

June 6, 2025

Re: Feedback summary
2026 Pavement Management project (4026-1000)

Dear Community Member:

Thank you to everyone who engaged with the interactive comment map designed to collect resident feedback regarding the types of improvements the community desires as part of the 2026 Pavement Management project.

The following is a summary of the feedback received and the next steps for the project. For more information on the project, please visit bit.ly/2026-pavement-management.

The feedback received will be used to inform the project staff on areas of improvement.

Feedback summary:



Next steps:

- Open House #1 – August 2025
- Open House #2 – October 2025
- Public Hearing (city council meeting) – November 2025
- Project Approval (city council meeting) – November 2025

Schedule subject to change; meeting notices will be mailed to the neighborhood.

Summary of the project scope:

- Pavement rehabilitation
- Watermain replacement
- Storm and sanitary structure replacement
- Proposed new sidewalks (see attached map and FAQ)
 - North side of 29th Street (Louisiana Avenue to Brunswick Avenue)
 - South side of 27th Street (Alley to Kentucky Avenue)
- Curb and driveway apron replacement
- Existing sidewalk repairs
- Proposed street width changes (see attached map and FAQ)
- Stormwater treatment

Please contact me at 952.924.2673 or awiesen@stlouisparkmn.gov with any questions you may have regarding these proposed improvements. We look forward to working with you and your neighbors.

Sincerely,



Aaron Wiesen, P.E.

Engineering project manager

Attachments: Sidewalk FAQs
Street width FAQs
Project map

cc: Debra Heiser, engineering director, Kim Keller, city manager
Ward 1 Councilmember, Bronx Park neighborhoods

Sidewalk FAQs - 2026 Pavement Management

Why sidewalks?

- To improve safety, accessibility and connectivity within our community.
- To support healthy lifestyles by encouraging walking and outdoor activity.
- To make it easier for people of all ages and abilities—including children, seniors, and individuals with disabilities—to move around the neighborhood safely and independently.

Who pays? These sidewalk segments will be constructed at no direct cost to the property owners, and the city is responsible for any future repairs.

What about trees and landscaping?

- As part of the design, staff will look at all options to preserve as many trees as possible.
- Preliminary plans showing the sidewalk and impacts will be shared at open houses held later this year.
- The impact of the proposed sidewalks, along with the cost and resident feedback, will be presented to the city council to assist them with their decision.

What about snow removal? The adjacent property owner will be responsible for snow removal.

Where will the sidewalk go? Investing in sidewalk infrastructure aligns with the city's long-term transportation and livability goals, helping create a more connected, walkable and inclusive community.

- The city's sidewalk planning framework has a goal of having continuous sidewalks on at least one side of the street on low-volume residential roads.
- The existing sidewalk system is reviewed as part of street projects, and new sidewalks are evaluated.

29th Street design

- Reduce the street width from 30 feet to 26 feet (will minimize the impacts to trees and driveway lengths)
- Evaluate the sidewalk on the north side of 29th Street (there are fewer trees, utility and retaining walls; it receives more direct sunshine during the winter, promoting snow/ice melt)
- Propose a four-foot-wide grass boulevard and a five-foot-wide concrete sidewalk (the boulevard width will be reduced in some locations to preserve existing trees)

27th Street design

- Evaluate the sidewalk on the south side of 27th Street between Louisiana and Kentucky avenues, which would complete a gap in the existing sidewalk network.

When will the sidewalk locations be decided? How can I provide feedback?

- The decision on whether to construct proposed sidewalk segments will be made by the city council as a part of the project approval process in late 2025.
- Right now, these sidewalks are being evaluated as part of the project development.
- Staff recommendations will ultimately be based on factors like traffic volumes, tree impacts, private property impacts, available right of way and cost.
- It is possible that sidewalks evaluated will not be recommended or approved for construction.

Street width FAQs - 2026 Pavement Management

Why reduce the street widths?

- Pedestrian safety: narrower streets mean that pedestrians have a shorter crossing distance at intersections.
- Street trees: a wider grass boulevard provides more space for existing trees to thrive and for planting new trees.
- Stormwater management: a reduction in the pavement that directly drains to the storm sewer means less runoff going into our lakes, wetlands, and rivers.
- Heat pollution: less pavement reduces the potential for solar-generated heat, contributing to a reduction in the urban heat island effect.
- Traffic management: narrower streets, in combination with on-street parking and street trees, can reduce vehicle speeds.
- Snow removal: a wider boulevard provides more space for snow storage. Also, less pavement means less snow being pushed into the boulevard.
- Cost: less pavement will mean less cost for initial construction and future maintenance (i.e., sweeping, salt application, snow removal, etc.)

How are streets selected? As part of the Pavement Management project, the city evaluates street widths and works to right-size our streets where possible. The possibility opens up when concrete curb is removed on the street due to underground city utility replacement, poor condition, poor drainage or sidewalk installation.

When the curb is removed, the city has an opportunity to evaluate the existing street width and will recommend width reductions on streets wider than 28 feet.

Are emergency services affected? Police and fire departments have reviewed our street width standards and are comfortable with parking allowed on both sides of streets that are 28 feet wide or more.

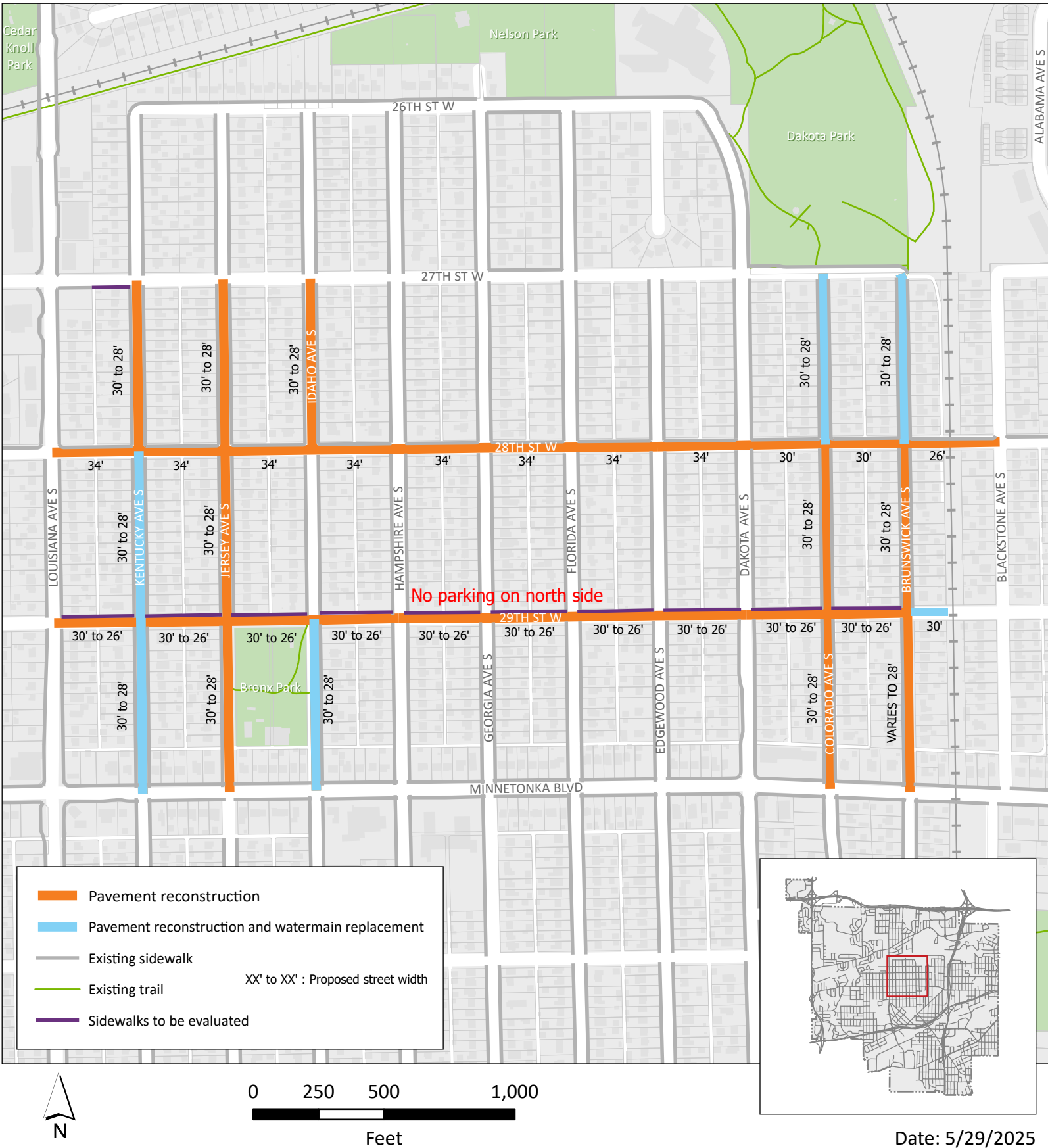
Which streets will be reduced in width? Please review the proposed street widths on the attached project map.

- The city will be replacing all the concrete curbs on the street segments in the project area.
 - The exception is 28th Street, where the existing curb is in good condition.
- The majority of the proposed street widths include a reduction from 30 feet to 28 feet.
 - Parking is allowed on both sides of 28-foot-wide streets.
- The proposed street width of 29th Street is a reduction from 30 feet to 26 feet to minimize the impacts to trees and driveway lengths due to proposed sidewalk construction.
 - Parking would be restricted on one side of the street if the street width is changed to 26 feet.

When will the road widths be decided? How can I provide feedback?

- No decisions have been made at this time.
- There will be open houses later this year where the project design will be shared and city staff will be available to answer questions and collect feedback.
- The decision on whether to approve the proposed street widths will be made by the city council as part of the project approval process in late 2025.

2026 Pavement Management Project



Date: 5/29/2025