

2026 Pelham Boulevard Reconstruction



from Mississippi River Blvd to Franklin Ave | stpaul.gov/pelham

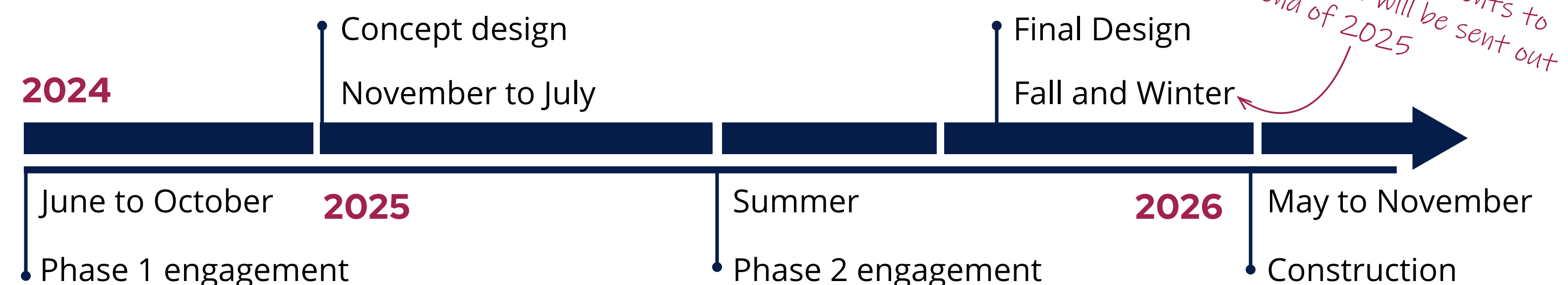
Known goals and needs

- Replace aging street surface
- Replace underground sewer and water pipes
- Construct off-street bikeway on east side of Pelham
- Replace old sidewalk and fill in gaps where missing: along golf course, the block between Otis and MRB
- Fix intersections that are skewed: Otis, Desnoyer

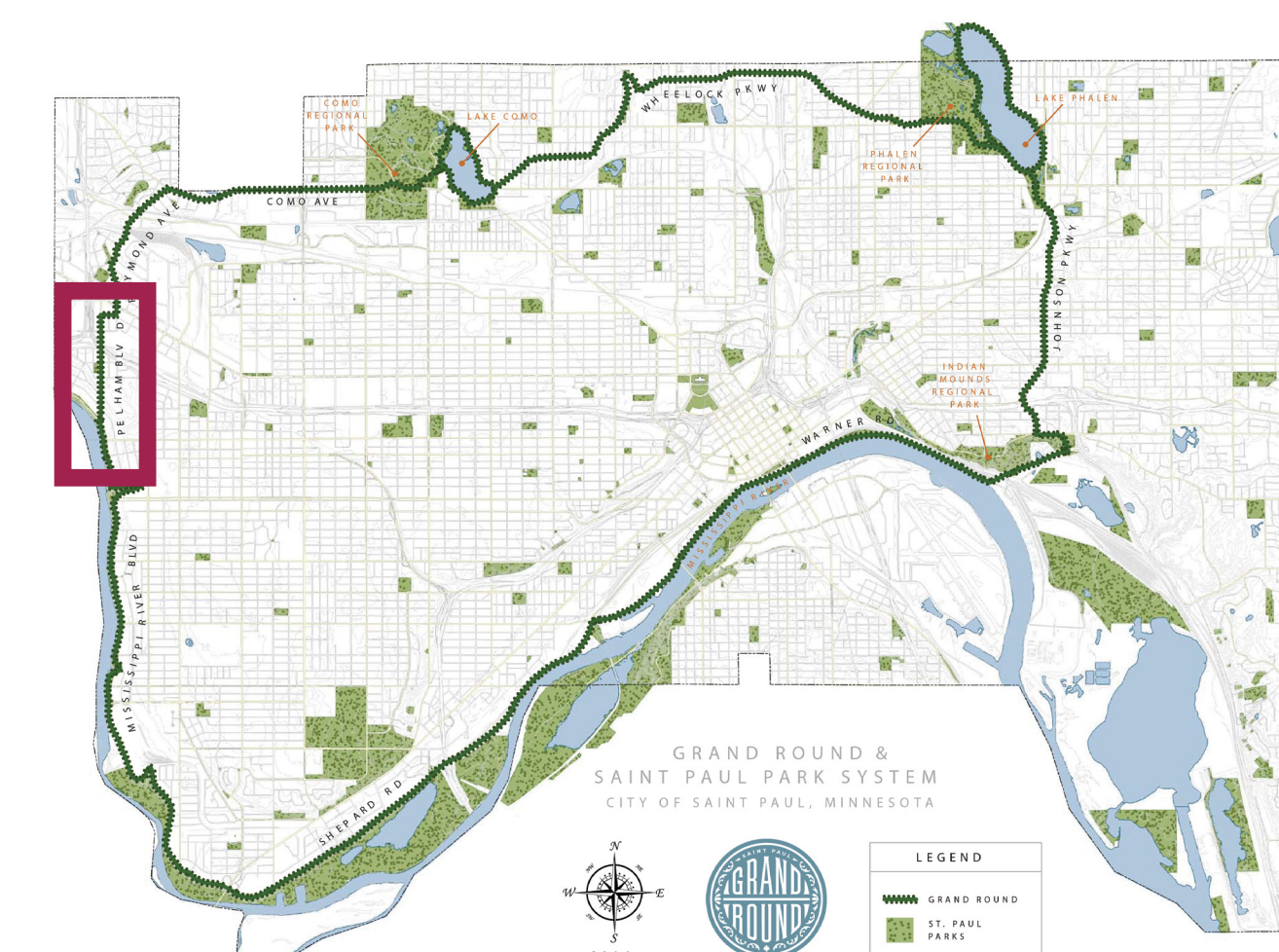
Goals and needs from community

- Minimize tree impacts
- Calm traffic and reduce “cut-through” traffic
- Improve pedestrian crossings
- Remove old railroad tracks at Wabash and Pelham

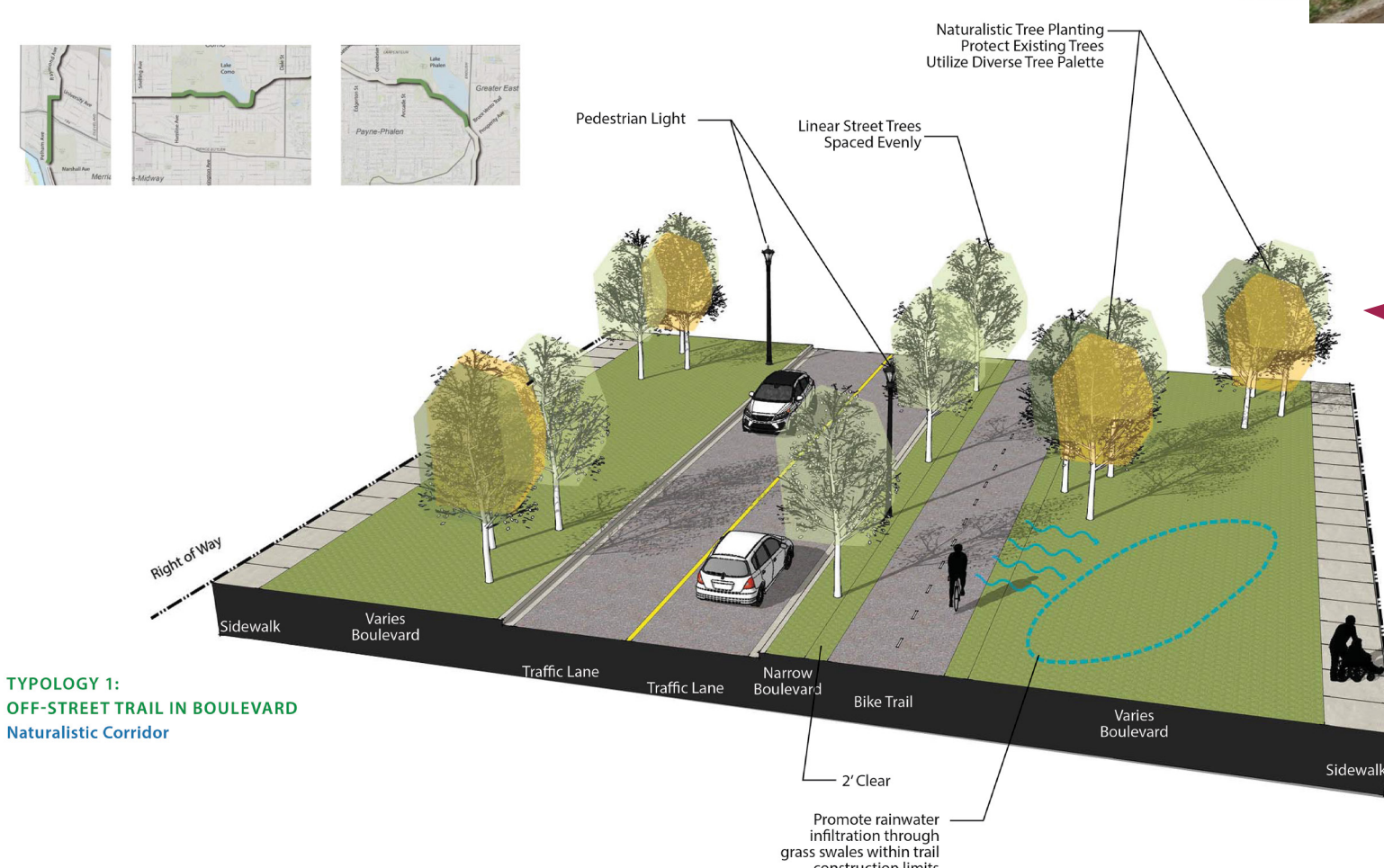
Timeline



Previous planning that informs design



In 2017, the City developed the **Grand Round Design and Implementation Plan**, which made a plan for a 26-mile loop of bikeways connecting parks. Pelham is included in that loop.



In 2018, the City installed an “interim” separated bikeway to meet the goals of the Grand Round in the short term. People biking and driving are separated by white flexible posts. These exist today, but will be removed with the reconstruction.

The 2026 reconstruction of Pelham allows the City to fully realize the vision of the Grand Round: a street with a fully separated space between people driving and people biking, plus a new street, lighting, and sidewalks.



Stay updated

Sign up for project emails at the project webpage at stpaul.gov/pelham. This is the best way to stay informed about updates and the construction timeline and impacts.

Funding

The project will be funded in part by the new Common Cent funding. This new sales tax (approved by voters in 2023) will generate \$1 billion over the next 20 years to fund street and park improvements. The project will also be funded by property assessments to properties with frontage on Pelham Blvd. More information about assessments will be sent out late 2025.



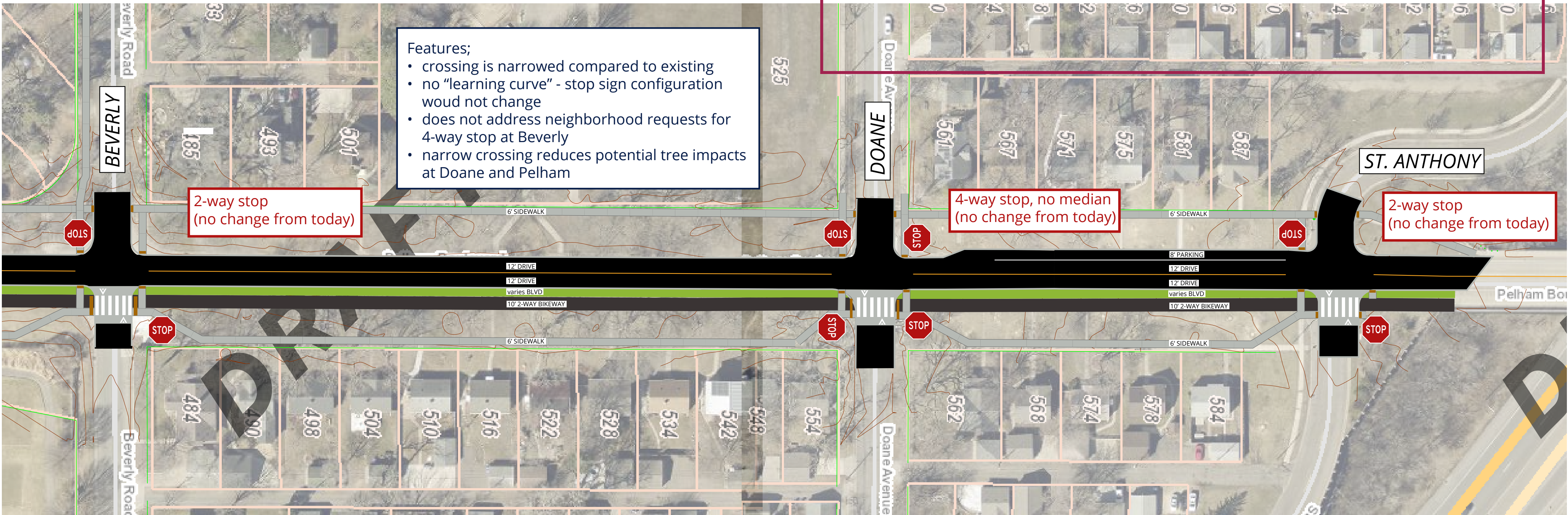
Project Contacts: Jary Lee, jary.lee@ci.stpaul.mn.us
Jimmy Shoemaker, jimmy.shoemaker@ci.stpaul.mn.us

Beverly to St. Anthony Intersections and Stop Signs

stpaul.gov/pelham
Project Contacts: Jary Lee, jary.lee@ci.stpaul.mn.us
Jimmy Shoemaker, jimmy.shoemaker@ci.stpaul.mn.us

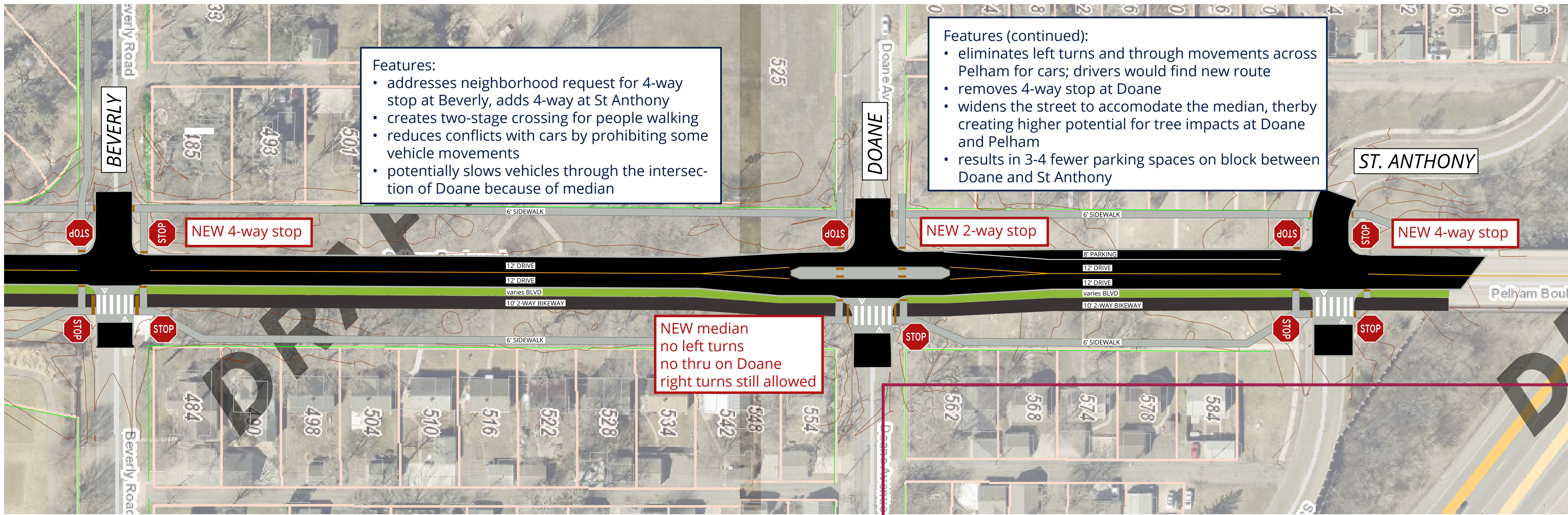


Alternative 1: no change from existing



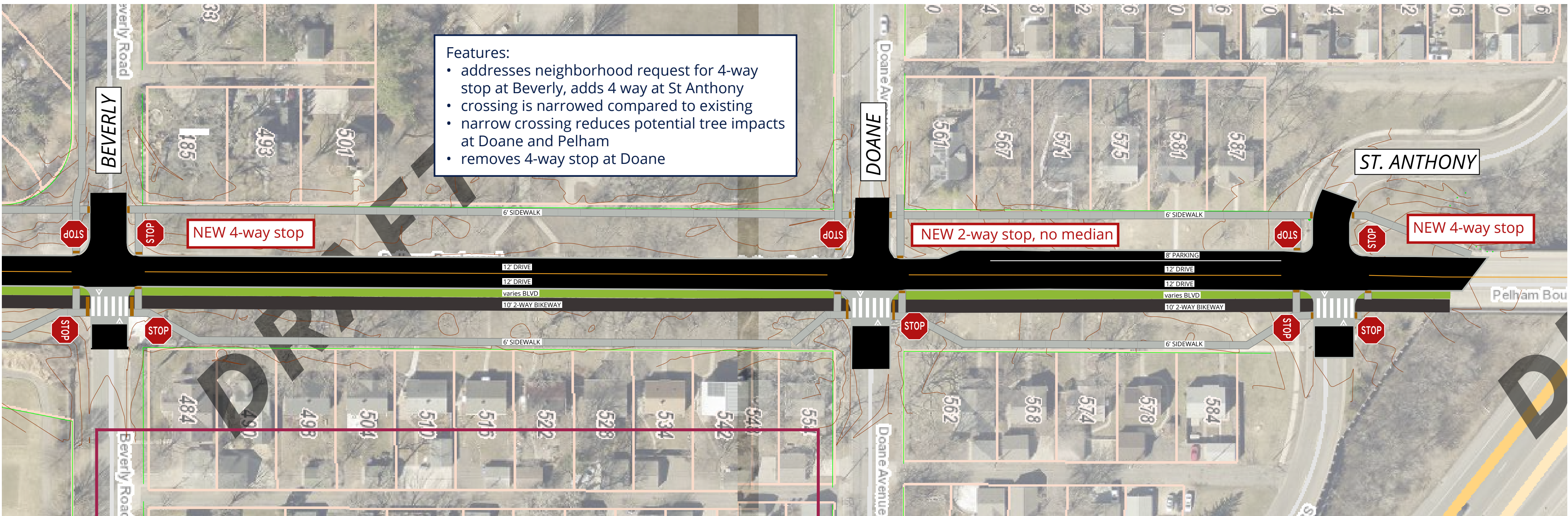
Vote here for Alternative 1

Alternative 2: 4-way stop at Beverly, 4-way stop at St. Anthony, 2-way stop at Doane, median at Doane (with turn restrictions)



Vote here for Alternative 2

Alternative 3: 4-way stop at Beverly, 4-way stop at St. Anthony, 2-way stop at Doane



Vote here for Alternative 3

Project Funding & Assessments

stpaul.gov/pelham
Project Contacts: Jary Lee, jary.lee@ci.stpaul.mn.us
Jimmy Shoemaker, jimmy.shoemaker@ci.stpaul.mn.us



This project is funded by two primary sources.

Common Cent (1% Sales Tax approved in 2023 by Saint Paul voters)

Revenue from voter-approved sales tax will fund the majority of the reconstruction cost.

Assessments to property owners

Property owners along Pelham Blvd pay for a maximum of 25% percent of the project. If your property has no frontage on Pelham, you will not be required to pay for any portion of the project through assessments.

The assessment amount property owners pay is based on a formal process described below.

Step 1:

The Department of Public Works estimates the total project cost and then determines an Assessable Cost, usually 25 percent of project cost for street reconstruction.

Assessable Cost is divided by the project's total street frontage to derive a per-foot assessment rate. That rate is multiplied by each property's assessable frontage to determine a **preliminary assessment** amount for the property.

Step 2:

The maximum special benefit of the project is then calculated for all properties. Special benefit is the increase in market value of a property resulting from the public improvement project. Special benefit is calculated as follows:

1. Establish the estimated market value of each property based on Ramsey County assessed valuations.
2. Assign a special benefit percentage to each property based on analysis from an independent appraisal consultant.

Multiply the estimated market value by the special benefit percentage to derive a maximum special benefit assessment amount. This is the **secondary assessment** amount.

Step 3:

The preliminary and secondary assessment amounts are compared and the Final Assessment is **lesser** of the two amounts.

What is the timeline and when will I receive information about my assessment cost?

Fall 2025: Property owners will receive a letter in the mail with an estimate of assessment from Step 3. This letter will set a public hearing date at a City Council meeting. Property owners can submit comment or speak in person at TBD date of public hearing at City Council. The City Council will take action to authorize/permit construction.

May to November 2026: Reconstruction of Pelham, based on City Council action in Fall 2025.

Fall 2026: When the project is substantially complete, a second public hearing at City Council will be set to adopt or "levy" the final assessment value. Depending on the actual construction costs, the assessment cost to each property owner could be lower than the estimate sent via mail in Fall 2025, but it will not be higher. Once the assessment is adopted by City Council, property owners will be mailed an invoice.

What are the options for paying my assessment?

Pay upfront

You can pay your assessments in full, interest free, for up to 30 days after the City Council levies the assessment in Fall 2026. After that time, interest will be added on the outstanding balance. You can also make payments to the City's assessment office at any time to reduce or eliminate your outstanding balance.

Pay over time

Most people pay their assessment with property taxes, over 20 years. Interest is added to the unpaid assessment balance.

Private Water & Sewer Line Replacement

stpaul.gov/pelham
Project Contacts: Jary Lee, jary.lee@ci.stpaul.mn.us
Jimmy Shoemaker, jimmy.shoemaker@ci.stpaul.mn.us

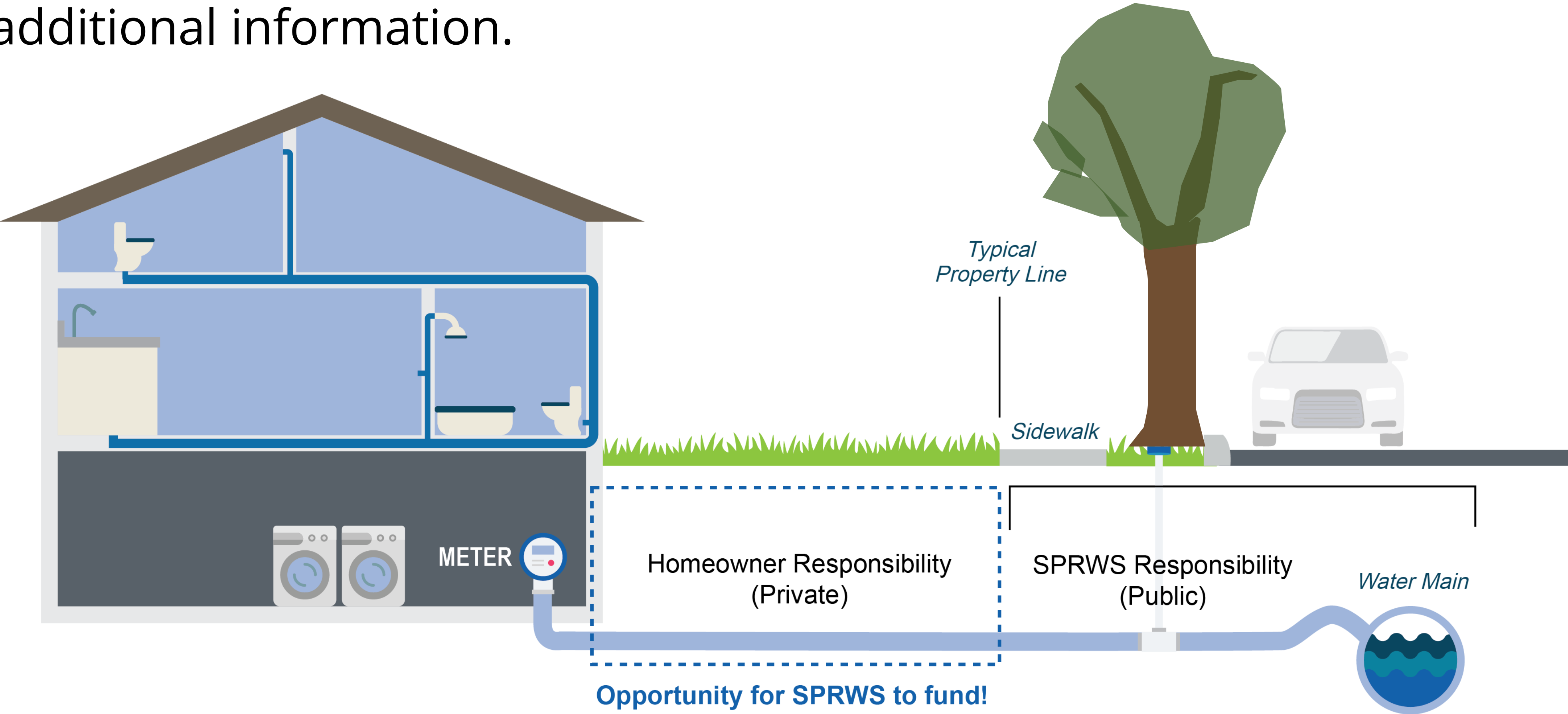
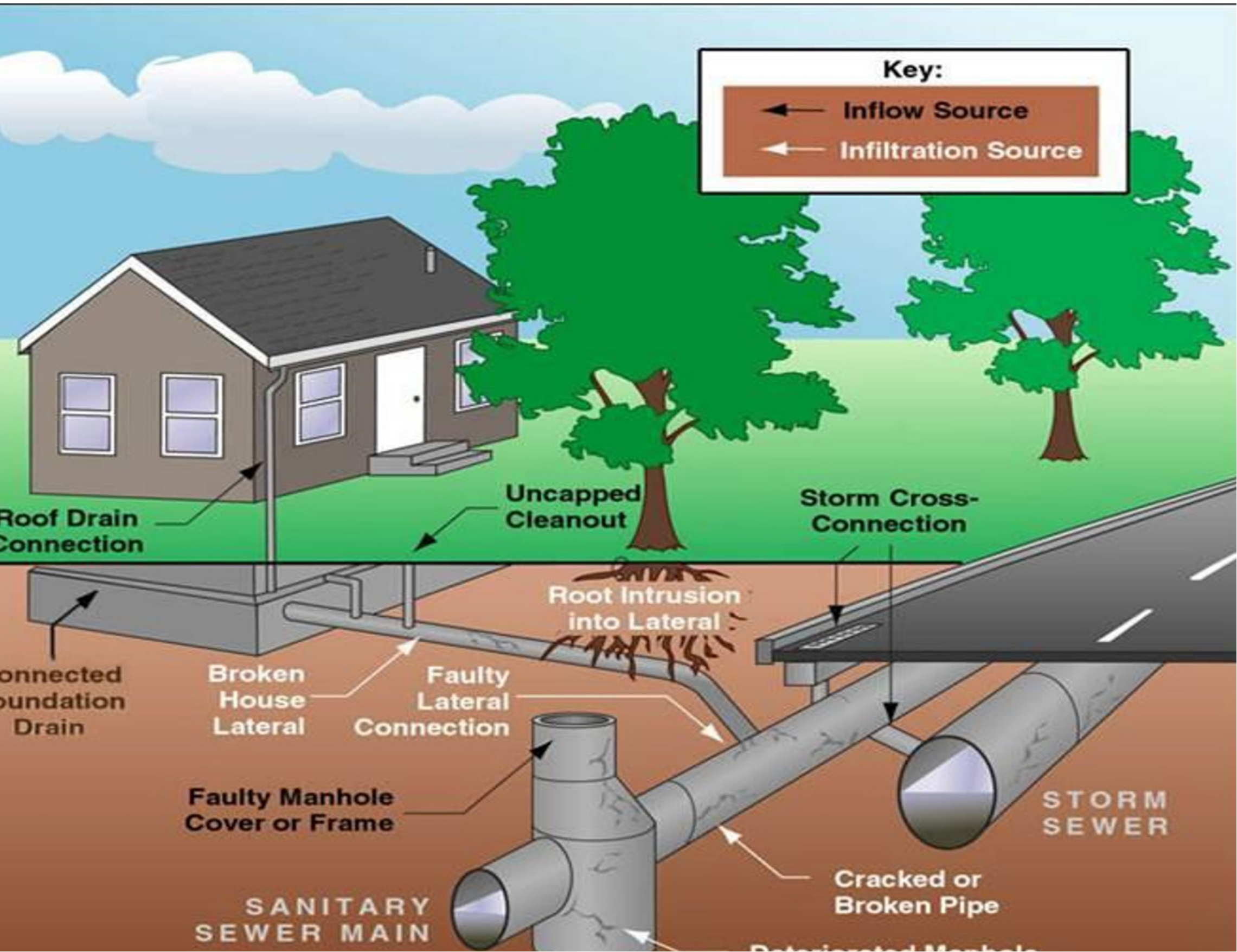


If you live on Pelham (or one or two houses off of Pelham), this board has critical information for you!

Property owners are responsible for water and sewer line connections that are under the roadway and connect to the city’s main lines. Because the street is being dug up and reconstructed, it is a **good time to undertake needed or preventative work/repairs** on the services in the public right of way. Performing this work during the construction (if your line needs it) will **cost less** than the cost to replace/repair after the street is fully constructed. In the case of lead water line replacement, it **may be 100% paid for** by the city.

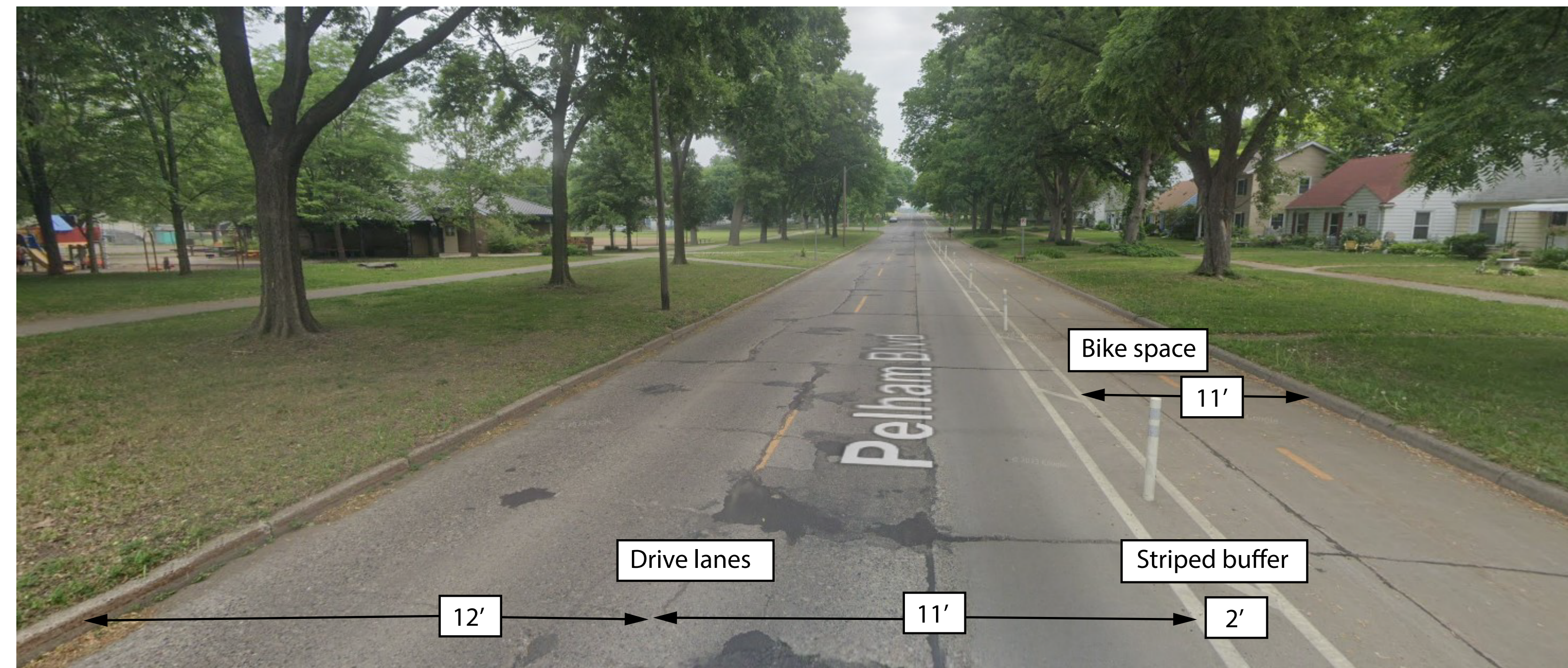
If your water and sewer lines run under a tree, **replacement may require removal of the tree.** The tree removal will be paid for by the project.

It is important for the project team to know by **September 30, 2025** that you’d like your sewer line replaced. After this date, your request cannot be accommodated with the project. Please contact city staff if you would like additional information.

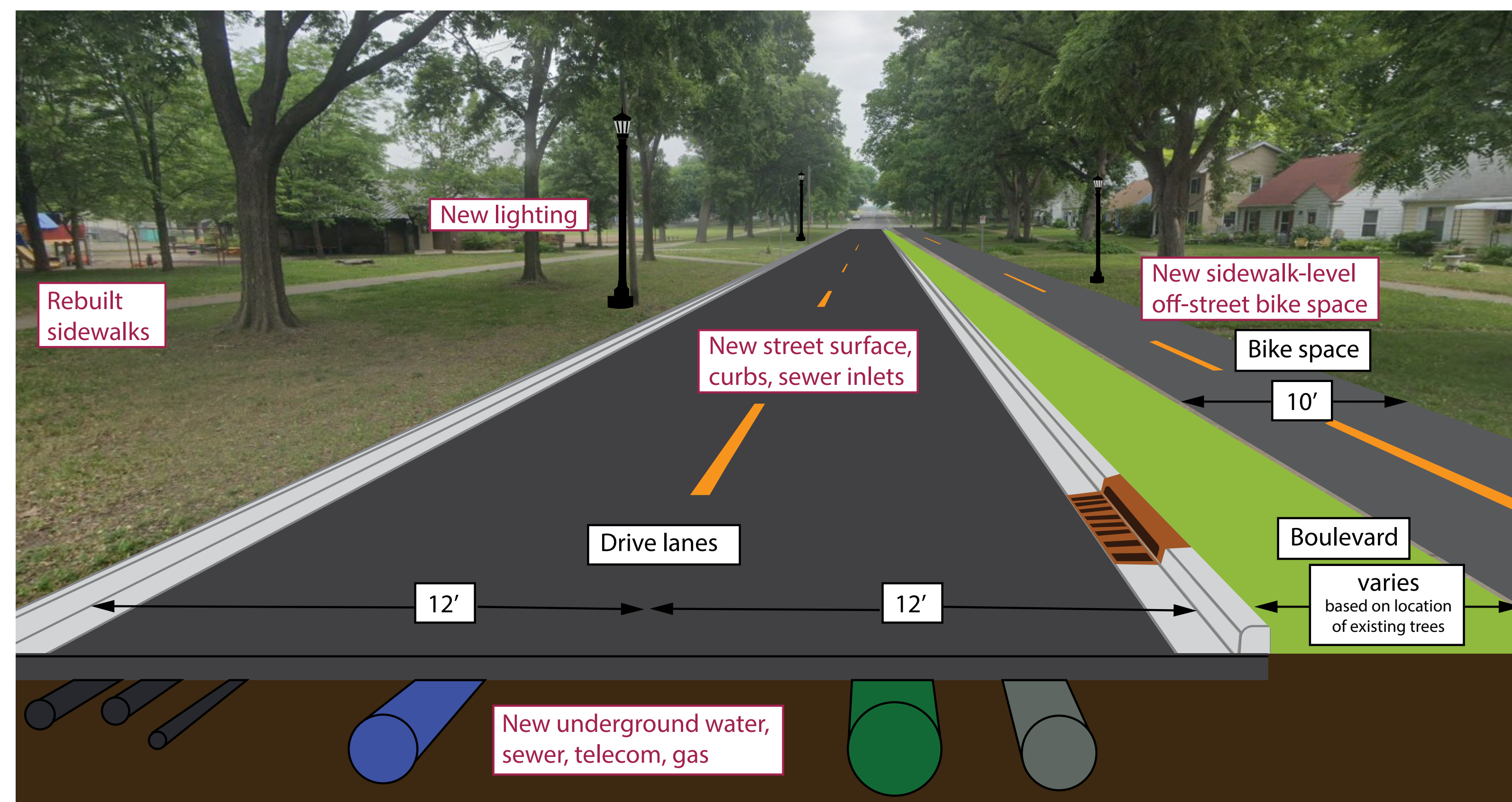


Current vs. Planned

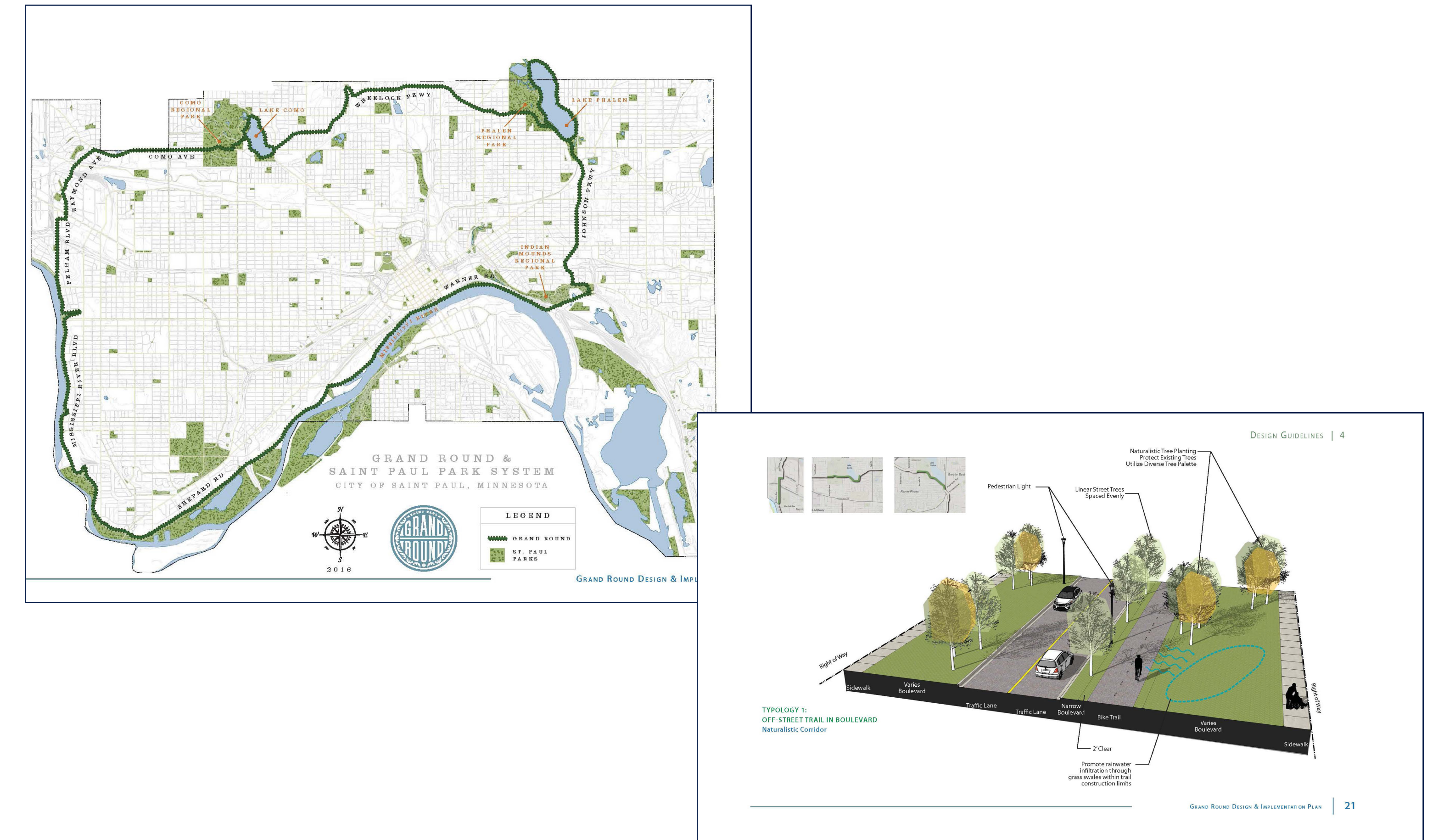
Current Design



Planned Design



Grand Round Design and Implementation Plan



The planned design of the new street is largely based off the **2017 Grand Round Design and Implementation Plan**, which proposed street designs for Pelham Blvd, Raymond Ave, Como Ave, Wheelock Pkwy, and Johnson Pkwy. Over the past ten years, the City of Saint Paul has invested millions of dollars in completing the Grand Round. Pelham is one of the last portions needed for reconstruction and implementation of the full vision.

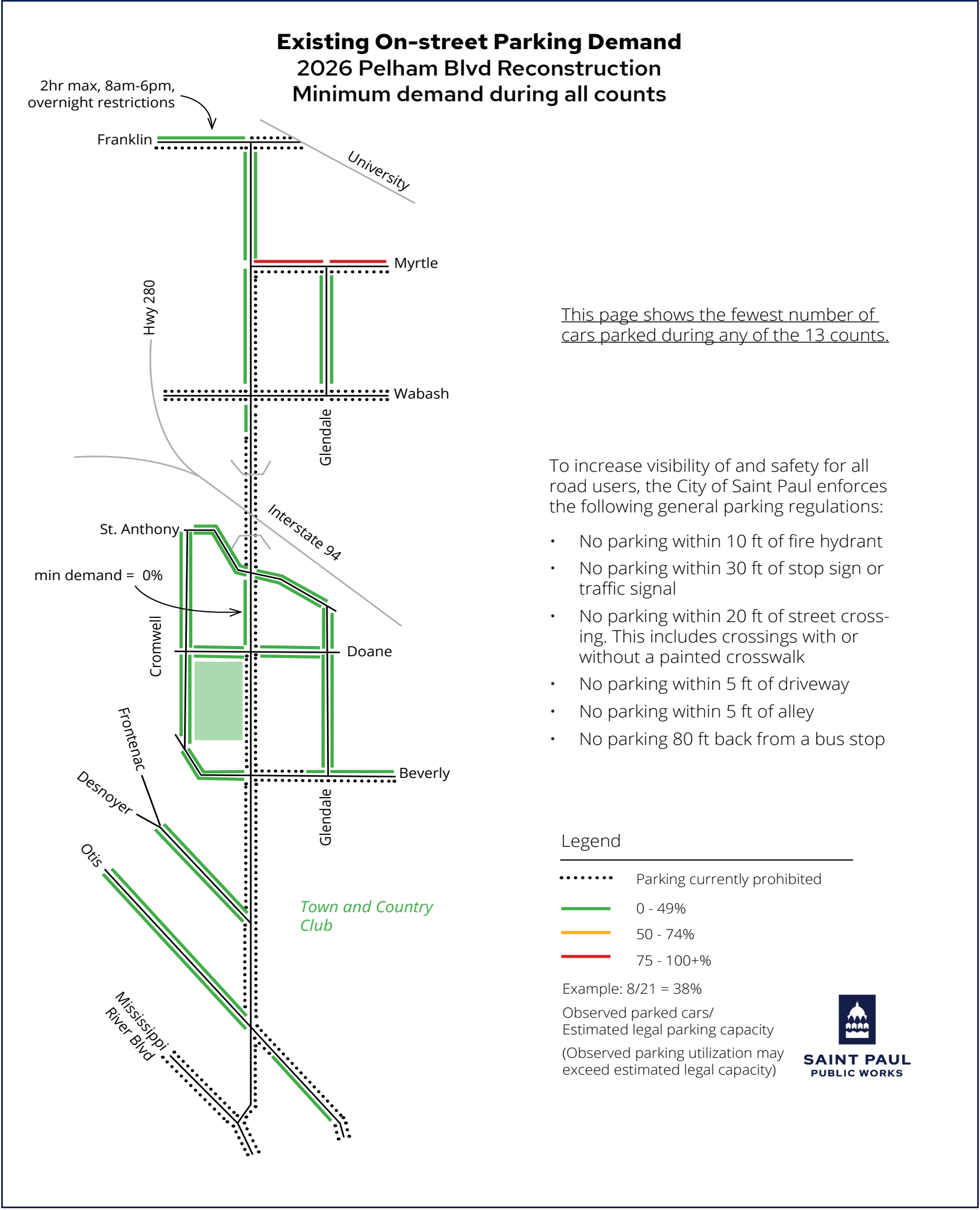
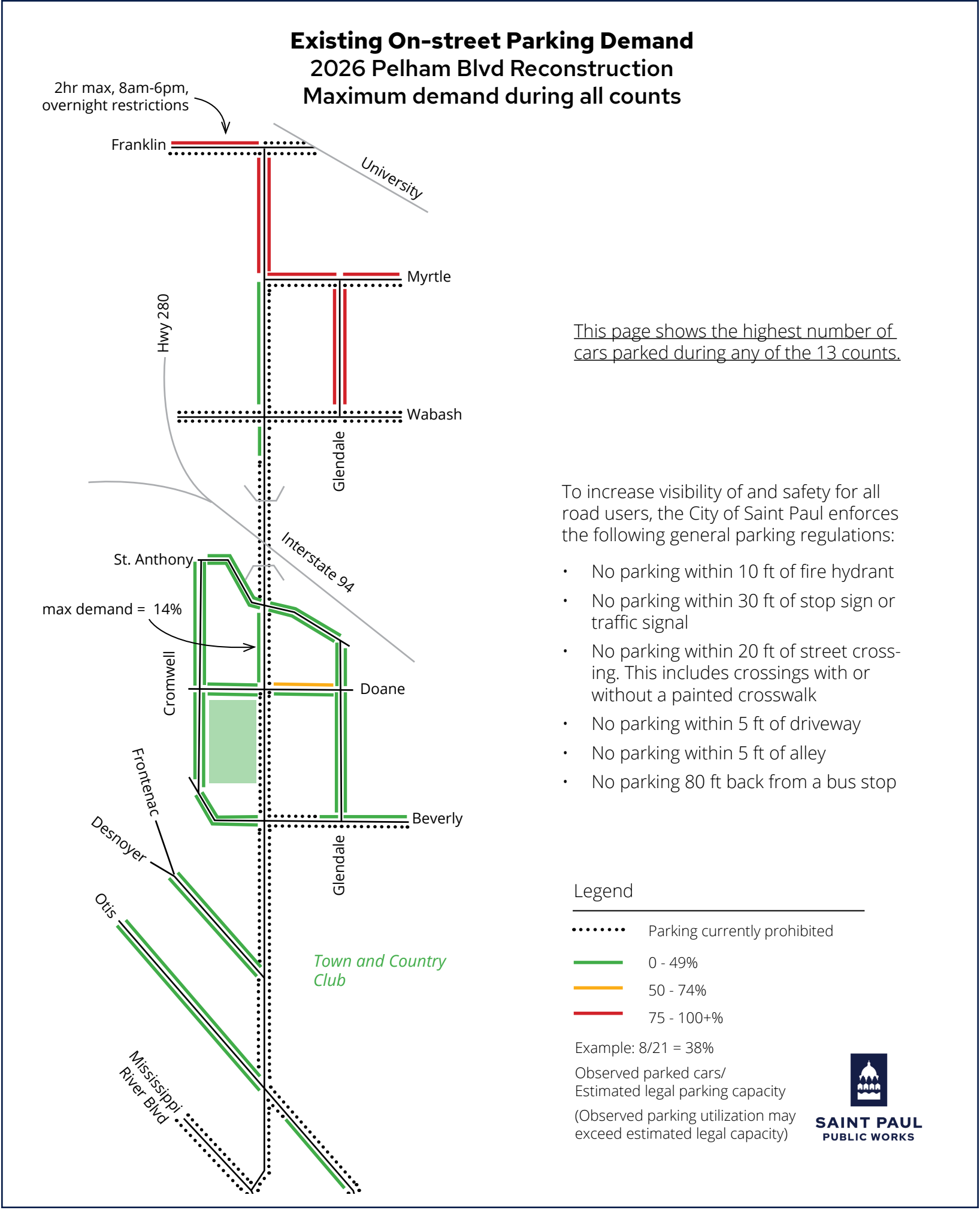
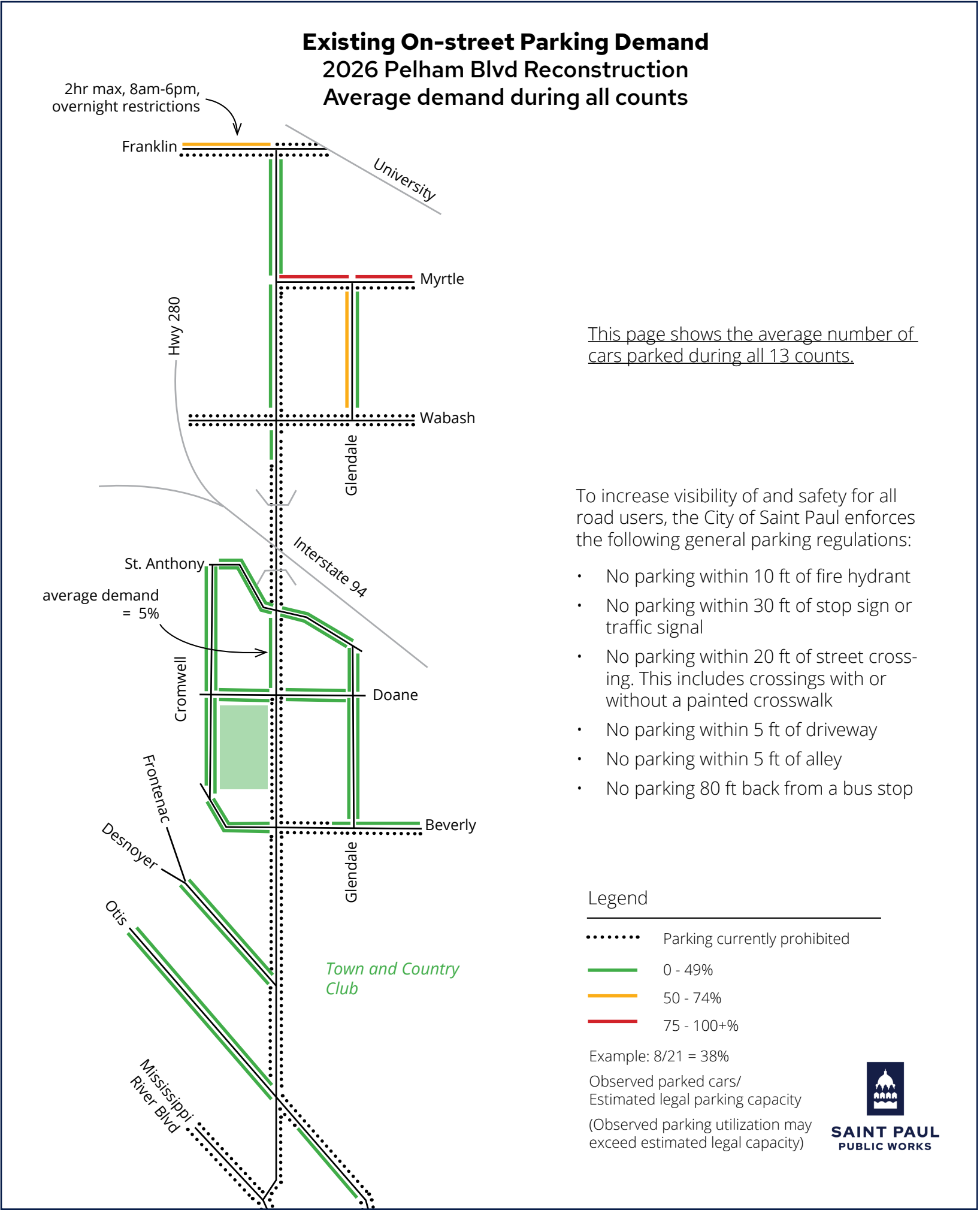
On-street parking

stpaul.gov/pelham

Project Contacts: Jary Lee, jary.lee@ci.stpaul.mn.us
Jimmy Shoemaker, jimmy.shoemaker@ci.stpaul.mn.us



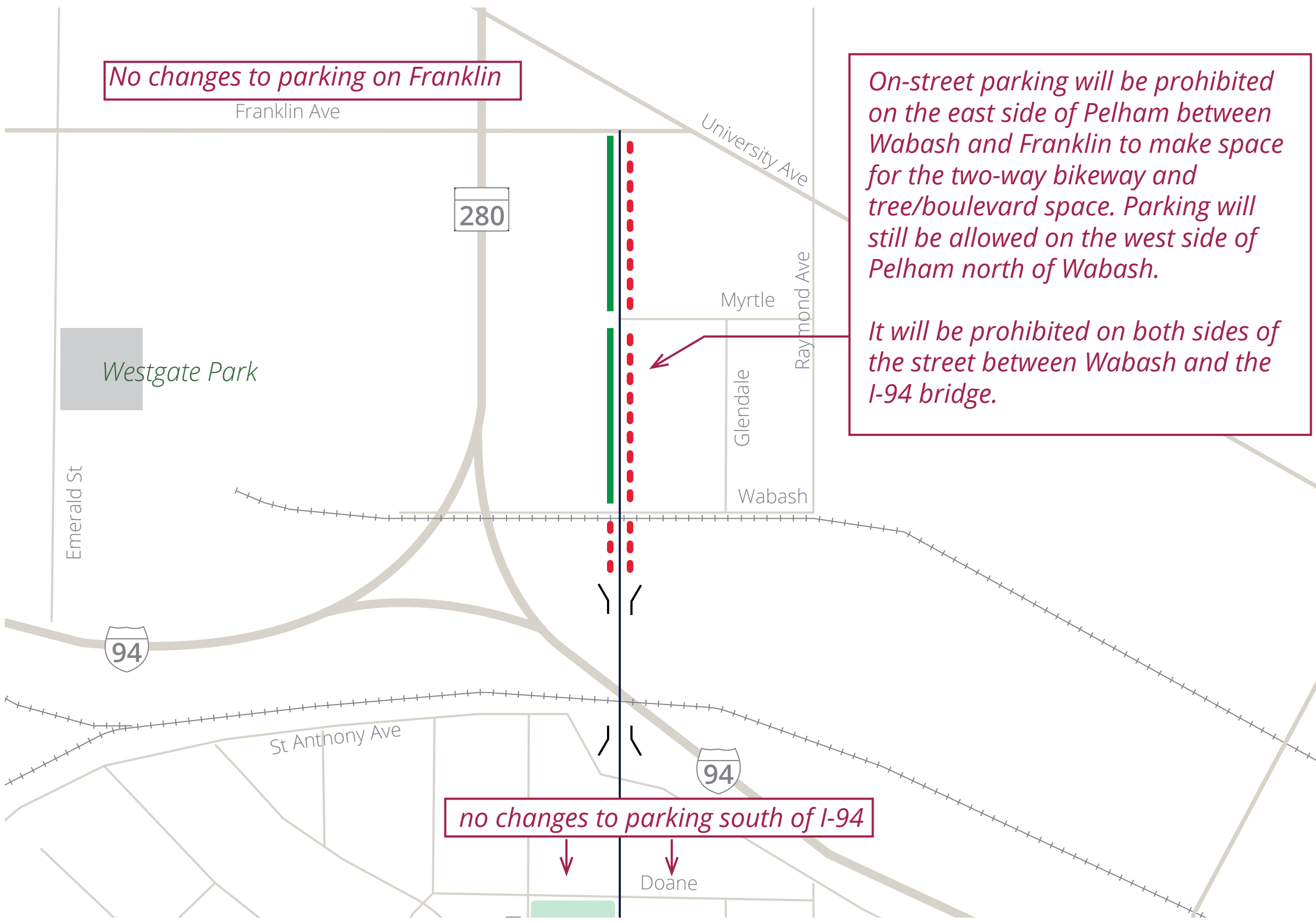
SAINT PAUL
PUBLIC WORKS



Staff analyzed on-street parking demand on Pelham and on neighborhood cross streets

- On-street parking is in high demand north of I-94 during certain hours, but in low demand during other times of the day
- There is generally low demand for parking on streets that intersect Pelham south of I-94

Planned parking changes



South of I-94, no changes are planned to on-street parking supply.

North of I-94, parking will be prohibited on the east side of Pelham, but will remain available on the west side of Pelham (with the exception of the half block south of Wabash).

Why not add more on-street parking?

Parking lanes require about 8' of space. North of I-94, adding an off-street bikeway all the way to Franklin is a goal of the project. In order to fit the bikeway in the existing right-of-way, parking on one side of Pelham must be removed.

South of I-94, 8' of additional space would need to come from the boulevard, which is critical to preserve for the health of trees.



A goal of the project is to limit impacts to trees on Pelham. Phase 1 of engagement found preservation of the existing canopy it is one of the highest priorities for the neighborhood. **Avoiding all tree loss is very unlikely.**

Project staff work closely with Forestry Division throughout the project to predict and avoid loss of trees. Some impacts can be easy to predict and avoid. Other impacts are harder to predict until the street is dug up. **When any tree impacts are better understood later in 2025, project staff will share info with the neighborhood.**

Above ground impacts

- These depend on placement and alignment of the street surface/drive lanes, curbs, sidewalk, off-street bikeway
- Staff make tweaks to the design of above ground street elements to limit potential impacts. Some above ground elements can be shifted or reduced in width to give trees adequate space, but there are limits to the narrowing. These tweaks in the design will happen in the next phase of design (Fall 2025), in coordination with Forestry staff

Under ground impacts

- These depend on replacement of old storm water sewers, sanitary sewers, freshwater pipes, and their connections under the boulevard to each house
- Also gas lines, telecom lines (private utilities)
- Depending on their location, replacing any of these underground utilities can impact trees
- Some underground utilities can be designed and relocated to avoid trees, others are more challenging

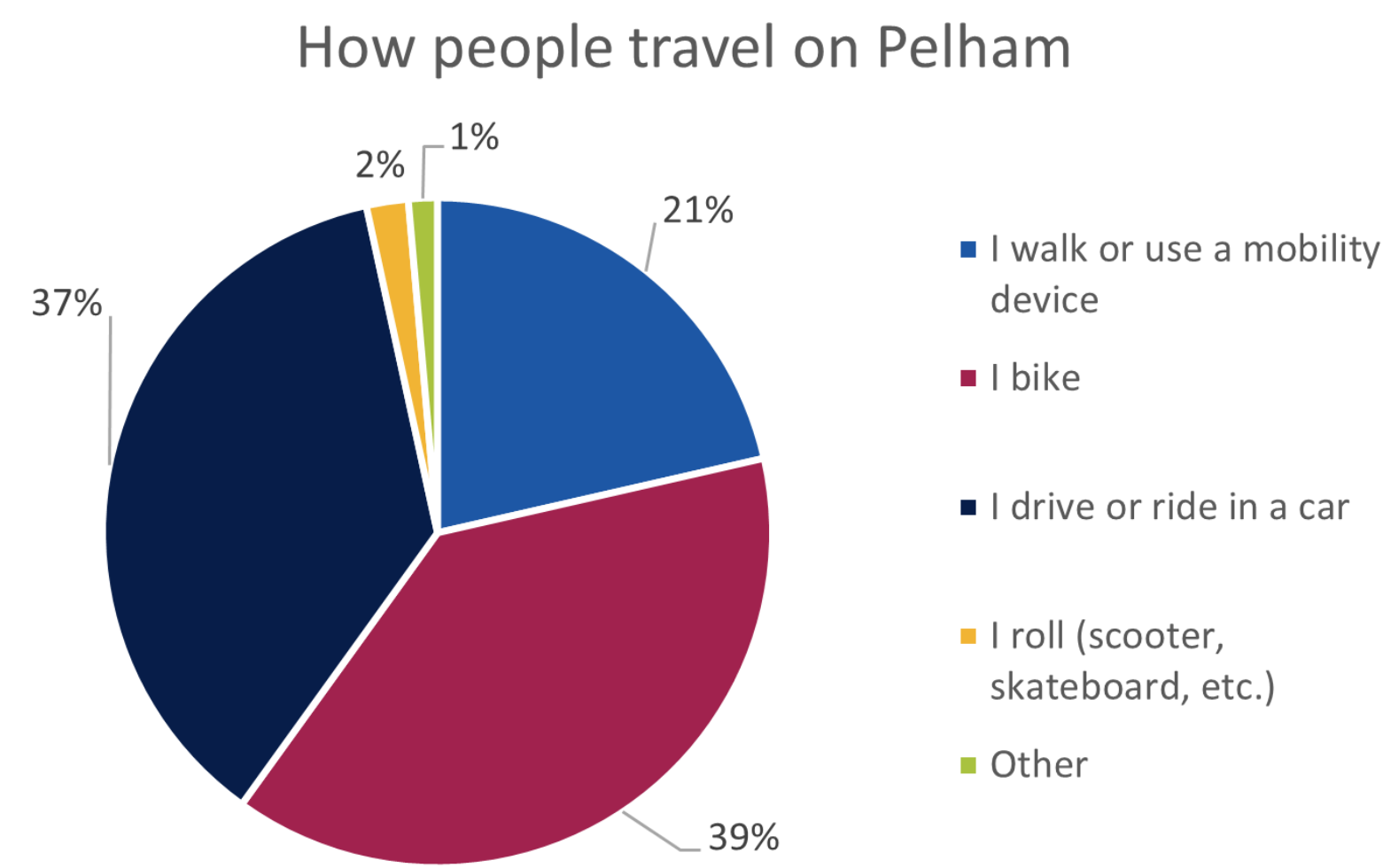


Phase 1 of Community Engagement

Project staff attended meetings and the 2024 Desnoyer Picnic, led a walk of Pelham, emailed and spoke with property owners, Avalon students, and District Councils about the project.

Avalon student Life Long Learning assignment and reaction after staff visit on October 11, 2024

A survey received 328 responses.



What do you dislike about Pelham?	Count
Surface condition/potholes	112
Driver speeds	73
Design of the bikeway	70
White flexible bikeway posts	31
Amount of car traffic	28
Drivers in the bikeway	28
Drivers do not stop at stop signs	27
Bridge of 94 is uncomfortable to walk	23
Missing sidewalk/sidewalk gaps	21
Surface of the bikeway	20
Lack of on street parking	18
Railroad tracks at Wabash	18
The smell	18
Drivers to not yield to people walking	13
Poor sightlines make some areas unsafe to travel	13
Dislike bikeway, not needed	12
Ongoing Met Council construction at Otis	11
Sidewalk condition	8
Truck traffic	6
Biker behavior	6
I dislike nothing	6
Poor street lighting	3
Bikeway does not connect well	3
Lead pipes	1

Event; Location	Date	Number of people engaged (estimate)	Materials and engagement opportunities, notes
Annual Desnoyer Park Picnic; Desnoyer Park	16-Jul	20	Engagement questions Email sign up One pagers with information and webpage
Saint Paul Transportation Committee; City Hall Annex	22-Jul	8	Staff gave in-person presentation; Q&A
Pelham Walk Assessment; along Pelham Blvd	30-Jul	12	Staff walked Pelham with members of DPIA, SAPCC, UPDC
Union Park District Council, Transportation Committee	12-Aug	12	Staff gave a virtual presentation of timeline, scope of the project; Q&A
Desnoyer Park Improvement Association Board meeting; UST	5-Sep	30	Staff gave in-person presentation to DPIA and invitees; Q&A
Saint Paul Parks and Recreation Commission; Merriam Park Rec Center	12-Sep	15	Staff gave in-person presentation to Parks Commissioners and attendees; Q&A
SAPCC Ice Cream Social; Hampden Park	14-Sep	20	Email sign up One pagers with information and webpage
Meeting with students; Avalon School	11-Oct	10	Staff met with students and staff at Avalon to talk about their issues on Pelham

Avalon student "reaction" to staff visit with a class in October 2024

What do you like about Pelham?	Count
I like that the bikeway is separated from car traffic	174
I like the trees and nature	92
It offers easy driving connections and convenience	49
Connections to destinations, generally	47
It connects to the Mississippi River	47
It feels safe, drivers travel responsibly	42
It offers easy biking connections	38
I like the wide boulevards	23
I like the neighborhood and community connection	15
I like the sidewalks	14
It connects to Desnoyer Park	11
It connects to the golf course	3
Parking	3
I like nothing	2
It feels safe, little crime	1



Staff-led walk of Pelham with neighbors, DPIA, and District Councils (Union Park, Saint Anthony Park)

Today I got to meet Jimmy Shoemaker who works as a transportation planner in Saint Paul. This meeting was through a visit where he came to Avalon school to talk to the students in order to get feedback on what we want changed about Pelham Avenue in its 2026 reconstruction. Through this I got to give feedback to him about how I want Pelham Avenue to be changed in the future.

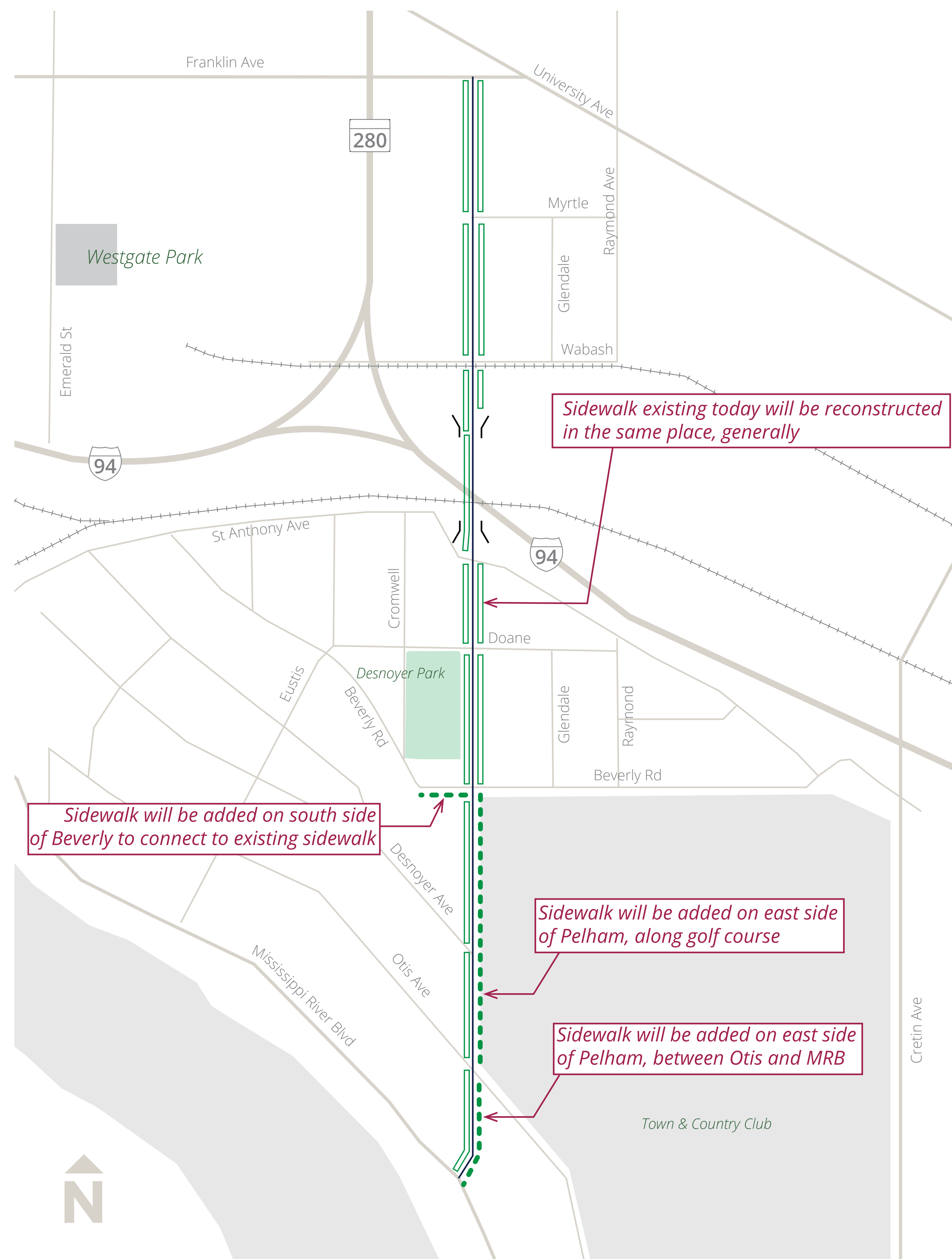
Overall, I think Pelham is an okay street but I see a lot of possible improvements. The first of these improvements would be removing the train tracks since they aren't being used and if anything are just a hazard when it comes to the chance of tripping over them or flipping over them on a bike. I recently crashed my bike on Raymond where I hit a crack in the sidewalk and flipped over my handle bars. This change involving the train tracks is of least concern to me, especially when it comes to the other changes I want made.

The next change I want made is the removal of the white poles next to the bike lane when going by Desnoyer Park. Whenever I'm biking by those I am scared of crashing into them, however, this might just be me especially since I don't know what the point of them is, and maybe they are better to have than not have. The second to last major change I want made is the creation of a bike lane separate from cars. This would be very nice because It would get rid of all if not most of the risk when it comes to a biker being hit by a car. Finally the last and most important change I want made is the creation of a walking path on what is the left side of the bridge when facing south. This would be very helpful, especially for Avalon's ultimate frisbee team, which I was on last year. The reason why I hold this as such a priority is because when having 40 or so students walking to a park, you want a place for them to walk instead of in the bike lane which is dangerous.

Now, I did not only express my opinions with this experience. I also learned about street design and laws. For instance, one thing I learned is that the city is not in control of changes

made to the bridge over highway 94. This is because it doesn't just go through Saint Paul, but also goes through Minnesota and the state is therefore in charge of it. Yet another thing I learned was that the train tracks crossing Pelham have not been used for a long time, however, the people who put them in don't want to get rid of them. So that's another tricky situation with two different parties needing to come to an agreement. The last big thing I learned from this was that the Saint Paul Classic bike ride follows the Saint Paul Grand Round Map. Before getting to talk to Shoemaker I never even knew there was a thing called the Grand Round, which is a 27 mile stretch of scenic bike paths going around Saint Paul. I learned many more small things but, these are some of the cool things I had the most fun learning.

Overall, this was an awesome experience that I found very intriguing and important. As you may know I bike to school, so I have become sympathetic to many of the problems people face from certain street designs. So, what I would say is you should care about this because even if it doesn't affect you it affects many other people in the community.



The reconstruction of Pelham will fill gaps in the sidewalk network and reconstruct the existing sidewalk with new concrete.

As part of reconstruction projects, it is City practice to add sidewalks to both sides of the street, especially on streets with higher vehicle traffic like Pelham Blvd.

For many blocks of Pelham, sidewalk exists on both sides of the street, but there are noticeable gaps in the sidewalk network along Town and Country Club and on the block between Otis and Mississippi River Boulevard. Along these blocks, people occasionally walk in the grass or in the bikeway in the street.

Quotes from the project survey in 2024:

"I use a walker and walk in the bike lane since the sidewalks are buckling."

"I'd like to see good sidewalks on both sides of Pelham."

"There's no sidewalk on Golf Course side and also no sidewalk connecting west side of Pelham/Beverly corner to cross Pelham (everyone uses drive-ways instead)"