SAINT PAUL
GRAND ROUND

Historic Preservation Commission Meeting
January 14, 2016
The North Segment

- Segment 1 - Johnson Pkwy
  Burns to Phalen Boulevard
- Segment 2 - Phalen Park
  Phalen Boulevard to Arcade
- Segment 3 - Wheelock Pkwy
  Rice to Edgerton
- Segment 4 - Wheelock Pkwy
  Como to Rice & Edgerton to Arcade
- Segment 5 - Como Park
  Como Ave to Hamline
- Segment 6 - Como Ave
  Hamline to Raymond (County Owned)
- Segment 7 - Raymond Ave
  Como to University (County Owned)
- Segment 8 - Pelham Boulevard
  University to Mississippi River Blvd
  Via Myrtle to Pelham
- Segment 9 - Pelham to Burns
  Via Mississippi River Blvd to Shepard
  Rd to Warner Rd

SAINT PAUL

GRAND ROUND
Creating vibrant places and spaces as way to encourage economic development, attract residents and visitors, and create a more livable city that appeals to everyone.
Planning Scope of Work

- Pedestrian and bicycle facilities
- Branding/identity
- Wayfinding
- Placemaking
  - Public Art
  - Parkway amenities
  - Landscaping
Planning

- Planning Documents
  - District level plans
  - Small area plans
  - Saint Paul Comprehensive Plan
  - Citywide Bicycle Plan
  - Ramsey County Bicycle and Pedestrian Plan
  - Grand Round Master Plan, 2000
  - Saint Paul Complete Streets Manual

- Community Engagement
  - Workshops
  - Pop-Up meetings (17 total)
  - Open Houses
  - On-line comments
  - Community Advisory Committee

- Regulatory Reviews
Vision and Design Principles

- The Saint Paul Grand Round is a scenic parkway for pedestrians, bicyclists, and motorists that connects people to parks, nature, neighborhoods, and businesses.
  - Promote health, safety, and comfort of all users
  - Create a key visual element and recreation feature that places high value on neighborhoods, history, and the natural environment
  - Maximize sustainable practices
  - Designed as a contiguous system of public open space that improves quality of life and strengthens our economy.
Planning Process

- Project Program
- Vision/Guidelines
- Conceptual Design
- Master Plan (Full Vision)
- Detail Design for Construction Projects
Schedule

- **Mid January**
  - Open House for draft Master Plan
  - 2016 Construction Project Information Meeting

- **Late January/Early February**
  - Final Master Plan

- **Spring/Summer 2016**
  - Wheelock Parkway Construction (Rice to Edgerton)

- **Summer 2016**
  - Johnson Parkway temporary intersection closures for traffic monitoring

- **Future Phases of Wheelock Construction**
  - 2017: Victoria to Western
  - 2018: Western to Rice
  - 2019: Edgerton to Arcade
Wheelock Parkway
Rice to Agate

Rice St. to Trout Brook Bridge
ROW: 120’
Existing: 30’ curb to curb
Proposed: 24’ curb to curb
5’ sidewalk (north side)
+/− 36’ boulevard
(2) 12’ traffic lanes
+/− 17’ boulevard
10’ bike trail
+/− 3’ boulevard
5’ sidewalk (south side)
16’ Boulevard/setback

At Trout Brook Bridge
Existing: 34’ curb to curb
Proposed: 34’ curb to curb
(2) 12’ traffic lanes
2’ buffer
8’ bike trail
add stairway south side to Trout Brook Bridge

Jackson St. to I-35 E Bridge
ROW: 120’ to 175
Existing: 30’ curb to curb
Proposed: 24’ curb to curb
5’ sidewalk (north side)
+/− 17’ to 36’ boulevard
(2) 12’ traffic lanes
+/− 17’ boulevard
10’ bike trail
+/− 15’ boulevard
5’ sidewalk (south side)
Wheelock Parkway
Agate to Gateway Trail

**I-35 E Bridge to Edgemont St.**
*ROW: 120’*
- Existing bridge: 30’ curb to curb
  - 5’ sidewalk (north side)
  - 34’-37’ boulevard
  - (2) 12’ traffic lanes
  - +/- 20’ boulevard
  - 10’ bike trail
  - +/- 14’ boulevard
  - 5’ sidewalk

**Jackson St. to I-35 E Bridge**
*ROW: 120’ to 175’*
- Existing: 30’ curb to curb
  - Proposed: 24’ curb to curb
  - 5’ sidewalk (north side)
  - +/- 17’ to 36’ boulevard
  - (2) 12’ traffic lanes
  - +/- 17’ boulevard
  - 10’ bike trail
  - +/- 15’ boulevard
  - 5’ sidewalk (south side)

**I-35 E Bridge**
- Existing bridge: 34’ curb to curb
  - Phase 1
  - 8’ sidewalk (north side)
  - (2) 13’ traffic lanes
  - 9.5’ shared use sidewalk (existing)

**Gateway Trail Bridge**
- Existing bridge: 34’ curb to curb
  - Proposed: 24’ curb to curb
  - 5’ sidewalk (north side)
  - +/- 3’ buffer
  - (2) 12’ traffic lanes
  - +/- 2’ buffer
  - 8’ bike trail
  - +/- 3’ buffer
  - 5’ sidewalk (south side)
Wheelock Parkway
Gateway Trail to Edgerton St.

Gateway Trail Bridge
Existing bridge 34’ curb to curb

Proposed: 24’ curb to curb
5’ sidewalk (north side)
+/- 3’ buffer
(2) 12’ traffic lanes
+/- 2’ buffer
10’ bike trail
+/- 3’ buffer
5’ sidewalk (south side)

Gateway Trail to Edgerton
ROW 120’
Existing: 20’ one-way lanes with parking

Proposed: 20’ one-way traffic lanes with 15’ at curb extensions

Separate and square up intersections

10’ two-way bike trail

Northbound right-in only
Replace garden
One-way Northbound
Johnson Parkway
Phalen Blvd. to East 7th

Existing Rail Road Bridge:
Phase 1: 36' curb to curb
8' sidewalk (west side)
4' buffer/pier
6' bike lane
(2) 12' traffic lanes
6' bike lane
4' buffer/pier
8' multi-use trail (east side)

Phase 2: 26' curb to curb
8' sidewalk (west side)
3.5' buffer/pier
(2) 13' traffic lanes
1' buffer
10' two-way bike trail
3.5' buffer/pier
8' sidewalk (east side)

Case Ave to 7th St,
ROW- 50'
Existing: 44' curb to curb
Phase 1: 44' curb to curb
8' sidewalk (west side)
6' bike lane
11' traffic lane
10' center turn lane
11' traffic lane
6' bike lane
8' multi-use trail (east side)

Phase 2: 26' curb to curb
5' sidewalk (west side)
6' boulevard
(2) 13' traffic lanes
6' boulevard
10' bike trail
5' boulevard
5' sidewalk (east side)
Johnson Parkway
East 7th to East 6th

Phase 1 Close E. Bush Ave.
Phase 1 Close E. Reaney Ave.
Phase 2 Install raised median beyond frontage roads
Phase 1 Close E. Margaret St. Keep open for bikes
Phase 2 Install raised median beyond frontage roads

7th St. to Euclid St.
ROW 180’
Existing 38’ curb to curb
Phase 1
Add 12’ shared use trail
Phase 2 25’ curb to curb (2) 13’ travel lanes
5’ sidewalks at ROW
Johnson Parkway
East 6th to Wilson Ave.

Phase 1
Close E. 5th St
Install raised median beyond frontage roads

Phase 1
Close E. Fremont Ave

Phase 2
Install raised median beyond frontage roads

Phase 1
Close E. Euclid St

Phase 2
Close E. 5th St

Phase 2
Close E. Euclid St
ROW  = 180'
Existing 38' curb to curb

Phase 1
Add 12' shared use trial

Phase 2
Close E. Fremont Ave

Phase 2
Close Gotzian St/E. Conway St

7th St. to Euclid St.
(2) 13' travel lanes
5' sidewalks at ROW
Johnson Parkway
Wilson Ave. to Burns Ave.
Pelham Boulevard
MRB to Doane Ave.

Mississippi Blvd to Otis Ave
ROW-120'
Existing 36' curb to curb
Phase 1: 36' curb to curb
(2) 12' traffic lanes
2' buffer
10' protected two-way bike lane
Phase 2: 26' curb to curb
(2) 13' traffic lanes
2' boulevard
10' bike trail
5' sidewalk (east)

Otis Ave to Beverly Rd
ROW-120'
Existing 36' curb to curb
Phase 1: 36' curb to curb
(2) 12' traffic lanes
2' buffer
10' protected two-way bike lane
Phase 2: 26' curb to curb
(2) 13' traffic lanes
5' boulevard
10' bike trail
boulevard varies
5' sidewalk at east ROW line

Realign Otis intersections reclaim open space
Pelham Boulevard
Doane Ave. to Myrtle Ave.

Pelham Blvd to Raymond
Row: 66'
Existing 41' curb to curb
Phase 1: Proposed 41' curb to curb
8' Parking (north side)
10' west bound traffic lane
11' east bound traffic lane
2' buffer
10' protected two-way bike lane
Phase 2: Proposed 31' curb to curb
5' sidewalk/5' boulevard (north)
7' parking (north)
(2) 12' traffic lanes
2' boulevard
10' bike trail (south)
5' boulevard
5' sidewalk (south)

Doane Ave to I-94 Bridge
Row: 170'
Existing 44' curb to curb
Phase 1: 44' curb to curb
8' parking (west side)
(2) 11' traffic lanes
4' buffer
10' protected two-way bike lane
Phase 2: 32' curb to curb
8' parking (west side)
11' south bound traffic lanes
13' north bound traffic lanes
5' boulevard
10' bike trail
existing boulevard and sidewalk

Across I-94 Bridge
Existing 44' curb to curb
Phase 1: 44' curb to curb
8' south bound shoulder
11' south bound traffic lane
11' north bound traffic lane
4' buffer
10' protected two-way bike lane
Phase 2: 44' curb to curb
8' parking (west)
11' south bound traffic lane
13' north bound traffic lane
2' buffer
10' bike trail

I-94 Bridge to Myrtle Ave
Row: 66'
Existing 44' curb to curb
Phase 1: 44' curb to curb
8' parking (west)
(2) 11' traffic lanes
4' buffer
10' protected two-way bike lane
Phase 2: 32' curb to curb
8' parking (west)
11' south bound traffic lanes
13' north bound traffic lanes
5' boulevard
10' trail
6' boulevard
10' sidewalk (east)
The Vision: H.W.S. Cleveland (1814-1900)

• Delivered 1872 and 1885 lectures to St. Paul city leaders; population was 20,000 in 1870

• His view of the public landscape was based on work in New England and Chicago; his book *Landscape Architecture as Applied to the Wants of the West* (1873) was about opportunities facing new cities

Cleveland’s Principles:

• Preserve the city’s natural resources, especially the Mississippi River gorge and lakes

• Keep important landscapes in public ownership

• Acquire land while you can, improve in the future when funds are available

• Create a St. Paul parkway system and also link the Minneapolis and St. Paul systems
Cleveland’s Legacy

The St. Paul Board of Park Commissioners was created in 1887, four years after the Minneapolis board.

Cleveland was hired by the City of Saint Paul only during 1888-90; projects included:

- Plans for Como Park, 1888-90
- Recommendations for parkways to link lakes and rivers
- Supervision of Summit Avenue improvements

His private commissions included Oakland Cemetery and St. Anthony Park.

He also worked for Minneapolis parks and parkways on what was first called the Grand Rounds in 1890.
Frederick Nussbaumer (1851-1935)

- Park Superintendent 1891-1922; author of parkway system design and construction
- Interest in floral and decorative effects evident at Como Park
- Oversaw creation of city’s neighborhood parks
- Often faced lack of funds to build parks as proposed
A New Era for Parkways

“The extraordinary growth and rapid increase of bicycle riding makes necessary a revision in the ordinary system of road-making.”

Joseph Wheelock, St. Paul Park Board President, 1896

After ca. 1895, St. Paul met new demands for active recreation in parks, the use of automobiles rather than horse carriages on paths and drives, and surging interest in bicycle paths.
North Loop, 1922-present

- Work on some parkways during 1930s and 1940s; assistance from WPA programs
- Upgrade of railroad and highway bridge crossings and infrastructure after World War II
- Today most segments retain good historic landscape integrity
- Some historic resources within parks recognized: Como Conservatory (1915) listed on National Register
- No prior evaluation of historic landscape of Johnson, Phelan, Wheelock, Como and Pelham segments; Pelham also crosses W. University Commercial Historic District
- Many interpretive potentials exist along the parkway route
Naming the Parkway System: A Brief History

1890 Minneapolis Grand Rounds
Minneapolis Park Board Commissioner William W. Folwell proposes the “Grand Rounds” to reflect the system of linked parks, lakes and parkways.

1903 Commonwealth Parkway
St. Paul Board of Park Commissioners consider “Commonwealth Parkway” to include Capitol Grounds, Como Park, and State Fairgrounds, and the River Boulevard.

1915 Outer Circle
Commonwealth Parkway is described as part of the “Outer Circle” of the parkway system.

2000 St. Paul Grand Round
St. Paul Grand Round Master Plan appears to be first to suggest “Grand Round.”
Thank You!

FOR MORE INFORMATION:
www.saintpaulgrandround.org

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