



SAINT PAUL GRAND ROUND

Pelham Bikeway Open House
January 17, 2017

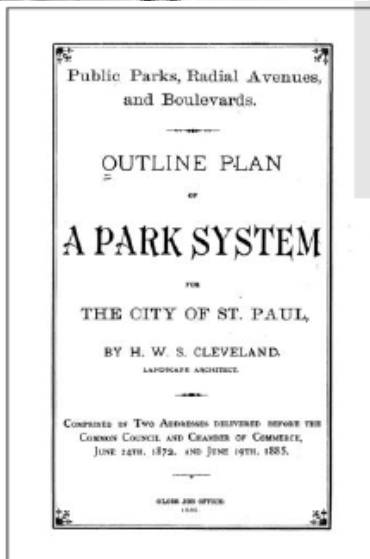
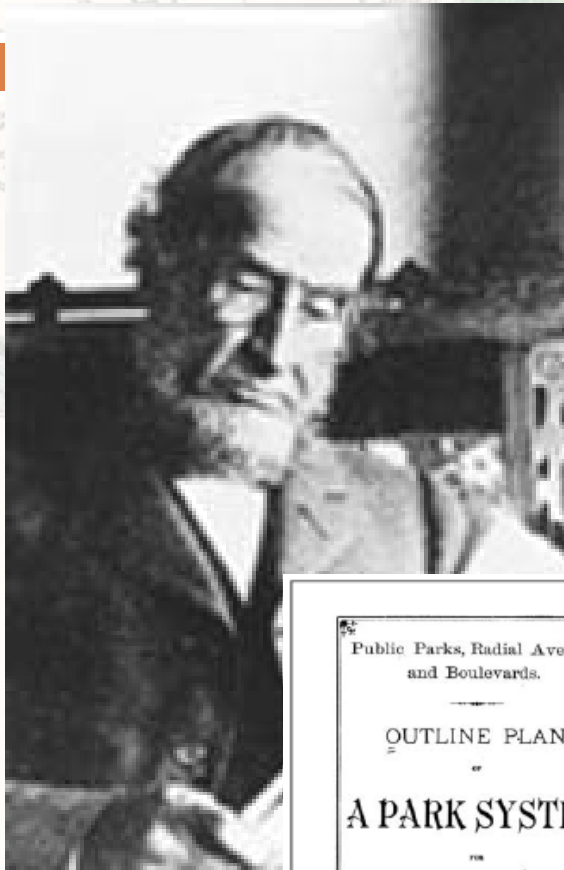
Today

□ 1/17/17

□ Tonight's objective is:

- Present background info about the Grand Round
- present the proposed installation
- Answer questions
- Get feedback (in writing)

The HWS Cleveland Legacy



- Delivered first speech to the City of Saint Paul in 1872
- Hired by the City of Saint Paul from 1888-1890 to develop a park and parkway plan
- Influenced by New York and Chicago urban planning and the City Beautiful Movement

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

PARK AND PARKWAY SYSTEM
CITY OF SAINT PAUL MINN.

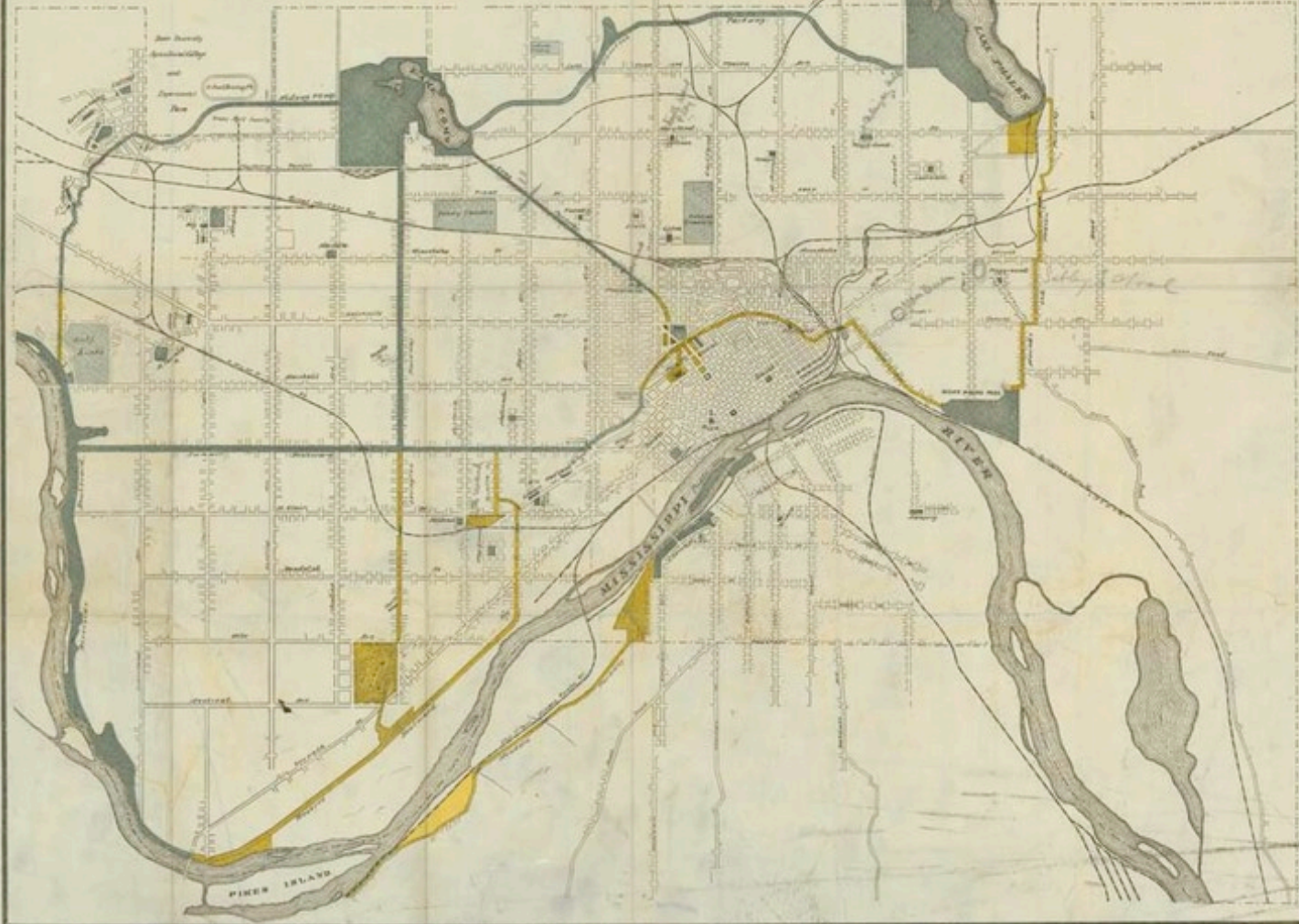
of the
SOUTH OF PARK

EXPLANATIONS.

Disturbed
Proposed



Ed. C. Fowler



THE EARLY YEARS



Mississippi River Boulevard - c.1910

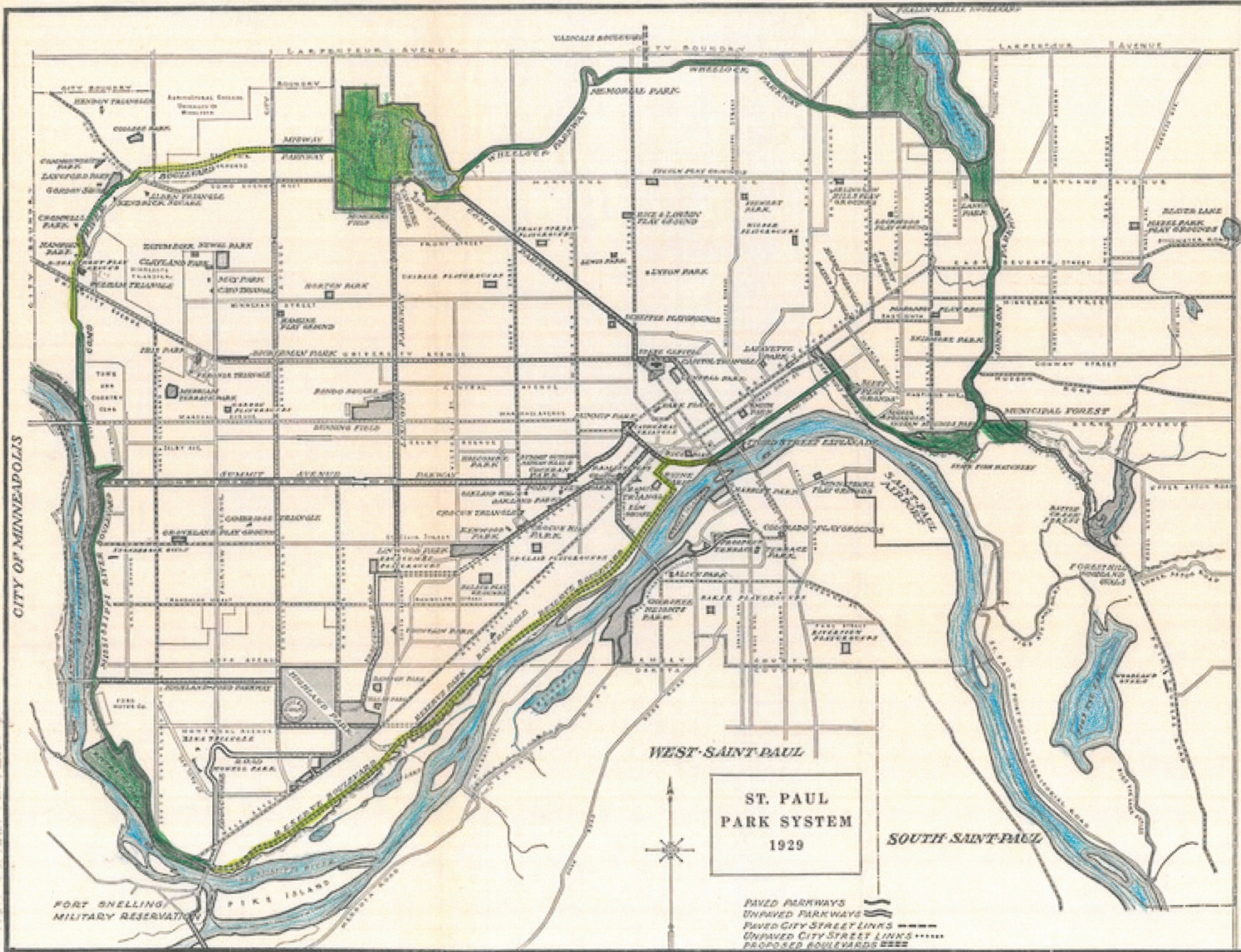


Johnson Parkway- c. 1930

- ❑ Mississippi River Boulevard: (1910, trail added 1929)
- ❑ Wheelock Parkway & Como-River Parkway (Pelham Blvd.) – no trail (1909-1929)
- ❑ Johnson Parkway – no trail (1930s)
- ❑ Shepard Road: (added trail 1980-2000)
- ❑ Warner Road: (added trail early 1990s)

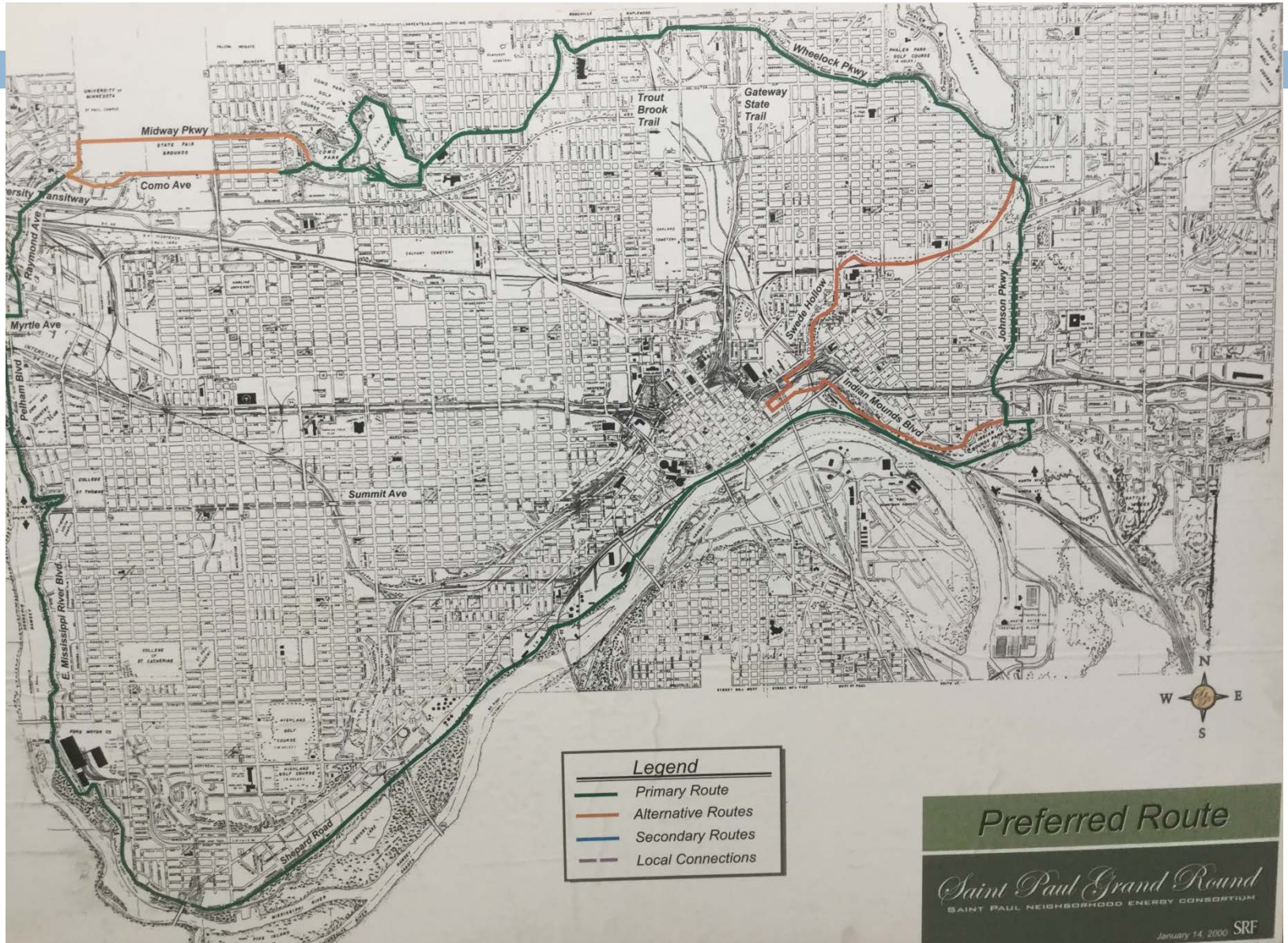
1929 St. Paul Pub. Lib.

CITY OF MINNEAPOLIS



2F 6404 5465 Z 1929

Grand Round Master Plan_2000



Saint Paul Bicycle Plan_2015



Legend

- Regional Trail Search Corridor
- Regional Park
- Existing Regional Trail or other Linear Trail within a Regional Park
- Planned Regional Trail with an approved Master Plan
- Existing Trail without an approved Master Plan
- Planned Trail without an approved Master Plan
- Gateway State Trail

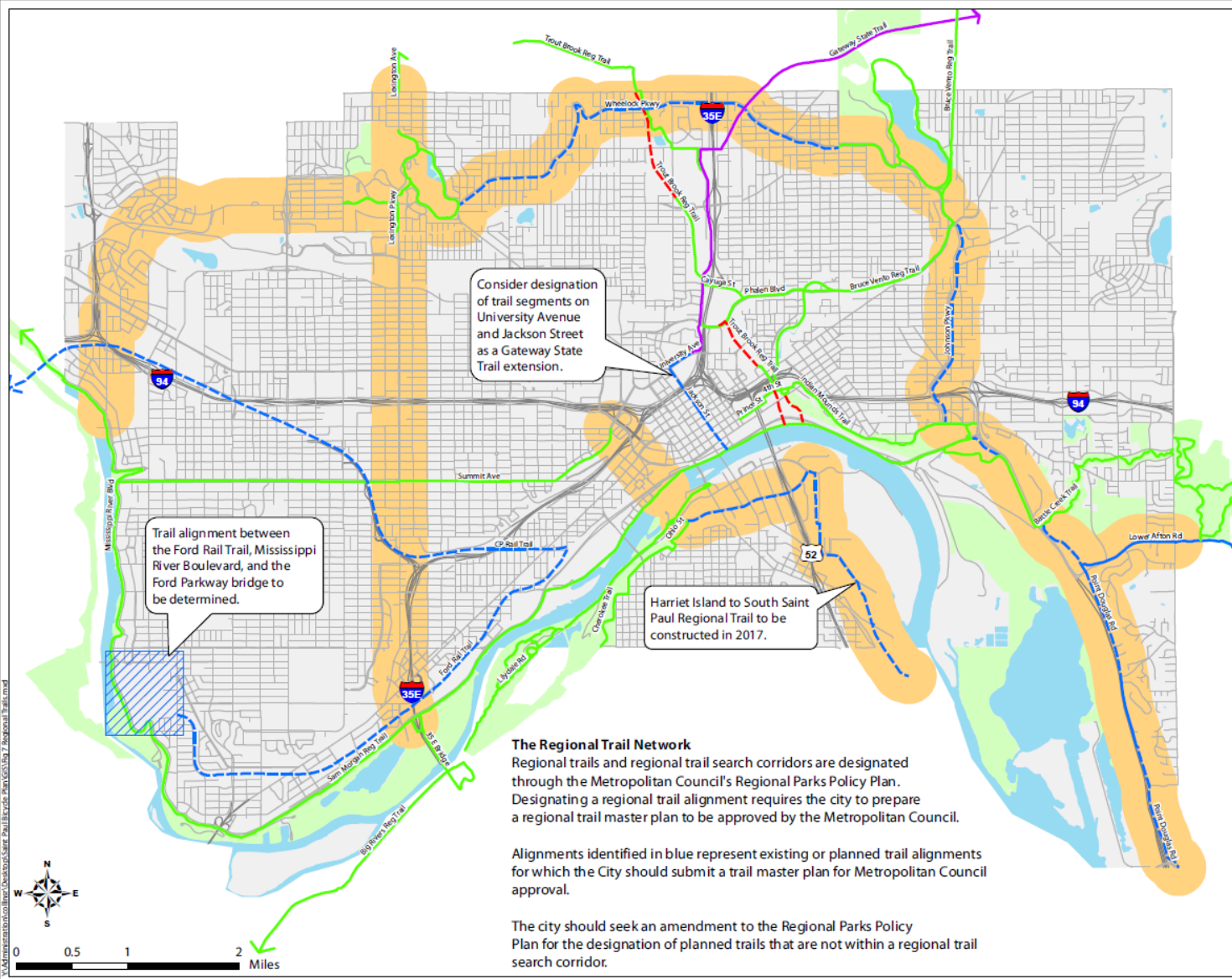


Figure 7
Existing and Planned
Regional & State Trails

Grand Round Design and Implementation Plan _ 2016



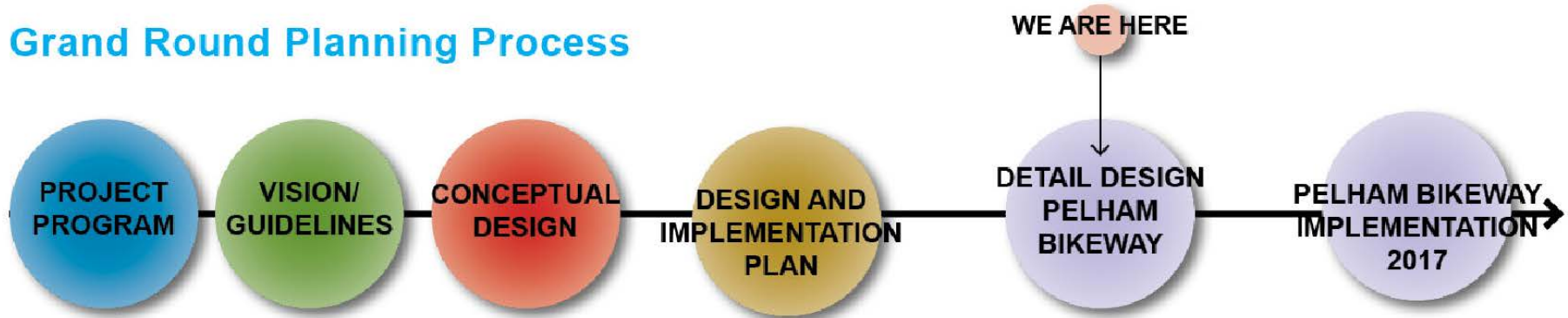
VIBRANT PLACES AND SPACES

- Creating vibrant places and spaces as a way to encourage economic development, attract residents and visitors, and create a more livable city that appeals to everyone.
- Inspired by 8 80 Cities



Planning Process

Grand Round Planning Process



Community Engagement

- Weeklong Workshop
- Pop-Up meetings (17)
- Open Houses (5)
- Community Advisory Committee (10)
- District Council Meetings (6)
- On-line comments

Regulatory Reviews

Plan Review

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

Vision

- The Saint Paul Grand Round connects people to parks, nature, neighborhoods and businesses with scenic parkway facilities for pedestrians, bicyclists, and motorists.



Guiding Principles

- 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.

GRAND ROUND &
SAINT PAUL PARK SYSTEM
CITY OF SAINT PAUL, MINNESOTA



LEGEND	
	GRAND ROUND
	ST. PAUL PARKS

2016

Design Guide and Implementation Plan

TABLE OF CONTENTS

1. Introduction
2. Planning Process
3. Development of the Grand Round Parkway System
4. Design Guidelines
5. Plan Recommendations
6. Implementation

GRAND ROUND &
SAINT PAUL PARK SYSTEM
CITY OF SAINT PAUL, MINNESOTA



Proposed Alignment

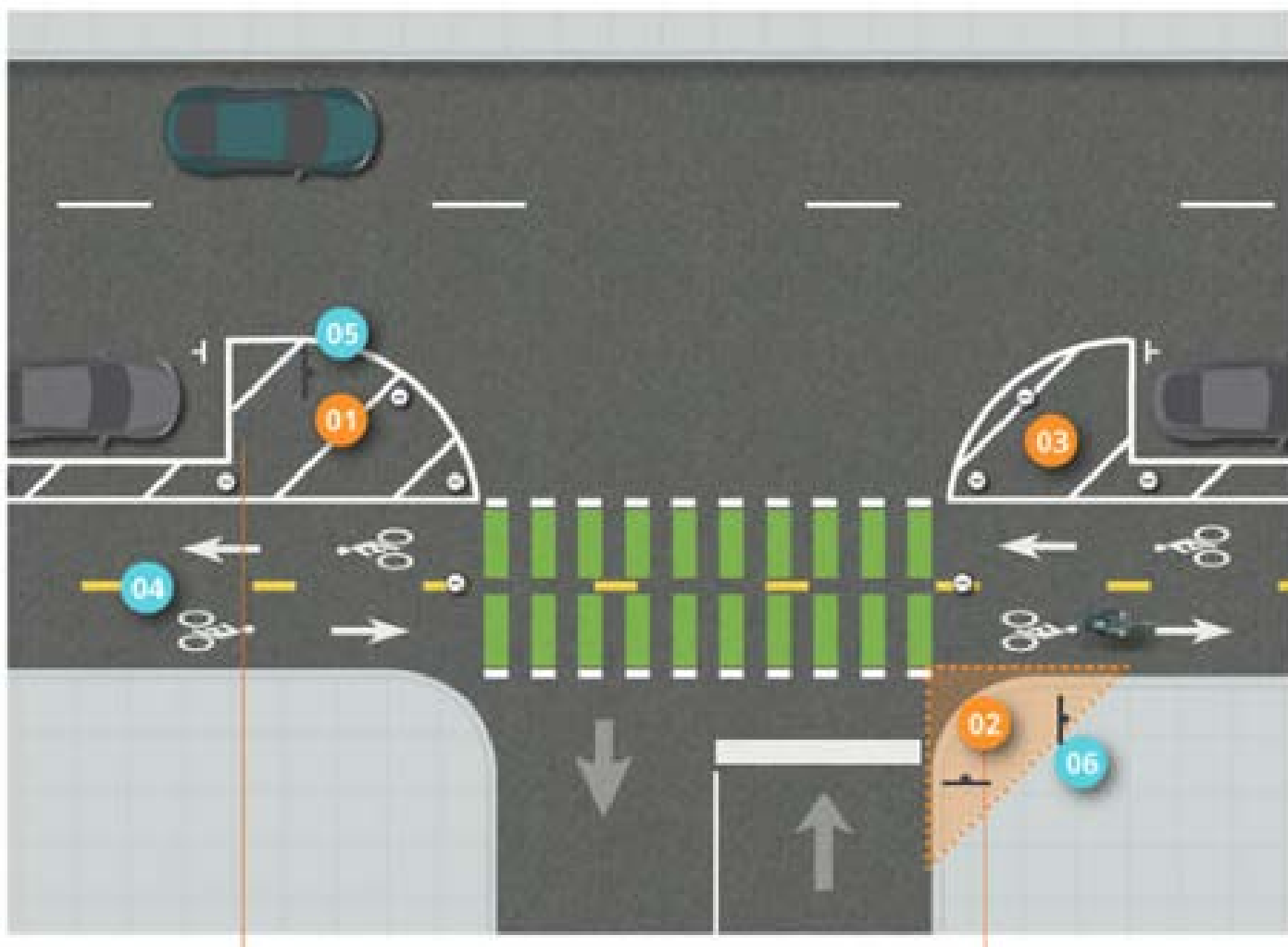
- Pelham Blvd
- Myrtle Ave
- Raymond Ave



Two-Way Protected Bike Lane



Green Conflict Zone Markings



Project Objectives

- Improve safety and level of comfort for people riding bicycles
- Calm traffic by narrowing travel lanes
- Establish the interim Grand Round

Pelham Blvd

- Jurisdiction: City
- Functional Class: Collector
- State Aid Route
- Pavement Condition Index: 35 (Incomplete data)
- Speed Limit: 30 mph
- Traffic Volume: 4,000 vehicles per day
- No transit on Pelham (Connections at Franklin & University)

10 Year Crash History

SOURCE: MnDOT Crash Mapping Analysis Tool

South of I-94 (2006-2015)

- 21 total crashes
- Severity
 - 18 property damage only
 - 3 possible injury
 - 0 fatal

Crash Diagram

- 4 sideswipes
- 6 right angle
- 1 ran off road
- 4 head on

Crash Type

- 4 parked vehicles
- 1 pedestrian
- 1 bicycle
- 6 fixed object

10 Year Crash History

SOURCE: MnDOT Crash Mapping Analysis Tool

North of I-94 (2006-2015)

(does not include Raymond/University)

- 33 total crashes
- Severity
 - ▣ 25 property damage only
 - ▣ 5 possible injury
 - ▣ 3 non-incapacitating
 - ▣ 0 fatal

Crash Diagram

- 4 sideswipes
- 1 left turn
- 15 right angle
- 1 ran off road
- 3 head on

Crash Type

- 6 parked vehicles
- 2 pedestrian
- 1 bicycle
- 3 fixed object

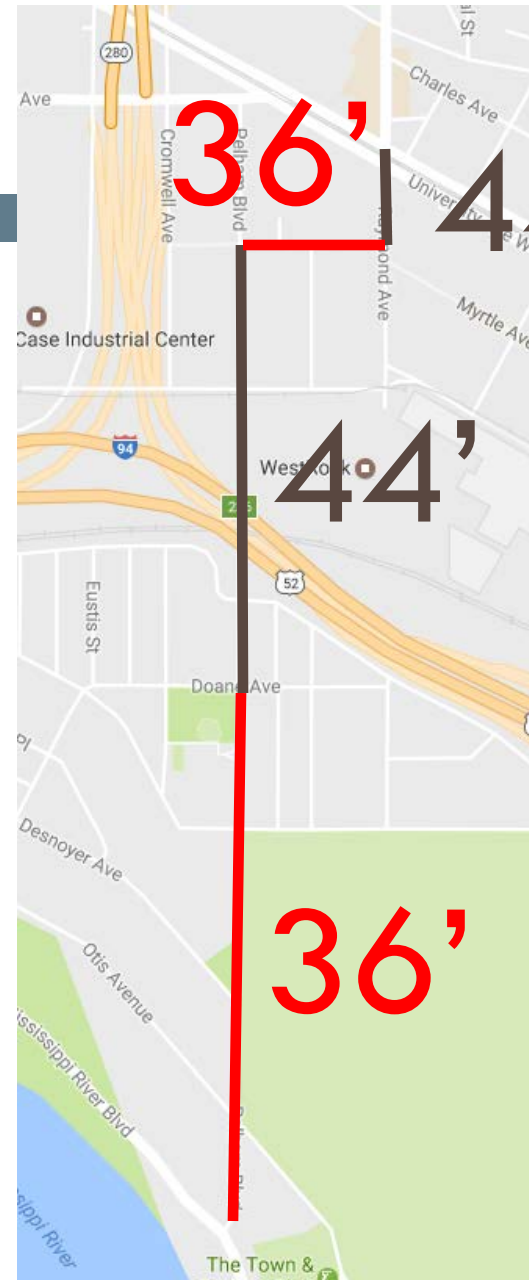
Speed Studies

- Desnoyer to Beverly (2010)
 - ▣ NB – 34 mph (39 mph 85%)
 - ▣ SB – 35 mph (39 mph 85%)
- Beverly to Doane (2010)
 - ▣ NB – 31 mph (35 mph 85%)
 - ▣ SB – 30 mph (34 mph 85%)
- St. Anthony to Wabash (2011)
 - ▣ NB – 31 mph (35 mph 85%)
 - ▣ SB – 31 mph (35 mph 85%)
- Wabash to Myrtle (2011)
 - ▣ NB – 30 mph (34 mph 85%)
 - ▣ SB – 28 mph (34 mph 85%)



Roadway Width

- Roadway width changes along corridor



On-Street Parking Programming Options



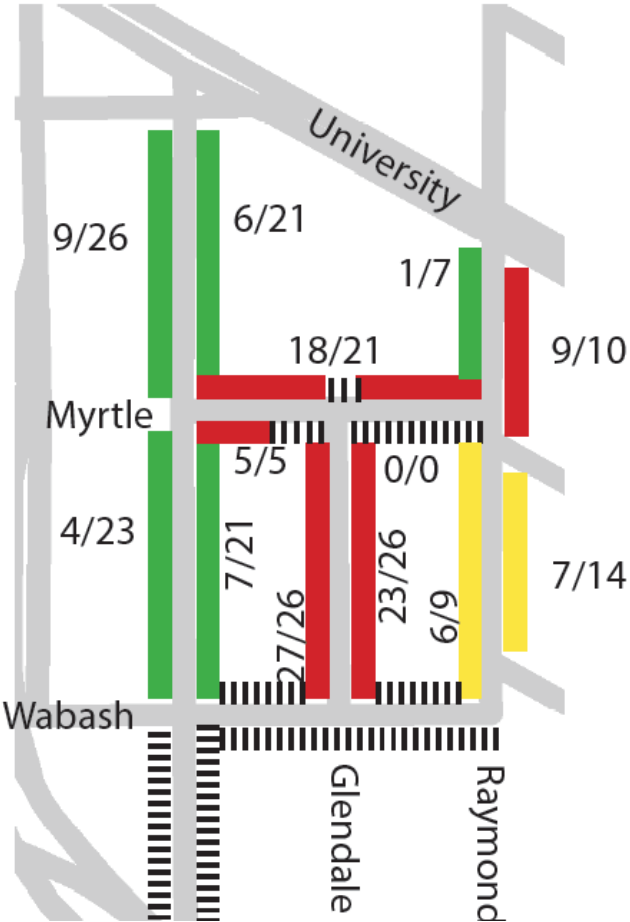
Legend

- | | | | |
|---|--------------------|---|----------------------------|
|  | No Parking |  | Metered 2 Hour 8 AM - 5 PM |
|  | Free Unlimited |  | 6 PM - 2 AM |
|  | 2 Hour 8 AM - 6 PM |  | Commercial Loading Zone |
|  | 1 Hour 8 AM - 6 PM |  | Private |

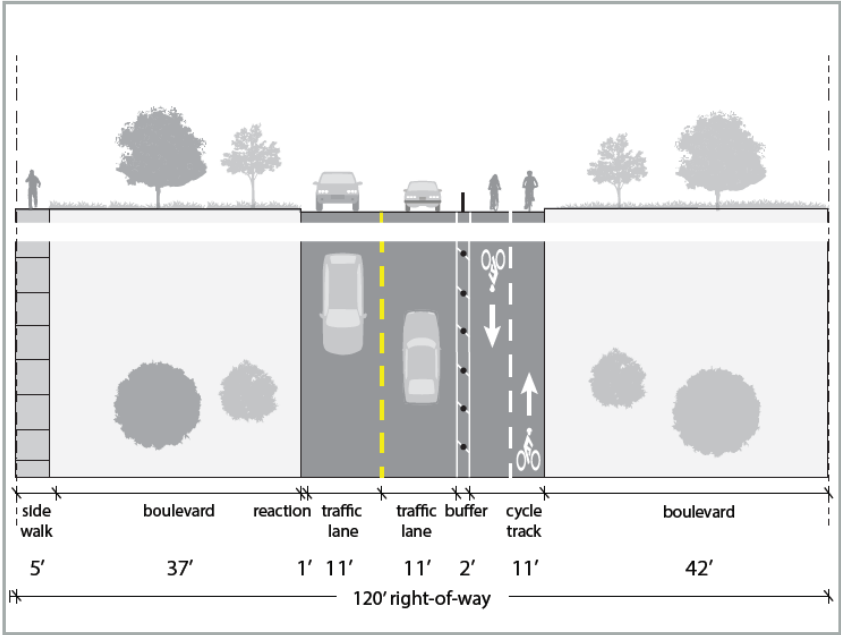
- This is an opportunity to optimize use of on-street parking in the area

Parking Occupancy Data

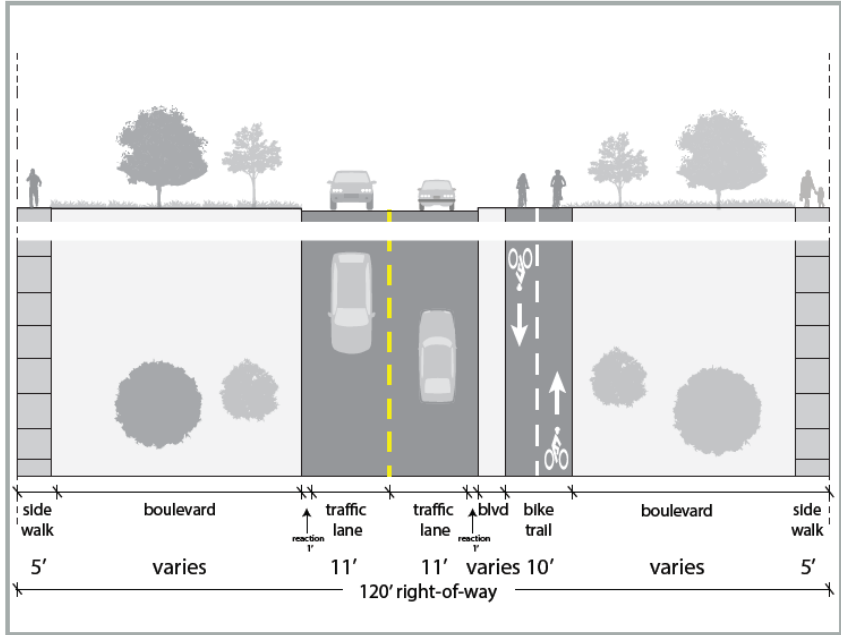
Date: Thursday, October 6th
 Time Period: 6 PM - 8 PM



Proposed Cross Section – 36'

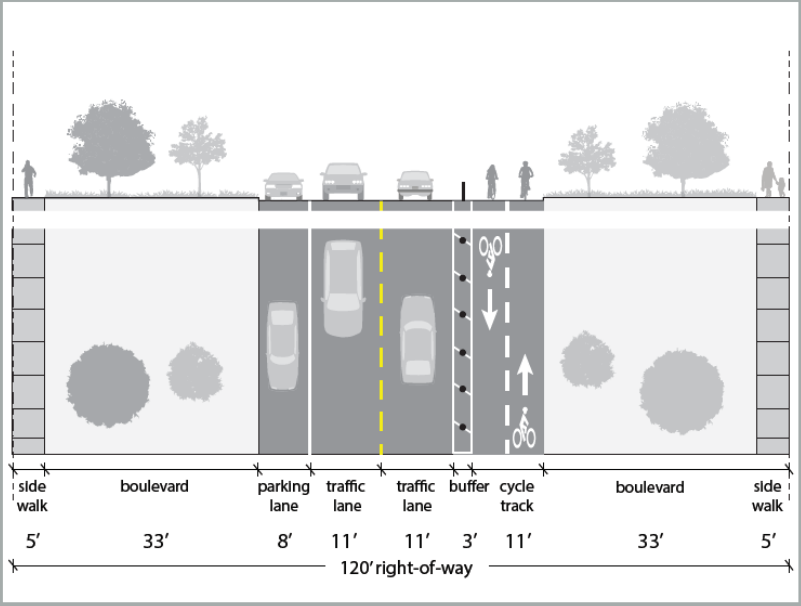


SHORT TERM

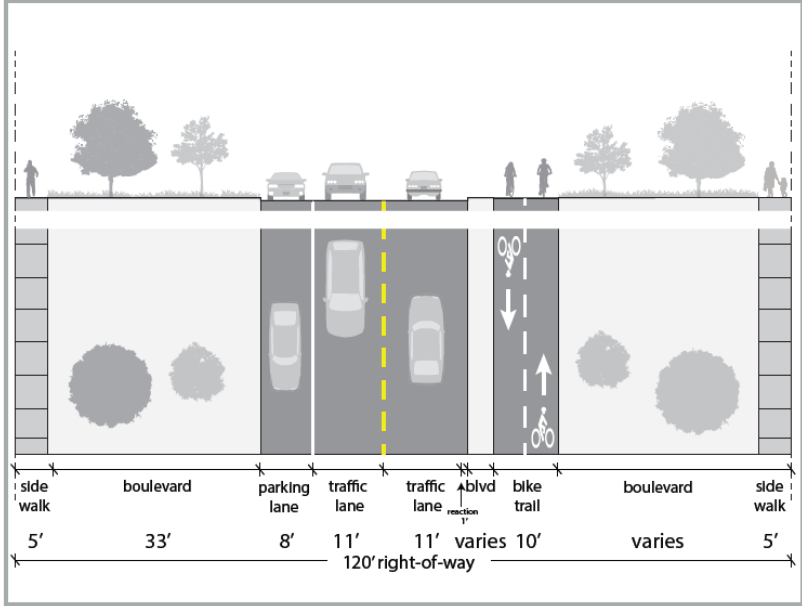


LONG TERM

Proposed Cross Section – 44'



SHORT TERM



LONG TERM

Tonight

- Review info on boards
- Ask one-on-one questions with staff
- Leave WRITTEN comments
- Sign-in at entry table

Next Steps

- Review input gathered at this meeting
- Attend Union Park and Saint Anthony Park Transportation Committee meetings
- Finalize design details
- Postcards and emails will be sent if additional input opportunities are scheduled



The Most Livable
City in America

Thank You for Coming!

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