

Friendly Streets Initiative
collaboration with
Desnoyer Park Improvement Association:
REPORT

December 16, 2013

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Top photo on p. 1 by Lars Christiansen; all others on pp.1-2 by Kyle Mianulli.

Special Thanks to: Desnoyer Park Improvement Association and its President, Drew Ross; the residents of Desnoyer Park who have actively participated in making this collaboration a success; Darius Gray, FSI and Higher Education Consortium for Urban Affairs (HECUA) Intern; Michael Jon Olson with the Hamline-Midway Coalition (HMC); Kyle Mianulli of the Saint Anthony Park Community Council and HMC; the Central Corridor Funders Collaborative; Steve Clark and Prescott Morrill with Transit for Livable Communities; the City of Saint Paul; the Minneapolis Bicycle Coalition; MN DOT; HECUA; Union Park District Council; and Augsburg College.

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Introduction

This Summary Report is presented to the Desnoyer Park Improvement Association (DPIA), with whom the Friendly Streets Initiative (FSI) has collaborated since June 2013. Desnoyer Park residents are expressing concerns about the quality of life in their neighborhood in relation to how streets there are being used. Hence, DPIA and FSI have worked together to engage Desnoyer Park residents about the potential transformation of streets in Desnoyer Park -- Pelham Boulevard, Beverly Road, and St. Anthony Avenue -- with a specific focus on Pelham Boulevard. What follows is a summary of FSI's findings regarding Pelham Boulevard's infrastructural and aesthetic conditions, the Boulevard's presence in municipal and regional plans, a description of public engagement events held by DPIA and FSI in recent months, and a comprehensive analysis of engagement data from those events and an online survey.

Executive Summary of Findings

Pelham Boulevard is a mile-long, mostly concrete, comparatively wide road from Mississippi River Boulevard (at its Southern terminus) to University/Franklin (at the Northern end). Pelham Boulevard sees over 4200 automobiles, 300 bicyclists and 125 pedestrians use it daily; notably the number of motorists south of Otis Avenue -- the first intersection from the South and the last from the North, an Avenue that connects Pelham Boulevard to Marshall Avenue -- drops to under 2000 automobiles daily, indicating the majority of motorist traffic is connecting to Marshall (which then provides access to points South, East, and West (to Minneapolis)). This is evidence that many motorists use Pelham Boulevard as a "cut through" or "shortcut" through the Desnoyer Park neighborhood. While there are two distinct halves to Pelham Boulevard -- a Northern and Southern, demarcated by the I-94 bridge -- the entirety of it experiences substantial north-south motorist traffic. This traffic, along with Pelham's conditions (in terms of design and maintenance) discourage bicyclist and pedestrian usage. Bicyclists and motorists are asked, through signage, to "Share the Road" in lane configurations and other design elements that make bicycling a challenge as well as increase the potential for bicyclist-motorist conflict. Pedestrian issues in the Northern section are different than the Southern; pedestrian issues in the former have to do with lack of adequate infrastructure and aesthetics for walking, while issues related to the latter are problematic primarily in terms of crossing Pelham Boulevard.

Pelham Boulevard's northern half -- from the I-94 bridge to Franklin/University, is primarily but not exclusively light industrial. It lacks trees and adequate sidewalks, and its current connection to the Green Line's Raymond Station lacks amenities that would encourage access by walking or bicycling. This is particularly problematic because, as survey data below will show, most Desnoyer Park residents plan to access the Light Rail at Raymond Station on foot or by bike.

Pelham Boulevard's southern half -- located in the Desnoyer Park neighborhood -- is tree-adorned with exceptionally wide boulevards separating sidewalks from the street. This

section has intersection circumferences and curb radii that are unusually large for city intersections, betraying the neighborhood's history as a streetcar suburb and Pelham Boulevard's legacy as a trucking route. Current lane widths and their configurations, as well as the large curb radii and the comparably steep gradient from Otis Avenue to Beverly Road, encourage the rapid movement of automobile traffic, while making bicycling difficult and pedestrian crossings a challenge. Given Pelham's connectivity between Highway 280, University Avenue, Marshall Avenue and "River Road," Pelham Boulevard is used as a north-south shortcut for commuters. The discovery of this shortcut, residents tell us, is likely due to two factors: The use of GPS technologies that may find hitherto unknown routes for commuters; and the 2008 collapse of the I-35W bridge, which forced new commuter patterns that perhaps hastened the discovery of Pelham Boulevard.

Herein lies the difficulty for Desnoyer Park neighbors – use of a neighborhood street as a significant access for road users who do not live in the neighborhood. The Desnoyer Park residents with whom we are working are expressing a desire to redefine the purpose of Pelham Boulevard to better serve neighborhood needs.

Several municipal agencies are also seeking a transformation of Pelham Boulevard into a road that encourages multi-modal road users. Three documents -- the Green Line Station Area Plan for Raymond Station, the Saint Paul Parks and Recreation Park Plan which identifies Pelham as part of the Grand Round, and the Great River Passage plan -- identify Pelham as a future bikeway that will provide safe access for pedestrians and bicyclists to the Green Line LRT, the Grand Round, and the River.

Working with the DPIA, the FSI held three public events. [FSI was also present at two events with (primarily) members of the DPIA.] At the three public events, DPIA-FSI engaged an estimated **170 persons**. A total of **99 surveys** were completed, 41 of which were online. 839 opinions were expressed about infrastructure and placemaking concepts, 70 opinions were expressed on the map of Pelham Boulevard and nearby streets, bringing the total number of opinions expressed to **909** (this is not including opinions expressed on *other* questions contained in the survey). More women than men took the survey, most are white, and both the median and average age of respondents is 50. It is notable that not one person under the age of 25 took the survey (although some were present at events and were active in a volunteer capacity). FSI recommends that DPIA make an effort to involve younger generations in the effort to transform Pelham, as they are going to inherit the neighborhood. There is also ample evidence, nation-wide, that younger generations are more receptive to multi-modal transportation options.

All but three of the 99 respondents of the survey are located in the Desnoyer Park neighborhood. 12 respondents are located on Pelham Boulevard, representing 9 residences, which is 23% of all residences on Pelham. The geographic distribution of survey respondents is widespread throughout the neighborhood, with the exception of residents who live on Mississippi River Boulevard (revealing a notable gap).

An overwhelming majority of respondents walk and bike in the Desnoyer Park neighborhood, with about half walking and bicycling on Pelham for a variety of purposes,

recreation being the most frequently cited. Three quarters of respondents plan to use the Green Line with the overwhelming majority planning to get to the Raymond Station by walking and bicycling.

According to survey, map, and field note data, **Pelham Boulevard is problematic due to automotive traffic** – its speed, frequency (current and projected), and disobedience of stop signs. Pelham is also perceived to be unsafe for children living nearby and for bicycling. Survey respondents and map commentators identified Doane Avenue, Otis Avenue, and Beverly Road as the most problematic intersections on Pelham, though the other intersections were identified as well (including a five-way intersection in the neighborhood that is not located on Pelham). It is noteworthy that not a single survey respondent stated that Pelham is good in its current state.

Based on responses from the survey as well as opinions of the gallery of images, seven concepts, organized into two tiers, emerged as the most popular solutions to the problems of Pelham Boulevard. Tier 1 concepts are traffic calming and bicycle- and pedestrian-friendly infrastructure concepts: **landscaped bumpouts**, **cycle-tracks**, and **traffic circles**. Tier 2 concepts were **bumpouts**, **painted intersections**, and **sculpture**. Clearly bumpouts and safe ways for bicyclists to ride were of great importance to survey respondents and gallery image commentators. When asked about other ideas that might improve Pelham, a host of concepts were mentioned including speed bumps, stop signs, other traffic calming measures as well as aesthetic and placemaking ideas.

Survey and gallery image data show that the concepts receiving the least support were chicanes and painted medians. When asked on the survey, those concepts considered “problematic” were bumpouts, traffic circles, and bike lanes.

Respondents were also asked to identify other problems in Desnoyer Park. A variety of responses were given, with a notable theme of general maintenance by both neighbors and the City emerging as the most prominent. When respondents were asked to name their favorite streets anywhere, River Road, Summit Avenue, and streets within Desnoyer Park topped the list.

Finally, respondents had the opportunity to weigh in on conditions on Beverly Road and St. Anthony Avenue. In both cases pedestrian problems emerged as primary concerns, with sidewalks proposed as the best solutions for both roads.

A fuller understanding of the issues facing Desnoyer Park, particularly with regard to Pelham Boulevard, requires an examination of the findings beyond this Executive Summary. The reader is strongly encouraged to look carefully at the results that follow.

Pelham Boulevard Conditions

Pelham Boulevard, from North Mississippi River Boulevard to Franklin/University is 1 mile in length, with the bridge over I-94 serving as the border between the Desnoyer Park neighborhood (Southward from the bridge) and Saint Anthony Park neighborhood (Northward from the bridge). The intersections that define Pelham Boulevard are (from the South heading North) Otis Avenue, Desnoyer Avenue, Beverly Road, Doane Avenue, St. Anthony Avenue, the I-94 bridge, Wabash Avenue, Myrtle Avenue, and Franklin Avenue/University Avenue. Pelham Boulevard is characterized by a hill from Mississippi River Boulevard to Beverly Road with a Northward incline leveling thereafter and peaking at the I-94 bridge; thereafter it descends slightly and is relatively level to Franklin/University. Most, but not all, of Pelham is concrete due to its past designation as a truck route.

Data from Transit for Livable Communities

The Friendly Streets Initiative brought in the assistance of Transit for Livable Communities (TLC) in August, 2013 through a request to include Pelham Boulevard in bicycling and pedestrian counts. TLC accepted the request and did three counts. Subsequent to that, TLC also supported the DPIA and FSI collaboration by providing Steve Clark as a guest speaker at the Pelham Palooza, and by providing an analysis that included detailed design plans for Pelham, authored by Steve Clark and Prescott Morrill (these documents – “Pelham Blvd Analysis TLC” and “Pelham Golden Mile TLC” -- are attached to this Report). The following is an excerpt from “Pelham Blvd Analysis TLC,” as it specifies further the conditions of Pelham. The reader is invited to pay specific attention to motorized traffic, bicycling and pedestrian counts presented here:

Pelham Blvd is classified as a minor collector with varying widths and land uses from University Ave (industrial/commercial) to its southern terminus at Mississippi River Blvd. (residential/ recreational). From the bridge to Otis Ave., 2012 AADT figures show that there are approximately 4,250 vehicles per day using this corridor. Between Otis and Mississippi River Blvd the volumes drop to below 2,000.

Bicycle volumes - Based on two hour counts conducted just north of Otis on three different occasions, we can estimate that a little over 300 people are bicycling on Pelham Blvd on a daily basis during fair weather months. (This figure assumes that the two hour peak period on Pelham (4-6 PM) reflects 16.45 percent of the daily total, as derived from numerous 24 hour counts across Minneapolis.)

Pedestrian volumes – On an average day there are an estimated 125 pedestrians using Pelham Blvd based on three two hour counts conducted at the same time as the bicycle counts (Clark and Morrill, 2013: p. 1).

Lane Widths

At the beginning of its collaboration with DPIA, the FSI took measurements of Pelham Boulevard in order to better understand infrastructural causes of road user behavior, as well as to provide the DPIA with data for the same purpose. Figures 1-9 below were created by FSI, making use of screen captures from Google maps.

Pelham is a wide street, ranging from 36' to 44'. It also has extraordinarily large boulevards with sidewalks separated from the road by as much as 20'. Much of Pelham, South of the I-94 bridge, is lined with trees. South of Beverly, on the East side, is the Town and Country Golf Course, separated from Pelham by a large boulevard. The boulevards, on both sides of Pelham from River to St. Anthony, are City of St. Paul right-of-way.

From the "River Road" to Otis the width of Pelham is 36'; just South of the Otis intersection the centerline shifts to the East. This is shown in the photos the follow, Figures 1 and 2:

Figure 1:
Pelham Boulevard lane widths from River heading Northward



Figure 2:
Pelham Boulevard lane widths at Southern side of Otis intersection



Note in Figure 2 the shift of the centerline from the center to off-center toward the East. This lane configuration continues until Beverly, presumably to accommodate on-street parking on the West side of Pelham (parking that, according to residents and FSI's non-systematic observations, is used by only a few cars). See Figure 3:

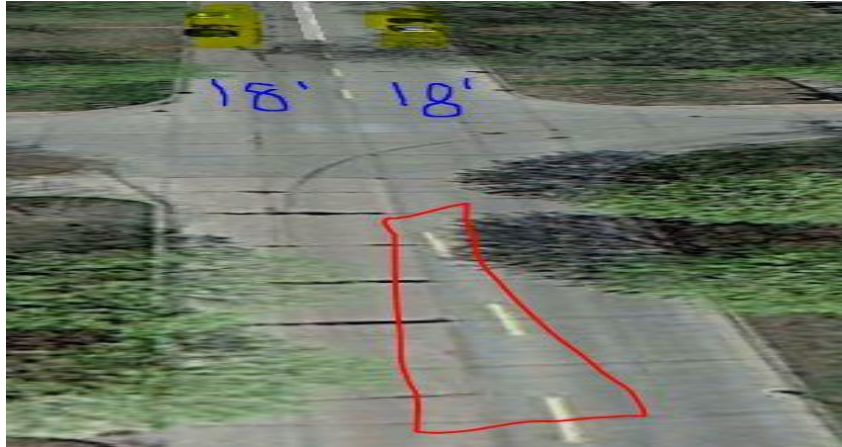
Figure 3:
Pelham Boulevard lane widths from Otis to Beverly



Figure 3, like the previous figures, is oriented Northward. It is also crucial to note that this is an incline that is challenging for bicyclists. Note the no-parking and "Share the Road" signs (marked in red). This presents a difficult situation for bicyclists and motorists, who are being asked to share 13.5' of space on an incline where bicyclists will be moving at a slow pace and are less likely to be able to 'hold a line.' Note also that the 22.5' allowed on the West side includes an 8' parking lane.

From Beverly to Doane, Pelham remains 36' wide, only now this incorporates 8' on-street parking on both sides. The centerline is re-centered as it approaches the Beverly intersection, and continues at center thereafter. See Figure 4:

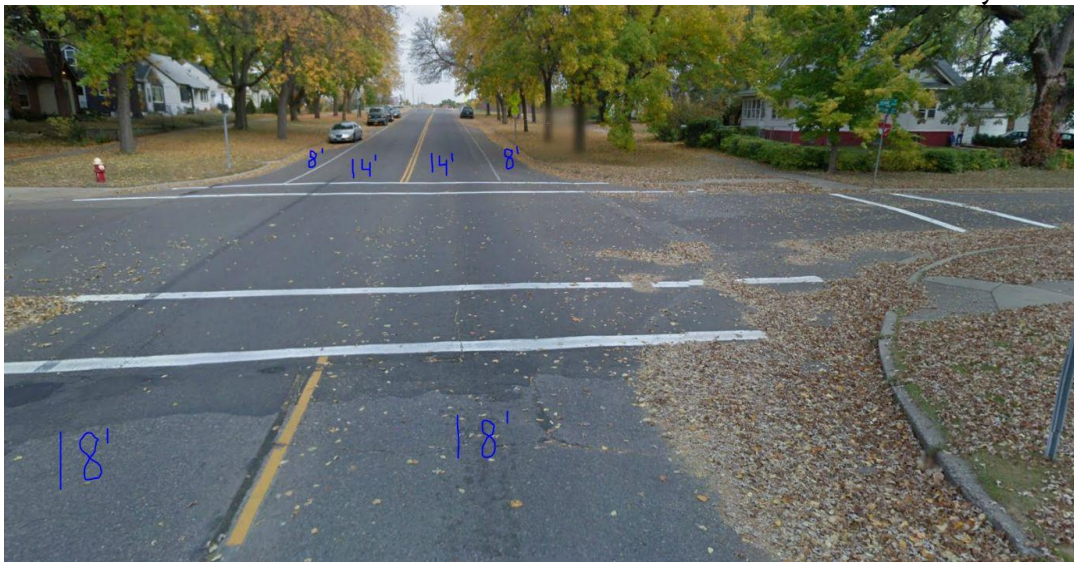
Figure 4:
Pelham Boulevard lane widths from Beverly to Doane



The on-street parking is highlighted in yellow (at the top of the image), and the re-centering of the centerline, as Pelham approaches Beverly, is marked in red.

From the Doane intersection to St. Anthony, the road widens to 44' while maintaining 8' parking on both sides. This is shown in Figure 5:

Figure 5:
Pelham Boulevard lane widths from Doane to St. Anthony



At the St. Anthony intersection, the widths remain the same, though there is no parking on the bridge. See Figure 6:

Figure 6:
Pelham Boulevard lane widths at St. Anthony and the I-94 Bridge



It is important to note that there is no sidewalk on the East side of the I-94 bridge, and the sidewalk on the West side is narrow and with a railing approximately four feet high.

North from the I-94 bridge, there aesthetic conditions change considerably. There are few trees and the land-use is primarily, but not exclusive, light industrial. Lane widths expand to 22' each side, as there is no longer an 8' parking lane. This is presented in Figure 7:

Figure 7:
Pelham Boulevard lane widths, north of I-94 bridge



Intersection Circumferences and Curb Radii

Curb radii at all intersections along Pelham Boulevard are large due to corner circumferences that range from 16' – 81', with an average of 51.4'. This helps to explain the speed of motorists, as well as the low likelihood of complete cessation of movement at stop signs when turns are involved and when visibility is good. It also indicates the width of crossings for pedestrians; with such large curb radii, crossings are lengthy for pedestrians in terms of distance and time.

Figure 8:
Circumference in feet, “River Road” and Otis intersections on
Pelham Boulevard



Figure 9:
Circumference in feet, Beverly, Doane and St. Anthony intersections on
Pelham Boulevard



Pelham Boulevard's presence in municipal and regional plans

Pelham Boulevard has been identified by various public agencies as a street that is due for transformation. Quoting from the DPIA Annual Picnic Program authored by DPIA President Drew Ross (with design assistance from Lars Christiansen and Darius Gray of FSI), the following specifies future visions for Pelham Boulevard:

Metro and city agencies claim Pelham as an important priority for non-motorized use. **Pelham is identified as a priority bicycling route in several plans:**

Pelham is the western most section of the Grand Round, a designated bike trail that circumnavigates the city and features the annual St. Paul Classic bike ride. The St. Paul and Minneapolis Grand Round routes connect at the base of Pelham over the Marshall/Lake St. bridge and may someday connect via the railroad bridge as a much-desired extension of the Midtown Greenway. (See Illustration 1).

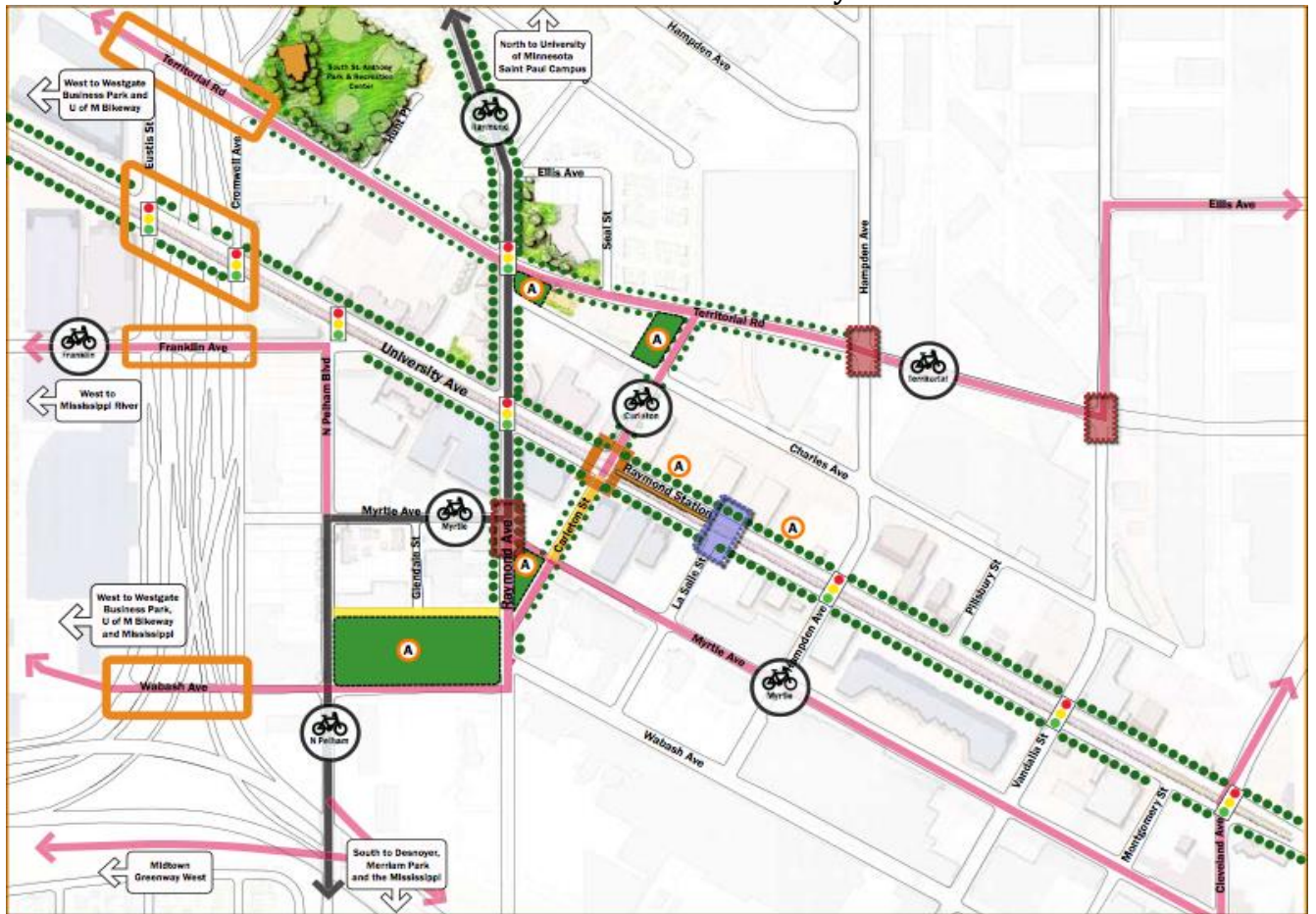
**Illustration 1:
Grand Rounds with Pelham Blvd. identified**



Source: St. Paul Parks and Rec Park Plan

In 2014, the Green Line LRT will open along University Avenue, connecting the two downtowns as well as regional destinations. While we can anticipate an increase in traffic, the city of St. Paul and the Metro Council want to improve bicycle and pedestrian routes to the Raymond Station at the north end of Pelham. (See illustration 2).

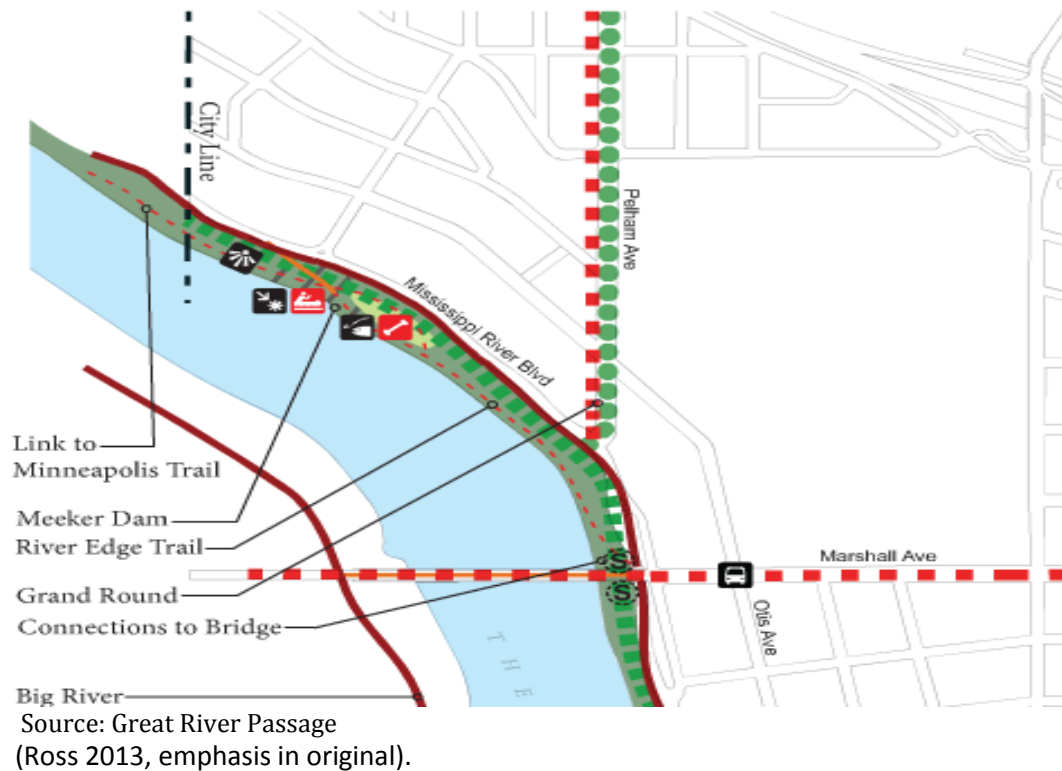
**Illustration 2:
Raymond LRT Station Area Plan with
Pelham Blvd. identified as bikeway**



Source: Raymond Station Area Plan

This past year, St. Paul and the Metro Council put the finishing touches on the Great River Passage master plan, which is designed to connect the public to the Mississippi River. Their goals are such: to link the city's parkways and boulevards network to the river corridor; develop better neighborhood access for pedestrians and cyclists; provide access to parks for all; link the river corridor to transit, including light rail and commuter rail. (See illustration 3).

Illustration 3:
Great River Passage plan with Pelham Blvd. identified as on-road bikeway and Grand Rounds extension



FSI views such commitments – Pelham as a bicycling and pedestrian route to the Green Line’s Raymond Station, Pelham as part of the Grand Round, and Pelham as part of the Great River Passage plans -- as opportunities for the Desnoyer Park neighborhood and its DPIA to pursue. If the residents and businesses along or near Pelham are able to come to a consensus vision that is, at the least, complementary to the visions expressed in these documents by these agencies, then we believe there is a better chance at achieving change along Pelham Boulevard that can satisfy local, municipal, and regional needs.

FSI-DPIA Events

Saturday, July 16:

Desnoyer Park Improvement Association Annual Picnic

Host: Desnoyer Park Improvement Association (DPIA).

Held at Desnoyer Park.

Saturday, August 31:

Annual block party on Glendale Street

Hosts: Desnoyer Park residents Joost de Hoog & Deb Averbeck.

Held on Glendale Street between Beverly Road and Doane Street.

Saturday, September 28:

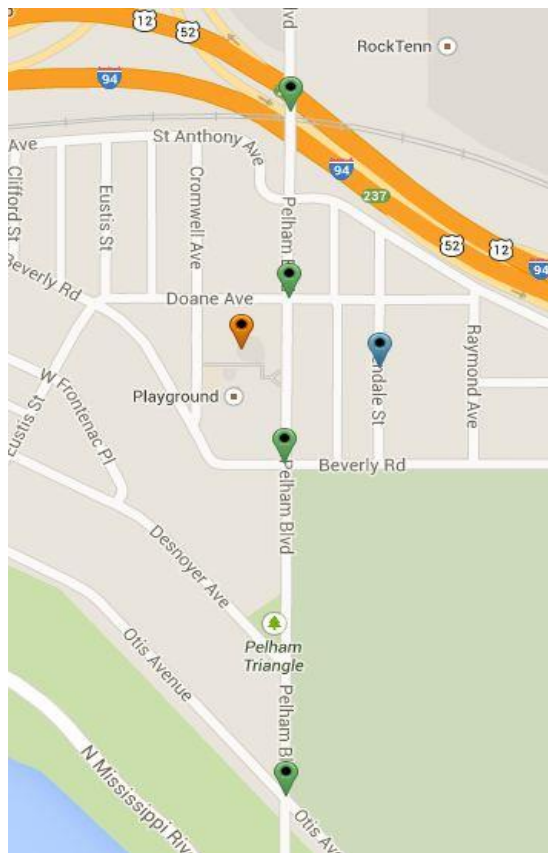
Pelham Palooza

Host: Residents on Pelham, DPIA and Drew Ross.

Held on Pelham Boulevard from Wabash Avenue to Otis Avenue.

Map 1:

Locations of Events



Orange marker:

Desnoyer Park Annual Picnic

Blue marker:

Glendale Block Party

Green markers:

Geographic scope of Pelham Palooza

Event Attendance/Engaged

Event	Estimated number engaged
DPIA Annual Picnic	90
Glendale Block Party	53
Pelham Palooza	50
TOTAL	193

An estimated 20 persons were present at all three events. Thus, the total engaged is likely to be around **170**.

The DPIA Annual Picnic and Glendale Block Party

FSI's public engagement was folded into two events that are on the annual calendar of the neighborhood: The DPIA Annual Picnic and the Glendale Block Party. At both events FSI employed five data collection methods: Registration information; surveys; opinions expressed on gallery images; opinions expressed on a map of Pelham; and field observations. In consultation with Drew Ross, Lars created the survey (see Appendix). Interacting with the gallery meant asking residents to post sticky (post-it) notes of different colors indicating opinions about the ideas represented in the images. Field observations included half-hourly counts, gallery conversation field notes, and general participant observation.

Guests were directed to a sign-in table where they were asked to register with their name, address, contact information, and interest in volunteering for future block parties. The registration information was compiled into an FSI-DPIA database, as guests may be invited to join with the DPIA in the effort to transform Pelham.

Guests were asked to complete a written survey about their experience living in the neighborhood and their opinions about the images presented in the gallery. They also had the option to take an online survey instead. Guests were also given the opportunity to contribute their own ideas and voice concerns about street design ideas and placemaking tools. Survey responses were collected and responses tallied to illustrate patterns and preferences.

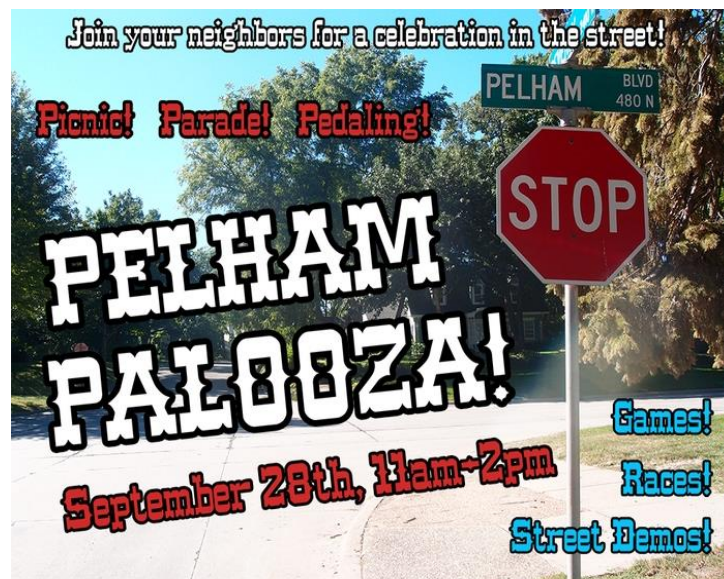
While guests looked at images in the "gallery," they used color-coded post-it notes to illustrate preferences and concerns. Cups full of green, yellow, and pink post-its were available and guests could use as many or as few as they wanted. Green post-its corresponded to positive feelings, yellow to mixed emotions, and pink to negative feelings. The post-its were counted at the end of each event and removed prior to the next event.

Often participants would interact at the gallery as they placed post-its on images and completed their surveys. These interactions were usually between participants/residents, but would sometimes also be with the primary “gallery helpers,” Drew Ross, Ben Shardlow (at the Desnoyer Park Picnic), and Darius Gray. While the surveys allowed for more detailed responses, post-it responses were immediately visible to participants, letting residents see what their neighbors were thinking which prompted conversations. Lars and Darius took field notes on conversations that they had with residents, and conversations that they overheard between residents.

Finally, at the DPIA Picnic and the Glendale Block Party, we provided a large map of Pelham Boulevard, purchased through the Union Park District Council and supplied by the City of Saint Paul planning department. On that map attendees were encouraged -- by writing on and a placing post-its -- to provide their opinions about any location on the map. Many focused on intersections or streets; sometimes opinions were expressed about locations (such as Desnoyer Park itself).

Pelham Palooza

On September 28 the DPIA and FSI held a “Pelham Palooza,” a day of events on Pelham Boulevard that were intended to celebrate the street, build community through ludic activities, and to demonstrate infrastructure treatments thereon. Drew Ross, Joost de Hoog and Theresa Morey secured the signatures necessary for the closure of Pelham from Wabash to Otis, which made possible the various events and demonstrations that DPIA and FSI enacted. Here was the promotional image for the Pelham Palooza:



Although it rained consistently throughout the day of the event, accompanied by strong winds and cold temperatures, the Palooza attracted 50 people. Neighbors, particularly (but

not exclusively) Joost de Hoog, provided food and shelter. Children were able to participate in activities on Pelham Boulevard, and FSI – with the help of 10 dedicated Desnoyer Park resident volunteers -- was able to demonstrate infrastructure treatments. The treatments we demonstrated were:

- * Bumpouts at each corner of the Pelham and Doane intersection
- * Cycle Track on I-94 Bridge
- * Bike lanes from St. Anthony to Doane
- * Advisory bike lane from Doane to Beverly
- * Bicycle lane on I-94 Bridge
- * Green painted bicycle lane in the St. Anthony intersection
- * Grand Round off-road bicycle trail, 10' width, marked with ribbon, from St. Anthony to Desnoyer

Steve Clark of TLC was a featured guest speaker who warmed the crowd with inspiring words about improving Pelham for non-motorized road users (a photo of him standing on a picnic table in the middle of Pelham Boulevard is on p. 2). He guided the crowd along Pelham in order to highlight the benefits of the demonstration treatments that we had created for the event.

Images of Infrastructure and Placemaking Concepts

Twenty-four or twenty-five images of infrastructure and placemaking concepts were presented in person at the Picnic and Glendale Block Party, as well as on the online survey; they were also referred to on the paper survey.

Gallery Images by Number and Title

<u>Image</u>	<u>DPIA Picnic</u>	<u>Glendale Block Party</u>	<u>Online Survey</u>
1:	sharrows	sharrows	sharrows
2:	raised intersection	painted bike lane	raised intersection
3:	cycle track concept	buffered bike lane (Mpls)	cycle track concept
4:	cycle track (Copenhagen)	buffered bike lane (Portland)	cycle track (Copenhagen)
5:	cycle track (Vancouver)	chicane	cycle track (Vancouver)
6:	Bicycle Blvd Marking	raised intersection	Artistic Bench
7:	Artistic Bench	cycle track concept	Historic Marker
8:	Historic Marker	cycle track (Vancouver)	Drinking Fountain
9:	Drinking Fountain	cycle track (Copenhagen)	Grand Rounds kiosk
10:	Grand Rounds kiosk	artistic bench	Grand Rounds wayfinding
11:	Grand Rounds wayfinding	historic marker	Painted intersection
12:	Painted intersection	drinking fountain	Sculpture
13:	Sculpture	Grand Round wayfinding	Sense of Place (Selby) 1
14:	Sense of Place (Selby) 1	Grand Round kiosk	Sense of Place (Selby) 2
15:	Sense of Place (Selby) 2	sculpture	Artistic Sign/Pole
16:	Artistic Sign/Pole	painted intersection	Permeable Pavement
17:	Permeable Pavement	Sense of Place (Selby) 1	Chicane
18:	Chicane	Artistic Sign/Pole	Rain Garden
19:	Rain Garden	Permeable Pavement	Bumpout
20:	Bumpout	Boulevard rain garden	Traffic circle
21:	Traffic circle	traffic circle	Bumpout with landscaping
22:	Bumpout with landscaping	bumpout	Median (concrete/painted)
23:	Median (concrete/painted)	bumpout with landscaping	Median (landscaped)
24:	Median (landscaped)	median (concrete/painted)	(none)
25:	(none)	median (landscaped)	(none)

Number of Opinions Expressed on Gallery Images in person and on online and paper surveys

Method of expressing opinion	Number of opinions
Post-its on gallery images at Desnoyer Park Picnic and Glendale Block Party	542
Online Survey	41 * 3 = 123 (respondents asked to rank top three)
Paper Survey	58 * 3 = 174 (respondents asked to rank top three)
TOTAL	839

Map of Pelham Boulevard from River Road to University

At the Desnoyer Park picnic and Glendale Street block party attendees had the opportunity to provide opinions about Pelham Boulevard. See pages 32-34 for a complete list of comments made on the map.

Number of Opinions Expressed on the map of Pelham Boulevard

Post-its with comments on map of Pelham Boulevard	70
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Total number of opinions on concept images and on map: **909**

Survey

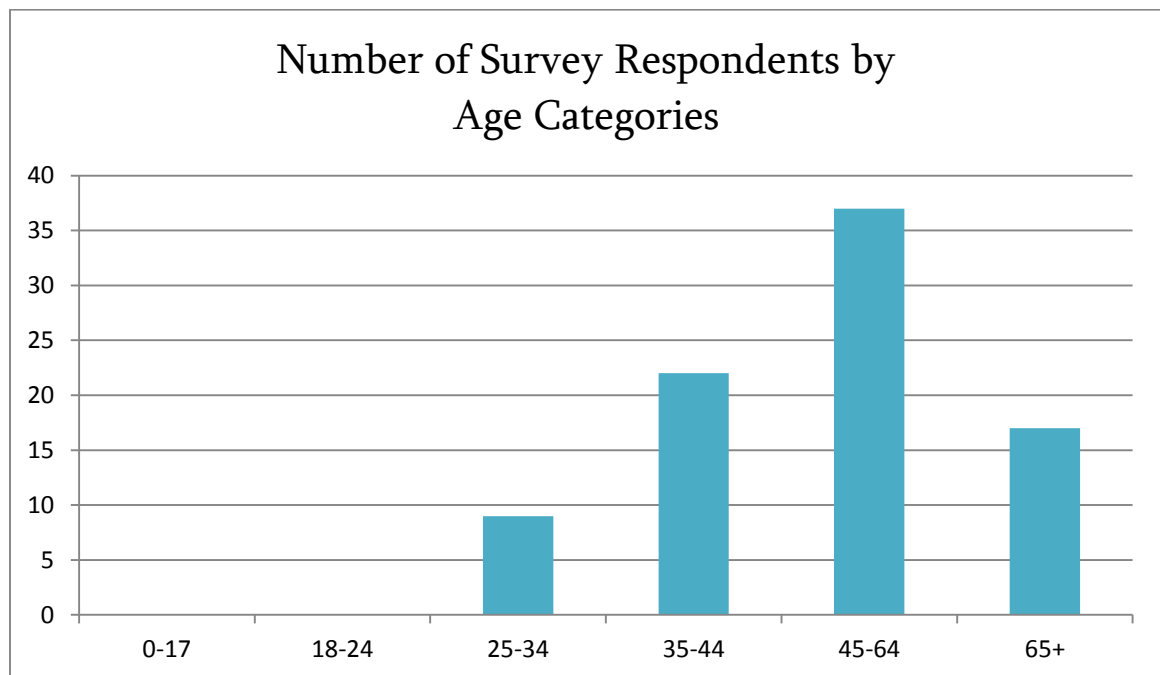
Number of Respondents

Number of respondents who completed paper surveys at the DPIA Annual Picnic and the Glendale Block Party, as well as distributed to other residents:	58
Number of respondents who completed the online survey:	41
TOTAL number of survey respondents:	99

Who took the survey?

Gender	Women:	55%
	Men:	39%
	No answer:	6%

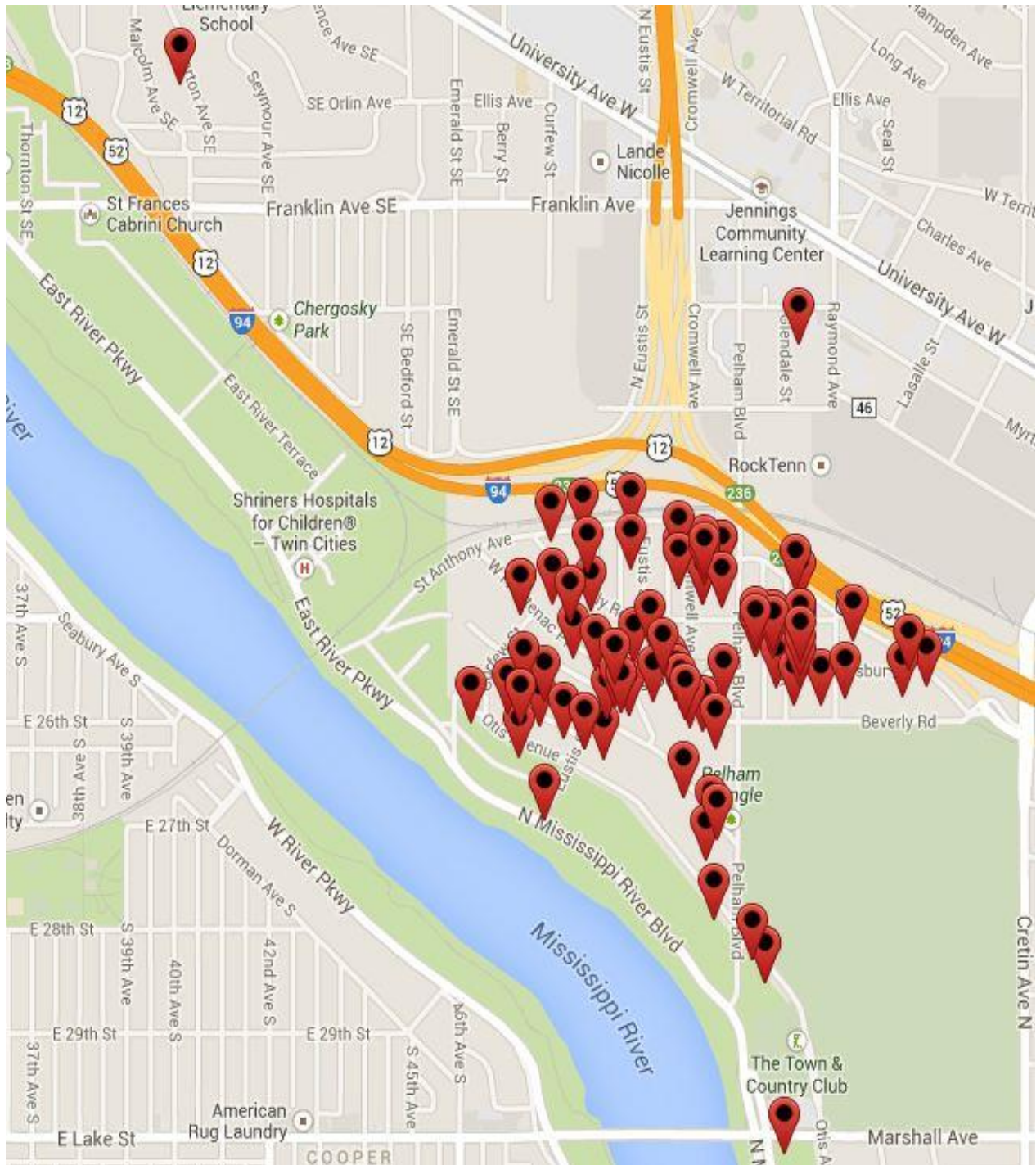
Age	Range of year born:	1988 – 1912	[Age range: 25 to 101 years]
	Median and Mean year born:	1963	[Age: 50]



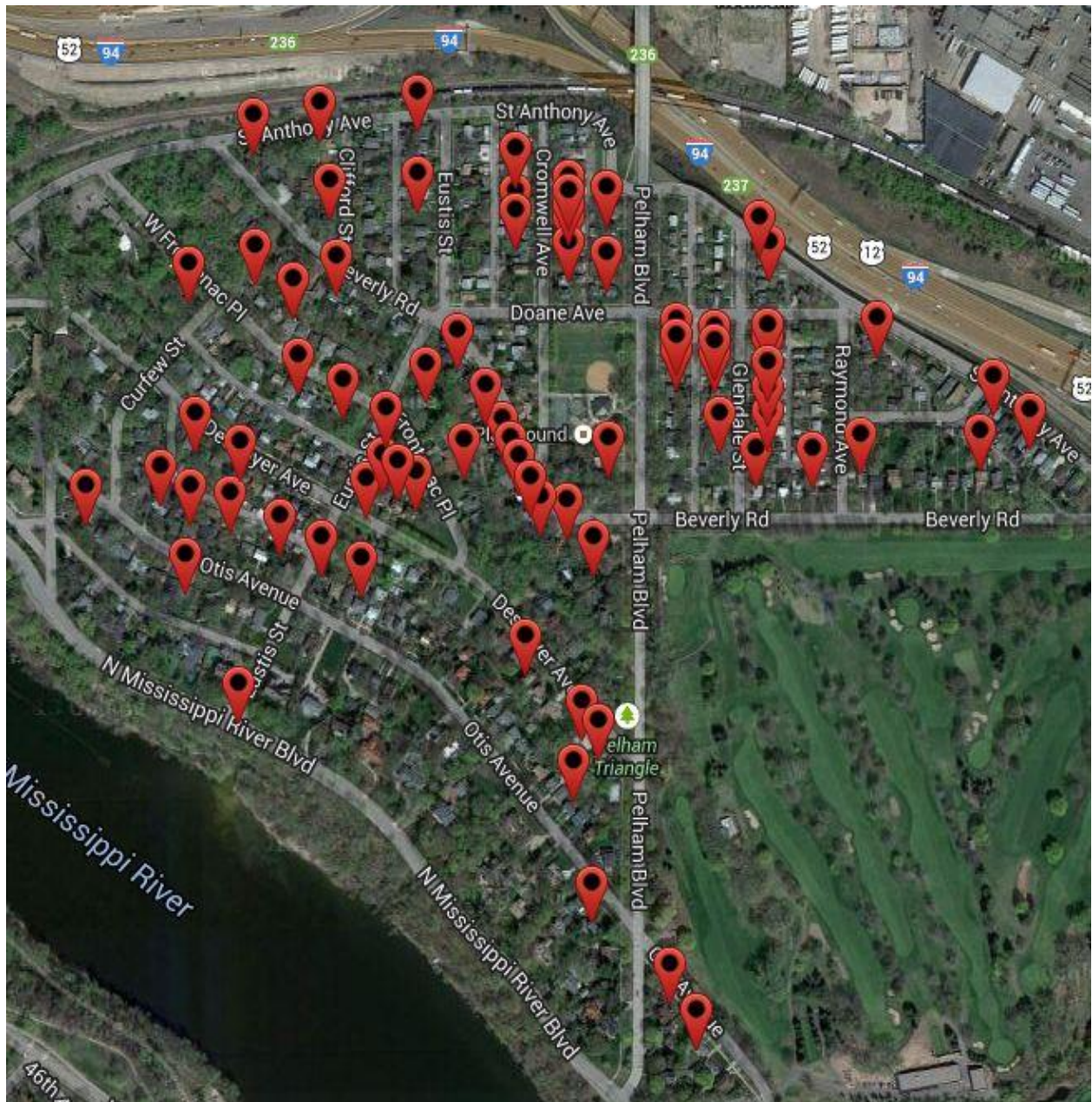
Race	American Indian/White, Asian, and Black American:	1% each
	Caucasian/European American/European ancestry/White:	71%
	Multiple races or “other”:	3%
	No answer:	<u>25%</u>
	Total:	100%

Locations of Survey Respondents

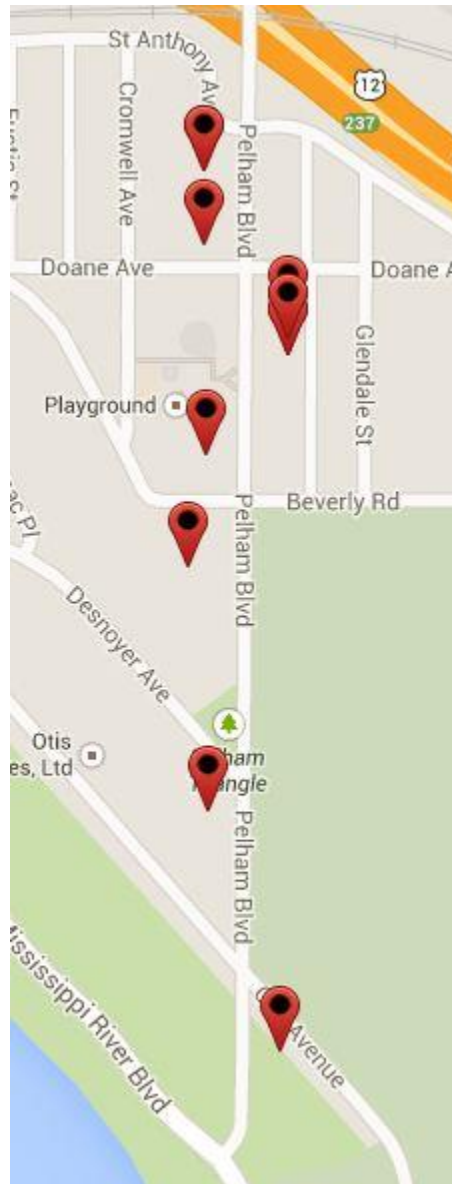
Map 2:
Locations of all survey respondents



Map 3:
Location of Desnoyer Park-proper survey respondents



Map 4:
Location of survey respondents on Pelham Boulevard



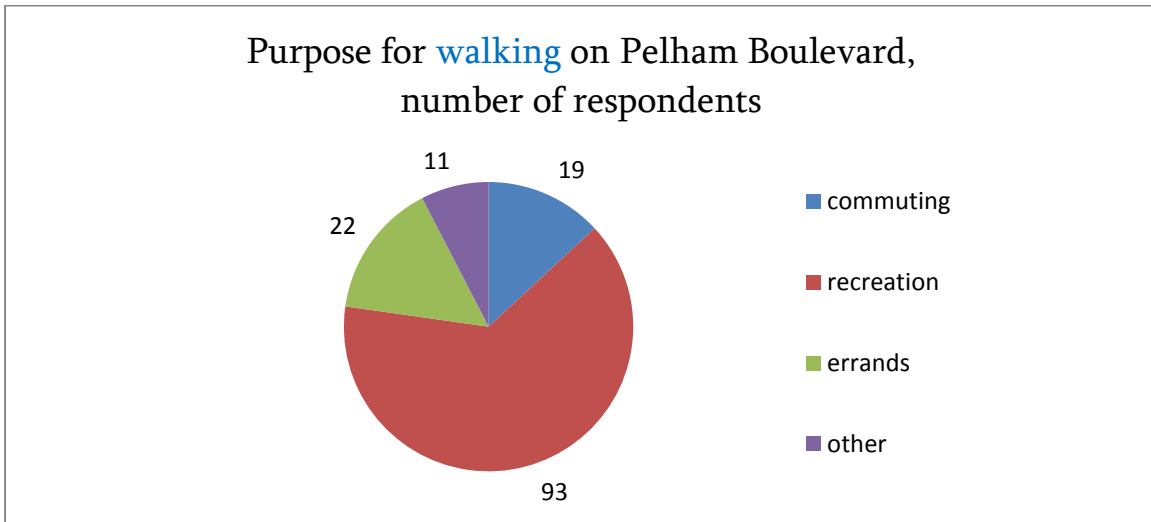
Survey Respondents on Pelham Boulevard

Number of survey respondents who live on Pelham:	12
Number of residences on Pelham:	40
Number of residences on Pelham represented among survey respondents:	9
Percentage of residences on Pelham who responded to the survey:	23%

Walking and Bicycling in Desnoyer Park and on Pelham Boulevard

Percentage of respondents who **walk** in Desnoyer Park: 96%

Percentage of respondents who **walk** on Pelham Boulevard: 53%

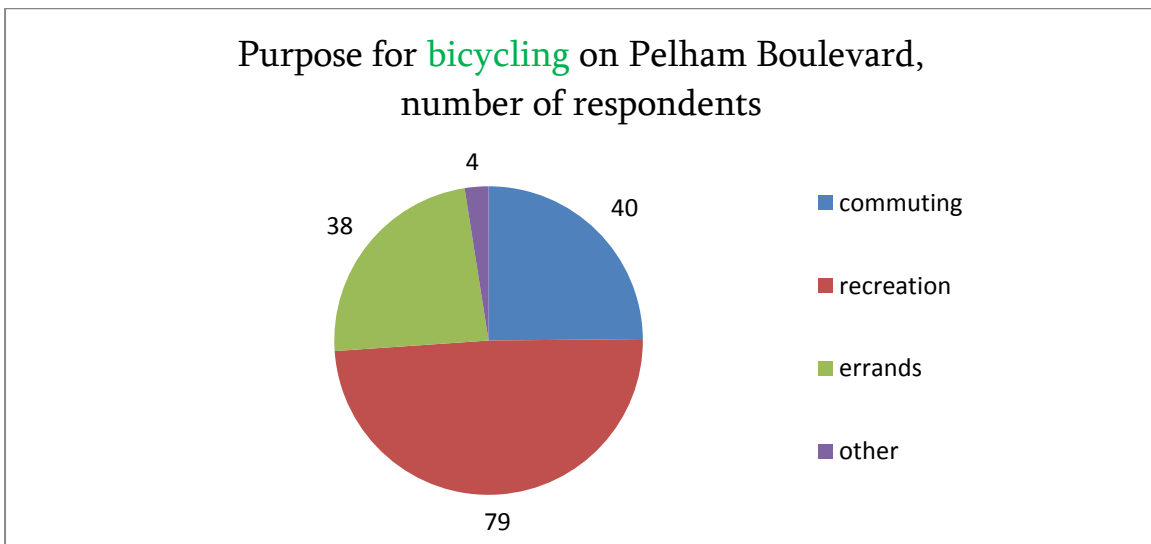


Note 1: **“Other”**: exercise; dog walking; visiting friends/family

Note 2: Respondents had option to indicate multiple purposes.

Percentage of respondent who **bike** in Desnoyer Park: 82%

Percentage of respondents who **bike** on Pelham Boulevard: 44%



Note 1: **“Other”** answers varied.

Note 2: Respondents had option to indicate multiple purposes.

Green Line LRT

Percentage of respondents who plan to take Green Line LRT: **77%**

How will you get to the Green Line?

Mode of transport	Number of respondents	Percentage of all survey respondents	Percentage of respondents who will take Green Line
Walking	74	74%	96%
Bicycling	40	40%	52%
Driving	15	15%	19%
Other	3	3%	4%

Note 1: "Other" answers given were to get a ride from another person.

Note 2: Respondents were able to indicate all that apply.

What do people like about Pelham?

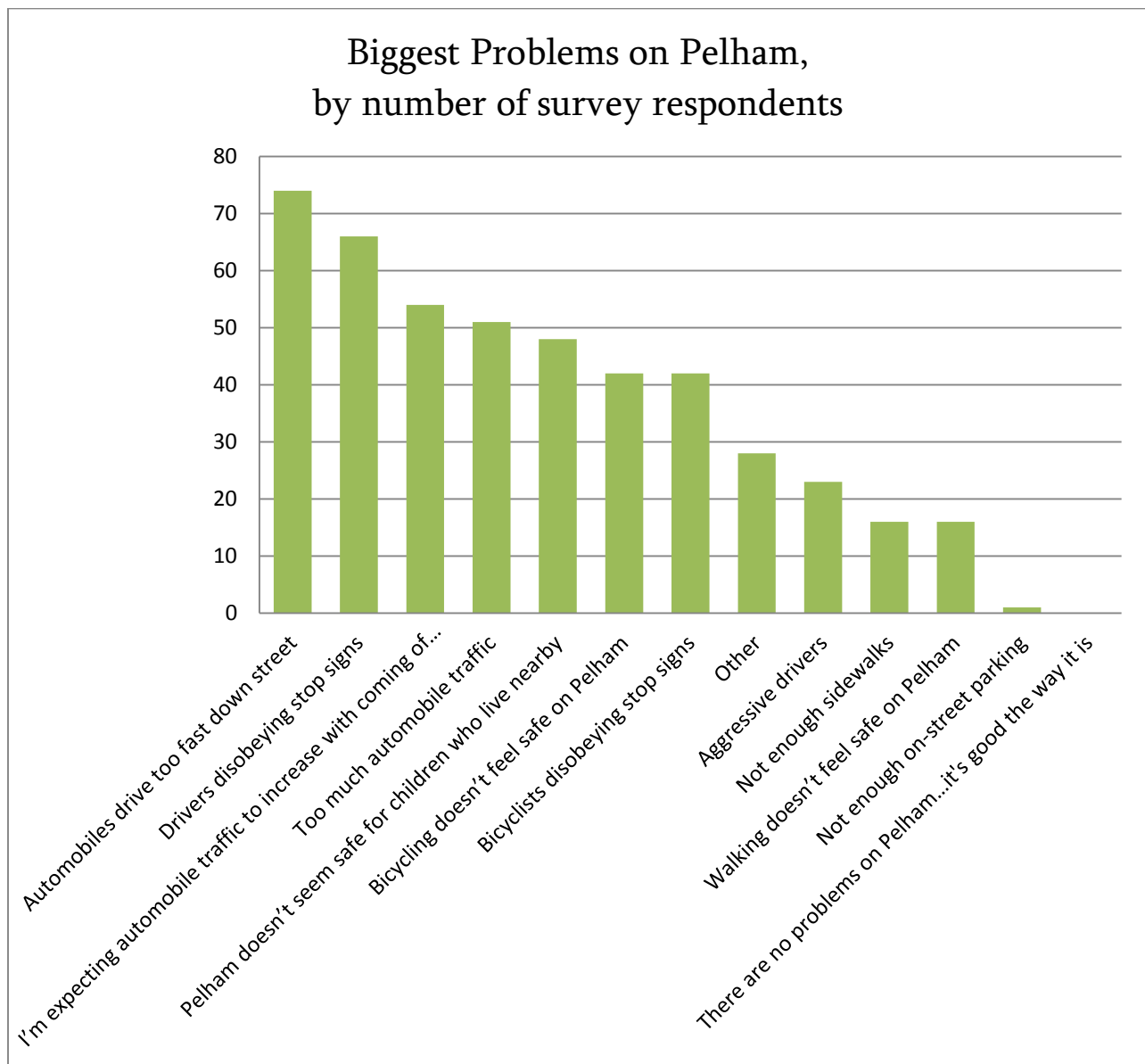
Aesthetics

Trees (31)
Neighborhood/Park (18)
Pretty/beauty (13)
Golf course (7)

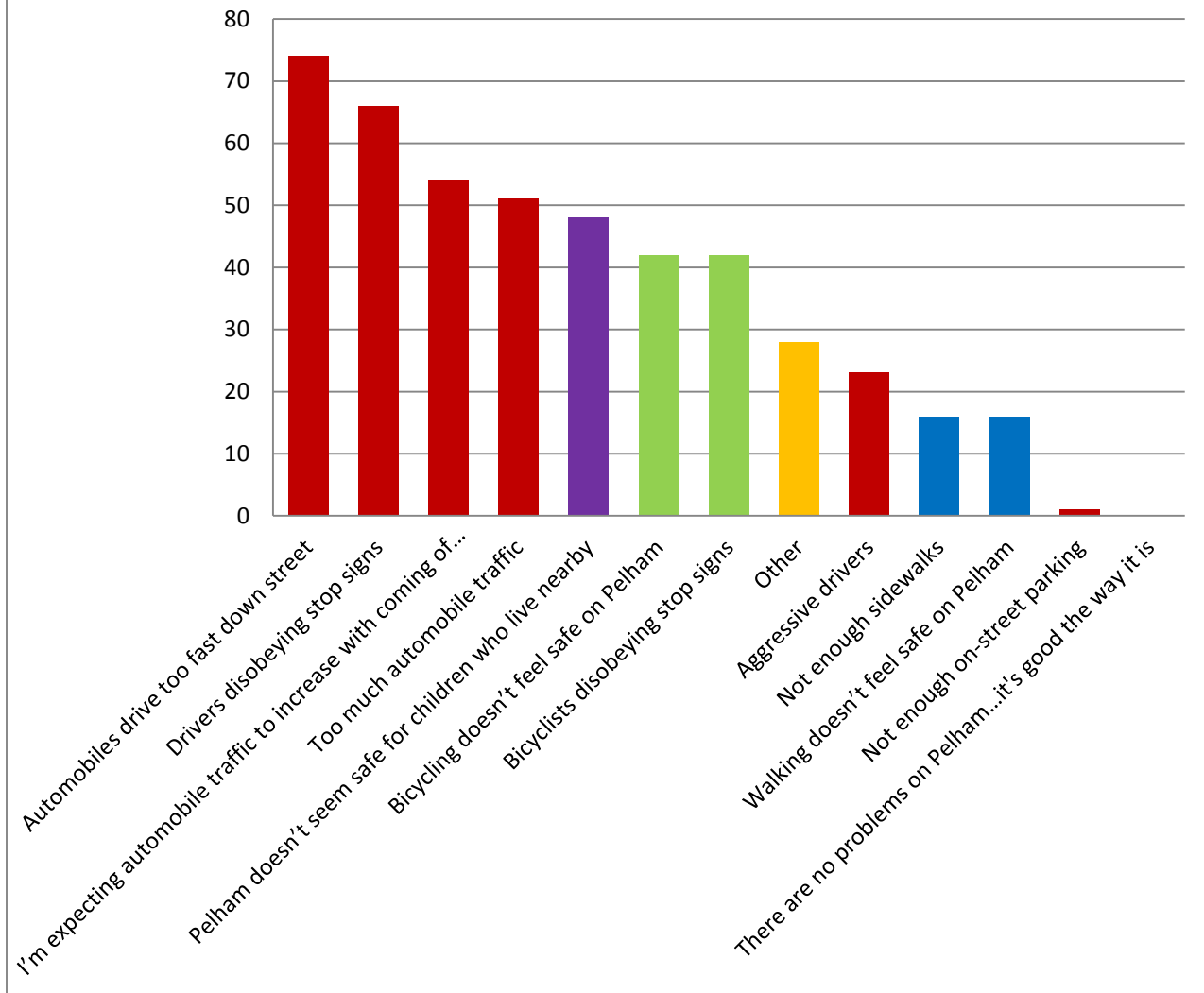
Infrastructure

Wide (21)
"Access" (14): I-94 (6), River (7), University (6), 280 (2)
Parking (4)

Problems on Pelham Boulevard



Biggest Problems on Pelham, by number of survey respondents, categories color coded



Color	Issue orientation
Maroon:	Automobile
Purple:	Children
Green:	Bicycling
Blue:	Pedestrians
Yellow:	Other

Note 1: Number of respondents who indicated “there are no problems on Pelham Boulevard”: 0.

Note 2: “Other” responses focused on difficulties with automobiles on Pelham; bridge over I-94 as feeling unsafe mentioned twice; road conditions on Pelham also mentioned.

Two Tiers of Problematic Intersections in Desnoyer Park

(based on open-ended survey question and map data)

Intersections	Summary of Problems
Top 3 Problematic	
1. Pelham and Doane (33)	Ineffective stop sign; speed; difficult to cross
2. Pelham and Otis (29)	Awkward; dangerous; ineffective stop; speed
3. Pelham and Beverly (28)	Difficult cross; difficult turn
Next 3 Problematic	
4. Pelham and St. Anthony (12)	Speed; difficult cross; visibility
5. St. Anthony, Beverly, and Cretin (8)	Confusing, dangerous intersection
6. Doane, Beverly, and Eustis (8)	Challenging, confusing intersection

Note: Two people indicated that there are no problem intersections in Desnoyer Park

Problematic Sections along Pelham Boulevard, most commonly expressed concerns

(based on open-ended survey question and map data)

Section of Pelham	Summary of Problems
Pelham, from River to St. Anthony	Poor road conditions; bicycling difficult; motorist speeds; unsafe for ped crossings; need bike lanes and better sidewalks; all intersections have difficulties (see above)
Pelham, I-94 bridge	Lacking sufficient sidewalk, lighting; need bike lanes

Pelham Map Data from DPIA Picnic and Glendale Block Party

The following three pages presents every comment made on the map of Pelham Boulevard. Note that these are not presented here because they are necessarily *representative* viewpoints; unless otherwise indicated, each comment is given by one person. The color code of comments is as follows:

Pedestrian: **Blue**

Bike: **Green**

Traffic: **Maroon**

Place Making: **Purple**

PELHAM, FROM SOUTH TO NORTH:
(n=51 opinions)

Pelham & River Road

Sidewalk very poor and many people use this to get to River Road

Pelham & Otis

Roundabout (4)

Traffic blows this through this stop (and bikers too!)

Pelham & Desnoyer

Resurface Pelham especially Beverly Road South to River Road.

Resurface Pelham, add medians to beautify and slow traffic

Narrow this street

Sidewalk or bike/sidewalk on golf course side

Pelham & Beverly

Scary Intersection

Roundabout

Try biking up (North) on Pelham then take a left on Beverly with on coming traffic & cars behind you. YIKES!

Add Bike Lanes to both sides

Add concrete pedestrian crosswalks, change paving colors

Need crosswalk (2)

Desnoyer Park

Two recycling bins in the park, by baseball diamond, one per corner of Park

Improve Quality of Ball field

Pelham & Doane

Please enforce traffic Laws on bicyclist. Not stopping for stop signs bikes and cars both!

Roundabout!

City would be rich for every car who doesn't stop

Need to reinforce stop sign- early warning signs. Pelham Drivers tend to go to fast. Can't help often in winter

People don't stop- traffic circle?

Stop Sign!

Traffic Circle with garden in center (2)

Nice sign for Desnoyer Park

I love the long green grass areas along Pelham-Leave These please

Pelham & St. Anthony/Pelham Across I-94

Too loud- cant sleep- the sound wall isn't effective enough

Turning left from St. Anthony is super hard with traffic

4 way stop at Pelham & Eustis

Concern about truck traffic once construction is complete at industrial

Add sidewalk on Pelham East side of the bridge

Make better bike and walking paths that are safe for families

Widen sidewalks

Add sidewalks to the east side

Love the trees on Pelham

Better lighting on Pelham especially over the bridge north.

Pelham & Wabash

4 way stop has helped people, cant see making a right, especially access to 280

Signs for 94 to show that you turn on Wabash and can not turn on Franklin or warn about Franklin/University is no "L" turns

Pelham & Myrtle

Resurface Myrtle between Raymond and Pelham

Love the stop

Narrow the street

Add verge

Will this be adequate lighting at night for pedestrians and bikers

Add street trees

Pelham & Franklin/University

People still turn left around barriers

Need a parking lot for train station

Make urban Park
OTHER LOCATIONS AND STREETS
(n=19 opinions)

Over 280
Build a land bridge

Frontenac & Desnoyer
Stop Sign

Beverly Road
*I almost took out a neighbor here one morning. No sidewalk, snow Blinding sun, slight hills.
We need a sidewalk on this part of Beverly. It's the route to the bus stop at Cretin.
Agree No side walk and blinding sun is problematic.
Add a sidewalk*

Beverly/Doane/Eustis
Need Stop sign at 5 way to slow traffic down coming from Eustis

Rail Bridge
Open for Bikes (2)

St. Anthony (West of Pelham)
*Sound wall Please
Need a sidewalk, traffic too fast, major speeding
Traffic calming
Limit commercial and school buses on St. Anthony
We need posted speed signs
We need a speed indicator (digital)
We need either a roundabout or block flow in the middle*

Otis (South)
*Speed bumps not effective here (Otis Golf Course Crossings) lots of speeding longer bumps
needed? Higher bumps need? (2)*

Best Ideas for Improving Pelham

Concepts with Overall Strongest Support

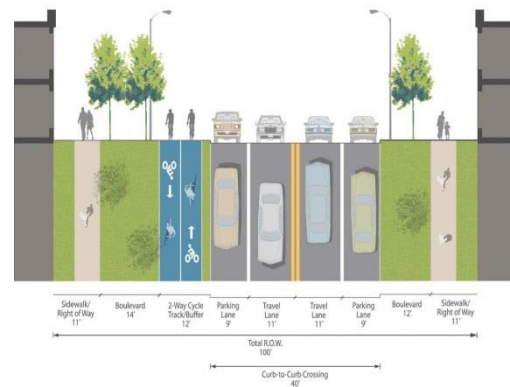
Based on data from the paper and online survey, the post-it note opinions on the gallery of images, and data from the Pelham map, **two tiers of concepts emerged as receiving overall strongest support:**

Tier 1, in no particular order (presented alphabetically)

Bumpout with landscaping



Cycle Track Concept



Cycle Track – Vancouver



Traffic circle



Tier 2, in no particular order (presented alphabetically)

Bumpout



Painted intersection



Sculpture



“What other ideas do you have for improving Pelham Boulevard?”

We wanted to provide respondents the opportunity to provide ideas beyond the concepts presented at events and in the survey. About half of survey respondents provided ideas. Most reiterated concepts previously mentioned, many of which fell into the category of **traffic calming**, including: **bump outs**, **speed bumps**, **stop signs**, **speed limit signs** or **radar-signs** (twice), and **traffic circles/roundabouts** which were mentioned several times. **Solutions for the Otis intersection** were identified specifically, including a **roundabout/traffic circle**, a need to **relocate the stop signs** there, placing a **‘park-a-cop’** there, and instituting **speed bumps**. **Sidewalks** on the Pelham bridge and on the golf course side of Pelham were mentioned several times. **Improving bicycling** was also mentioned, including **bicycle lanes** (mentioned several times), **paths**, and **safety**. **Police enforcement of traffic laws** also received several comments, and a request to **implement parking limitations** was mentioned twice.

Several ideas that fall into the category of **aesthetics** were mentioned: **Prettier lamp posts, boulevard gardens, street trees north of I-94, sculpture, a fountain, a bench, painted intersection**, more **greenspace** including **landscaped medians**. Creating and posting an attractive **Desnoyer Park sign** was mentioned (see quotations below).

Notable quotations from responses to “What other ideas do you have for improving Pelham Boulevard?”:

I'm not sure the photo I chose reflects my desire, that is, a clearly marked cycle path. I want one of these on every busy street I ride on!

I'd like to feel safer in the area between Raymond + University and Desnoyer Park - if there are changes that would make lone women bikers and walkers feel safer there.

Attractive neighborhood sign -- or better yet, a boulder with Desnoyer Park engraved on it.

New Desnoyer Park sign as you come into neighborhood. Tell people "You are entering a neighborhood -- this isn't a freeway."

There are a lot of people who try to use this street as a "short cut" to get through our neighborhood not to or from it. This needs to stop.

I do not ride my bike south on Pelham. Traffic moves too fast. I do not want to share the road with drivers who appear to be in a hurry. It's dangerous.

I love the Midtown Greenway. I shop more at Seward b/c I can get there in a nice way (better than way to Hampden Coop)

Saw an awesome outdoor sculpture that was 2 open-tuned xylophones + a set of pitched drums that can be played and were colorful. Beautiful music + fun to look at.

Concepts with Overall **Least Support** or are considered **Problematic**

Images with **Least Support**

Based on data from the paper and online survey and the post-it note opinions on the gallery of images, **two concepts emerged as receiving overall least support:**

Chicane



Median painted on road



Ideas that are considered **Problematic**

The survey provided respondents the opportunity to raise concerns about particular infrastructure or placemaking concepts, or about changes to Pelham in other ways. This question was worded intentionally to capture opinions about concepts that respondents may support but find difficult to implement, or that respondents simply do not support for a variety of reasons. In other words, “problem” here could be interpreted as something to address/solve, or something to avoid. While the majority of respondents did not provide a response to this question, several themes emerged among those who did respond.

The first theme, represented by five respondents, was opposition to **traffic circles/roundabouts**, which were perceived to be problematic not necessarily because of their traffic calming qualities but because they may reduce trees or be difficult for snow plowing. Four respondents each opposed **bumpouts** on the basis that they take up space and might reduce parking, and **bike lanes** because of perceived complications with space; one respondent said, “(l)ane expansion for fancy bike lanes will be resisted by neighborhood -- have to be more pragmatic” while another noted that “dedicated bike lanes -- seems unnecessary at this time.” Finally, three respondents each expressed concern about **medians** and **financing** changes to Pelham, the former concern having to do with there not being sufficient space on Pelham to have medians while preserving parking, the latter concern focusing on potential cost to homeowners.

Noteworthy responses to “What ideas for improving Pelham are problematic?”:

Just doing things because a bunch of vocal neighbors want whether researched or not.

No matter what you do, someone will be pissed off about it. I'm in favor of inexpensive measures that improve safety while enhancing beauty.

If we do nothing.

Other issues in Desnoyer Park that need attention

About half of survey respondents provided responses to this question. About one quarter of respondents took the opportunity to reiterate that speeding and motorist movement through neighborhood were problems to be addressed; problems on St. Anthony, Beverly, and Eustis previously mentioned were also reiterated.

However, several other concerns were raised, including the **road condition and lack of general maintenance in the neighborhood**, including potholes, sidewalks in need of repair, empty lots, unoccupied properties, un-kept garages and alleys, down trees, and accumulated brush. **Spotty city services** – inconsistent plowing, infrequent tree trimming – was also mentioned. **The triangle at Desnoyer and Pelham** was identified as a problem (see quotation below). A couple of respondents mentioned that **multiple garbage haulers** is a problem in the neighborhood (see quotation below). Other respondents mentioned **people sleeping in cars** at Frontenac and St. Anthony. Five respondents mentioned **crime**. Finally, one expressed a desire to **reopen Kids Park to the public**. Of all of these comments, road condition and lack of general maintenance was mentioned a total of 8 times, while all other themes here are based on no more than 5 respondents.

Notable quotations:

I wonder if it would make sense to try to get neighbors to limit trash pickup companies to 1 or 2 in the neighborhood. It seems silly that we have 6 or 7 different trash trucks coming at different times on different days to pick up trash. Are they all that different?:) If we could get together and agree on a few companies to limit noise and just be more efficient that would seem worthwhile to me.”

Triangle at Pelham and Desnoyer is overgrown and unsightly. The property belonging to the city could be used as community garden space. Finally

noxious weeds were cut down this week but more could be done to improve this public area.

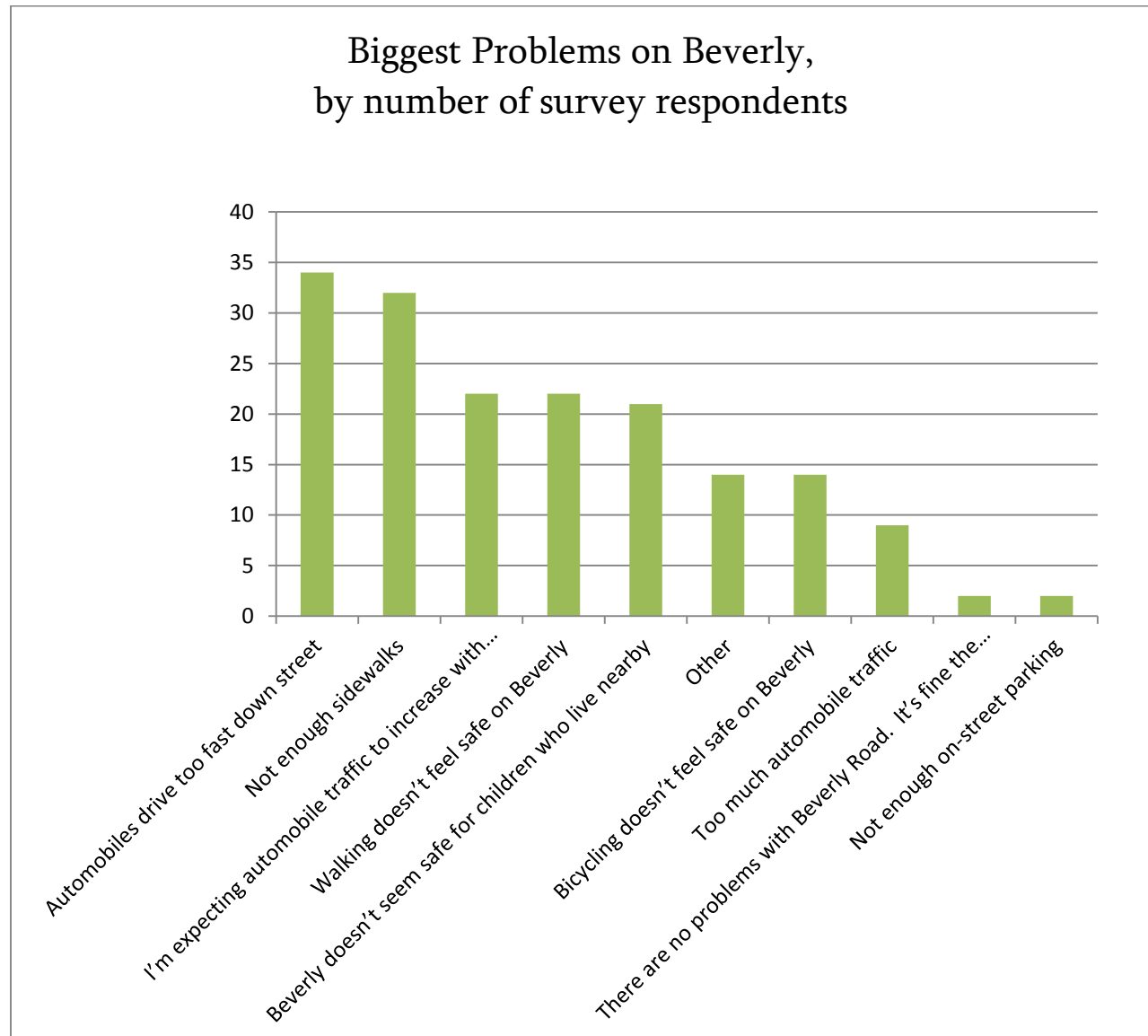
Listen to parents of small children.

Favorite Street Anywhere?

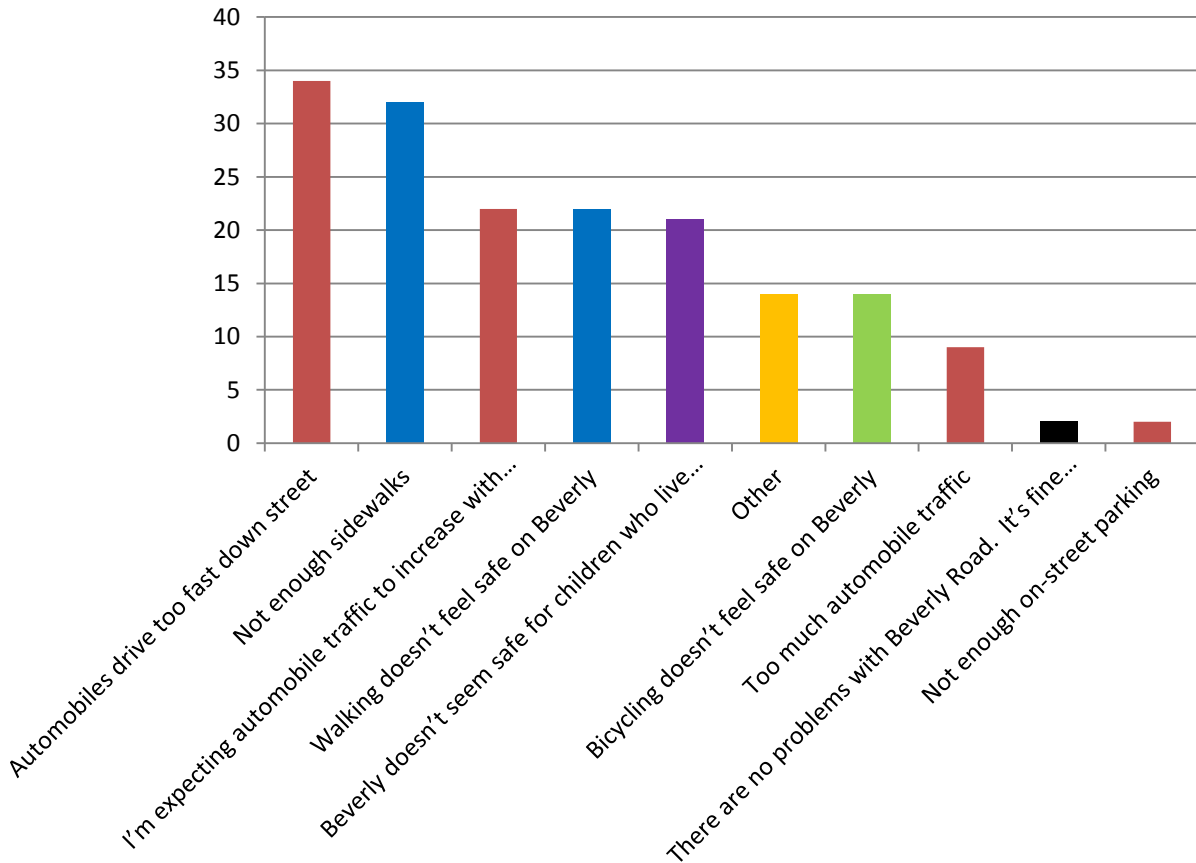
The survey also asked about guests' favorite street in the Twin Cities or elsewhere. We asked this question because we wanted a better idea of the collective imagination of residents in terms of their reference points and the variability of appealing design elements. While responses varied greatly, **"River Road"** came in first, **Summit Avenue** second, and **other local Desnoyer Park streets** third. **Grand** and **Selby** were also mentioned. **Barton** and **Milwaukee roads** in Minneapolis, as well as **Minneapolis streets** in general, were highlighted by several people. Finally, a few European streets were identified, while Las Vegas and Montreal were each mentioned once.

Problems on Beverly Road

FSI was informed early on that, in addition to neighborhood concerns about Pelham Boulevard, Beverly Road and St. Anthony Avenue were also streets with issues that neighbors might want to address. After providing responses to questions about Desnoyer Park and Pelham Boulevard in particular, respondents had the option to also provide opinions about Beverly and St. Anthony. While far fewer people took these opportunities, patterns in responses emerged with regard to those streets.



Biggest Problems on Beverly, by number of survey respondents, categories color coded



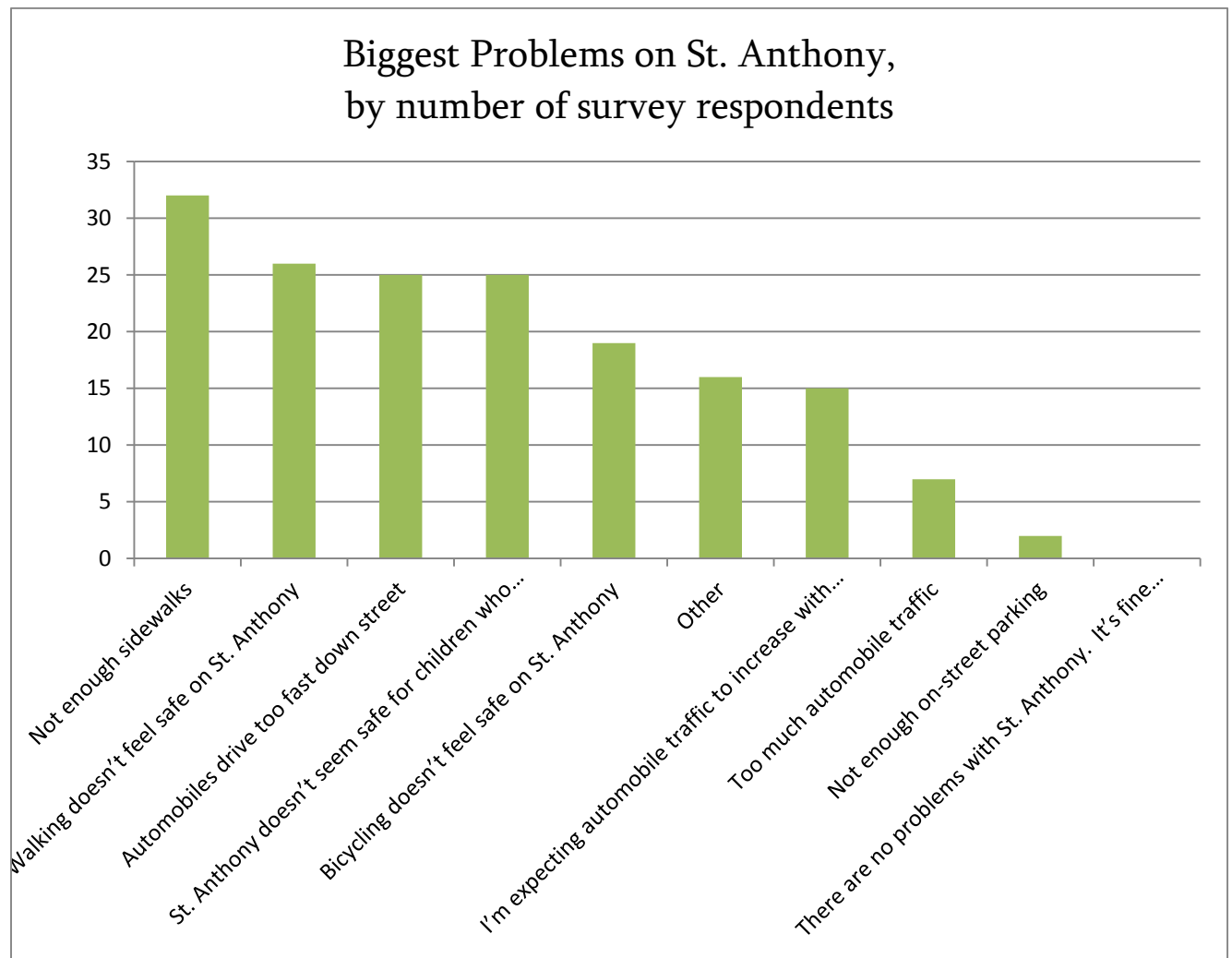
<u>Color</u>	<u>Issue orientation</u>
Black	None
Maroon:	Automobile
Purple:	Children
Green:	Bicycling
Blue:	Pedestrians
Yellow:	Other

Note 1: Number of respondents who indicated “there are no problems with Beverly Road”: 2.

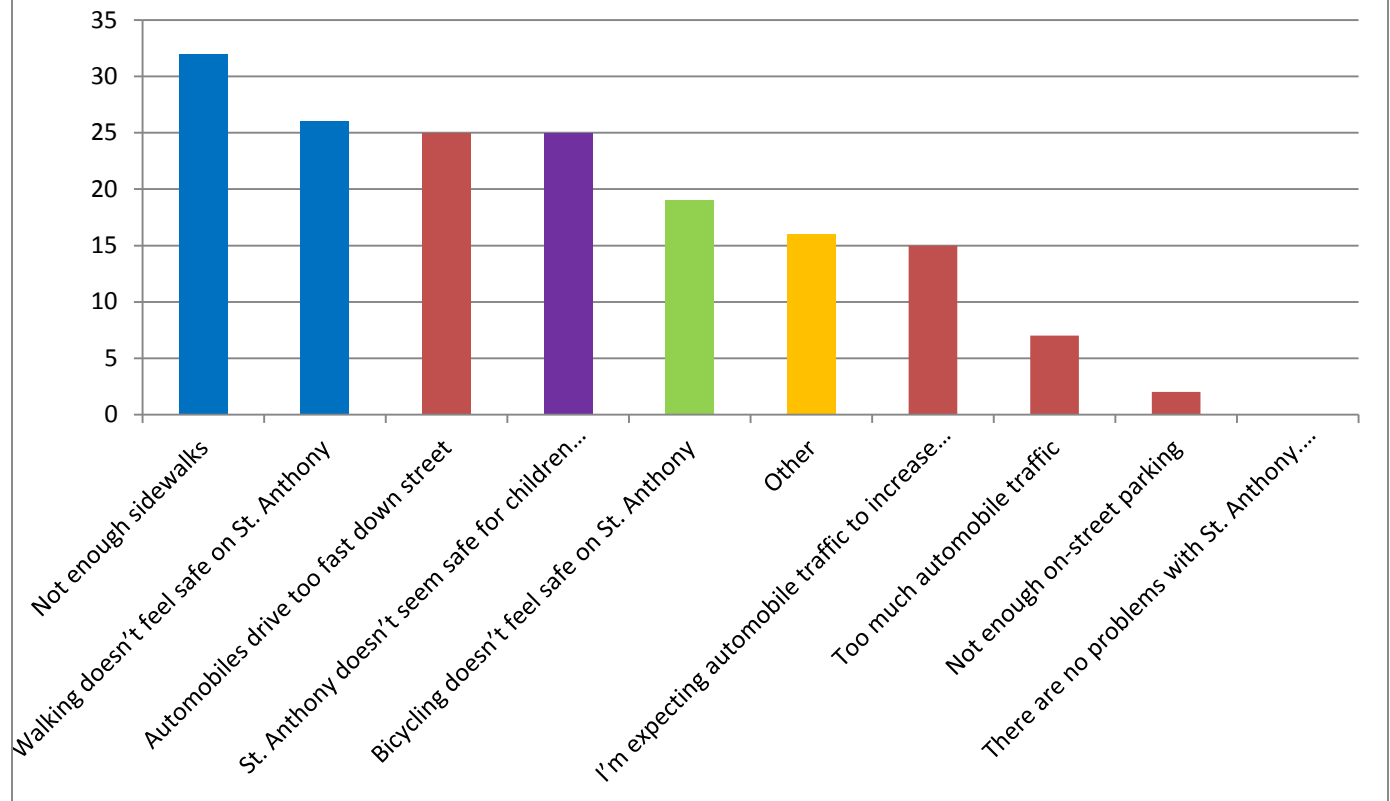
Note 2: **Other** category focused on **walking and driving safety**, need for **sidewalks**, and **visibility difficulties**.

These results show that the issues for Beverly are more focused on the pedestrian experience than on Pelham (although crossing Pelham, as a pedestrian, was an often cited problem). This result is reinforced by the fact that, when asked about the best ideas for improving Beverly Road, **sidewalks** were overwhelming answer.

Problems on St. Anthony Avenue



Biggest Problems on St. Anthony, by number of survey respondents, categories color coded



Color	Issue orientation
Maroon:	Automobile
Purple:	Children
Green:	Bicycling
Blue:	Pedestrians
Yellow:	Other

Note 1: Number of respondents who indicated “there are no problems with St. Anthony”: 0.

Note 2: **Other** category focused almost completely on **walking safety** and need for **sidewalks**, reducing **motorist speed**, and addressing **noise from I-94**.

Like Beverly, problems identified with St. Anthony are more pedestrian-oriented than for Pelham. And like Beverly, **slowing down motorized traffic** (primarily with **speedbumps**) and providing adequate **sidewalks** was cited by respondents as the best ideas for improving St. Anthony.

APPENDIX: SURVEY

Traffic in Desnoyer Park

We have a unique and rare opportunity to address the traffic in our neighborhood. Traffic patterns in Desnoyer Park face changes with the new light rail and upcoming highway construction. We need your opinion.

Your answers to this survey will guide planning efforts for the future of Pelham and other streets in Desnoyer Park, should funding become available for such a project.

If you complete this survey and include your name and residential address, ***you will be entered into a drawing for a \$50 gift certificate to Hampden Park Coop.***

The name and contact information provided on this survey will be used in the event that you are the winner of the drawing, or if you are interested in participating further in the planning process.

This survey should take about 5 - 10 minutes to complete.

THANK YOU!

Your name: _____

Your residential address: _____

Your email or phone #: _____

Gender: _____

What year were you born? _____

With what racial or ethnic group do you identify? _____

Desnoyer Park neighborhood

1. Do you or members of your household **ride bike** in Desnoyer Park neighborhood? (circle one)

(a) Yes (b) No

If Yes, for what purposes? (check all that apply):

☐ commuting

☐ recreation/pleasure

☐ errands

☐ other (please specify): _____

On which street(s) in Desnoyer Park do you ride when you **commute** by bicycle?

On which street(s) in Desnoyer Park do you ride for **recreation**?

On which street(s) in Desnoyer Park do you ride to run **errands**?

2. Do you or members of your household **walk (or run)** in Desnoyer Park neighborhood? (circle one)

(a) Yes (b) No

If Yes, for what purposes (check all that apply):

☐ commuting

☐ recreation/pleasure

☐ errands

☐ other (please specify): _____

On which street(s) in Desnoyer Park do you walk/run for **commuting**?

On which street(s) in Desnoyer Park do you walk/run for **recreation/pleasure**?

On which street(s) in Desnoyer Park do you walk/run for **errands**?

3. Are there **streets or intersections in Desnoyer Park that are problematic in any way?** Please indicate which streets and explain what the problems are:

4. Do you plan to take the new Green Line light rail at the Raymond Station? (circle one)

(a) Yes (b) No

If Yes, how do you plan to get to the Raymond Station? (check all that apply)

- ☐ walking
- ☐ bicycling
- ☐ driving
- ☐ other: please explain: _____

5. Do children in the Desnoyer Park neighborhood play in the street? (circle one)

(a) Yes (b) No

If Yes, which street(s)? _____

Pelham Boulevard

6. What are the **biggest problems facing Pelham Boulevard?** (check all that apply)

- ☐ There are no problems with Pelham Boulevard – it's good the way it is
- ☐ Too much automobile traffic
- ☐ I'm expecting automobile traffic to increase with the coming of light rail
- ☐ Automobiles drive too fast on the street
- ☐ Pelham doesn't seem safe for children who live nearby
- ☐ Not enough on-street parking
- ☐ Not enough sidewalks
- ☐ Bicycling doesn't feel safe on Pelham
- ☐ Walking doesn't feel safe on Pelham
- ☐ Aggressive drivers (honking/tailgating)
- ☐ Drivers disobeying stop signs
- ☐ Bicyclists disobeying stop signs
- ☐ Other (please specify), or elaborate on any of your answers above:

7. What do you **like** about Pelham Boulevard?

8. Which three (3) ideas are **best for improving** Pelham Boulevard (refer to image #) and **why**?

1. _____

2. _____

3. _____

9. What **other ideas** do you have for improving Pelham Boulevard (ideas that you didn't see today)?

10. What ideas would be **problematic** for improving Pelham Boulevard and **why**?

Final Questions

11. What **other issues, problems or concerns** in the neighborhood, or on any of the streets, would like us to be aware of?

12. **What is your favorite street** in St. Paul, Minneapolis, or anywhere? What do you like about it?

THANK YOU for taking this survey!

If you would like to answer questions about Beverly Road, please proceed to the next page (p. 6).

If you would like to answer questions about St. Anthony Avenue, please proceed to page 7.

If you are finished, please return this to the “Completed Surveys” box. Thank you!

Beverly Road

13. What are the **biggest problems facing Beverly Road**? (check all that apply)

- ☐ There are no problems with Beverly Road – it's fine the way it is
- ☐ Too much automobile traffic
- ☐ I'm expecting automobile traffic to increase with the coming of light rail
- ☐ Automobiles drive too fast on the street
- ☐ Beverly doesn't seem safe for children who live nearby
- ☐ Not enough on-street parking
- ☐ Not enough sidewalks
- ☐ Bicycling doesn't feel safe on Beverly
- ☐ Walking doesn't feel safe on Beverly
- ☐ Other (please specify):

14. What do you **like** about Beverly Road?

15. Which three (3) ideas are **best for improving** Beverly Road (refer to image #) and **why**?

1. _____

2. _____

3. _____

16. What **other ideas** do you have for improving Beverly Road (ideas that you didn't see today)?

17. What ideas would be **problematic** for improving Beverly Road and **why**?

St. Anthony Avenue (specifically west of Pelham)

18. What are the **biggest problems facing St. Anthony Avenue (west of Pelham)**?
(check all that apply)

- ☐ There are no problems with St. Anthony Avenue – it's fine the way it is
- ☐ Too much automobile traffic
- ☐ I'm expecting automobile traffic to increase with the coming of light rail
- ☐ Automobiles drive too fast on the street
- ☐ St. Anthony doesn't seem safe for children who live nearby
- ☐ Not enough on-street parking
- ☐ Not enough sidewalks
- ☐ Bicycling doesn't feel safe on St. Anthony
- ☐ Walking doesn't feel safe on St. Anthony
- ☐ Other (please specify):

19. What do you **like** about St. Anthony Avenue?

20. Which three (3) ideas are **best for improving** St. Anthony Avenue (refer to image #) and **why**?

1. _____

2. _____

3. _____

21. What **other ideas** do you have for improving St. Anthony Avenue (ideas that you didn't see today)?

22. What ideas would be **problematic** for improving St. Anthony Avenue and **why**?

THANK YOU for taking this survey!

If you are finished, please return this to the "Completed Surveys" box.