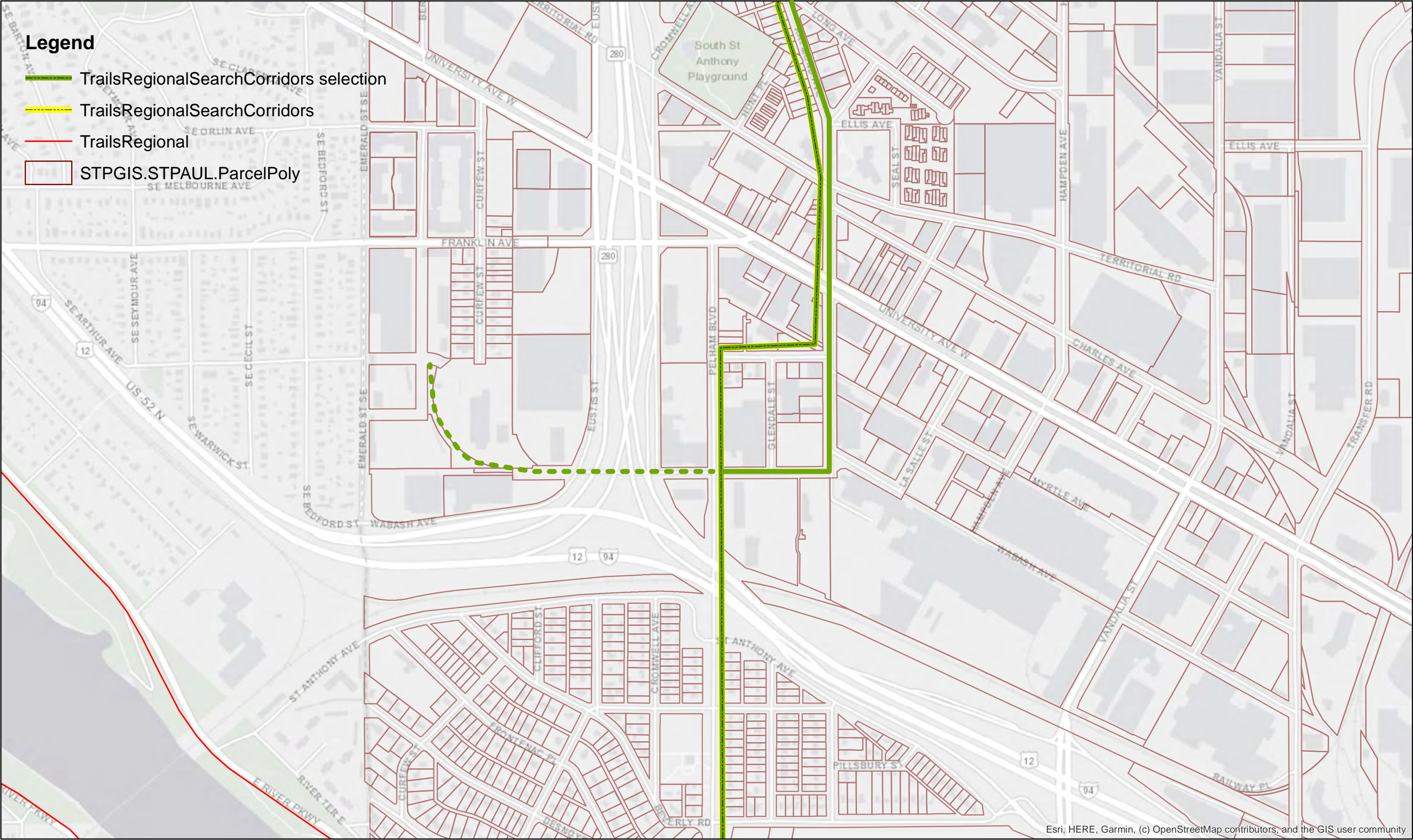


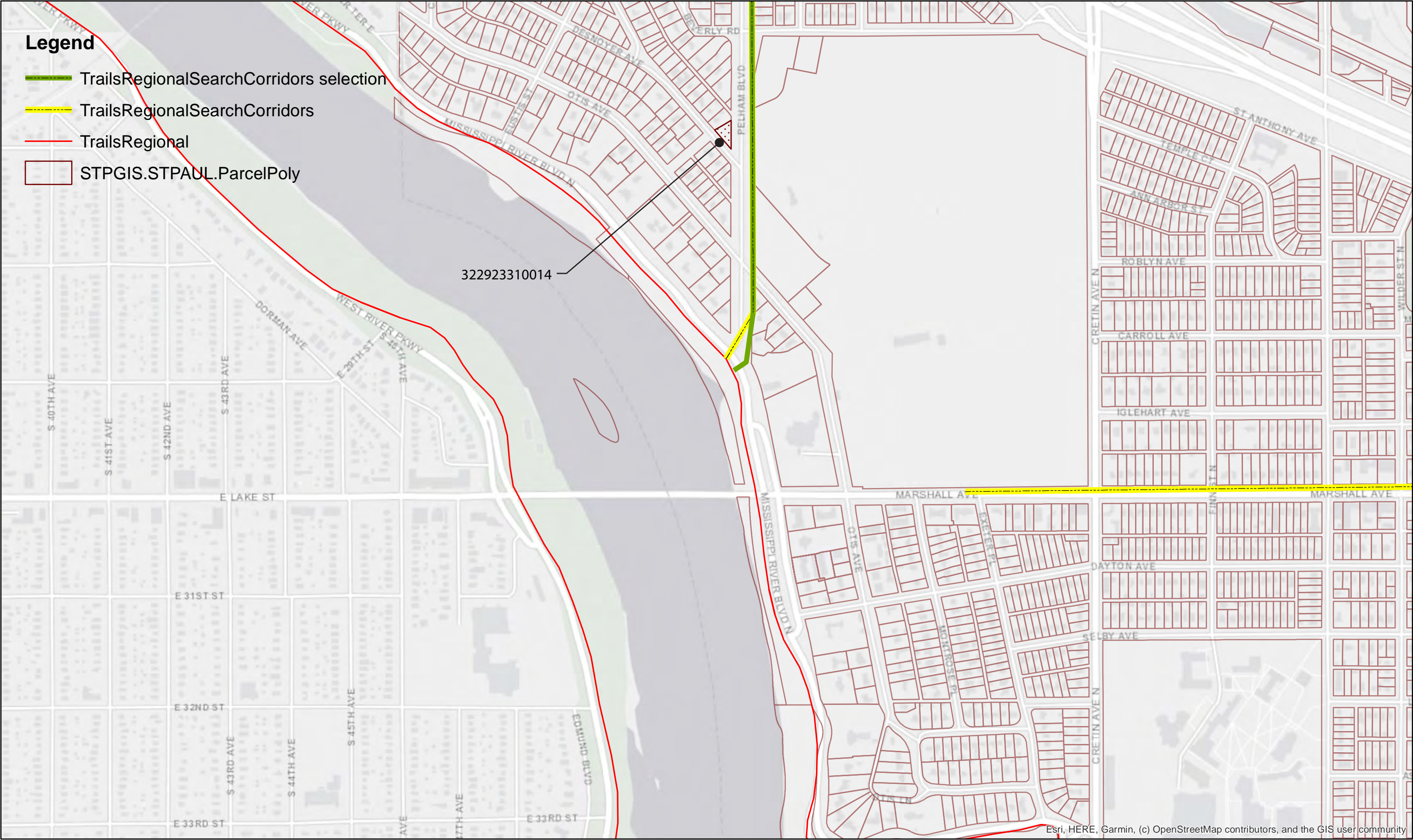












GRAND ROUND PLAN RECOMMENDATIONS

USING THESE MAPS

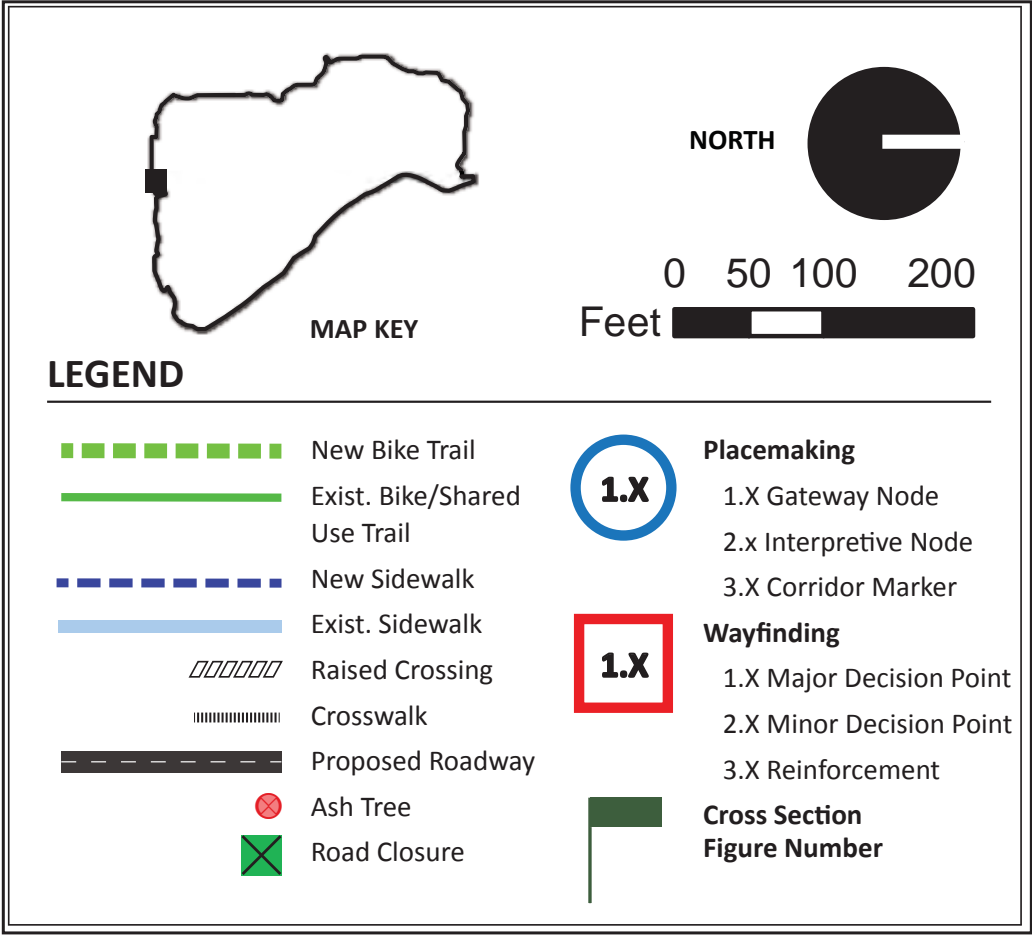
The following pages highlight recommendations for each part of the Grand Round. These maps show the locations of new bike trail alignments, existing and new sidewalks, existing bike/shared use trails, crosswalks, and raised crosswalks.

Roadway improvements are also shown as well as those roads that are proposed to be closed.

Red dots represent Ash Trees in the public right-of-way that have the potential to be removed due to the invasive Emerald Ash Borer.

Each Placemaking (blue circle) and Wayfinding (red square) location is given a number and located on the following maps. The Placemaking and Wayfinding Matrix follows the maps and goes into greater detail what occurs at each location.

Cross-sections give a general representation of the proposed changes, showing the width of the right-of-way, as well as road, trail, and sidewalk dimensions.



MAP 1 - PELHAM BOULEVARD MISSISSIPPI RIVER BOULEVARD TO WEST BEVERLY ROAD

EXISTING CONDITIONS

Pelham Boulevard between Mississippi River Boulevard and West Beverly Road is characterized as a naturalistic corridor that is flanked on both sides by tree lined - wide boulevards, sidewalks along the westerly side of Pelham Boulevard and single family homes. The adjacent area between Otis Avenue and West Beverly Road on the easterly side of Pelham Boulevard is a private golf course and currently does not have sidewalk within the boulevard area. The existing street lighting has not been updated to reflect the typical Saint Paul Lantern style lighting.

The roadway is an existing 36 foot wide roadway with a parkway width of 120 feet. Pelham Boulevard is currently designated as a Municipal State Aid roadway. On-street parking exists on both sides of the roadway between Mississippi River Boulevard and Otis Avenue and then only on the west side from Otis Avenue to West Beverly Road.

PROPOSED IMPROVEMENTS

Roadway & Corridor Improvements

Planned improvements can be completed in two phases:

Cycle Track Improvements includes placing a cycle track along the easterly side of Pelham Boulevard. This improvement will be completed by restriping the roadway for a two-lane roadway without on-street parking. The cycle track will be buffered by a two foot striped area with flexible delineators.

Future Roadway Improvements includes reconstructing the roadway to 24 - 26 feet wide creating an off-road trail and adding a sidewalk to the easterly side of Pelham Boulevard. A formally marked crosswalk will also be added across Mississippi River Boulevard. The intersection of Otis Avenue and Pelham Boulevard will also be analyzed for a potential reconfiguration to improve

safety at the intersection.

A tabled crossing for the trail will be installed across Otis Avenue and West Beverly Road. The roadway is planned without parking however, parking will also be reviewed within this phase. Storm water issues will also be addressed, such as providing treatment within the boulevard area between the roadway and bike trail. Lighting will be improved within this area to include the typical Saint Paul Lantern Style lights.

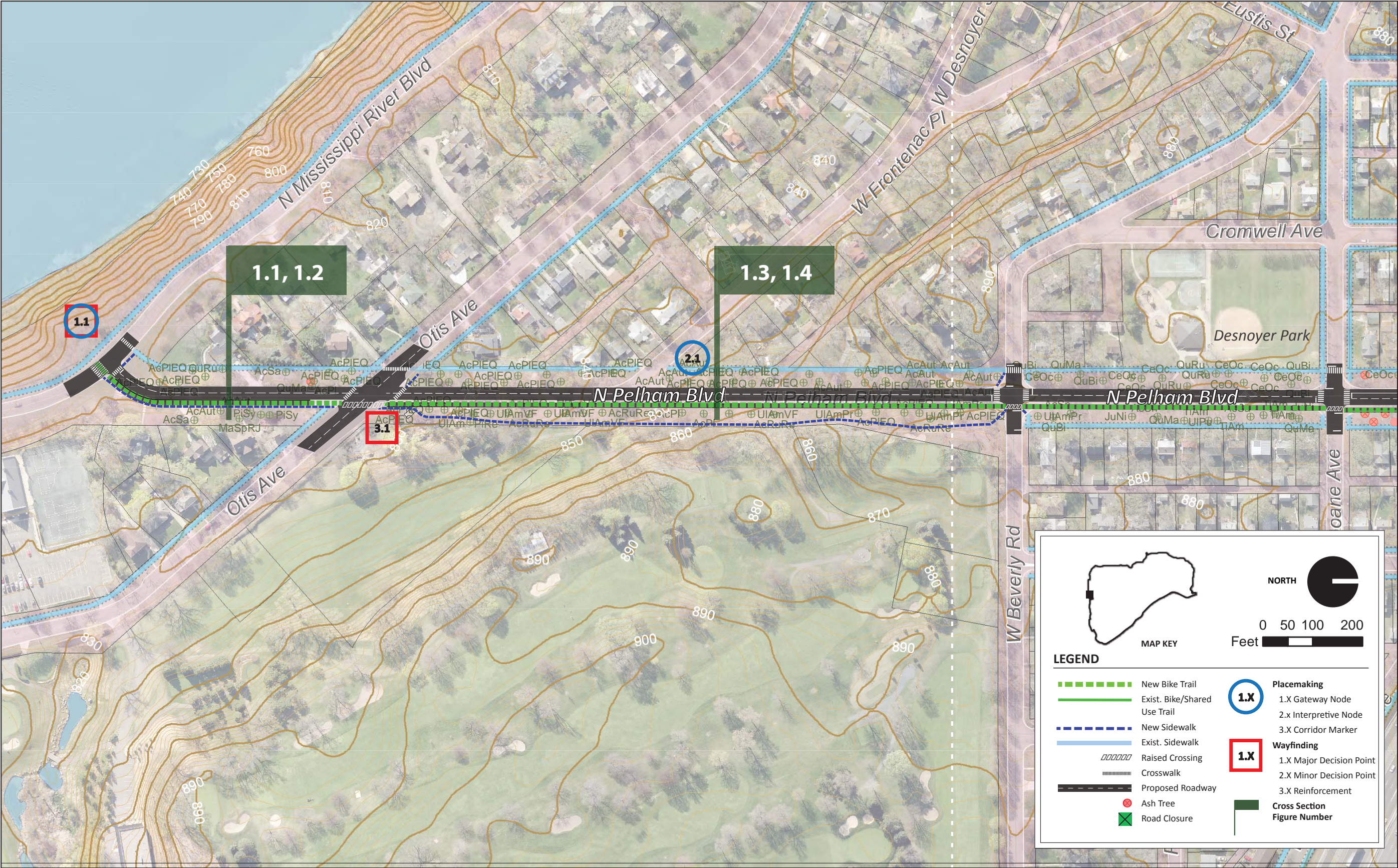
Wayfinding Improvements

Corridor reinforcement and branding will be placed along Pelham Boulevard.

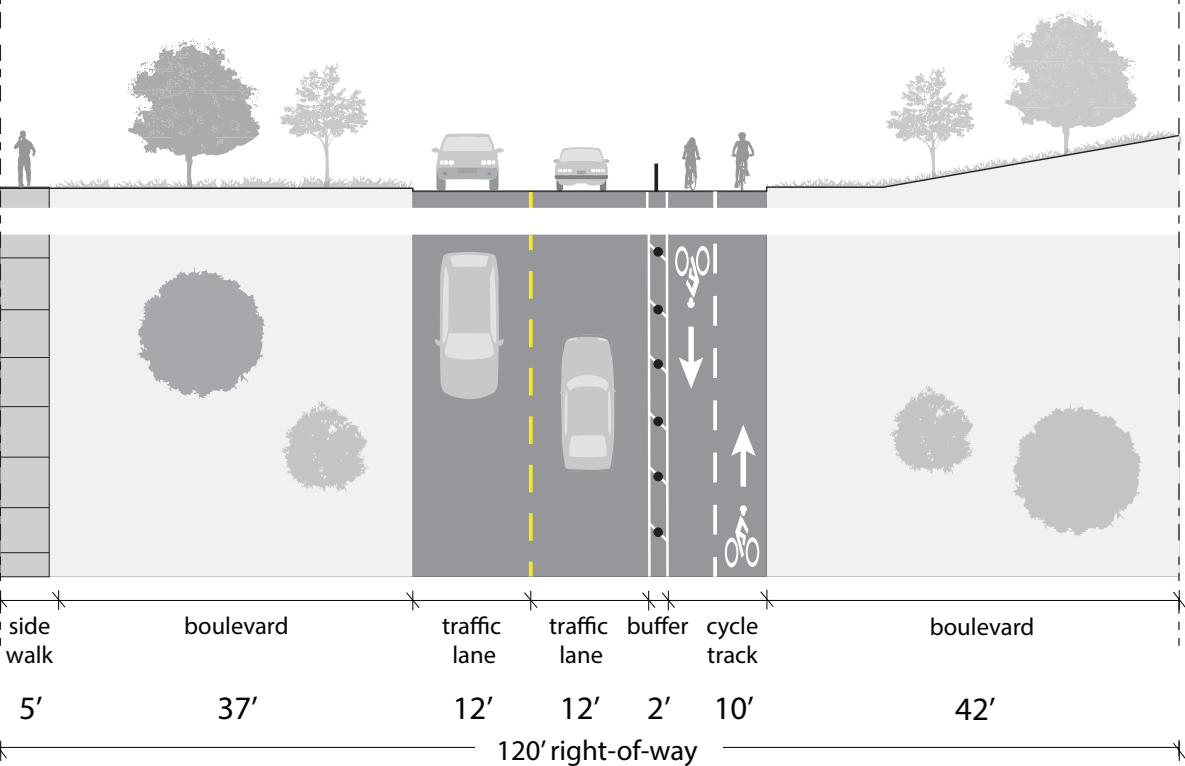
Parkway Amenities and Public Art Improvements

A Gateway Node (P.1.1) is programed on the south side of Mississippi River Boulevard at Pelham Avenue. The Gateway Node will include a plaza with kiosk that will have interpretive and map panels, seating, bike repair station, potential drinking fountain, waste receptacles, and public art. A corridor marker is also programed for the northwest corner of this intersection. This node can be constructed independently of any work on Pelham Boulevard.

The open area on the northwest corner of North Pelham Boulevard and West Desnoyer Street provides an opportunity for creating a parklet for use as a rest area, community gardens, or for storm water best management practices; this is identified as P.2.1 on the plan.

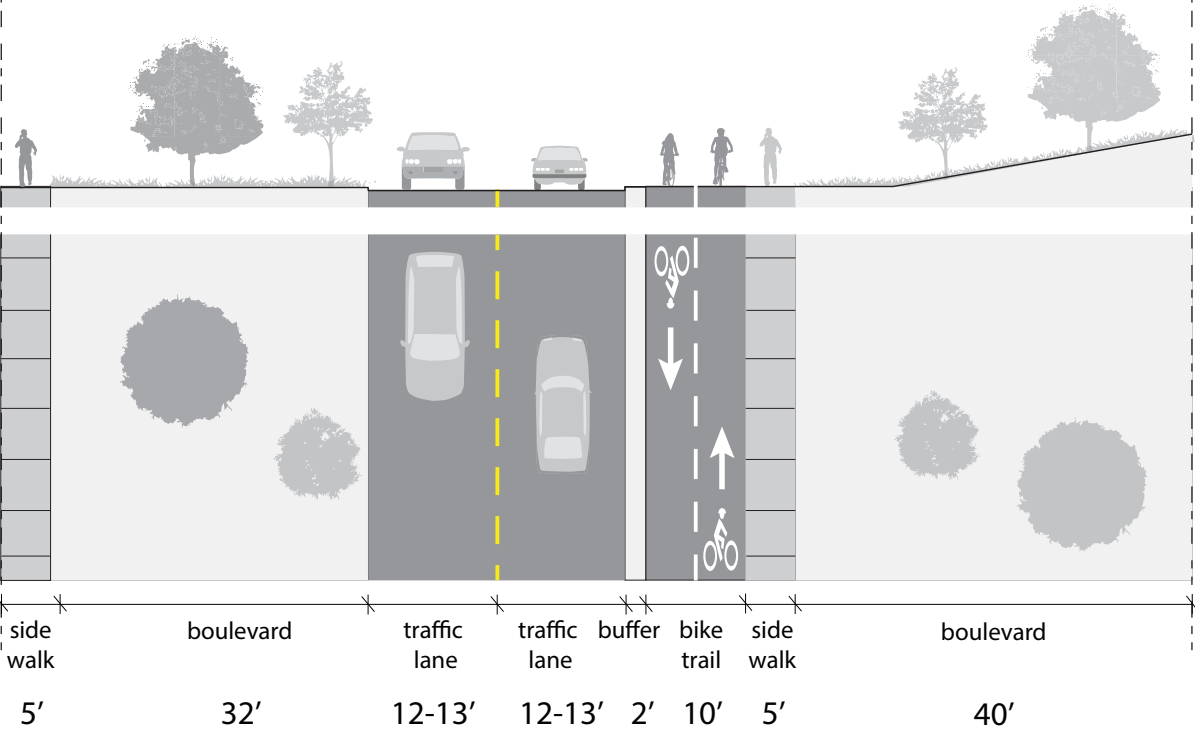


MAP 1 - PELHAM BOULEVARD MISSISSIPPI RIVER BOULEVARD TO WEST BEVERLY ROAD



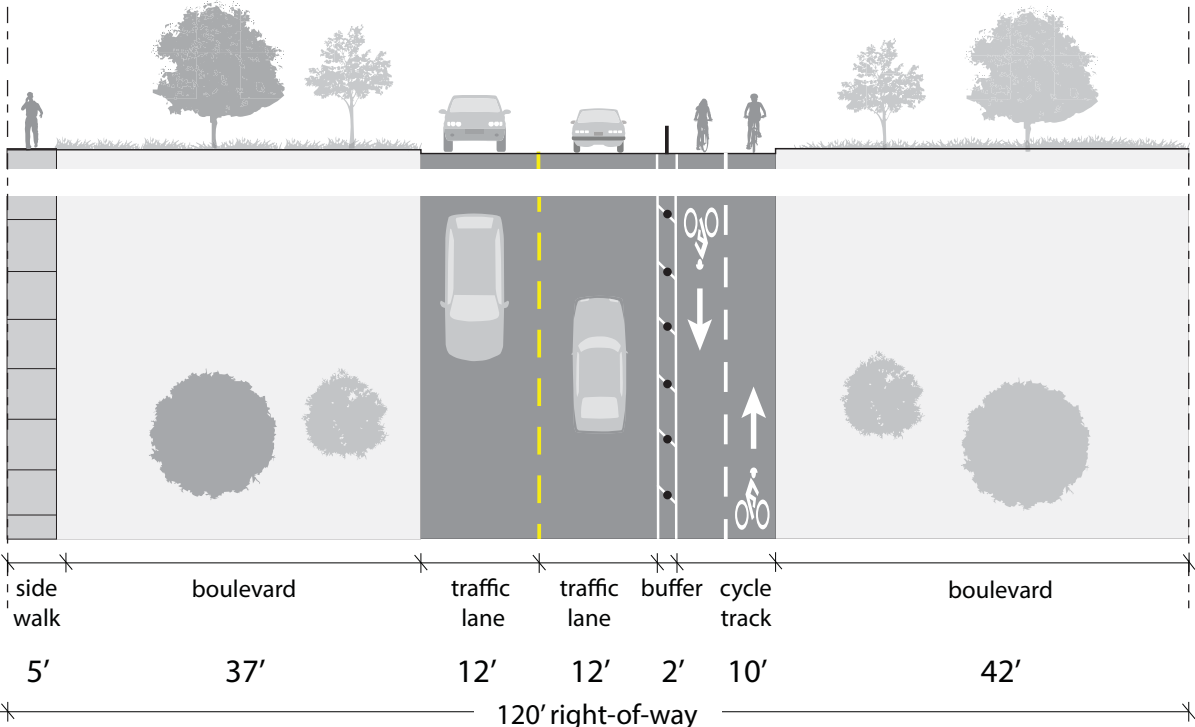
PELHAM BOULEVARD FIGURE 1.1 MISSISSIPPI RIVER BOULEVARD TO OTIS AVENUE

CYCLE TRACK IMPROVEMENTS

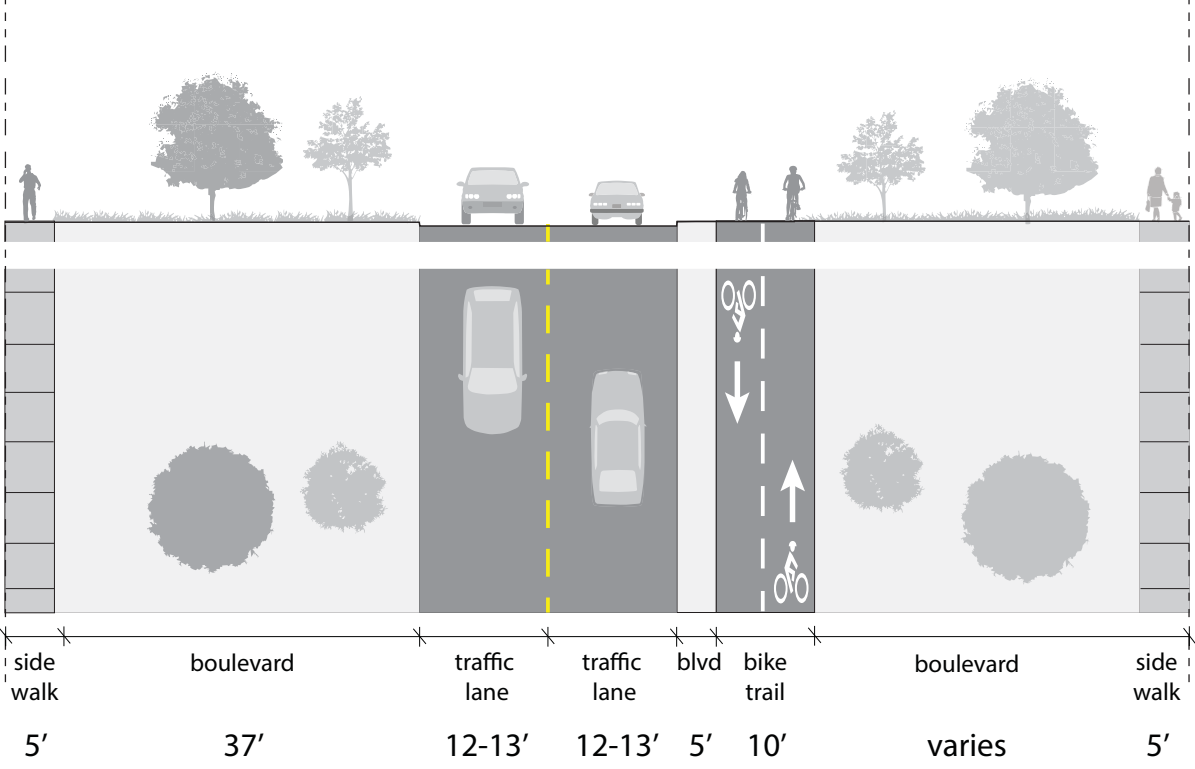


PELHAM BOULEVARD FIGURE 1.2 MISSISSIPPI RIVER BOULEVARD TO OTIS AVENUE

ROADWAY IMPROVEMENTS



PELHAM BOULEVARD FIGURE 1.3 OTIS AVENUE TO DOANE AVENUE - CYCLE TRACK IMPROVEMENTS



PELHAM BOULEVARD FIGURE 1.4 OTIS AVENUE TO DOANE AVENUE - ROADWAY IMPROVEMENTS

MAP 2 - PELHAM BOULEVARD WEST BEVERLY ROAD TO MYRTLE AVENUE

EXISTING CONDITIONS

Pelham Boulevard between West Beverly Road and Doane Avenue is characterized as a naturalistic corridor; however the area north of the I94 Bridge changes to the designed corridor as it approached Raymond / University Avenue area. The roadway between West Beverly Road and West Saint Anthony Avenue is flanked on both sides by tree lined - wide boulevards, sidewalks along both sides of Pelham Boulevard and single family homes. A sidewalk exists along the west side of Pelham Boulevard, between West Saint Anthony Avenue and Myrtle Avenue and along the east side for approximately 300 feet south of Myrtle Avenue. The existing street lighting has not been updated to reflect the typical Saint Paul Lantern style lighting.

The roadway between West Beverly Road and Doane Avenue is an existing 36 foot wide roadway with a parkway width of 120 feet. Pelham Boulevard between Doane Avenue and I94 Bridge is a 44 foot wide roadway with a parkway width of 120 feet. The area from the I94 Bridge and Myrtle Avenue is a 44 foot wide roadway with a parkway width of 66 feet. On-street parking within this section exists on both sides between West Beverly Road and Myrtle Avenue, with the exception over the I94 Bridge. Pelham Boulevard is currently designated as a Municipal State Aid roadway.

PROPOSED IMPROVEMENTS

Roadway & Corridor Improvements

Planned improvements can be completed in two phases:

Cycle Track Improvements includes placing a cycle track along the easterly side of Pelham Boulevard. This improvement will be completed by restriping the roadway for a two-lane roadway without on-street parking from West Beverly Road to Doane Avenue; on-street parking will remain on the west side from Doane Avenue to the I94 Bridge. The cycle track will be buffered by a two to four foot striped area from West Beverly Road to Myrtle Avenue and will include flexible delineators.

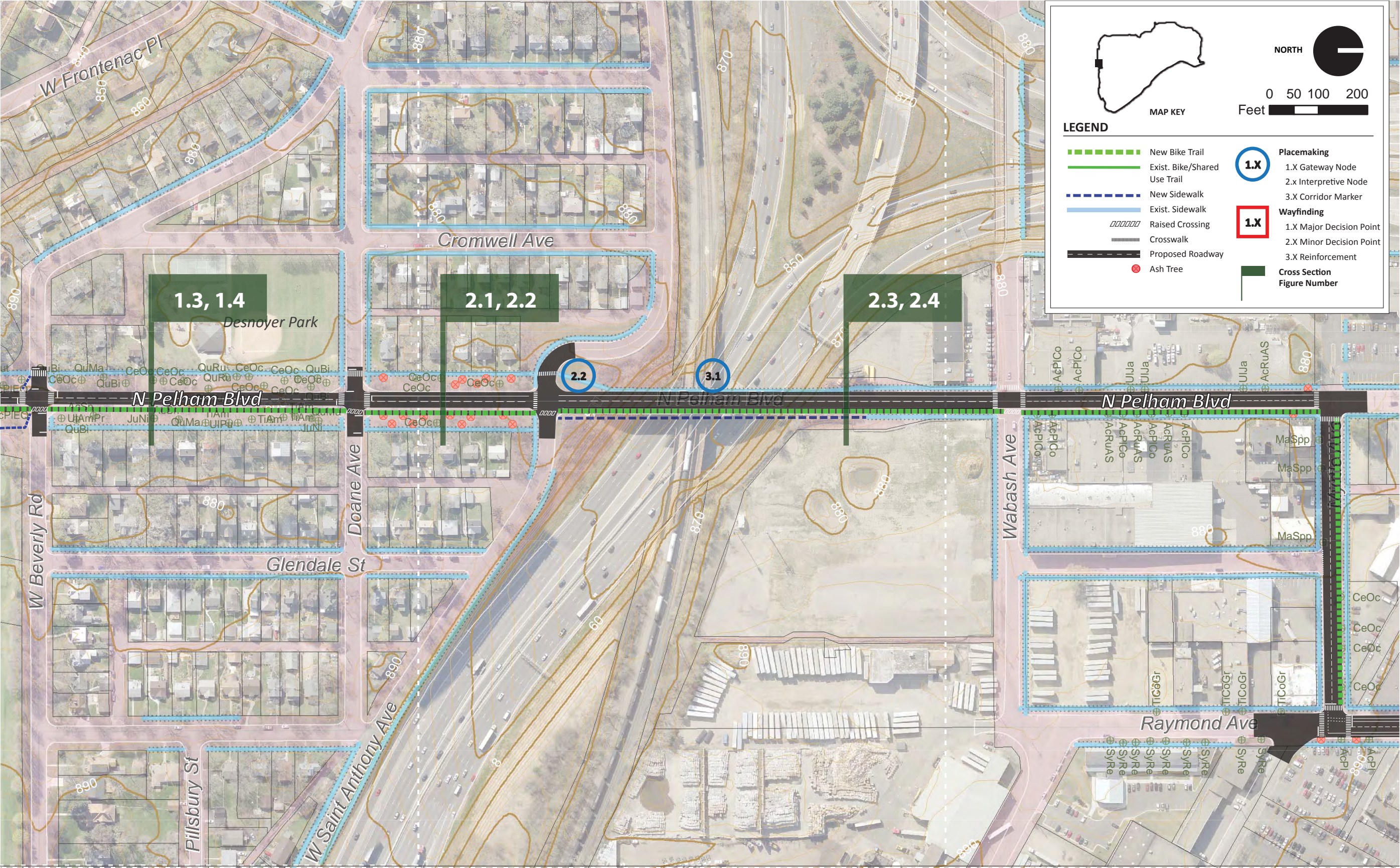
Future Roadway Improvements includes reconstructing the roadway to 24 - 26 feet wide creating an off-road trail and adding a sidewalk to the easterly side of Pelham Boulevard from West Beverly Road to Doane Avenue and then a 24 foot wide roadway from Doane Avenue to Myrtle Avenue. A tabled crossing for the trail will be installed across Doane Avenue and West Saint Anthony Avenue. This improvement will be completed by restriping the roadway for a two-lane roadway without on-street parking from West Beverly Road to Saint Anthony; on-street parking will remain on the west side from Saint Anthony to the Myrtle Avenue; except over the I94 Bridge. However, parking will also be reviewed during this phase. Storm water issues will also be addressed, such as providing treatment within the boulevard area between the roadway and bike trail. Lighting will be improved within this area to include the typical Saint Paul Lantern Style lights.

Wayfinding Improvements

Corridor reinforcement and branding will be placed along Pelham Boulevard.

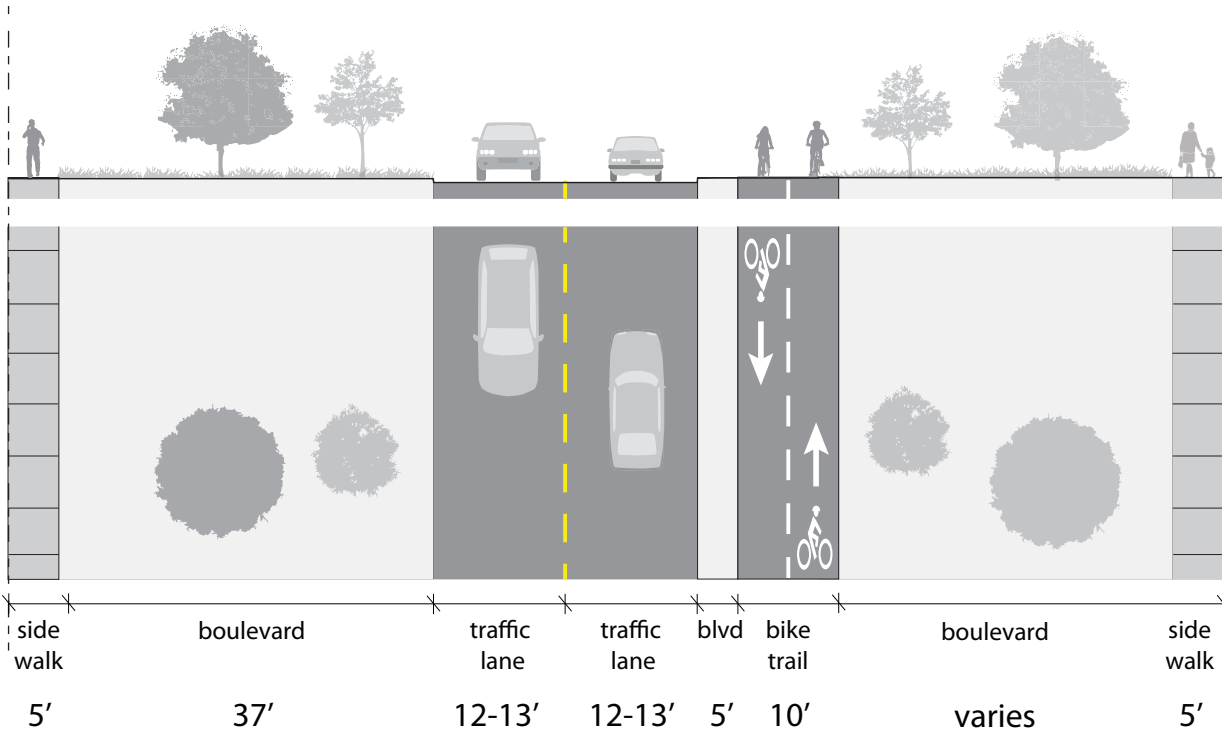
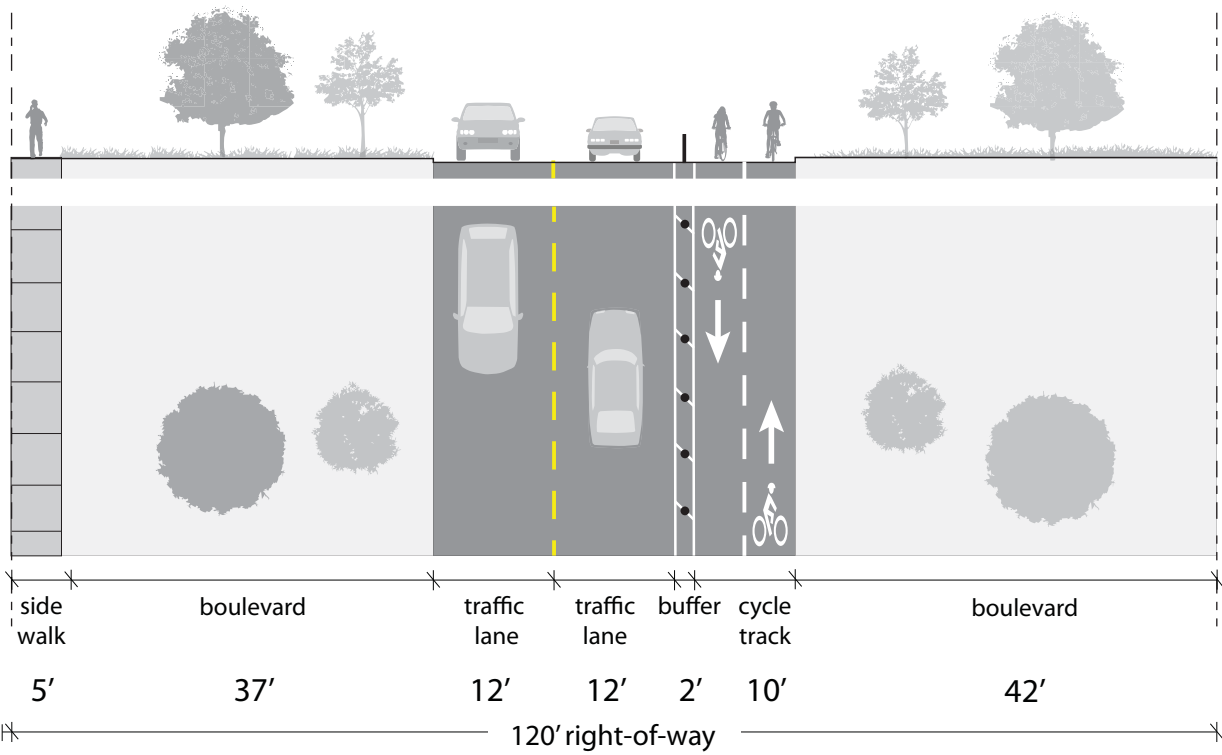
Parkway Amenities and Public Art Improvements

An interpretive node (P.2.2) is programmed for the northwest corner of West Saint Anthony Avenue and Pelham Boulevard. Public art and corridor marker (P.3.1) is also suggested to be infused with any future I-94 bridge rehabilitation.



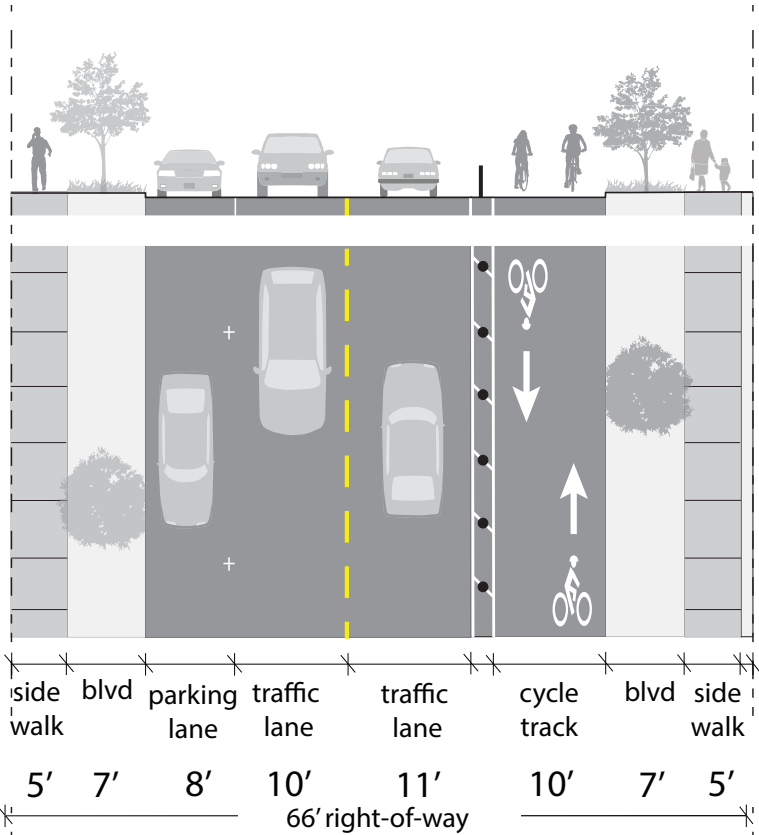
MAP 2 - PELHAM BOULEVARD WEST BEVERLY ROAD TO MYRTLE AVENUE

MAP 2 - PELHAM BOULEVARD WEST BEVERLY ROAD TO MYRTLE AVENUE



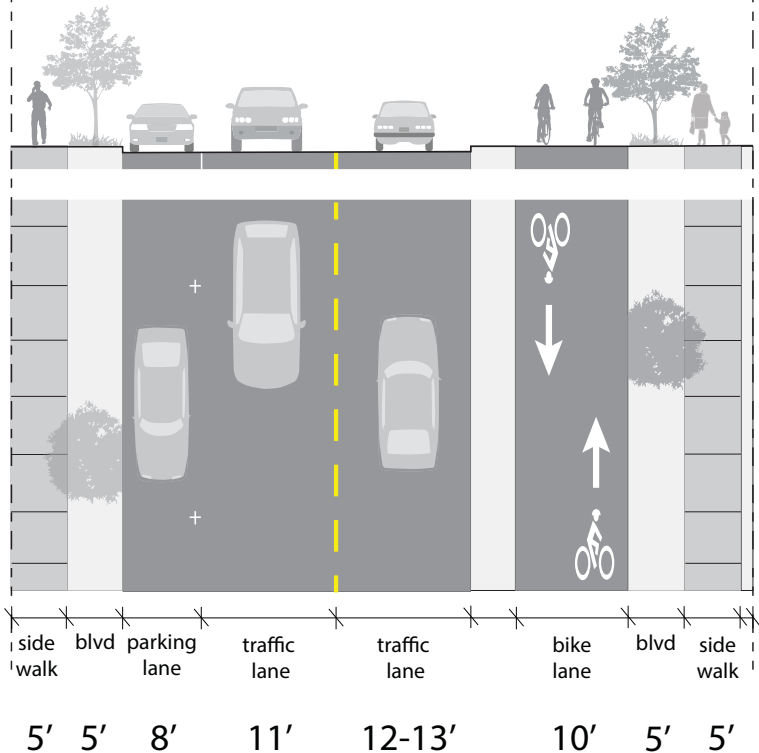
PELHAM BOULEVARD

FIGURE 2.3 I-94 BRIDGE TO MYRTLE AVENUE
CYCLE TRACK IMPROVEMENTS



PELHAM BOULEVARD

FIGURE 2.4 I-94 BRIDGE TO MYRTLE AVENUE
ROADWAY IMPROVEMENTS



MAP 3 - RAYMOND AVENUE MYRTLE AVENUE TO LONG AVENUE

EXISTING CONDITIONS

Myrtle Avenue and Raymond Avenue between Pelham Boulevard and West Territorial Road is characterized as a designed corridor. Raymond Avenue between West Territorial Road and Long Avenue is characterized as a formal corridor. Myrtle Avenue and Raymond Avenue are flanked on both sides by sidewalks with boulevards and some over-story trees. The existing street lighting south of University Avenue has not been updated to reflect the typical Saint Paul Lantern style lighting; as the street lighting north of University Avenue was updated with the recent roadway reconstruction.

Myrtle Avenue between Pelham Boulevard and Raymond Avenue ranges from 36' to 41' wide roadway with a right-of-way width of 66 feet. Raymond Avenue between Myrtle Avenue and University Avenue is a 44 foot wide roadway with a right-of-way width of 66 feet. On-street parking along Myrtle Avenue is allowed along the entire north side and is limited along the south side to the westerly end; parking along Myrtle is not metered. On-street parking exists on both sides of Raymond Avenue and is metered parking.

Raymond Avenue from University Avenue to Long Avenue was reconstructed in the past few years. The roadway is a two lane roadway with bike lanes striped on both sides. On-street parking exists on both sides to Elis Avenue and then only on the east side from Elis Avenue to Long Avenue. Metered parking exists along Raymond Avenue from University Avenue to Territorial Road. Un-metered parking exists from Territorial Road to Long Avenue.

PROPOSED IMPROVEMENTS

Roadway & Corridor Improvements

Planned improvements are proposed to be completed in two phases:

Cycle Track Improvements includes placing a cycle track along the northerly side of Myrtle Avenue. This improvement will be completed by restriping the roadway for a two-lane roadway; parking will be removed from the roadway. The cycle track will be buffered by a two-to-four foot striped area with flexible delineators.

Myrtle Avenue Improvements includes reconstructing the roadway to 24 feet wide, creating an off-road trail along the north side. Sidewalks will remain on both sides of the roadway. Lighting will be improved within this area to include the typical Saint Paul Lantern Style lights.

Raymond Avenue Improvements south of University Avenue include reconstructing the roadway to 50' wide resulting in bike lanes in both directions.

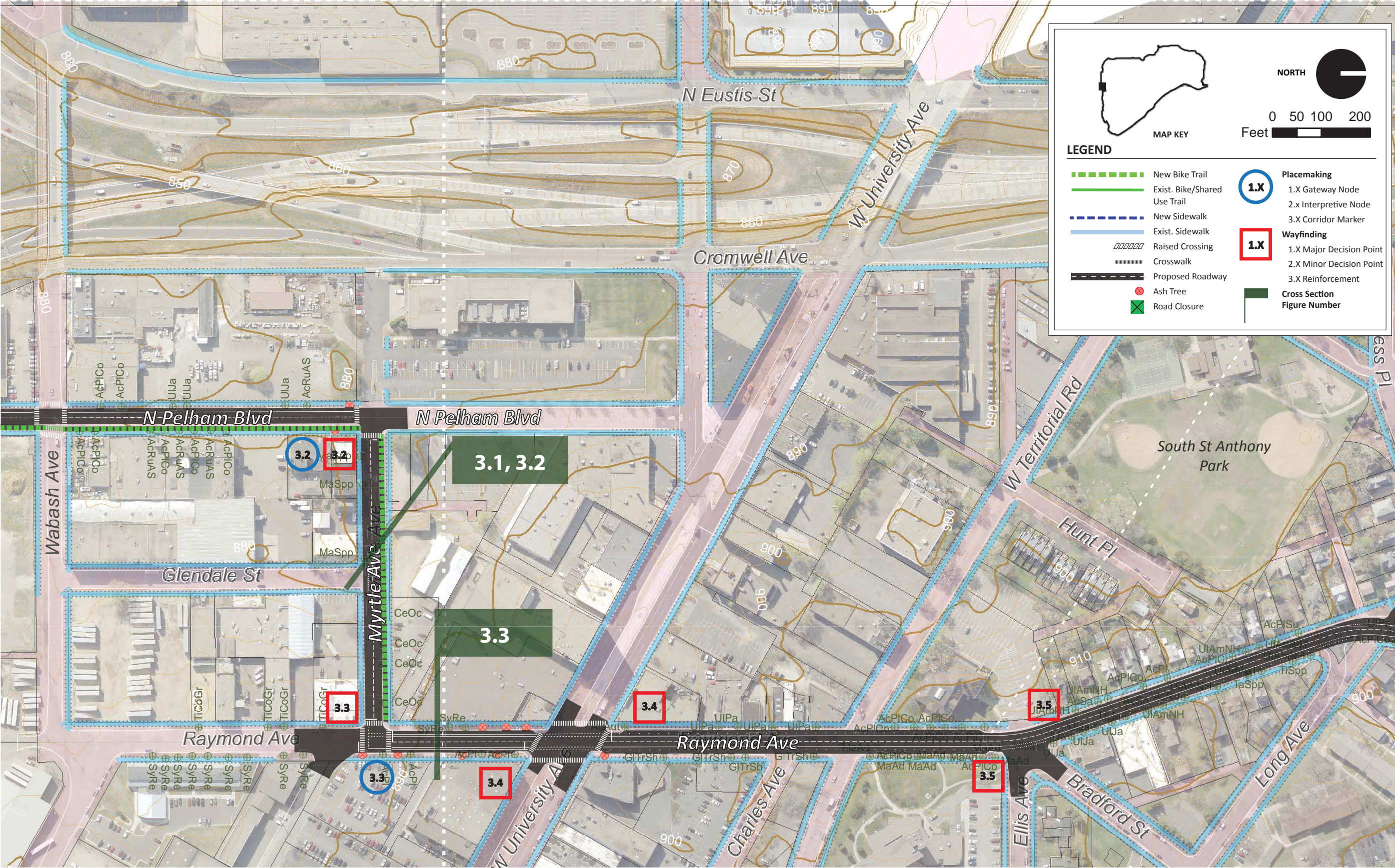
No physical improvements are planned north of north of University Avenue due to the narrow right-of-way and recent reconstruction of Raymond Avenue. The recent reconstruction included both sidewalks and bike lanes.

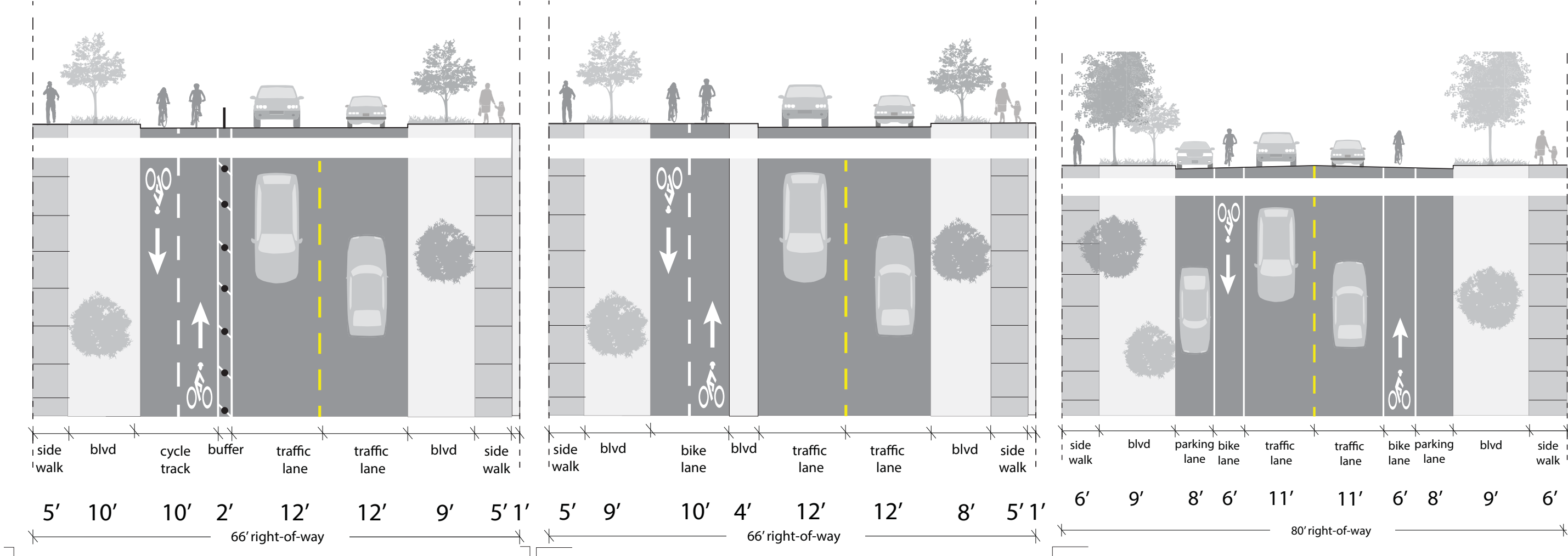
Wayfinding Improvements

Corridor reinforcement and branding will be placed along Raymond Avenue from Myrtle Avenue to Como Avenue.

Parkway Amenities and Public Art Improvements

A corridor marker sign (P.3.2) will be placed at the southeast corner of Pelham Boulevard and Myrtle Avenue to identify Pelham Boulevard. A corridor marker sign (P.3.3) will also be placed at the southeast corner of Raymond Avenue and Myrtle Avenue to identify Raymond Avenue. These signs might need to be reduced in size due to the space restrictions within the corridor.





MYRTLE AVENUE FIGURE 3.1 NORTH PELHAM BOULEVARD TO RAYMOND AVENUE - CYCLE TRACK IMPROVEMENTS

MYRTLE AVENUE FIGURE 3.2 NORTH PELHAM BOULEVARD TO RAYMOND AVENUE - ROADWAY IMPROVEMENTS

RAYMOND AVENUE FIGURE 3.3 MYRTLE AVENUE TO WEST UNIVERSITY AVENUE

MAP 4 - RAYMOND AVENUE LONG AVENUE TO ENERGY PARK DRIVE

EXISTING CONDITIONS

Raymond Avenue between Pelham Boulevard and Como Avenue is characterized as a formal corridor. Raymond Avenue continues to be flanked on both sides with boulevards, trees within the boulevards, and sidewalks. Street lighting has been updated to the typical Saint Paul Lantern style lighting.

Raymond Avenue from Long Avenue to Hampden Avenue was reconstructed in the past few years and has a varying roadway width due to a center median. The roadway within this area is a divided two-way roadway with existing bike lanes on both sides and no on-street parking.

Raymond Avenue from Hampden Avenue to Robbins Street is a 44 foot wide roadway with a right-of-way width of 66 feet. The roadway is a two lane roadway with bike lanes striped on both sides. On-street parking exists on the west side of Raymond Avenue from Hampden Avenue to Manvel Street. No on-street parking is provided from Manvel Street to Energy Park Drive to the north.

PROPOSED IMPROVEMENTS

Roadway & Corridor Improvements

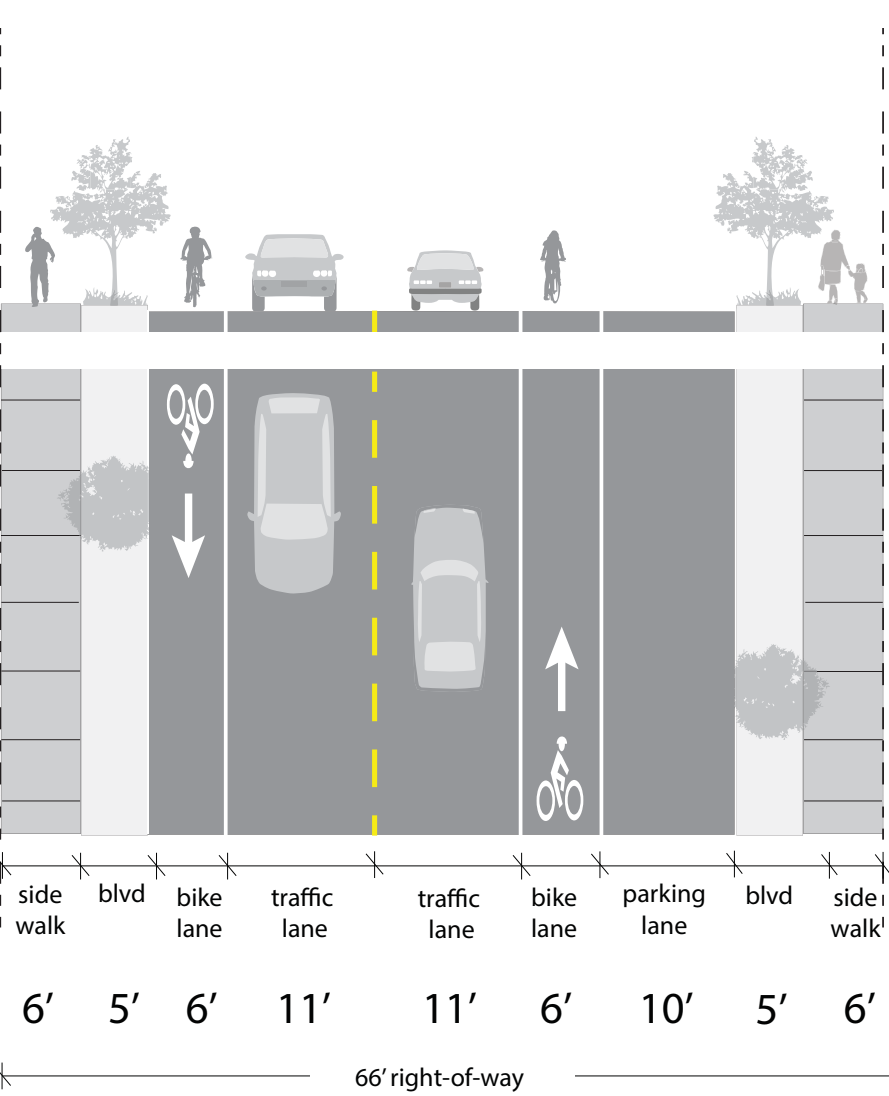
Due to the narrow right-of-way and recent reconstruction of Raymond Avenue, which included both sidewalks and bike lanes, no physical improvements are planned in this study.

Wayfinding Improvements

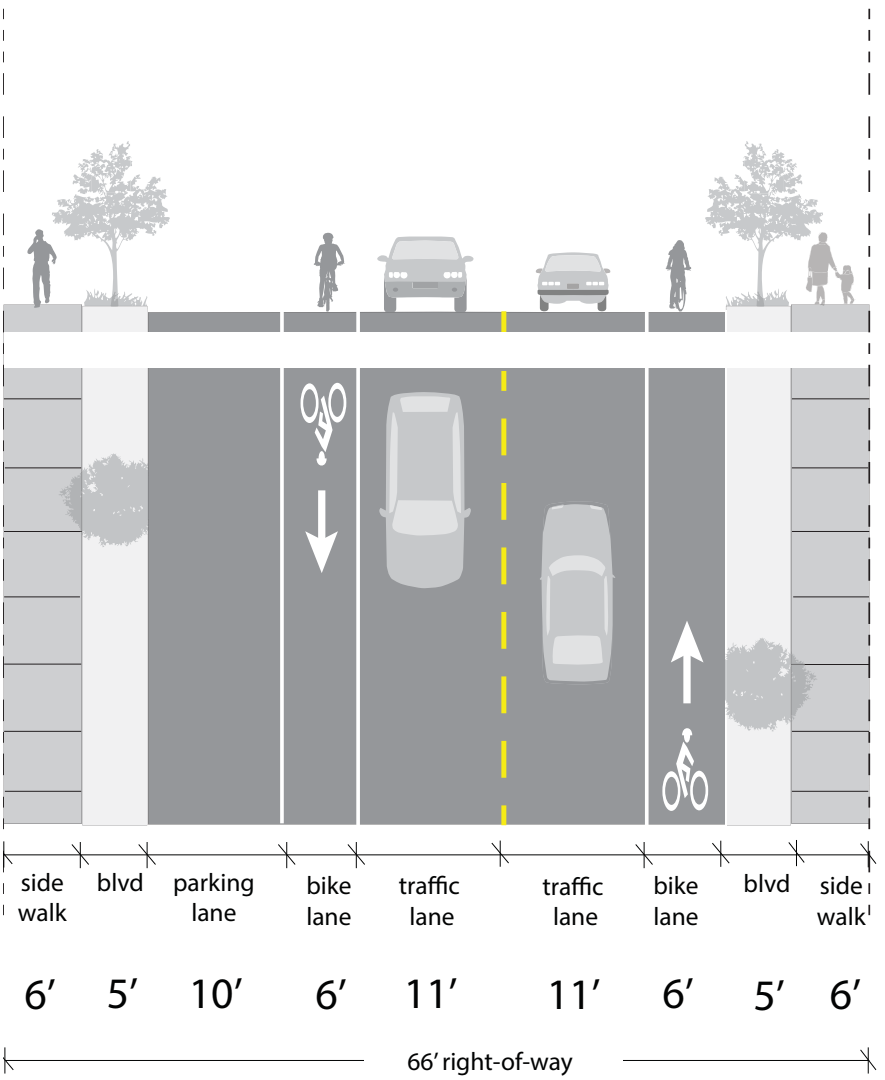
Corridor reinforcement and branding will be placed along Raymond Avenue from Myrtle Avenue to Como Avenue. Directional signs will also be placed for connections to the Inter Campus Transit Way via Robbins Street and also to Hampden Park.

Parkway Amenities and Public Art Improvements

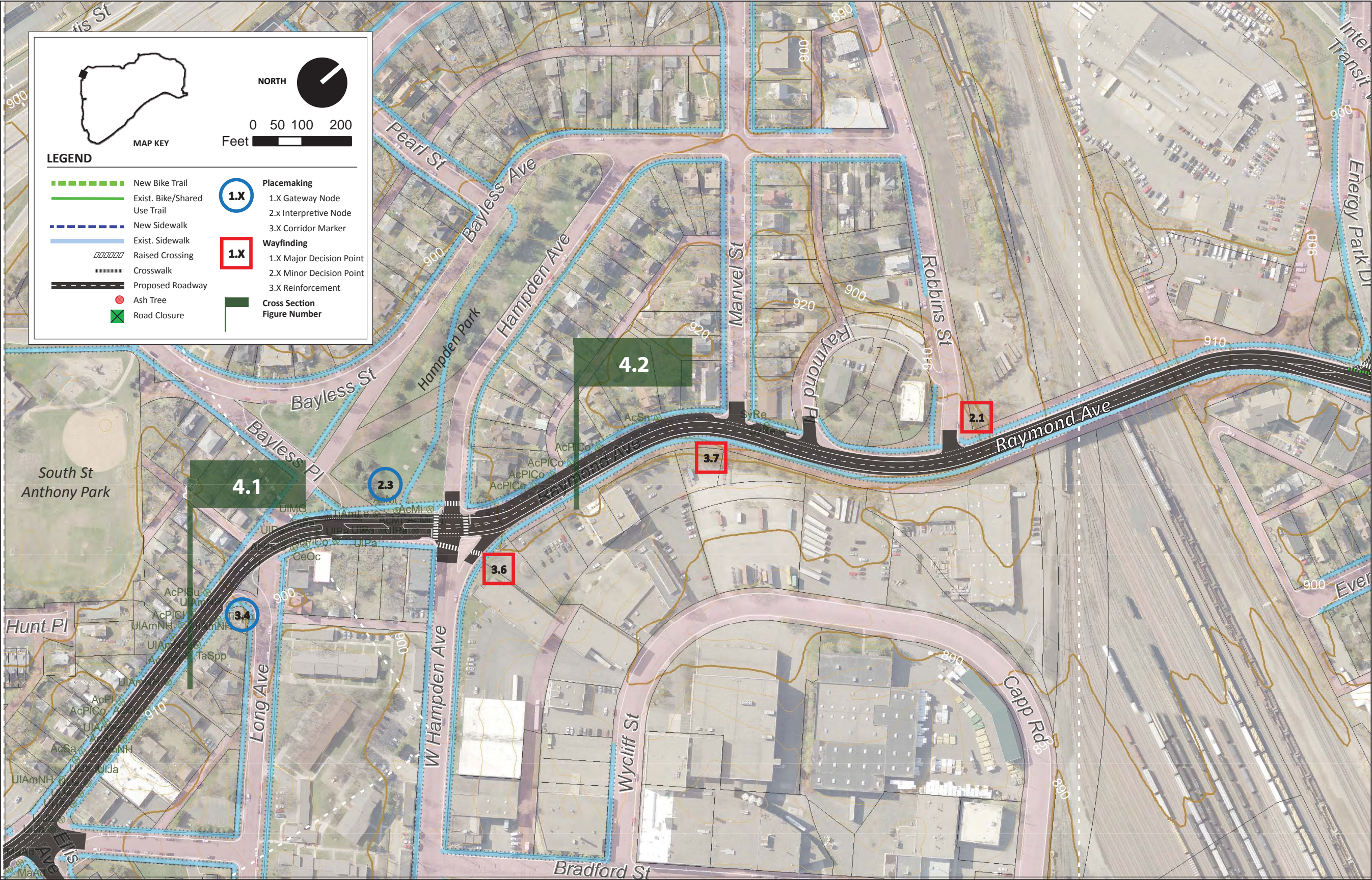
An interpretive node is programmed for the east end of Hampden Park. This node can be constructed independently of any work on Raymond Avenue. A corridor marker sign (P.3.4) will also be placed on the northeast corner of Raymond Avenue and West Hampden Avenue.



RAYMOND AVENUE FIGURE 4.1 ELLIS AVENUE TO LONG AVENUE



RAYMOND AVENUE FIGURE 4.2 WEST HAMPDEN AVENUE TO ROBBINS STREET



MAP 4 - RAYMOND AVENUE LONG AVENUE TO ENERGY PARK DRIVE

Map 5 - RAYMOND AVENUE ENERGY PARK DRIVE TO COMO AVENUE

EXISTING CONDITIONS & PROPOSED IMPROVEMENTS

Roadway & Corridor Improvements

Raymond Avenue from the Railroad Bridge to Como Avenue is characterized as a formal corridor. The roadway is scheduled for reconstruction in 2016; the planning of this corridor occurred prior to the development of this plan. The proposed roadway reconstruction includes a two-lane roadway with bike lanes on both sides. Boulevards with trees and sidewalks are also planned. Street lighting will be updated to the typical Saint Paul Lantern style lighting.

The proposed roadway width is 42 feet as the right-of-way width is 66 feet wide. On-street parking is proposed on the west side of Raymond Avenue from Blake Avenue to Langford Park.

PROPOSED IMPROVEMENTS

Wayfinding Improvements

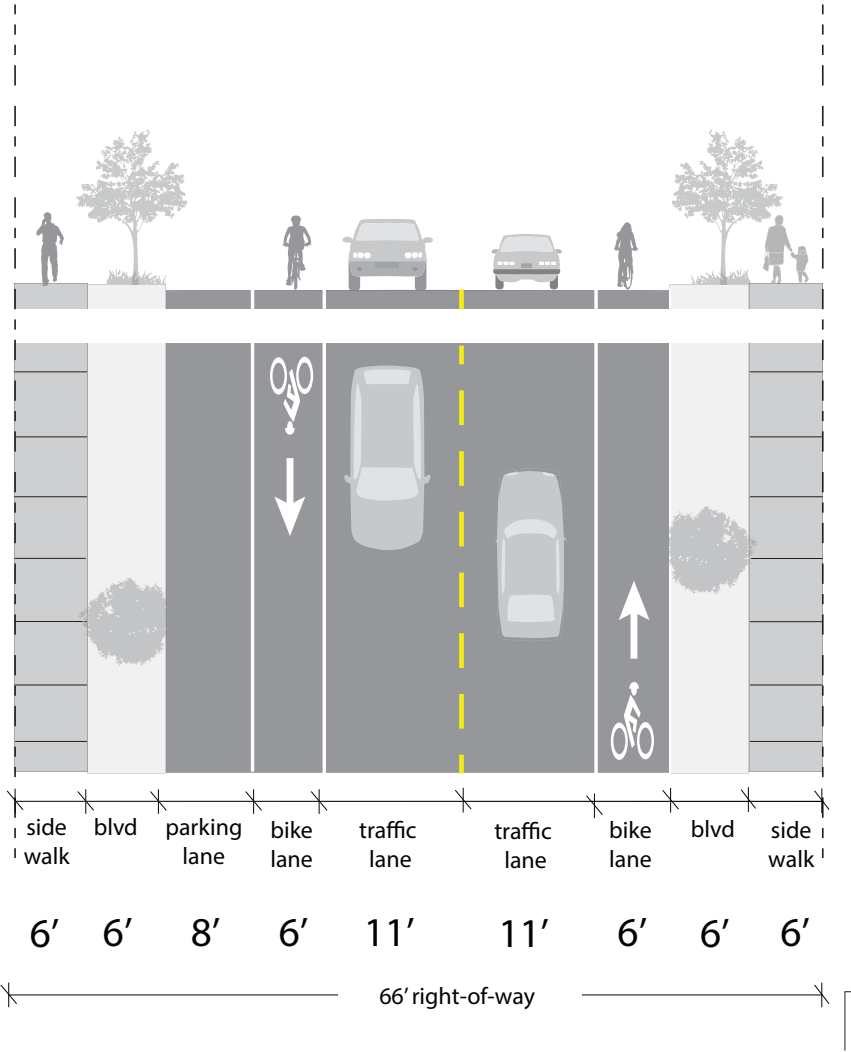
Corridor reinforcement and branding will be placed along Raymond Avenue. A directional sign is programmed at Raymond Avenue and Blake Avenue and also at Raymond Avenue and Langford Park for Langford Park.

Parkway Amenities and Public Art Improvements

The bridge over the Inter Campus Transit Way provides an opportunity for public art (P.3.5).

RAYMOND AVENUE

FIGURE 5.1 BLAKE AVENUE TO COMO AVENUE



MAP 6 - COMO AVENUE RAYMOND AVENUE TO INTER CAMPUS TRANSIT WAY

EXISTING CONDITIONS

Como Avenue between Raymond Avenue and the Inter Campus Transit Way is characterized as a formal corridor. The roadway is flanked on both sides with boulevards, trees within the boulevards, and sidewalks. Street lighting has not been updated to the typical Saint Paul Lantern style lighting.

Como Avenue is a 50 foot wide roadway with a right-of-way width of 85 feet. The roadway is a two lane roadway with bike lanes striped on both sides. On-street parking exists on both sides.

PROPOSED IMPROVEMENTS

Roadway & Corridor Improvements

A conversion of the sidewalk along the north side to a 12 foot wide multi use path is proposed. Como Avenue is also a dedicated County State Aid Roadway, which makes it difficult to propose other configurations for this roadway. No other improvements are planned along this area of Como Avenue.

Wayfinding Improvements

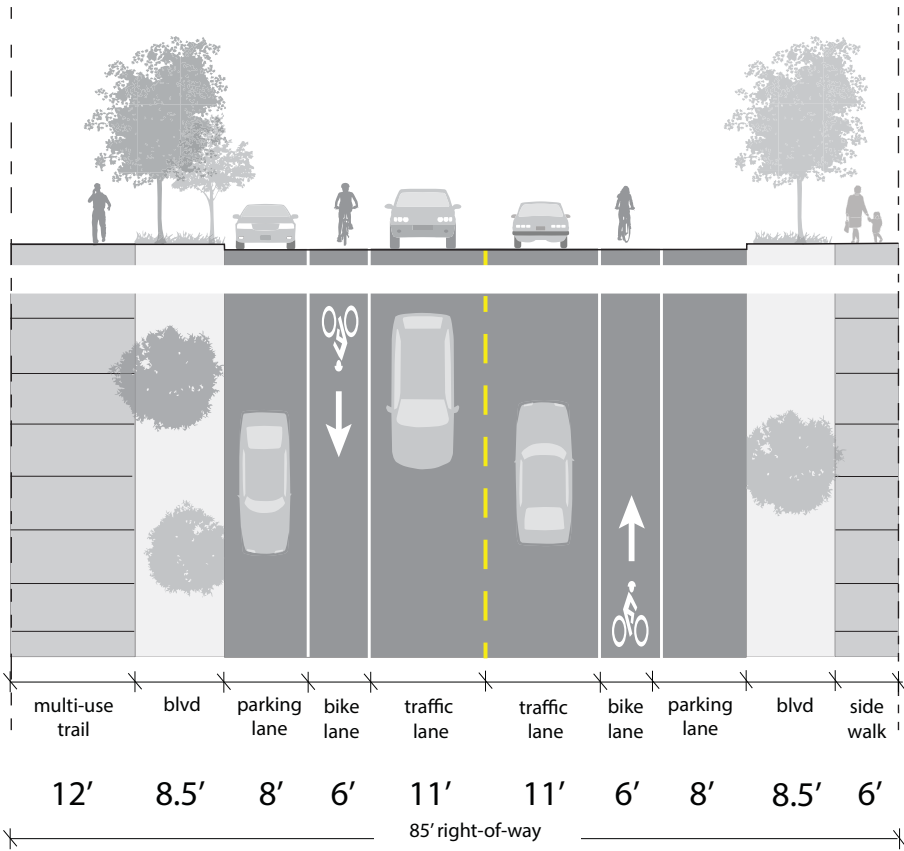
Corridor reinforcement and branding will be placed along Como Avenue.

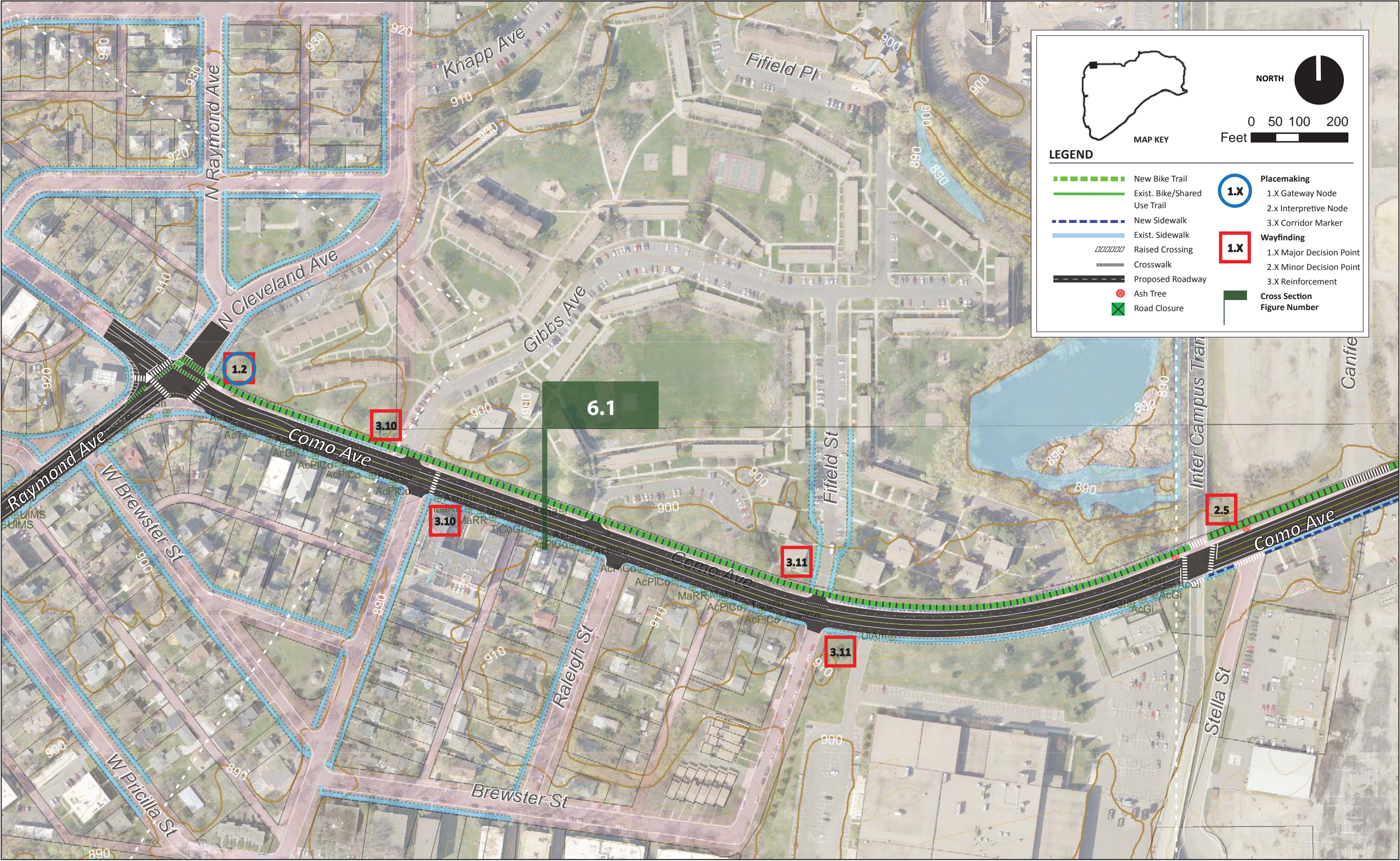
Parkway Amenities and Public Art Improvements

A Gateway Node (P.1.2) is programed for the northeast corner of Raymond Avenue and Como Avenue. The Gateway Node will include a plaza with kiosk that will have interpretive and map panels, seating, bike repair station, potential drinking fountain, waste receptacles, and public art and a corridor marker. Due to the narrow right-of-way agreements with the University of Minnesota will be required for placing this node. This node can be constructed independently of any work on Raymond Avenue or Como Avenue.

Como Avenue

FIGURE 6.1 RAYMOND AVENUE TO INTER CAMPUS TRANSIT WAY





MAP 6 - COMO AVENUE RAYMOND AVENUE TO INTER CAMPUS TRANSIT WAY

MAP 7 - COMO AVENUE INTERCAMPUS TRANSIT WAY TO UNDERWOOD STREET

EXISTING CONDITIONS

Como Avenue between Inter Campus Transit Way and Snelling Avenue is characterized as formal corridor. The roadway is a four lane roadway with a boulevard and sidewalk along the south side of the roadway. The north side is typically an un-maintained turf boulevard with scattered access drives to the State Fair Grounds. A chain linked fence topped with barbed-wire exists along the northerly right-of-way line. Como Avenue within this area is a County State Aid Roadway, therefore any changes will need agreement from the County. The State Fair also plays an important role with this roadway as activities on the State Fair Ground affects traffic operations along Como Avenue.

Como Avenue between Inter Campus Transit Way and Snelling Avenue varies from a 50 to a 58 foot wide roadway with a right-of-way width of 85 feet. Periodic on-street parking exists on the south side of the roadway.

PROPOSED IMPROVEMENTS

Roadway & Corridor Improvements

Roadway Improvements includes reconstructing the roadway to 48 feet wide, creating an off-road bike trail and adding a sidewalk to the northerly side of Como Avenue; the sidewalk along the south side will remain. Lighting will be improved within this area to include the typical Saint Paul Lantern Style lights.

During Non-Fair Days the roadway will be striped for two travel lanes, a center turn lane, and bike lanes on each side. During Fair Days the roadway may be restriped to accommodate four travel lanes.

The reconstruction of the northerly boulevard area could provide areas for public art, barrier type landscaping within the new boulevard areas that are between the sidewalk and bike trail

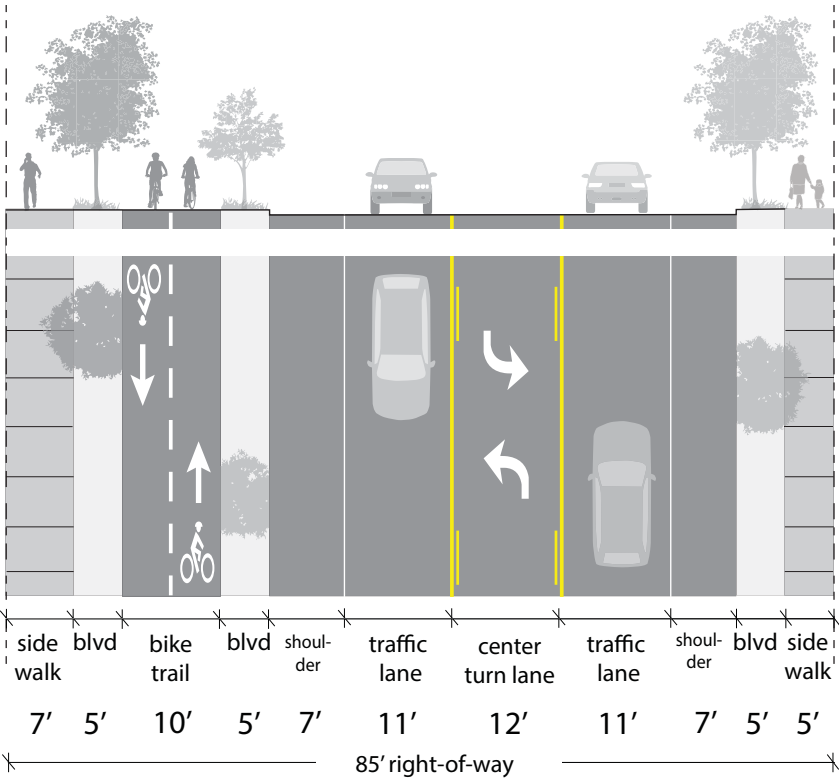
and between the bike trail and roadway. Lighting could also be improved within this area to include the typical Saint Paul Lantern Style lights.

Wayfinding Improvements

Corridor reinforcement and branding will be placed along Como Avenue. Directional signs will also be placed for connections to the Inter Campus Transit Way and at Snelling Avenue. Corridor markers are also programed to be place at Snelling Avenue.

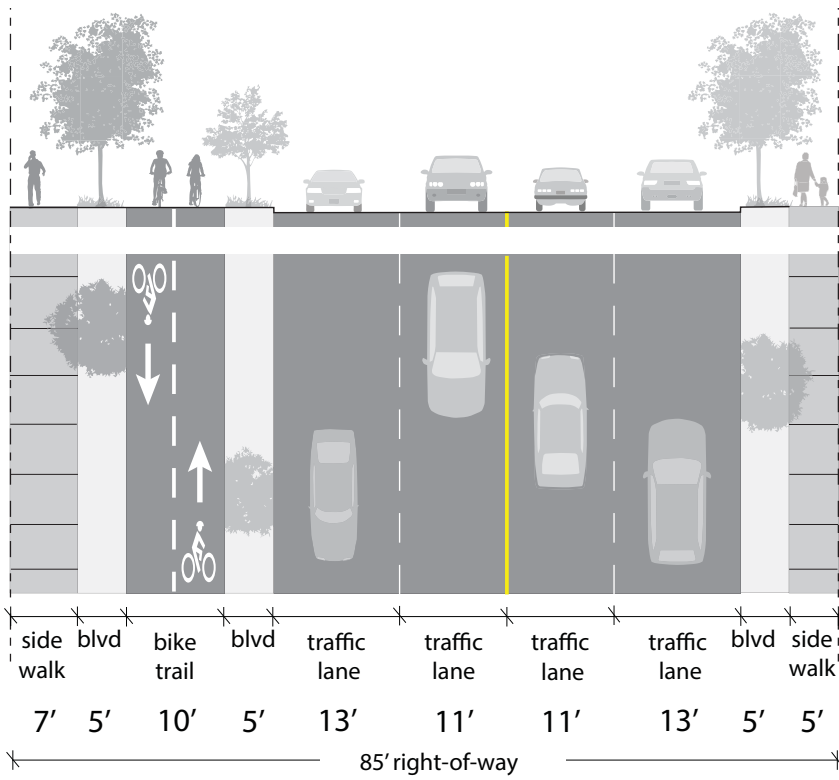
COMO AVENUE

FIGURE 7.1 INTERCAMPUS TRANSIT WAY TO NORTH SNELLING AVENUE



COMO AVENUE DURING FAIR TIME

FIGURE 7.2 INTERCAMPUS TRANSIT WAY TO NORTH SNELLING AVENUE



Map 8 - Como Avenue UNDERWOOD STREET TO NORTH PASCAL STREET

EXISTING CONDITIONS

See description of Como Avenue on Map 7 for the area west of Snelling Avenue. Como Avenue from Snelling Avenue to Hamline Avenue is characterized as a designed corridor thru the business district at the west end and a formal corridor through the residential area. The existing corridor includes a two lane roadway with bike lanes, on-street parking on both sides and sidewalks. A center turf median with turn lanes exists from Snelling Avenue to Arona Street. Wide, tree planted boulevards exist from Arona Avenue to Hamline Avenue. The existing street lighting has not been updated to reflect the typical Saint Paul Lantern style lighting. Como Avenue between Snelling Avenue and North Arona Street is a 63 foot roadway with a right-of-way width of 100 feet. Como Avenue between North Arona Street and Hamline Avenue is a 51 foot roadway with a right-of-way width of 100 feet.

PROPOSED IMPROVEMENTS

Roadway & Corridor Improvements

Como Avenue roadway improvements from Snelling Avenue to North Arona Street includes reconstructing the roadway to 50 feet wide. Roadway improvements on Como Avenue from North Arona Street to North Pascal Street includes reconstructing the roadway to 38 feet wide. Lighting will be improved within this area to include the typical Saint Paul Lantern Style lights. Striping for Como Avenue from Snelling Avenue to North Arona Street will include on-street parking on both sides, two travel lanes and a center turn lane. The bike trail will be placed on the north side of the roadway; the off-road trail could be constructed independently of any major roadway modifications, such that the area between North Arona Street and North Pascal Street could move the northerly curb line to the south to accommodate the

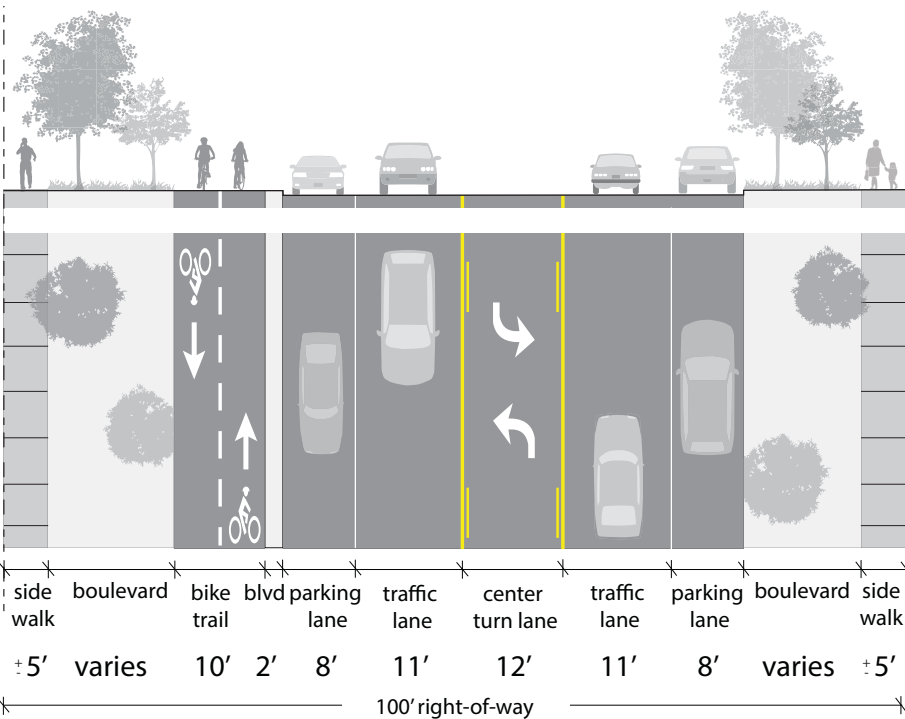
off-road bike trail. There will be adequate space on both sides of the corridor for sidewalks, boulevards with tree planting and other amenities such as benches, public art, etc. Striping for Como Avenue from North Arona Street to Hamline Avenue will include two travel lanes and on-street parking on both sides. The bike trail will be placed on the north side of the roadway. A raised table crossing is proposed across North Arona Street and North Pascal Street. The bike trail will be placed to allow adequate boulevard area for tree planting between both the sidewalk and bike trail and also between the bike trail and roadway. Sidewalks will also remain along the south side of the corridor. Lighting could also be improved within this area to include the typical Saint Paul Lantern Style lights.

Wayfinding Improvements

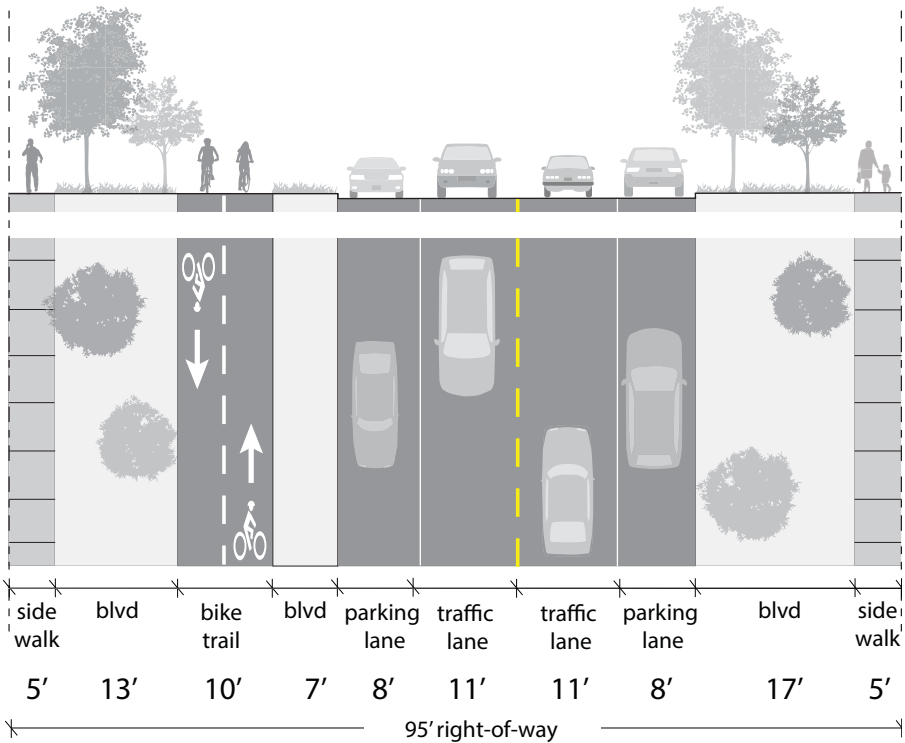
Corridor reinforcement and branding will be placed along Como Avenue. Directional signs will also be placed at North Arona Street for the connections to Tilden Park and Hmong College Prep Academy. Parkway Amenities and Public Art Improvements.

Parkway Amenities and Public Art Improvements

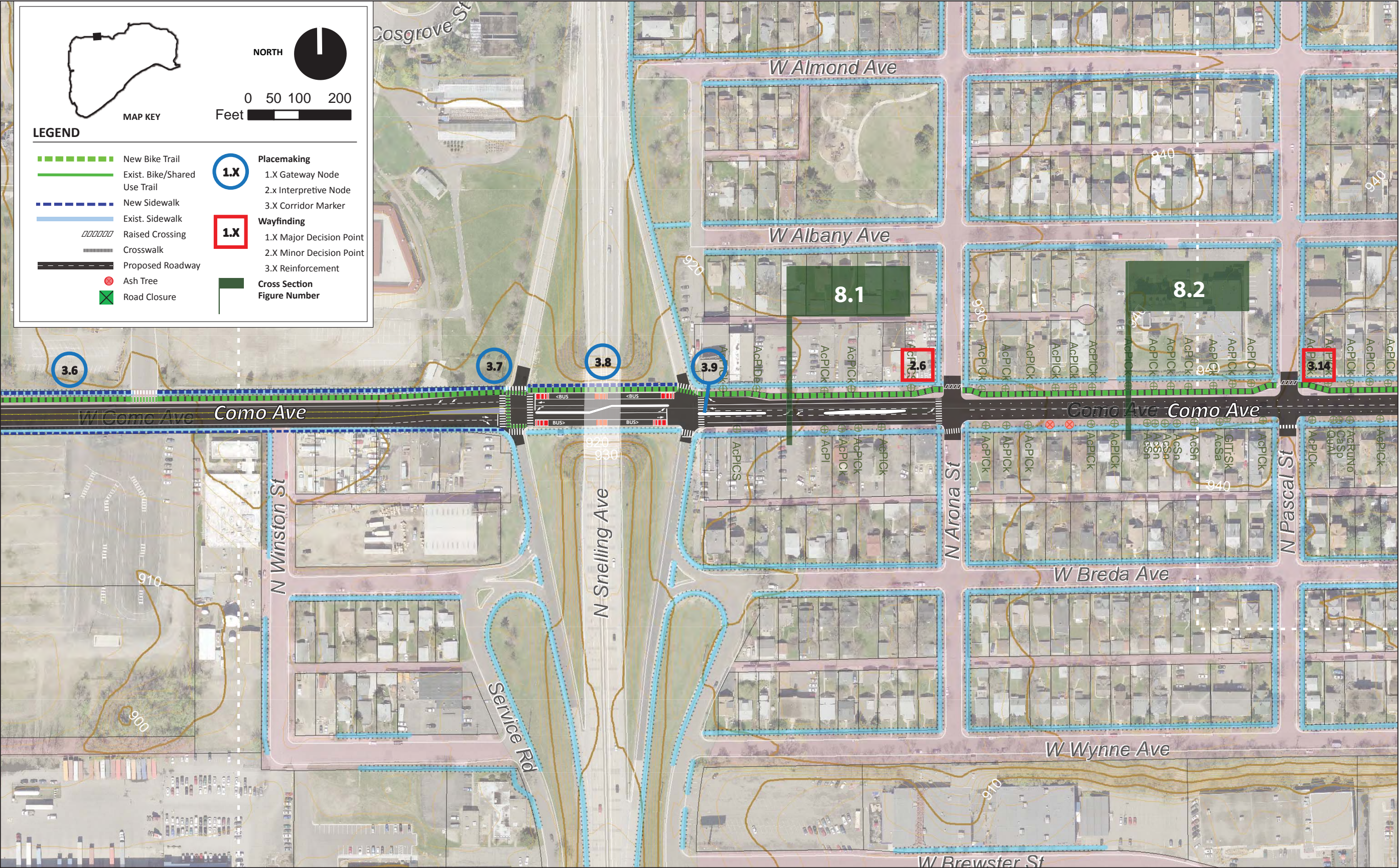
The area below the Snelling Avenue Bridge provides an opportunity for public art such as decorative lighting (P.3.8). Corridor markers (P.3.7 & P.3.9) are programmed for both the northwest and northeast corners of Como Avenue and Snelling Avenue.



Como Avenue FIGURE 8.1 NORTH SNELLING AVENUE TO NORTH ARONA STREET



Como Avenue FIGURE 8.2 NORTH ARONA STREET TO NORTH PASCAL STREET



MAP 8 - COMO AVENUE UNDERWOOD STREET TO PASCAL STREET

MAP 9 - COMO AVENUE NORTH PASCAL STREET TO MIDWAY PARKWAY

EXISTING CONDITIONS

See description of Como Avenue on map 8 for the area west of Hamline Avenue.

Como Avenue east of North Hamline Avenue winds through Como Regional Park. The corridor is a naturalistic park setting with broad woodlands and pastoral mown lawn areas accommodating picnic facilities. Multi-use trails and parking flank both sides of the roadway.

Como Avenue between North Hamline Avenue to Midway Parkway is a 42 foot wide street.

PROPOSED IMPROVEMENTS

Roadway & Corridor Improvements

Como Avenue roadway improvements from Hamline Avenue to Midway Parkway includes reconstructing the roadway to 38 feet wide. Lighting will be improved within this area to include the typical Saint Paul Lantern Style lights.

Striping for Como Avenue from Hamline Avenue to Midway Parkway will include two travel lanes and on-street parking on both sides. The bike trail will be placed on the north side of the roadway. The bike trail will be placed to allow adequate boulevard area for tree planting between both the sidewalk and bike trail and also between the bike trail and roadway. The multi-use trail will remain on the south side of Como Avenue east of North Hamline Avenue. Lighting could also be improved within this area to include the typical Saint Paul Lantern Style lights.

Wayfinding Improvements

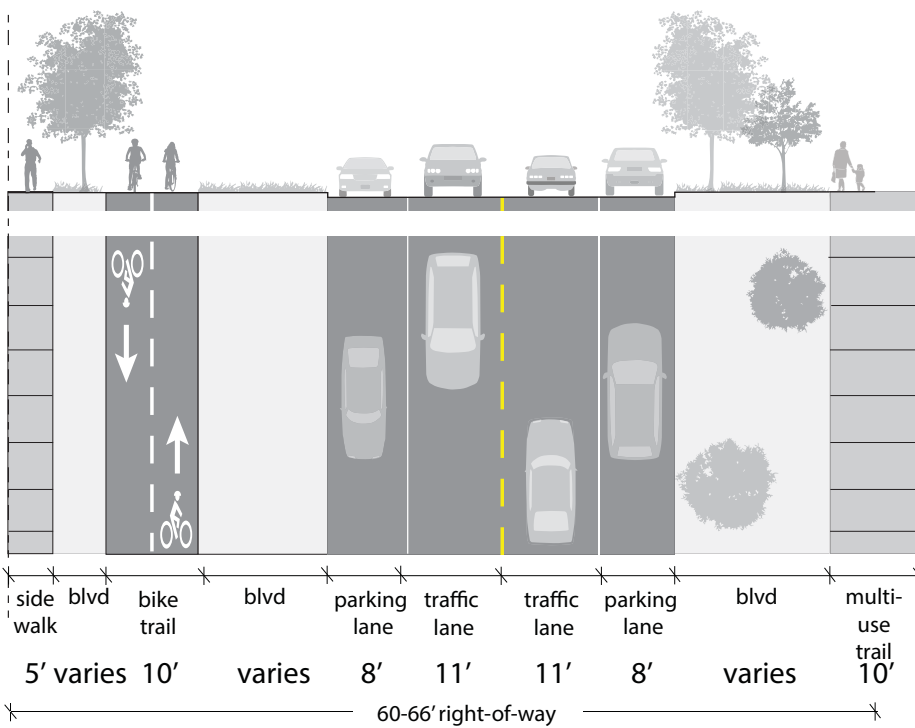
Corridor reinforcement and branding will be placed along Como Avenue. Operational signs will also be placed at the northwest corner of Como Avenue and North Hamline Avenue.

Trail & Sidewalk Improvements

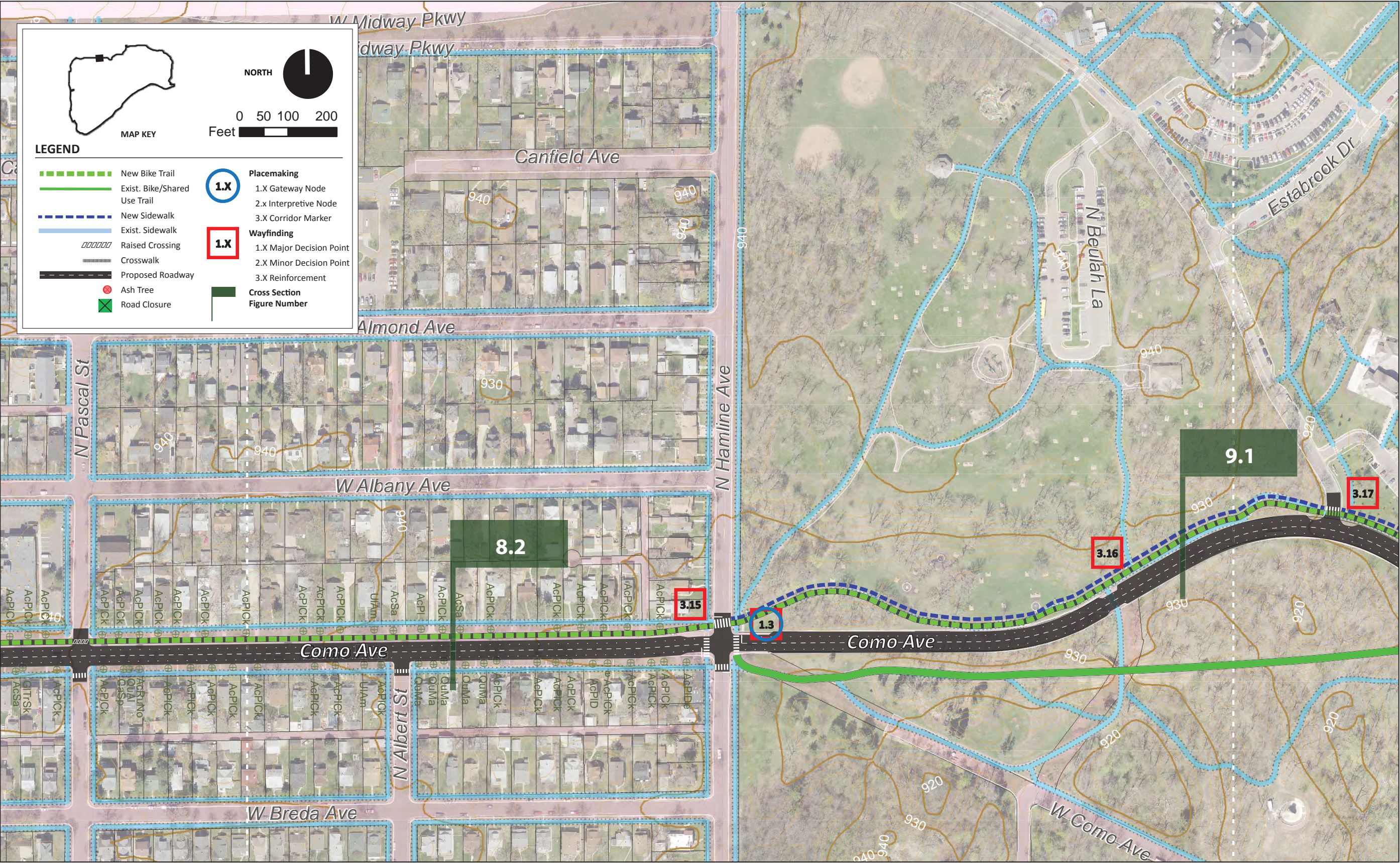
Improvements to the east of North Hamline Avenue include widening the existing shared use trail as well as constructing a separate pedestrian trail. The existing multi-use trail could be converted to a bike only trail. The off-road trails could be constructed independently of any major roadway modifications, such that the area east of North Hamline Avenue could construct the separate use trails without affecting the roadway.

Parkway Amenities and Public Art Improvements

A Gateway Node (P.1.3) that serves as a welcome to Como Regional Park, is proposed for the northeast corner of Como Avenue and North Hamline Avenue. The Gateway Node will include a plaza with kiosk that will have interpretive and map panels, seating, bike repair station, potential drinking fountain, waste receptacles, and public art and a corridor marker. This node to be built with respect to Como Park design standards and studies. This node can be constructed independently of any work on Como Avenue or North Hamline Avenue.



Como Avenue FIGURE 9.1 NORTH HAMLINE AVENUE TO WEST MIDWAY PARKWAY



MAP 9 - COMO AVENUE PASCAL STREET TO MIDWAY PARKWAY

MAP 10 - HORTON AVENUE MIDWAY PARKWAY TO GATEWAY DRIVE

EXISTING CONDITIONS

Como Avenue east of West Midway Parkway continues to wind through Como Regional Park. The corridor is a naturalistic park setting with broad woodlands and pastoral mown lawn areas accommodating picnic facilities. Multi-use trails and parking flank both sides of the roadway. The existing corridor includes a two lane roadway with on-street parking and multi-use trails on both sides. The existing street lighting has not been updated to reflect the typical Saint Paul Lantern style lighting.

Como Avenue between Midway Parkway and North Lexington Avenue is a 42 foot roadway with a right-of-way width of 63 feet. Horton Avenue east of North Lexington Parkway is a 45 foot roadway with a right-of-way width of 60 feet.

The multi-use trails on the north side of Como Avenue continue northward and crosses below North Lexington Avenue then winds northeasterly towards the Como Park Pavilion. The trails intersect south of the Pavilion parking lot with a one-way bike trail and a two-way pedestrian trial which both circumnavigate Como Lake.

PROPOSED IMPROVEMENTS

Roadway & Corridor Improvements

Como Avenue roadway improvements from Midway Parkway to North Lexington Avenue includes reconstructing the roadway to 38 feet wide. Lighting will be improved within this area to include the typical Saint Paul Lantern Style lights.

Striping for Como Avenue from Midway Parkway to North Lexington Avenue will include two travel lanes and on-street parking on both sides. Lighting could also be improved within this area to include the typical Saint Paul Lantern Style lights. Horton Avenue will be reconstructed to a width of 24 feet.

Wayfinding Improvements

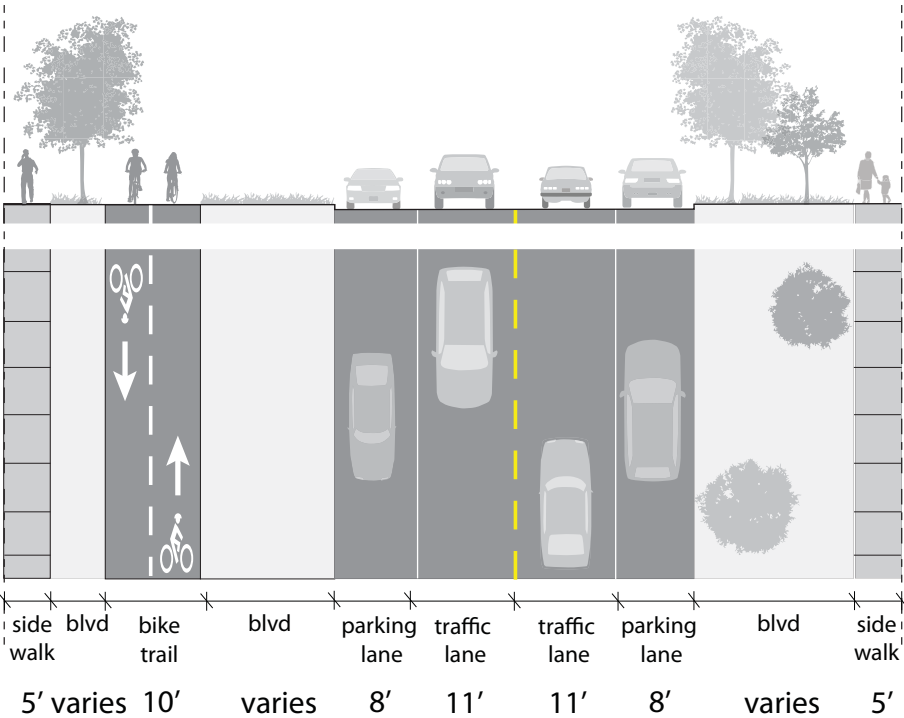
It is the intent to use existing Como Regional Park wayfinding system to accommodate the Grand Round, such as providing Grand Round reinforcement and branding. Proper reinforcement and operational signage through Como Regional Park and around Lake Como is also programmed. A directional sign will also be provided at the northwest corner of Como Avenue and North Lexington Avenue to provide direction through Como Regional Park. Grand Round reinforcement signs will also be placed along Horton Avenue to Nagasaki Road to Como Boulevard for the vehicular traffic.

Trail & Sidewalk Improvements

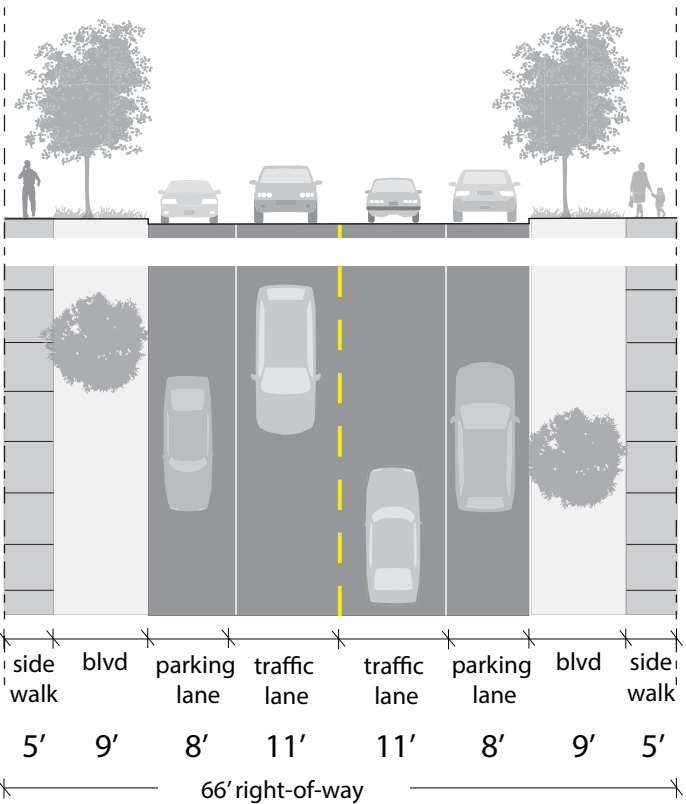
Horton Avenue and Nagasaki Road were also analyzed to see if they could accommodate bike and pedestrian facilities; the narrowness of the 60 foot right-of-way and topography changes create a challenging design for this area. Therefore the improvements for the bike and pedestrian facilities are proposed to take place within Como Regional Park. Improvements include reconstructing the existing multi-use trails along the north side of Como Avenue to include separated bike and pedestrian trails. The separated trails will continue northward and cross below North Lexington Avenue, from there it will continue northeasterly to the existing bike and pedestrian trail on the west side of Como Lake. This intersection provides a great opportunity to place a bike trail round-about to provide a safe transition to the trails around Como Lake. The existing bike trails around Como Lake should be reviewed for both circulation and potential reconstruction to accommodate additional cyclists with the addition of the Grand Round. The off-road separated pedestrian and bike trails could be constructed independently of any roadway modifications.

Parkway Amenities and Public Art Improvements

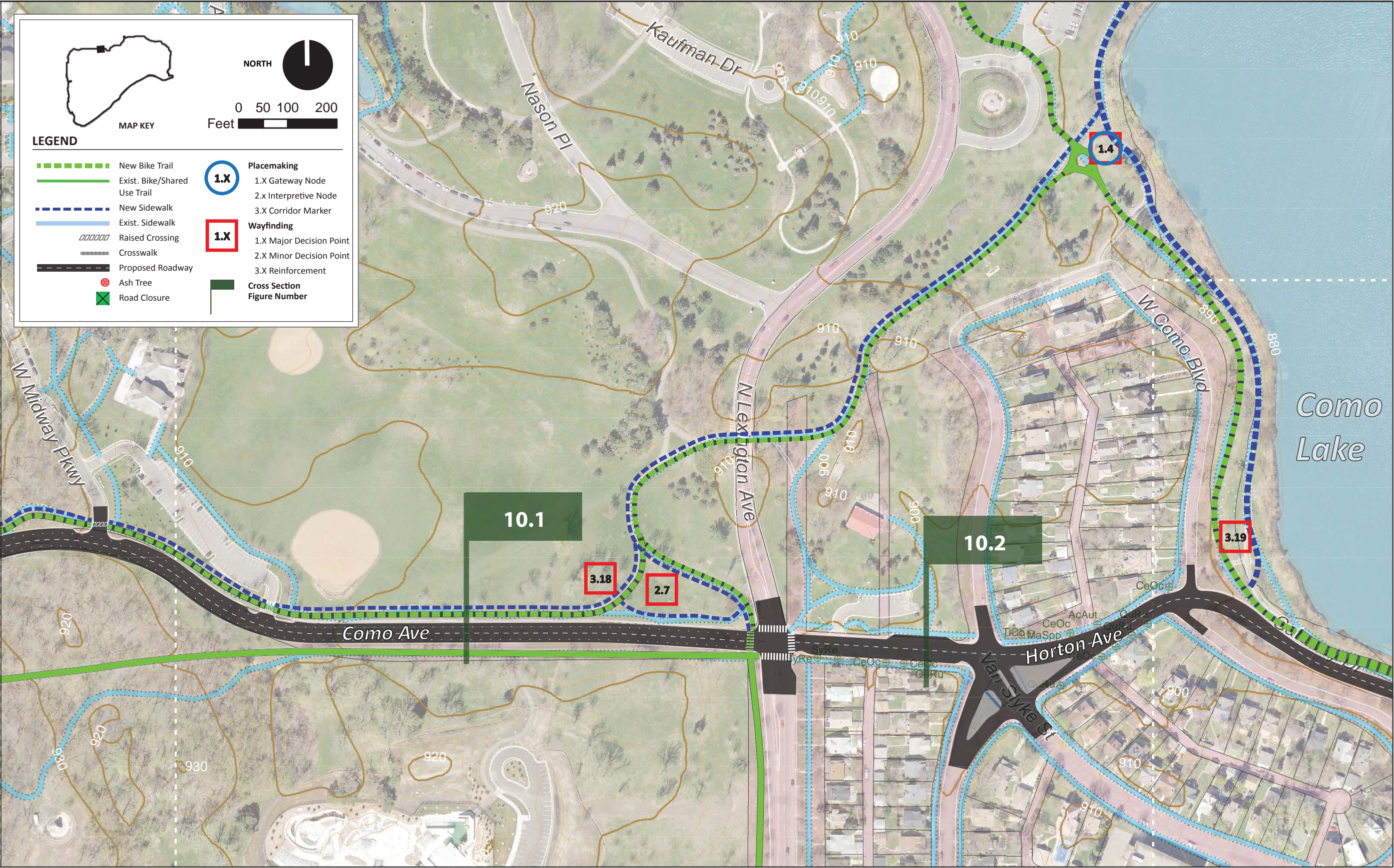
A Gateway Node (P.1.4) that will enhance the Como Regional Park placemaking and wayfinding system is also programmed for the major trail intersection on the west side of Como Lake.



COMO AVENUE FIGURE 10.1 WEST MIDWAY PARKWAY TO NORTH LEXINGTON AVENUE



HORTON AVENUE FIGURE 10.2 NORTH LEXINGTON AVENUE TO VAN SLYKE STREET



MAP 10 - HORTON AVENUE MIDWAY PARKWAY TO GATEWAY DRIVE

MAP 11 - NAGASAKI ROAD WEST COMO BOULEVARD TO COMO BOULEVARD

EXISTING CONDITIONS

Horton Avenue east of West Como Blvd is 30 feet in width. Horton Avenue and Nagasaki Road were analyzed to see if they could accommodate bike and pedestrian facilities. The narrowness of the 60 foot right-of-way and topography changes create a challenging design for this area. Therefore the improvements for the bike and pedestrian facilities are proposed to take place within Como Regional Park.

The intersection of East Como Boulevard, West Maryland Avenue, West Wheelock Parkway, North Victoria Street and East Como Lake Drive requires additional analysis to create a safe route for off-road bike trail and pedestrian facilities through this non-typical intersection. A modified intersection could reduce pavement area and create additional spaces for stormwater best management practices in this location.

PROPOSED IMPROVEMENTS

Roadway Improvements

Nagasaki Road will be reconstructed to a width of 24'.

It is the intent to use the existing Como Regional Park wayfinding system to accommodate the Grand Round, such as providing Grand Round reinforcement and branding. Proper reinforcement and operational signage through Como Regional Park and around Lake Como is also programmed. A directional sign will also be provided at the northwest corner of Como Avenue and North Lexington Avenue to provide direction through Como Regional Park. Grand Round reinforcement signs will also be placed along Horton Avenue to Nagasaki Road to Como Boulevard for the motoring public.

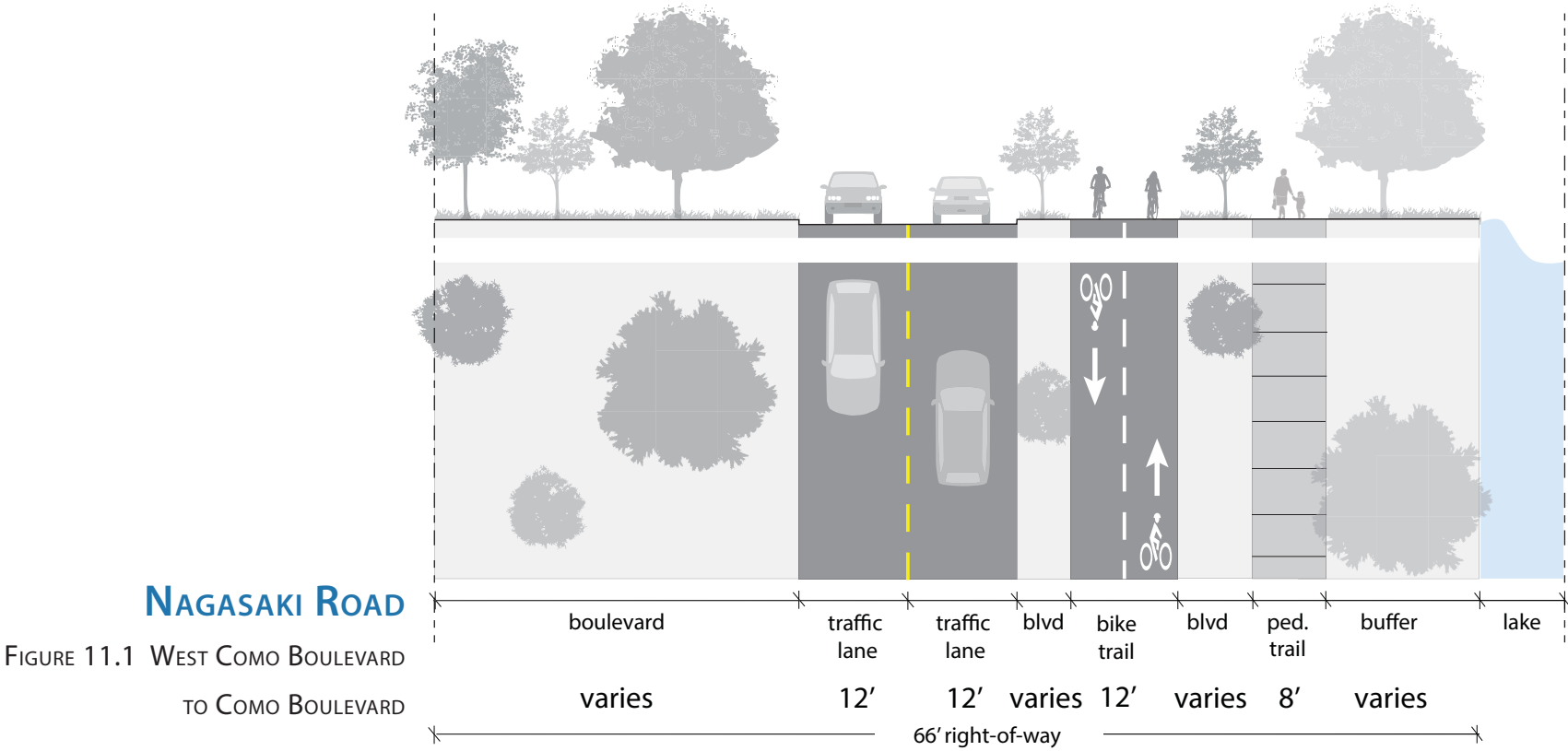
Trail & Sidewalk Improvements

The existing bike trail through Como Regional Park should

be reviewed for potential reconstruction and expansion to accommodate additional cyclists with the addition of the Grand Round. The off-road bike trails and sidewalks could be constructed independently of any roadway modifications.

Parkway Amenities and Public Art Improvements

A Gateway Node (P.1.5) that will serve as a welcome to Como Regional Park is programed for the west side of the intersection of East Como Boulevard, West Maryland Avenue, West Wheelock Parkway, North Victoria Street and East Como Lake Drive. The Gateway Node will include a plaza with kiosk that will have interpretive and map panels, seating, bike repair station, potential drinking fountain, waste receptacles, and public art and a corridor marker. This node can be constructed independently of any other work.





MAP 11 - NAGASAKI ROAD WEST COMO BOULEVARD TO COMO BOULEVARD

MAP 12 - WHEELOCK PARKWAY AVON STREET TO KENT STREET

EXISTING CONDITIONS

West Wheelock Parkway from North Victoria Street to North Kent Street is characterized as a formal corridor. The existing corridor includes a two lane roadway. Parking is generally permitted along the north side of the street, with some exceptions near Como Park Elementary school and near Dale Street, though very little utilization has been observed throughout this study. Sidewalks exist on both sides of West Wheelock Parkway from North Victoria Street to North Kent Street. Wide, tree planted boulevards exist along Wheelock Parkway. The existing street lighting has not been updated to reflect the typical Saint Paul Lantern style lighting.

West Wheelock Parkway from North Victoria Street to North Kent Street is a 30 foot roadway with a 120 foot parkway.

PROPOSED IMPROVEMENTS

Roadway & Corridor Improvements

West Wheelock Parkway improvements from North Victoria Street to North Kent Street includes reconstructing the roadway to 24 feet wide. Striping for this corridor will include two travel lanes. On-street parking will be prohibited.

Lighting could will be improved within this area to include the typical Saint Paul Lantern Style lights.

Wayfinding Improvements

Corridor reinforcement and branding will be placed along Wheelock Parkway. Directional signs will be placed at North Grotto Street for connections to Como Senior High School, and at North Saint Albans Street for connections to Northdale Recreation Center, and at North Dale Street for connections to Marydale Park.

Trail & Sidewalk Improvements

Improvements include reconstructing the existing sidewalks and

adding an off-road bike trail to the south side boulevard area. Sidewalks will be constructed as close to the parkway property lines as possible. The bike trail will be positioned between the roadway and south side sidewalk. The bike trail will be placed to allow adequate boulevard area for tree planting between both the sidewalk and bike trail and also between the bike trail and roadway. The bike trail will also have raised tabled crossings at North Alameda Street, North Saint Albans Street, North Maywood Street, North Danforth Street, and North Kent Street.

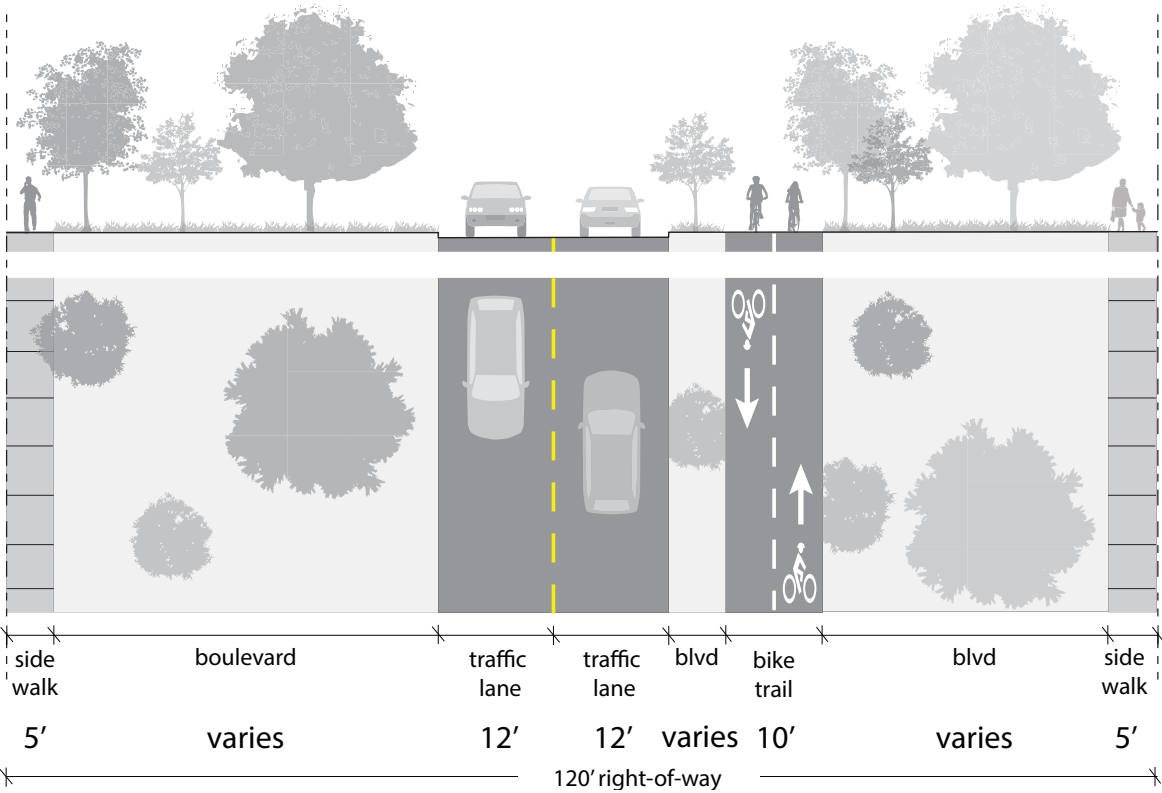
Parkway Amenities and Public Art Improvements

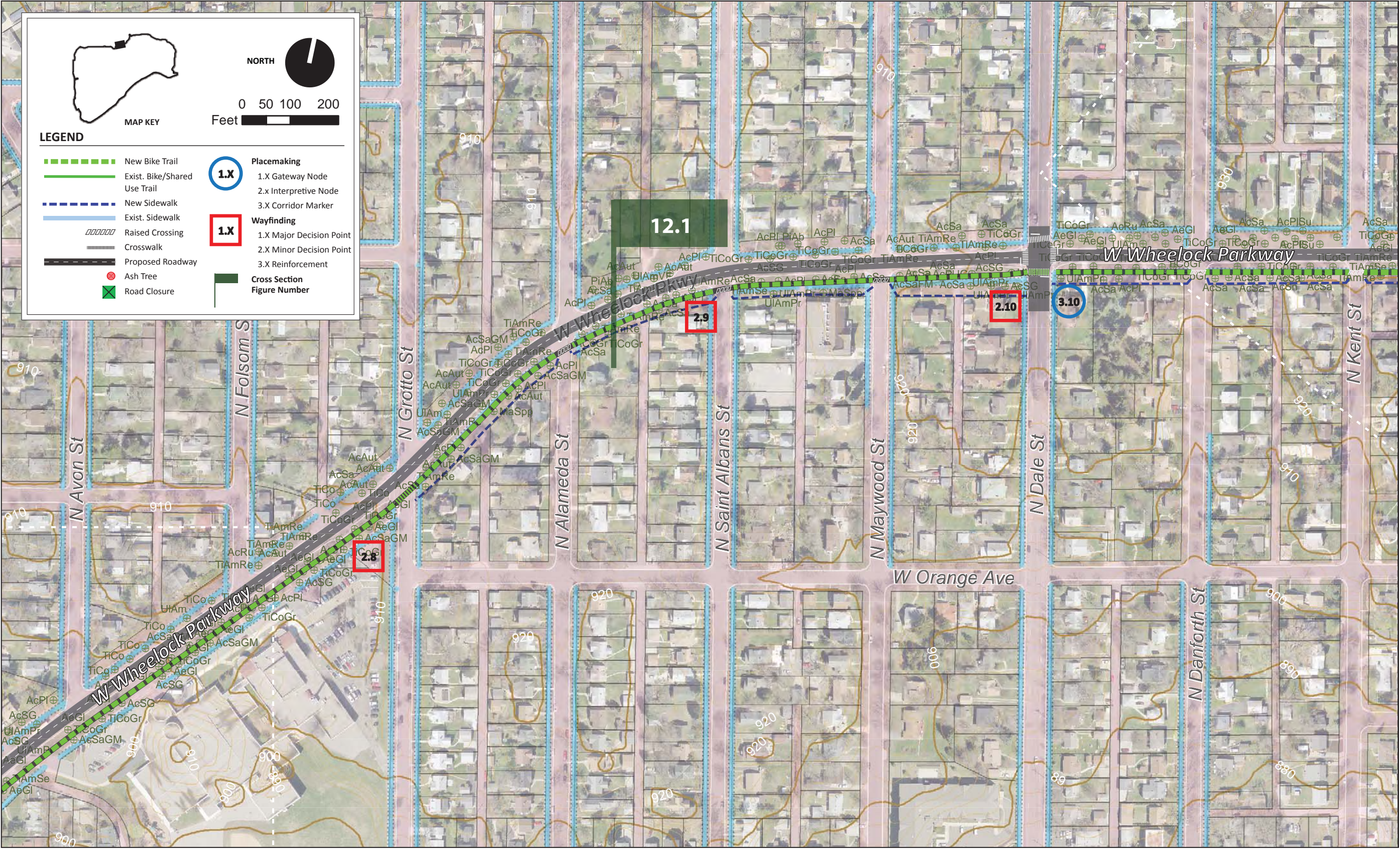
A Gateway Node (P.1.5) that will serve as a welcome to Como Regional Park is programed for the west side of the intersection of East Como Boulevard, West Maryland Avenue, West Wheelock Parkway, North Victoria Street and East Como Lake Drive. The Gateway Node will include a plaza with kiosk that will have

interpretive and map panels, seating, bike repair station, potential drinking fountain, waste receptacles, and public art and a corridor marker. This node can be constructed independently of any other work.

WHEELOCK PARKWAY

FIGURE 12.1
NORTH VICTORIA STREET TO WEST NEBRASKA AVENUE





MAP 12 - WHELOCK PARKWAY AVON STREET TO KENT STREET

MAP 13 - WHEELOCK PARKWAY KENT STREET TO WESTERN AVENUE

EXISTING CONDITIONS

West Wheelock Parkway from North Kent Street to West Arlington Avenue is characterized as a formal corridor with 3 rows of trees flanking each side of the roadway. The existing corridor includes a two lane roadway. On-street parking is generally prohibited on the north side of the street, though very little utilization has been observed throughout this study. Sidewalks exist on both sides of West Wheelock Parkway from North Danforth Street to Mackubin Street. Wide, tree planted boulevards exist along Wheelock Parkway. The existing street lighting has not been updated to reflect the typical Saint Paul Lantern style lighting.

West Wheelock Parkway from North Victoria Street to North Westminster Street is a 30 foot roadway with a 120 foot parkway.

The character of West Wheelock Parkway changes in this areas from a roadway that is lined on both sides with single family homes to housing only on the west side of the parkway. There is a wooded bluff on the easterly side of the parkway, which provides viewpoint opportunities, a place for trail amenities, and birdwatching.

PROPOSED IMPROVEMENTS

Roadway & Corridor Improvements

West Wheelock Parkway improvements from North Kent Street to North Western Avenue includes reconstructing the roadway to 24 feet wide. Striping for this corridor will include two travel lanes. Lighting will be improved within this area to include the typical Saint Paul Lantern Style lights. On-street parking will be prohibited.

Wayfinding Improvements

Corridor reinforcement and branding will be placed along

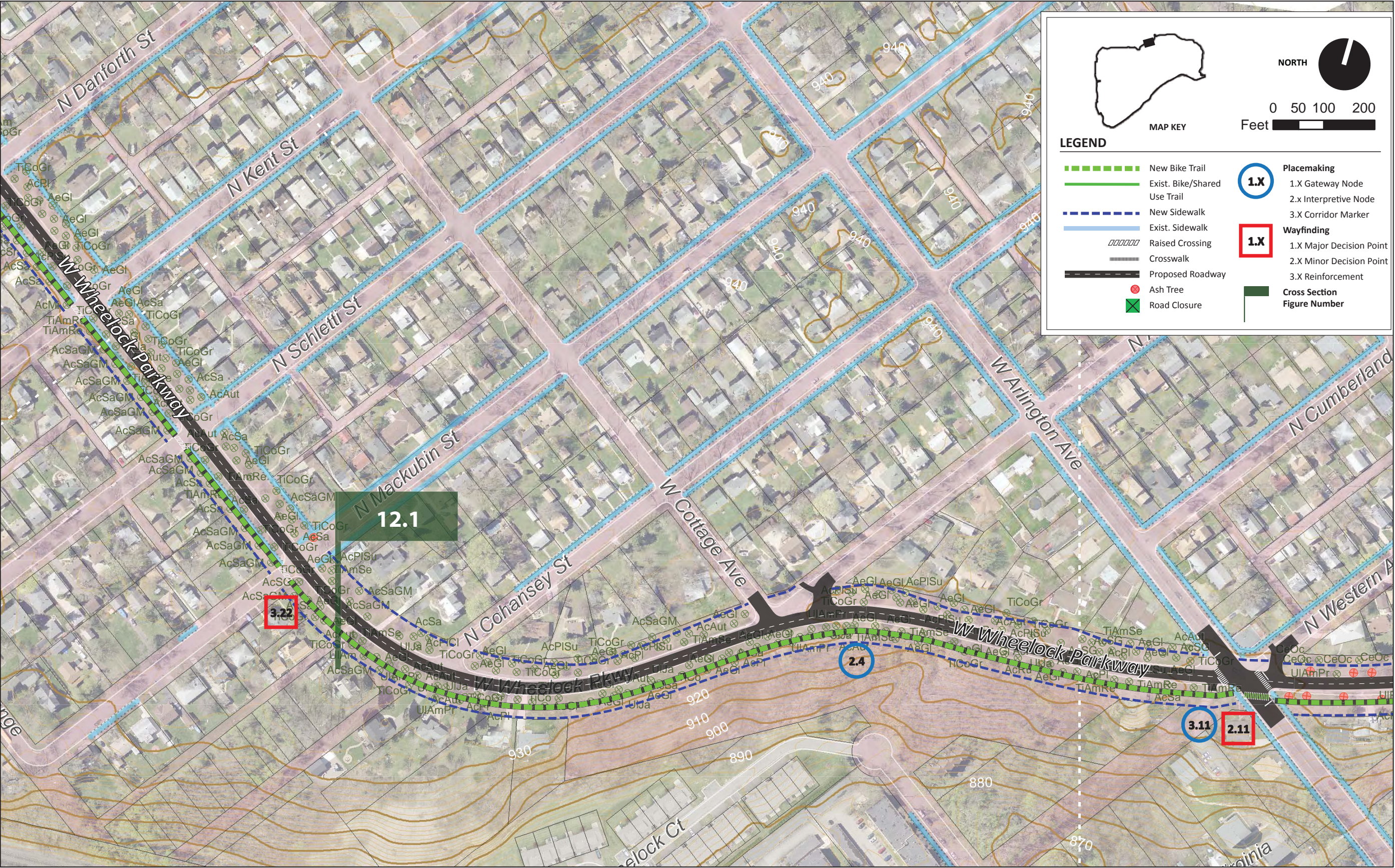
Wheelock Parkway. Directional signs will be placed at N Western Avenue for connections to Washington Technology Magnet School.

Trail & Sidewalk Improvements

Improvements include reconstructing the existing sidewalks and adding an off-road bike trail to the south side boulevard area. Sidewalks will be constructed as close to the parkway property lines as possible. The bike trail will be positioned between the roadway and south side sidewalk. The bike trail will be placed to allow adequate boulevard area for tree planting between both the sidewalk and bike trail and also between the bike trail and roadway to continue the formal tree planting pattern. The bike trail will also have raised tabled crossings at North Schletti Street, and North Mackubin Street.

Parkway Amenities and Public Art Improvements

An interpretive node (P.2.4) is programmed for the overlook on the south side of West Wheelock Parkway between West Cottage Avenue and West Arlington Avenue. A corridor marker (P.3.11) will also be placed at the southeast corner of West Wheelock Parkway and West Arlington Avenue.



MAP 13 - WHELOCK PARKWAY KENT STREET TO WESTERN AVENUE

MAP 14 - WHEELLOCK PARKWAY WESTERN AVENUE TO MARION STREET

EXISTING CONDITIONS

West Wheelock Parkway from West Arlington Avenue to North Marion Street is characterized as a formal corridor. The existing corridor includes a two lane roadway. On-street parking varies throughout the corridor with one-side parking permitted in some areas, while parking is prohibited through the “horseshoe” turn. Where it is permitted, parking utilization has been observed to be low throughout this study. Sidewalks do not exist from West Arlington Avenue to North Rice Street. Wide, tree planted boulevards exist along Wheelock Parkway. The existing street lighting has not been updated to reflect the typical Saint Paul Lantern style lighting.

West Wheelock Parkway from West Arlington Avenue to North Marion Street is a 30 foot roadway with a 120 foot parkway.

The character of West Wheelock Parkway continues to only have single family homes on the west side of the parkway, with the exception of three homes located adjacent to the parkway on the east side of the parkway. This parkway includes a “horseshoe” hairpin turn that drops down about 45 feet along the face of the bluff.

PROPOSED IMPROVEMENTS

Roadway & Corridor Improvements

West Wheelock Parkway improvements from West Arlington Avenue to North Marion Street includes reconstructing the roadway to 24 feet wide. Striping for this corridor will include two travel lanes. Lighting will be improved within this area to include the typical Saint Paul Lantern Style lights. On-street parking will be prohibited.

Wayfinding Improvements

Corridor reinforcement and branding will be placed along

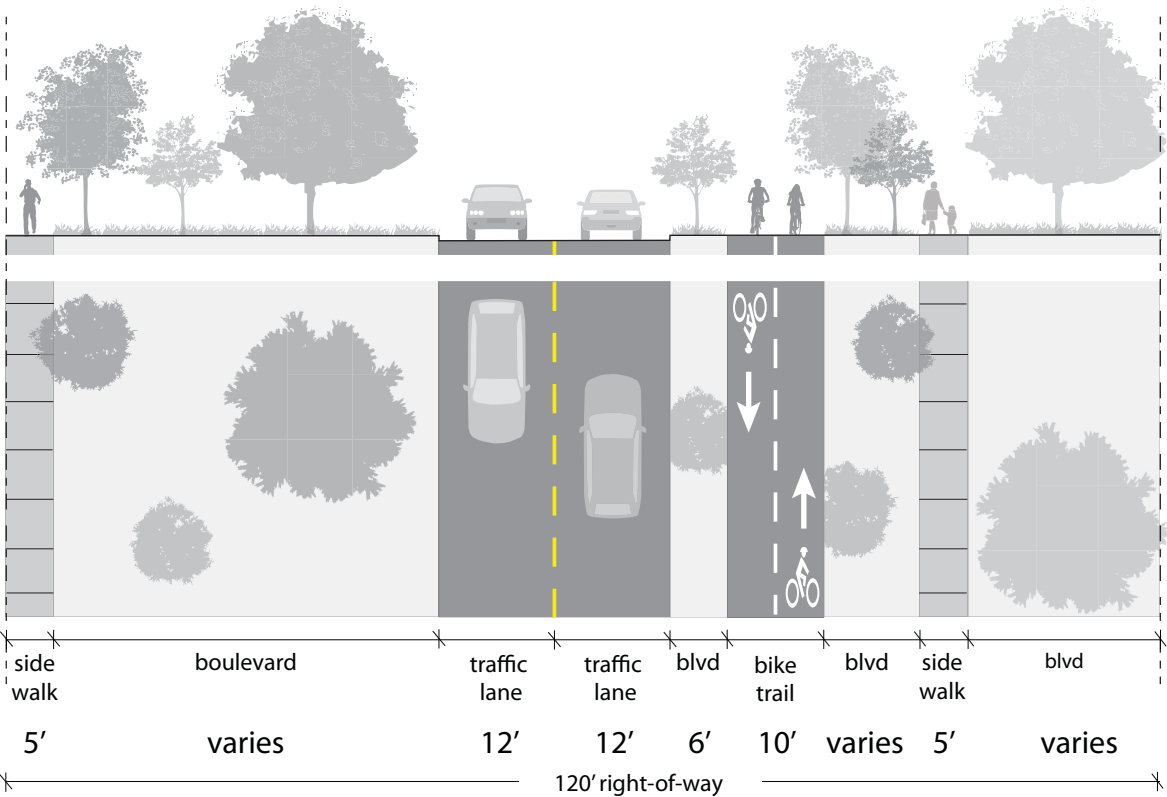
Wheelock Parkway.

Trail & Sidewalk Improvements

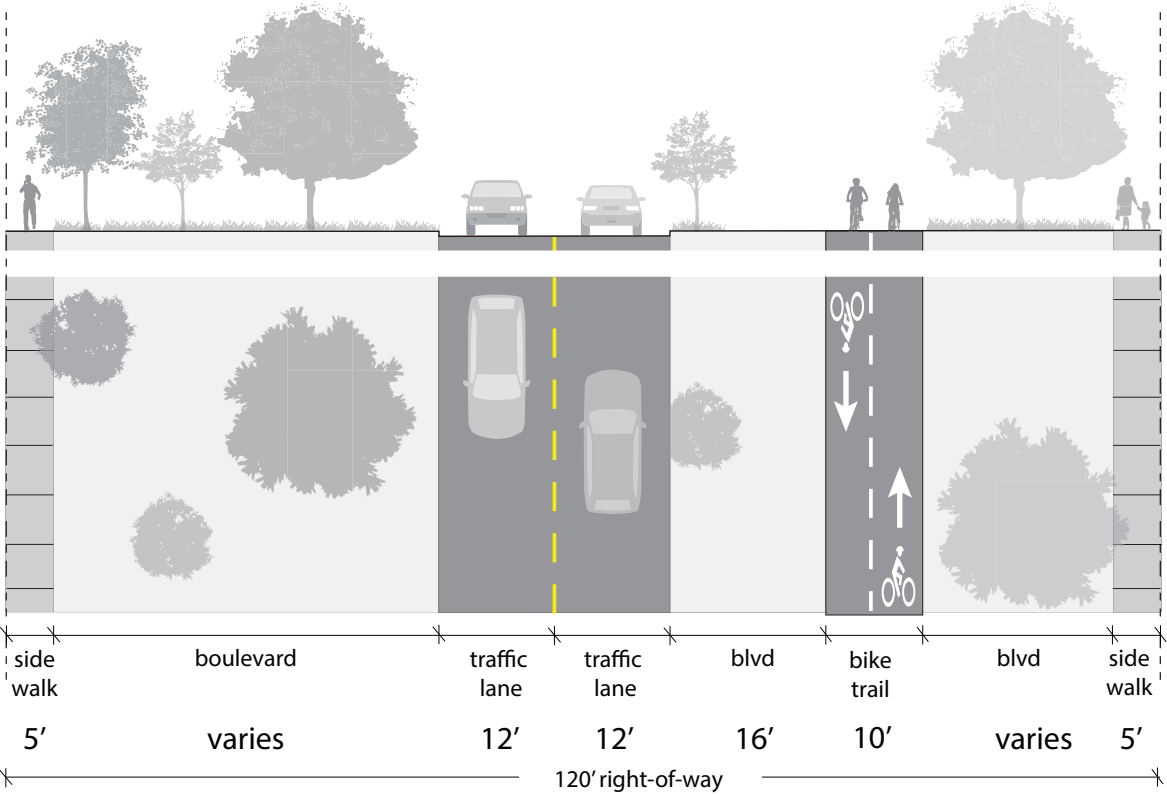
Improvements include constructing sidewalks along both sides of the parkway and adding an off-road bike trail to the south and east side. The bike trail will be positioned between the roadway and south / east side sidewalk. The bike trail will be placed to allow adequate boulevard area for tree planting between both the sidewalk and bike trail and also between the bike trail and roadway. The sidewalk and bike trail will be aligned to veer away from the 3 existing homes due to zero lot line setbacks.

Parkway Amenities and Public Art Improvements

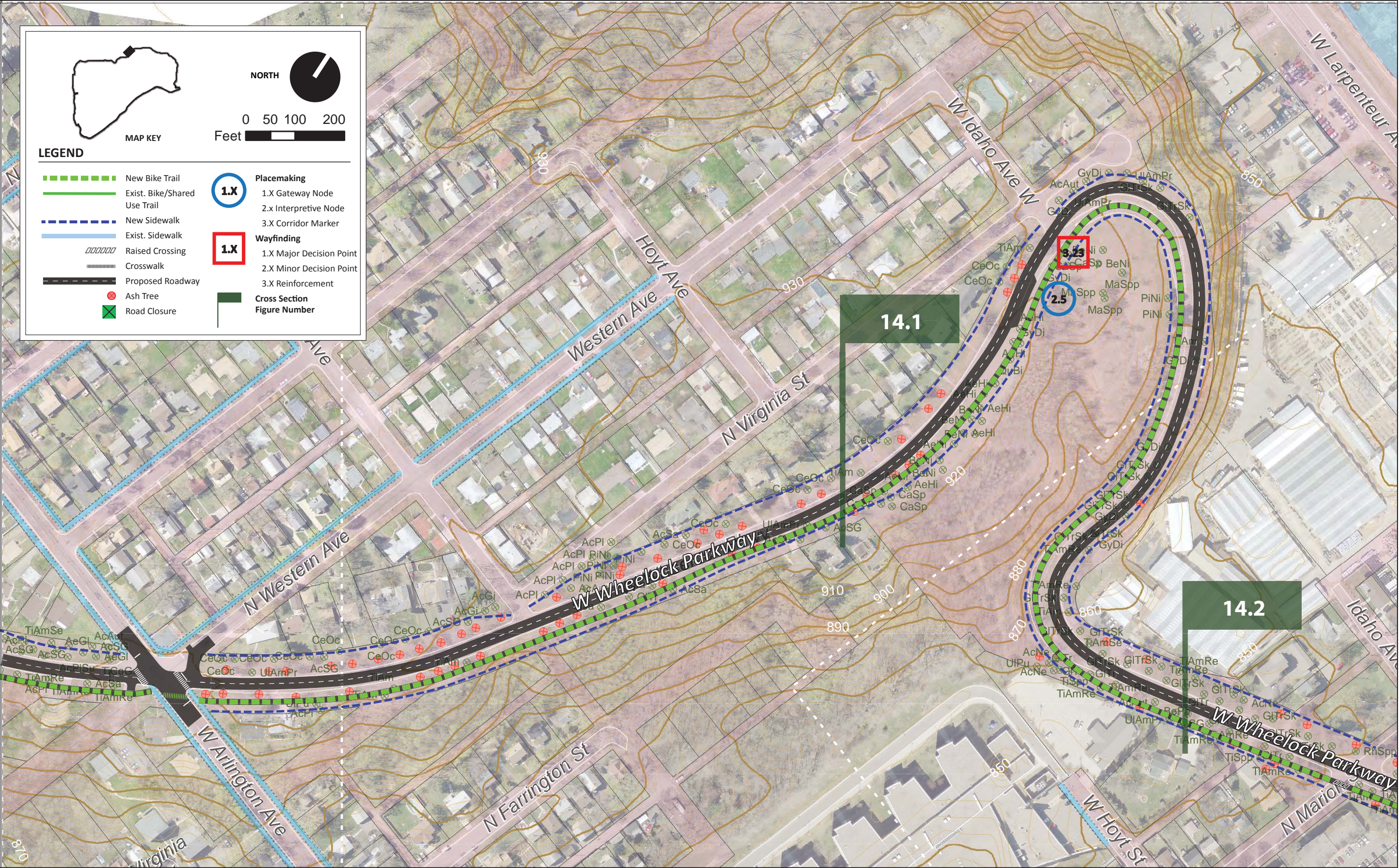
An interpretive node (P.2.5) is programed for an area within the “horseshoe” bend; this area also provides an opportunity for public art. This area, historically known as Memorial Park, provides an excellent area for an interpretive node, public art, and a pull off area that could serve as a “mini trailhead” or parklet for the Grand Round.



WHEELLOCK PARKWAY FIGURE 14.1 NEAR HOYT AVENUE



WHEELLOCK PARKWAY FIGURE 14.2 WEST IDAHO AVENUE TO NORTH RICE STREET



MAP 14 - WHELOCK PARKWAY WESTERN AVENUE TO MARION STREET

MAP 15 - WHEELOCK PARKWAY MARION STREET TO TROUT BROOK TRAIL

EXISTING CONDITIONS

West Wheelock Parkway from North Marion Street to North Rice Street is characterized as a formal corridor. The existing corridor includes a two lane roadway. On-street parking varies throughout the corridor with one-side parking permitted in some areas, though very little utilization has been observed throughout this study. No sidewalks exist along West Wheelock Parkway from the “horseshoe” bend to North Rice Street; from North Rice Street to the east a sidewalk along the south side exists. Wide, tree planted boulevards exist along Wheelock Parkway. The existing street lighting has not been updated to reflect the typical Saint Paul Lantern style lighting. West Wheelock Parkway from North Marion Street to North Rice Street is a 30 foot roadway with a 120 foot parkway.

PROPOSED IMPROVEMENTS

Roadway & Corridor Improvements

West Wheelock Parkway improvements from North Victoria Street to North Westminster Street includes reconstructing the roadway to 24 feet wide. Striping for this corridor will include two travel lanes. Lighting will be improved within this area to include the typical Saint Paul Lantern Style lights. On-street parking will be prohibited.

Wayfinding Improvements

Corridor reinforcement and branding will be placed along Wheelock Parkway. Operational signage will be placed on the south east corner of West Wheelock Parkway and North Rice Street.

Trail & Sidewalk Improvements

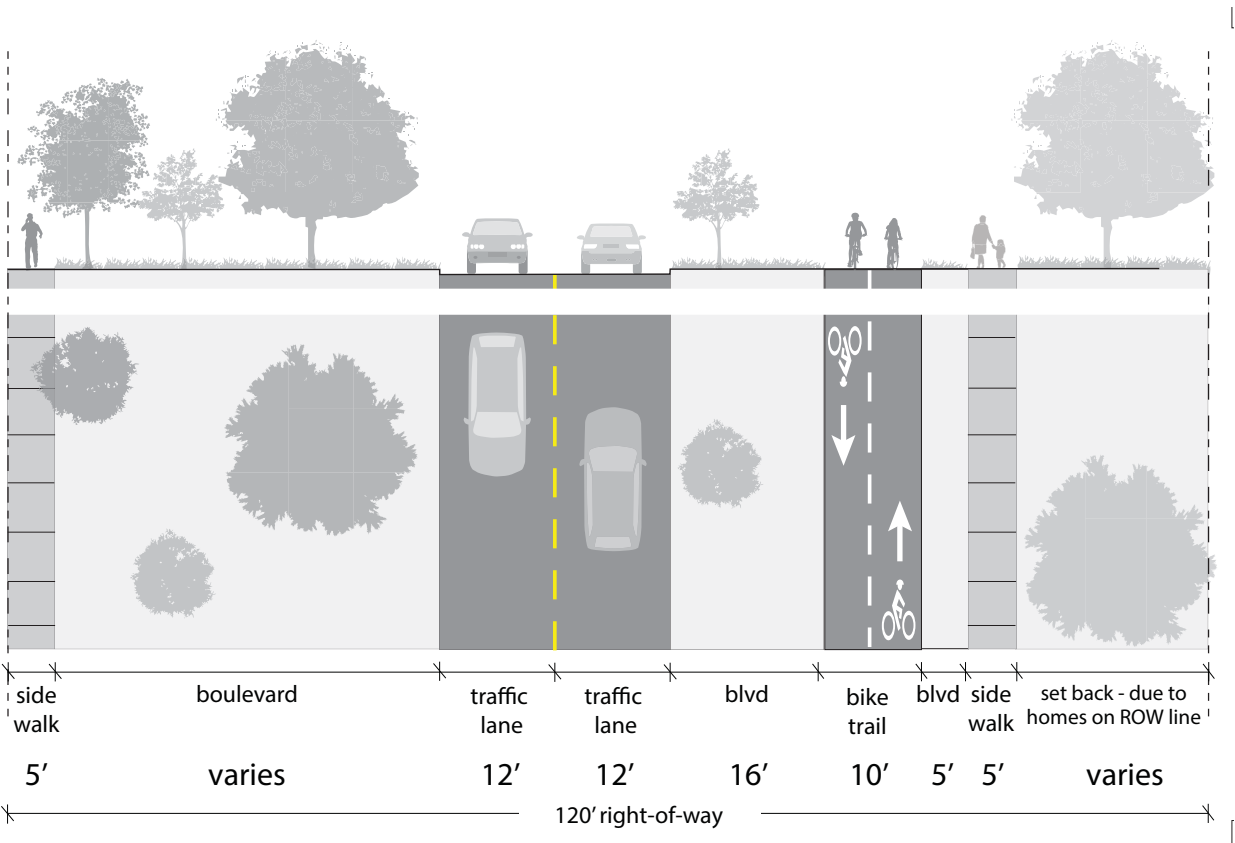
Improvements include reconstructing and adding sidewalks and adding an off-road bike trail to the south side boulevard area. Sidewalks will be constructed as close to the parkway property

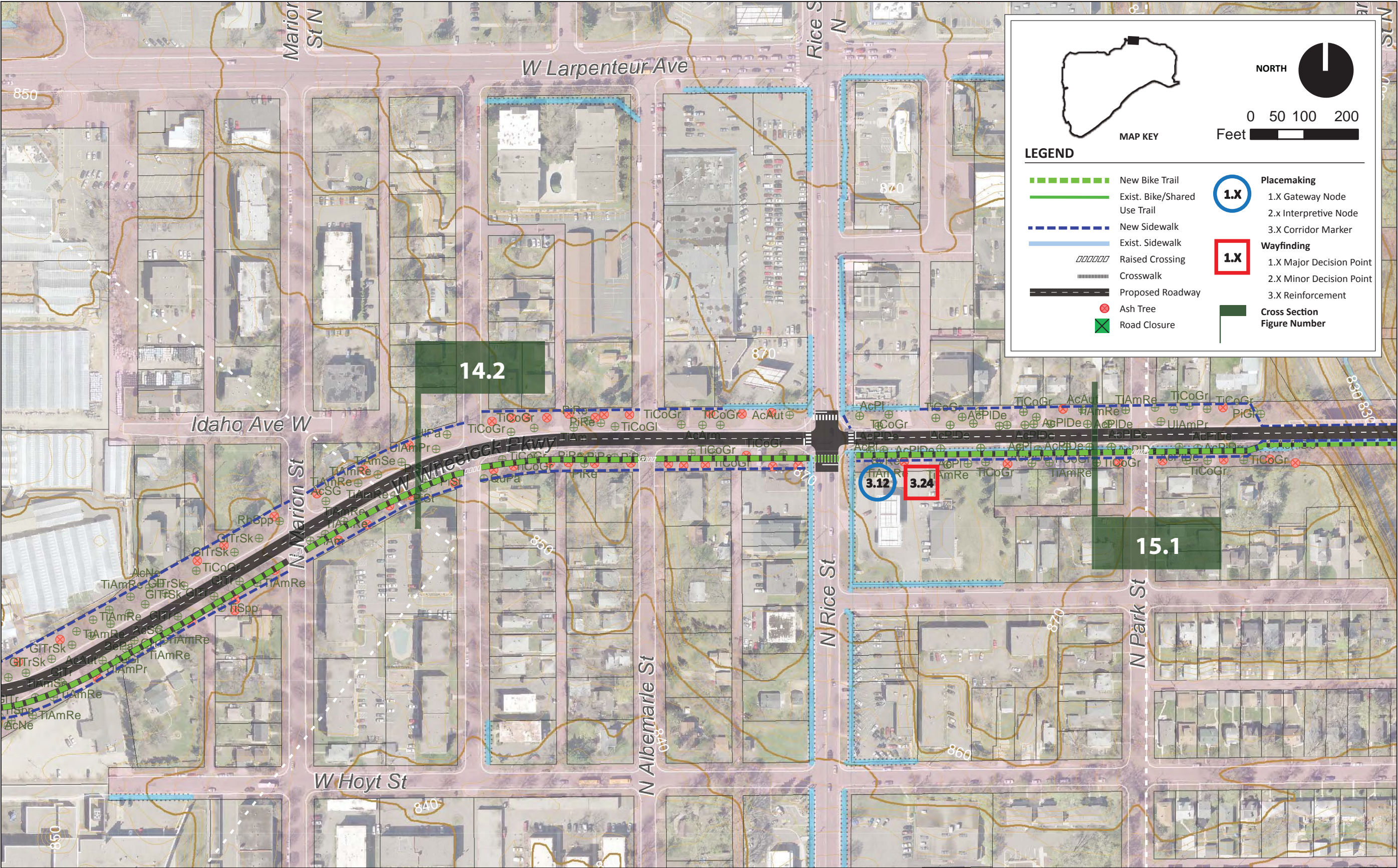
lines as possible. The bike trail will be positioned between the roadway and south side sidewalk. The bike trail will be placed to allow adequate boulevard area for tree planting between both the sidewalk and bike trail and also between the bike trail and roadway. The bike trail will also have raised table crossings at North Marion Street, North Woodbridge Street, North Albemarle Street, and North Park Street.

Parkway Amenities and Public Art Improvements

A corridor marker (P.3.12) will also be placed at the southeast corner of West Wheelock Parkway and North Rice Street.

WHEELOCK PARKWAY
FIGURE 15.1 NORTH RICE STREET TO
TROUT BROOK BRIDGE





MAP 15 - WHELOCK PARKWAY MARION STREET TO TROUT BROOK TRAIL

MAP 16 - WHELOCK PARKWAY TROUT BROOK TRAIL TO I-35

EXISTING CONDITIONS

West Wheelock Parkway from North Rice Street to I35E is a formal corridor. The existing corridor includes a two lane roadway. On-street parking is permitted on the north side of the street west of Jackson Street, though very little utilization has been observed throughout this study. Parking is prohibited east of Jackson Street. Sidewalks exist along the south side of West Wheelock Parkway from North Rice Street to I35E. Wide, tree planted boulevards exist along Wheelock Parkway. The existing street lighting has not been updated to reflect the typical Saint Paul Lantern style lighting.

West Wheelock Parkway also crosses Trout Brook Trail. This intersection provides an opportunity to connect two regional trails. However there is 32 feet of elevation change between the two trails; this presents a design challenge to connect the trails and stay within the existing parkway and right-of-ways.

West Wheelock Parkway from North Victoria Street to North Westminster Street is a 30 foot roadway with a 120 foot parkway.

PROPOSED IMPROVEMENTS

Roadway & Corridor Improvements

West Wheelock Parkway improvements from North Rice Street to I35E includes reconstructing the roadway to 24 feet wide. Striping for this corridor will include two travel lanes. Lighting will be improved within this area to include the typical Saint Paul Lantern Style lights. On-street parking will be prohibited.

Wayfinding Improvements

Corridor reinforcement and branding will be placed along Wheelock Parkway. Operational signage will be placed on the south east corner of West Wheelock Parkway and North Jackson Street.

Trail & Sidewalk Improvements

Improvements include reconstructing and adding sidewalks and adding an off-road bike trail to the south side boulevard area. Sidewalks will be constructed as close to the parkway property lines as possible. The bike trail will be positioned between the roadway and south side sidewalk. The bike trail will be placed to allow adequate boulevard area for tree planting between both the sidewalk and bike trail and also between the bike trail and roadway. The bike trail will also have raised tabled crossings at Wheelock Drive.

A bike-able connection to Trout Brook Trail is proposed to follow the un-improved right-of-way of North Sylvan Street to West Larpenteur Avenue then connect with the Trout Brook Trail. In addition, a stairway from the easterly abutment of Trout Brook Bridge to Trout Brook Trail is proposed. The stairway will include a u-shape bike channel to assist cyclists that push their bikes up and down the stairway. Interim routes to access Trout Brook Trail would be south on North Jackson Street to Arlington Avenue East or north on Jackson Street and went on Larpenteur Avenue.

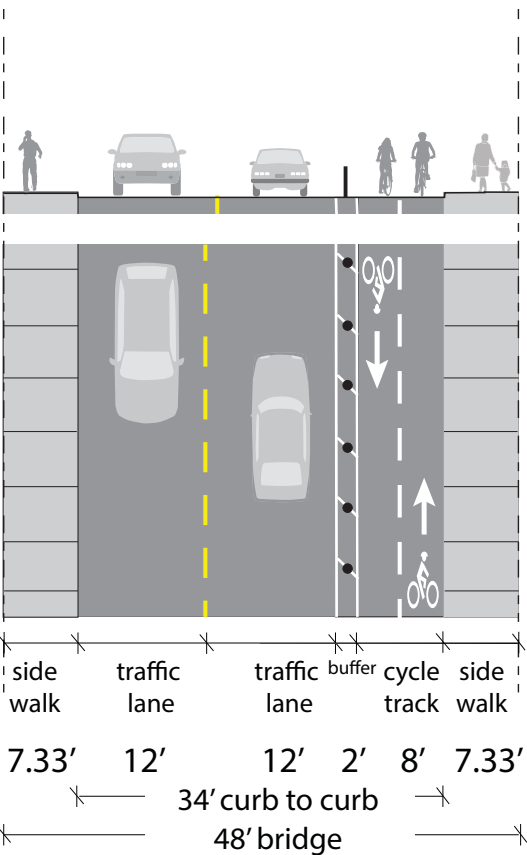
Parkway Amenities and Public Art Improvements

A corridor marker (P.3.13) will also be placed at the southeast corner of West Wheelock Parkway and North Rice Street. A future Gateway Node (P.1.6) is also programmed for the intersection of Grand Round and Trout Brook Trail, once a navigable

WHELOCK PARKWAY

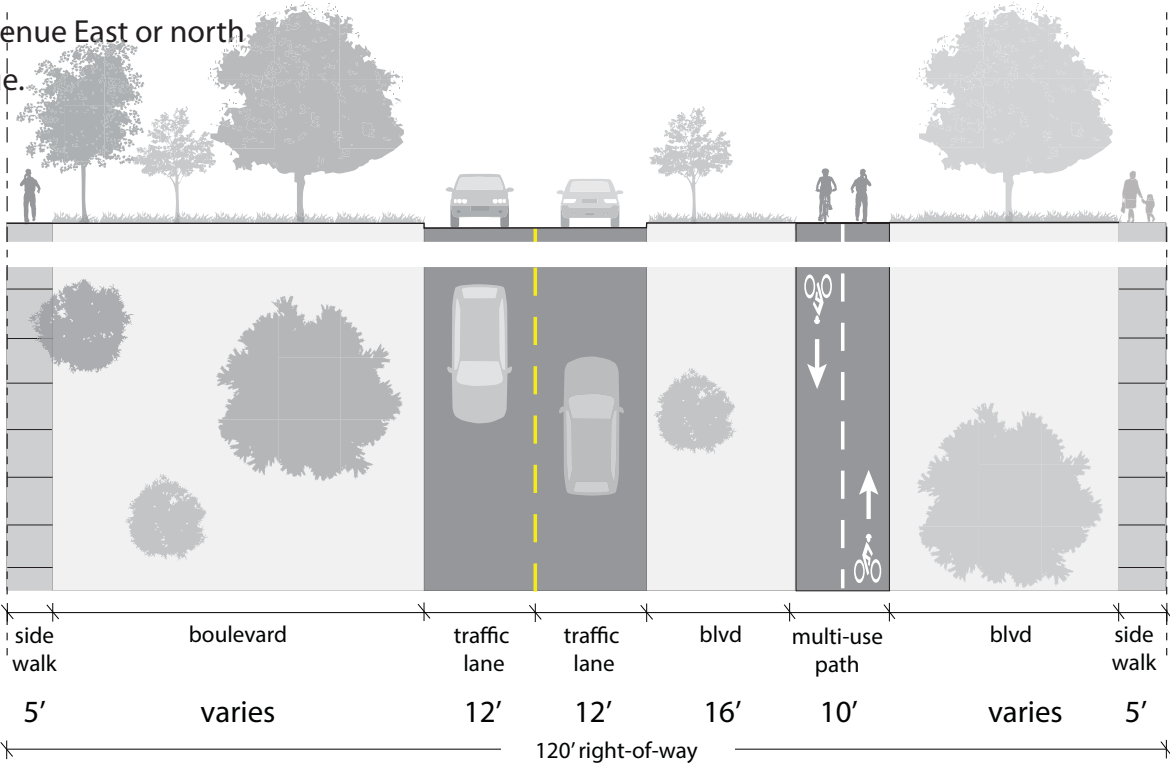
FIGURE 16.2

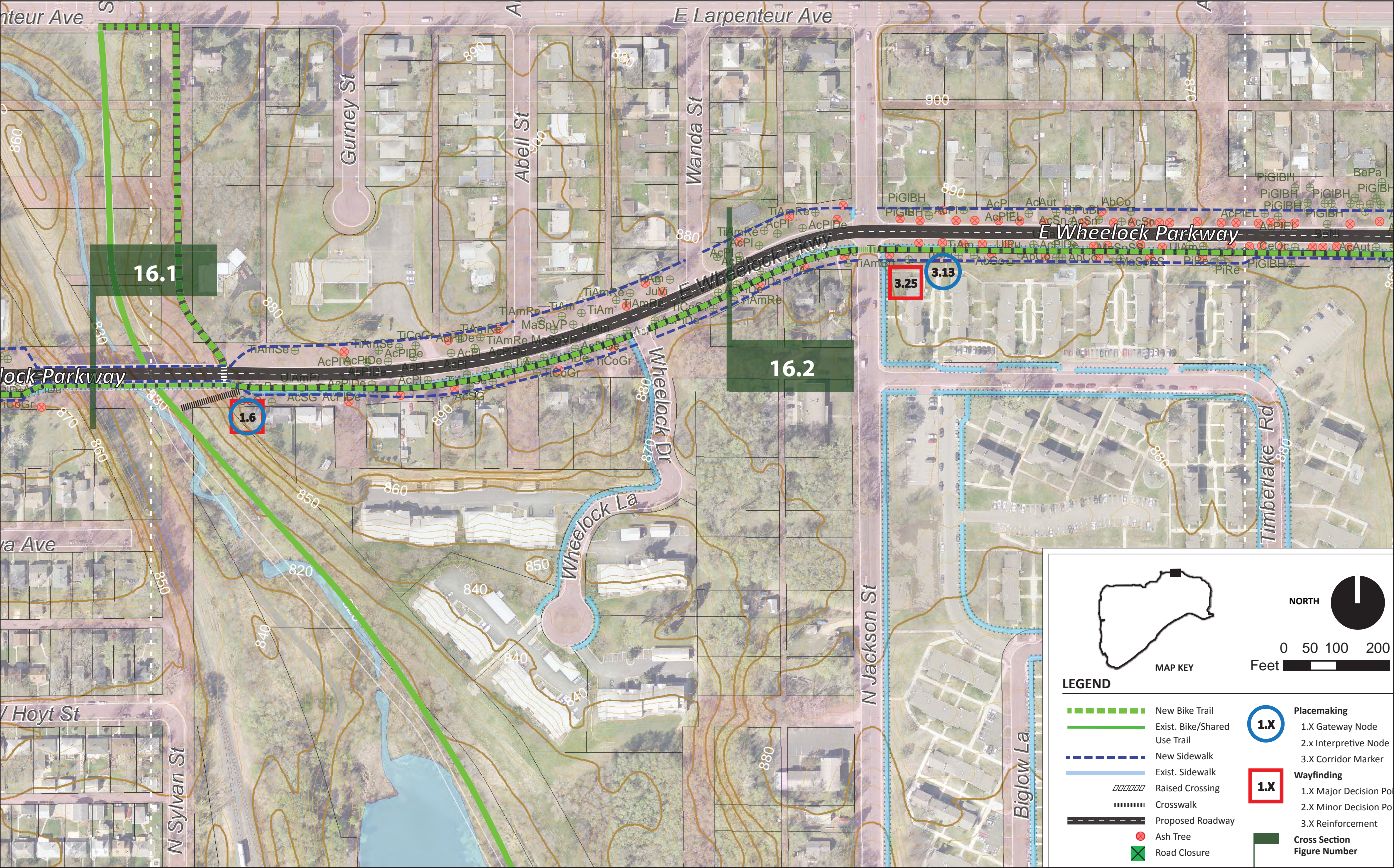
TROUT BROOK TRAIL BRIDGE TO I35E



WHELOCK PARKWAY

FIGURE 16.1 INTERIM TROUT BROOK TRAIL BRIDGE





MAP 16 - WHELOCK PARKWAY TROUT BROOK TRAIL TO I-35

MAP 17 - WHEELOCK PARKWAY I-35 TO GATEWAY TRAIL

EXISTING CONDITIONS

West Wheelock Parkway from North Jackson Street to the Gateway Trail is characterized as a formal corridor. The existing corridor includes a two lane roadway. On-street parking is generally permitted on one or both sides of this section. Very few on-street parking has been noted during the preparation of this plan. Sidewalks only exist along the south side of West Wheelock Parkway from North Rice Street to I35E. Wide, tree planted boulevards exist along Wheelock Parkway. The existing street lighting has not been updated to reflect the typical Saint Paul Lantern style lighting.

West / East Wheelock Parkway also crosses I35E on a new Bridge. The bridge was designed with only a sidewalk along the south side. However, travel lanes were designed extra wide and a future sidewalk could be placed along the north side without jeopardizing the functionality of the travel lanes. An agreement with the Minnesota Department of Transportation would need to be executed prior to this change.

West / East Wheelock Parkway from North Jackson Street to the Gateway Trail is a 30 foot roadway with a 120 foot parkway.

PROPOSED IMPROVEMENTS

Roadway & Corridor Improvements

West / East Wheelock Parkway improvements from North Jackson Street to the Gateway Trail includes reconstructing the roadway to 24 feet wide. Striping for this corridor will include two travel lanes. No on-street parking will be allowed. Lighting will be improved within this area to include the typical Saint Paul Lantern Style lights. Sidewalk is proposed to be added to the north side of the I35E bridge.

Wayfinding Improvements

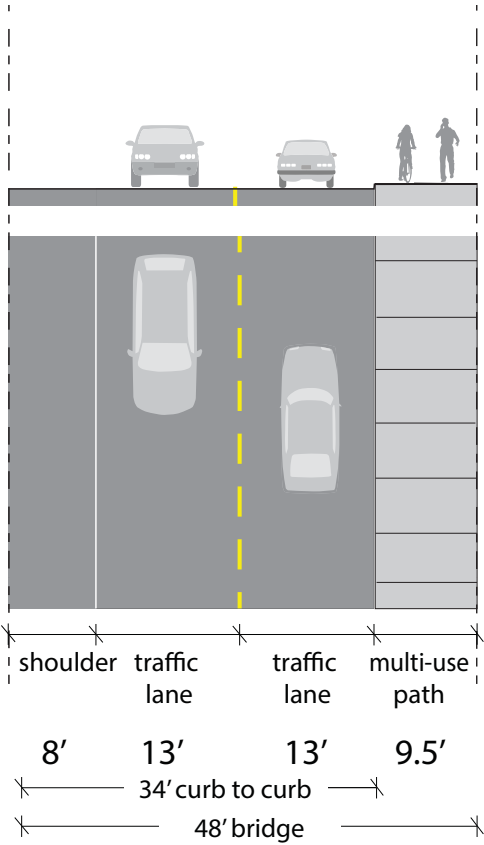
Corridor reinforcement and branding will be placed along Wheelock Parkway. Operational signage will be placed on the south east corner of West / East Wheelock Parkway and I-35E.

Trail & Sidewalk Improvements

Improvements include reconstructing and adding sidewalks and adding an off-road bike trail to the south side boulevard area. Sidewalks will be constructed as close to the parkway property lines as possible. The bike trail will be positioned between the roadway and south side sidewalk. The bike trail will be placed to allow adequate boulevard area for tree planting between both the sidewalk and bike trail and also between the bike trail and roadway. The bike trail will also have raised tabled crossing at North Edgemont Street.

Parkway Amenities and Public Art Improvements

A corridor marker (P.3.14 & P.3.15) will be placed at the southwest corner of West Wheelock Parkway and I-35E and one at the northeast corner of East Wheelock Parkway and I-35E.



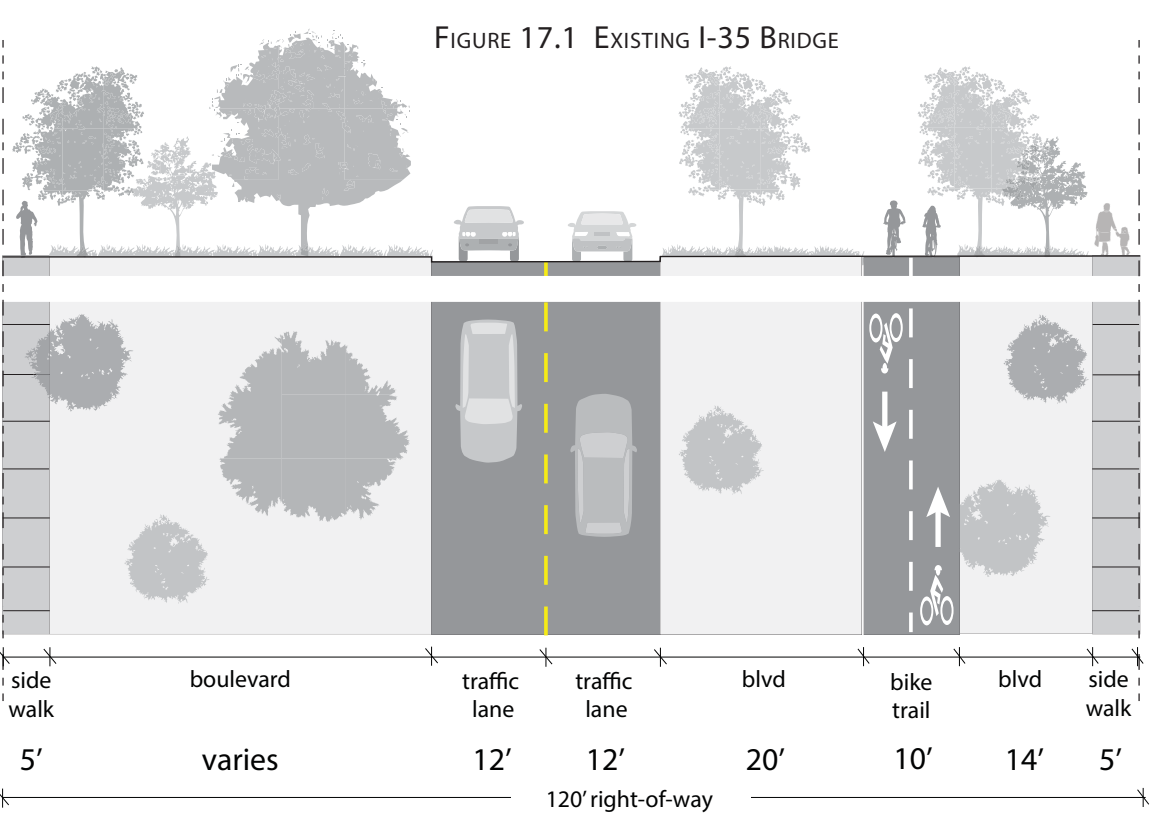
WHEELOCK PARKWAY

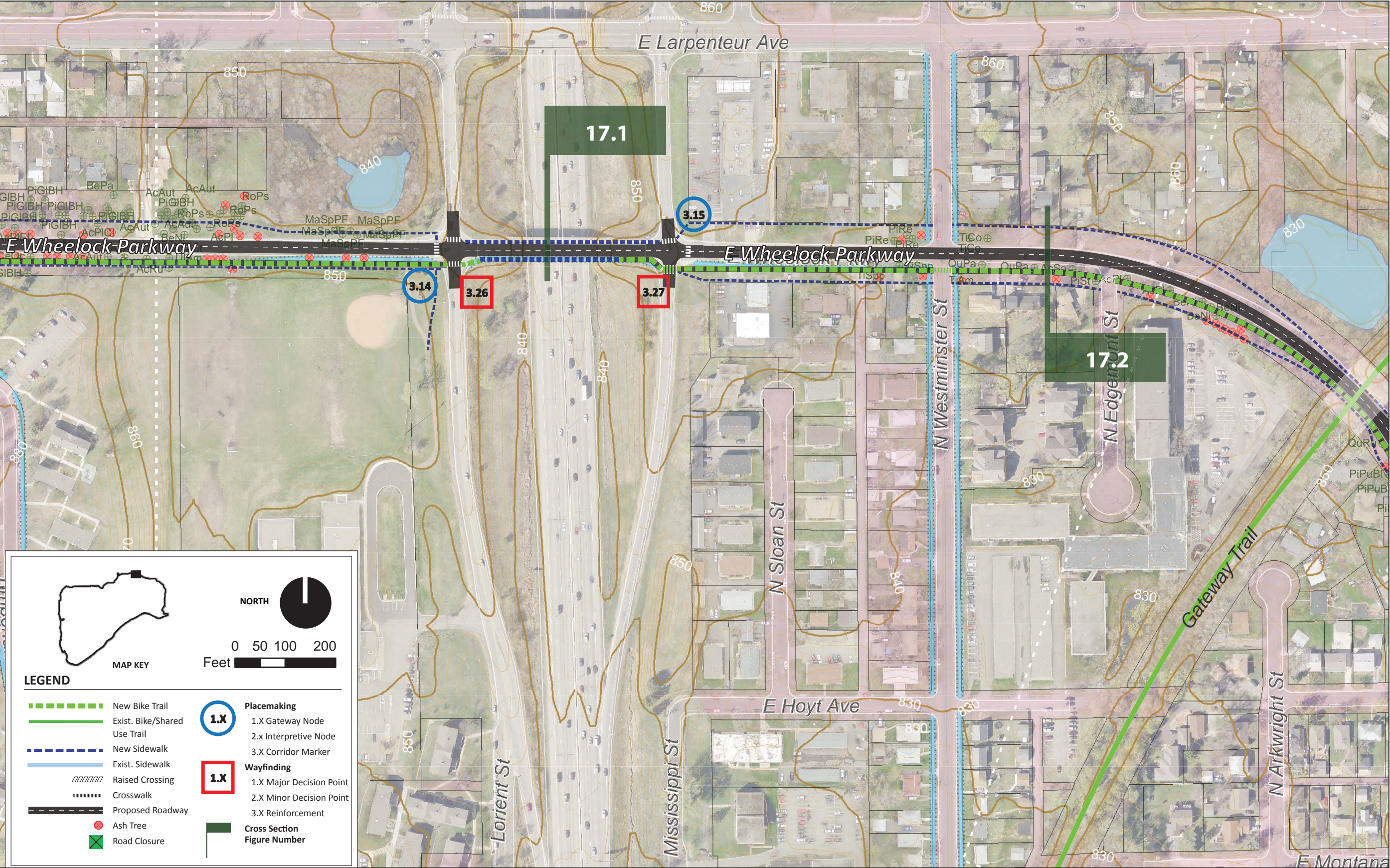
FIGURE 17.1 EXISTING I-35 BRIDGE

WHEELOCK PARKWAY

FIGURE 17.2 I-35 BRIDGE TO

GATEWAY TRAIL





MAP 17 - WHELOCK PARKWAY I-35 TO GATEWAY TRAIL

MAP 18 - WHEELLOCK PARKWAY

GATEWAY TRAIL TO EDGERTON STREET

EXISTING CONDITIONS

East Wheelock Parkway from the Gateway Trail to North Edgerton Street is characterized as a hybrid of a naturalistic corridor within the center median and formal corridor within the boulevards. The existing corridor includes a two lane roadway west of the Gateway Trail; east of the Gateway Trail the corridor has a wide landscaped median. On-street parking is prohibited from Gateway Trail to North Edgerton Street; very few on-street parking has been noted during the preparation of this plan. No sidewalks exist along East Wheelock Parkway from west of the Gateway Trail to just west of North Edgerton Street, where sidewalks exist on the south side for approximately seven homes. The existing street lighting has not been updated to reflect the typical Saint Paul Lantern style lighting. The Gateway State Trail is a Minnesota Department of Natural Resource State Trail and passes over East Wheelock Parkway on a previously used railroad bridge.

East Wheelock Parkway, east of the Gateway Trail separates into two one-way systems separated by a large median. The one-way roadways are 20 feet wide within a total 120 foot wide parkway.

PROPOSED IMPROVEMENTS

Roadway & Corridor Improvements

East Wheelock Parkway improvements east of the Gateway Trail Bridge will maintain the large median by reconstructing two one-way roadways. The roadways will typically be 16 foot wide roadways; areas will be designed to allow pull-off areas for emergency vehicles or disabled vehicles, these areas will be designed to 20 feet wide. Roadway closures for pedestrian and bicyclist safety are recommended at East Wheelock Parkway and Parkway Drive.

Wayfinding Improvements

Corridor reinforcement and branding will be placed along Wheelock Parkway. Mapping and Directional signage will be placed at the connection to the Gateway Trail. Operational signs will also be placed at the Gateway Trail intersection and also at the intersection of East Wheelock Parkway and North Edgerton Street.

Trail & Sidewalk Improvements

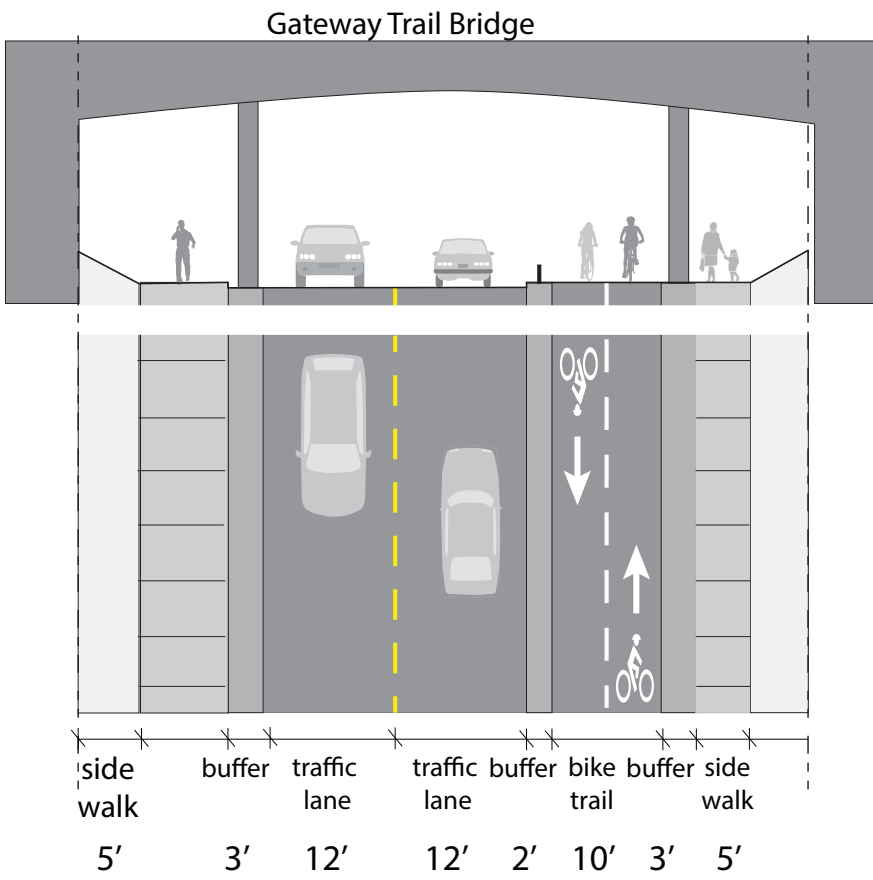
Improvements include reconstructing and adding sidewalks and adding a 10 foot off-road bike trail. The off-road bike trail will be located within the south boulevard area west of the Gateway Trail and within the median area east of the Gateway Trail. Sidewalks will be constructed as close to the parkway property lines as possible. A raised table crossing for the trail will be installed across the median opening between the Gateway Trail and North Edgerton Street.

An improved connection to the Gateway Trail is also planned along the northeasterly side of the Gateway Trail and East Wheelock Parkway.

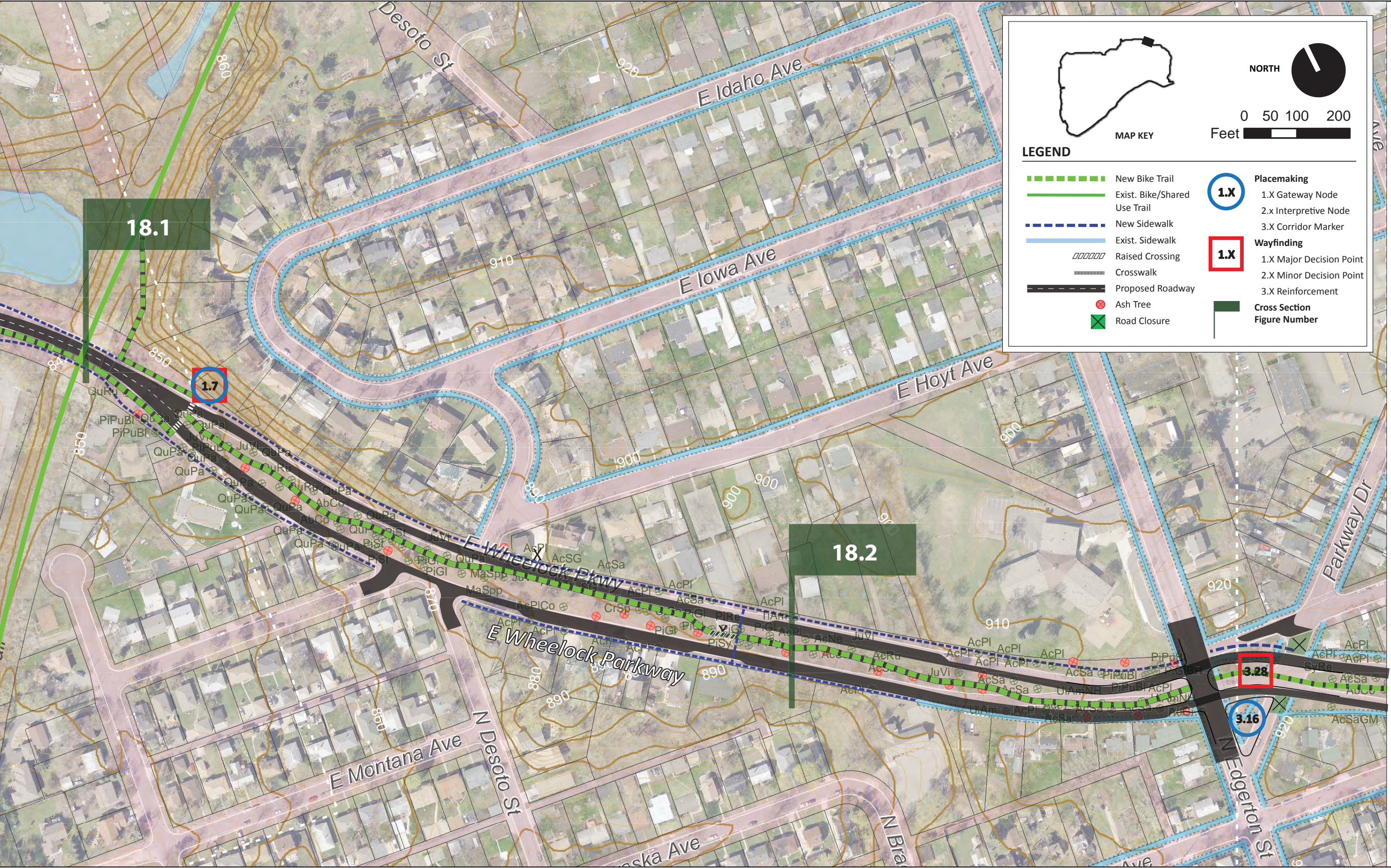
Parkway Amenities and Public Art Improvements

A Gateway Node (P.1.7) is programed for the northeast corner of East Wheelock Parkway and Gateway Trail. The Gateway Node will include a plaza with kiosk that will have interpretive and map panels, seating, bike repair station, and a potential public art component.

A corridor marker (P.3.16) and a drinking fountain will be placed at the intersection of East Wheelock Parkway and North Edgerton Street.



WHEELLOCK PARKWAY FIGURE 18.1 GATEWAY TRAIL BRIDGE



MAP 18 - WHELOCK PARKWAY GATEWAY TRAIL TO EDGERTON STREET

MAP 19 - WHEELLOCK PARKWAY PAYNE AVENUE TO ARCADE STREET

EXISTING CONDITIONS

East Wheelock Parkway from North Edgerton Street to North Arcade Street is characterized as a hybrid of a naturalistic corridor within the center median and formal corridor within the boulevards. The existing corridor includes a separated one-way system. On-street parking is generally permitted on both sides of the street with some exceptions between Greenbrier Street and Walsh Street as well as east of Weide Street. Very few on-street parking has been noted during the preparation of this plan. Sidewalks exist on both sides of the corridor from North Edgerton Street to North Arcade Street. The existing street lighting has not been updated to reflect the typical Saint Paul Lantern style lighting. East Wheelock Parkway one-way roadways are 20 feet wide within a 120 foot parkway. North Arcade Street is also US Highway 61.

PROPOSED IMPROVEMENTS

Roadway & Corridor Improvements

East Wheelock Parkway from North Edgerton Street to North Arcade Street will maintain the one-way system by reconstructing two one-way roadways. The roadways will typically be 16 foot wide roadways; areas will be designed to allow pull-off areas for emergency vehicles or disabled vehicles, these areas will be designed to 20 feet wide. The pull-off areas will need to be identified during final design of the roadway.

Roadway closures for the safety of the off-road bike trail are recommended through the median areas for East Wheelock Parkway and North Walsh Street, Walsh Street, and North Weide Street. Additional study for any road closure should be completed prior to final design. The intersection configuration at East Wheelock Parkway and North Arcade Street will require further study and any modifications will require discussions with the

Minnesota Department of Transportation.

Wayfinding Improvements

Corridor reinforcement, branding, and operational signs will be placed along East Wheelock Parkway.

Trail & Sidewalk Improvements

Improvements include adding a 10 foot off-road bike trail to the median area between North Edgerton Street and North Arcade Street. The reconstruction of sidewalks will need to be analyzed during the final design as some sidewalk panels have settled; the sidewalks will remain along the parkway property lines. The bike trail will also have raised tabled crossings at North Greenbrier St.

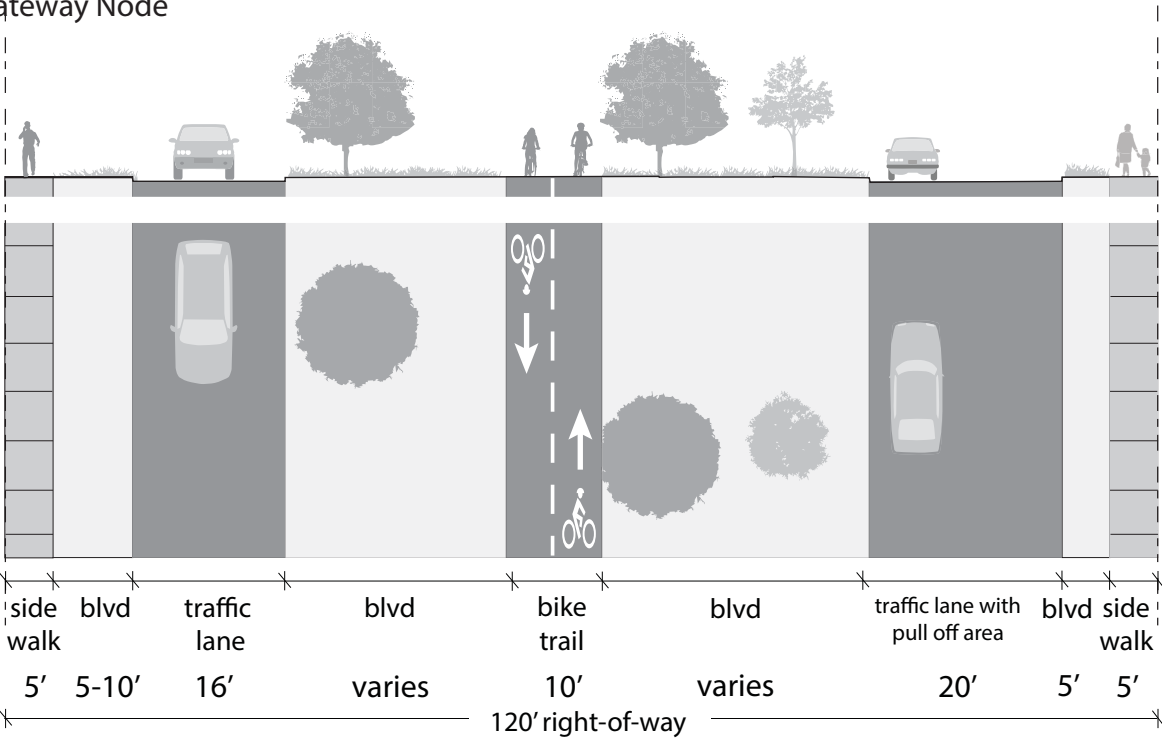
Parkway Amenities and Public Art Improvements

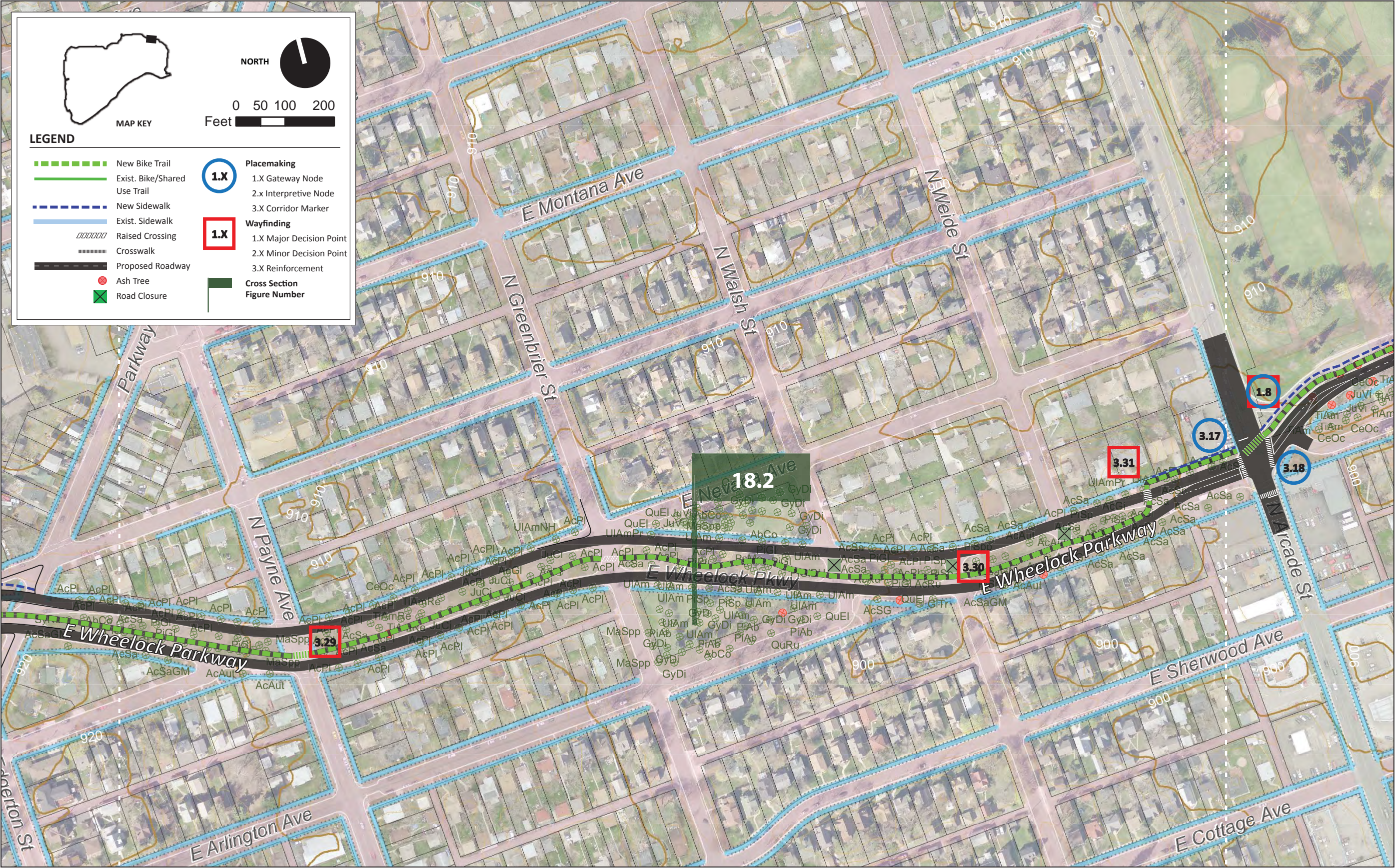
A Gateway Node (P.1.8) that serves as a welcome to Phalen Regional Park is programed for the northeast corner of East Wheelock Parkway and North Arcade Street. The Gateway Node

will include a plaza with kiosk that will have interpretive and map panels, seating, bike repair station, a potential drinking fountain, waste receptacles, and potential public art component. The node will take into account any Phalen Regional Park design standards and studies. This node can be constructed independently of any work on East Wheelock Parkway.

Due to the size of the intersection at East Wheelock Parkway and North Arcade Street corridor markers are programmed for both the northwest and southeast corners.

WHEELLOCK PARKWAY
FIGURE 18.2 I-35 GATEWAY TRAIL BRIDGE TO NORTH
ARCADE STREET





MAP 19 - WHELOCK PARKWAY PAYNE AVENUE TO ARCADE STREET

MAP 20 - WHEELLOCK PARKWAY

ARCADE STREET TO LAKE PHALEN

EXISTING CONDITIONS

East Wheelock Parkway from North Arcade Street to Phalen Drive is characterized as a naturalistic corridor. This area transects Phalen Regional Park with Phalen Golf Course on the north side and green open spaces and Phalen Recreation Center ballfields along the south side. The existing corridor includes a separated one-way system. No on-street parking is allowed through this area. The shoulders are identified with a white stripe. City staff has indicated the difficulties of maintaining median trees due to winter accidents. The existing street lighting, shoebox style lighting for the roadway, has not been updated to reflect the typical Saint Paul Lantern style lighting.

A substandard width multi-use trail exists within the south boulevard area and continues to Phalen Drive where it crosses East Wheelock Parkway and then winds northeasterly towards Lake Phalen. The trail intersects with a one-way bike trail and a pedestrian trail which both circumnavigate Lake Phalen.

East Wheelock Parkway one-way roadways are 22 feet wide.

PROPOSED IMPROVEMENTS

Roadway & Corridor Improvements

Expansion to the north or south is difficult due the proximity of Phalen Golf Course and the topography along the southerly boulevard area. The proposed improvements for East Wheelock Parkway from North Arcade Street to Phalen Drive includes reconstructing the roadway to a 24 foot wide roadway. This will also include separated off-road bike and pedestrian trails to be constructed on the north side between the proposed roadway and Phalen Golf Course. No on-street parking will be allowed. Lighting will be improved within this area to include the typical Saint Paul Lantern Style lights.

Wayfinding Improvements

Corridor reinforcement, branding, and operational signs will be placed along East Wheelock Parkway.

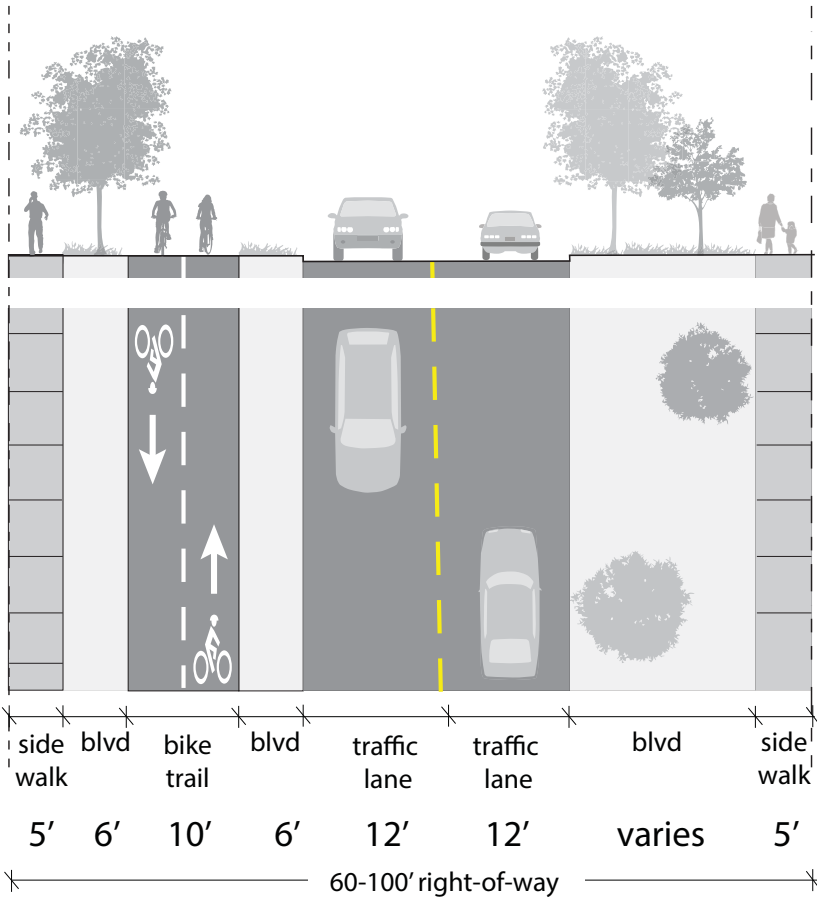
Trail & Sidewalk Improvements

Improvements include adding a 10 foot off-road bike trail to the northerly boulevard area along with a 5 foot wide sidewalk. The sidewalk along the southerly boulevard area will remain in place. The two boulevard areas between the proposed sidewalk and bike trail and roadway will have ample width to plant grass and trees.

A crosswalk is programmed to connect the two sidewalks at the entrance to Phalen Recreation Center.

WHEELLOCK PARKWAY

FIGURE 20.1 NORTH ARCADE STREET TO PHALEN DRIVE





MAP 20 - WHELOCK PARKWAY ARCADE STREET TO LAKE PHALEN

MAP 21 - WHEELOCK PARKWAY AT LAKE PHALEN

EXISTING CONDITIONS

East Wheelock Parkway from Phalen Drive to East Shore Drive is characterized as a naturalistic corridor. This area transects Phalen Regional Park with Lake Phalen on the north side and green open spaces along the south side. The corridor does become very narrow between East Ivy Avenue and Lake Phalen. The existing corridor includes a separated one-way system for the westerly half and on the easterly half two travel lanes. No on-street parking is allowed through this area. No sidewalks exist on the south side of the corridor. A pedestrian path along with a one-way bike trail exist between East Wheelock Parkway and Lake Phalen. The existing street lighting, shoebox style lighting for the roadway, has not been updated to reflect the typical Saint Paul Lantern style lighting.

A multi-use trail exists within the south boulevard area, west of Phalen Drive, at Phalen Drive the trail crosses East Wheelock Parkway and then winds northeasterly towards Lake Phalen. The trail intersects with a one-way bike trail and a pedestrian trail which both circumnavigate Lake Phalen.

East Wheelock Parkway one-way roadways are 22 feet wide and the two lane area is 37 feet wide.

PROPOSED IMPROVEMENTS

Roadway & Corridor Improvements

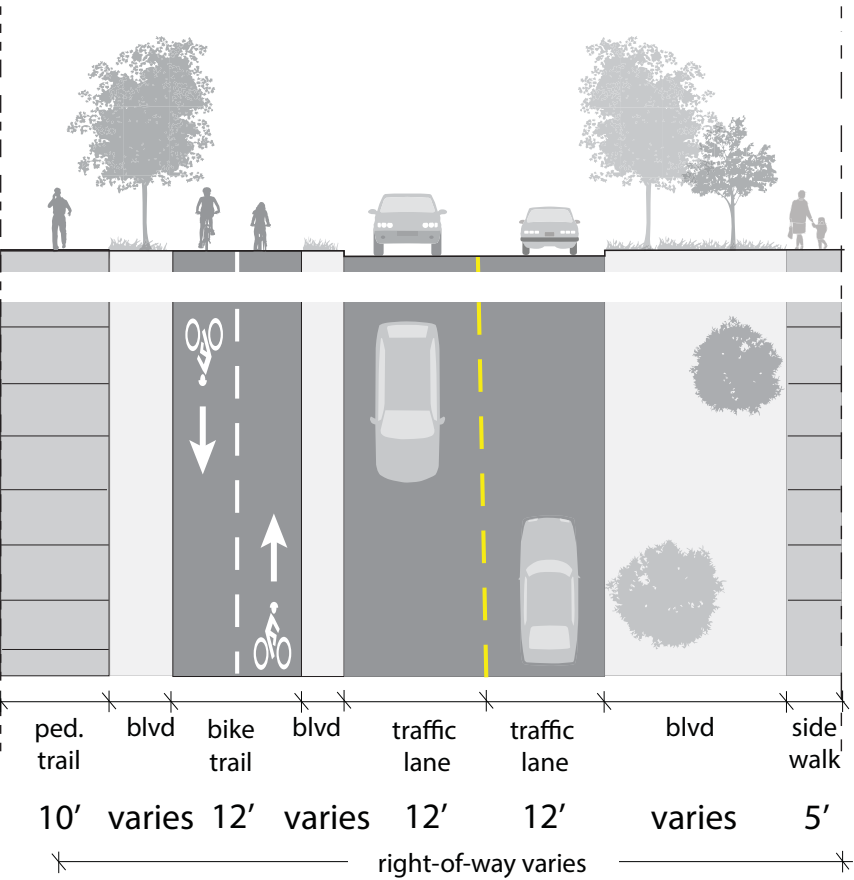
Expansion to the north or south is difficult due the proximity of trails on the west side of Lake Phalen and the limited parkway on the south side. The proposed roadway for East Wheelock Parkway from Phalen Drive to Johnson Parkway includes reconstructing the roadway to a 24 foot wide roadway. No on-street parking will be allowed. Lighting will be improved within this area to include the typical Saint Paul Lantern Style lights.

Wayfinding Improvements

Corridor reinforcement, branding, and operational signs will be placed along East Wheelock Parkway and also within Phalen Regional Park. Directional signs will be placed at East Wheelock Parkway and Phalen Drive and also within the park for destinations within and around Phalen Regional Park. Any signage proposed within Phalen Regional Park will require coordination with Phalen Regional Park sign standards.

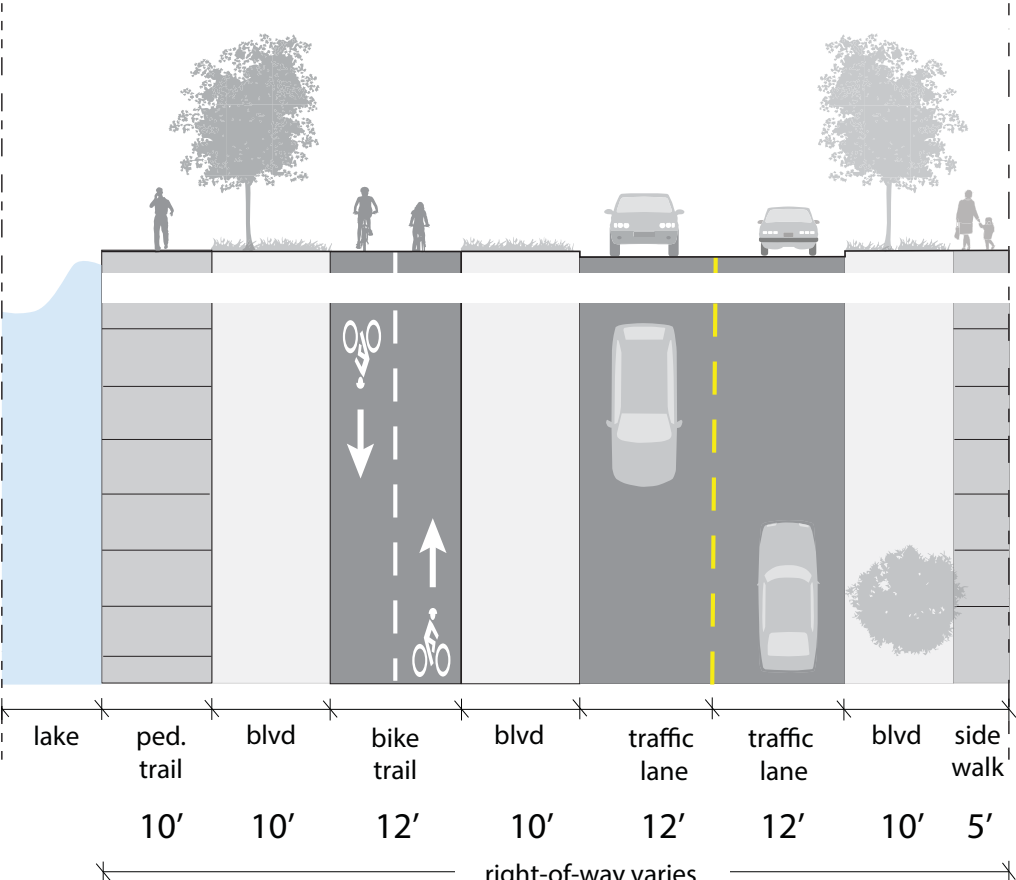
Trail & Sidewalk Improvements

Improvements include adding a 5 foot wide sidewalk to the south side of East Wheelock Parkway from Phalen Drive to East Maryland Avenue. The existing pedestrian trail and bike trail from Phalen Drive to East Shore Drive will be modified to 10 foot wide pedestrian trail and a 12 foot wide two-way bike trail. The remaining trail system around Lake Phalen requires additional study for the potential of future expansion. The two boulevard areas between the proposed pedestrian path and bike trail and roadway will have ample width to plant grass and trees.



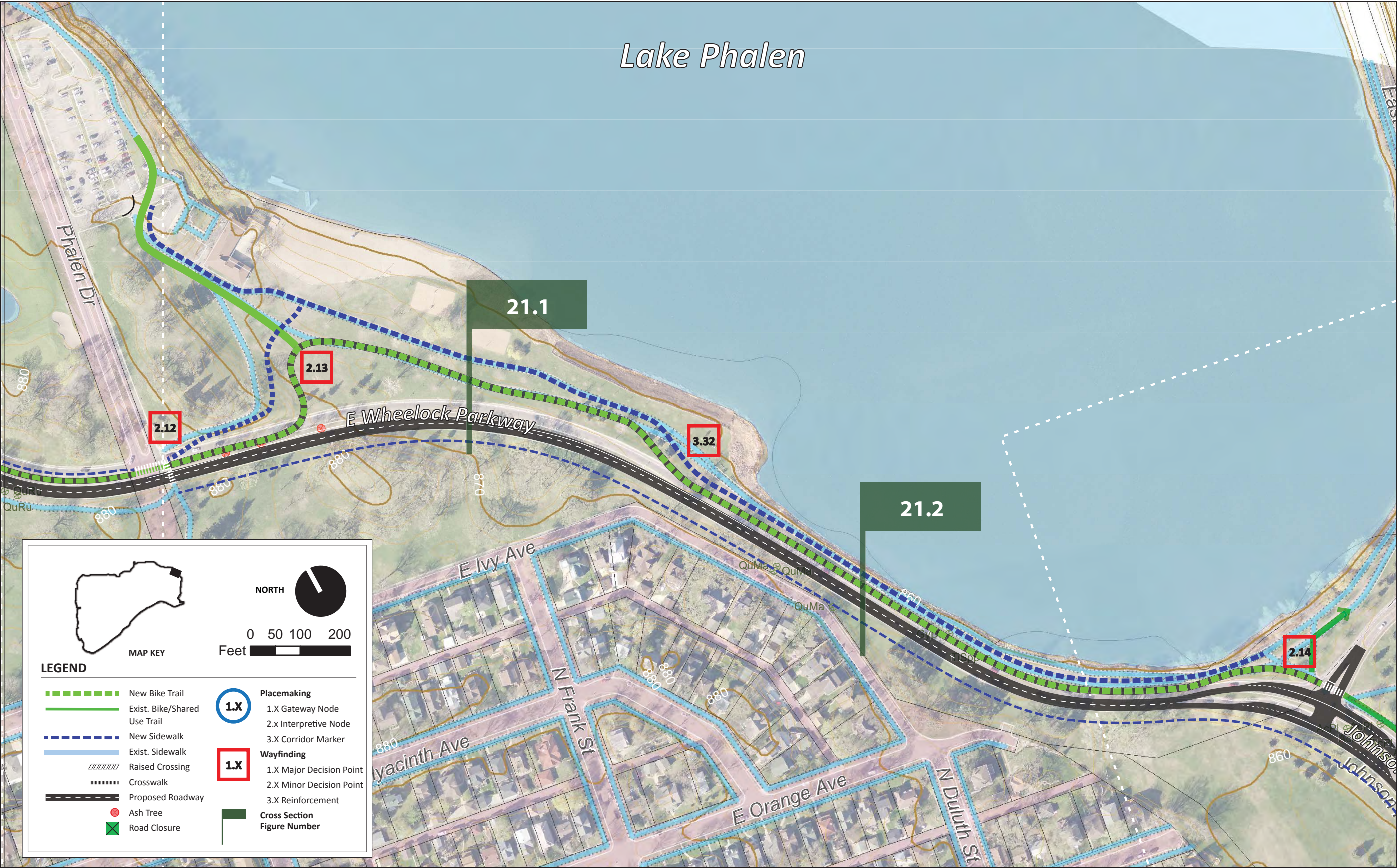
EAST WHEELOCK PARKWAY

FIGURE 21.1 PHALEN DRIVE TO APPROXIMATELY EAST IVY AVENUE



EAST WHEELOCK PARKWAY

FIGURE 21.2 SOUTHWEST SIDE OF LAKE PHALEN



MAP 21 - WHELOCK PARKWAY AT LAKE PHALEN

MAP 22 - WHEELOCK PARKWAY LAKE PHALEN TO PHALEN BOULEVARD

EXISTING CONDITIONS

The roadways of East Wheelock Parkway and Johnson Parkway north of East Maryland Avenue are separated one-ways with tree and grass planted medians; these roadway corridors are characterized as naturalistic corridors. Dedicated left and right turn lanes exist for traffic at both East Shore Drive and also at East Maryland Avenue. Southbound Johnson Parkway from East Shore Drive to East Maryland Avenue is a two lane roadway which reduces to a one lane roadway between East Maryland Avenue and Phalen Boulevard. Northbound Johnson Parkway from North Prosperity Avenue / Phalen Boulevard to East Maryland Avenue increases from a one lane to a two lane roadway. Shoulders are striped for both directions.

Sidewalks do not exist along the west side of this corridor. The Bruce Vento Trail intersects between East Shore Drive and East Maryland Avenue and provides a multi-use trail to Lake Phalen to the north and Johnson Parkway to the south. The existing street lighting, shoebox style lighting for the roadway, has not been updated to reflect the typical Saint Paul Lantern style lighting.

East Wheelock Parkway one-way roadways are 22 feet wide and the two lane area is 37 feet wide.

PROPOSED IMPROVEMENTS

Roadway & Corridor Improvements

To be consistent with the Grand Round the on-street shoulders should be removed to narrow the street as much as possible. The remaining roadway configuration requires further evaluation to consider any additional modifications. No on-street parking will continue. Lighting should be improved within this area to include the typical Saint Paul Lantern Style lights.

Wayfinding Improvements

Corridor reinforcement, branding, and operational signs will be placed along East Wheelock Parkway and Johnson Parkway. A directional sign will be placed at the southeast corner of Johnson Parkway and North Prosperity Avenue / Phalen Boulevard for Ames Lake Park.

Trail & Sidewalk Improvements

Improvements include adding a 5 foot wide sidewalk to the west side of East Wheelock Parkway and Johnson Drive to from Phalen Drive to Magnolia Lane. The multi-sue Bruce Vento Trail will remain as is.

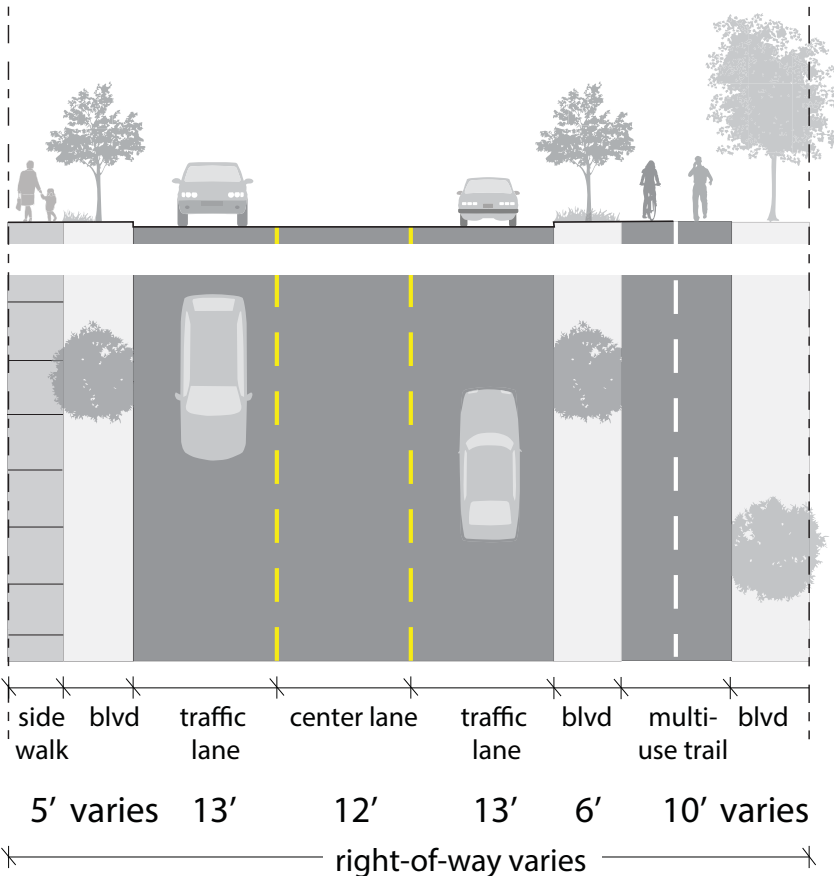
Parkway Amenities and Public Art Improvements

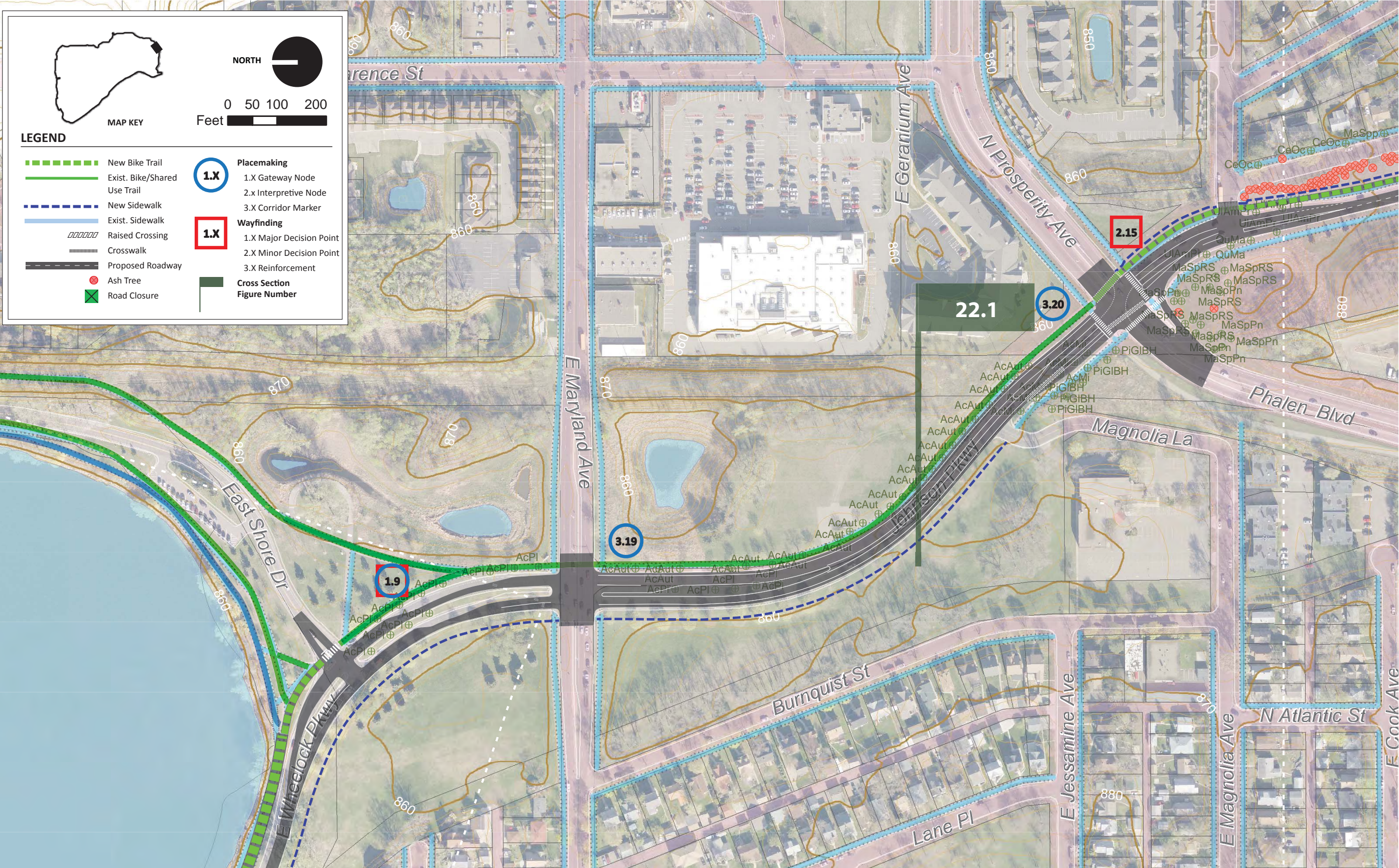
A Gateway Node (P.1.9) that will serve as a welcome to Phalen Regional Park is programed on the south side of Lake Phalen between East Shore Drive and East Maryland Avenue. The Gateway Node will include a plaza with kiosk that will have interpretive and map panels, seating, bike repair station, potential drinking fountain, waste receptacles, and public art. The node will take into account any Phalen Regional Park design standards and studies. This node can be constructed independently of any work on East Wheelock Parkway or Johnson Parkway.

Corridor markers (P.3.19 & P.3.20) are also programmed for southeast corner of Johnson Parkway and East Maryland Avenue and for the northeast corner of Johnson Parkway and North Prosperity Avenue / Phalen Boulevard.

WHEELOCK PARKWAY

FIGURE 22.1 EAST MARYLAND AVENUE TO PHALEN BOULEVARD





MAP 22 - JOHNSON PARKWAY LAKE PHALEN TO PHALEN BOULEVARD

MAP 23 - JOHNSON PARKWAY PHALEN BOULEVARD TO EAST 7TH STREET

EXISTING CONDITIONS

Johnson Parkway from Phalen Boulevard to East 7th Street is characterized as a hybrid of a designed corridor through the business district and a naturalistic corridor in the remaining area. The roadway is flanked on both sides by sidewalks; a wider sidewalk exists on the west side of the roadway. The parkway width through this area varies; most of the parkway is planted with grass and trees. No on-street parking is allowed through this area. The existing street lighting has been updated to reflect the typical Saint Paul Lantern style lighting.

Johnson Parkway from Phalen Boulevard to East 7th Street is an existing 38 foot wide roadway within a 180 foot parkway. The roadway is a two lane roadway with bike lanes striped on both sides. The parkway or right-of-way narrows to 60 feet wide from the Railroad Bridge to East 7th Street; the roadway in this area is 44 feet wide and is striped for two travel lanes, a center turn lane and bike lanes.

PROPOSED IMPROVEMENTS

Roadway & Corridor Improvements

Johnson Parkway improvements between Phalen Boulevard and East 7th Street include reconstructing the roadway to be 24 - 26 feet wide, with left turn lanes provided as needed at Ames Avenue, Case Avenue, and East 7th Street.

Wayfinding Improvements

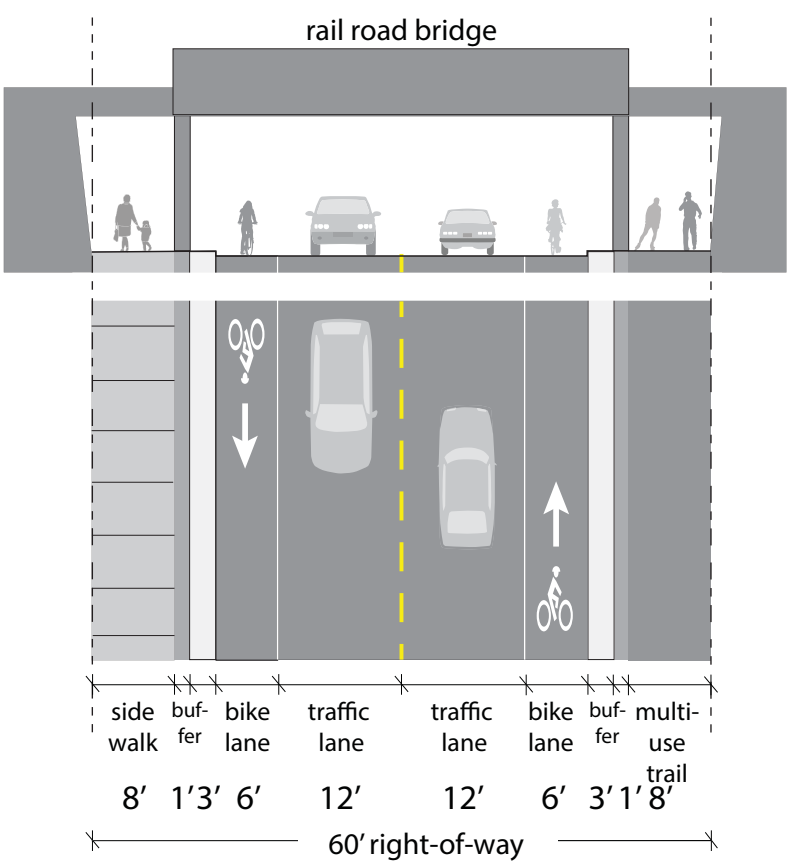
Corridor reinforcement, branding, and operational signs will be placed along Johnson Parkway.

Trail & Sidewalk Improvements

Improvements along the east side of Johnson Parkway from North Prosperity Avenue / Phalen Boulevard to the Railroad Bridge include reconstructing the existing sidewalk to a 10 foot

wide bike trail and a 5 foot wide sidewalk; this can be completed independently of any roadway reconstruction. Boulevard areas north of the railroad bridge will be ample sized to accommodate grass and tree plantings.

Improvements from the Railroad Bridge to East 7th Street include converting the sidewalk to a multi-use trail until the roadway is reconstructed. When the roadway is reconstructed bike trail and sidewalk improvements will include converting the multi-use trail to an off-road bike trail and sidewalk with smaller buffers between each facility. The crosswalk at Johnson Parkway and East Ames Avenue and the entrance to Hmong Village Shopping Center will

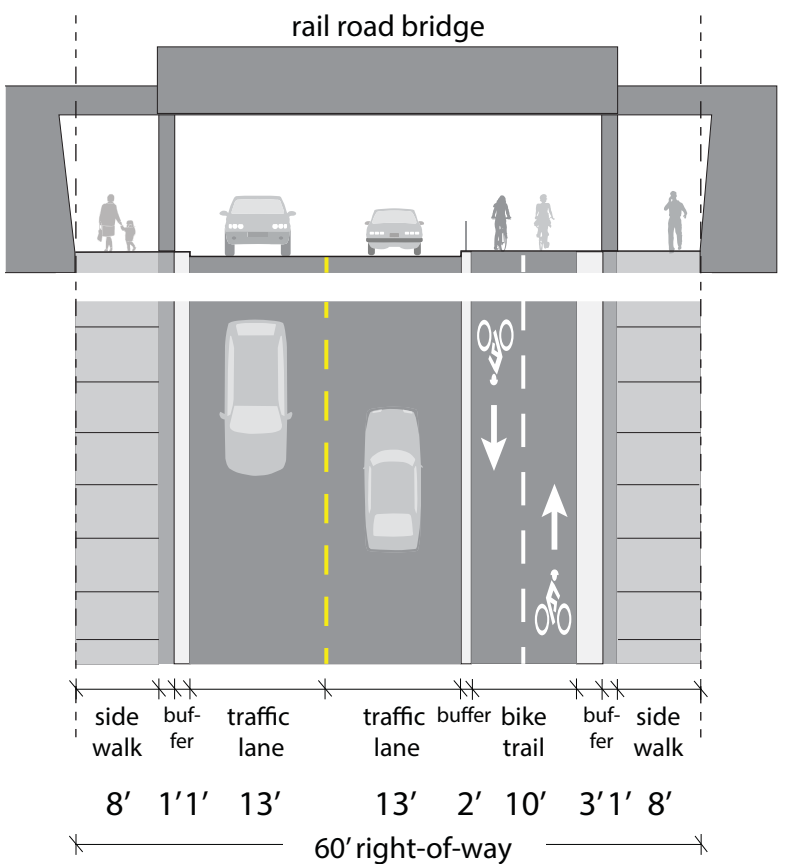


JOHNSON PARKWAY FIGURE 23.1 RAILROAD BRIDGE - MUTLI-USE TRAIL IMPROVEMENTS

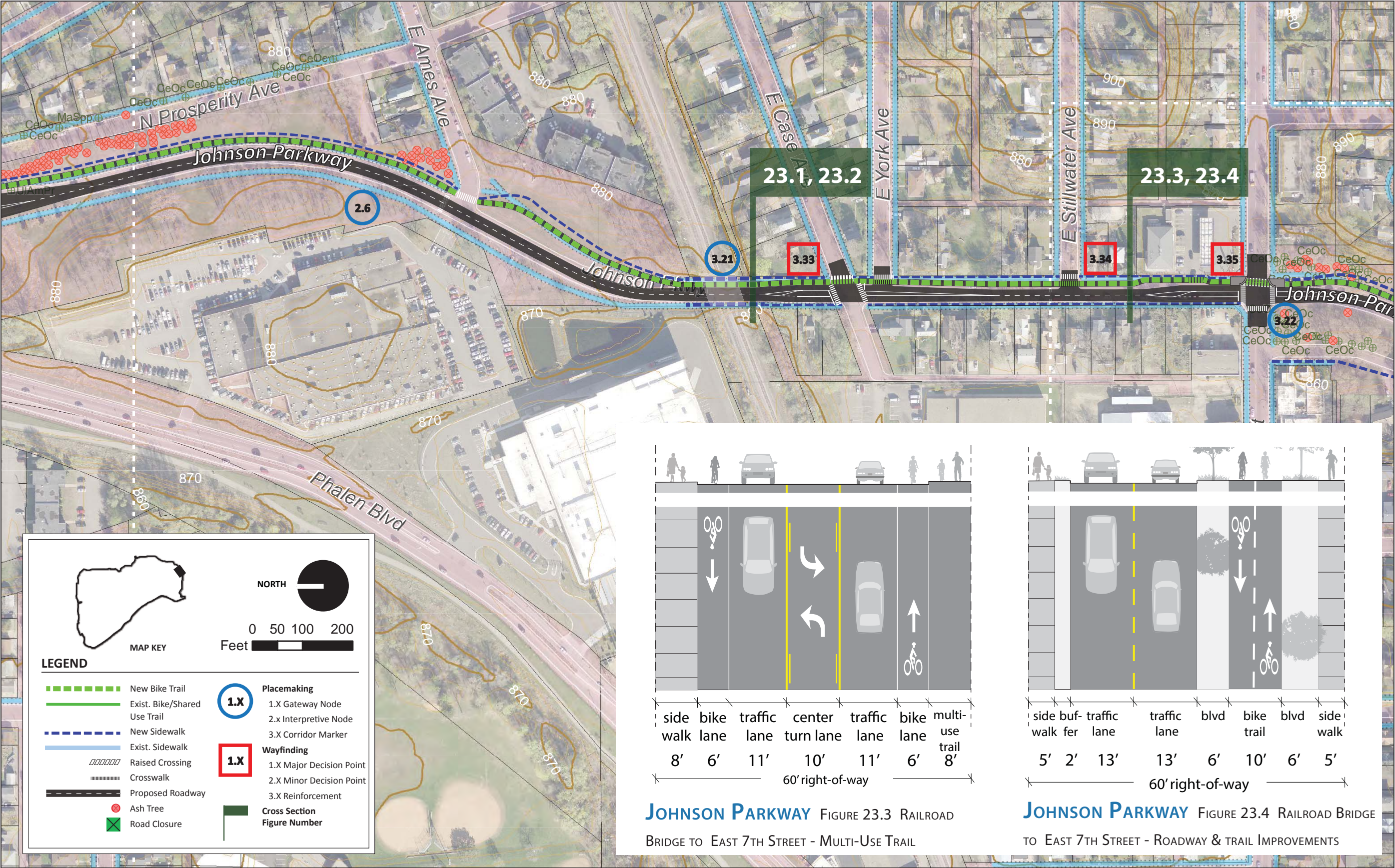
remain. Additional study of this intersection maybe required due to the high use into and out of the Hmong Village Shopping Center.

Parkway Amenities and Public Art Improvements

An interpretive node (P.2.6) that might include picnic amenities, bike racks, and public art could be placed on the west side of Johnson Parkway. This will provide both Grand Round and Hmong Village Shopping Center users a place to stop and shop and enjoy refreshments in a park setting. An opportunity for public art (P.3.21) also exists below the railroad bridge. Corridor markers (P.3.22 & P.3.23) are programed for the southwest and northeast corners of Johnson Parkway and East 7th Street.



JOHNSON PARKWAY FIGURE 23.2 RAILROAD BRIDGE - ROADWAY & TRAIL IMPROVEMENTS



MAP 24 - JOHNSON PARKWAY EAST 7TH STREET TO MARGARET STREET

EXISTING CONDITIONS

Johnson Parkway from East 7th Street to East Margaret Street is characterized as a hybrid of a naturalistic corridor within the medians and formal corridor within the boulevard along the frontage roads. A sidewalks does exist along the east side of Johnson Parkway from East 7th Street to Bush Avenue; they do not exist along the rest of the corridor. The roadway is typically flanked on both sides by wide medians and frontage roads, with the exception from East 7th Street to Bush Avenue where the frontage road only exists on the west side. No on-street parking is along the mainline of Johnson Parkway; parking is allowed along the frontage roads. The existing street lighting has not been updated to reflect the typical Saint Paul Lantern style lighting.

Johnson Parkway, mainline, from East 7th Street to East Margaret Street is an existing 38 foot wide roadway within a 180 foot parkway. The roadway is a two lane roadway with bike lanes striped on both sides.

PROPOSED IMPROVEMENTS

Roadway & Corridor Improvements

Johnson Parkway improvements between East 7th Street and Margaret Street include reconstructing the roadway to be 24 - 26 feet wide.

Wayfinding Improvements

Corridor reinforcement, branding, and operational signs will be placed along Johnson Parkway. Directional signage is programmed for Johnson Parkway and East Margaret Street for destinations along East Margaret Street Bike Boulevard.

Trail & Sidewalk Improvements

Improvements along Johnson Parkway can be completed in different stages and they are:

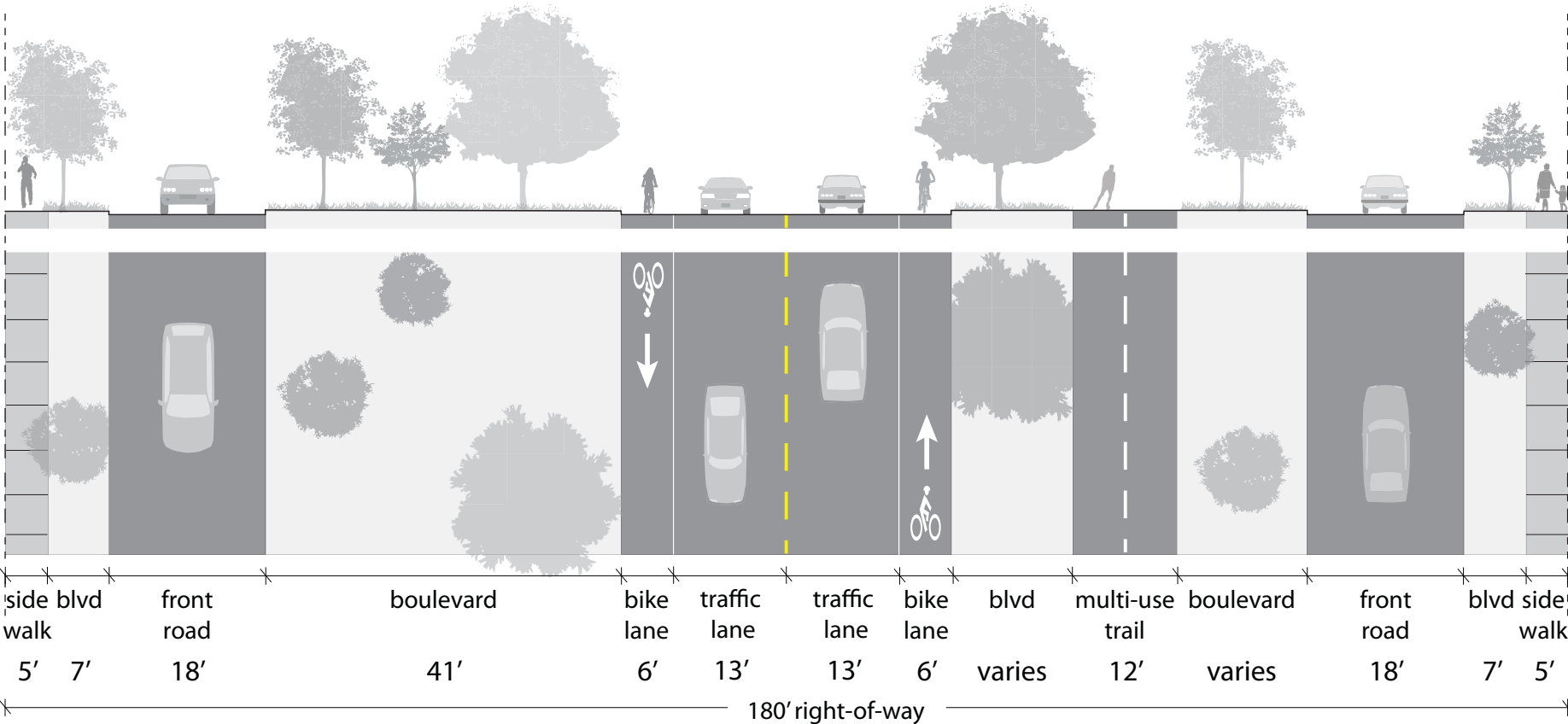
Trail Improvements will provide a 12 foot wide multi-use trail along the east side of Johnson Parkway from East 7th Street to East Margaret Street. Roadway closures for the safety of pedestrians and bicyclists are recommended for East Ross Avenue, East Bush Avenue, East Reaney Avenue, and East Margaret Street. However, it is recommended that a study of any road closure be completed prior to final design of the trail improvements.

5 foot wide sidewalks can be added along the outer side of the frontage roads. When sidewalks are added, consideration should

be given to converting the shared use trail to bicycle only use.

Parkway Amenities and Public Art Improvements

Corridor markers (P.3.24 & P.3.25) are programed for the southeast and northwest corners of Johnson Parkway and East Minnehaha Avenue.



JOHNSON PARKWAY FIGURE 24.1 EAST 7TH STREET TO WAKEFIELD AVENUE - INTERIM TRAIL IMPROVEMENTS



MAP 24 - JOHNSON PARKWAY EAST 7TH STREET TO MARGARET STREET

Map 25 - JOHNSON PARKWAY MARGARET STREET TO EUCLID STREET

EXISTING CONDITIONS

Johnson Parkway from East Margaret Street to East Euclid Street is characterized as a hybrid of a naturalistic corridor within the medians and formal corridor within the boulevard along the frontage roads. Sidewalks do not exist along the corridor. The roadway is flanked on both sides by wide medians and frontage roads. No on-street parking is along the mainline of Johnson Parkway; parking is allowed along the frontage roads. The existing street lighting has not been updated to reflect the typical Saint Paul Lantern style lighting.

Johnson Parkway, mainline, from East Margaret Street to East Euclid Street is an existing 38 foot wide roadway within a 180 foot parkway. The roadway is a two lane roadway with bike lanes striped on both sides.

PROPOSED IMPROVEMENTS

Roadway & Corridor Improvements

Johnson Parkway improvements between Margaret Street and Euclid Street include reconstruction of the roadway to be 24 - 26 feet wide.

Wayfinding Improvements

Corridor reinforcement, branding, and operational signs will be placed along Johnson Parkway.

Trail & Sidewalk Improvements

Improvements along Johnson Parkway can be completed in different stages and they are:

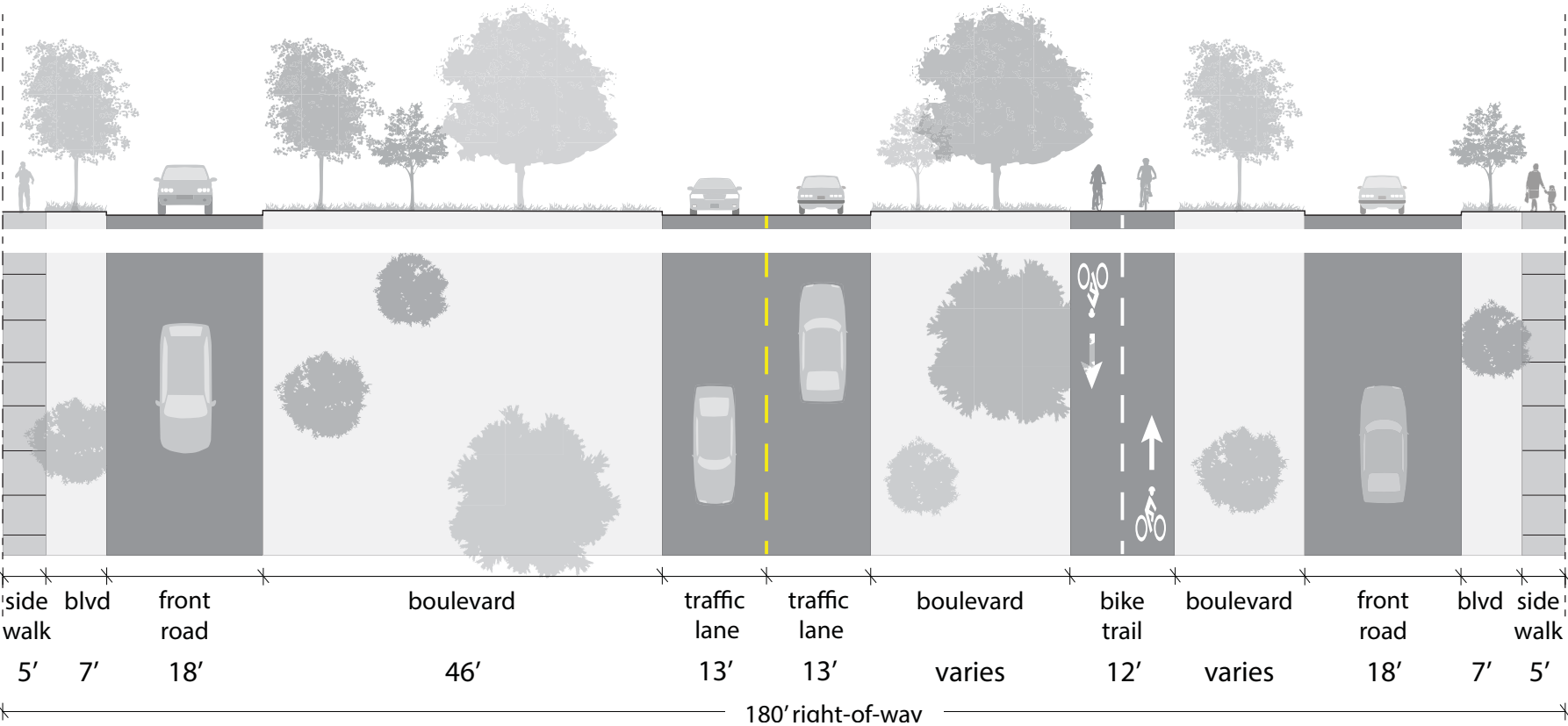
Trail Improvements will provide a 12 foot wide multi-use trail along the east side of Johnson Parkway from East Margaret Street to East Euclid Street. Roadway closures for the safety of pedestrians and bicyclists are recommended for East 5th Street, East Fremont

Avenue, East Conway Street. However, it is recommended that a study of any road closure be completed prior to final design of the trail improvements.

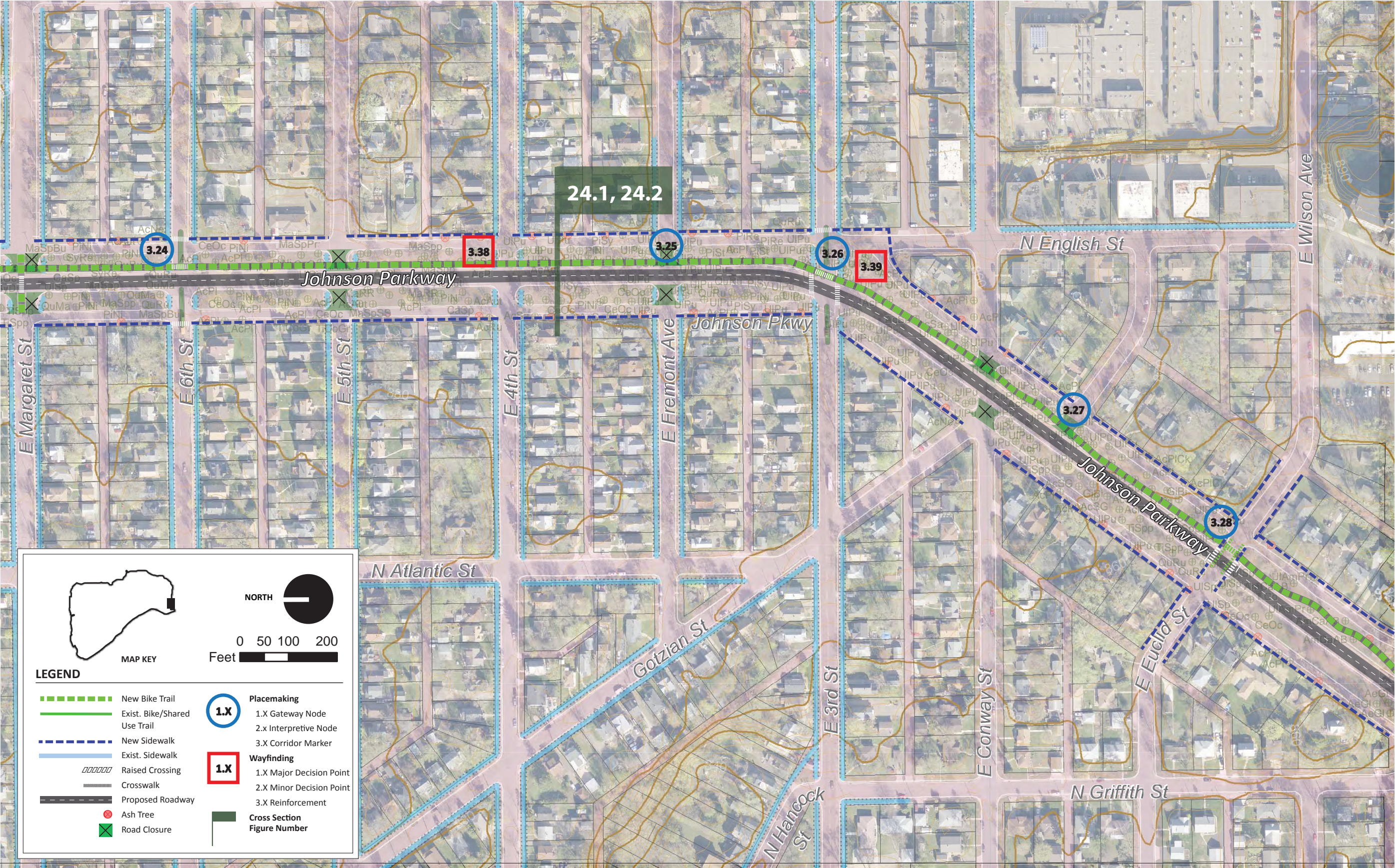
5 foot wide sidewalks will be added along the outer side of the frontage roads. When sidewalks are added, consideration should be given to converting the shared use trail to bicycle only use.

Parkway Amenities and Public Art Improvements

A corridor marker is programed for the northeast corner of Johnson Parkway and East 6th Street, the southeast and northwest corners of Johnson Parkway and East 3rd Street, and the northeast corner of Johnson Parkway and East Wilson Avenue. The intersections of Johnson Parkway and East 6th Street, and East Fremont Avenue and Euclid Street are intersections recommended to be closed, thereby allowing additional parkland for parkway amenities and public art.



JOHNSON PARKWAY FIGURE 24.2 EAST 7TH STREET TO WAKEFEILD AVENUE - ROAD IMPROVEMENTS



Map 25 - JOHNSON PARKWAY MARGARET STREET TO EUCLID STREET

MAP 26 - JOHNSON PARKWAY EUCLID STREET TO BURNS STREET

EXISTING CONDITIONS

Johnson Parkway from East Euclid Street to East Burns Street is characterized as a hybrid of a naturalistic corridor within the medians and formal corridor within the boulevard along the frontage roads. Sidewalks only exist on both sides of Johnson Parkway, below the I94 Bridge, between Wakefield Avenue and Hudson Road. Johnson Parkway on both sides of the I94 Bridge is flanked on both sides by wide medians and frontage roads. No on-street parking is along the mainline of Johnson Parkway; parking is allowed along the frontage roads. The existing street lighting has not been updated to reflect the typical Saint Paul Lantern style lighting.

Johnson Parkway, mainline, from East Euclid Street to East Burns Street is an existing 38 foot wide roadway within a 180 foot parkway. The roadway is a two lane roadway with bike lanes striped on both sides.

PROPOSED IMPROVEMENTS

Roadway & Corridor Improvements

Johnson Parkway improvements between Margaret Street and Euclid Street include reconstruction of the roadway to be 24 - 26 feet wide.

Wayfinding Improvements

Corridor reinforcement, branding, and operational signs will be placed along Johnson Parkway.

Trail & Sidewalk Improvements

Improvements along Johnson Parkway can be completed in different stages and they are:

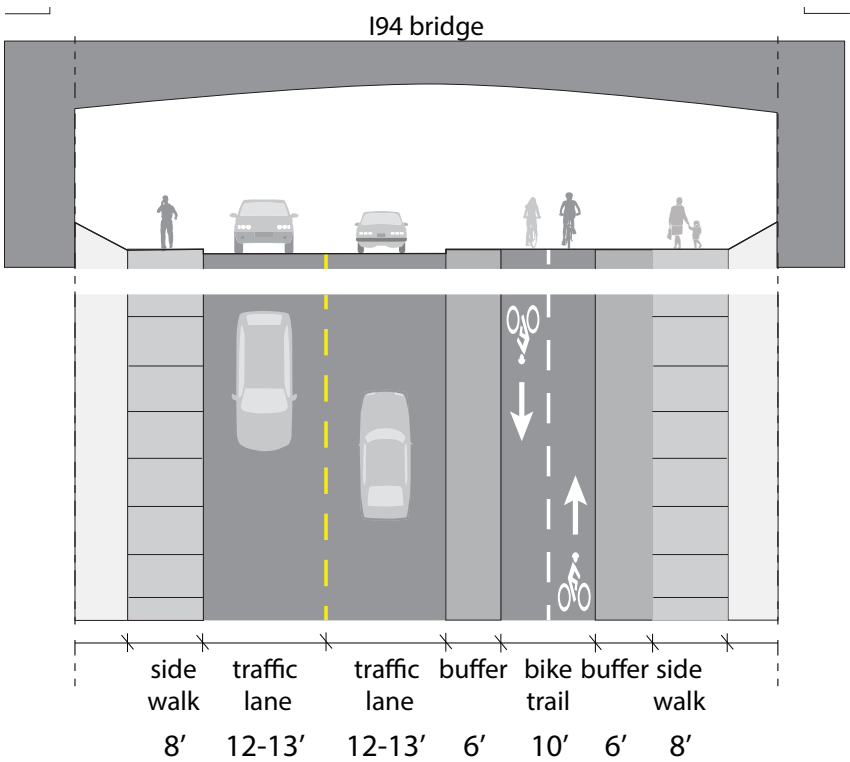
Trail Improvements will provide a 12 foot wide multi-use trail along the east side of Johnson Parkway from East Euclid Street to East

Burns Street. Roadway closure for the safety of pedestrians and bicyclists is recommended for Wakefield Avenue. However, it is recommended that a study of any road closure be completed prior to final design of the trail improvements.

5 foot wide sidewalks can be added along the outer side of the frontage roads, to be completed at any time. When sidewalks are added, consideration should be given to converting the shared use trail to bicycle only use.

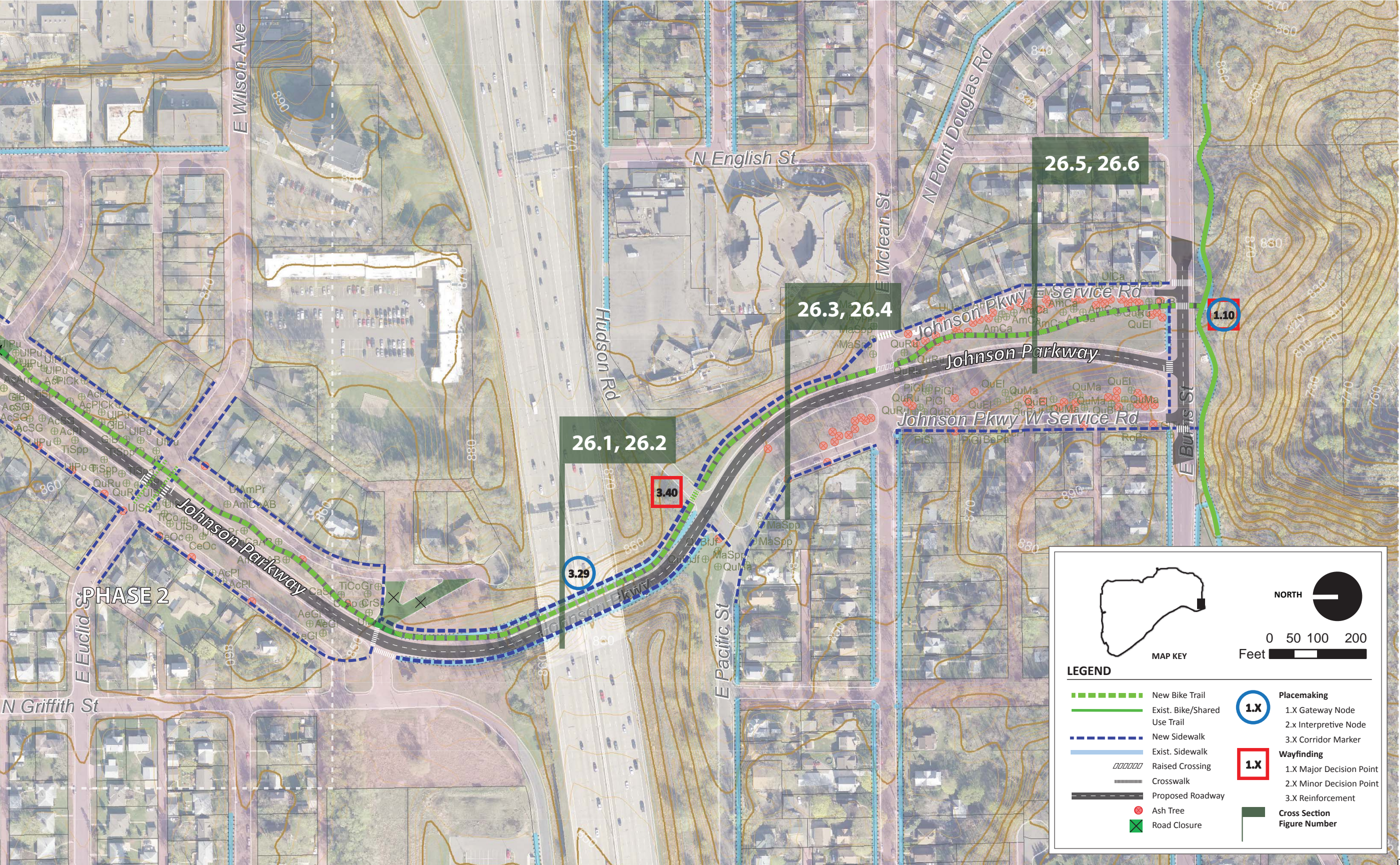
Parkway Amenities and Public Art Improvements

The areas below the I-94 Bridge provides an opportunity for public art (P.3.30). A Gateway Node (P.1.10) that will serve as a welcome to Indian Mounds Regional Park is programed for the south side of Johnson Parkway and East Burns Street. There is an existing Kiosk located within this area, coordination as to the repositioning of this kiosk will need to occur. The completed Gateway Node will include a plaza with kiosk that will have interpretive and map panels, seating, bike repair station, potential drinking fountain, waste receptacles, and public art and a corridor marker. The corridor marker will be placed on the northwest corner of Johnson Parkway and East Burns Street. This node can be constructed independently of any other work.



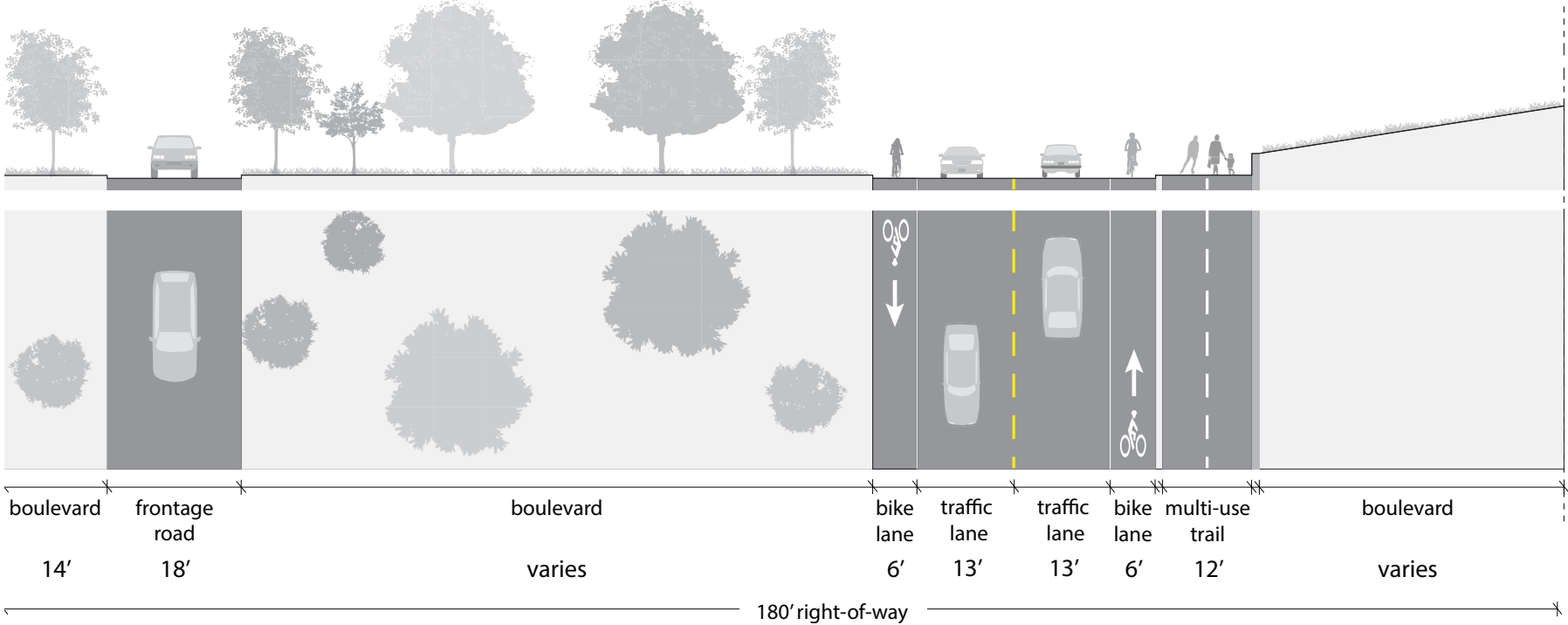
JOHNSON PARKWAY

FIGURE 26.1 I-94 BRIDGE - ROADWAY IMPROVEMENTS

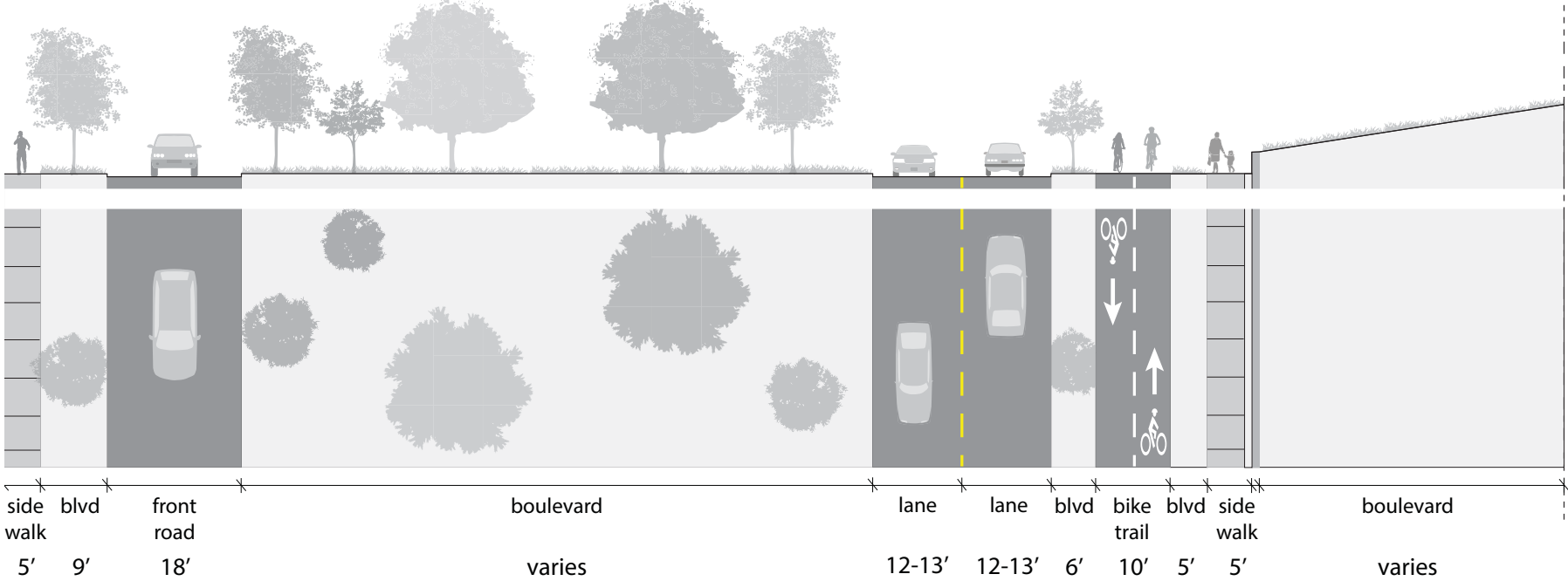


MAP 26 - JOHNSON PARKWAY EUCLID STREET TO BURNS STREET

MAP 26 - JOHNSON PARKWAY EUCLID STREET TO BURNS STREET

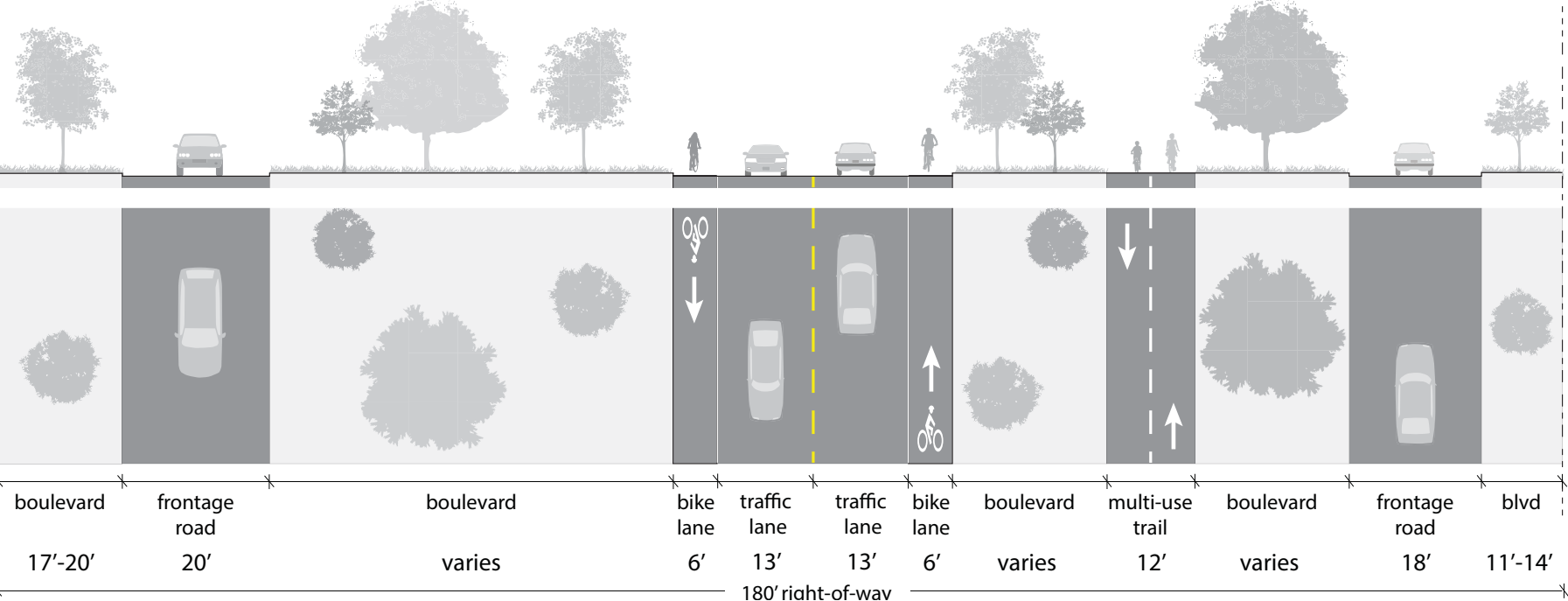


JOHNSON PARKWAY FIGURE 26.3 HUDSON ROAD TO EAST MCLEAN STREET - INTERIM TRAIL IMPROVEMENTS

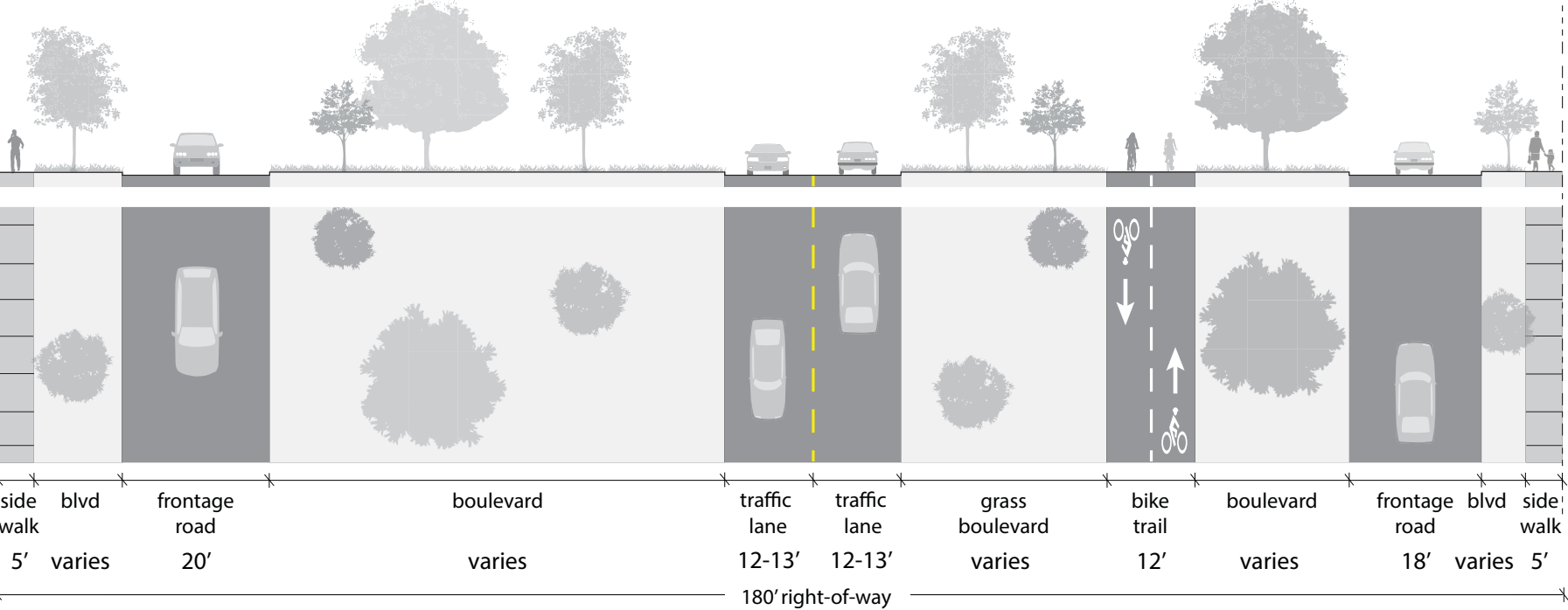


JOHNSON PARKWAY FIGURE 26.3 HUDSON ROAD TO EAST MCLEAN STREET - ROADWAY IMPROVEMENTS

MAP 26 - JOHNSON PARKWAY EUCLID STREET TO BURNS STREET



JOHNSON PARKWAY FIGURE 26.5 EAST MCLEAN STREET TO EAST BURNS AVENUE - INTERIM TRAIL IMPROVEMENTS



JOHNSON PARKWAY FIGURE 26.6 EAST MCLEAN STREET TO EAST BURNS AVENUE- ROADWAY IMPROVEMENTS

PLACEMAKING & WAYFINDING MATRIX

Line No.	Key	Shown on Map	Location	Placement	Type	Placemaking												Wayfinding					Comments
						P.1	P.1	P.1	P.1, P.2, P.3	P.1 & P.2	P.1	P.3	P.1	P.1	P.1	P.1	W.1	W.1		W.2	W.3	W.3	
						Stone wall / columns	Plaza	Interpretive Panel (s)	Art	Landscaping	Lighting	Corridor Monument	Seating	Drinking Fountain	Waste / Recycling Receptacle	Bike Repair Station	Other	Map Panel	Blade signs (see note)	Directional	Reinforcement ("Trail Blazing")	Operational	
1	P.1.1	1	Mississippi River Blvd & N Pelham Blvd	South side of MRB	Gateway Node	X	X	X	X		X		X		X	X							Two major corridors - Pelham and MRB; place corridor monument on NE corner
2	W.1.1	1	Mississippi River Blvd & N Pelham Blvd	NE Corner or south side of MRB	Major Decision Point												X	North: Grand Round East / South: Grand Round West: Mississippi River Boulevard					destinations on MRB / north on GR
3	W.3.1	1	N Pelham Blvd & Otis Ave	NE corner	Directional														X				destination to Marshal Ave via Otis
4	P.2.1	2	N Pelham Blvd & w St Anthony Ave	NW Corner	Interpretive Node			X	X														public art with historic interpretive (ox cart path)
5	P.3.1	2	N Pelham Blvd & W St Anthony Ave	2 or 4 corners of bridge	Art / Corridor Marker				X														At time of bridge replacement opportunity to announce Grand Round to freeway below. Add art to railings, lighting, form liners, etc
6	P.3.2	3	N Pelham Blvd & Myrtle Ave	SE Corner	Corridor Marker						X												For Pelham Boulevard
7	W.3.2	3	N Pelham & Myrtle Ave	SE corner	Reinforcement															X			route turns
8	W.3.3	3	Myrtle Ave & Raymond Ave	SW Corner	Reinforcement															X			route turns
9	P.3.3	3	Myrtle Ave & Raymond Ave	SE Corner	Corridor Marker						X												For Raymond Avenue
10	W.3.4	3	Raymond Ave & W University Ave	SE & NE Corner	Reinforcement															X			Univeristy Ave and Grand Round
11	W.3.5	3	Raymond Ave & Ellis Ave	SE & NW Corner	Reinforcement															X			Roadway curve
12	W.3.6	4	Raymond Ave & Hampden Ave	NE corner	Reinforcement															X			route turns
13	P.2.2	4	Raymond Ave & Bayless St	West side between Bayless and Robbins	Interpretive Node			X	X														South St. Anthony Park, Hampden Park
14	P.3.4	4	Raymond Ave & Long Ave	SE Corner	Corridor Marker						x												For Raymond Avenue
15	W.3.7	4	Raymond Ave & Manvel St	SW Corner	Reinforcement															X			route turns
16	W.2.1	4	Raymond Ave & Robbins St	NW Corner	Minor Decision Point														x				destinations west on Robbins to Univeristy Transitway
17	W.2.2	5	Raymond Ave & Energy Park Dr	SE & NW corner	Minor Decision Point														x				destinations on Energy Park Drive to University Transitway

PLACEMAKING & WAYFINDING MATRIX

Line No.	Key	Shown on Map	Location	Placement	Type	Placemaking													Wayfinding					Comments	
						P.1	P.1	P.1	P.1, P.2, P.3	P.1 & P.2	P.1	P.3	P.1	P.1	P.1	P.1	P.1	P.1	W.1	W.1		W.2	W.3		W.3
						Stone wall / columns	Plaza	Interpretive Panel (s)	Art	Landscaping	Lighting	Corridor Monument	Seating	Drinking Fountain	Waste / Recycling Receptacle	Bike Repair Station	Other	Map Panel	Blade signs (see note)	Directional	Trail Reinforcement ("Trail Blazing")	Operational			
18	P.3.5	5	Raymond Ave & transitway and rail underpass	below transitway and railroad bridge	Art / Corridor Marker				X																light based art installation under bridges
19	W.2.3	5	Raymond Ave & Blake Ave	NW corner & E side	Minor Decision Point														X						destination to Langford Park & St Anthony Middle School
20	W.3.8	5	Raymond Ave & W Standish St	NE Corner	Reinforcement																X				
21	W.3.9	5	Raymond Ave & Atty St	SW Corner	Reinforcement																X				
22	W.2.4	5	Raymond Ave & Langford Pk	NW corner & E side	Minor Decision Point														X						destination to Langford Park & St Anthony Middle School
23	P.1.2	6	Raymond Ave & Como Ave	NE corner	Gateway Node	X		X	X	X		x	X	X			X	X							Integrate public art in major wayfindings, kiosks, ect for destinations on Como, Cleveland, and Raymond
24	W.1.2	6	Raymond Ave & Como Ave	NE Corner	Major Decision Point												X	North: UofMN East: Grand Round South: Retail / Restruants West: Grand Round					X		
25	W.3.10	6	Como Ave & Gibbs Ave	NW & SE Corner	Reinforcement																X				
26	W.3.11	6	Como Ave & Fifield St	NW & SE Corner	Reinforcement																X				
27	W.2.5	6	Como Ave & Inter Campus Transit Way	NE corner	Minor Decision Point														x						destinations on Inter Campus Transitway
28	W.3.12	7	Como Ave & Canfield St	NW Corner	Reinforcement																X				
29	W.3.13	7	Como Ave & N Catlin St	SE Corner	Reinforcement																X				
30	P.3.6	7 & 8	Como Ave at State Fairgrounds	along Fairground boulevard	Art / Corridor Marker				X																Public art interpretive opportunities and plantings along north boulevard area - improve aesthetics of corridor
31	P.3.7	8	Como Ave & N Snelling Ave	NW Corner	Minor Decision Point														X						destination to State Fair
32	P.3.8	8	Como Ave & N Snelling Ave	under bridge	Art / Corridor Marker				X																light based art under bridge
33	P.3.9	8	Como Ave & N Snelling Ave	in easterly Median	Corridor Marker							X													
34	W.2.6	8	Como Ave & N Arona St	NW Corner	Minor Decision Point														X						destinations to Tilden Park and Hmong College Preparatory College

PLACEMAKING & WAYFINDING MATRIX

Line No.	Key	Shown on Map	Location	Placement	Type	Placemaking												Wayfinding					Comments
						P.1	P.1	P.1	P.1, P.2, P.3	P.1 & P.2	P.1	P.3	P.1	P.1	P.1	P.1	P.1	W.1	W.1	W.2	W.3	W.3	
						Stone wall / columns	Plaza	Interpretive Panel (s)	Art	Landscaping	Lighting	Corridor Monument	Seating	Drinking Fountain	Waste / Recycling Receptacle	Bike Repair Station	Other	Map Panel	Blade signs (see note)	Directional	Reinforcement ("Trail Blazing")	Operational	
35	W.3.14	8	Como Ave & N Pascal St	NE Corner	Reinforcement																X		
36	W.3.15	9	Como Ave & N Hamline Ave	NW Corner	Operational																	X	
37	P.1.3	9	Como Ave & N Hamline Ave	NE corner	Gateway Node	X	X	X	X		X	X	X	X		X							gateway entry to Como Park - public art sculpture, themes regarding Como Park history
38	W.1.3	9	Como Ave & N Hamline Ave	NE Corner	Major Decision Point													X	North: Como Park Zoo East: Como Park / Grand Round West: Grand Round				destinations on existing trolly trail, Hamline as north / south major bikeway
39	W.3.16	9	Horton Ave & north/south trail	north side	Reinforcement																X		
40	W.3.17	9	Horton Ave & W Midway Pkwy	NE corner	Reinforcement																X		
41	W.3.18	10	Horton Ave & N Lexington Ave	west of intersection	Operational																	X	
42	W.2.7	10	Horton Ave & N Lexington Ave	NW corner	Minor Decision Point															X			Wayfinding to destinations in each direction, conservatory, zoo, lake, pavilion, pool, rest rooms, water, and Lexington bikeway destinations to south and
43	P.1.4	10	Como Lake	trail intersection south of pavilion	Gateway Node			X															interpretive panel of Grand Round and Como Park - combine with Como Park Wayfinding and Placemaking
44	W.1.4	10	Como Lake	trail intersection south of pavilion	Reinforcement													X				X	map panel of Grand Round and Como Park and destinations
45	W.3.19	10	Como Lake	West Side	Reinforcement																X		
46	W.3.20 & 21	11	SW side Como Lake	at trail seperation	Reinforcement																X	X	trail seperates for pedestrians and bikes
47	P.1.5	11	Como Blvd /W Maryland Ave/W Wheelock Pkwy / N Victoria St / E Como Blvd	west side of intersection	Gateway Node	X	X	X	X		X	X	X										interpretive panels for Grand Round and Como Park , public art (fountain?)
48	W.1.5	11	Como Blvd /W Maryland Ave/W Wheelock Pkwy / N		Major Decision Point													X	North: North Lake Loop East: Grand Round South: Downtown West: Como Park / Grand Round				Como Lake loop, Como Ave South, Lexington Ave (north) connection and Grand Round
49	W.2.8	12	W Wheelock Pkwy & N Grotto St	SW Corner	Minor Decision Point															X			destinations to Como Senior High School
50	W.2.9	12	W Wheelock Pkwy & N St Albans St	SW Corner	Minor Decision Point															X			destinations to Northdale Rec Center

Line No.	Key	Shown on Map	Location	Placement	Type	Placemaking												Wayfinding					Comments
						P.1	P.1	P.1	P.1, P.2, P.3	P.1 & P.2	P.1	P.3	P.1	P.1	P.1	P.1	W.1	W.1		W.2	W.3	W.3	
						Stone wall / columns	Plaza	Interpretive Panel (s)	Art	Landscaping	Lighting	Corridor Monument	Seating	Drinking Fountain	Waste / Recycling Receptacle	Bike Repair Station	Other	Map Panel	Blade signs (see note)	Directional	Reinforcement ("Trail Blazing")	Operational	
51	W.2.10	12	W Wheelock Ave & N Dale St	SW Corner	Minor Decision Point														X			destinatins to Marydale Park	
52	P.3.10	12	W Wheelock Ave & N Dale St	SE corner	Corridor Marker						X												
53	W.3.22	13	W Wheelock Pkwy & N Mackubin St	SE Corner	Reinforcement															X			
54	P.2.3	13	W Wheelock Pkwy & east of N Arundel St	south side of W Wheelock between Arndel St and W	Interpretive Node			X	X			X										overlook view of Mississippi River Gorge Edge	
55	W.2.11	13	W Wheelock Pkwy & N Western Ave	SE corner	Minor Decision Point														X			destinations to Washington Technology Magnet School	
56	P.3.11	13	W Wheelock Pkwy & W Arlington Ave	S Corner	Corridor Marker						X												
57	P.2.4	14	W Wheelock Pkwy & Horseshoe Bend Overlook	southeast side	Interpretive Node			X	X			X										potential mini trailhead and public art, possible interpretive panel on history	
58	W.3.23	14	W Wheelock Pkwy & Horshoe Bend Overlook	southeast side	Reinforcement															X			
59	W.3.24	15	W Wheelock Pkwy & N Rice St	SE corner	Operational																X		
60	P.3.12	15	W Wheelock Pkwy & N Rice St	SE Corner	Corridor Marker						X												
61	P.1.6	16	W Wheelock Pkwy & Troutbrook Trail	SE corner of Bridge	Gateway Node			X	X													Long term - access to Trout Brook Trail and Trout Brook Natural Area, landscape art down to Trout Brook Trail to Larpenter Avenue (form liners for retaining wall ??)	
62	W.1.6	16	W Wheelock Pkwy & Troutbrook Trail	SE corner of Bridge	Major Decision Point												North: Trout Brook Trail East: Lake Phalen via Grand Round West: Lake Como via Grand Round		X			Short Term - Directional sign to Trout Brook via stairway Long Term - access to Trout Brook Trail and Trout Brook Natural Area	
63	W.3.25	16	W Wheelock Pkwy & N Jackson St	SE Corner	Operational																X		
64	P.3.13	16	W Wheelock Pkwy & N Jackson St	NW Corner	Corridor Marker						X												
65	P.3.14	17	W Wheelock Pkwy & I35E	SW Corner	Corridor Marker						X												
66	W.3.26	17	W Wheelock Pkwy & I35E	SW Corner	Operational																X		

PLACEMAKING & WAYFINDING MATRIX

Line No.	Key	Shown on Map	Location	Placement	Type	Placemaking												Wayfinding					Comments	
						P.1	P.1	P.1	P.1, P.2, P.3	P.1 & P.2	P.1	P.3	P.1	P.1	P.1	P.1	P.1	W.1	W.1		W.2	W.3		W.3
						Stone wall / columns	Plaza	Interpretive Panel (s)	Art	Landscaping	Lighting	Corridor Monument	Seating	Drinking Fountain	Waste / Recycling Receptacle	Bike Repair Station	Other	Map Panel	Blade signs (see note)		Directional	Reinforcement ("Trail Blazing")		Operational
68	P.3.15	17	Wheelock Pkwy & I35E	NE Corner	Corridor Marker							X												
69	P.1.7	18	E Wheelock Pkwy & Gateway Trail	East of Gateway Bridge	Gateway Node	X	X	X	X		X	X	X											Gateway connection - art (lighting) under bridge, mini seating area, landscaping
70	W.1.7	18	E Wheelock Pkwy & Gateway Trail	East of Gateway Bridge	Major Decision Point												X	North: Gateway Trail East: Lake Phalen via Grand Round West: Como Lake via Grand Round					X	
71	W.3.28	18	E Wheelock Pkwy & N Edgerton St	in median	Operational																		X	
72	P.3.16	18	E Wheelock Pkwy & N Edgerton St	SE Corner & in median	Corridor Marker				X			X												area within median for art
73	W.3.29	19	E Wheelock Pkwy & N Payne Ave	in median	Reinforcement																	X		
74	W.3.30	19	E Wheelock Pkwy & N Walsh St	within green space	Reinforcement																	X		
75	W.3.31	19	E Wheelock Pkwy & west of N Arcade St	in median	Operational																		X	
76	P.3.17	19	E Wheelock Pkwy & N Arcade St	NW Corner	Corridor Marker							X												
77	P.1.8	19	E Wheelock Pkwy & N Arcade St	NE Corner	Gateway Node	X	X	X	X	X	X		X											Gateway to Phalen Park and Arcade major bikeway north, connections to Keller Lake and Keller Regional Park
78	W.1.8	19	E Wheelock Pkwy & N Arcade St	NE Corner	Major Decision Point												X	North: Lake Phalen Park South: Johnson Senior High School / Restaurants / Retail						Arcade major bikeway north, connections to Keller Lake and Keller Regional Park
79	P.3.18	19	E Wheelock Pkwy & N Arcade St	SE Corner	Corridor Marker							X												
80	W.2.12	21	E Wheelock Pkwy & Phalen Dr	NE Corner	Minor Decision Point																x			destinations to Phalen Lakeside Activity Center
81	W.2.13	21	E Wheelock Pkwy & west side of Lake Phalen	at trail intersections	Minor Decision Point																x			destinations around Lake Phalen
82	W.3.32	21	E Wheelock Pkwy & west side of Lake Phalen		Operational																		X	
83	W.2.14	21	Johnson Pkwy & south side of Lake Phalen	at trail intersections	Minor Decision Point																x			destinations around Lake Phalen
84	P.1.9	22	Johnson Pkwy & Bruce Vento Trail	at trail intersections	Gateway Node	X		X	X				X											Lake Phalen History, gateway to greater east side

Line No.	Key	Shown on Map	Location	Placement	Type	Placemaking												Wayfinding					Comments
						P.1	P.1	P.1	P.1, P.2 P.3	P.1 & P.2	P.1	P.3	P.1	P.1	P.1	P.1	W.1	W.1		W.2	W.3	W.3	
						Stone wall / columns	Plaza	Interpretive Panel (s)	Art	Landscaping	Lighting	Corridor Monument	Seating	Drinking Fountain	Waste / Recycling Receptacle	Bike Repair Station	Other	Map Panel	Blade signs (see note)		Directional	Reinforcement ("Trail Blazing")	
85	W.1.9	22	Johnson Pkwy & Bruce Vento Trail	at trail intersections	Major Decision Point											X	North: Bruce Vento Trail East: Retail / Restaurants South: Retail / Restaurants West: Grand Round					Bruce Vento Trail, Grand Round, Lake Phalen Loop	
86	P.3.19	22	Johnson Pkwy & E Maryland Ave	All Corners	Corridor Marker								X										
87	P.3.20	22	Johnson Pkwy & Phalen Blvd	All Corners	Corridor Marker								X										
88	W.2.15	22	Johnson Pkwy & Phalen Blvd	N Corner	Minor Decision Point													X					destinations to Ames Lake Park
89	P.2.5	23	Johnson Pkwy & Hmong Village entrance	east side of Johnson Pkwy	Interpretive Node				X														landscaping - celebrate greater east side
90	P.3.21	23	Johnson Pkwy & Railroad Bridge	under bridge	Corridor Marker				X														lighted art below bridge
91	W.3.33	23	Johnson Pkwy & E Case Ave	NE Corner	Reinforcement														X				
92	W.3.34	23	Johnson Pkwy & E Stillwater Ave	SE Corner	Reinforcement														X				
93	W.3.35	23	Johnson Pkwy & E 7th St	NE Corner	Reinforcement														X				
94	P.3.22	23	Johnson Pkwy & E 7th St	NE Corner	Corridor Marker							X											
95	P.3.23	23	Johnson Pkwy & E 7th St	SE Corner	Corridor Marker							X											
96	W.3.36	24	Johnson Pkwy & E Bush Ave	SE Corner	Reinforcement														X				
97	W.3.37	24	Johnson Pkwy & E Minnehaha Ave	NE Corner	Reinforcement														X				
98	P.3.24	24	Johnson Pkwy & E Minnehaha Ave	NW Corner	Corridor Marker							X											
99	P.3.25	24	Johnson Pkwy & E Minnehaha Ave	SE Corner	Corridor Marker							X											
100	W.2.16	24	Johnson Pkwy & E Margaret St	SE Corner	Minor Decision Point													X					Destinations along Margaret
101	P.3.26	25	Johnson Pkwy & E 6th St	NE Corner	Corridor Marker							X											

PLACEMAKING & WAYFINDING MATRIX

Line No.	Key	Shown on Map	Location	Placement	Type	Placemaking													Wayfinding					Comments	
						P.1	P.1	P.1	P.1, P.2, P.3	P.1 & P.2	P.1	P.3	P.1	P.1	P.1	P.1	P.1		W.1	W.1		W.2	W.3		W.3
						Stone wall / columns	Plaza	Interpretive Panel (s)	Art	Landscaping	Lighting	Corridor Monument	Seating	Drinking Fountain	Waste / Recycling Receptacle	Bike Repair Station	Other	Map Panel	Blade signs (see note)	Directional	Reinforcement ("Trail Blazing")	Operational			
102	W.3.38	25	Johnson Pkwy & E 6th St	SE Corner	Reinforcement															X					
103	W.3.39	25	Johnson Pkwy & E 4th St	NE Corner	Reinforcement															X					
104	P.3.27	25	Johnson Pkwy & E 3rd St.	NW Corner	Corridor Marker						X														
105	P.3.28	25	Johnson Pkwy & E 3rd St.	SE Corner	Corridor Marker						X														
106	W.3.40	25	Johnson Pkwy & E 3rd St	SE Corner	Reinforcement															X					
107	P.3.29	25	Johnson Pkwy & E Wilson Ave	NE Corner	Corridor Marker						X														
108	W.3.41	25	Johnson Pkwy & E Wilson Ave	NE Corner	Reinforcement															X					
109	P.3.30	26	Johnson Pkwy & I94 Bridge	under bridge	Art / Corridor Marker				X														light under bridge, art in railings, etc.		
110	W.3.42	26	Johnson Pkwy & Hudson Rd	NE Corner	Reinforcement															X					
111	P.1.10	26	Johnson Pkwy & Burns St	south side of E Burns St	Gateway Node	X	X	X	X	X	X		X	X									Gateway to east side, Indian Mound Park, River vistas, Great River Passage, Grand Round, and Mississippi River Trail		
112	W.1.10	26	Johnson Pkwy & Burns St	south side of E Burns St	Major Decision Point												X	North: Grand Round / Lake Phalen East: Grand Round / Mississippi River Trail West: Indian Mound Park / To Downtown					Gateway to east side, Indian Mound Park, River vistas, Great River Passage, Grand Round, and Mississippi River Trail		
113	W.1.11	26	Burns Ave & TH61	SW Corner	Major Decision Point												X	South: Grand Round / Mississippi River Trail West: Indian Mound Park / To Downtown					Could be combined with Indian Mounds Park Wayfinding		
114	W.2.17	Wayfinding Plan	Shepard Rd / Warner Rd East of LaFayette Bridge	South side	Minor Decision Point														X				Future Trout Brook Trail connection		
115	W.1.12	Wayfinding Plan	Shepard Rd / Warner Rd & Jackson St	south side of Shepard Rd	Major Decision Point			X	Existing									North: Capital City Bikeway East: Grand Round West: Grand Round / Mississippi River Trail					Gateway node is existing		
116	W.2.18	Wayfinding Plan	Shepard Rd & Eagle St	south side of Shepard Rd	Minor Decision Point														X				destinations to Capital City Bikeway		
117	P.1.11	Placemaking Plan	Shepard Rd & Randolph Ave	SW Corner	Gateway Node	X	X	X															Existing		
118	W.2.19	Wayfinding Plan	Shepard Rd & Randolph Ave	SW Corner	Minor Decision Point												X						Existing Kiosk		
119	W.2.20	Wayfinding Plan	Shepard Rd & Otto Ave	SE Corner	Minor Decision Point														X				destination to Ford River Trail		

Line No.	Key	Shown on Map	Location	Placement	Type	Placemaking												Wayfinding					Comments	
						P.1	P.1	P.1	P.1, P.2, P.3	P.1 & P.2	P.1	P.3	P.1	P.1	P.1	P.1	P.1	W.1	W.1		W.2	W.3		W.3
						Stone wall / columns	Plaza	Interpretive Panel (s)	Art	Landscaping	Lighting	Corridor Monument	Seating	Drinking Fountain	Waste / Recycling Receptacle	Bike Repair Station	Other	Map Panel	Blade signs (see note)	Directional	Reinforcement ("Trail Blazing")	Operational		
120	P.1.12	Placemaking Plan	Shepard Rd & Crosby Farm Entrance	SW Corner	Gateway Node	X	X	X								X							Existing	
121	W.1.13	Wayfinding Plan	Shepard Rd & Crosby Farm Entrance	SW Corner	Gateway Node												X						Existing	
122	W.2.21	Wayfinding Plan	Shepard Rd & Afton St	SE Corner	Minor Decision Point														X				destinations to 7th St	
123	W.2.22	Wayfinding Plan	Shepard Rd & Davern St	SE Corner	Minor Decision Point														X				destinations to Ford River Trail	
124	W.1.14	Wayfinding Plan	Shepard Rd & Gannon Rd	South side	Major Decision Point												X						Existing	
125	W.1.15	Wayfinding Plan	Mississippi River Blvd & south of Ford Pkwy	West side	Major Decision Point												X						Existing	
126	P.1.13	Placemaking Plan	Mississippi River Blvd & south of Ford Pkwy	West side	Gateway Node		X	X								X								
127	W.2.24	Wayfinding Plan	Mississippi River Blvd & Ford Pkwy		Minor Decision Point														X					
128	W.2. 25	Wayfinding Plan	Mississippi River Blvd & Ford Pkwy		Minor Decision Point														X					
129	W.2. 26	Wayfinding Plan	Mississippi River Blvd & Highland Pkwy		Minor Decision Point														X					
130	W.2. 27	Wayfinding Plan	Mississippi River Blvd & Jefferson Pkwy		Minor Decision Point														X					
131	W.2. 28	Wayfinding Plan	Mississippi River Blvd & Summit Ave		Minor Decision Point														X					
132	W.2. 29	Wayfinding Plan	Mississippi River Blvd & Summit Ave		Minor Decision Point														X					
133	W.2. 30	Wayfinding Plan	Mississippi River Blvd & Marshall Ave		Minor Decision Point														X					

PLACEMAKING

PLACEMAKING

Placemaking is simply described as creating a “sense of place.” It is a concept first raised in the 1960’s that focused on designing cities for people and to get away from the auto-centric emphasis that had dominated city planning since the 1950’s. Placemaking’s principle is that people choose to settle where amenities, natural and cultural resources, and recreational opportunities exist to support their lifestyles and thus their community.

Placemaking in Saint Paul is about discovering and highlighting the common ground where people gather – from sidewalks to plazas; from parks and trails, from the riverfront to the bluffs; from urban apartments and condos to single-family residential neighborhoods. Each of Saint Paul’s seventeen neighborhoods has a unique architectural, cultural, and ecological character. The Grand Round, through its linear connective quality, offers unique placemaking opportunities as the route winds through each neighborhood, reflecting its character, and then reflects it in the selection of placemaking design elements such as landscape character, paving types, gateway nodes, wayfinding signage, interpretive panels, mile markers, lighting, public art, and site furnishings as outlined in the section.

Unifying the Grand Round’s historic nature and varied neighborhood character is completed using a standardized palette of elements used over the length of the 26-mile system. This has identified three prototypical approaches to the “Gateway Nodes” on the Design Recommendation Maps. These three designs include the menu of amenities envisioned for the Grand Round:


1. Plaza with seat wall, open access to adjacent public space and complementary landscape. This application is envisioned for locations without significant topography where it is desired to provide ease of access to adjacent public spaces such as the Pelham/Mississippi River Blvd. intersection.
2. Overlook Plaza with seat wall and ornamental railings. This application is envisioned at locations with significant adjacent drops in elevation, sensitive adjacent landscapes and/or significant viewsheds for interpretation.
3. Backdrop plaza with seat walls. This application is envisioned where adjacent topography creates a retaining wall condition such as the Johnson/Burns intersection or the junction with the Gateway Trail.

These Gateway nodes are designed to be further customized and animated with infused branding, public art and lighting applications as outlined in the Public Art section and based on community input at the time of implementation. Paving, stone walls, columns and railings have all been identified as “canvasses” for integrated art applications.

In addition, smaller features, such as stone signage walls and markers are envisioned at prominent intersections such as Johnson/Burns and Pelham/Mississippi River Blvd., highlighting the Grand Round to both motorists as wells as trail users.

LEGEND


Typical Key:




P.1.2

Type – Placemaking (P)
Hierarchy designation
Location designation— see detailed map and location schedule


WAYFINDING




P.1.x



P.2.x



P.3.x



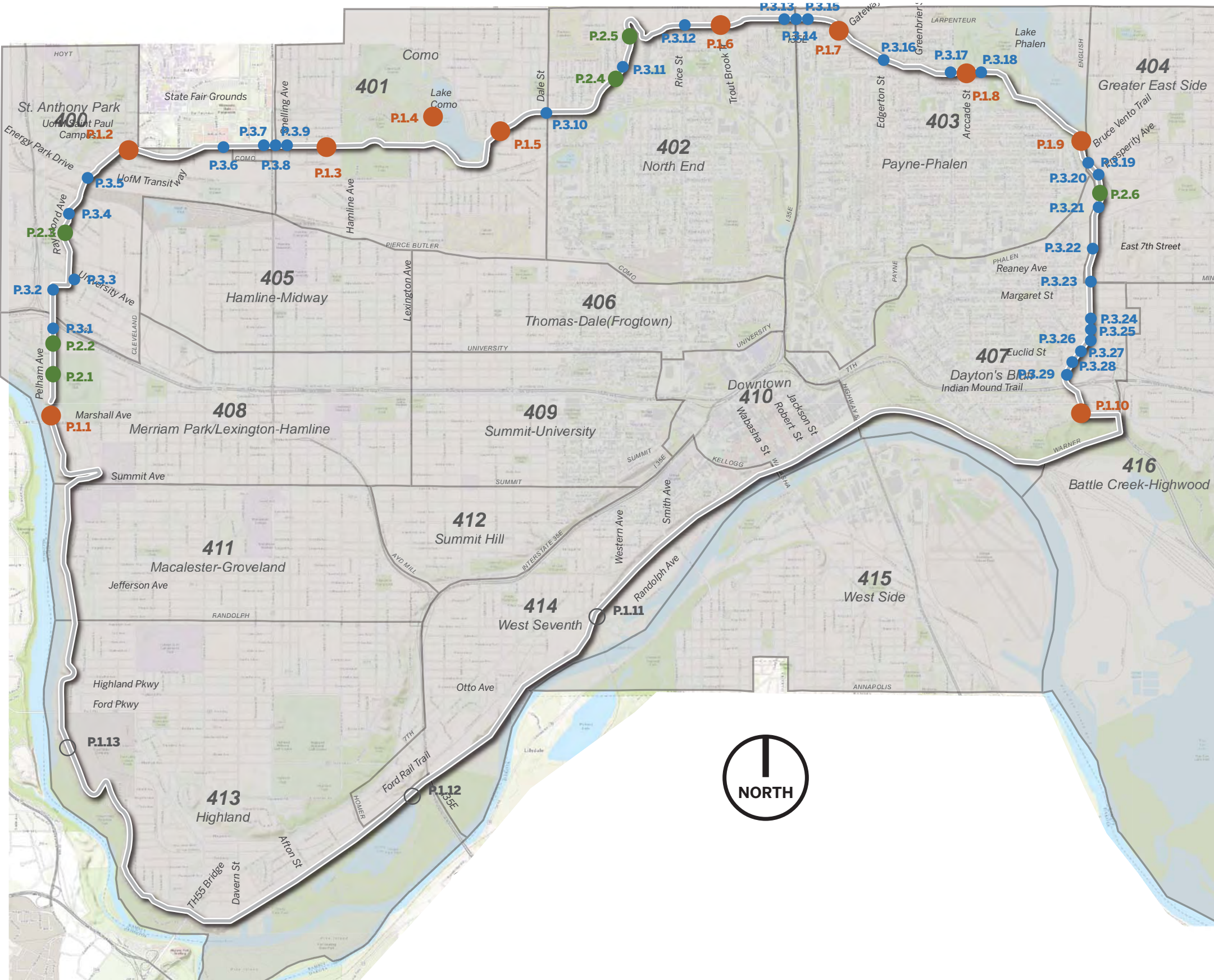
P.1.x

Gateway Node
Interpretive Node
Art/Corridor Marker
Existing Signage








Grand Round signs will be installed at all intersections along the corridor.
(Typically on street lights and other Grand Round amenities)

See Placemaking & Wayfinding matrix on page 118 for more information.

PLACEMAKING



PLACEMAKING - STANDARD SIGN TYPES

PLACEMAKING			WAYFINDING			
4-SIDE KIOSK	2-SIDE KIOSK	CORRIDOR MARKER	BLADE SIGN	DIRECTION SIGN	OPERATIONAL SIGN	LIGHT W/LOGO
						
● P.1. x	● P.2. x	● P.3. x	● W.1. x	● W.2. x	● W.3. x	● W.3. x
PLACEMAKING W/WAYFINDING ELEMENTS *Maps *Logo *Interpretive	INTERPRETATIVE NODE *Maps *Interpretive	REINFORCEMENT TRAILBLAZING	MAJOR DECISION POINT	MINOR DECISION POINT (SEE MUTCD STANDARDS)	REINFORCEMENT OPERATIONAL	REINFORCEMENT TRAILBLAZING

PLACEMAKING - SITE FURNISHINGS

Overview

Site furnishings provide amenities for Grand Round users by adding functionality and vitality to the pedestrian realm. Site furnishings help to reinforce the Grand Round brand and other placemaking efforts by providing a level of visual detail, color, and use of complementary materials. The following furnishings and materials were chosen for the durability, materials, and colors that honor the history of the Grand Round parkways.

LIGHTING

The majority of 'historic' light fixtures seen around many of Saint Paul's roads are single fixture lanterns. The system consists of an octagonal glass-enclosed light mounted on a warm-brown colored decorative pole and stand. The other predominate light fixture along the Grand Round is the standard roadway cobra heads. The City is currently testing LED lights in a number of locations to determine energy savings over the existing high pressure sodium bulbs.

In Saint Paul, almost all the lights are mounted on fluted poles and decorative base sleeves set into a below-ground concrete base. There is also an example of lighting installed on stone columns at Mounds Overlook Park which could be repeated at Gateway Nodes.

It is important to recognize that all lighting should consider the goals of the Dark Skies Initiative. The Dark Skies Initiative seeks to minimize light pollution's four components: glare, ground reflection, light trespass, and clutter. Use of shielded lights help preserve the views of the night sky, create energy savings, and reduce impacts on people and wildlife.

TRASH RECEPTACLE

Laser engraved door front on surface mount aluminum litter receptacle, painted black.



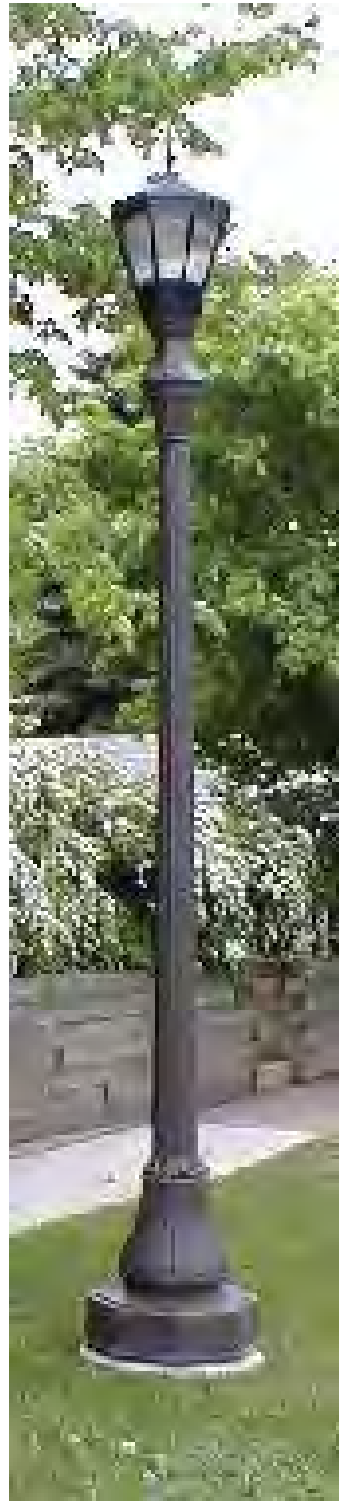
Belson Trash Receptacle BRKT32

Size: 42"

Accessories: Rain Bonnet and rigid plastic liner

Mounting: Surface Mount

Color: Black Powdercoat



Holophane Octagonal Lantern

Luminarie Style: Arlington

Luminarie Mount: Pole Top

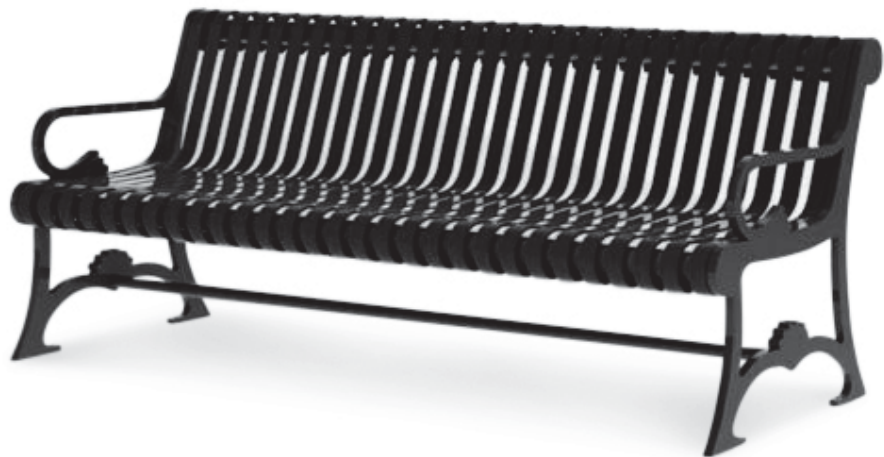
Pole Height: 12 feet

Color: Black Powdercoat

PLACEMAKING - SITE FURNISHINGS

SEATING - STOCK

The ability to rest while walking, running, or biking the Grand Round will be essential. This means providing seating opportunities at key locations along the trail, likely at key trail intersections, in conjunction with other site furnishings, and with wayfinding elements. Currently, seating in Saint Paul parks takes three forms: Saint Paul Parks standard manufactured benches constructed of various materials, artist-created benches, and stone. The advantage of the manufactured benches comes from use of standard replacement parts, ease of installation, and flexibility in available bench forms.



Belson Ribbon Bench LB-72

Length: 6 feet
Mounting: Surface Mount
Color: Black Powdercoat

SEATING - CUSTOM

This Kasota stone seat wall is an example of a more durable and natural seating opportunity. This seating type should be considered for use in the Gateway Node areas. The advantage of the stone comes from its durability. It does have a higher maintenance cost in terms of repair than manufactured benches. As noted in the Public Art section, there is also an opportunity to incorporate art within this type of seat wall



Kasota stone with cast stone cap seat wall and colored concrete pavers at Mounds Park Overlook

BIKE RACKS

The Grand Round connects users to a variety of adjacent activities so having secure places to lock a bicycle is important. Grand Round logo and color will be incorporated into the model.



Dero Bike Hitch Rack with Logo

Capacity: Two bicycles
Mounting: Surface Mount
Color: Black Powdercoat or Galvanized finish



Dero Bike Hoop Rack with Logo

Capacity: Two bicycles
Mounting: Surface Mount
Color: Black Powdercoat or Galvanized finish

PLACEMAKING - SITE FURNISHINGS

BIKE REPAIR STATION

Bike repair stations offer Grand Round users an opportunity to make minor repairs or inflate a tire at various locations along the Grand Round. These stations can also have sponsorship potential.



Dero Fixit Bike Repair Station

Mounting: Surface Mount
Color: Black Powdercoat or
Galvanized finish

DRINKING FOUNTAIN



Powder Coat Finish: Black per Manufacturer
Model: #410 SM w/Pet Fountain and Surface Carrier
Manufacturer: Most Dependable Fountains
1.800.552.6331
www.mostdependable.com

OTHER LANDSCAPE PRODUCTS AND MATERIALS

Planting Bed Edging

Ryerson Steel Edging 1/4" x 5", black enamel paint finish, with
3/16" x 15" stakes

Temporary Watering

TreeGator Slow-release 15-gallon watering bags

<http://www.treegator.com>

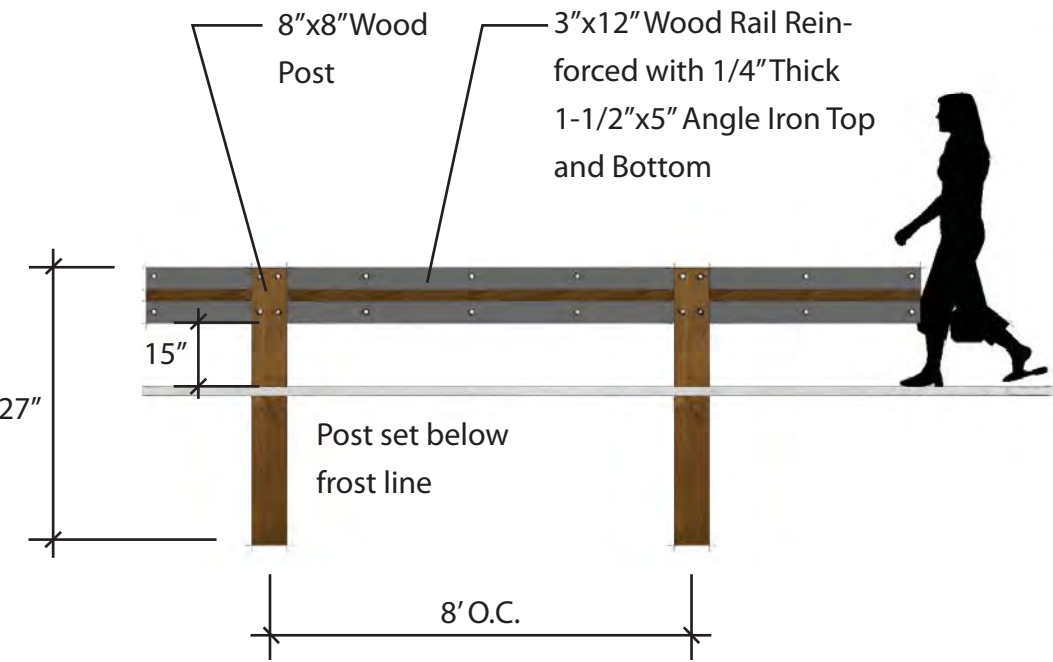
Mulch

Shredded hardwood bark mulch

PLACEMAKING - SITE FURNISHINGS

ORNAMENTAL GUARDRAIL

Typical Grand Round ornamental guardrail.

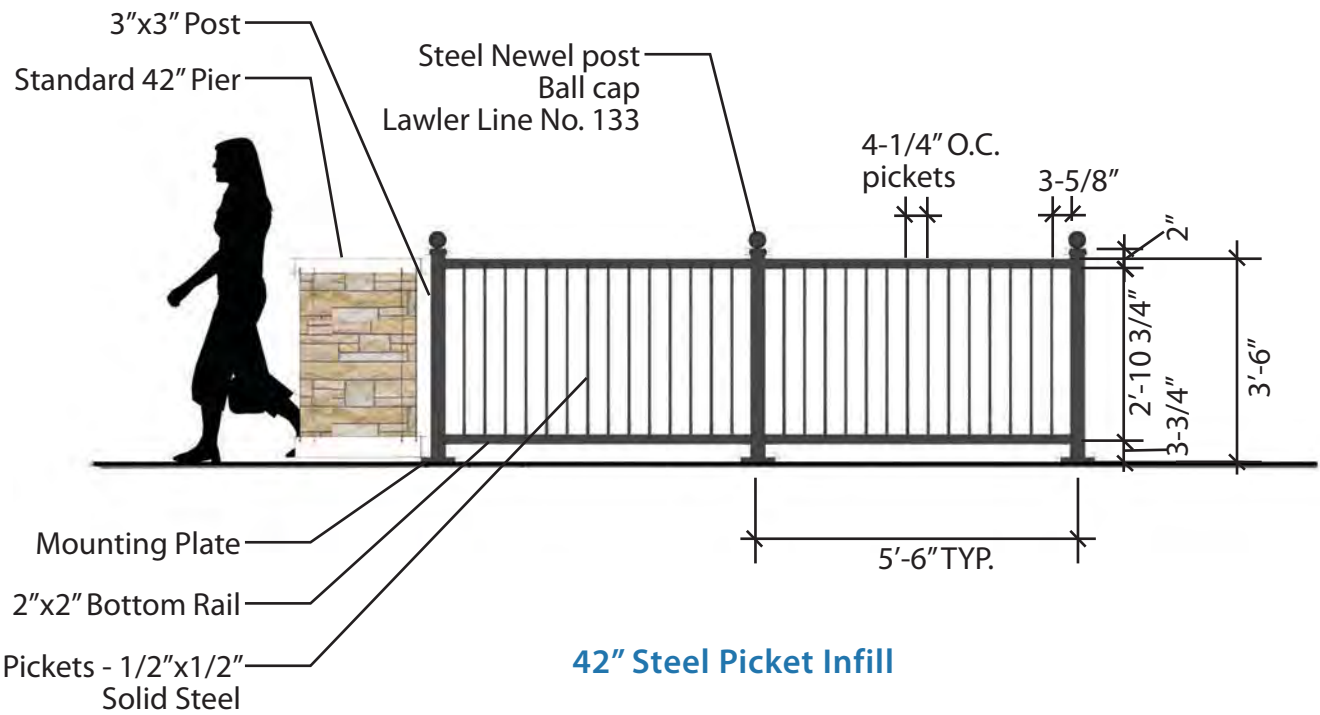


Ornamental Guardrail Components

Wood Members

ICI Wood Pride Oil Based
Semi-transparent Exterior Wood Stain
Color: #A0630 (Italian Ochre)
Manufacturer: Glidden Professional
www.gliddenprofessional.com

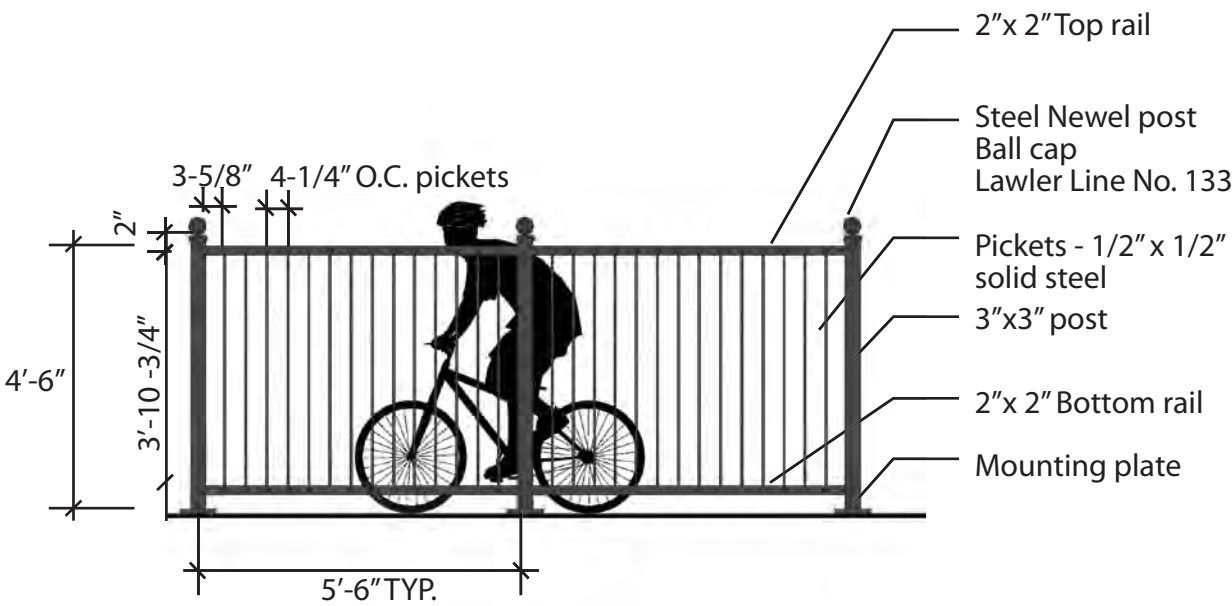
METAL RAILS



Metal Rail Components

Metal Members

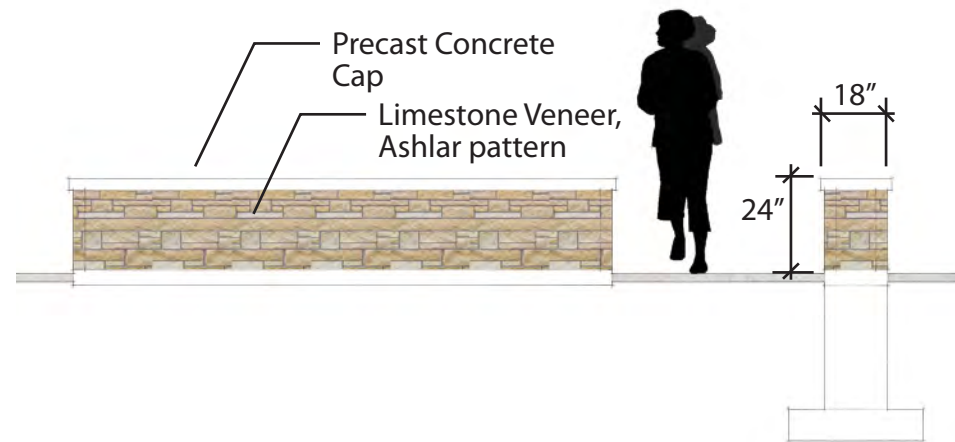
Powder Coat Finish: Plack
Powdercoat
Manufacturer: All Powder Paints
www.allpowderpaints.com



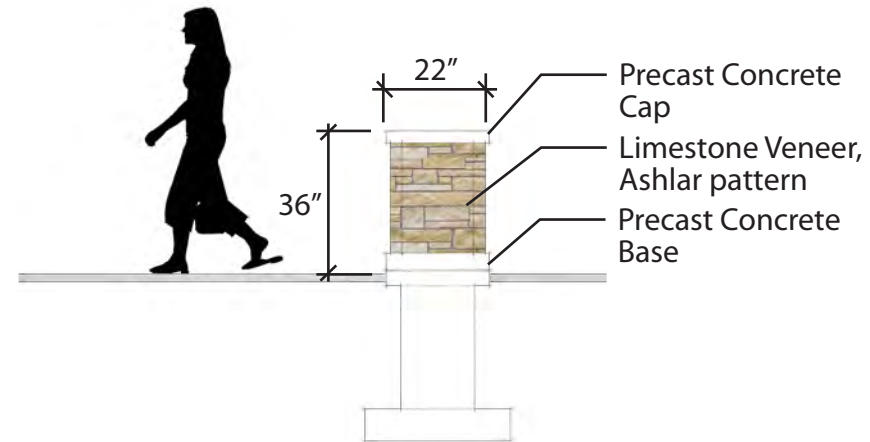
54" Steel Picket Guardrail

PLACEMAKING - SITE FURNISHINGS

SEATWALL



PIERS



Precast Pier and Seatwall Caps

Manufacturer: Wausau Tile

(or approved equal)

Style: Custom per Construction Details

Color: To be approved by owner

(should be in the range of natural limestone)

Stone Wall Cap Lighting

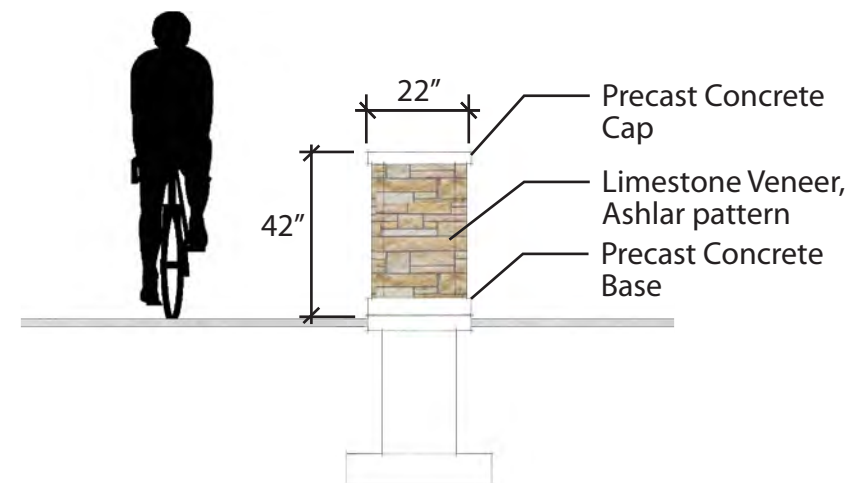
LED Undermount Fixture Model

#15756SD27 (Wattage to be determined per application, verify model reference #)

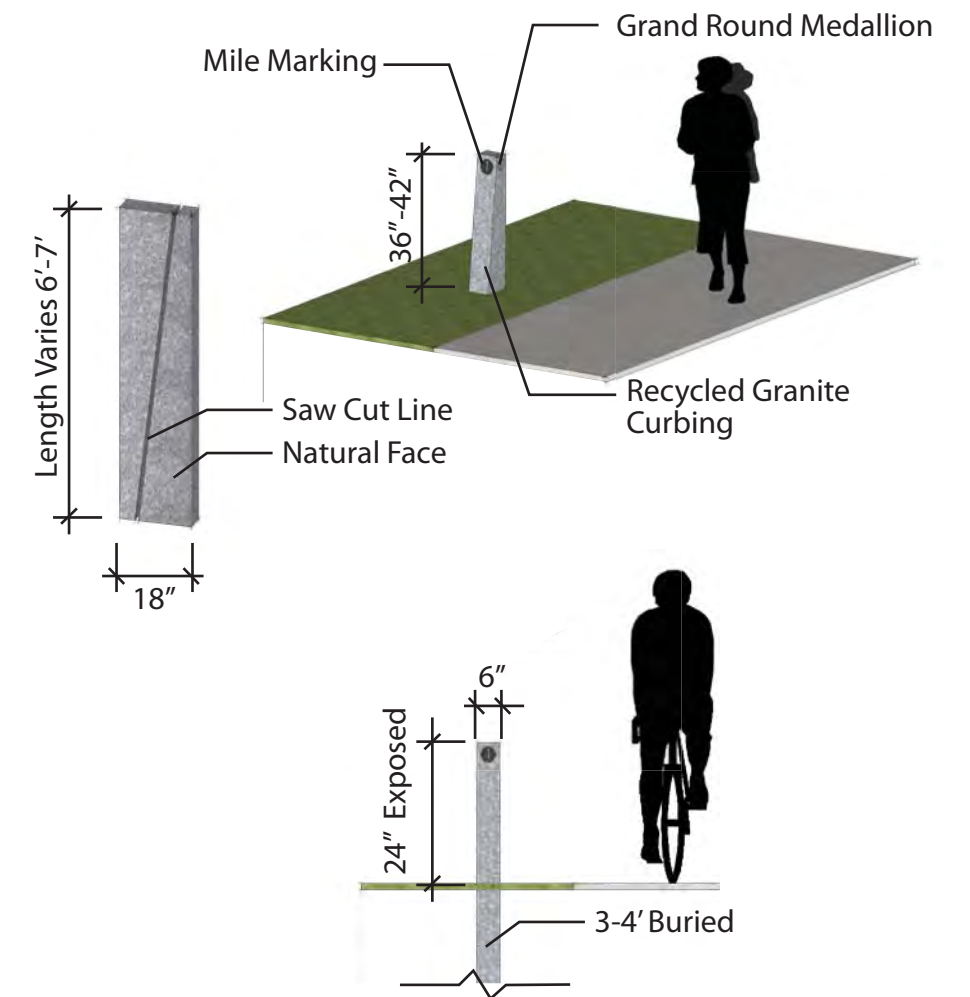
Manufacturer: Kichler

1.866.558.5706

www.kichler.com



MILE MARKERS



PLACEMAKING - PUBLIC ART

Overview

To create a public art plan for the Grand Round with a coherent concept that unites public art across the many neighborhoods through which the route will pass, while also providing an inspirational and experiential metaphor for movement across landscapes, we employ the idea of birds in flight and flyways. The beautiful ease of movement of flying birds inspires all people. That concept will provide some consistent imagery and approaches to public art throughout the Grand Round and inspire an elevated feeling of mobility to our earth-bound species, whether people are walking, biking, rollerblading, driving, or traversing this space using other modes of movement.

Through the use of birds and migration as overarching themes, artwork created for the Grand Round should help create a sense of the Grand Round as a special path within the City, while also helping to illuminate the character of the different neighborhoods the trail traverses. It will provide a distinctive concept and experience to St. Paul's Grand Round. Other cities have bikeways and pedestrian paths. We will have an inspirational, soaring experience re-enforced by the public art created for our Grand Round.

STORYTELLING THROUGH BIRDS AND MIGRATION

The subject of birds and migration offers unique opportunities for the interpretation of cultural and natural history of a site through a specific theme, while allowing for diverse conceptual development.

Specifically birds can represent:

- Cultural identity
- Mobility and transportation
- Migration across borders
- Connection to nature in urban spaces

EXISTING ART IN OR NEAR THE GRAND ROUND

There are very few public art projects located along the northern portion of the Grand Round. At the western end is Lisa Elias' "Forged Roots" bench located on Raymond just north of University Avenue. In Phalen Park, Geri Connelly's "Poetry Post," and "Book Benches" are visible from the Grand Round route. Some public artworks are nearby, such as carved stone sculptures and stainless steel artworks at Raymond Green Line Station by Myklebust & Sears. Lei Yixin's "Meditation" is located north of the Grand Round in Phalen Park.

Public Art Goals for the Grand Round

Building upon the theme of *Storytelling Through Birds and Migration*, the public art goals for the Grand Round are:

1. Inclusion of larger public artworks at Gateway Nodes.
2. Integrated smaller public artworks with wayfinding and site furnishings as well as smaller art gestures where appropriate.
3. Sites and further possibilities to be defined by the artist.

Functional art elements can be placed at the P.1.x & P.2.x locations as well as at the P.3.x markers. Where possible, art elements should be integrated within seatwalls (including carved, cast metal, and precast concrete elements), railings and paving. These art elements can be repeated along the path to effectively create an identity unique to the Grand Round. Other types of Grand Round signature art could include the following:

BRIDGE AND UNDERPASS ARTWORKS

There are five bridges the Grand Round passes under and each presents an opportunity for light-based artworks to transform these structures (often perceived by residents and trail users as challenges or problems) into assets which help to create a sense of place along the Grand Round. This can be seen in the Case Study at the end of this section.

PLACEMAKING - PUBLIC ART

INCORPORATED INTO SITE FURNISHINGS

Wayfinding art elements may be connected by shared imagery, materials or composition, and are designed to help create a sense of connection between different points on a path, or to identify places to stop, rest, eat, or gather information. Wayfinding art elements can be small elements which repeat along the path.

Public art can also take the form of street furniture or other functional forms such as bike racks, seating, trash/recycling bins, planters and walls, tree protection, shelters/pavilions, mileage markers, or other functional forms with integrated art potential.

EARTHWORKS AND PLANTINGS

Limited to non-historic locations with sufficient space, there may be potential to incorporate small earthworks such as mounds, berms, and/or swales into the design vocabulary, either as part of the landscape design or as part of the stormwater design. When coupled with massed plantings, allees and groves, these earthworks can effectively create an outdoor room, a place for gathering, a sheltering spot, or frame a linear path.

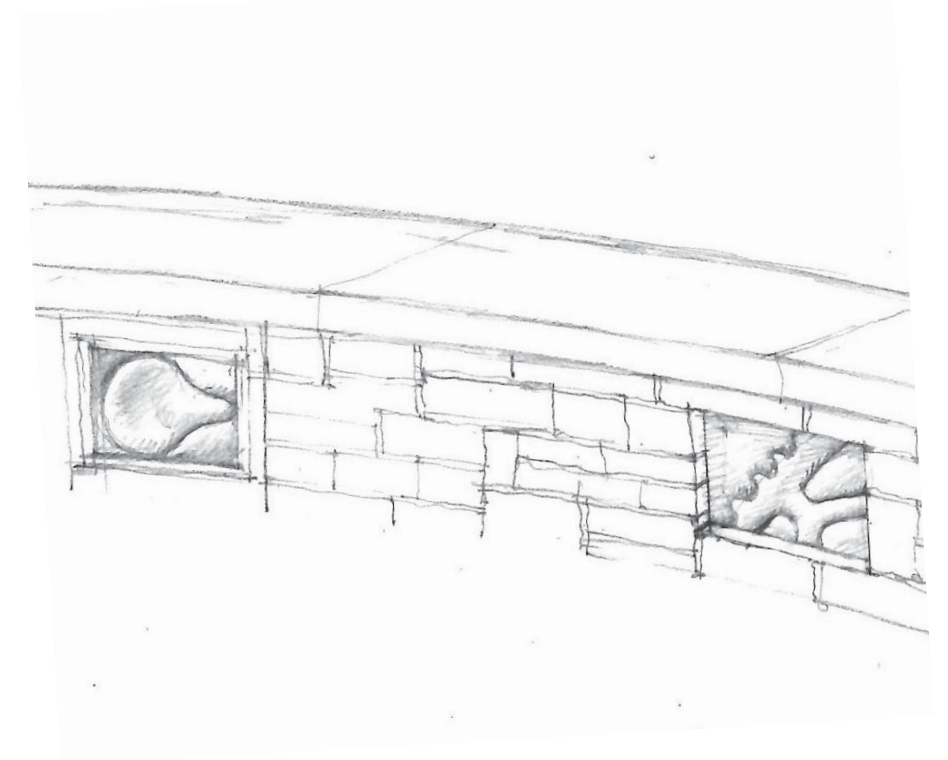


Storm King Wave Field, New York by Maya Lin

SIGNATURE GATEWAY ART

Stone seat walls are comparatively small scale and can be created in multiples for use at sites along the Grand Round. While incorporating neighborhood-specific art, it is also important to reinforce the overall wayfinding and branding by creating continuity along the length of the route to celebrate the Grand Round itself. The character of each neighborhood can be incorporated in the pieces, such as through seatwall art, and help to knit together the Grand Round.

At Gateway nodes, kasota stone seatwalls offer a high potential to incorporate small art elements. For example, inclusions could focus on significant Grand Round story lines, such as natural history, weather, astronomy, geology, transportation, etc. These elements could be cast in bronze, made from precast material such as concrete or clay, hand carved in limestone, or made from cast glass.



PLACEMAKING - PUBLIC ART

Suggested Materials for Public Art

CONCRETE

Concrete elements, either precast or poured-in-place, can render complex surfaces and textures in a durable and cost-effective way, and is an excellent medium for architecturally-integrated art elements. P.1. Gateway Nodes present opportunities for the inclusion of precast or poured-in-place art elements within seatwalls, retaining walls, monument signs, columns, or other elements. Concrete can render complex surfaces and textures in a durable and cost-effective way, extending the reach of a public art budget by generating forms which can be repeated at multiple sites along a path. Using repeated motifs can also aid in wayfinding and in creating a sense of place.

One Saint Paul art project, Marcus Young's Everyday Poems for City Sidewalks, is expanding the footprint of public art in the city and represent efforts which could be incorporated to good effect in the Grand Round's paved areas.



Cast concrete balustrade with sculptural railing by Myklebust + Sears



Everyday Poems for City Sidewalks



Artist-created decorative paving adds color, texture, and visual interest to an otherwise mundane material

PLACEMAKING - PUBLIC ART

Suggested Materials for Public Art

The public art pieces are to be created from durable and long-lasting materials that are easy to maintain. Currently, architectural elements adjacent to the path of the Grand Round in Como Park include remnants of a native limestone gateway at the intersection of Como and Hamline, limestone fire rings, and a restored/re-purposed streetcar bridge near this intersection. Limestone retaining walls in Como and Phalen Parks are additional examples of a regionally-sourced architectural/landscape material which can also be used in art applications. Building upon this legacy, the following materials are suggested for use in public art works in the Grand Round corridor.



Stone Column at Indian Mounds Park overlook

STONE

Native Minnesota Kasota stone is already in broad use along the Grand Round, in both historic and contemporary retaining walls, monument signs, and other elements in Como and Phalen Parks. Granite from Cold Spring, Minnesota is used at the intersection of Summit Avenue and Mississippi River Boulevard, just south of the project area. Regional sandstone is used in the 1895 streetcar bridge in Como park, and the railroad underpass on Johnson Parkway. Carved stone elements can be incorporated within seatwalls and other masonry constructions at P.1.x Gateway Nodes. Salvaged granite curbing stone belonging to the City of Saint Paul may present opportunities for cost-effective inclusion of this material in as artist-designed mile/place markers within the Grand Round.



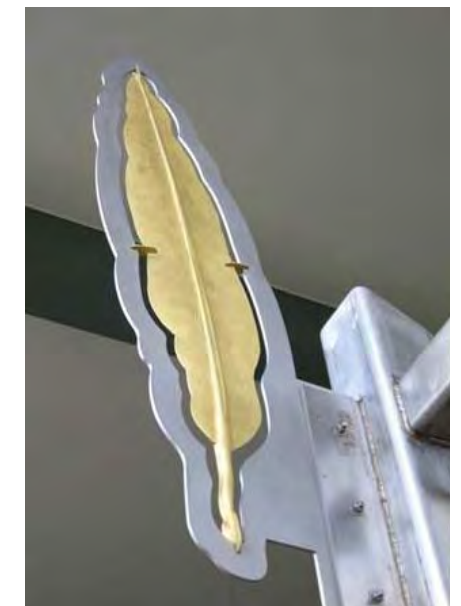
Carved limestone seat and sculpture, by Myklebust + Sears

METALS

Appropriately designed and finished metals are recommended for use in the Grand Round. Some P.1.x Gateway Nodes may include opportunities for the creation of art railings as parts of overlooks or custom bike racks. Cast bronze elements could be incorporated within seatwalls at Gateway Nodes, or be embedded within pavement as mile/place markers. Schematic lighting design for underpass locations include options for the creation of metal screen artwork as part of the lighting design.



Cast bronze mile marker set in concrete sidewalk



Metal artwork used on wayfinding signage. by Myklebust + Sears

PLACEMAKING - PUBLIC ART

Suggested Materials for Public Art

LIGHTING

Contemporary energy efficient lighting technology, in either static or programmable forms, can be used as an art element to improve the aesthetic experience of a location (underpasses, for example), to increase a sense of safety, or to create responsive artworks which change as people interact with them

It is proposed to use contemporary LED lighting technology to bring night-time art into the trail corridor. Light-based artworks can transform an otherwise dark and foreboding space into one that celebrates engineering achievement at each of the five bridges that cross the Grand Round.

LED lighting can also be used to back-light the Grand Round logo at kiosks or incorporated under the seat wall cap or railing to illuminate the paving and provide a warm glow for night-time use.



LED lighting under wall cap

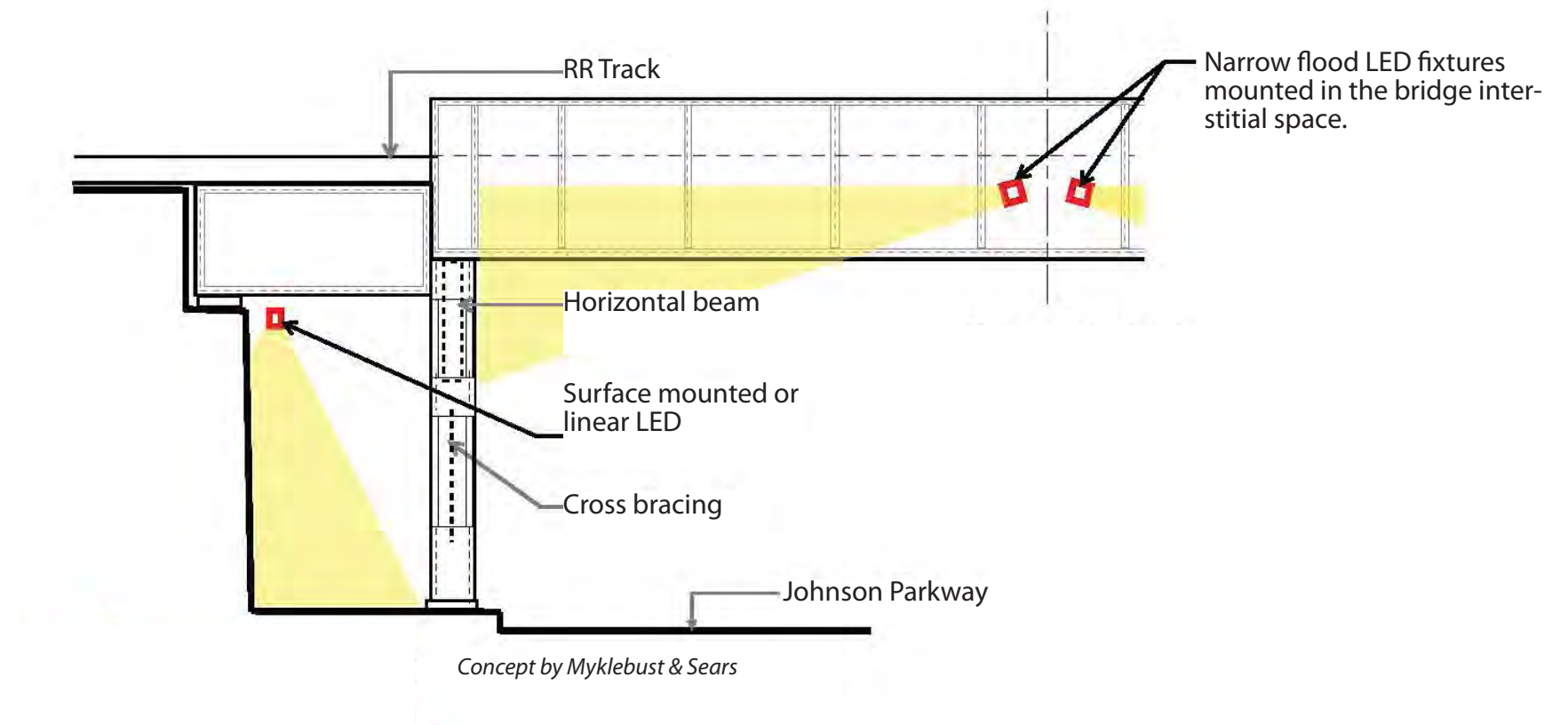


LED backlighting of logo

PLACEMAKING - PUBLIC ART CASE STUDY

BRIDGE AND UNDERPASS ART WORKS - JOHNSON RR CROSSING

Railroad bridges, long a feature throughout Saint Paul, can be reimagined as art pieces. For example, at the railroad bridge that passes over Johnson Parkway, the design concept proposes to illuminate the bridge structure, the stone wall and pathway. This will require attaching fixtures to the existing bridge structure. Interstitial illumination of the rusted bridge structure could be quite extraordinary and turn what is a dark pass through experience into something more thoughtful as well as delightful.



Johnson Parkway railroad overpass



Conceptual example of an overpass LED lighting project.

PLACEMAKING - TRAILS, SIDEWALKS, AND ROADWAYS

Overview

The Grand Round pavement can vary, depending upon its location. Paving improvements and markings for in-street bike lanes must meet the criteria noted in the Saint Paul Street Design Manual. The majority of the multi-use trails will be asphalt. Locations adjacent to the trail, such as business districts, parks, and trail-to-trail connections, and neighborhood boundaries can benefit from a change in paving type to alert trail users that a wayfinding or decision making opportunity is imminent. Concrete sidewalks are to be provided on both sides of the street to delineate the outer edge of the right-of-way in all residential, commercial and industrial areas.

Pavement treatments vary depending on the type of place function. Grand Round paving options may be selected to create neighborhood-specific identities for gateways, wayfinding kiosks, bike stations, benches, bicycle racks, art, trash cans, and other site furnishings. All paving types must meet ADA-criteria for walking surfaces as well as Saint Paul Street standards for safe winter use and maintenance (i.e. withstand salt and/or deicer).

TRAIL AND SIDEWALK PAVING MATERIALS

Asphalt

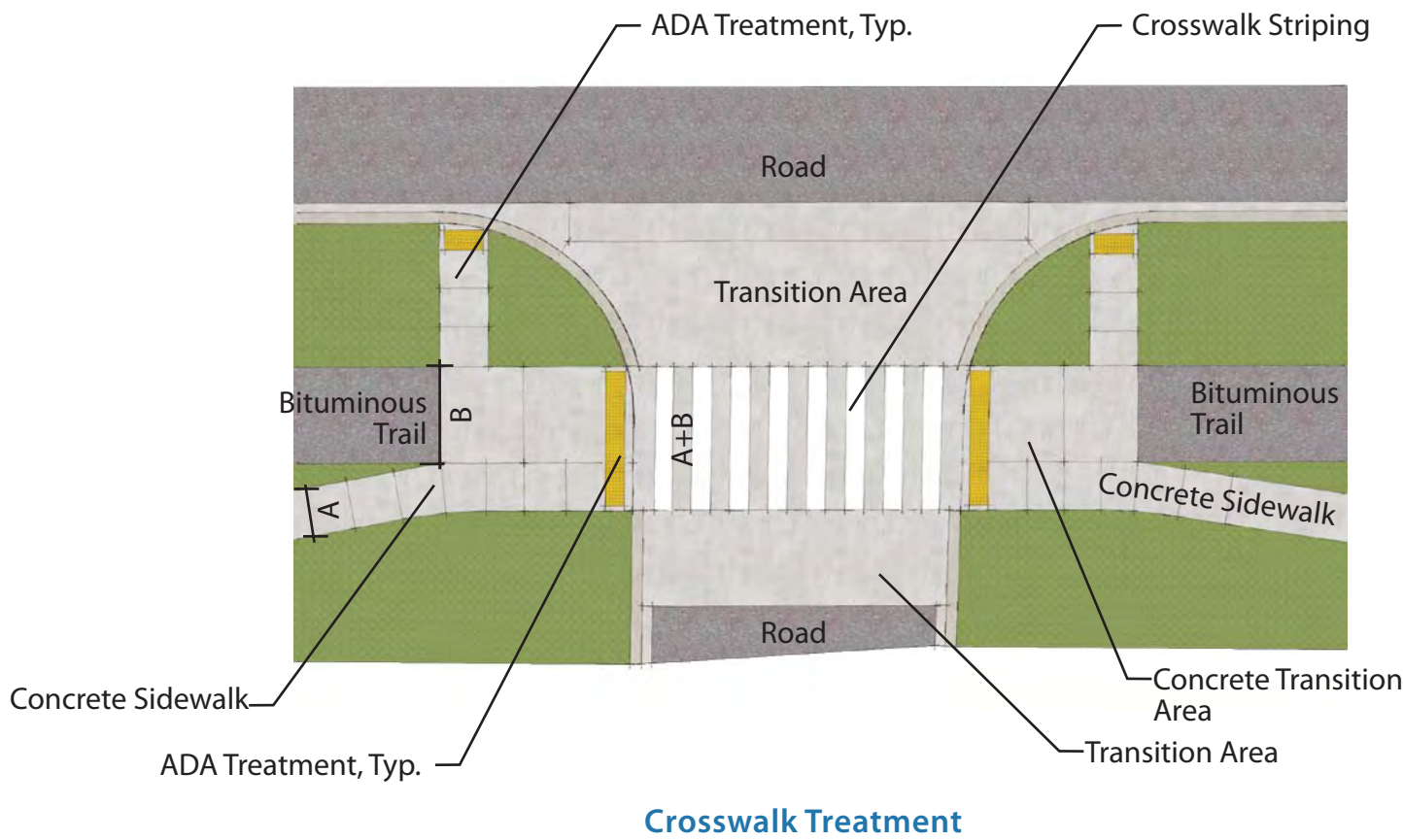
This is the paving material of choice for regional trails in and around Saint Paul. It is a cost-effective and durable material and easy to install.

Concrete

This is the paving material of choice for the City's sidewalks, curb and gutters, and curb cuts. It is a durable building material.

Concrete Flatwork

Finish: Sand Finish with Tooled Joints



Sand Finish



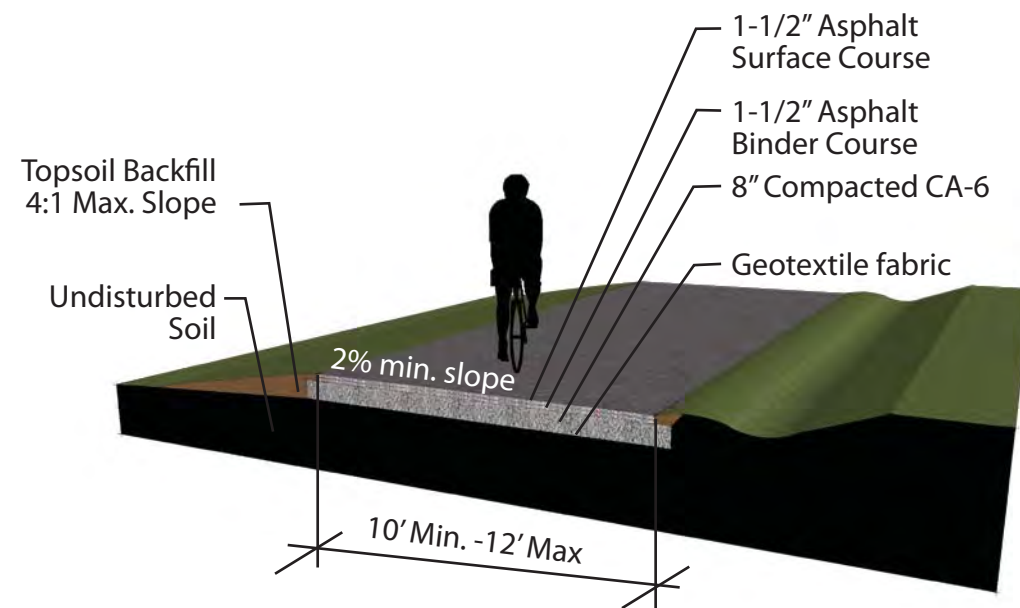
Tooled Joint

PLACEMAKING - TRAILS, SIDEWALKS, AND ROADWAYS

SPECIAL CONDITIONS

Slopes

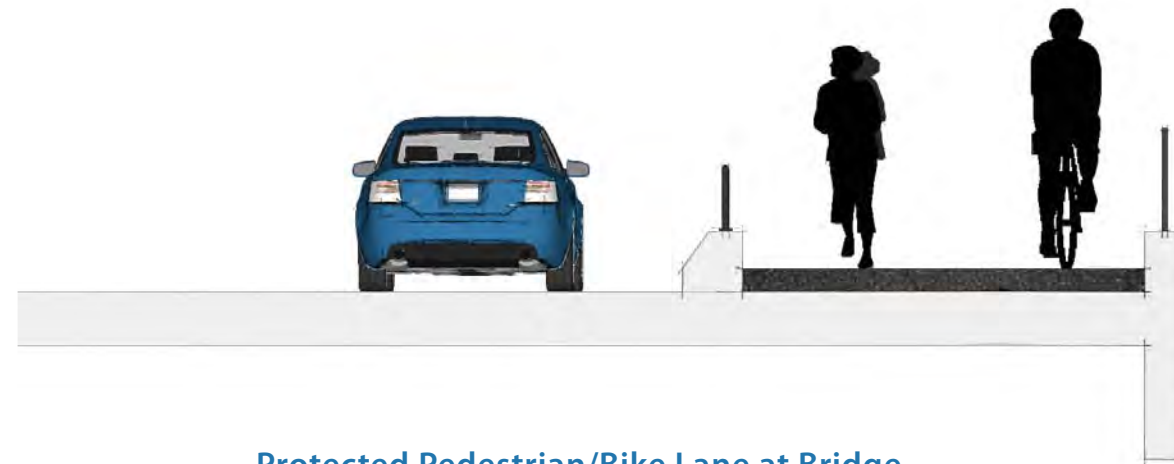
The Grand Round path will pass through sloped areas at several locations. For continuity, the design below allows for installation of the asphalt path that addresses stormwater, path stability, and ADA standards.



Asphalt Path in Slope

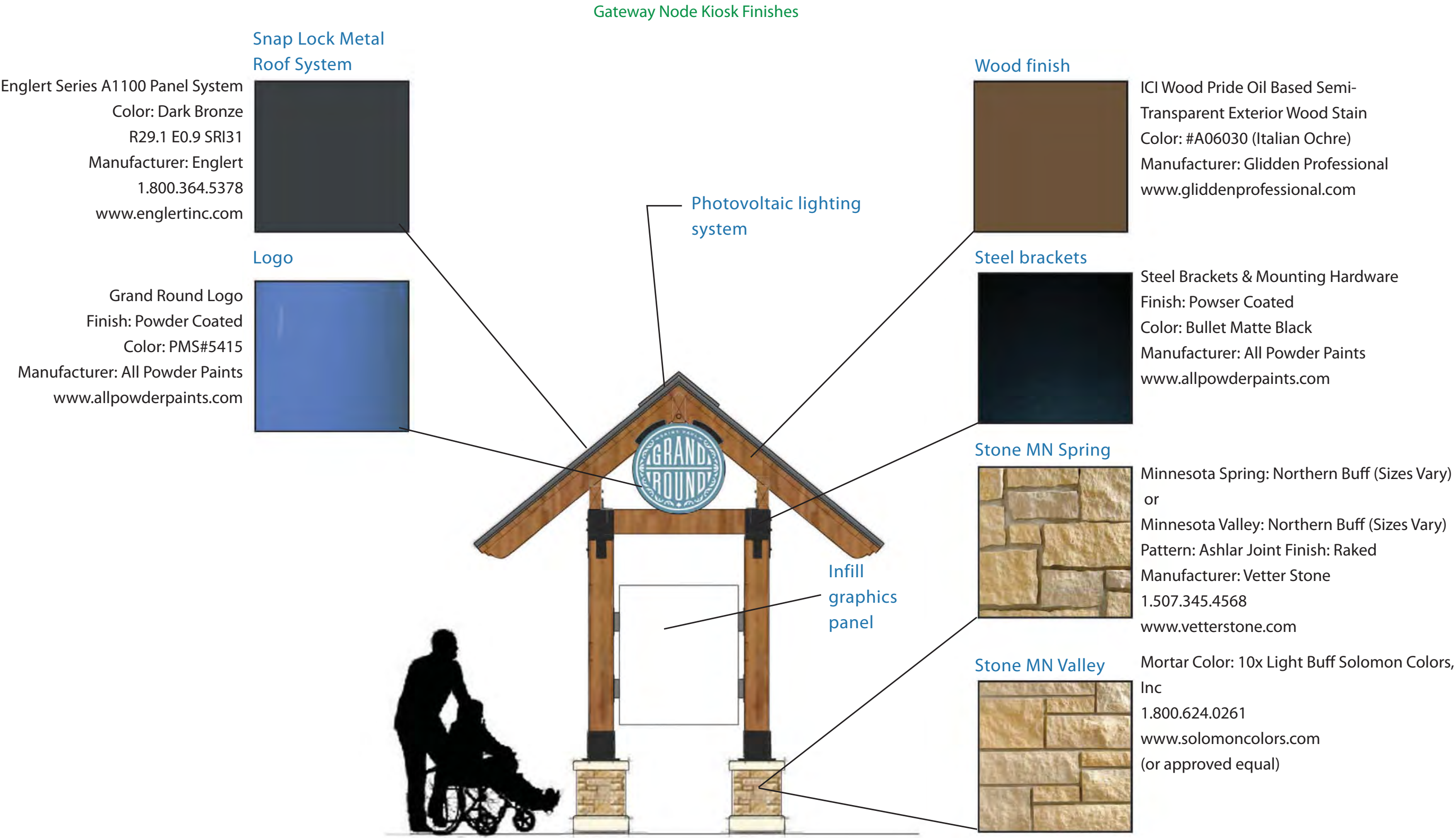
Protected Pedestrian/Bike Lane at Bridge

These are proposed for use at bridges with sufficient width to allow for a raised and separated pedestrian/bike lane. This physical separation gives Grand Round users an additional level of comfort and safety.



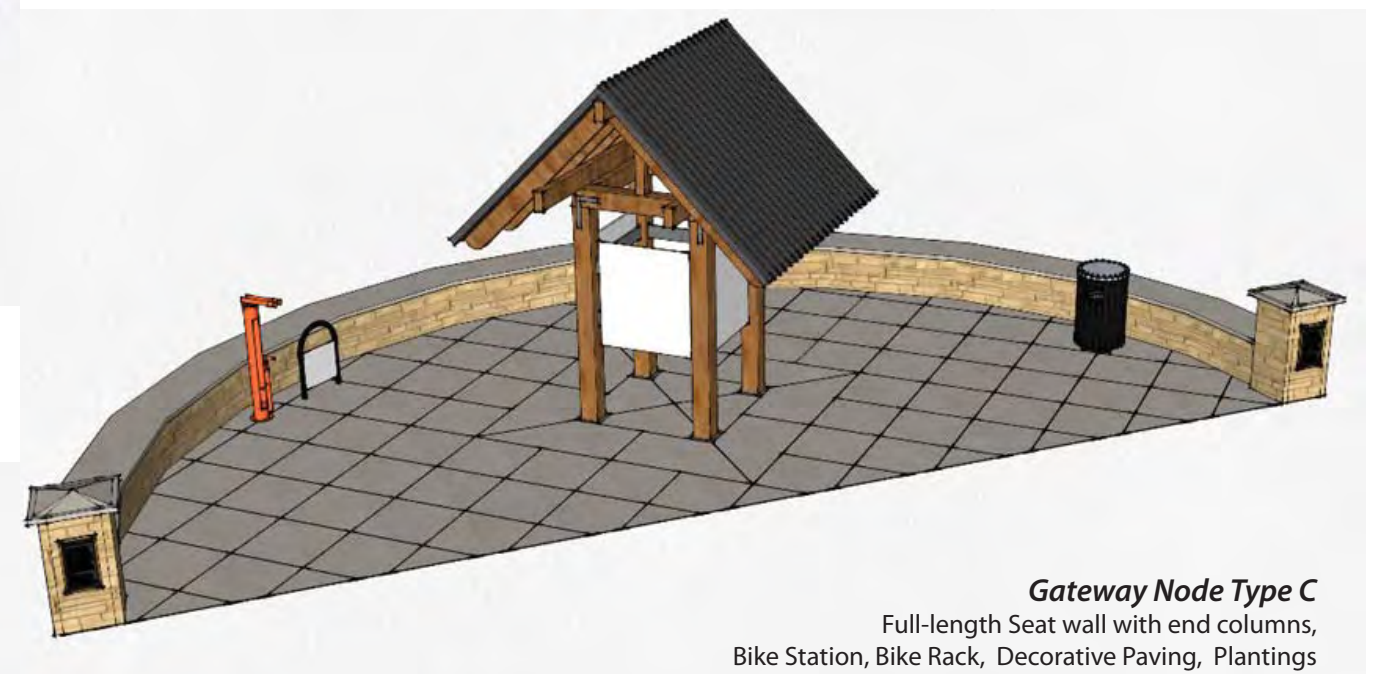
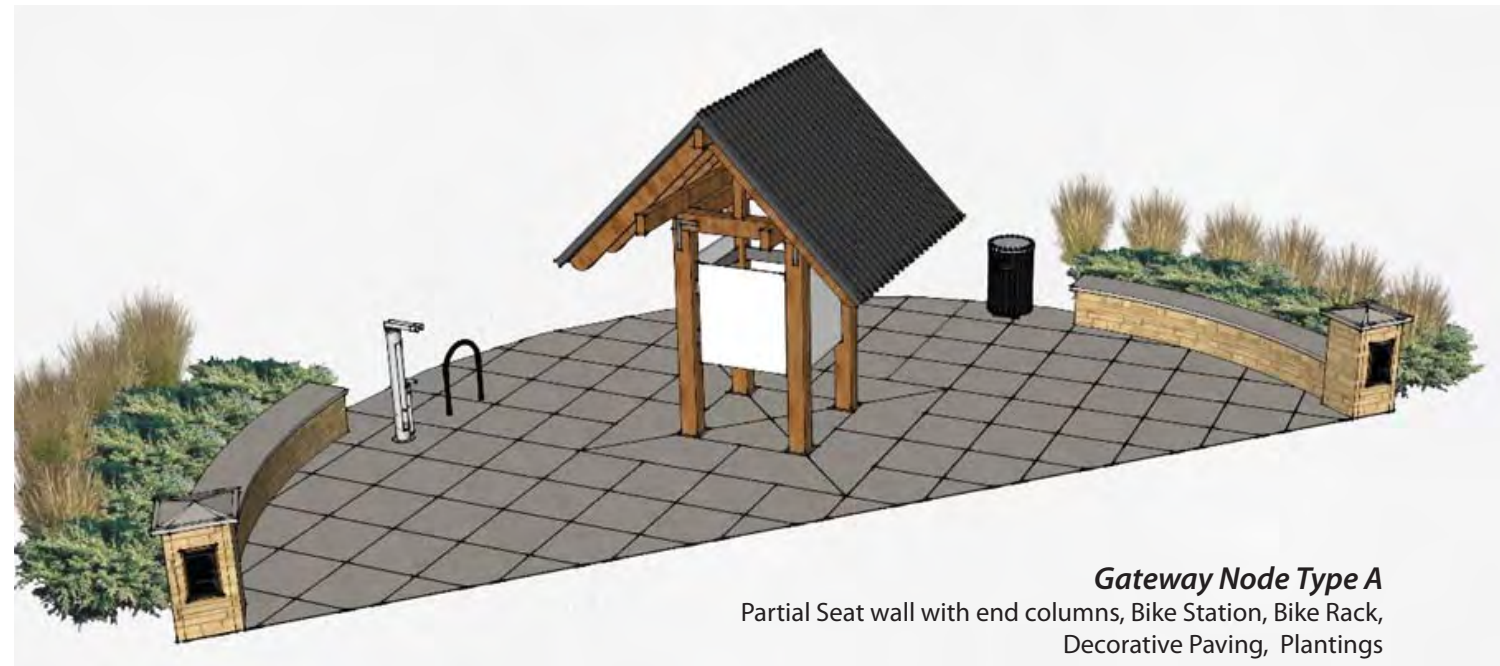
Protected Pedestrian/Bike Lane at Bridge

PLACEMAKING - MATERIALS



PLACEMAKING - GATEWAY NODES

CASE STUDY- PELHAM BOULEVARD AND MISSISSIPPI RIVER BOULEVARD



P.1.X GATEWAY NODES



View of proposed Gateway Node Type 2 looking north at Pelham Boulevard and Mississippi River

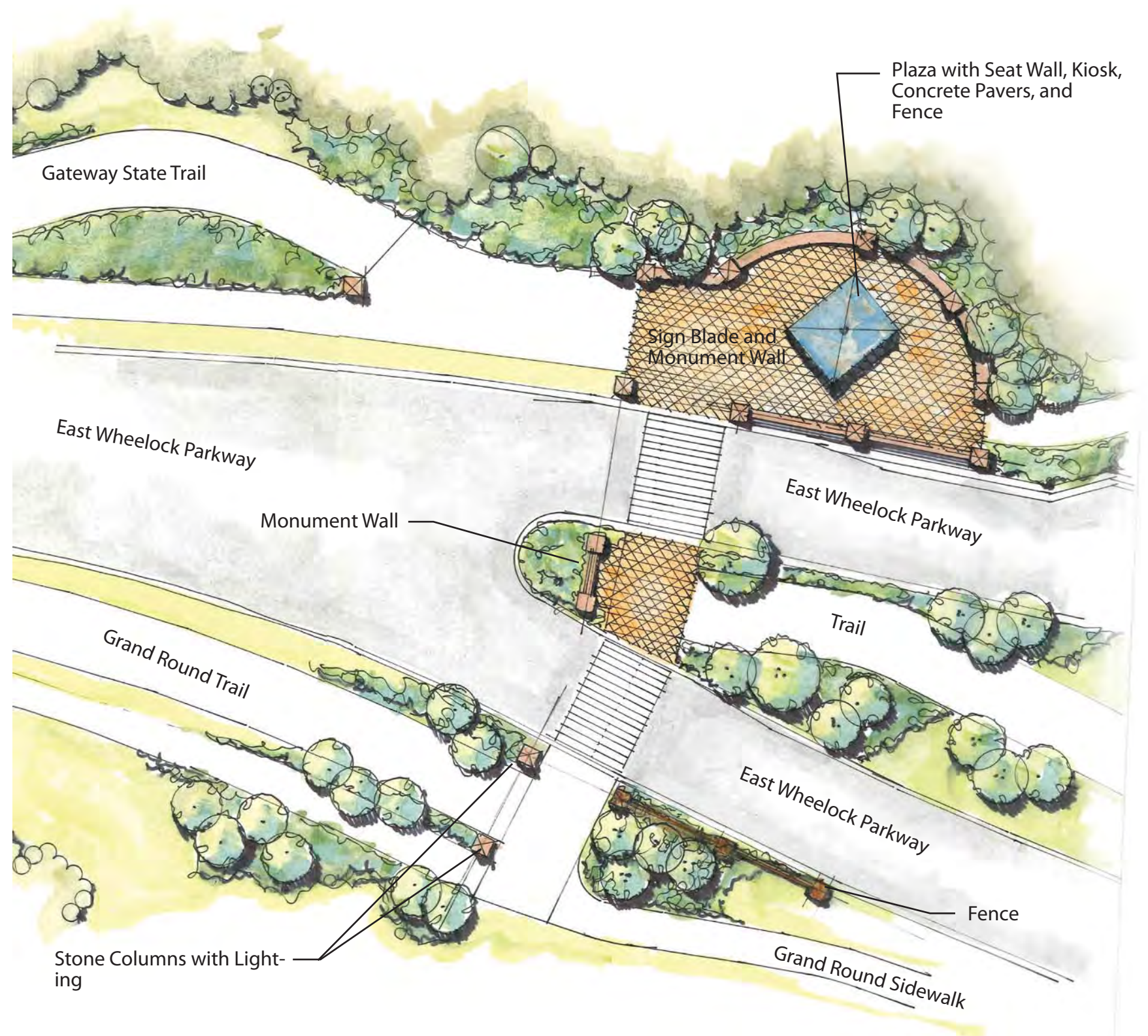


View of proposed Gateway Node Type 2 looking west at Pelham Boulevard and Mississippi River Boulevard

PLACEMAKING - CASE STUDY

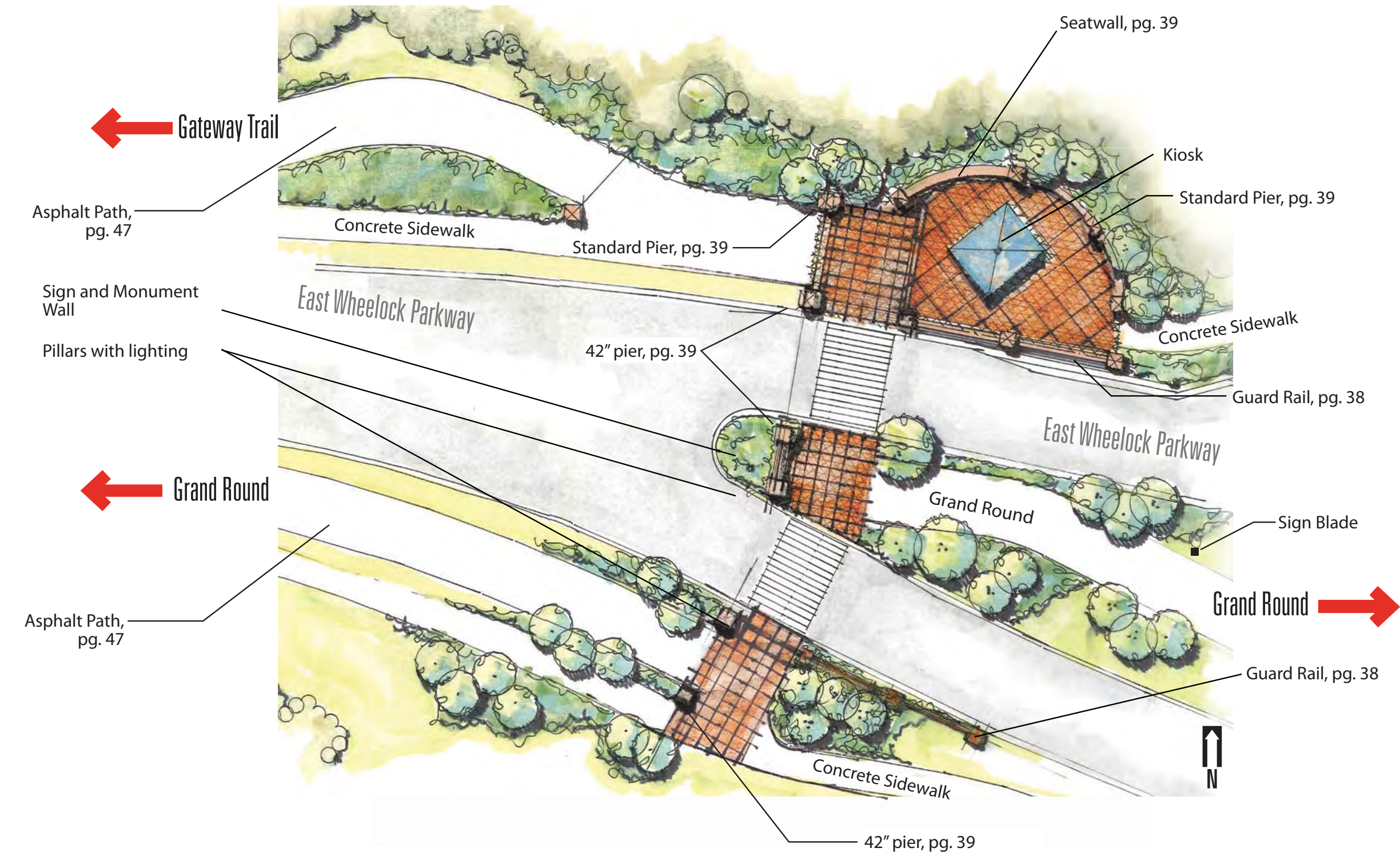
CASE STUDY: GATEWAY TRAIL INTERSECTION

The following case studies, along with materials, site furnishings, and landscaping, illustrates the application of the Grand Round Urban Design material palette.



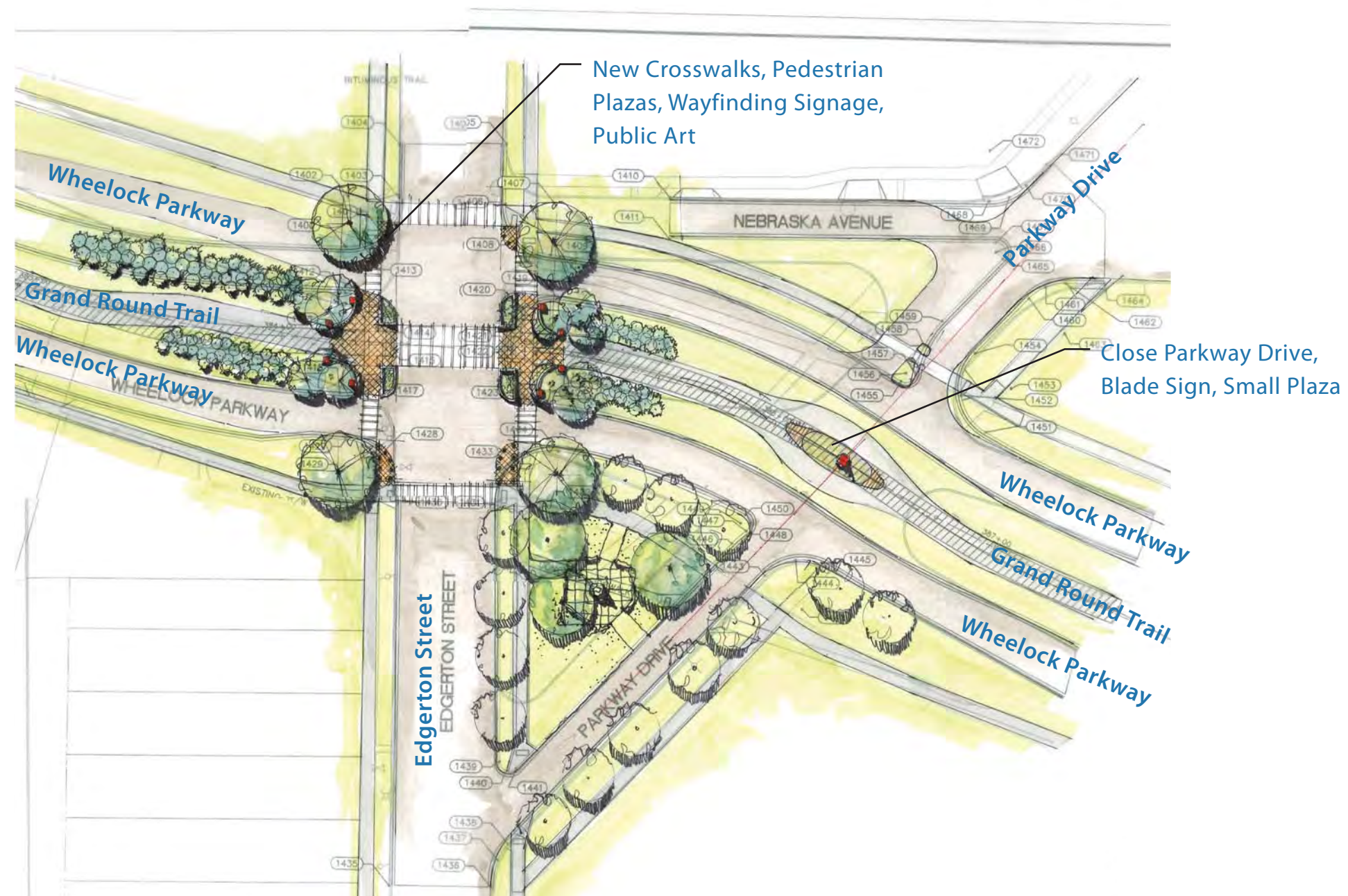
PLACEMAKING - CASE STUDY

SITE FURNISHINGS KEY MAP - SEE PAGES FOR CORRESPONDING DETAILS



PLACEMAKING - CASE STUDY

CASE STUDY: WHELOCK PARKWAY - EDGERTON STREET - PARKWAY



WAYFINDING

Overview

Wayfinding consists of signage and other visual cues (logos, colors, shapes) that reassure users they are on the desired route. A successful wayfinding system for the Grand Round will provide visual continuity, convey a better understand of familiar environments, and direct users to new exploration opportunities throughout Saint Paul. A quality wayfinding system is built upon signage type and readability.

SIGNAGE TYPES:

There are three wayfinding sign categories proposed for the Grand Round. Each category contributes to the overall function of signage on the Grand Round and provides users with key guidance. See page 36 for images of wayfinding sign types.

1. Decision-Making: Major & Minor

Decision-making signs are used to provide directions, locations, or distances to destinations. Some signs will serve vehicular traffic needs with text sized and message content adjusted to be easily readable from a moving vehicle and will be applied along the roadway and at intersections. Pedestrian and cycling directional information text and graphics will be applied along sidewalks and off road trails, offering more detailed posted information descriptions. These signs provide information that directs people to destinations such as businesses, restrooms, parks, etc.

- Maps – Where are we? Where can I find ...?
- Mileage - How far are we from ...?

2. Identity

Identity signs provide specific place names along the Grand Round route. These signs may include favorite destinations, parks, trails, and neighborhoods. The use of the Grand Round logo and color scheme on these signs provides visual continuity and user reassurance that they are on the Grand Round.


3. Interpretive and Rules

Interpretive signs provide desired information about the Grand Round and the neighborhoods it connects. Interpretive signage can vary in form from a single or double-sided stand-alone sign to the larger four-panel kiosk shown on page 50. They should be placed in clear view of the trail users yet not interfere with the other signage. Interpretive signs should cover the historic, cultural and archeological stories of interest to both residents and visitors.

- Interpretative – sharing stories (mostly at the Gateway Kiosks)
- Rules - The do's and don't's of the Grand Round (similar to those at city parks)

LEGEND





Typical Key:



Type – Wayfinding (W)
Hierarchy designation
Location designation – see detailed map and location schedule

W.1.2

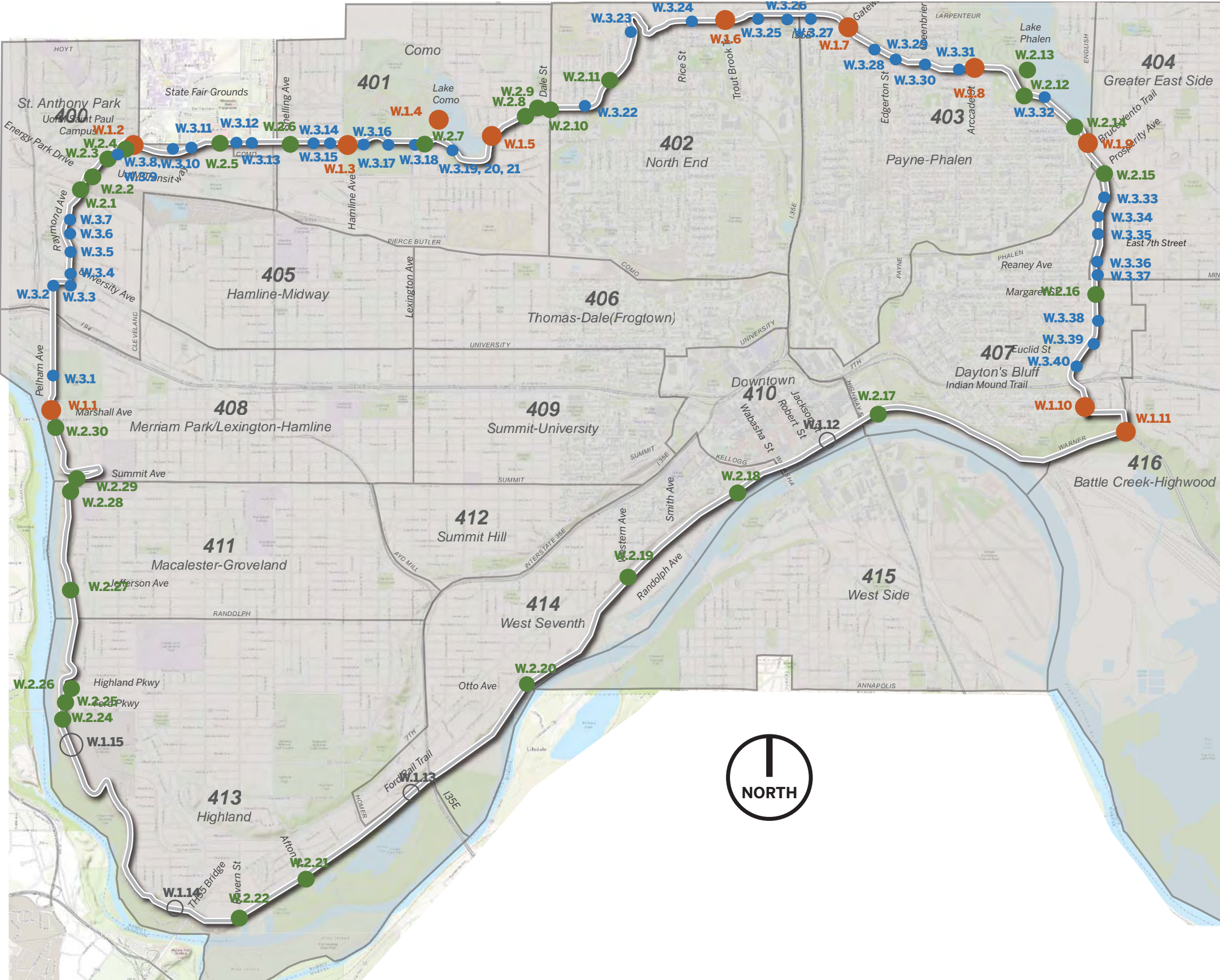
WAYFINDING

-  W.1.x Major Decision Point
-  W.2.x Minor Decision Point
-  W.3.x Reinforcement / "Trail Blazing" / Operational
-  W.1.x Existing Signage

Grand Round signs will be installed at all intersections along the corridor.
(Typically on street lights and other Grand Round amenities)

See Placemaking & Wayfinding matrix on page 118 for more information.

WAYFINDING



WAYFINDING

READABILITY:

Signage needs to be easily readable from a variety of users moving at a variety of speeds, such as automotive vehicles, bicycles, joggers, pedestrians, and bench sitters. Signage needs to clearly communicate a desired message on a sign template appropriately sized for its surrounding conditions. Readability hinges on five factors:

1. Dimensions

Message length greatly affects the sign size. Message phrasing to minimize the number of characters allows for smaller sized signs and room for logo. Appropriate font type and font size may also reduce the overall dimensions of a sign. The scale, style, and durability of the signs should fit within the context of their location. The following should be considered when planning the design of a sign system:

- Visual continuity (font size and style, contrasts, colors, sign shape)
- Use of Grand Round logo and color palette on all non-regulatory signage
- Use of maps and other orientation and information resources at kiosks

2. Location

Sign locations need to balance the sign size, the number of signs, and the regulatory requirements without overwhelming the Grand Round user. It is important to avoid visual clutter since too much signage overwhelms the intended user and is no longer effective.

- Quantity – signs spaced appropriately to allow for visual connectivity from sign to sign. Grand Round trail signs should be spaced based on visual connectivity. However, a minimum of 300 feet to a maximum of 600 feet apart will allow users to locate, read, comprehend, and react to the signs.
- Surroundings – quick visual identification is important, so avoid placing signs where they may be blocked by vegetation and landforms, built features such as buildings and bridges, and other existing signage, both regulatory and private.

3. Mounting Location

Signs should be mounted at a uniform height by type when possible for consistency and easier recognition by Grand Round users. These signs can be mounted in a variety of ways:

- Free-standing pole-mounted, either using City-standard poles for regulatory signs or larger steel pipe poles painted in the Grand Round color palette for directional blade signage.
- Attached to light poles
- To overpass abutments or spans (both vehicle and train bridges)
- Mounted to walls or fences
- From existing overhead traffic control structures and signage

4. Message

Signs for interpretive stories and messages should be scaled to fit their location and content length. All messaging will be reviewed by the City of Saint Paul for content, accuracy, and appropriateness. Size and location of signs must balance the need to be large enough to be read without being a visual distraction. Message content will vary depending upon intent and location so brand consistency will be conveyed through design features and the use of the Grand Round logo and color palette.

5. Language

While the bulk of the signage will be in English, use of universal pictograms will aid both English and non-English speaking locals and visitors in using the Grand Round. Sports pictograms are currently in use at Saint Paul Park signage and can easily be expanded to include services and directional information throughout the Grand Round.



COMMUNITY ENGAGEMENT

Importance of community engagement

Community outreach and engagement, particularly to the multiple ethnic, cultural, and socio-economic communities throughout Saint Paul, is critical to the successful design and implementation of the Grand Round. Proactive, robust and community-oriented engagement is vital to increasing awareness, understanding, support, and ongoing use of the Grand Round system by residents and visitors of all ages and abilities.

Public comments and recommendations inform the look, feel, and function of the Grand Round, including the creation and placement of public art, cross-section configurations, streetscape elements, multimodal access, branding and identity, and other elements. Creative, proactive and effective outreach and engagement will lead to a Grand Round that more closely reflects and responds to Saint Paul's vibrant communities, and that becomes an inviting and enduring public resource shared by all for generations to come.

Reaching diverse populations

Saint Paul is home to a great diversity of ethnic and cultural communities and to populations experiencing a variety of socioeconomic conditions. These communities and populations are often underrepresented in planning processes. Many members of these populations reside in the neighborhoods that are part of the Grand Round. The project team has made proactive efforts to expand opportunities for members of health disparity and other underrepresented communities to contribute meaningfully to the planning process. Contributions from typically underrepresented communities will result in a project that better serves the needs of a wider range of Saint Paul populations and that improves community health and active living outcomes.

Overview of engagement efforts in the community

TAKE THE MEETING TO THE PEOPLE

One of the keys for building public engagement is to make it easier and more convenient for more people to participate. The project team has taken engagement to places where people are already congregating, setting up tabling and pop-up workshops at community events and popular destinations. This makes it easier for community members to provide their comments and guidance without having to attend a separate meeting.

USER-FRIENDLY MATERIALS

To effectively communicate with members of the public, we have developed welcoming, user-friendly, jargon-free project materials. These materials are richly illustrated and written with easy-to-understand language. The materials are oriented to residents who may not be familiar with planning processes and projects. Bright colored post-it notes are provided for people to share comments, and are very eye-catching since they are on a black board.

Questions asked at our engagement events

- Do you know about the Saint Paul Grand Round? [we then show and explain the route using a map of the segment near the event location as well as an overall map]
- What would make it easier or more enjoyable for you to walk or bike more?
- What would you like to see on the Grand Round route?
- What do you think about the different amenities and types of facilities? [shown in a series of pictures]

All of the comments and votes received at the engagement events were processed and analyzed, and promptly placed online for distribution with the project team. Summary results can be accessed by visiting the public website for the project:

www.saintpaulgrandround.org

The Grand Round project will shape Saint Paul residents’ connections to and enjoyment of their city for generations to come. To guide the project to respond to residents’ needs and aspirations, the City of Saint Paul is reaching out and engaging the public using many different tools and approaches. These efforts, conducted in Spring/Summer 2015, include:

- Pop-Up events along the Grand Round route
- Listening sessions with community organizations
- Engagement events held in coordination with larger community events
- Presentations at District Council meetings
- Design Workshop open houses and meetings (held June 22 to 25)
- Online engagement including comments and an online survey (throughout the life of the project)
- Open House meetings (held July 13 to 15)
- Hosting and convening Community Advisory Committee (CAC), made up of citizen representatives

What We’ve Learned

This document is a summary of what we have learned through in-person Pop-Up and Listening Session engagement opportunities. It includes an overall summary of information received, as well as summaries of individual Pop-Up and Listening Session events held thus far. An Appendix provides additional information about community engagement and its importance for the project.

Key Themes

Several key themes emerged through this engagement effort. They are summarized here, with additional explanation and supporting quotes from the public in the next section.

- **Support for the plan** was prevalent.
- Users of the Grand Round route include **both pedestrians and bicyclists**. The needs of each user group must be considered.
- Participants expressed a preference for **facilities separated from motor vehicles**.
- **Safety** was a key concern for many participants.
- **Amenities** such as rest rooms, water fountains, and benches are desired.
- **Consistent walk/bike facilities** throughout the route are strongly desired. Where possible the same kind of facility should be provided for long stretches of the route.
- Several **intersections and/or roadways were identified as challenging** for pedestrians and bicyclists.
- **Connections and better wayfinding** to existing trails are desired.

DESCRIPTION & SUPPORT FOR KEY THEMES

- **Support for the plan** was prevalent. Although awareness of the Grand Round in Saint Paul is increasing, most participants at engagement events were at first not familiar with the plan. After viewing the future route on a map and learning about the plan, participants overwhelmingly supported the concept.
“Great idea!”
“¡Es bonito!”
“Thanks! I can’t wait!”

- Users of the Grand Round route include **both pedestrians and bicyclists**. To be successful, and to respond to residents’ desires, the Grand Round must address the needs of each type of user - facilities for both pedestrians and bicyclists are important to local residents. Many participants explained that they do not bicycle very much, but that they would walk on sidewalks and off-road trails. Although it is easy to understand the usefulness and importance of the Grand Round for bicycle riders, its usefulness and importance for walkers should not be overlooked, especially if opportunities for senior-friendly 8-80 activity and placemaking opportunities are to be realized.
“Think about the pleasure of walkers.”
“How do we get people who aren’t comfortable and confident out on the trail?”
- Participants expressed a preference for **facilities separated from motor vehicles**. Separation was commented on positively by a variety of residents, whether the separation was an off-street trail, a buffered bicycle lane, or a separated bicycle lane.
“I feel the safest on separated bike lanes.”
“More off-road trails!!! Especially for safety of cyclists.”
“As many separated bike lanes as possible.”
- **Safety from motor-vehicle traffic** was a key concern for many participants. Many people talked about the importance of safety, especially for families with small children. This included bicyclists who regularly bike on-road, but who felt uncomfortable doing so with their small children.
“I want to feel safe riding with my kids.”

- **Amenities** such as rest rooms, water fountains, and benches are desired. These amenities will greatly increase the comfort of Grand Round users and will also increase the number of people using the Grand Round. Places to rest, bathroom facilities, and snack / vendor opportunities can be combined to support placemaking and public art at strategic locations along the route.

"Water fountains along Shepard Rd are nice - copy them!"

"Benches/seating would be nice."

- **Consistent walk/bike facilities** throughout the route are strongly desired. Where possible the same walking or biking facility or configuration should be provided for long stretches of the route. This makes routes more easily understood by users, decreasing confusion and potential for conflicts between pedestrians and bicyclists, and other users of the trails and roadway system. Participants cited benefits of legible and consistent facilities both for bicyclists and for motor vehicle drivers.

"Please use bollards (upright posts) to protect the bikes lanes from traffic on Raymond Ave south of Como. Make sure the bike lanes are continuous from the Hampden Park Co-op. Right now they start, stop, start, etc. Totally unfriendly."

- Several **intersections and/or roadways were identified as challenging** for pedestrians and bicyclists. Locations consistently identified as challenging include Johnson Parkway and Burns Avenue, along Como Avenue near the State Fairgrounds, crossing Snelling Avenue, the Raymond Avenue bridge overpass, and the steep hill on Pelham Boulevard.

"Crosswalk across Johnson and Burns."

"Want separated bike lane on Como."

"Viaduct at Raymond and Como is narrow."

- **Connections and better wayfinding** to existing trails are desired. Many people use existing trails such as Bruce Vento and the Gateway State Trail. Completing the Grand Round route will allow many people to make short loop trips. Residents and staff at multi-family locations within close proximity of significant trail assets (like McDonough homes, a large public housing site near the Grand Round and Bruce Vento trail) complained of difficult, unsafe and confusing access to nearby trails and other amenities..

"Better connection from Gateway Trail to Grand Round (and vice versa)."

"Signage along the route -- with a Grand Round logo, especially at intersections with other trails."

THEME TRENDS

We categorized comments received during Pop-Up and Listening Sessions to better identify and group similar recommendations. The majority of comments fell into one of four categories: amenities, infrastructure recommendations, connections and wayfinding or safety.

Comments on desired amenities were the most prevalent, with nearly one third of comments recommending additional amenities along the route, such as water fountains, rest rooms and benches. More than a quarter of the responses received focused on infrastructure recommendations, such as better crossing treatments and improved bicycle facilities with the most attention focused on facilities separated from motor vehicles. Participants recommended implementing either off-street trails, buffered bicycle lanes, or separated bicycle lanes and indicated a slight preference for buffered bicycle lanes. Safety was a key concern for

many participants, as well as improving connections to existing trails and adding wayfinding options, such as maps, mile markers and technology-based route-finding tools.

COLLABORATION WITH THE CITY OF SAINT PAUL POP-UP POPSICLE TRUCK

At four of the pop-up events the project team collaborated with the City of Saint Paul's Pop-Up Meeting Popsicle Truck. The truck and popsicle cart were managed by Amanda Lovelee, an artist working in Saint Paul Public Works. Participants at these Pop-Ups answered brief questions and received a free popsicle made by local popsicle entrepreneur St Pops.

This collaboration helped to increase participation at engagement events: more than half of participants felt that the Pop-up meeting was an easy and engaging way to be a part of city planning, with about half of participants stating they had not been to a public/city meeting before.

When asked "What would you do to make St. Paul streets and open spaces accessible and fun for 8-80 year olds?" Common themes from participants included: more sidewalks, more bicycle facilities, better winter maintenance, slower and less car traffic, as well as adding amenities such as signage, lighting, and benches.

When asked "If you were mayor for the day, what would you do?" Many responses focused on topics not related to the Grand Round project, such as litter, police, and taxes. However some common themes related to the Grand Round included: fixing the roads, fixing and building sidewalks, and holding fun outdoor events like "Open Streets" (walking and biking festivals).

Summary Event #1: Spring Fling at McDonough Homes

Members of the Project Team held a pop-up workshop on May 1st, 2015 from 3pm-6pm at the McDonough Homes at 1544 Timberlake Road. This engagement session focused on segment 3 of the project. This event was chosen in part to reach local residents who live in public housing, are low-income, or belong to communities of color. Hundreds of people attended the family-friendly Spring Fling, with many parents attending with their children.



Spring Fling is an outdoor festival-style event that was publicized by the McDonough Recreation Center to local residents. Several organizations had tables with information and give-aways, and entertainment and food options were also available to attendees. Cycles for Change, a community bike shop, was also attending the Spring Fling. Project team members spoke to approximately 40 residents about the Grand Round project. During our conversations with local residents, we learned several key points about participants.

KEY POINTS

- Most live in the housing complex and close to the Recreation Center.
- Many bike, with the majority biking for recreation.
- Many also walk for exercise.
- Many use existing trails such as Bruce Vento and the Gateway State Trail.
- Most stated a clear preference for facilities separated from motor vehicles.
- Several were familiar with the Minneapolis Grand Rounds, but most had not heard of the Saint Paul Grand Round.
- After explaining the concept of the Grand Round system, using the map, people responded very positively.
- Most were not interested in walking or biking the entire future Grand Round loop, however completing Segment 3 will allow people to make shorter loop trips to nearby assets (Lake Phalen, Bruce Vento trail).

Summary Event #2: Desnoyer Park Neighborhood

Members of the Project Team met with residents who live near Desnoyer Park on May 5th, 2015 from 5:30-6:30 pm at the Community Council at 890 Cromwell Ave. This engagement session focused on segment 8 of the project. This event was chosen in part to reach local residents who have participated in past efforts conducted by the Friendly Streets Initiative (FSI).



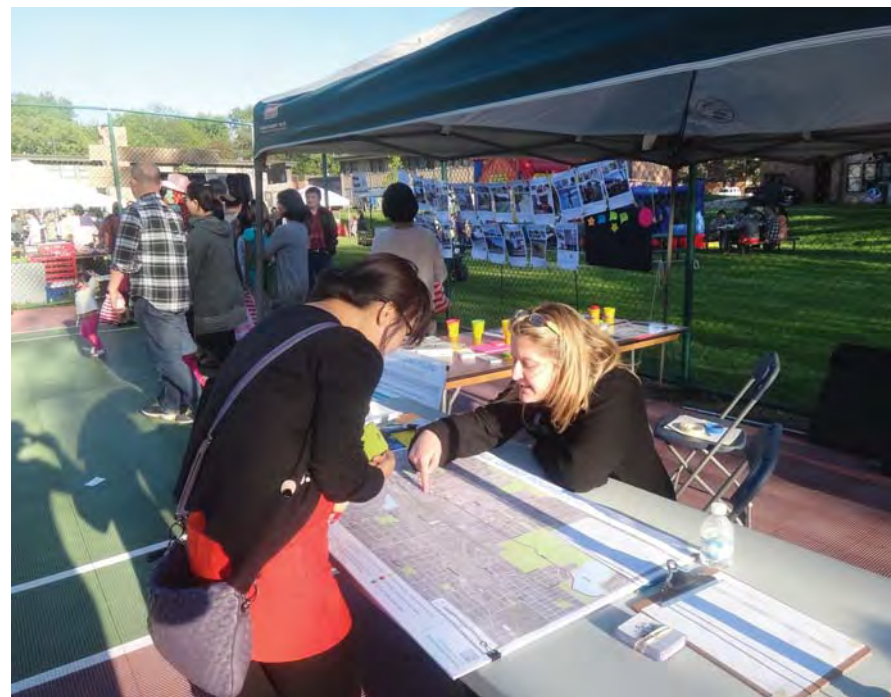
Project team members spoke to six participants about this section of the Grand Round project. There was a discussion about future engagement opportunities such as the St. Anthony Park Art Fair Festival. There are many comments in the Bike Plan mentioning Pelham Boulevard as an opportunity. We learned several key points during our conversation, including opportunities and risks.

KEY POINTS

- Participants were very familiar with the Grand Round route in St. Paul.
- Opportunity: to engage non-traditional communities.
- Opportunity: to create a location that is a key stop on the Grand Round route.
- Opportunity: to improve the condition of Pelham Boulevard for bicyclists and pedestrians.
- Risk: maintenance aspects of this project.
- Risk: not building on the work already completed in the last two years.
- FSI surveys have found that people prefer separated/protected bikeways.
- Many felt that the most important piece of the Grand Route is the connection north of the river/trail on Pelham Boulevard.
- Opportunity: the steep hill on Pelham Boulevard (northbound) is a challenge.
- Risk: if the project is not beautiful when it is completed.

Summary Event #3: Commonwealth Terrace Cooperative

Members of the Project Team held a pop-up workshop on May 21st, 2015 from 5:30-7:30 pm at the Commonwealth Terrace Cooperative at 1250 Fifield Avenue. This engagement session focused on segment 6 of the project. This event was chosen in part to reach students enrolled at the University of Minnesota, and to reach families with parents who are enrolled at the University of Minnesota. Many residents at the Cooperative speak languages other than English. Hundreds of people attended the family-friendly cooperative event, with many attending with their small children or grandchildren.



The Community Celebration is an outdoor festival-style event that was publicized by the Commonwealth Terrace Cooperative to residents. Several organizations had tables with information and give-aways, and entertainment and food options were also available to residents. Project team members spoke to approximately 80 residents about the Grand Round project. During our conversations with local residents, we learned several key points about participants, most of whom live in the Cooperative

KEY POINTS

- Many bike and walk, including on Como Avenue.
- Most had not heard of the Grand Round in St. Paul.
- After explaining the concept of the Grand Round system using the map, people responded very positively.
- Snelling Avenue was mentioned several times by different residents, as being difficult to cross and uncomfortable to travel on.
- People stated a clear preference for separated facilities (separated from motor vehicles).
- Many people mentioned feeling uncomfortable biking on-road with their small children.

Summary Event #4: St. Anthony Park Arts Festival

Members of the Project Team held a pop-up workshop on June 6, 2015 from 10 am-5 pm at the St. Anthony Park Arts Festival in St. Paul. This engagement session focused on segments 6, 7 and 8 of the project. This event was chosen in part to reach local residents who will use Raymond Avenue (currently under construction) and Pelham Boulevard/Segment 8 (one of 3 segments that will be constructed first).



The St. Anthony Park Arts Festival is an outdoor festival-style event hosted by the St. Anthony Public Library. Now in its 46th year, the Arts Festival attracts artists and residents from the Twin Cities and greater Minnesota. Several organizations had tables with information and give-aways, and family-friendly activities and food options were also available to attendees. Project team members spoke to approximately 100 art festival patrons about the Grand Round project. During our conversations with attendees, we learned several key points.

KEY POINTS

- Several seniors stated that they were more interested in walking than biking.
- People stated a clear preference for separated facilities (separated from motor vehicles).
- Many people mentioned feeling uncomfortable biking on-road with their small children.
- Many people had never heard of the Grand Round in St. Paul.
Those who had mentioned it was through the flyer they had received in the mail.
- We received many map comments:
Several people commented that they did not like using Snelling Ave to bike.
The bridge area on Raymond just south of Como is uncomfortable/uninviting.
- People came into the booth to view the banners with visual examples of various bicycle and pedestrian facilities, and several voted on their favorites.

Summary Event #5: Pop-Up in Dayton's Bluff

Members of the Project Team held a pop-up workshop on June 10, 2015 from 5pm-7pm at the intersection of Johnson Parkway and Burns Avenue in the Dayton's Bluff neighborhood of St. Paul. This engagement session focused on segment 1 of the project and was a joint project with the City of Saint Paul. City staff and the city's Pop-Up truck participated and provided free popsicles to participants. This event was chosen in part to reach local residents who will use the Grand Round route near Johnson Parkway.



The project team was set up along the River Trail at the intersection of Johnson Parkway and Burns Avenue. The weather was beautiful - warm and sunny. People walking, running, and biking along the trail, as well as people driving, could see the tent and bright popsicle stand. The project team talked to approximately 20 people, most of whom use the trail regularly and live nearby. The project team received many comments about the difficulties of crossing the intersection of Johnson Parkway and Burns Avenue as a pedestrian (there is no marked crosswalk and no stop control.) During our conversations, we learned many things about local residents' desires for the project:

KEY POINTS

- All were very knowledgeable of the neighborhood and surrounding area so they could point out key areas along the Grand Round.
- Some had heard of the Grand Round through mailings, and others who had not heard of the plan really liked it.
- Many people mentioned connections to other locations in the community, such as Swede Hollow, Battle Creek, and Gateway Trail.
- Participants consistently voiced that wayfinding is important.

Summary Event #6: Lake Phalen Pop-Up

Members of the Project Team held a pop-up workshop on June 11, 2015 from 5pm-7pm at the south end of Lake Phalen, near the intersection of Wheelock Parkway and the Bruce Vento Trail. The engagement session focused on segments 1, 2, and 3 of the project. We were set up on the small pavilion space at the south end of Lake Phalen, near the biking, walking and running trails. Many people walked, ran, or biked by on their way to and from a small parking lot near our site. This event was chosen in part to reach local residents who will use the Grand Round route near Lake Phalen.



The project team spoke to about ten people about the project. While Lake Phalen is a popular place for walking, biking, running, and fishing, the weather was a little cool, and it had just finished raining, so there were fewer people outside than normal. The tent was clearly visible to people as they passed by. A few people had heard of the Grand Round project from receiving a mailer. During our conversations, we learned many things about local residents' desires for the Grand Round project:

KEY POINTS

- Everyone we talked to supported the plan.
- Many often used the trails around the lake, but most drove to the park.
- A few people mentioned establishing connections to other nearby trails, especially the Gateway Trail.

Summary Event #7: Lake Como Pop-Up

Members of the Project Team held a pop-up workshop on June 14, 2015 from 3pm-5pm on the east side of Lake Como, near Lakeview Avenue West. The engagement session focused on segments 4, 5, and 6 of the project. We were set up just south of the parking lot, where the biking and walking trails converge. This event was chosen in part to reach local residents who will use the Grand Round route near Lake Como.



The project team spoke to approximately 20 people about the project. Lake Como is a popular place for walking, biking, and running, and the weather was warm and sunny. The tent was clearly visible to people as they passed by, from both the biking and walking trails. During our conversations, we learned many things about local residents' desires for the Grand Round project:

KEY POINTS

- Less than half the people we spoke to had heard of the Grand Round project.
- Everyone we talked to supported the plan.
- Several people drove to the park before biking or walking on the trails.
- People expressed an interest in more bicycle share (NiceRide) stations in the local neighborhoods.
- People stated a clear preference for separated facilities (separated from motor vehicles).

Summary Event #8: Phalen Family Night

Members of the Project Team held a pop-up workshop on June 15, 2015 from 6pm-8pm at the Phalen Family Night event in St. Paul. The engagement session focused on segments 1, 2, and 3 of the project. This event was chosen in part to reach local residents from the Payne-Phalen neighborhood, and especially to reach families with small children.



Phalen Family Night is an annual festival held at the Phalen Recreation Center, and included a moon walk, climbing wall, games, and other activities for children. Several organizations had tables with information and family-friendly activities were also available to attendees. Hundreds of local residents attended Phalen Family Night. The project team spoke to approximately 20 people about the project. During our conversations, we learned many things about attendees' desires for the Grand Round project:

KEY POINTS

- Less than half the people we spoke to had heard of the Grand Round project.
- Some people were familiar with the project website and had visited it.
- Many people talked about the importance of safety, especially for families with small children.
- Many people were very interested in staying involved with the project, and many filled out comment cards.

Summary Event #9: Indian Mounds Park Pop-Up

Members of the Project Team held a pop-up workshop on June 16, 2015 from 5pm-7pm along the River Trail at Indian Mounds Park, near the intersection of Earl St and Mounds Blvd. The engagement session focused on segment 1 of the project. The project team was set up next to the biking, walking, running trail, across the street from the playground and pavilion. Many people walked, ran, or biked by along the trail, the majority being bikers and walkers. This event was chosen in part to reach local residents who will use the Grand Round route near Johnson Parkway.



The project team spoke to about ten people about the project. The trail was popular and the playground across the street was very busy with children and families during the pop-up event. The weather was a little cool, and it began raining towards the end of the event, so there were fewer people using the trail than normally. During our conversations, we learned many things about local residents' desires for the Grand Round project:

KEY POINTS

- Most people who stopped by had not heard of the Grand Round.
- Everyone we talked to was interested in and excited by the project.
- People liked separated bike lanes and multi-use paths. There is a desire to be separated from vehicular traffic, including with a barrier.
Reasons for wanting separated facilities included: safety, concern for young children, and a better riding experience.
- Connecting to other amenities, parks, and neighborhoods from the Grand Round is also an important feature.

Summary Event #10: Pelham Boulevard Pop-Up

Members of the Project Team held a pop-up workshop on June 29, 2015 from 5pm-7pm along the River Trail, near the intersection of Mississippi River Blvd and Pelham Blvd. The engagement session focused on segment 8 of the project. This event was chosen in part to reach local residents who will use the Grand Round route near Pelham Blvd. Sketch renderings of possible options for Pelham Boulevard that were developed at the Design Workshop were available for participants to comment on.



The project team spoke to about 50 people about the project, including five children. The trail was popular and many people stopped to share their thoughts on the project. During our conversations, we learned many things about local residents' desires for the Grand Round project:

KEY POINTS

- The majority of the people who stopped by had heard of the Grand Round.
- People are concerned about plans for an off-street shared-use path due to:
 - Reduction in green space and street trees (the 14' path was called "excessive" by several people)
 - Speed of bicyclists on shared-use path adjacent to properties
 - Visibility of cyclists when exiting driveways
- Participants expressed a preference for separated bike lanes on both sides of the street (eliminate shared-use path, upgrade recommended buffered bike lanes).
- There was support for dual-side sidewalks.
- Participants responded favorably to traffic calming recommendations.
- Participants were interested in maintaining parking on one side of the street.

Summary Event #11: Lake Phalen Pop-Up

Members of the Project Team held a pop-up workshop on June 30, 2015 from 5pm-7pm on the south side of Lake Phalen. The engagement session focused on segments 1, 2, and 3 of the project. This event was chosen in part to reach local residents who will use the Grand Round route near Lake Phalen. A draft map showing different options for the entire route (in the median, or next to the roadway) that was developed at the Design Workshop was available for participants to comment on.



The project team spoke to 20 people about the project. Lake Phalen is a popular place for walking, biking, and running, and the weather was warm, sunny, and breezy. Many people were out running, walking, and bicycling. We spoke to children, young adults, seniors, and families. The tent was clearly visible to people as they passed by on the walking and bicycling trails. During our conversations, we learned many things about local residents' desires for the Grand Round project:

KEY POINTS

- Less than half the people we spoke to had heard of the Grand Round project.
- Everyone we talked to supported the plan.
- The main themes from participants were safety and convenience.
- Participants supported the following improvements to make the route safer:
 - Emergency call boxes, better crossings at bridges, more off-street trails
- Participants supported the following improvements to make the route more convenient:
 - Bathrooms, benches, water fountains and bottle-filling stations, wayfinding, dog parks, and businesses and activities in car-free areas.

Summary Event #12: Lake Como Pop-Up with Popsicles

Members of the Project Team held a pop-up workshop on July 1, 2015 from 5pm-7pm on the south side of Lake Como. The engagement session focused on segments 4, 5, and 6 of the project and was a joint project with the City of Saint Paul. City staff and the city's Pop-Up truck participated and provided free popsicles to participants. This event was chosen in part to reach local residents who will use the Grand Round route near Lake Como.



The weather was warm, sunny, and breezy. People walking, running, and biking along the trail around Lake Como, as well as people driving, could see the tent and bright popsicle stand. The project team spoke to over 60 people about the project, including young adults, seniors, and families. During our conversations, we learned many things about local residents' desires for the Grand Round project:

KEY POINTS

- The majority of the people who stopped by had not heard of the Grand Round.
- Everyone we talked to was interested in and excited about the project.
- Three-fourths of the people who filled out the city's survey for a free popsicle said they would consider biking from Lake Phalen to Lake Como.
- People liked separated bike lanes and multi-use paths. There is a strong desire to be separated from vehicular traffic, especially with a barrier.
- Many people supported amenities such as:
 - Rest room facilities, water fountains, and fix-it stations.
- Many people supported wayfinding as a way to make the route more convenient and suggested using:
 - Distance markers and mileage markers, maps along trails, "You are Here" markers, signage to key destinations, and signage at intersections with other trails.

Summary Event #13: Lake Phalen Pop-Up with Popsicles

Members of the Project Team held a pop-up workshop on July 2, 2015 from 5pm-7pm on the south side of Lake Phalen. The engagement session focused on segments 1, 2, and 3 of the project and was a joint project with the City of Saint Paul. City staff and the city's Pop-Up truck participated and provided free popsicles to participants. This event was chosen in part to reach local residents who will use the Grand Round route near Lake Phalen. Sketch renderings of possible options for Johnson Parkway that were developed at the Design Workshop were available for participants to comment on.



The weather was sunny and breezy. People walking, running, and biking along the trail around Lake Phalen, as well as people driving, could see the tent and bright popsicle stand. The project team spoke to approximately 10 people about the project, and many more people completed the city's survey for a free popsicle. During our conversations, we learned many things about local residents' desires for the Grand Round project:

KEY POINTS

- Most participants had heard of the Grand Round project already.
- Many were excited for improvements along Wheelock Parkway and Johnson Parkway.
- Most people who completed the city's survey listed exercise as the reason for their trip.
- People who ride bikes preferred separated lanes and trails.

Summary Event #14: Desnoyer Park Pop-Up with Popsicles

Members of the Project Team held a pop-up workshop on July 8, 2015 from 5pm-7pm at Desnoyer Park. The engagement session focused on segment 8 of the project and was a joint project with the City of Saint Paul. City staff and the city's Pop-Up truck participated and provided free popsicles to participants. This event was chosen in part to reach local residents who live near Desnoyer Park.

The weather was sunny. Neighbors generally walked to the event. Some participants were either walking or biking by or going to the park with their children. The project team spoke to approximately 50-60 people about the project. During our conversations, we learned many things about local residents' desires for segment 8:



KEY POINTS

- Most participants had heard of the Grand Round project already.
- People are concerned about plans for an off-street shared-use path due to:
 - Reduction in green space and street trees (14' path was called "excessive" by several participants)
- Pedestrian and bicycle conflicts on shared-use path, and speed of bicyclists.
- Participants expressed a preference for on-road buffered bike lanes on both sides of the street rather than an off-road shared-use path.
- There was support for dual-side sidewalks.
- Participants responded favorably to traffic calming recommendations, especially the "oval"-about at the Otis-Pelham intersection.
- Participants were interested in investigating opportunities to maintain parking on one side of the street.
- Participants were interested in the idea of widening the street to allow for bike lanes on both sides of the street and on-street parking on one side of the street.
- The top bicycle barriers listed by people who filled out the city's survey for a free popsicle: resurfacing needed for the roadway and sidewalk, high car speeds, high car volumes, and a lack of bicycle facilities.

Summary: Multi-Day Design Workshop

A four-day Design Workshop was held at the Best Western Bandana Square, from June 22, 2015 to June 25, 2015. The public was invited to attend and participate during the following times: June 22 from 6-8pm, June 23 from 4-7 pm, June 24 from 6-8 pm, and June 25 from 6-8 pm. As part of the Design Workshop there were both formal presentations and a more informal "Open House" style format where members of the project team were available for questions and discussion. Family-and child-friendly snacks and activities were provided during all four days.



Over 100 people signed-in during the multi-day Design Workshop event, with several people attending more than one day. This multi-day event gave members of the public the opportunity to provide: location-specific comments on maps, suggestions on draft concepts in development as part of the Design Workshop, general comments on the project, and comments and suggestions about improvements and amenities. People were also given the opportunity to join the project email list.

During the Design Workshop, the top three improvements or amenities that would help people use the Grand Round more often were:

- More separation from cars (for people who are walking and biking);
- Easier travel through intersections along the Grand Round; and
- Smoother trail and roadway surfaces.



Summary: Three Open Houses

Three Open House meetings were held between July 13 and 15. Each Open House included a brief presentation, a Question and Answer period, and a more informal “Open House” style format where members of the project team were available for questions and discussion. Snacks and activities for children were provided during all three Open House events. The three Open Houses were:

- The first Open House was held at the Langford Park Recreation Center from 6-8 pm on July 13. This was the highest attended Open House and resident discussion focused on possible changes to Pelham Boulevard.
- The second Open House was held at the North Dale Recreation Center from 6-8 pm on July 14. This was the second-highest attended Open House and resident discussion focused on potential impacts from assessments for the project.
- The third Open House was held at the Arlington Hills Community Center from 6-8 pm on July 15. Resident discussion at the third Open House included a review of St. Paul’s 8-80 Vitality Initiative.



Over 90 people signed-in for the three Open House events, with the highest attendance at the first Open House. The Open House events gave members of the public the opportunity to provide: comments and suggestions on draft concepts, general comments on the project, and comments and suggestions about improvements and amenities. People were also given the opportunity to join the project email list.

- During the Open House events the top three improvements or amenities that would help people use the Grand Round more often were:
- More separation from cars (for people who are walking and biking);
- Easier travel through intersections along the Grand Round;
- Winter maintenance (tie); and
- Easier travel to and from my neighborhood to the Grand Round (tie).

Additional Events

The following list of engagement events were held after the initial draft of the Appendix.

- Pop-Up at National Night Out (tentative)
Tuesday, August 4 | 6–8 PM
Our Savior’s Lutheran Church, 674 Johnson Parkway
- Three Community Information Sessions (one per each segment for 2016 construction) to be held in October 2015

Map P-3: Regional Trail Search Corridors

