

Rondo Streets Study

Local street designs have changed over time to meet the needs of the community. The streets of the Rondo neighborhood today no longer look like they did in the 1960's and 1970's...



And the streets of the future will look different from the streets of today. Over the past year, we received input on what travel in the neighborhood should look and feel like. We've developed concepts for representative street types based on this input, and want to know: ***do you see your vision represented?***

Street Typologies

Different streets have different purposes. Some are large and busy - providing a quick connection to larger destinations such as shopping centers and offices, mainly for people driving. Others are smaller and quiet - providing access to local neighborhood destinations such as homes, parks and schools for people driving, walking or biking. The design of a street is influenced by the purpose it serves in the neighborhood, and the land use surrounding the street. Within the Rondo neighborhood, there are four "types" of streets we commonly see:

Neighborhood Street

A city-owned street providing local access with short trips and focuses on pedestrian connections / safety, slow vehicle traffic, and on-street parking for adjacent properties. Some corridors may also be identified for bike boulevards.

Example: Grotto Street, Fuller Avenue

Gateway Corridor

A city or county-owned street that either operates as a physical gateway (i.e., border of the neighborhood) and / or focuses on providing more space for drivers, walkers, bikers and transit users to travel safely, comfortably, and conveniently.

Example: Selby Avenue, University Avenue

Community Connector

A city or county-owned street that operates as a collector of typically shorter trips and focuses on access to neighborhood destinations via walking, rolling, biking, and transit.

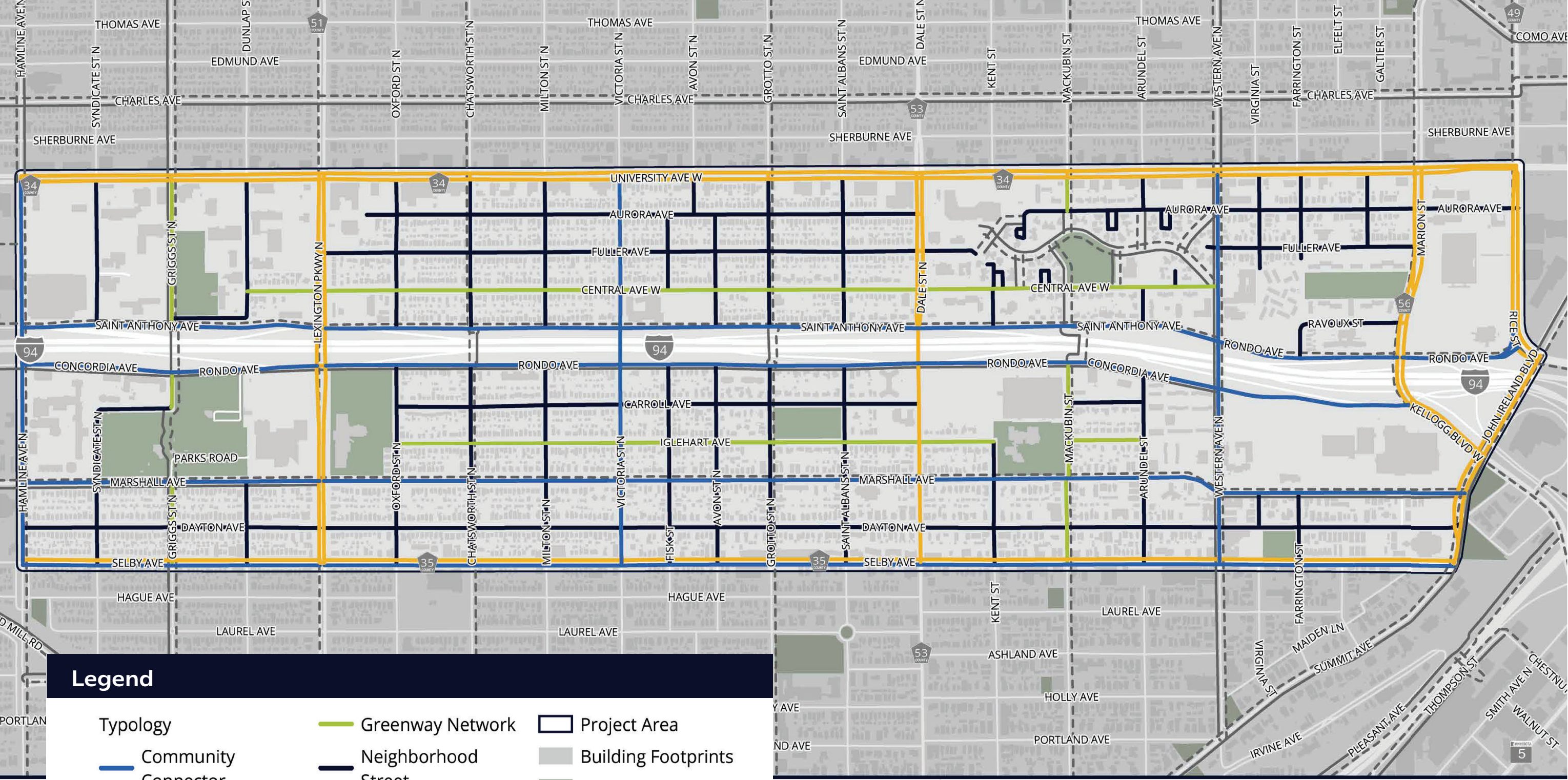
Example: Selby Avenue, Marshall Avenue, Western Avenue

Greenway Network

Like a "neighborhood street", but with greater focus on active transportation, green space, expanded visual quality (e.g., public art), and other enhancements as a key connector to the neighborhood's schools and parks.

Example: Central Avenue, Iglehart Avenue

Proposed Street Typologies Map



Legend

Typology

- Community Connector
- Gateway Corridor
- Gateway Corridor/Community Connector

- Greenway Network
- Neighborhood Street

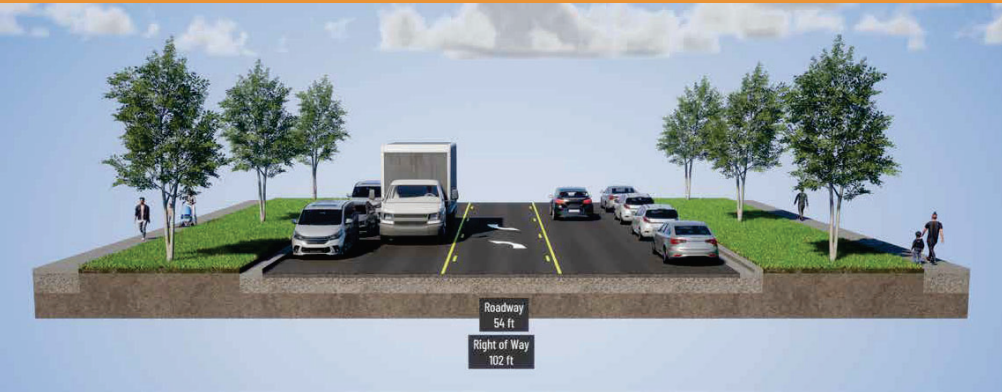
- Project Area
- Building Footprints
- Parks
- Planned Bike Network
- Existing Bike Network

0 0.25 0.5 Miles



Marshall Avenue (Community Connector)

Marshall Avenue (Lexington Parkway to Victoria Street) today...



Today, Marshall Avenue (from Lexington Parkway to Victoria Street) is a two-way street with parking on both sides, a left-turn lane, sidewalks wide enough for 1-2 people to walk side-by-side, and wide boulevards with trees, separating walkers on the sidewalk from vehicles on the street.

Why is Marshall Avenue divided into three sections?

Marshall Avenue is a major street in the Rondo neighborhood, with a right-of-way (width) that changes, as does the land use (switching between residential and institutional).

As the street and surrounding land use changes, so do the concept options that best meet the needs of the community. By dividing Marshall Avenue into three sections, we can have section-specific design for Marshall Avenue, as opposed to using a one-size fits all approach.

Concept A: Unbuffered two-way bikeway

This concept features a two-way bikeway on the south-side of the street, which will make biking safer. To reduce impacts to existing trees on the south-side, the bikeway is placed in between the street and boulevard. To keep the large boulevards and two-sided parking, the left-turn lane is removed.



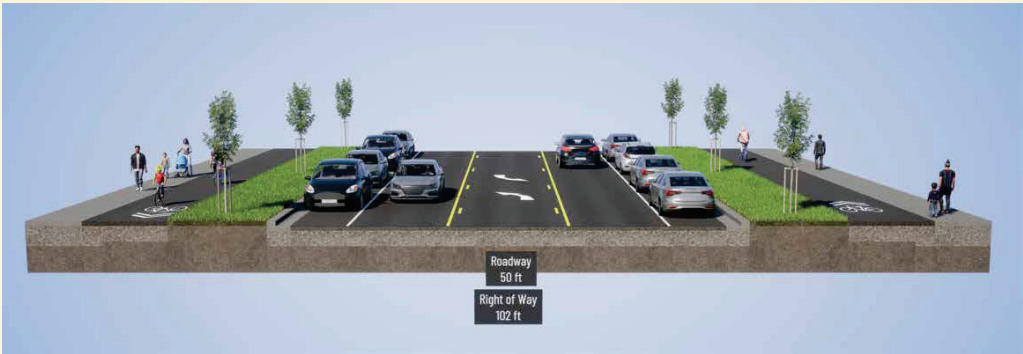
Concept B: Buffered two-way bikeway

This concept features a two-way bikeway on the south-side of the street, protected by a boulevard, which will make biking safer. This concept may have impacts on existing trees on the south-side; however, new trees would be planted. To keep the two-sided parking and left-turn lane, the boulevards are narrowed.



Concept C: Buffered one-way bikeways

This concept features one-way bikeways on both sides of the street, protected by a boulevard, which will make biking safer. This design would likely impact existing trees on both sides of the street; however, new trees would be planted. To keep the two-sided parking and left-turn lane, the boulevards are made smaller.



Concept D: Two-way bikeway and grassy median

This concept features a two-way bikeway on the south-side of the street, protected by a boulevard, which will make biking safer. This concept may have impacts on existing trees on the south-side; however, new trees would be planted. A grass median with small trees will replace a left-turn lane.



Marshall Avenue (Community Connector)

Marshall Avenue (Victoria Street to Western Avenue) today...



Today, Marshall Avenue (from Victoria Street to Western Avenue) is a two-way street with parking on one side, sidewalks wide enough for 1-2 people to walk side-by-side, and large grassy boulevards with trees.

What could Marshall Avenue (from Victoria Street to Western Avenue) look like in the future?

Concept A: Unbuffered two-way bikeway

This concept features a two-way bikeway on the south-side. This design would impact trees on the south side of the road. The north-side boulevard would remain in the same location with limited tree impacts.



Concept B: Buffered two-way bikeway

This concept features a boulevard protected two-way bikeway on the south- side. There may be impacts to trees on both sides of the street to fit the bikeway; however, new trees would be planted as a replacement.



Concept C: Buffered shared use path

This concept features a boulevard protected shared use path on the south-side. There may be impacts to trees on the south-side of the street to fit the path; however, new trees would be planted as a replacement.



All concepts include a bikeway or shared use path, providing a dedicated, comfortable space for people of all ages and abilities to bike.

Marshall Avenue (Western Avenue to John Ireland Boulevard) today...



Today, Marshall Avenue (from Western Avenue to John Ireland Boulevard) is a one-way street with parking on one side, on-street bike lanes, sidewalks wide enough for 1-2 people to walk side-by-side and large grassy boulevards with trees.

What could Marshall Avenue (from Western Avenue to John Ireland Boulevard) look like in the future?

Concept A: Unbuffered two-way bikeway

This concept features a two-way bikeway on the south-side. There may be impacts to trees on the north-side of the street; however, new trees would be planted as a replacement.



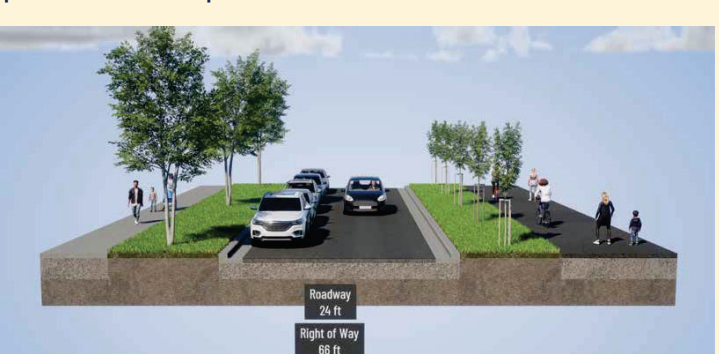
Concept B: Buffered two-way bikeway

This concept features a two-way bikeway on the south-side. In order to provide protection for the bikeway from the street, the boulevard space would have to be adjusted, which may impact trees on both sides of the street. New trees would be planted as a replacement.



Concept C: Buffered shared use path

This concept features a shared use path on the south-side. In order to provide protection for the path from the street, the boulevard space would have to be adjusted, which may impact trees on the south-side of the street. New trees would be planted as a replacement.



All concepts include a bikeway or shared use path, providing a dedicated, comfortable space for people of all ages and abilities to bike.

Selby Avenue (Community Connector / Gateway Corridor)

Selby Avenue is a major street in the Rondo neighborhood, with a right-of-way (width) that changes, as does the land use. Because of this, the street is divided into two sections, with different concepts.

Selby Avenue (Hamline Avenue to Victoria Street) today...

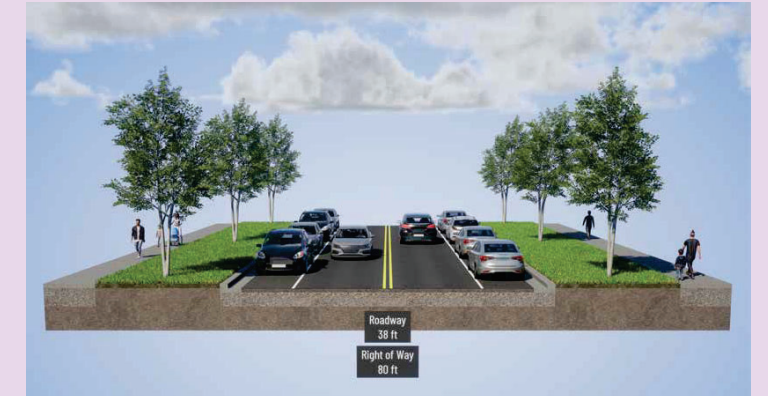


Today, Selby Avenue (from Hamline Avenue to Victoria Street) is a two-way street with parking on both sides, sidewalks wide enough for 1-2 people to walk side-by-side, and large grassy boulevards with trees.

What will Selby Avenue (from Hamline Avenue to Victoria Street) look like in the future?

Concept A: Community space

This concept narrows the street and parking lanes to provide space for larger boulevards and sidewalks. In residential areas, this provides more space for grass and trees. In commercial areas, this provides more space for amenities such as sidewalk cafes, seating and bike parking.



Concept B: Grassy median

This concept narrows the street and parking lanes to provide space for a grass median with trees. The median provides a safe place for walkers to wait while crossing the street. This design may have some impacts on existing trees; however, new trees would be planted as replacement.



Selby Avenue (Victoria Street to Summit Avenue) today...



Today, Selby Avenue (from Victoria Street to Summit Avenue) is a two-way street with parking on both sides, sidewalks wide enough for 1-2 people to walk side-by-side, and medium sized grassy boulevards with trees.

What will Selby Avenue (from Victoria Street to Summit Avenue) look like in the future?

Concept A: Community space

This design narrows the street and parking lanes to provide space for larger boulevards and sidewalks. In residential areas, this provides more space for grass and trees. In commercial areas, this provides more space for amenities such as sidewalk cafes, seating and bike parking. This concept may have some impacts on existing trees; however, new trees would be planted as replacement.



Western Avenue (Community Connector)

Western Avenue is a major street in the Rondo neighborhood, with a right-of-way (width) that changes, as does the land use. Because of this, the street is divided into two sections, with different concepts.

Western Avenue (University Avenue to Marshall Avenue) today...



Today, Western Avenue (from University Avenue to Marshall Avenue) is a two-way street with parking on one side, on-street bike lanes, sidewalks wide enough for 1-2 people to walk side-by-side, and small grassy boulevards.

What will Western Avenue (from University Avenue to Marshall Avenue) look like in the future?

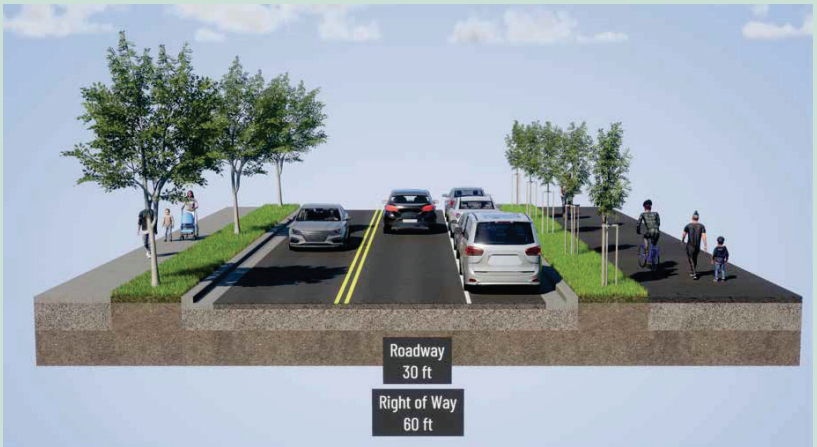
Concept A: Buffered bike lanes

This concept narrows the driving lanes and removes on-street parking to provide space for the addition of buffer space between the on-street bike lanes and vehicles, which will make biking safer.

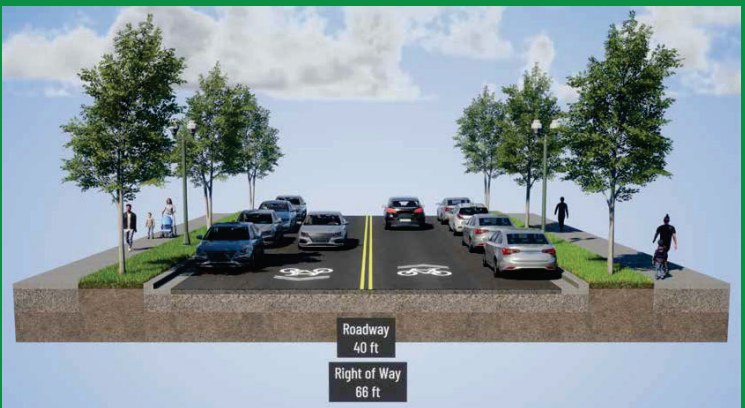


Concept B: Shared use path

This concept replaces the on-street bike lanes with a shared use path on the south-side, protected by a boulevard, providing a safe shared space for walking and biking. With this concept, there may be some impacts to trees on the south-side; however, new trees would be planted.



Western Avenue (Marshall Avenue to Selby Avenue) today...



Today, Western Avenue (from Marshall Avenue to Selby Avenue) is a two-way street with parking on both sides, sidewalks wide enough for 1-2 people to walk side-by-side, and small grassy boulevards. The road is classified as a bike boulevard, meaning bikes and cars share the road.

What will Western Avenue (from Marshall Avenue to Selby Avenue) look like in the future?

Concept A: Buffered bike lanes

This concept narrows the driving lanes and removes one side of on-street parking to provide space for on-street bike lanes with a buffer, which will make biking safer.



Concept B: Shared use path

This concept replaces the bike boulevard with a shared use path on the south-side, protected by a boulevard, providing a safe shared space for walking and biking. With this concept, there may be some impacts to trees on the south-side; however, new trees would be planted.



Central Avenue (Greenway Network)

Central Avenue today...



Today, Central Avenue is a two-way street with parking on both sides, sidewalks wide enough for 1-2 people to walk side-by-side, and medium sized grassy boulevards.

What could Central Avenue look like in the future?

Concept A: Wider boulevard

This concept features an extra wide boulevard on the south-side, providing more space for trees, plants and stormwater infrastructure, which can help reduce flooding. This would impact one side of on-street parking.



Concept B: Existing design

This concept retains two lanes of parking and medium sized grassy boulevards on each side of the street. Driving lanes and parking lanes are narrowed slightly, to be in accordance with City of Saint Paul design standards.



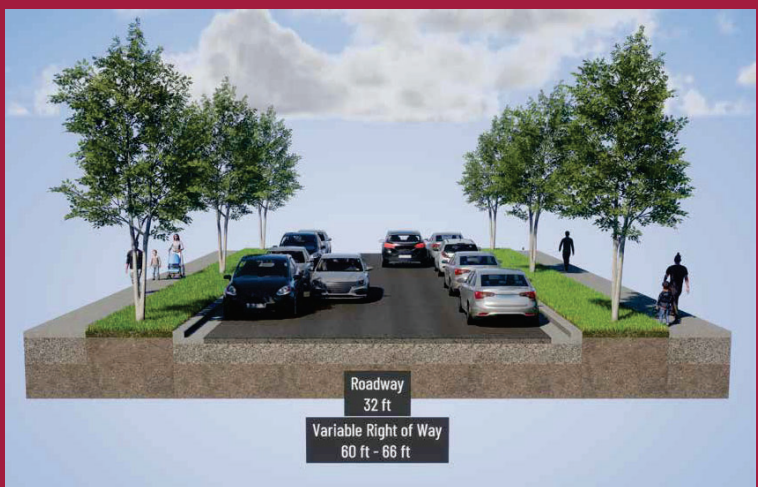
Concept C: Shared use path

This concept features a shared use path on the south-side, protected by a boulevard, which will make biking and walking safer. This design may impact some trees on the south-side; however, new trees would be planted.



Neighborhood Streets

Neighborhood Streets today...



Today, neighborhood streets (like Grotto Street, Fuller Avenue) are typically two-way streets with parking on both sides and have medium sized grassy boulevards with trees. Some are classified as bike boulevards.

What could neighborhood streets look like in the future?

The general design of neighborhood streets will likely stay the same; preserving boulevard space, existing trees and on-street parking. However, some traffic calming improvements could be added throughout the neighborhood to help lower vehicle speeds and improve walker and biker visibility.

Bumpouts



Raised crossings



Speed bumps



What other traffic calming improvements would you like to see considered?