

**From:** [Andrea Kisch](#)  
**To:** [\\*CI-StPaul>Contact-Council](#)  
**Cc:** [Andrea Kisch](#); [John](#)  
**Subject:** Written statement of objections to Pelham-Franklin to Mississippi River Boulevard Street Reconstruction (2026)  
**Date:** Monday, January 26, 2026 8:31:35 PM

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John Nemeč and Andrea Kisch, residents of 554 Pelham Boulevard, provide the following written objections to the public improvement construction on Pelham Boulevard from Franklin Avenue to Mississippi River Boulevard:

1. Property owners are receiving an assessment to help fund the project when the neighborhood has significant concerns about the city's objectives and current design of the corridor. The design is not final. We have expressed our concerns about the design to the project team, but have not received any indication that their design will adjust to meet the needs of the community.

2. The project planners state that the removal of a four-way stop at Pelham Boulevard and Doane Avenue, along with the installation of an access-control median, will promote traffic calming and safe crossing. As residents of St. Paul, living at the corner of Pelham and Doane for 24 years, we object to this design. We have observed and monitored how vehicles, cyclists, and pedestrians use the intersection. Children wait on the corner until they have eye contact and a visible connection with car traffic before crossing Pelham. It is not safe for pedestrians and cyclists to be stuck in the middle of Pelham Boulevard on a narrow concrete median. We request that the project plan retain the four-way stop at this intersection, which allows pedestrians and cyclists the opportunity to take turns with traffic to safely cross Pelham and enter Desnoyer Park at the park's southwest access point.

3. Regarding item 2, the access-control median on Pelham at Doane; it installs a physical barrier that prevents vehicle traffic from navigating from one side of the neighborhood to the other; it implements the use of excessive concrete at one of the most attractive points of the neighborhood; and it gives the look and feel that the neighborhood is cut in half. The city and neighborhood's project objectives are to create a parkway promoting traffic calming and safety. We want the reconstructed corridor to enhance the neighborhood's charm, not take away from it. Community members from all over the city use Doane Avenue to take their families to events at the park. We believe project planners have chosen a design that does not benefit the community, but rather benefits car traffic cutting through Desnoyer Park. We oppose the installation of the median as it cuts the neighborhood in half, and request the design be updated so that vehicles retain the ability to cross Pelham on Doane.

4. Why does the corridor design need to be limited to the constraints of installing an off-street bike lane? If the project planners weren't limited to design constraints of the Grand Rounds scenic byway, other neighborhood objectives could be accomplished.

The Grand Rounds scenic byway isn't providing any funding for the reconstruction of Pelham Boulevard. The city of St. Paul (funding supported by property tax and sales tax) and residents of Pelham Boulevard are paying for it.

With that said, why is the cost of the bike lane included in the assessment to Pelham Boulevard property owners? The Grand Rounds scenic byway is city-wide, but property owners on Pelham Boulevard are being assessed to help pay for it. We do not think that the bike lane provides any special benefit or improvement to our residence on Pelham Boulevard. If the off street bike lane is constructed, its cost should not be included in the

assessment to property owners.

~Andrea Kisch and John Nemec