

Resolution # 16-01
Grand Round Design and Implementation Plan

PROJECT DESCRIPTION: Grand Round Design and Implementation Planning Document.

Parks and Recreation staff, along with staff from Public Works and Planning and Economic Development are nearing completion on a year-long planning process to refine the Grand Round master plan that was completed in 2000. The Grand Round is a scenic parkway for pedestrians, bicyclists, and motorists that connects people to parks, nature, neighborhoods, and businesses. The route follows Mississippi River Boulevard - Shepherd Road -- Warner Road - Indian Mounds Regional Park - Johnson Parkway - Phalen Regional Park – Wheelock Parkway- Como Regional Park – Como Boulevard – Raymond Avenue – Pelham Boulevard. The Design and Implementation plan covers the planning process, history of the Grand Round, design guidelines that cover identity and branding, green infrastructure, placemaking, public art, and wayfinding; and facility (pedestrian, bike, vehicular) recommendations for specific segments of the route on the northern half of the loop. City staff worked closely with consultants from Short Elliot and Hendrickson on the planning document.

STAFF COMMENTS:

Staff has reviewed the plan and it sets forth a framework for future development of the Grand Round over the next coming years based on the four guiding principles developed with community support.

REQUEST OF THE COMMISSION:

Adopt Resolution # 16-01 recommending the adoption of the Grand Round Design and Implementation Plan as the principal planning document for the implementation of future work on the Grand Round.

COMMUNITY CONCERNS:

Main community concerns:

- assessments related to the road reconstruction project – assessments do not include the off-road trail. The assessments are consistent with standard assessment procedures across the city.
- reconfiguration of the intersection at Wheelock/Maryland/Victoria/East Como Lake Drive and the effect on the use of East Como Lake Drive. – this has been addressed in the plan so that it states “ requires additional study”.
- Safety of bicyclists/pedestrians passing through intersections and driveways – some intersections will have tabled crossings. Signage will be placed at all intersections. Bikes and peds have the right-of-way at driveway crossings.
- Loss of trees for new infrastructure – a lot of the trees along the route are ash trees, so most of those will be removed due to EAB. We tried to avoid tree removal when possible.

