

**From:** [Tim and Theresa Morey](#)  
**To:** [\\*CI-StPaul](#), [Contact-Council](#); [CouncilHearing \(CI-StPaul\)](#)  
**Subject:** ADD please to TODAY"s agenda: 2026 Pelham Boulevard Reconstruction and Objection to Special Assessment -528 Pelham  
**Date:** Wednesday, January 28, 2026 12:57:15 PM  
**Attachments:** [January 27, 2026 Morey Pelham letter.pdf](#)

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January 27, 2026

Theresa and Tim Morey  
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Shari Moore, City Clerk  
City of Saint Paul  
15 Kellogg Blvd. West 310 City Hall  
Saint Paul, MN 55102 [cityclerk@ci.stpaul.mn.us](mailto:cityclerk@ci.stpaul.mn.us)

Re: 2026 Pelham Boulevard Reconstruction and Objection to Special Assessment -528  
Pelham

We own and reside at 528 Pelham Boulevard and have lived here since 2003. We are raising a family in this neighborhood and have been engaged in discussions regarding improvements to Pelham Boulevard since 2013. We object to the proposed design for Pelham Boulevard Reconstruction and to the proposed special assessment of \$10,811.25 against our property.

As proposed, the project does not confer any special benefit on our property. The design makes permanent the loss of on-street parking along our frontage. It removes the front access sidewalk leading to Pelham Boulevard, eliminating a critical pedestrian route and impairing emergency access—particularly for medical personnel and stretchers during winter conditions—for homes in the middle of our block. The proposed median across Doane Avenue at Pelham removes the closest northbound crossing of Pelham and restricts access to the only east/west street corridor that traverses the center of the neighborhood and connects to Mississippi River Boulevard. Additionally, the plan removes the existing four-way stop at Doane and Pelham, which currently provides a controlled and highly visible crossing for children accessing the neighborhood park. Under the proposed design, children would be required to cross a fast-moving collector street without this controlled intersection or seek an alternative crossing that is not visible from the park. The proposed stop-controlled crossings at Beverly Road and St. Anthony Avenue present additional safety concerns due to restricted sight lines created by roadway grades.

For more than a decade, this neighborhood has consistently identified safety and traffic calming as the community's primary concern. Formal neighborhood discussions started in

2013 with the Friendly Streets Initiative after we learned of the Bikeways/Grand Round plan. Pelham Boulevard has been increasingly used as a cut-through route, with drivers exceeding speed limits and ignoring traffic controls. City documents previously acknowledged the reduction of cut-through traffic as a goal –listed right after “minimize tree impact” and before “improve pedestrian crossings.” This goal has since been removed from documentation and most concerning is the city staff for the first time stated on 1/12/26 that it was never the City’s intention to design a roadway that would reduce traffic volume. This has undermined confidence in the transparency of the public engagement process.

We also have serious concerns regarding the inaccurate and inconsistent information provided by city staff. Initially, planners stated the mainline sewer would be replaced and represented in a letter dated 8/28/25, that our sewer “connection to the city mainline is located at the end of your sewer pipe under the street where it mechanically connects to the city mainline sewer.” After multiple follow-up phone calls and emails, we learned that the mainline sewer on the east side of Pelham between Doane and Beverly will not be replaced and is not located under the street. This pattern of unclear or inaccurate communication is troubling and raises concerns about the reliability of project’s planning and attention to detail.

The City’s engagement process has fallen short of what was promised. At the September 2024 meeting at University of St Thomas, planners were unable to provide preliminary design plans or specific information regarding assessments. Property owners along Pelham Boulevard were told there would be multiple future opportunities to review design details and participate in the design phase, including meetings specifically for Pelham Boulevard property owners. To date, no such invitation to join design meetings has been provided to all property owners. Many Pelham Boulevard property owners support redesigning the corridor, but we expected meaningful involvement in shaping a project that directly affects our homes.

It was not until 12/9/25 at a DPIA virtual meeting, that planners first shared the proposed design plan for Pelham Boulevard. Since then, we have requested a detailed, line-item budget breaking down costs associated with the proposed improvements, including bike lane, sewer work, utilities, roadway reconstruction, and more. That information has not been provided. We have also requested comparable assessment data– both in terms of frontage and dollar amounts –for typical residential street reconstruction elsewhere in the city that are not part of a citywide amenity bike trail. We have not received it.

We object to this assessment because the City has failed to demonstrate that the project confers a special benefit on our property commensurate with the amount assessed. We further object because the City has not provided timely, accurate and complete information nor afforded affected property owners a meaningful opportunity to participate in the design phase of the project. We fear many details important to us and to Desnoyer Park neighbors have been overlooked.

As financially invested stakeholders living directly on Pelham Boulevard, we request an opportunity to walk the corridor with city staff and technical experts to better understand the current proposed design, its impacts and to ensure that our concerns are fully considered before this project proceeds.

Sincerely,  
Theresa and Tim Morey  
528 Pelham Boulevard