



COMO AVENUE TRAIL PROJECT



Trail, sidewalk, bikeway, and crosswalk improvements on the north side of Como Avenue led by the City of Saint Paul and Ramsey County



PROJECT OVERVIEW



FOR MORE INFORMATION

- Visit the project website : stpaul.gov/comotrail
- Contact the city staff: Reuben Collins, City of Saint Paul - reuben.collins@ci.stpaul.mn.us 651-266-6059



COMO AVENUE TRAIL PROJECT



Complete a key segment of the Saint Paul Grand Round, a 27-mile scenic bike and parkway that connects parks and neighborhoods across the city with pedestrian and bicycle facilities

Improve the safety and comfort of walking and biking in the area

Create great public space by connecting residents and visitors with the city

Create a sense of place by unifying existing historic nature and varied neighborhood character



PROJECT PURPOSE



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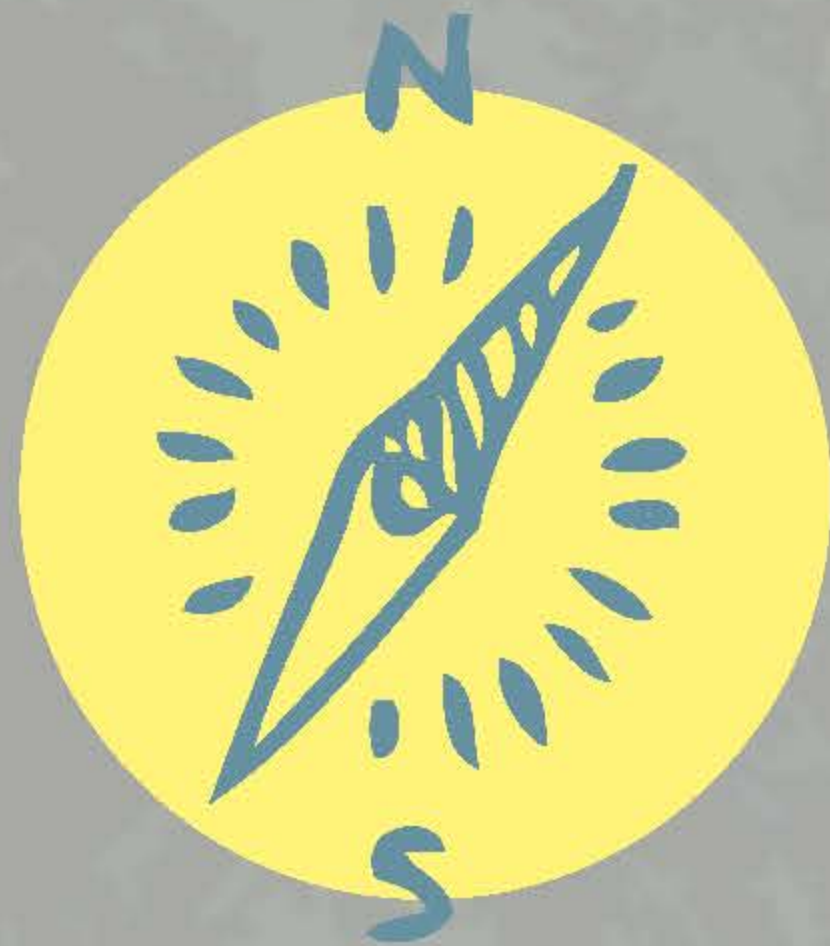
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COMO AVENUE TRAIL PROJECT



COMMUNITY ENGAGEMENT



DEVELOPMENT OF GRAND
ROUND DESIGN &
IMPLEMENTATION PLAN
2015-2017



PROJECT PLANNING
& DESIGN CONCEPT
SPRING 2019



ENGINEERING &
DESIGN PLANS
SUMMER 2019



FINALIZE DESIGN
& LET PROJECT
FALL 2019



CONSTRUCTION:
SPRING 2020

PROJECT TIMELINE



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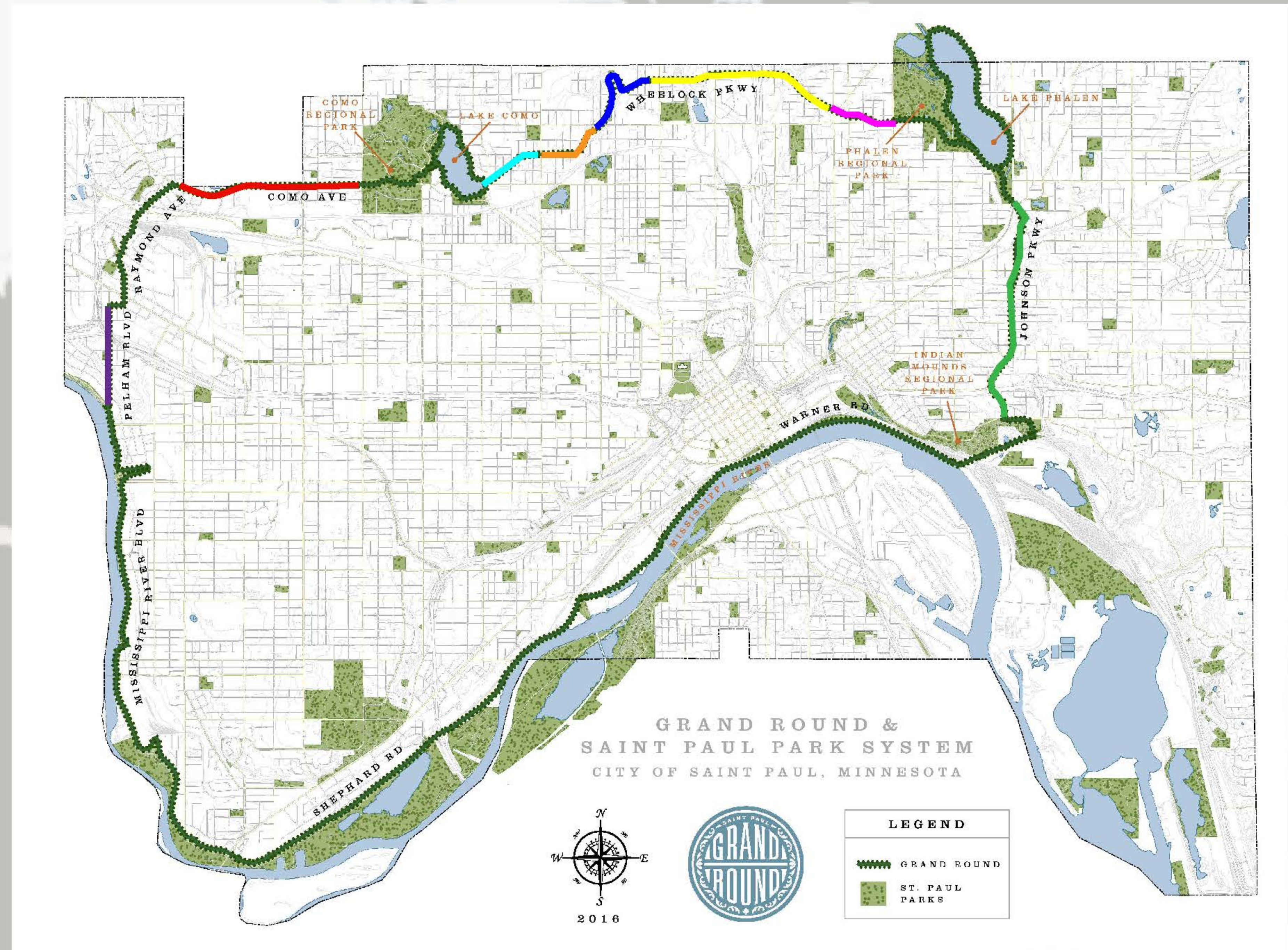


27-mile scenic bike and parkway that connects parks and neighborhoods across Saint Paul

Grand Round Design and implementation Plan were completed in 2017

The Guiding Principles for the Saint Paul Grand Round:

1. Promote health, safety, and comfort of all users
2. Create a key visual element and recreation feature that places high value on neighborhoods, history, and the natural environment
3. Maximize sustainable practices
4. Designed as a contiguous system of public open space that improves quality of life and strengthens our economy



- Wheelock Parkway – Rice to Edgerton – 2016
- Wheelock Parkway – Victoria to Danforth – 2017
- Pelham Boulevard – Mississippi River Boulevard to Myrtle – 2017*
- Wheelock Parkway – Danforth to Western – 2018

- Wheelock Parkway – Western to Rice – 2019
- Como Avenue – Raymond to Hamline – 2020
- Johnson Parkway – Burns Ave to Phalen Blvd – 2020
- Wheelock Parkway – Edgerton to Arcade – 2022

GRAND ROUND



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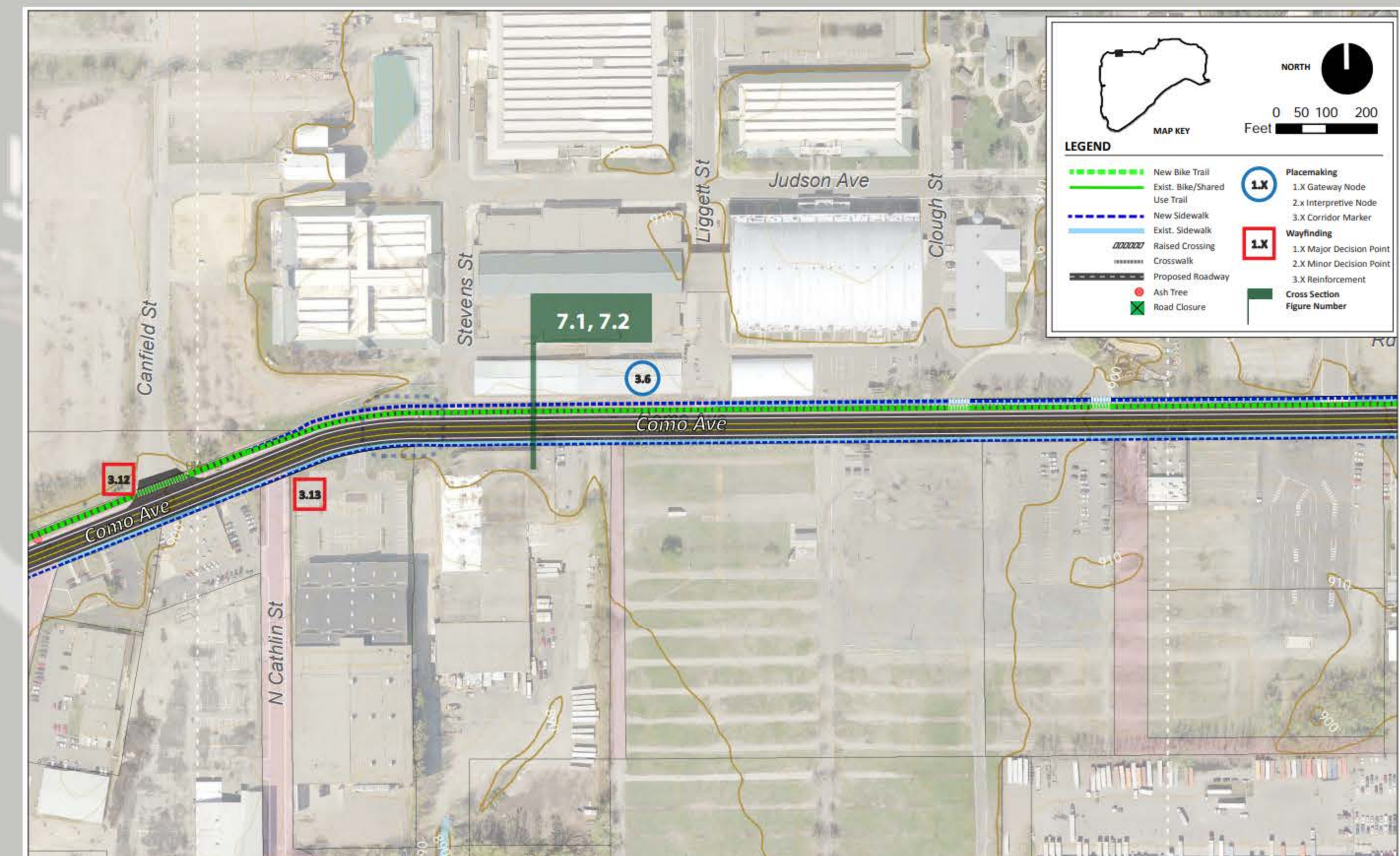
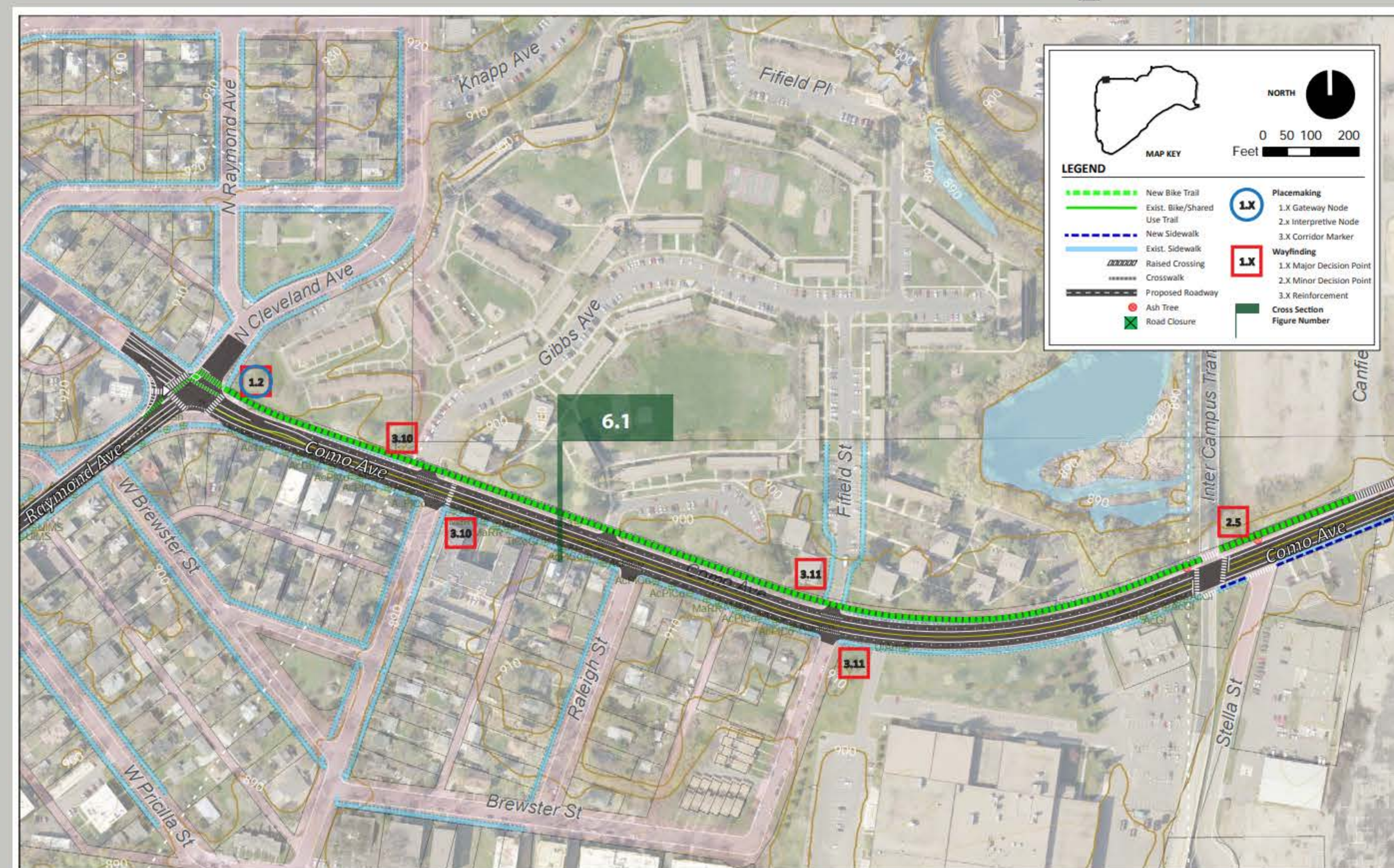


COMO AVENUE TRAIL PROJECT



PLACEMAKING			WAYFINDING			
4-SIDE KIOSK	2-SIDE KIOSK	CORRIDOR MARKER	BLADE SIGN	DIRECTION SIGN	OPERATIONAL SIGN	LIGHT W/LOGO
P1.x	P2.x	P3.x	W1.x	W2.x	W3.x	W3.x
PLACEMAKING WAYFINDING BLADE SIGN *Logo *Interpretive	INTERPRETIVE NODE *Logo *Interpretive	REINFORCEMENT TRAILBLAZING	MAJOR DECISION POINT	MINOR DECISION POINT (SEE MUTCD STANDARDS)	REINFORCEMENT OPERATIONAL	REINFORCEMENT TRAILBLAZING

Concept designs from the Grand Round Design & Implementation Plan



Concept designs in the adopted plan are a starting point, and the purpose of the open house is to further refine the design concepts

GRAND ROUND



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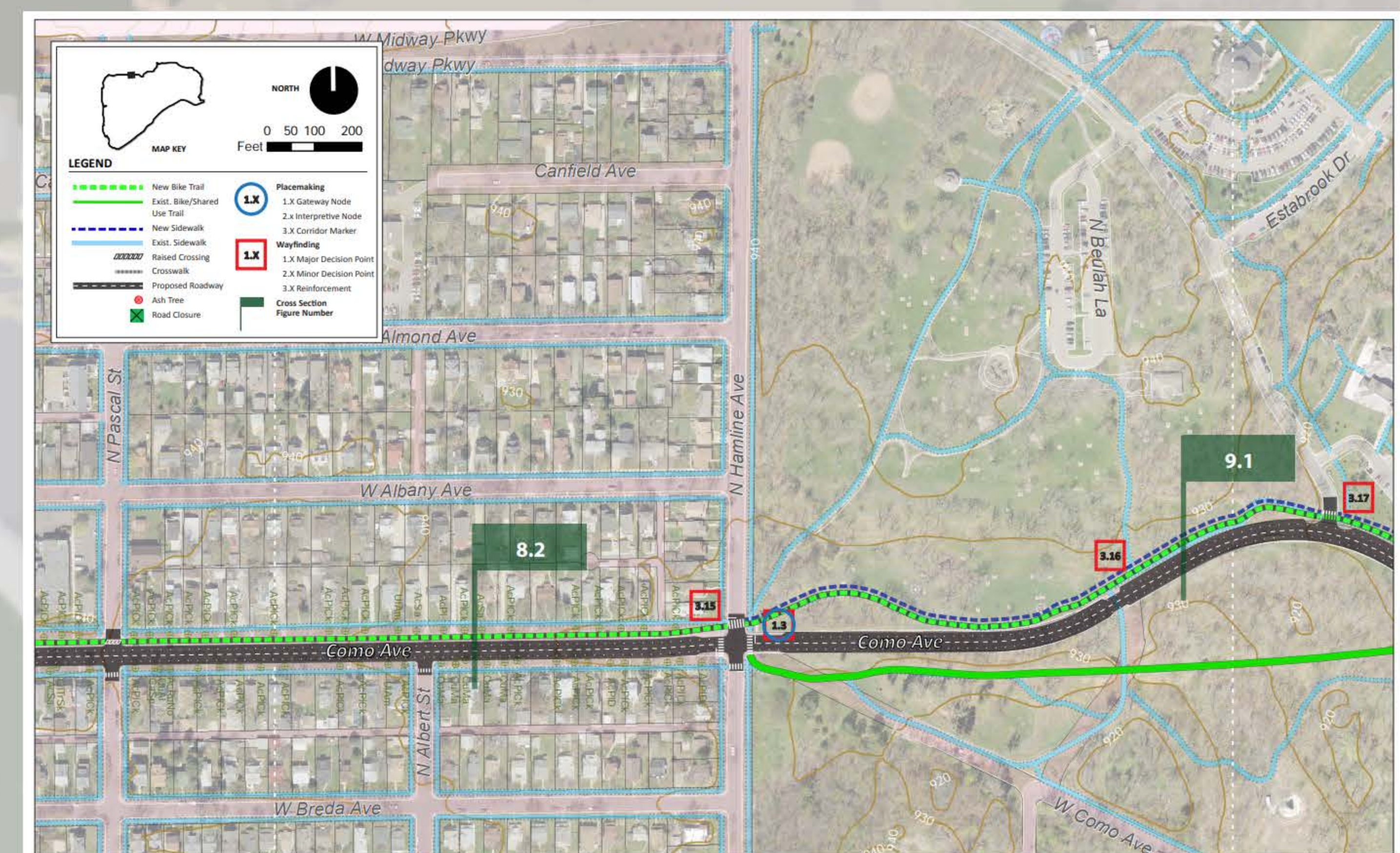
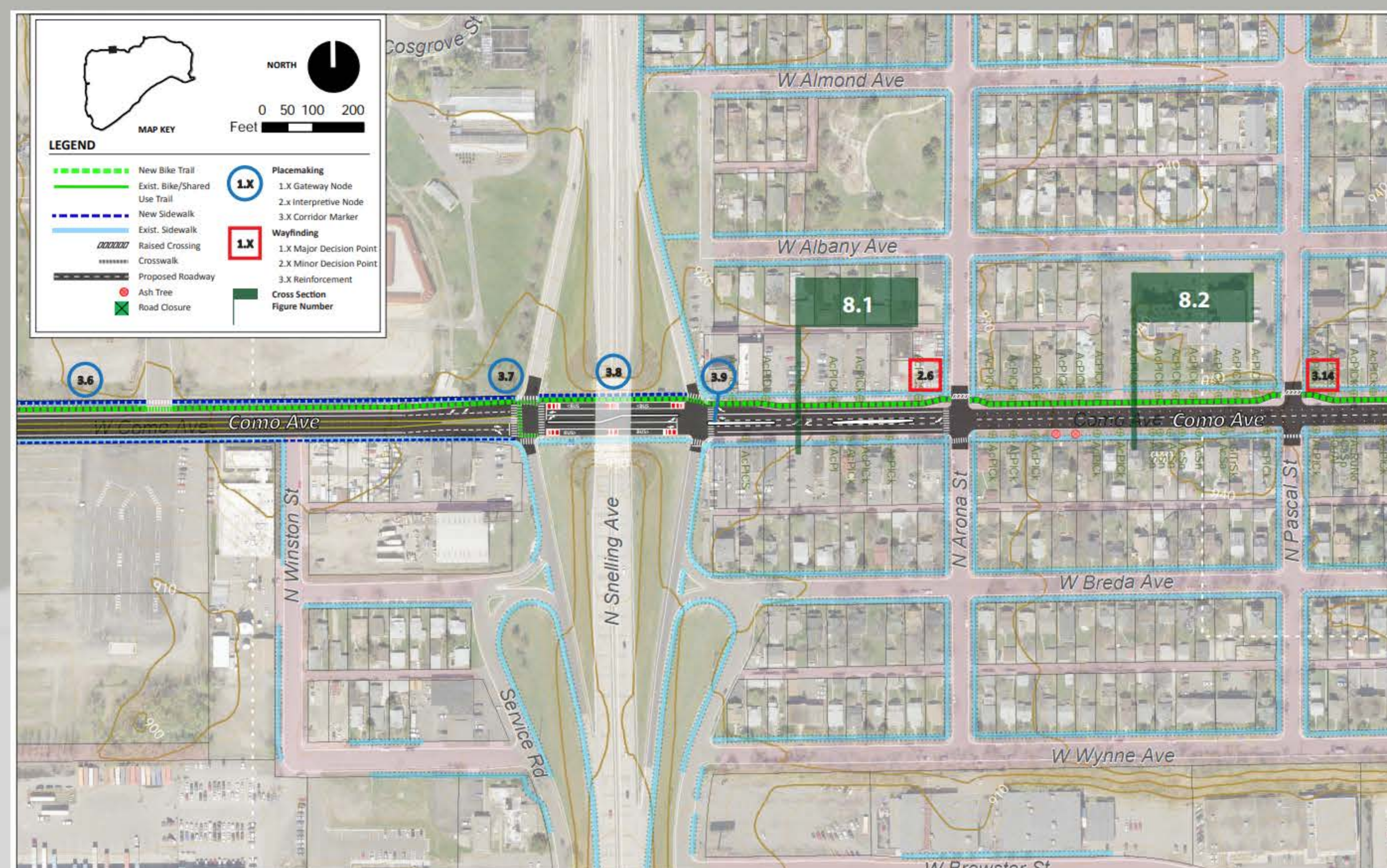


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PLACEMAKING ELEMENTS "Name" "Logo" "Interpretive"	INTERPRETIVE NODE "Name" "Interpretive"	REINFORCEMENT TRAILBLAZING	MAJOR DECISION POINT	MINOR DECISION POINT (SEE MUTCD STANDARDS)	REINFORCEMENT OPERATIONAL	REINFORCEMENT TRAILBLAZING

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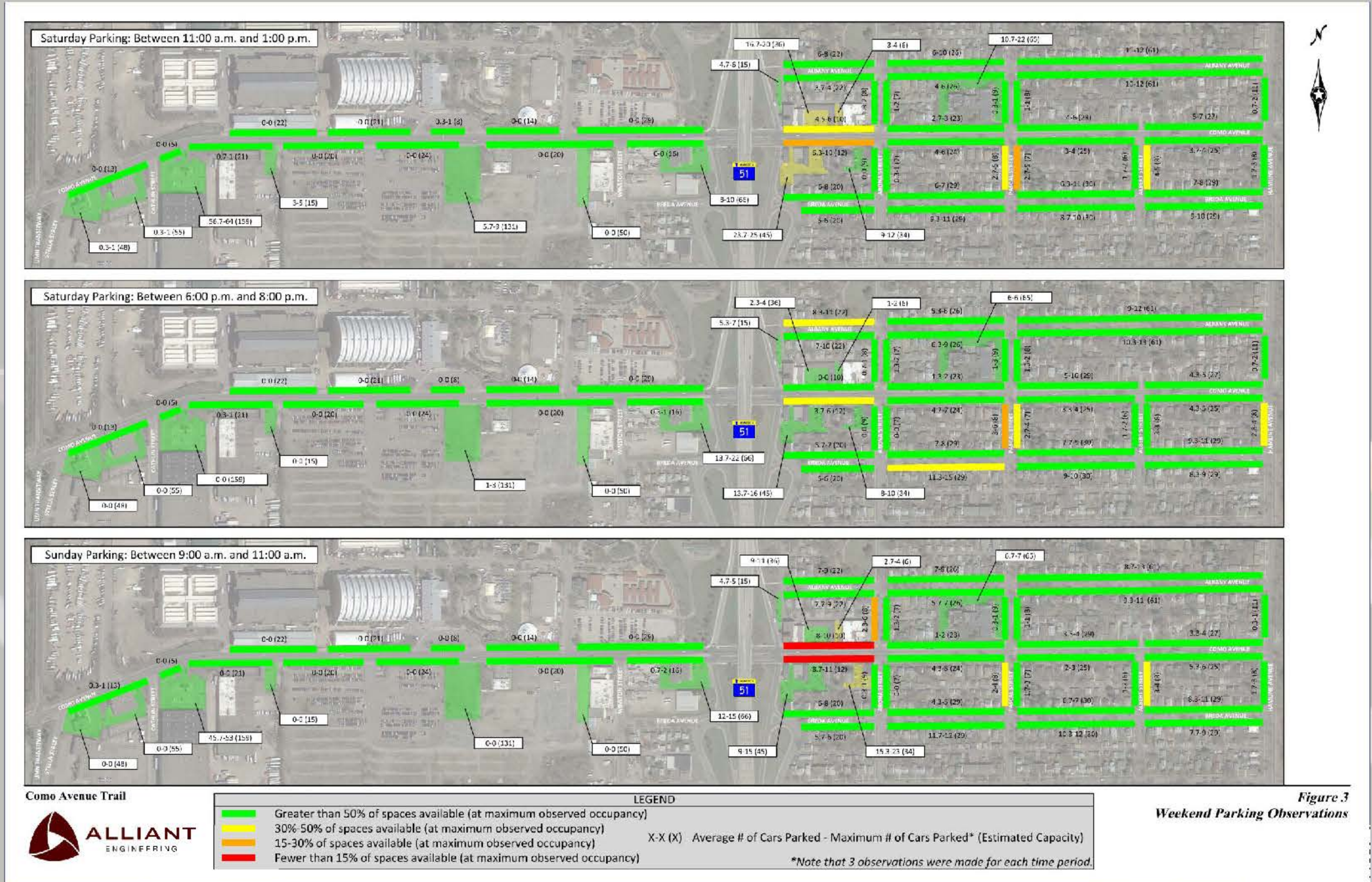
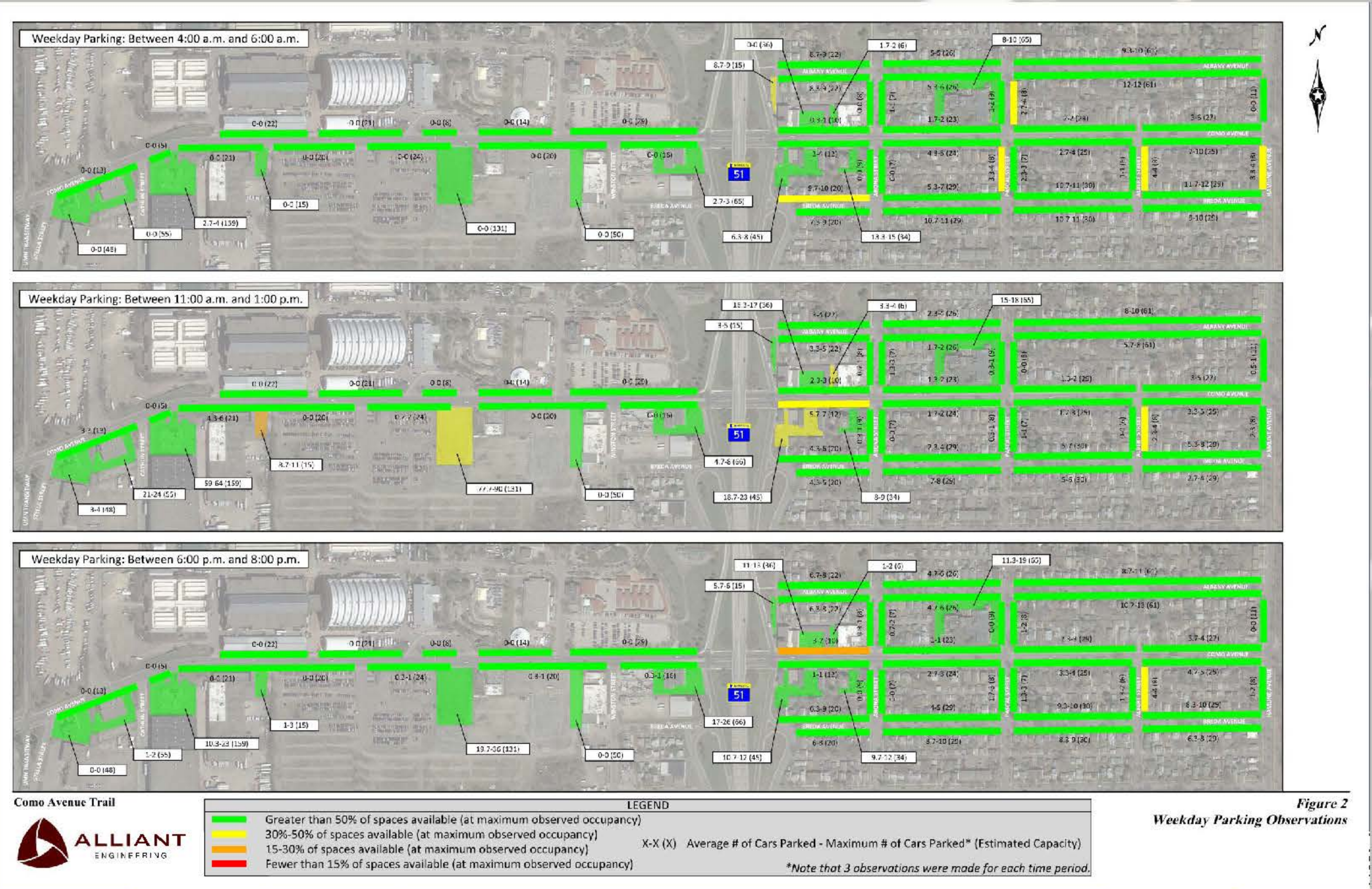


COMO AVENUE TRAIL PROJECT



Parking Study

- Counted current on-street parking and adjacent off-street parking. Data collected several different days of the week and times
- Sufficient parking availability on majority of streets and parking lots
- Parking only reached capacity between Snelling Avenue and Arona Street on Sunday morning
- During this period, sufficient parking available in lots and on-street within one block



PARKING STUDY



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COMO AVENUE TRAIL PROJECT



- An inventory of existing boulevard trees on the north side of Como Avenue was performed - 56 trees total
- Majority (61%) of the trees are healthy
- Remaining 39% of the trees have some form of mild (25%) or severe (14%) defects ranging from small, shallow cracks to large, deep cracks and rotting/missing bark

TREE INVENTORY



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COMO AVENUE TRAIL PROJECT



Key Themes:

There is strong support for the trail on the north side of Como Ave

Bicyclists in the area support on-street bike lanes

People who live on the corridor are in favor of retaining street parking

1. Most people supported adding an off-street trail to Como Avenue to promote more walking and biking.

2. Most people were in favor of narrowing Como Avenue and reducing the number of vehicle lanes on Como Avenue between the University of Minnesota Transitway and Snelling Avenue to provide space for an improved trail and landscaping as well as to reduce vehicle speeds and improve pedestrian safety.

3. Many people were in favor of preserving the existing on-street parking on Como Avenue between Snelling Avenue and Hamline Avenue.



WHAT WE HEARD

OPEN HOUSE 1: JANUARY 15, 2019



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COMO AVENUE TRAIL PROJECT



Key Themes:

Maintenance of trees and corridor aesthetics are important

Desire for wide boulevards for snow storage and landscaping

4. Some people were in support of maintaining in-street bike lanes on Como Avenue in addition to the off-street trail to accommodate faster cyclists and avoid intersection conflicts.

5. Some people encouraged additional traffic control for pedestrians and cyclists, especially at busier intersections.

6. Opinions on the two design alternatives for the Segment of Como Avenue between Snelling Avenue and Hamline Avenue were mixed with some people favoring the alternative that preserves parking on Como Avenue and others favoring the alternative that preserves bike lanes.



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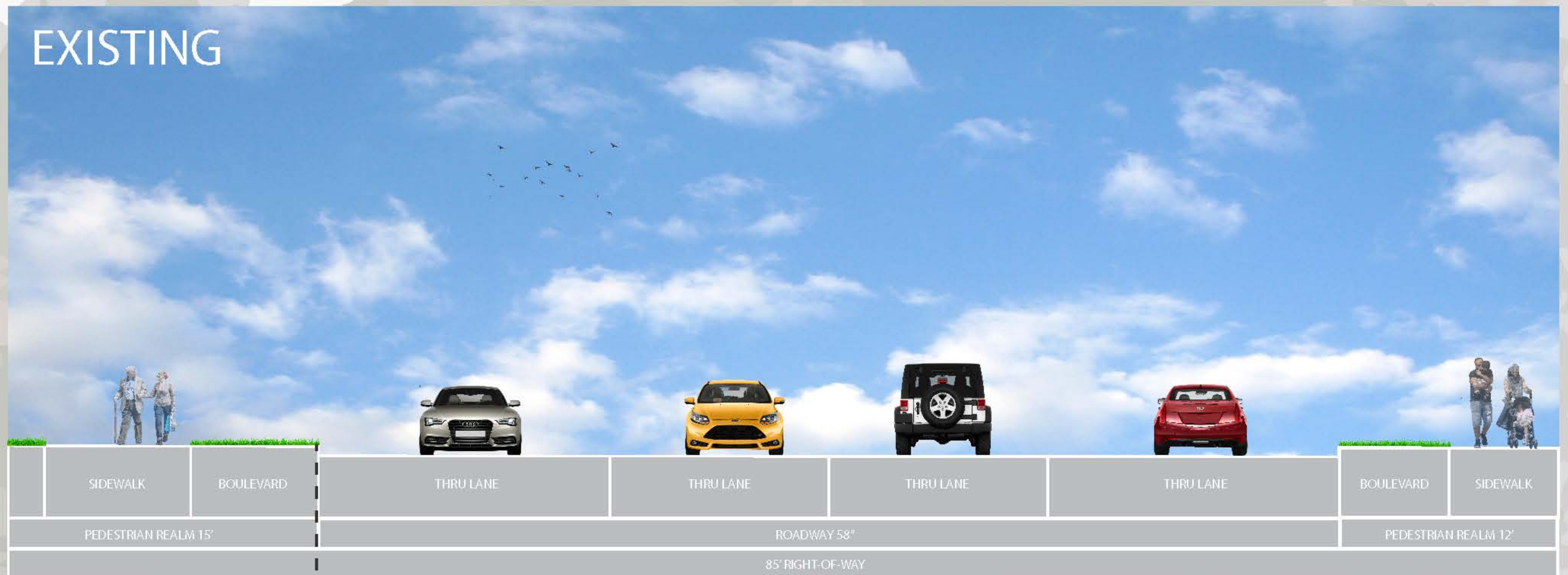


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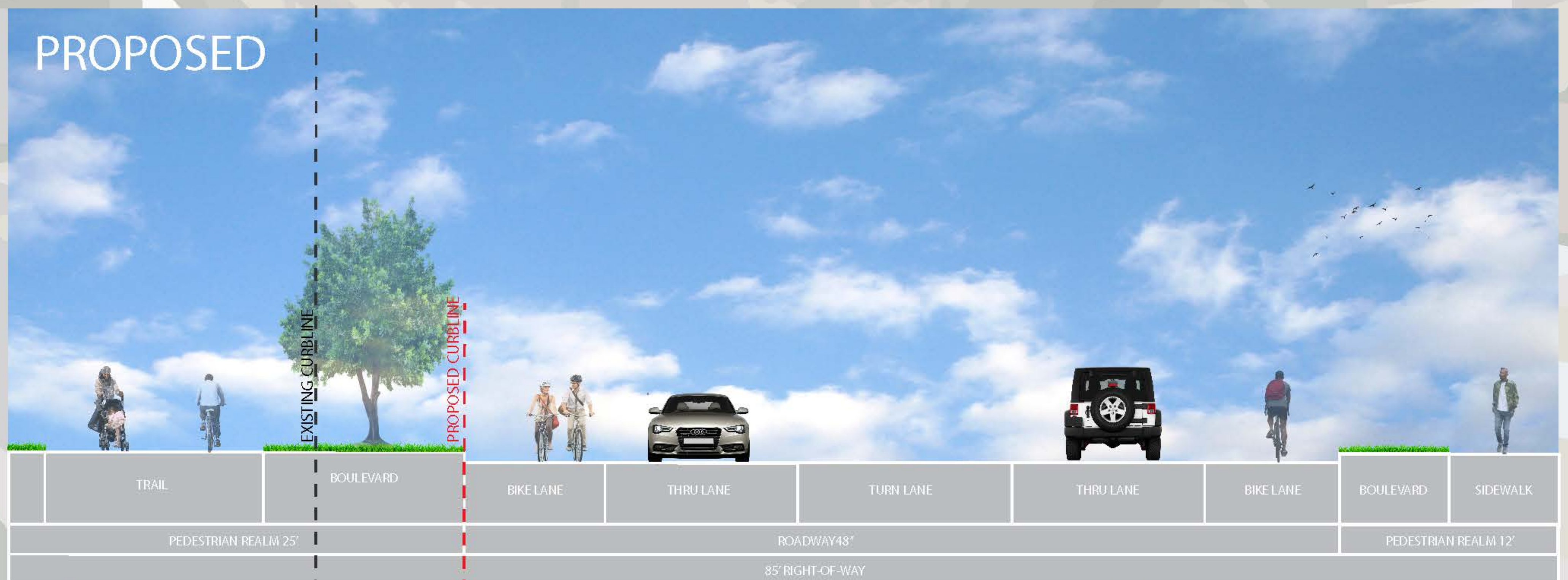


Canfield Street to Snelling Avenue

EXISTING



PROPOSED



- Convert four lane road to two thru lanes, shared left turn lane, and added bike lanes
- Narrow Como Avenue on the north side and construct a new 12' wide shared use trail
- New curb and gutter on north side of Como Avenue
- Replace existing driveway aprons and pedestrian curb ramps
- Establish boulevard and trees between trail and road

RECOMMENDED DESIGN



FOR MORE INFORMATION



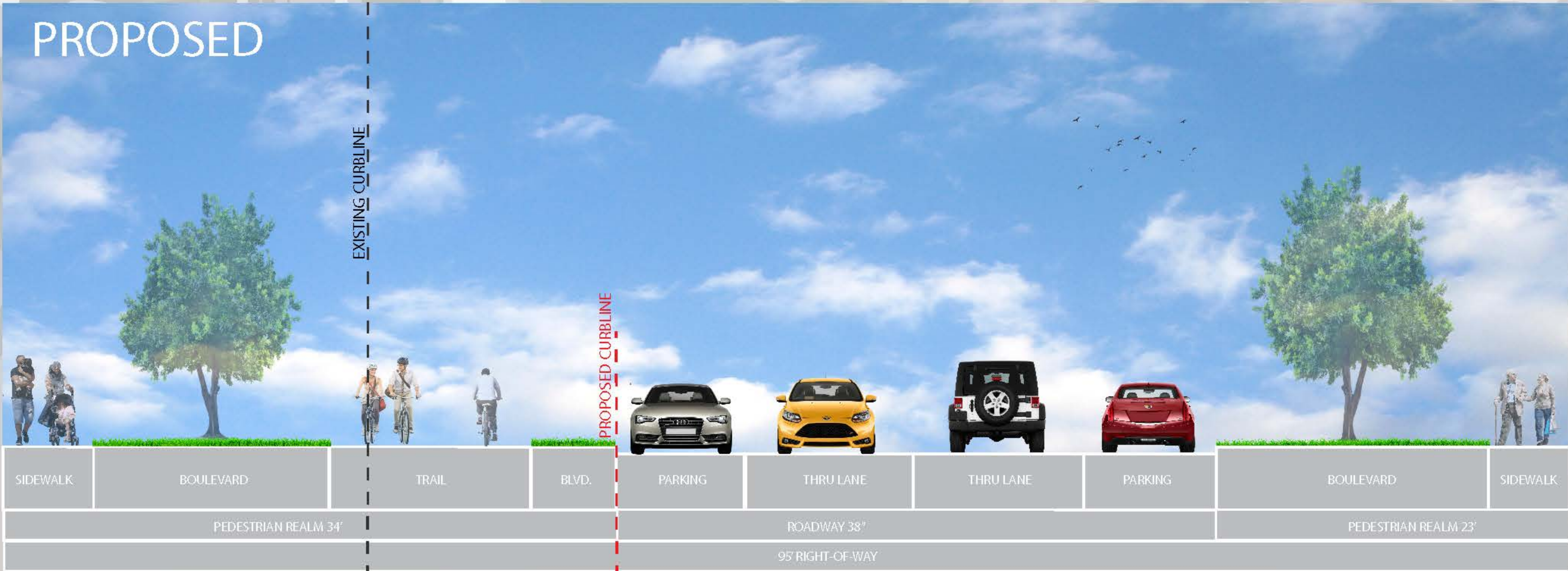
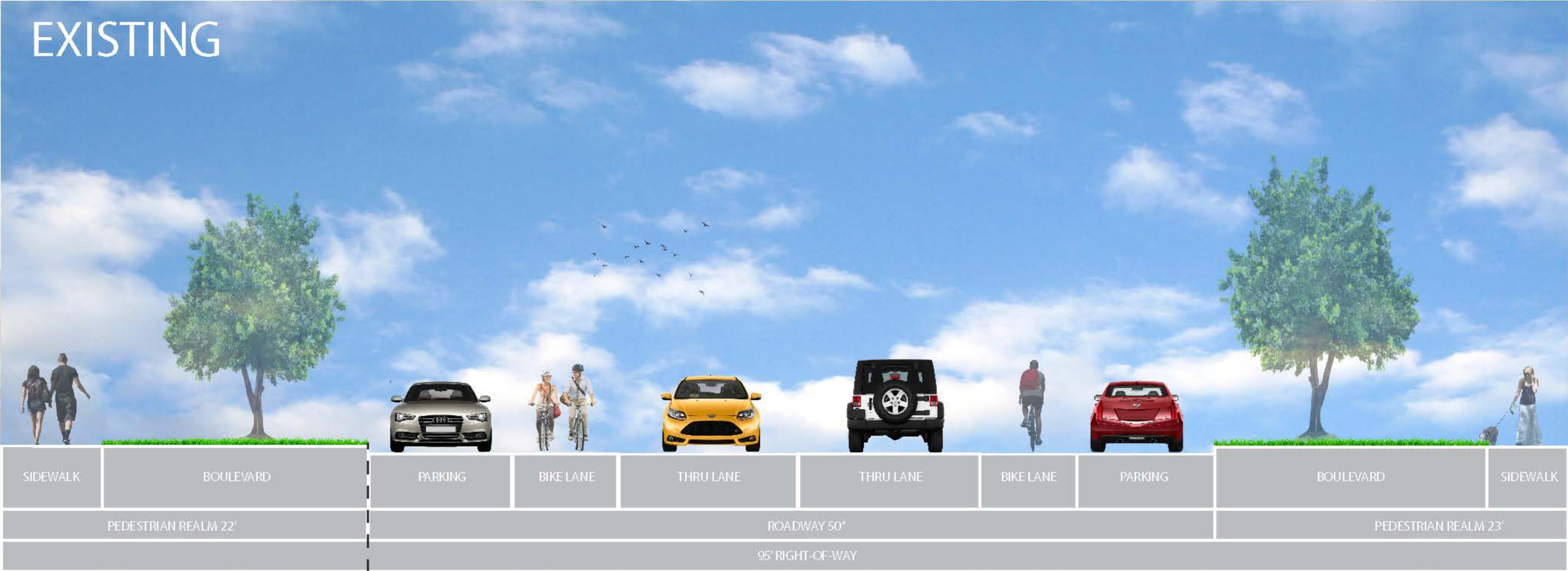
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Snelling Avenue to Hamline Avenue



- Maintain existing on-street parking
- Narrow Como Avenue on the north side and construct a new 10' wide bike trail parallel to the existing sidewalk
- New curb and gutter on north side of Como Avenue
- Replace existing driveway aprons and pedestrian curb ramps
- Reconstruct north half of roadway pavement on Como Avenue

RECOMMENDED
DESIGN



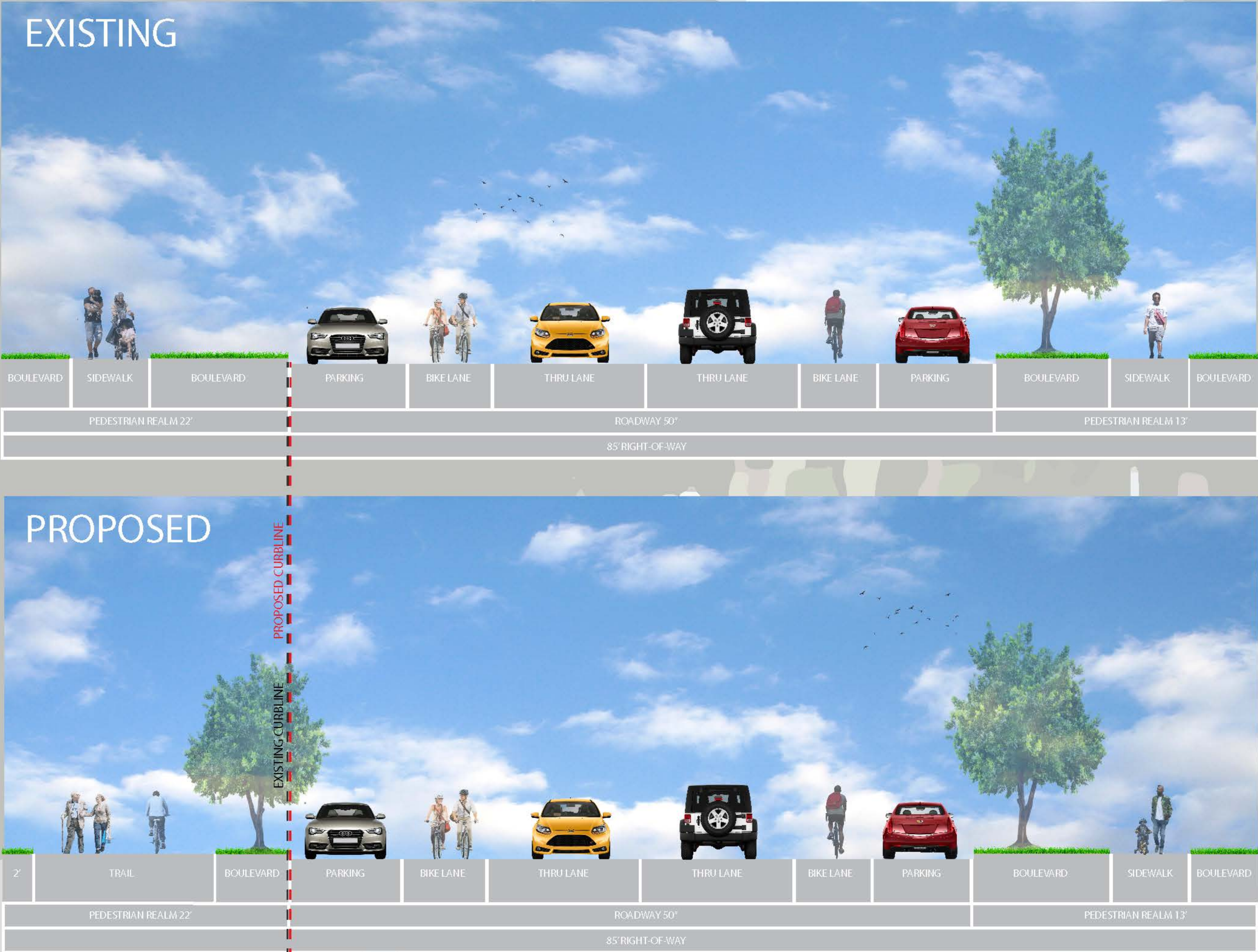
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Raymond Avenue to Canfield Street



- Maintain existing on-street parking and bike facilities
- Replace existing concrete sidewalk on north side with new 12' wide shared use trail
- Replace existing driveway aprons and pedestrian curb ramps
- Establish boulevard and trees between trail and road

RECOMMENDED DESIGN



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