



Task Force Meeting Three

18 January 20100

Lilydale Regional Park

City of Saint Paul | Department of Parks and Recreation

Conclusions interpreted from roadway alternatives comments

- preference for a road alignment with least pavement
- trail should take advantage of river, although there were also references to a bike path on the road
- preference for the “intermittent median” layout, perhaps with some added divergence
- design the trail for the greatest diversity of user experiences
- layout road and trail alignment to converge on picnic hill area, particularly for the sense of safety (surveillance) offered
- create a larger passage under the railroad bridge
- guardrails should be limited, and used only where needed
- avoid conflicts between the trails and the roadway



Task Force input—roadway alternatives

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Conclusions interpreted from structure comments

- directions related to the picnic shelter design were not conclusive, although there seemed to be a preference for a smaller structure
- a preference for natural materials, with several comments related to the desire for shelter but not enclosure (a canopy, but not walls).
- picnic hill arrangement that is a combination of the slightly dispersed to more generally dispersed—a cluster of shelters
- preference for the pod concept mixed with buildings, with weather protection and natural feel
- a variety of shelter sizes, with one being more “stage-like”



Task Force input—structure sizes

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Conclusions interpreted from public art possibilities comments

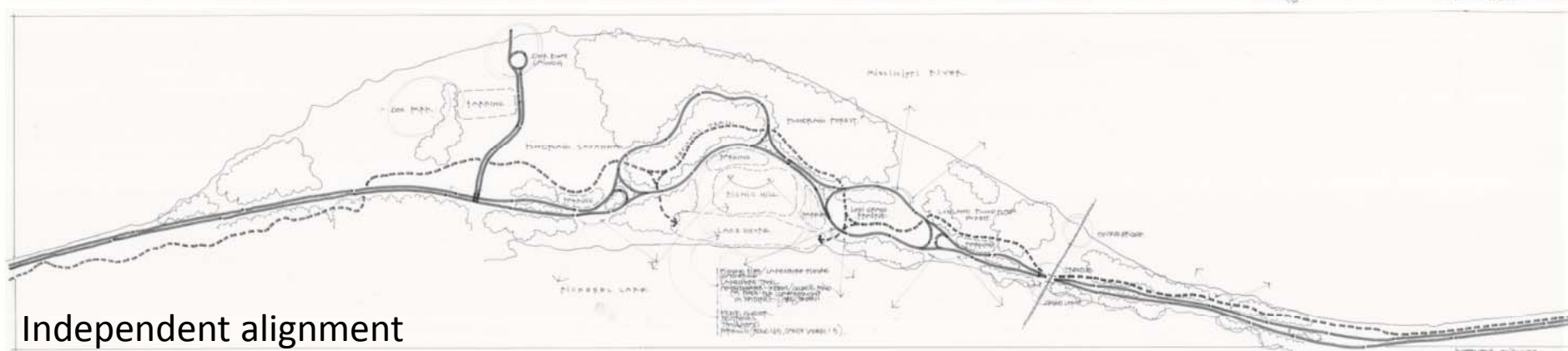
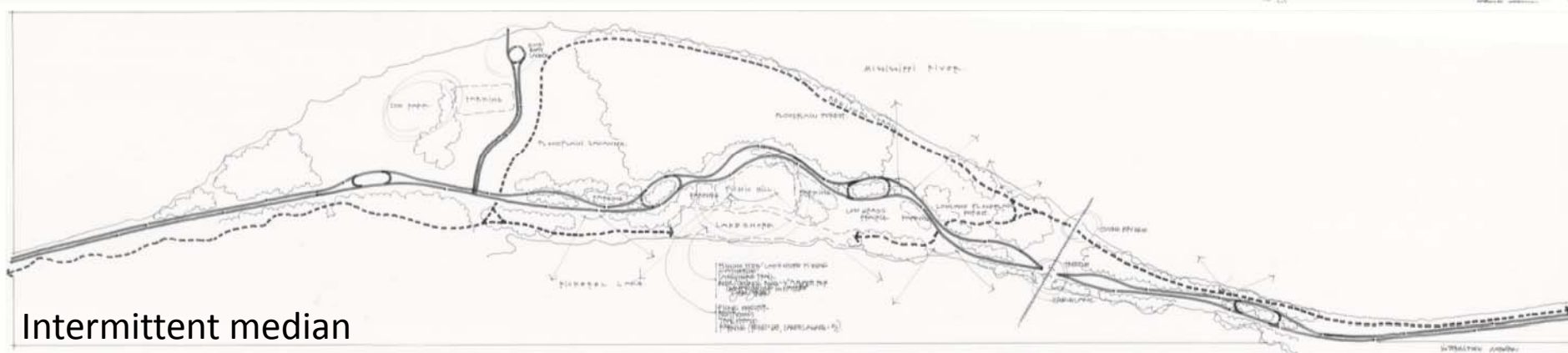
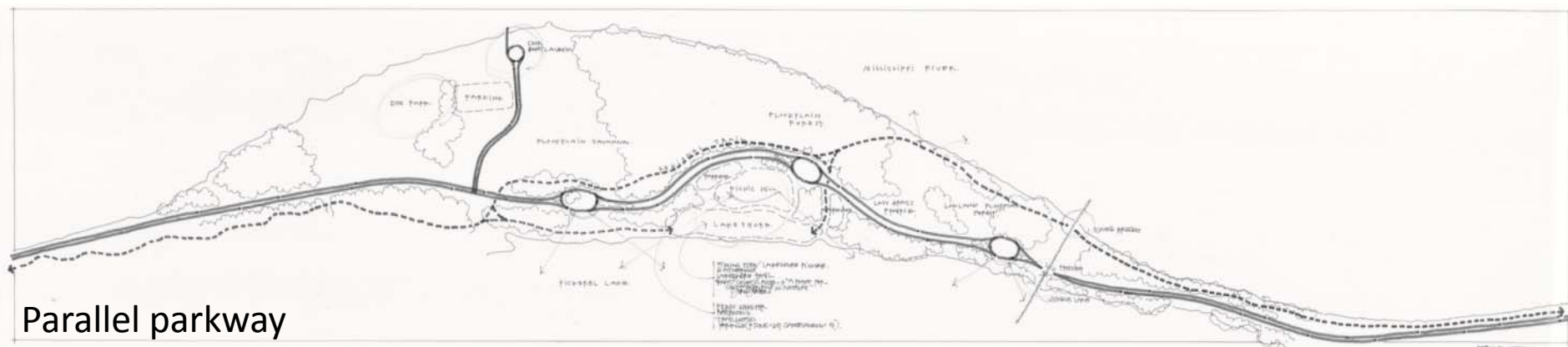
- a preference for local artists, with mages related to natural materials also seemed to being favored
- encourage mixing of public art with the shelters
- a preference for the use of natural materials and found objects in art elements
- encourage art that encouraged participation of children
- public art as “low profile” surprises, using objects or themes found in the park
- children should be a part of the public art program



Task Force input—public art possibilities

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Original roadway alternatives

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Factor	Alignment alternative					
	Parallel parkway		Intermittent median		Independent alignment	
Traffic calming from horizontal geometry	-	no significant deviation in geometry	+	horizontal geometry introduced	+	horizontal geometry introduced
Impacts on park resources	-	not necessarily avoid park resources	+	roadway can avoid park resources	+	roadway can avoid park resources
Experience for motorists	-	occasional oncoming traffic	+	a more unique experience, no oncoming traffic	+	a more unique experience, no oncoming traffic
Motorist impact on other park users	-	geometry does not discourage higher speeds	+	geometry encourages lower speeds	+	geometry encourages lower speeds
Accommodates bicycle route	0	bicycle lane along roadway edges	+	bicycle lane along roadway edges; no opposing traffic	+	bicycle lane along roadway edges; no opposing traffic
Likely cost to construct	+	likely less costly to construct	-	likely higher construction costs	-	likely higher construction costs



Comparison of roadway alternatives

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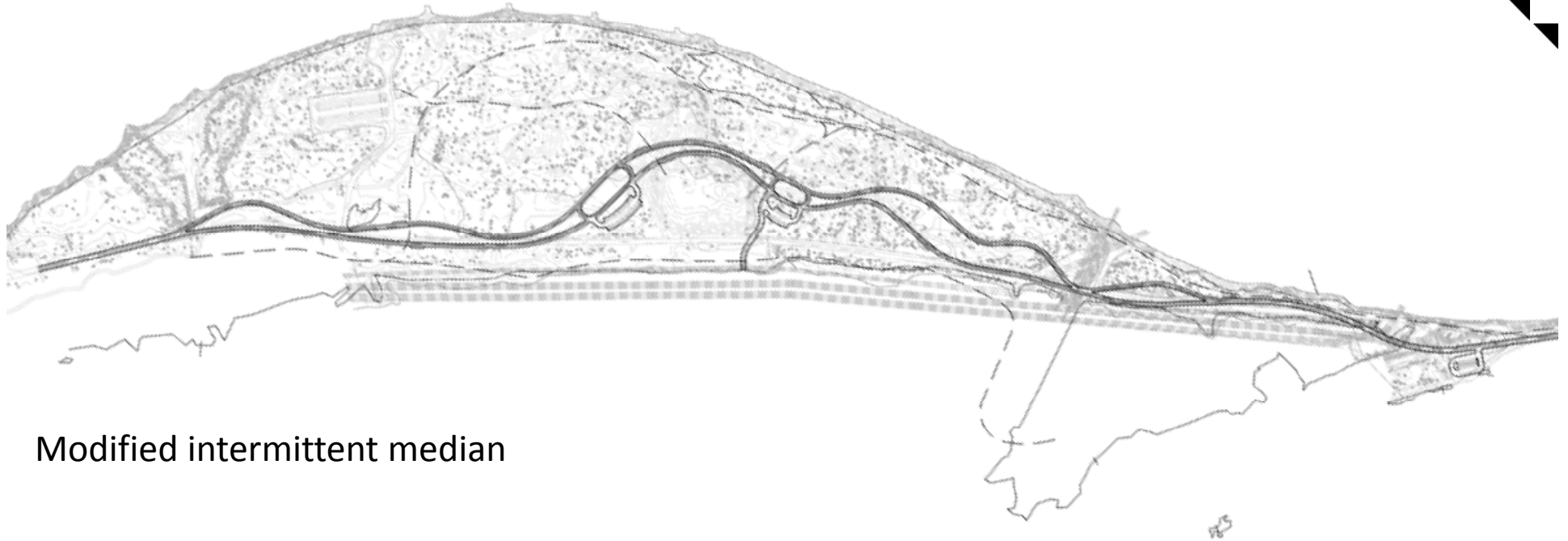
Factor	Alignment alternative						
	Parallel parkway			Intermittent median		Independent alignment	
Roadway length		+	shortest roadway length shortest	0	longer roadway length	-	longer roadway length
Pavement area		+	least total pavement area	0	middle range of pavement area	-	greatest pavement area
Accommodates emergency vehicles		+	emergency vehicles accommodated in adjacent lane	-	additional pavement width accommodates emergency vehicles	-	additional pavement width accommodates emergency vehicles
Cut through traffic		0	may not relieve cut-through traffic	0	may relieve cut-through traffic	0	may relieve cut-through traffic
Cross sectional impacts		+	opposing lane accommodates required clear zone	-	clear zone required on both sides of traffic lane	-	clear zone required on both sides of traffic lane
Safety		0	no significant safety advantage	+	separate roadways/varied geometry may be safer; guardrails may be required in some locations	+	separate roadways/varied geometry may be safer; guardrails may be required in some locations



Comparison of roadway alternatives

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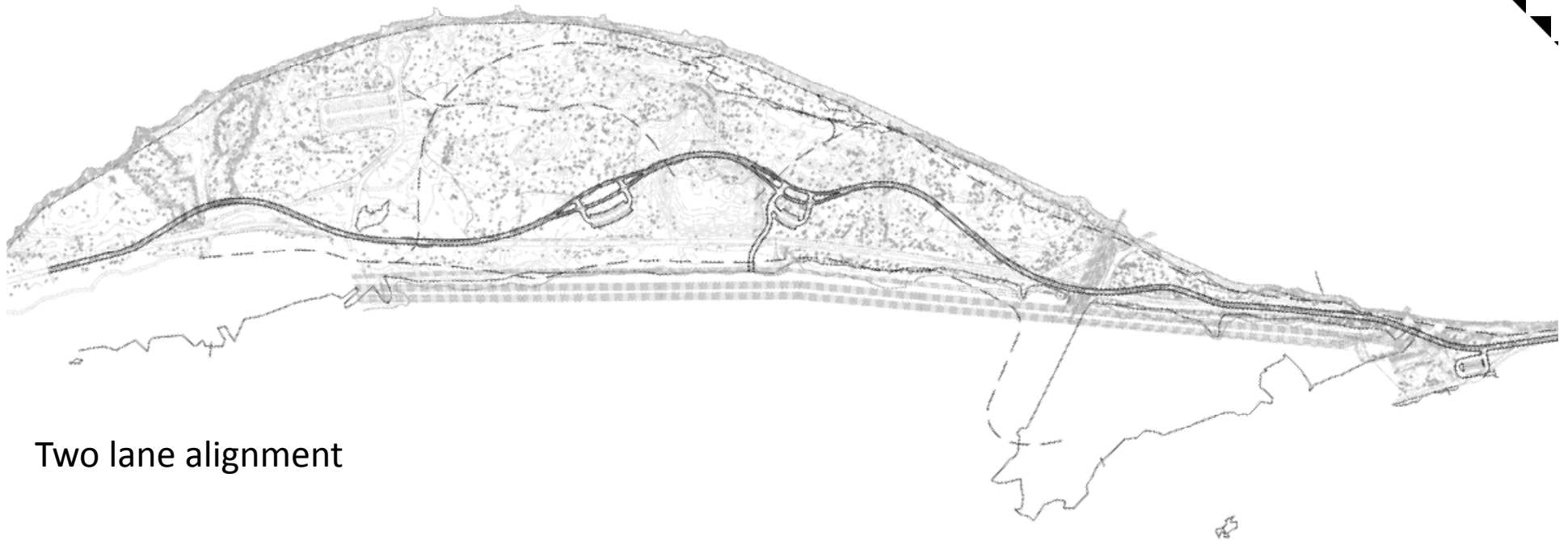
Modified intermittent median



Refined roadway alternatives

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Two lane alignment



Refined roadway alternatives

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Factor	Alignment alternative			
	Two lane alignment		Modified intermittent median	
Traffic calming from horizontal geometry	+	horizontal geometry introduced	+	horizontal geometry introduced
Impacts on park resources	+	park resources to be avoided	+	park resources to be avoided
Experience for motorists	-	occasional oncoming traffic	+	a more unique experience; no oncoming traffic
Motorist impact on other park users	+	geometry encourages lower speeds	+	geometry encourages lower speeds
Accommodates bicycle route	0	bicycle lane along roadway edges	+	bicycle lane along roadway edges; no opposing traffic
Likely cost to construct	+	likely less costly to construct	-	likely more costly to construct
Roadway length	0	less roadway length	0	more roadway length



Comparison of refined roadway alternatives

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Factor	Alignment alternative			
	Two lane alignment		Modified intermittent median	
Pavement area	+	less total pavement	-	more total pavement
Accommodates emergency vehicles	+	emergency vehicles accommodated adjacent lane	-	requires additional pavement for emergency vehicles
Cut through traffic	0	some cut-through traffic	0	some cut-through traffic
Cross sectional impacts	+	opposing lane accommodates required clear zone	-	clear zone required on both sides of traffic lane
Safety	0	guardrails may be required in some locations	+	separate roadways/varied geometry may be safer; guardrails may be required in some locations



Comparison of refined roadway alternatives

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Key activity locations



Preliminary alignment

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Key activity locations



Preliminary alignment

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Lilydale Road and trails



Preliminary alignment

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Off-road parking spaces



Preliminary alignment

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On-road parking spaces



Preliminary alignment

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Mississippi River

DNR
boat
launch

existing lot and
river access

parking at
trail crossings

flood

parking
trail cro

Pickrel Lake

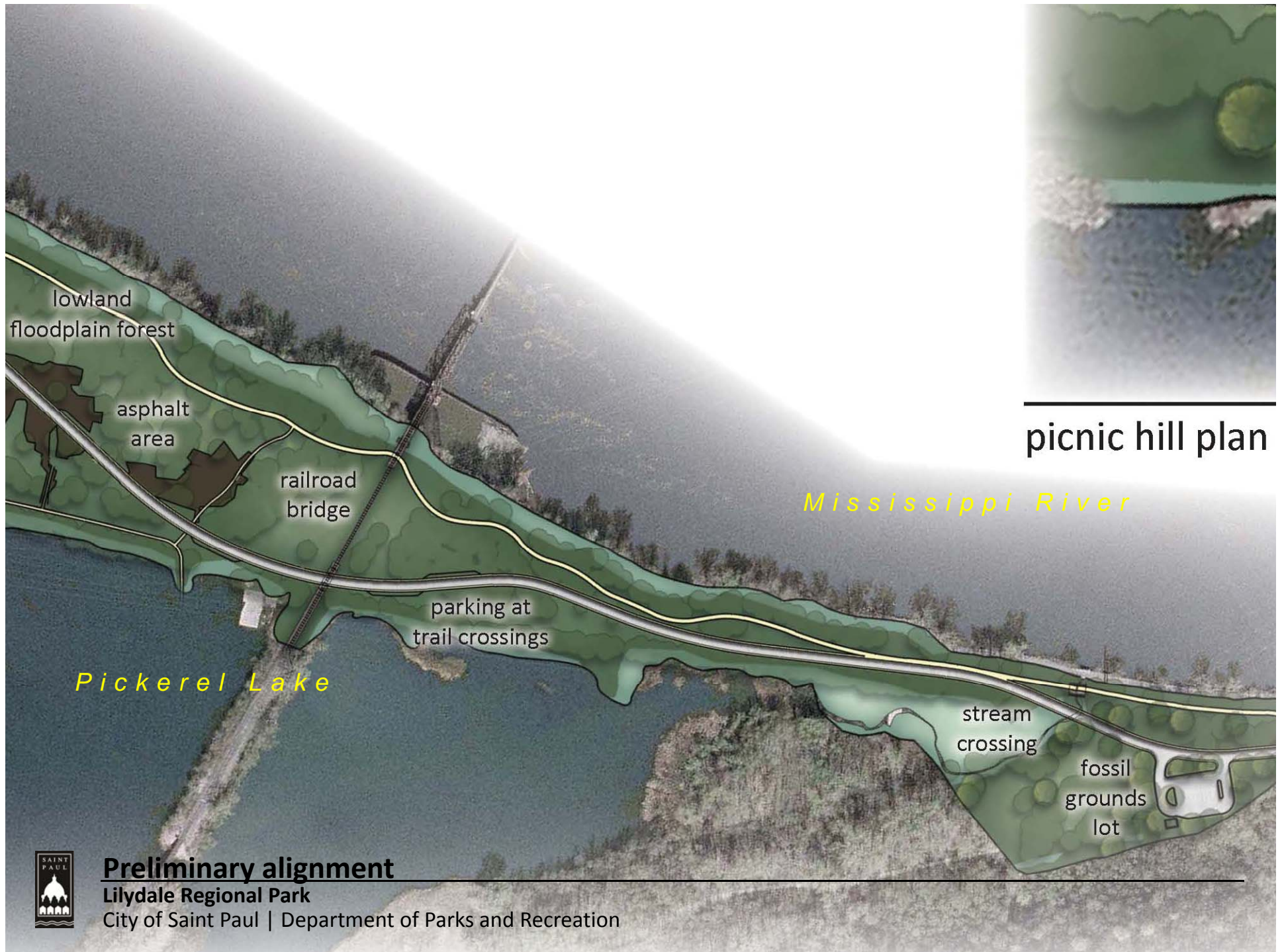


Preliminary alignment

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picnic hill plan

Mississippi River

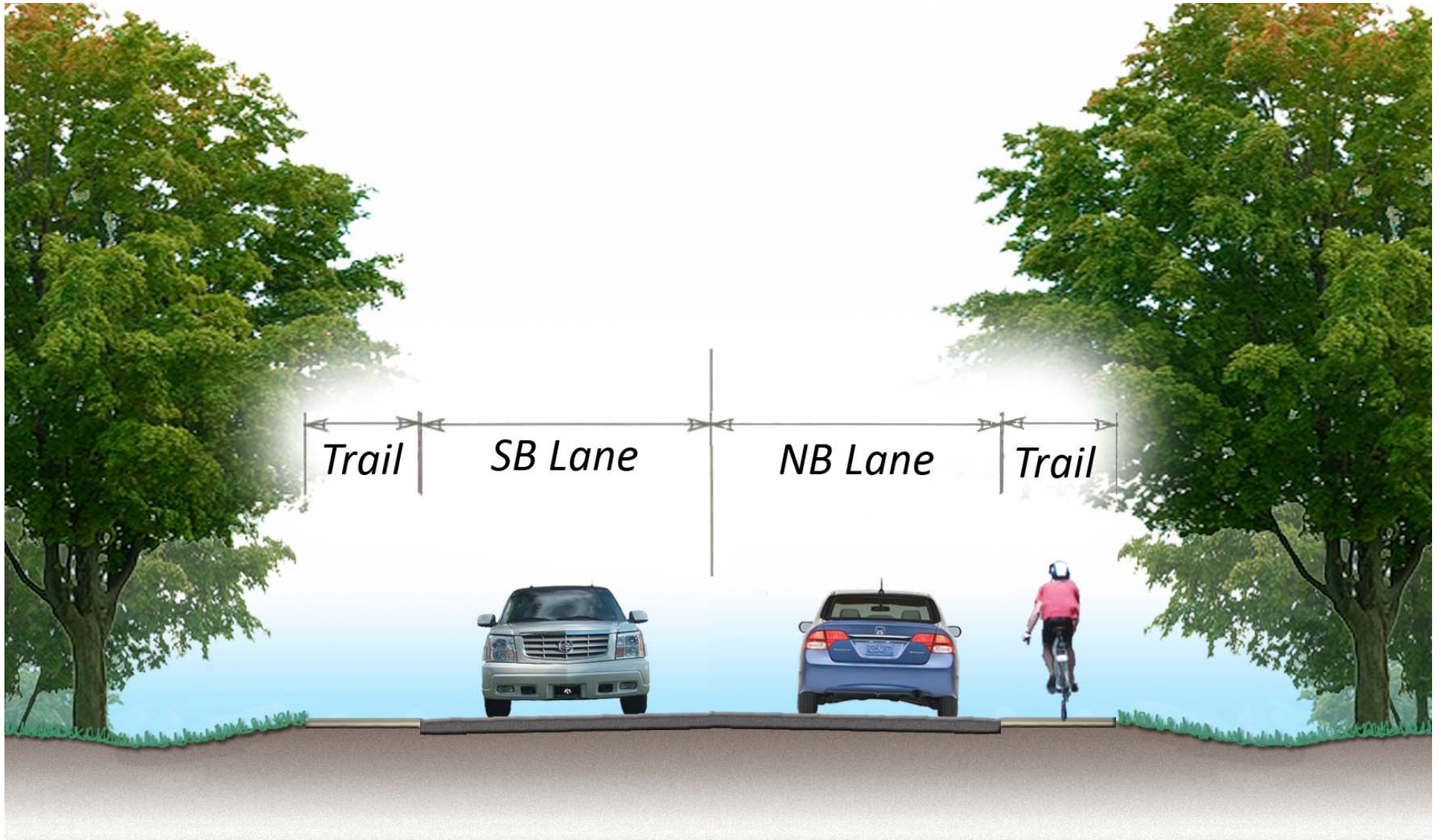
Pickereel Lake



Preliminary alignment

Lilydale Regional Park

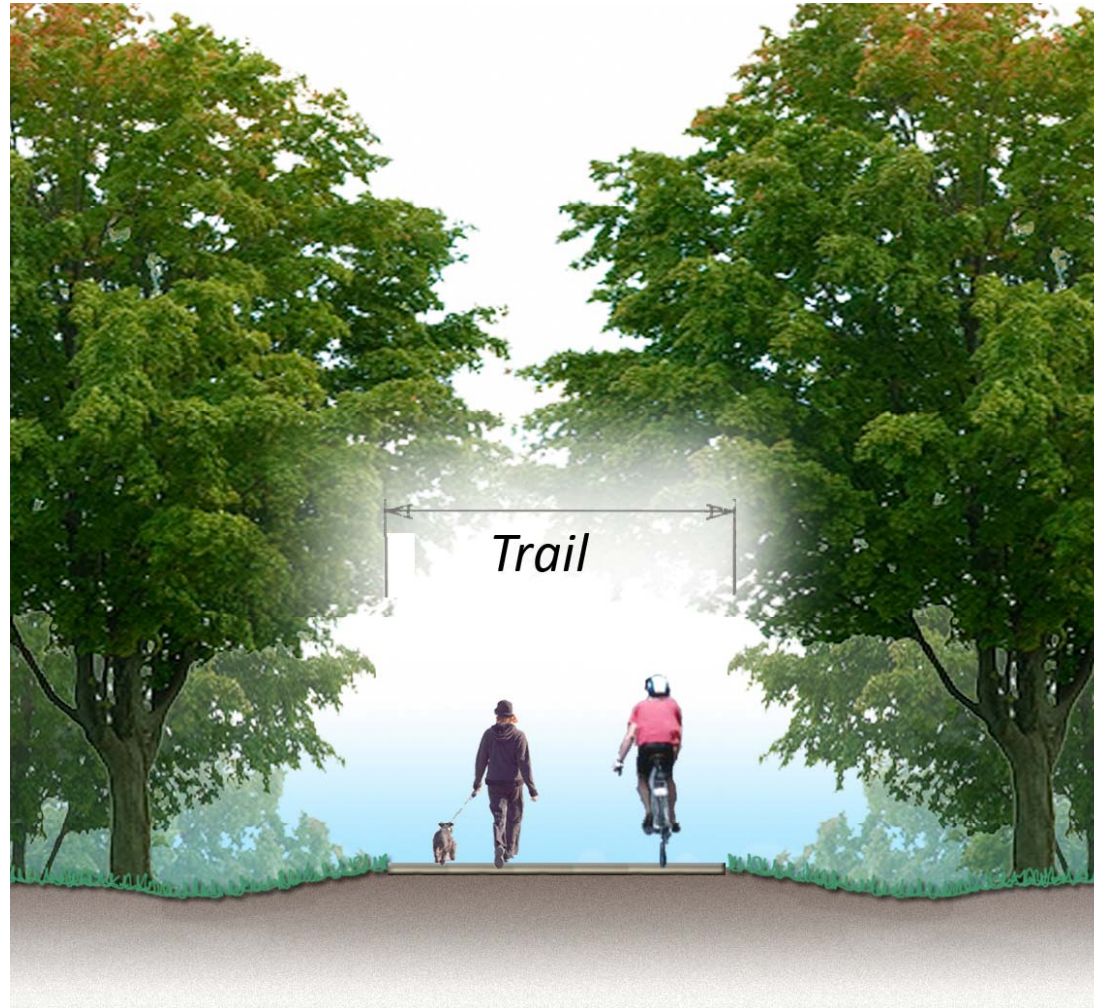
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Preliminary roadway—cross section

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Preliminary off-road trail—cross section

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Preliminary footpath—cross section

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Program element	users	parking ratio	parking required
Fishing pier	20	1 space/2 users	10
Lakeshore fishing	12	1 space/2 users	6
Canoe launch	2	1 space/2 users	1
Council ring	50	1 space/3 users	17
Group camping	36	1 space/4 users	9
Picnic tables	66	1 space/3 users	22
Picnic shelters	84	1 space/3 users	28
River boating	75	1 space/4 users	19
Interpretive activity	21	1 space/2 users	11
Dog park	43	1 space/1.5 users	28
Regional trail use	27	1 space/2 users	14
Total			164



Parking program

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Parking location

parking provided

Fossil grounds	20 spaces
Boat launch	74 spaces 50 vehicle and trailer, 24 vehicle
Picnic grounds	75 spaces 50 in west parking, 25 in east parking
Lilydale Road	28 spaces in 7 locations, 4 spaces at each location

Total

197 spaces

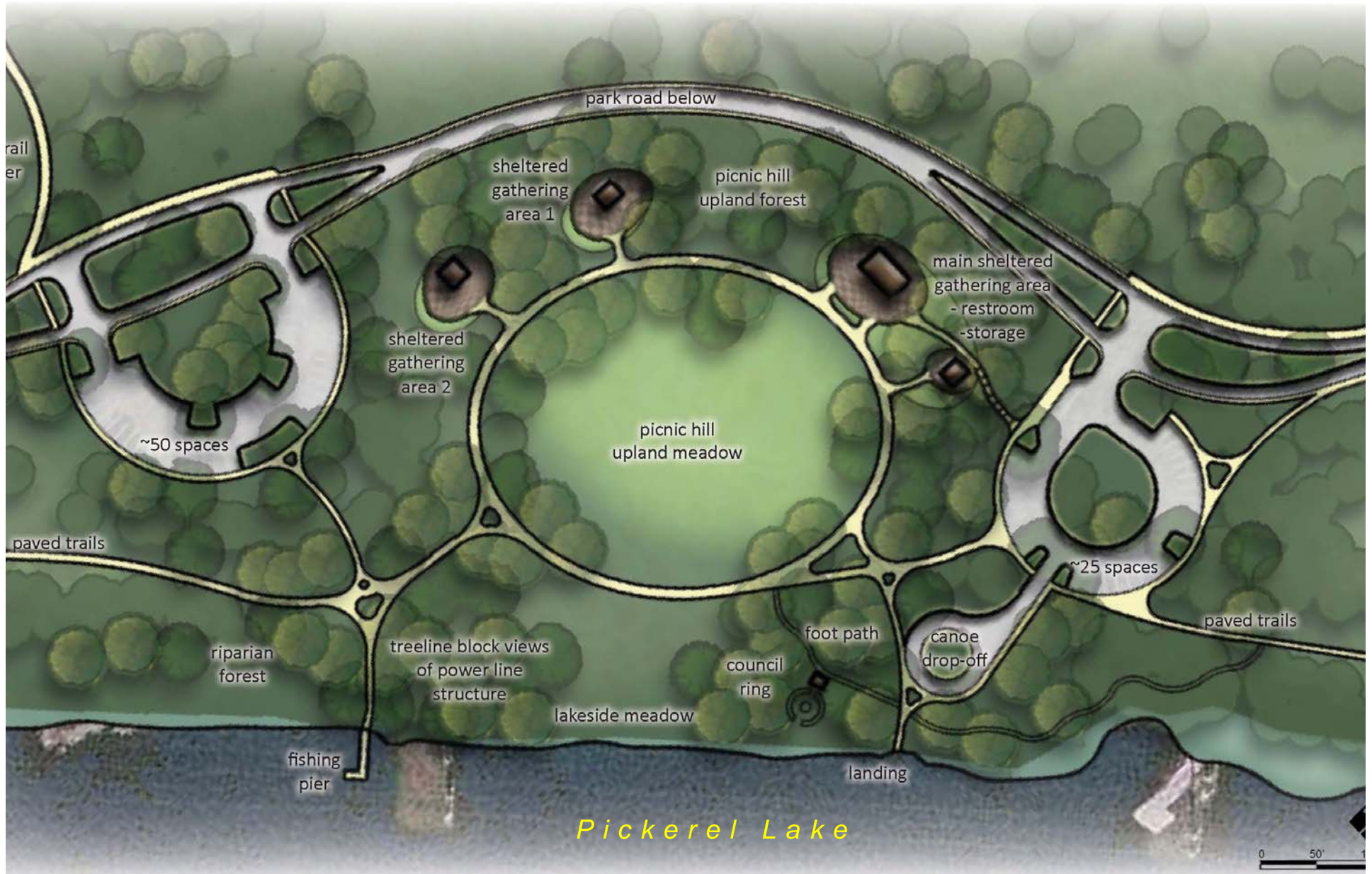
Note that the parking program allows for more than the required parking as there is no “overflow” that would not be detrimental to the park or the park experience.



Parking program

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Picnic hill

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Biomorphic concepts

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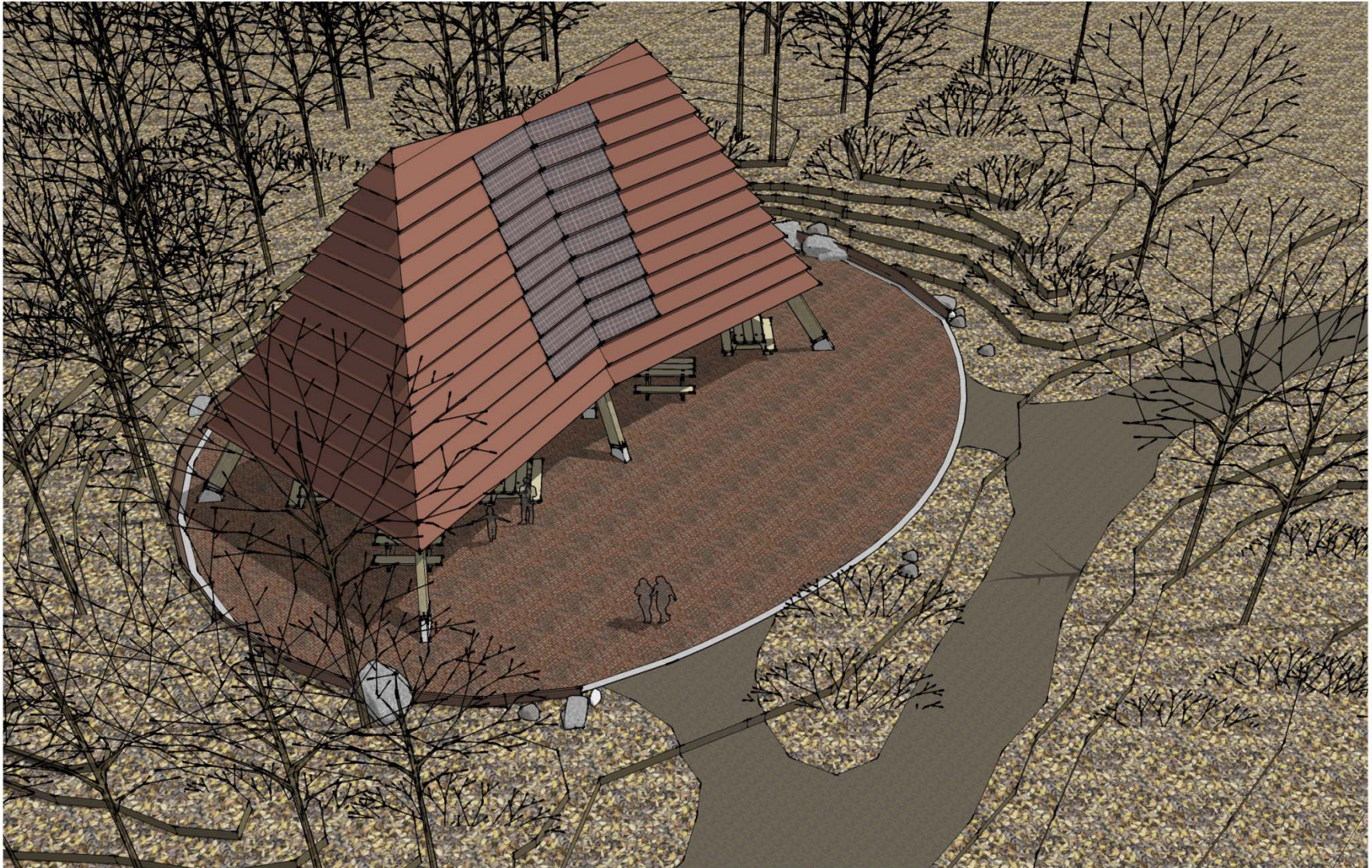
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Light concepts

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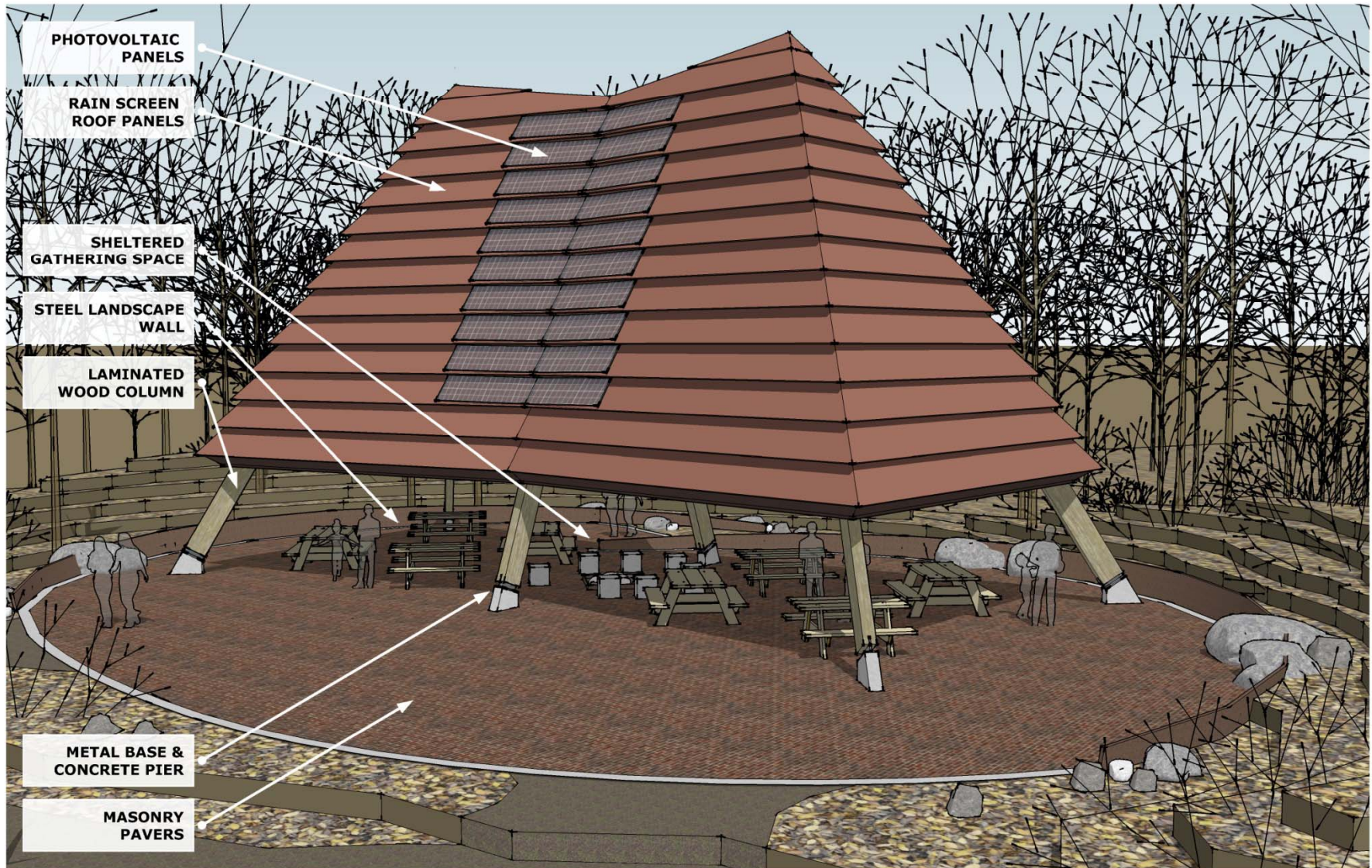
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Large sheltered gathering space concept

Lilydale Regional Park

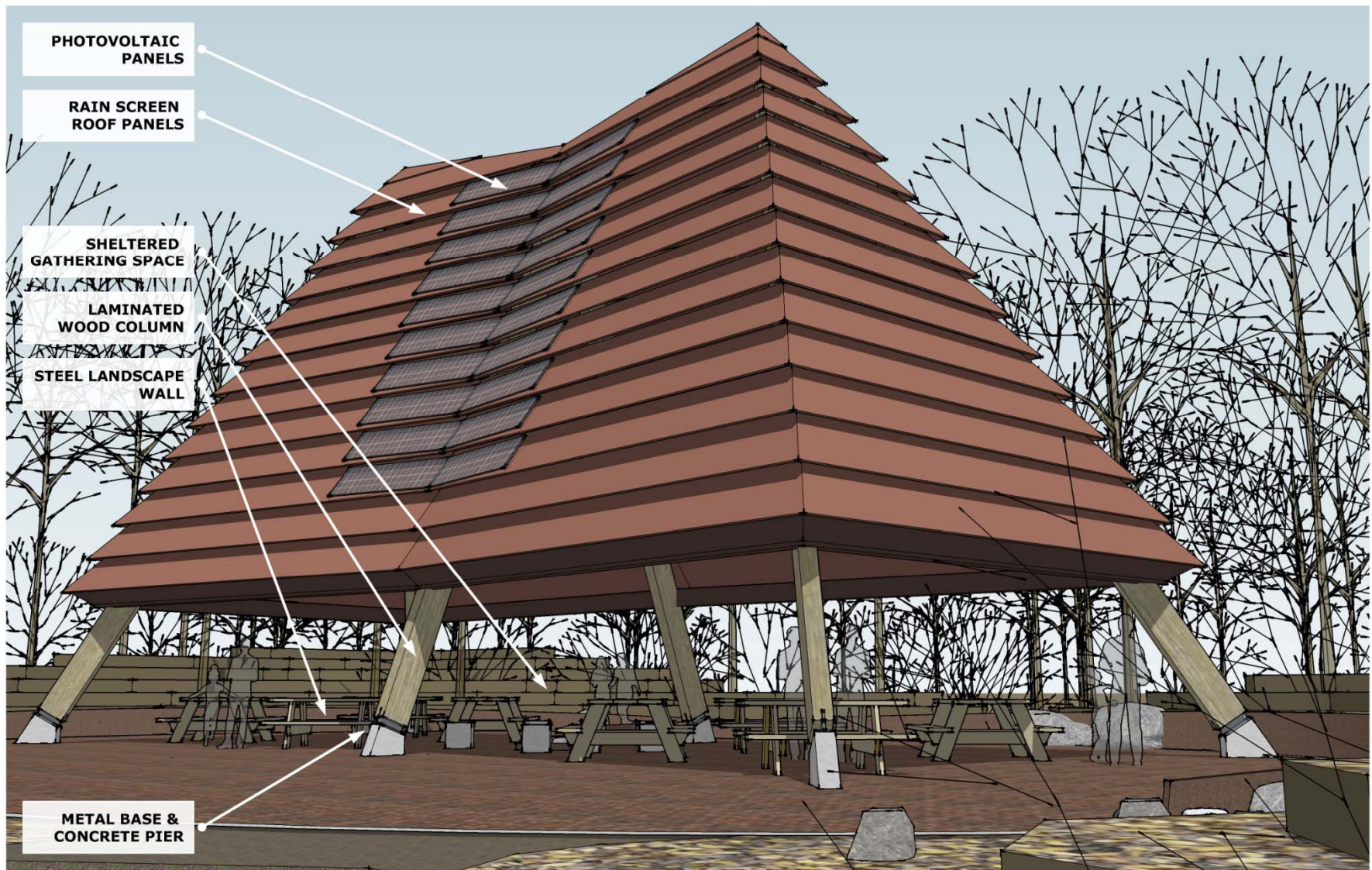
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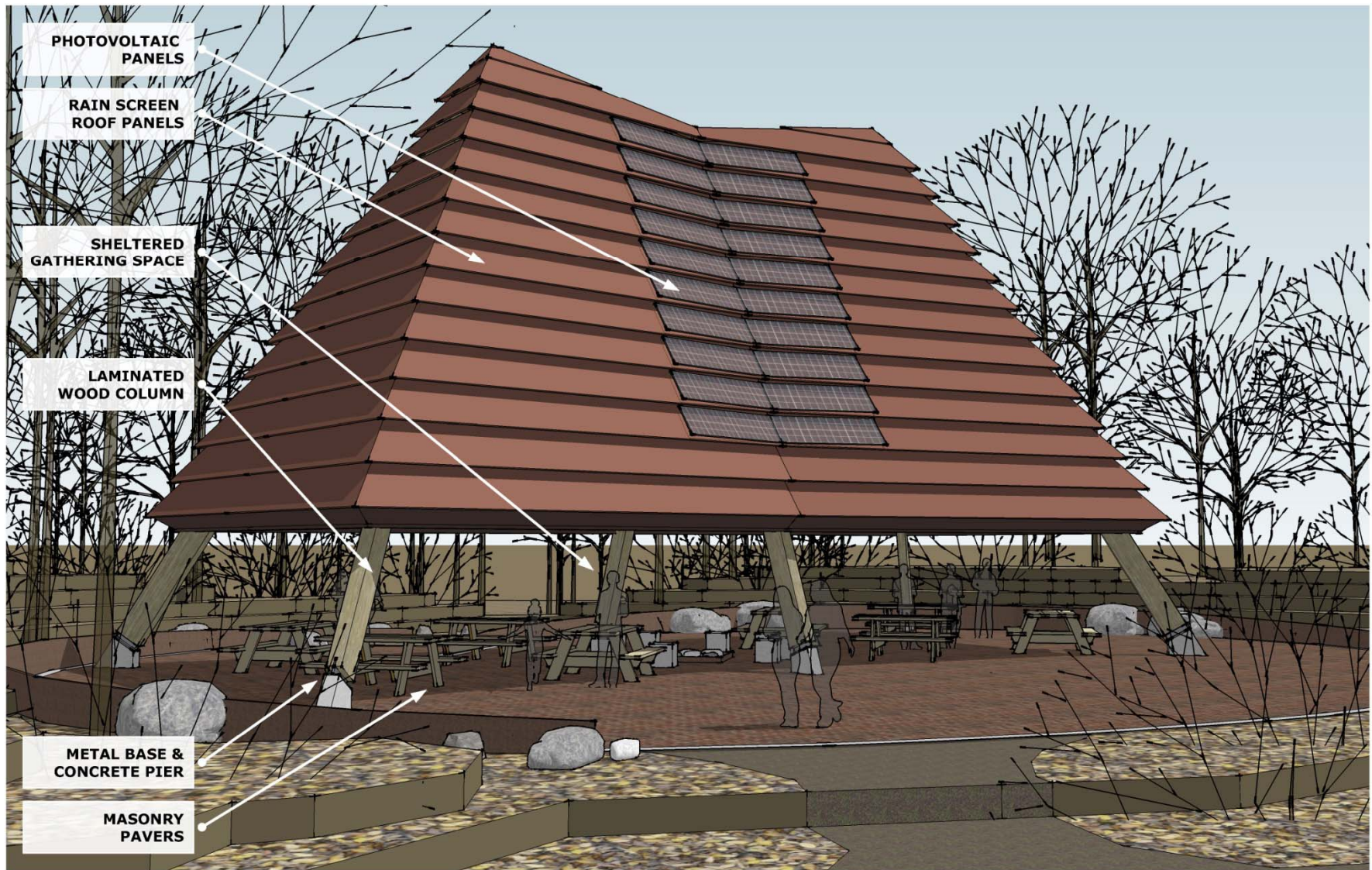
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Large sheltered gathering space concept

Lilydale Regional Park

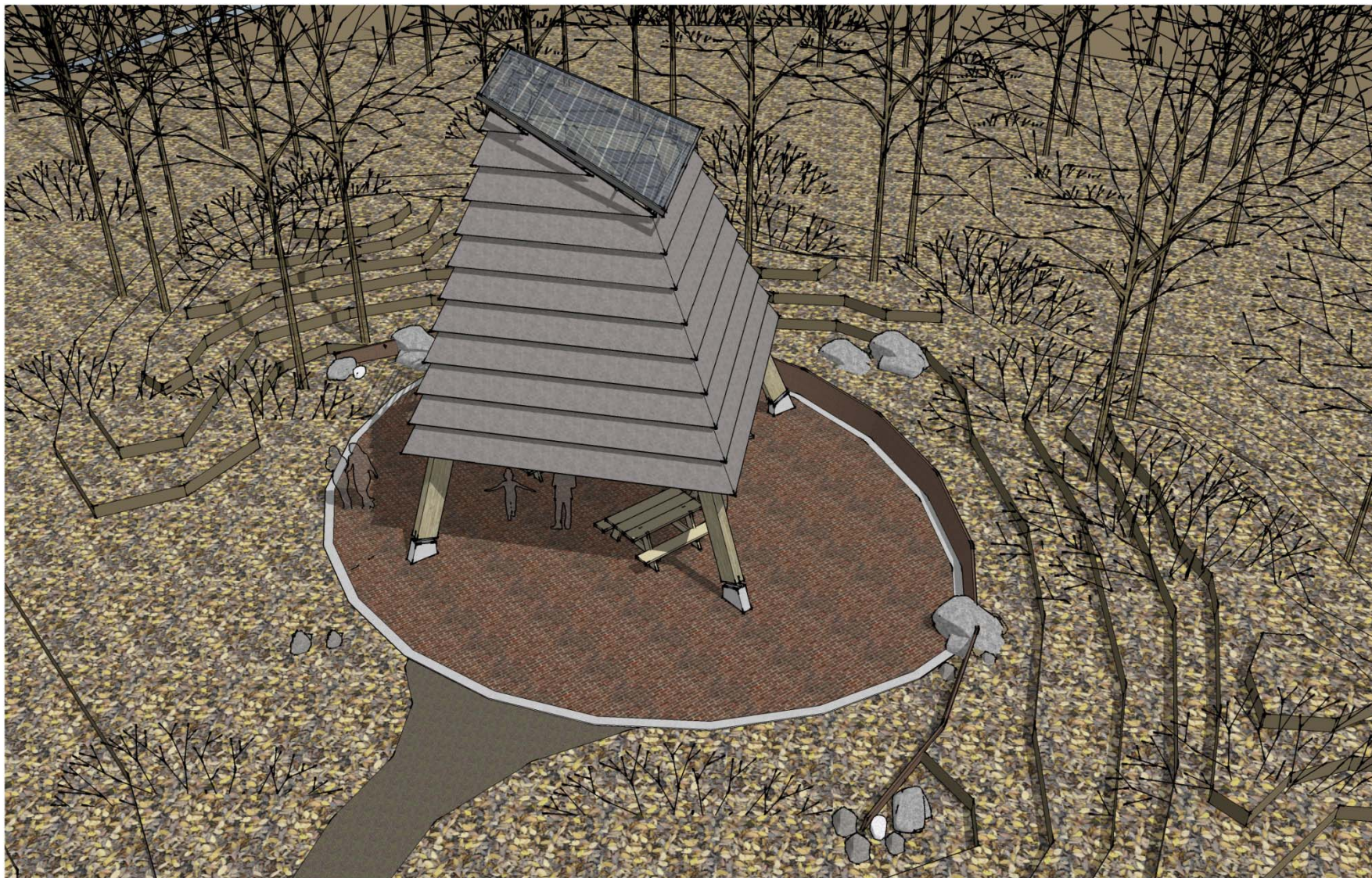
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Large sheltered gathering space concept

Lilydale Regional Park

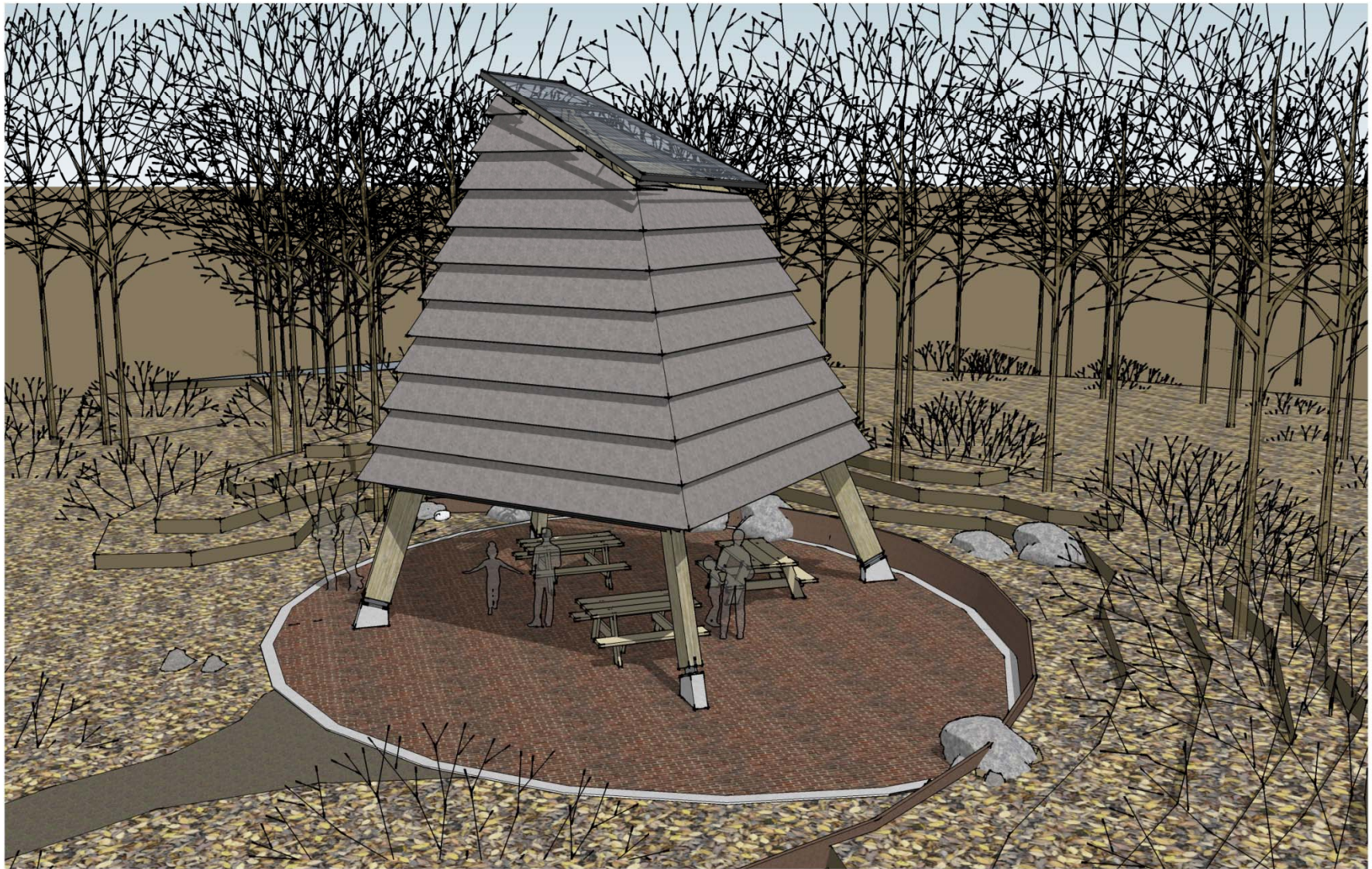
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Small sheltered gathering space concept

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Small sheltered gathering space concept

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Small sheltered gathering space concept

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- We'll break into small discussion groups as we did in Meeting Two
- Please use the cards provided at your table to record individual comments
- We'll re-convene as a large group for a discussion of the materials presented



Response to preliminary roadway alignment and shelter/structure design

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