



Desnoyer Park Improvement Association (DPIA)

2026 Pelham Blvd Reconstruction

December 9, 2025



Project Staff

Department of Public Works

- Jary Lee, P.E., Civil Engineer and Pelham Reconstruction Project Manager
- Jimmy Shoemaker, Planner
- Randy Newton, P.E., P.T.O.E, City Traffic Engineer
- Kaytlyn Danielzuk, Community Engagement
- Richard Ekobena, P.E., Sewer Utility Division
- Nick Peterson, P.E., City Engineer


Office of Financial Services

- Lynn Rolf, Assessment Supervisor

This presentation will be posted to the project webpage by the end of the week (December 12, 2025) at stpaul.gov/pelham



Sign up for project emails


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rate and date for a public hearing when estimated rates are available. More information on assessments can be found at www.stpaul.gov/specialassessments

IMAGE GALLERY



Project Documents

Maps

+

Letters and Flyers

+

Community Engagement and Presentations

+

Technical Data and Project Design

+

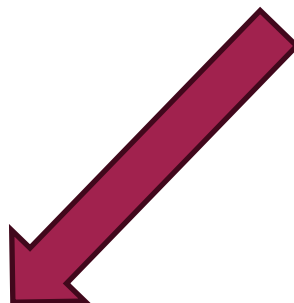
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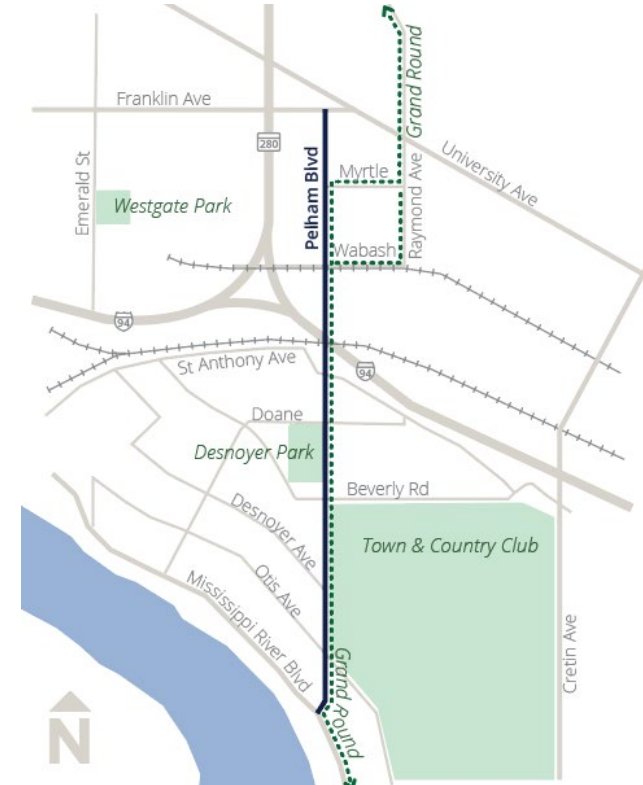
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Agenda

- Brief project history. Reminder of:
 - Previous planning
 - Project goals
 - Project funding
 - Timeline
- Feedback from Summer 2025 engagement
 - How staff evaluated and incorporated that feedback
- Staff design process
 - Tree preservation
 - Utility replacement
 - Street, sidewalks, and bikeway
- Other info: Assessments





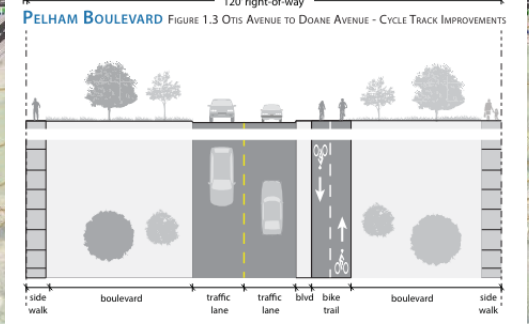
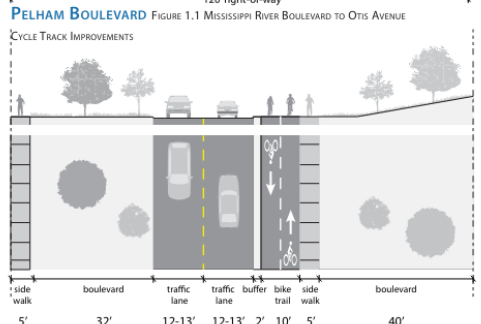
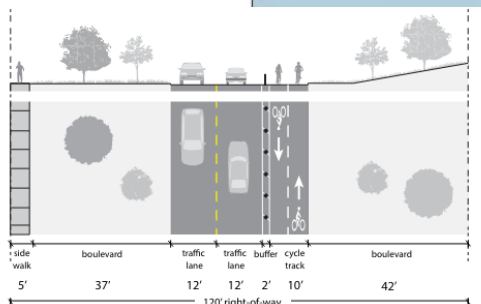
Project history reminder



Grand Round Design & Implementation Plan

stpaul.gov/pelham

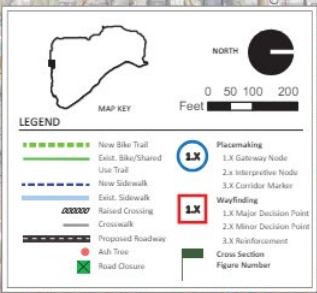
5 | GRAND ROUND PLAN RECOMMENDATIONS



CITY OF SAINT PAUL GRAND ROUND DESIGN & IMPLEMENTATION PLAN



ADOPTED BY CITY COUNCIL JULY 2017





Pelham project overview

stpaul.gov/pelham

Known goals

- Replace aging road surface
- Replace/repair aging underground sewer and water infrastructure
- Construct off-street bikeway
- Replace existing sidewalk and fill sidewalk gaps where they exist
- Improve intersections with skewed intersections (Otis, Desnoyer)
- Preserve trees
- Calm traffic and slow cars
- Provide safe crossing opportunities for people walking





Draft Schedule

stpaul.gov/pelham

- June 2024 thru October 2024:
 - Phase 1 engagement, internal external coordination
 - Collect existing data
 - traffic counts and speeds, trees, parking demand and supply, bike and ped travel data
- Nov 2024 thru July 2025:
 - Initial design – following Grand Round Design and Implementation Plan
- July 2025 thru August 2025
 - Phase 2 engagement – reaction to initial concept
- Fall 2025
 - Lots of internal coordination continuing design
- Winter 2025 thru Spring 2026
 - Final design, City Council action to approve assessments
 - **Public hearing with City Council in late-January 2026**
- May 2026:
 - begin construction

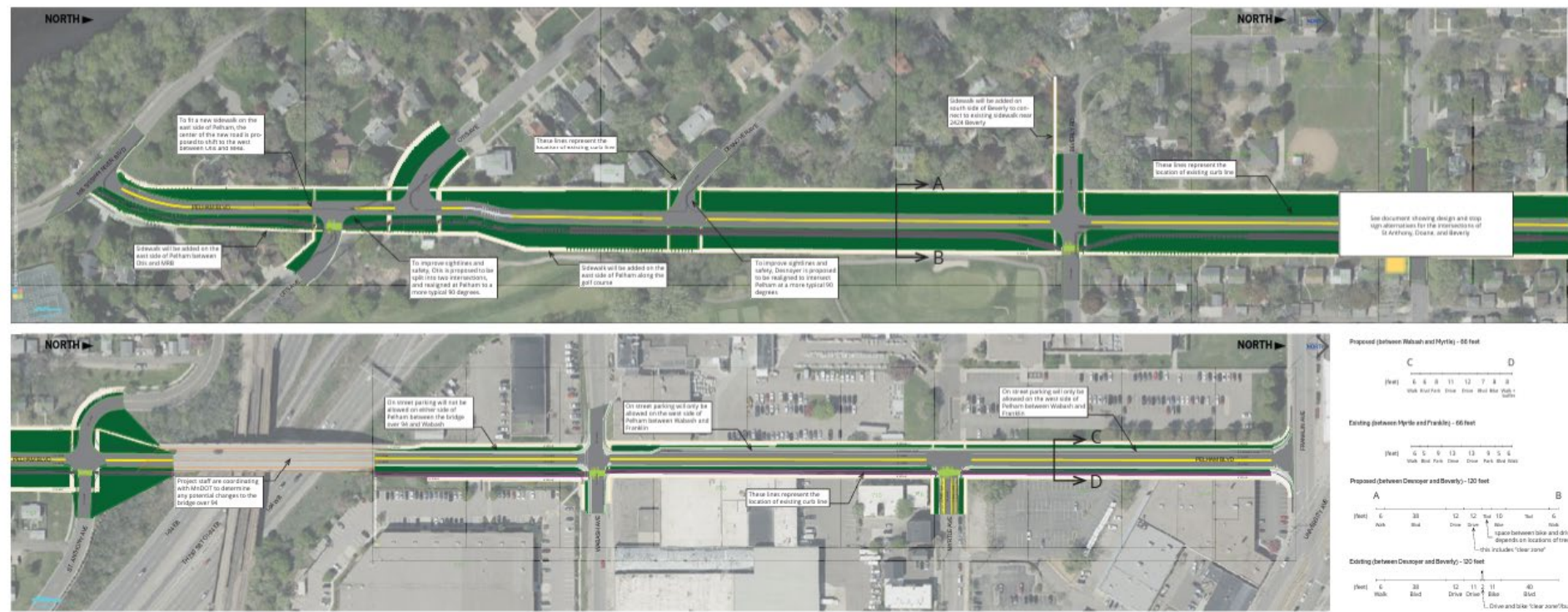


**Feedback received this summer and
design updates**



Summer 2025 engagement – July design

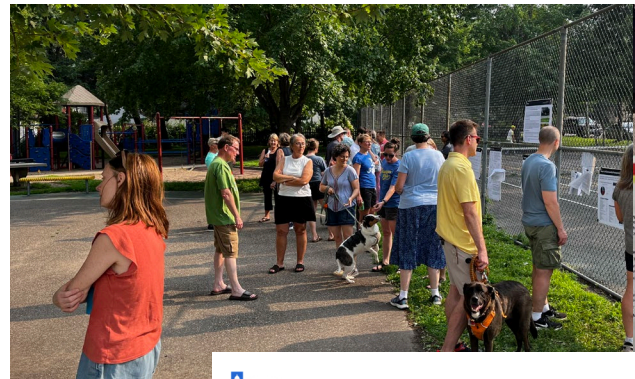
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Summer 2025 engagement

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Beverly to St. Anthony Intersections and Stop Signs

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

Vote here for Alternative 1

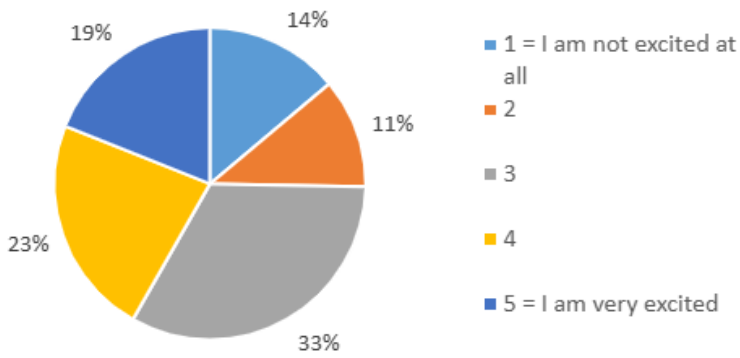
Alternative 1: no change from existing

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

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

Vote here for Alternative 3

How do you feel about the draft Pelham Blvd design?



Pelham Boulevard Feedback Form - August 2025

Staff are seeking feedback by August 31 on the information shared at the July 30 Open House. See the informational boards shared at the Open House at stpaul.gov/pelham.

Thank you for taking the time to share your thoughts. You can sign up to receive project updates below or on the webpage.

In 2026, the City of Saint Paul will be reconstructing Pelham Boulevard between Mississippi River Boulevard and Franklin Avenue. Community and neighborhood feedback is an important input to the design of Pelham. Streets are rarely fully reconstructed, so it's important we incorporate feedback from people who know and use the street.

Overall, how do you feel about the draft corridor design for Pelham Boulevard? 5 stars = super excited and 1 star = not excited at all. View draft corridor design by clicking on link below.

<https://www.stpaul.gov/transportation/2025-08-06-Pelham-Boulevard-Design-Alternatives-2025-08-06>

☆☆☆☆☆

Please explain your answer to #1. Why are you excited or not excited?

Enter your answer

Staff are looking for feedback on the design and stop sign placement at Beverly, Doane, and St. Anthony. Click the link below to display a larger version of the three alternatives.

<https://www.stpaul.gov/transportation/2025-08-06-Pelham-Boulevard-Design-Alternatives-2025-08-06>

Please rank these three design alternatives from your most preferred to your least preferred.



Themes from feedback

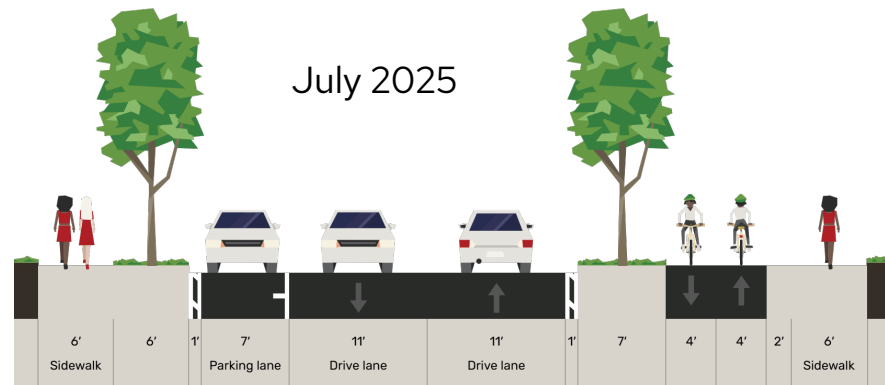
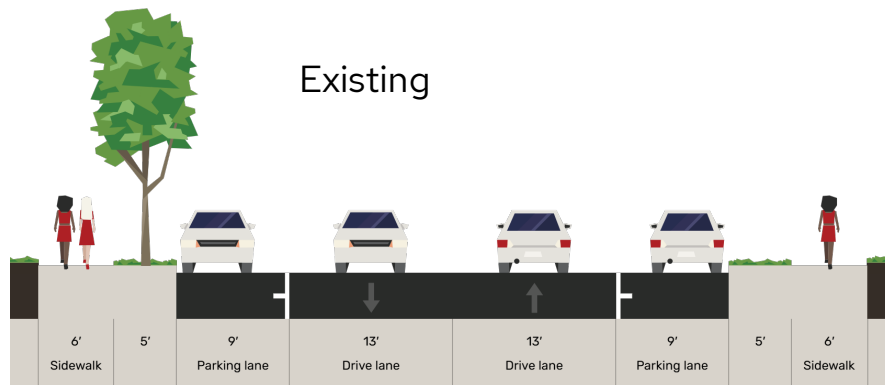
1. Bikeway:
 - support for removing it from the street
 - requests for a wider bikeway, especially north of 94
2. Additional sidewalk:
 - general support for filling in gaps in sidewalk
3. Shifting Pelham westward between Otis and MRB to fit in sidewalk
 - some opposition, support for filling in the gap in sidewalk on this block
4. Redesign of Otis and Desnoyer intersections:
 - some support, some opposition
5. Options at Beverly, Doane, St Anthony:
 - median at Doane option received the most “highest preference” votes
 - Some opposition to median option
6. Other feedback:
 - Requests for more traffic calming, narrower driver lanes
 - Concern over impacts to trees



Bikeway width north of 94

What we heard: bikeway needs to be wider, especially north of 94

Design decision: No decision yet. There are ways to get to 10' bikeway north of 94, but they will include tradeoffs with boulevard space (min 6' for trees). Public Works staff do not support reducing sidewalks from 6' to 5'.





Responses to feedback

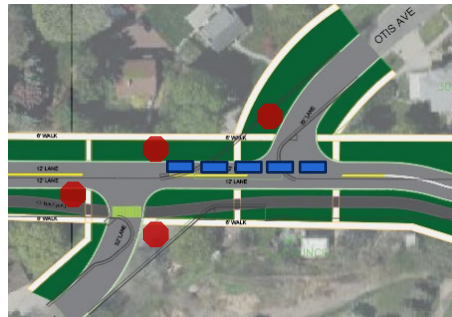
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Redesign of Otis intersection

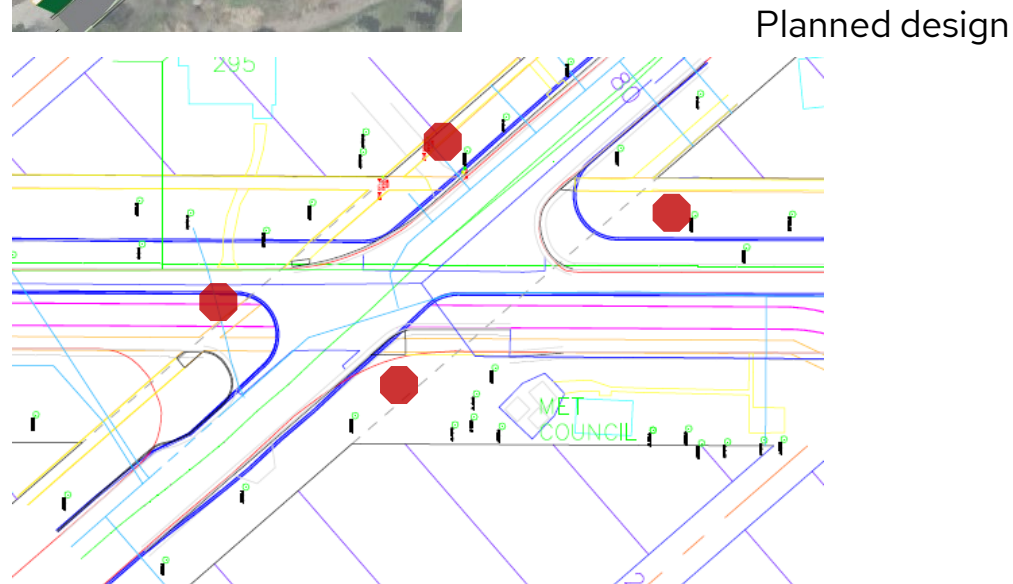
What we heard: some support of visibility improvements; some concern of offset intersection leading to odd traffic flow, some concern from biking community about comfortably navigating the through movement on Otis

What we did: assessed crash history, collected data and observation in the field

Design decision: The planned design will maintain the existing skewed geometry and narrow the crossings of Pelham by 23 and 13 feet compared to existing



July 2025



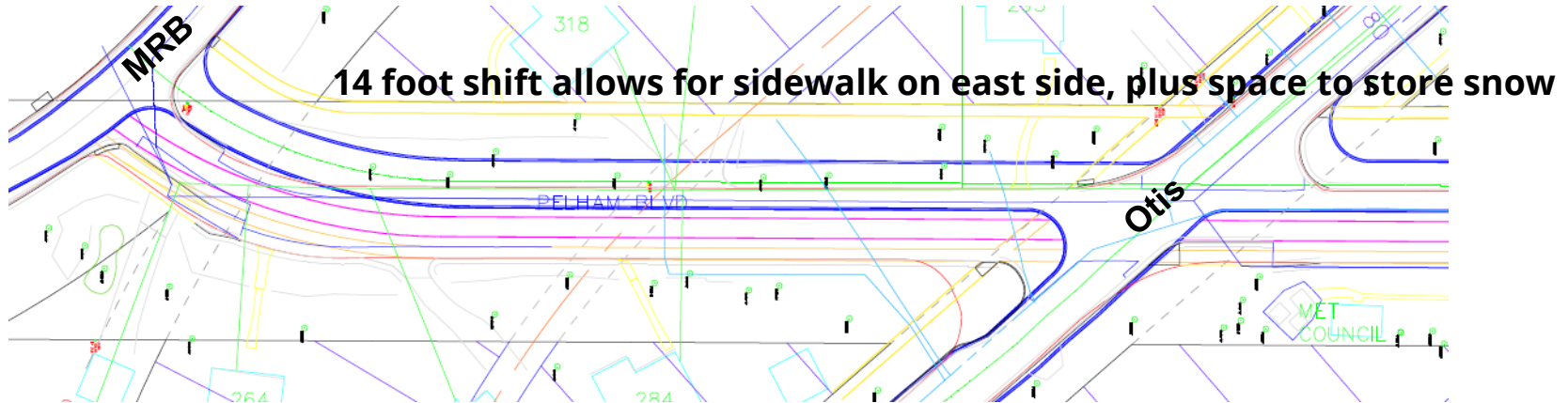


Shift of Pelham westward between Otis and MRB

What we heard: general support for adding sidewalk where missing on Pelham, opposition from some about the reduction of boulevard on the west side of Pelham on this block – from 35 feet currently, to 22 feet after construction

What we did: considered tradeoffs of alternatives, how we can limit the shift dimension, accessibility and legibility of sidewalk “down below” at street level vs “up top” on hill

Design decision: The planned shift will be carried forward to final design



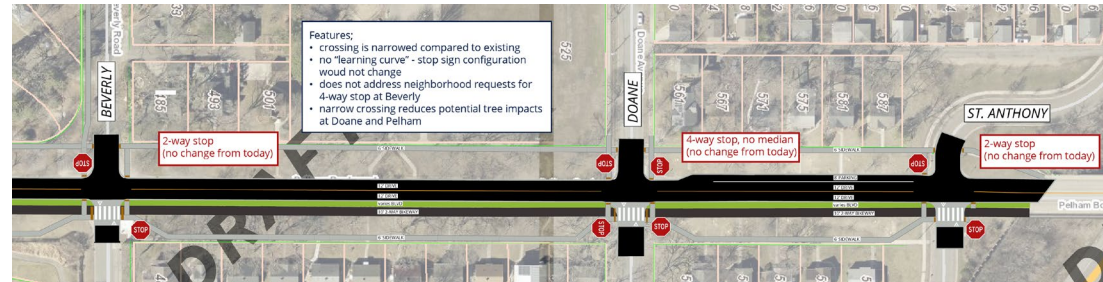


Responses to feedback

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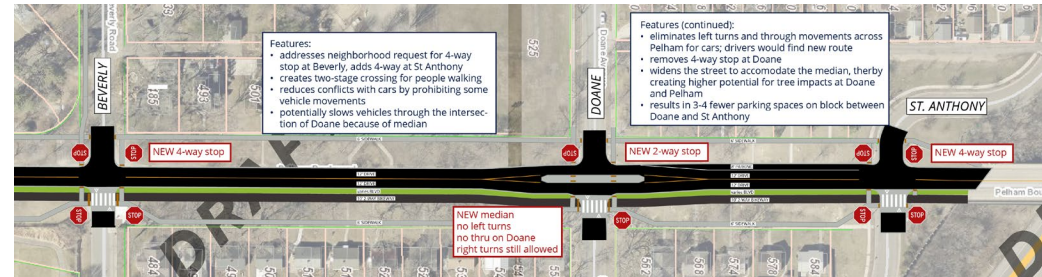
Alternatives at Beverly, Doane, St Anthony

Alternative 1: no change from existing



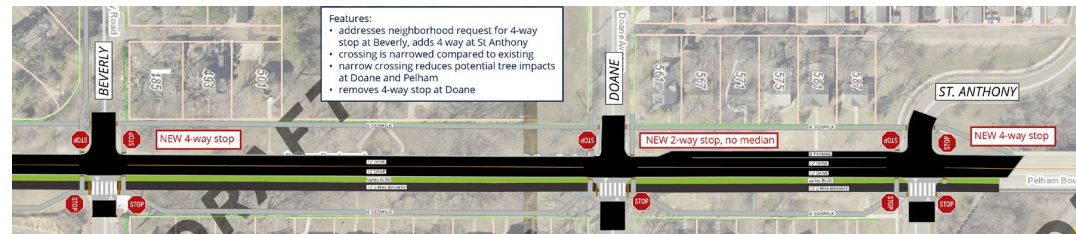
Alternative 2:

- add median refuge at Doane
- add all way stop at St Anthony
- Add all way stop at Beverly
- Remove all way stop at Doane



Alternative 3:

- Same as Alternative 2, but no median





Responses to feedback

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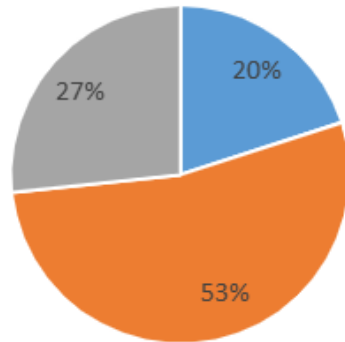
Alternatives at Beverly, Doane, St Anthony

	First	Second	Third
No change from existing (Alt 1)	12	16	32
Median at Doane (Alt 2)	32	7	21
4-way, 2-way, 4-way (Alt 3)	16	37	7

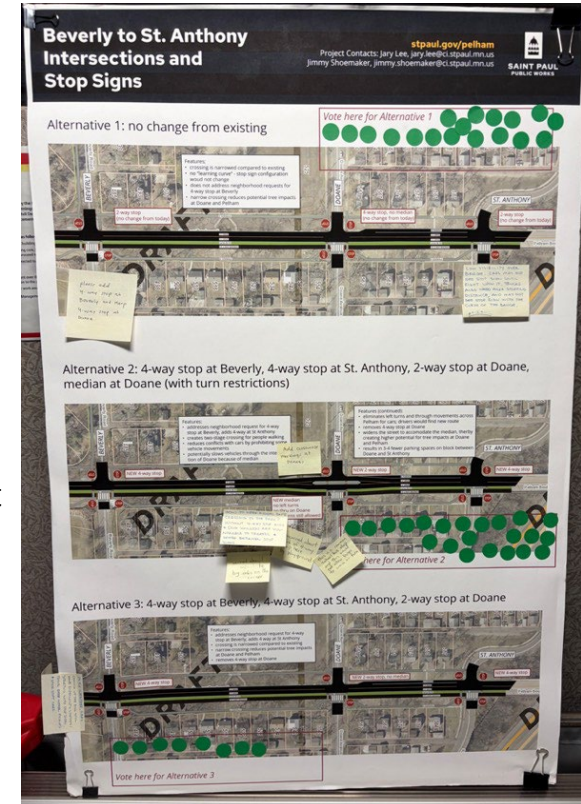
In person engagement July 30

Survey results August

What is your top preference? n= 60



- No change from existing (Alt 1)
- Median at Doane (Alt 2)
- 4-way, 2-way, 4-way (Alt 3)



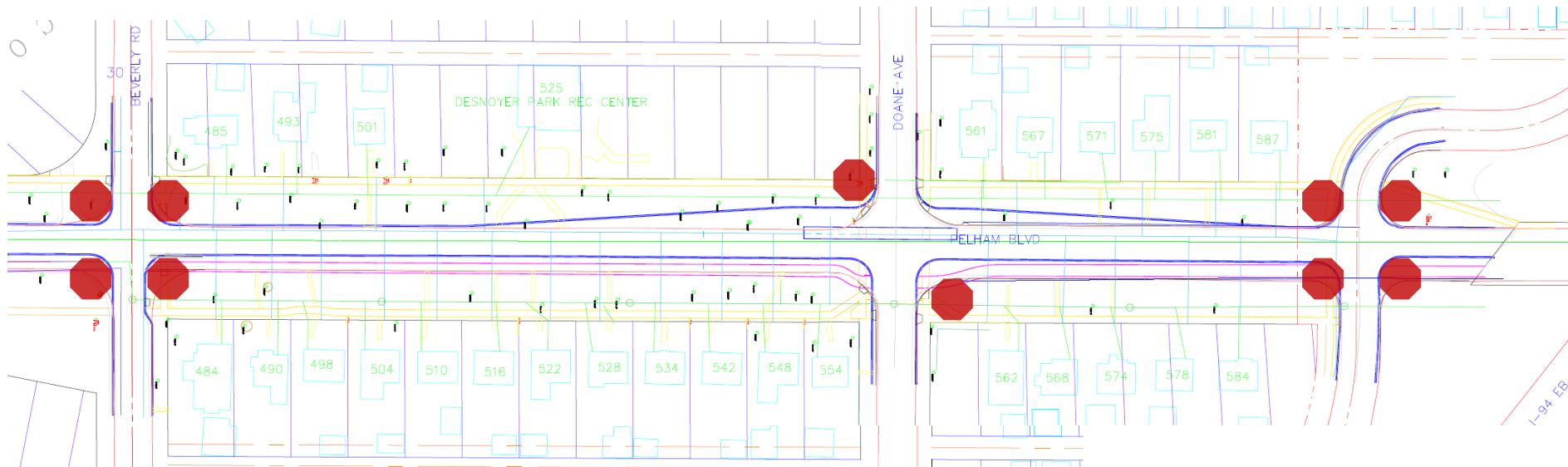


Responses to feedback

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Options at Beverly, Doane, St Anthony

Design decision: Alternative 2: median refuge added at Doane. All way stop at Doane removed, AWSC added at St Anthony and Beverly





Other feedback

Requests for more traffic calming, narrower driver lanes

- At 24 feet, Pelham will be as narrow as any collector street in the city
- Staff have included some horizontal shifts in the centerline (function similar to a chicane)
- Median planned at Doane visually narrows the roadway at intersection
- Raised crossings of cross streets will be installed along the bikeway side, similar to other locations of the Grand Round
- Vertical traffic calming (e.g. speed humps) across Pelham are not being included

Questions about on street parking

- Parking south of 94 will not be provided after reconstruction. The one block of on street parking north of Doane will not remain and will instead be given to extra boulevard width. This is consistent with other portions of the Grand Round



Limiting impacts to trees – staff process



Limiting impact on trees

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- Starting point: preserve as many trees as possible
- Step 1: understand the goals and needs of the reconstruction
- Step 2: understand the existing trees
- Step 3: try and fit it all in! – this is hard
- Step 4: discuss tradeoffs and mitigation – this is the hardest! Everything is competing for limited space
 - Weighing priorities at each tree, and making sure those priorities are balanced along the corridor
- Step 5: mitigate and protect during construction



Step 1: understand the needs & goals of project

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- Long range planning
 - Pelham is part of the Grand Round, planned for a bikeway on the east side
 - There are sidewalk gaps along the golf course, southern block
- The neighborhood
 - Pedestrian safety, traffic calming, fixing the pavement quality, preserve trees, replace sewer connections to individual properties
- Forestry
 - How much space do trees need?
- Sewer division (both storm and sanitary)
 - what needs to be replaced or fixed?
- Saint Paul Regional Water
 - what needs to be replaced or fixed? Any lead lines?
- Traffic engineering
 - is there a history of crashes, or concerns/requests from residents? what are the safety needs? What are the street lighting needs?
- Private utilities – gas, telecommunication
 - what needs replacement?



Step 2: understand the existing trees

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What is the health and species of the existing trees?

- Ash trees were removed north of Doane in 2024
- Majority of remaining trees are healthy
- Some species are more desirable than others



Pelham Tree Inventory

Street	From	To	Side	Nearest Address	DBH	CAD Tree No	GIS Tree No (FID)	Species
Pelham	MRB	Otis	East	270	39	1648	87	Maple, Sugar
Pelham	MRB	Otis	East	284	14	1588	88	Maple, Freeman - Autumn Blaze Apple, Crabapple - Red Jewel Flowering
Pelham	MRB	Otis	East	284	11	1776	89	Maple, Freeman - Autumn Blaze
Pelham	MRB	Otis	East	284	18	1791	90	Pine, Scotch
Pelham	MRB	Otis	East	284	19	1756	91	Pine, Scotch
Pelham	MRB	Otis	East	284	14	1750	92	Maple, Norway - Emerald Queen
Pelham	MRB	Otis	East	284	31	1966	93	Maple, Norway - Emerald Queen
Pelham	MRB	Otis	West	318	17	1372	65	Maple, Norway - Emerald Queen



Step 2: understand the existing trees

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How much space needed? The Critical Root Zone (CRZ)



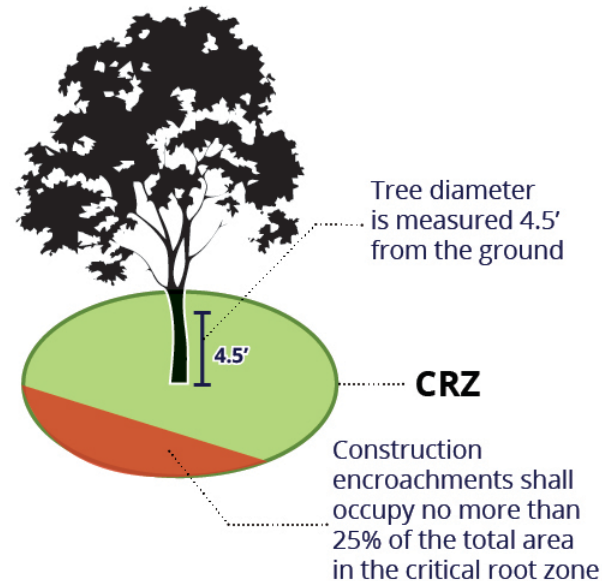
CRZ

Critical Root Zone (CRZ)

1" DBH (trunk diameter measured at breast height) = 1.2' Critical Root Zone Radius (CRZ) from center of tree

Example:

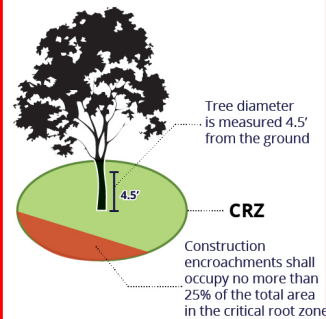
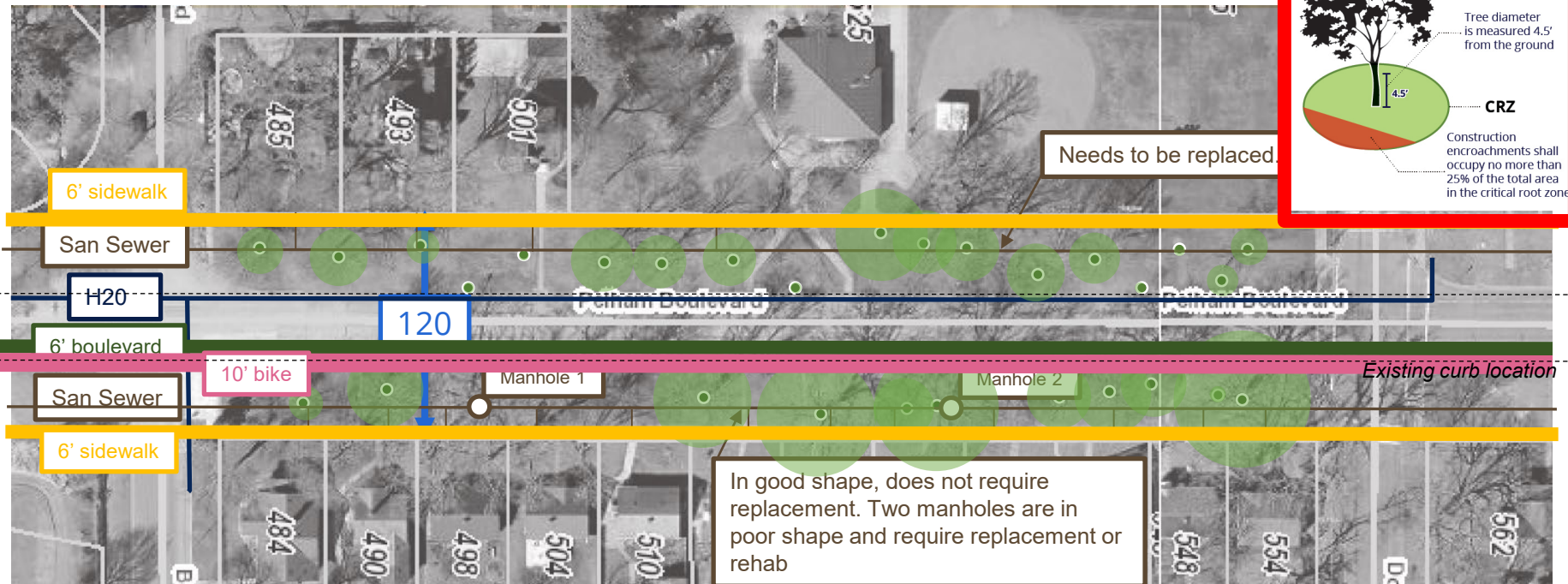
A tree with a 10" diameter trunk has a critical root zone that extends 12' from the center of the tree





Step 3: try and address needs and fit it all in!

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Step 4: discuss tradeoffs and mitigation

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Step 5: mitigate and protect during construction

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Assessments to Pelham properties



Assessments

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- A portion of this project will be funded by assessments to properties with frontage on Pelham
- The city can collect a maximum of 25 percent of eligible costs from assessments
 - Most project costs are eligible for assessments
 - Some sewer replacement costs will not be included in those costs
- Properties will receive an initial estimate of assessment value in late December, by mail
- The final assessment will not be paid/collected until after construction in late 2026, after the project has been paid for and final amounts are known
- The final assessment cannot be greater than the estimate mailed in late December

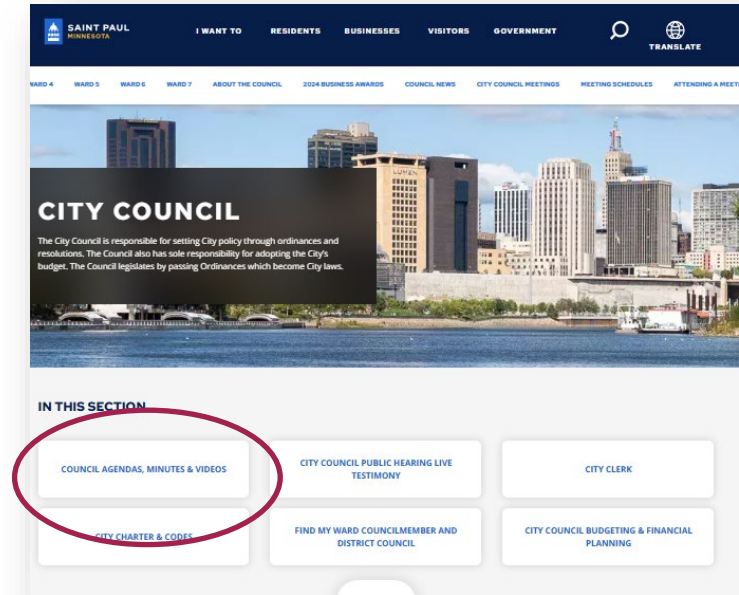


Assessments

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Important upcoming dates:

- **Wednesday, December 17:** At City Council meeting, initial estimates will be on the consent agenda. Councilmembers will consider setting a public hearing
 - Once this is set, a letter will be sent to all properties with public hearing information: date, time, location
- Mid January date TBD: staff will hold a “drop in” virtual time for people to ask questions about their assessments
- Late January date TBD: Public hearing at City Council.
 - People can speak in front of Council about the project and their assessments. Also can email, call, or mail in comments before the public hearing/Council meeting
 - Council will take action to approve the project, or “layover” their action to talk with staff, members of the public





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Jimmy.shoemaker@ci.stpaul.mn.us

Thank you for joining tonight