



**Saint Paul Minnesota**

*The most livable city in America*



VIBRANT  
PLACES  
— AND —  
SPACES

**JOHNSON PARKWAY REGIONAL TRAIL**

**Luke Hanson,**  
**Transportation Planner, Saint Paul Public Works**

OPEN HOUSE NO. 2

July 9, 2019

# AGENDA

5:00 to 5:15 Welcome & Sign-In

5:15 to 5:45 Presentation

- Grand Round History
- Johnson Parkway Corridor
- Intersection Changes
- What's Next?
- Questions

5:45 to 7:00 Open House



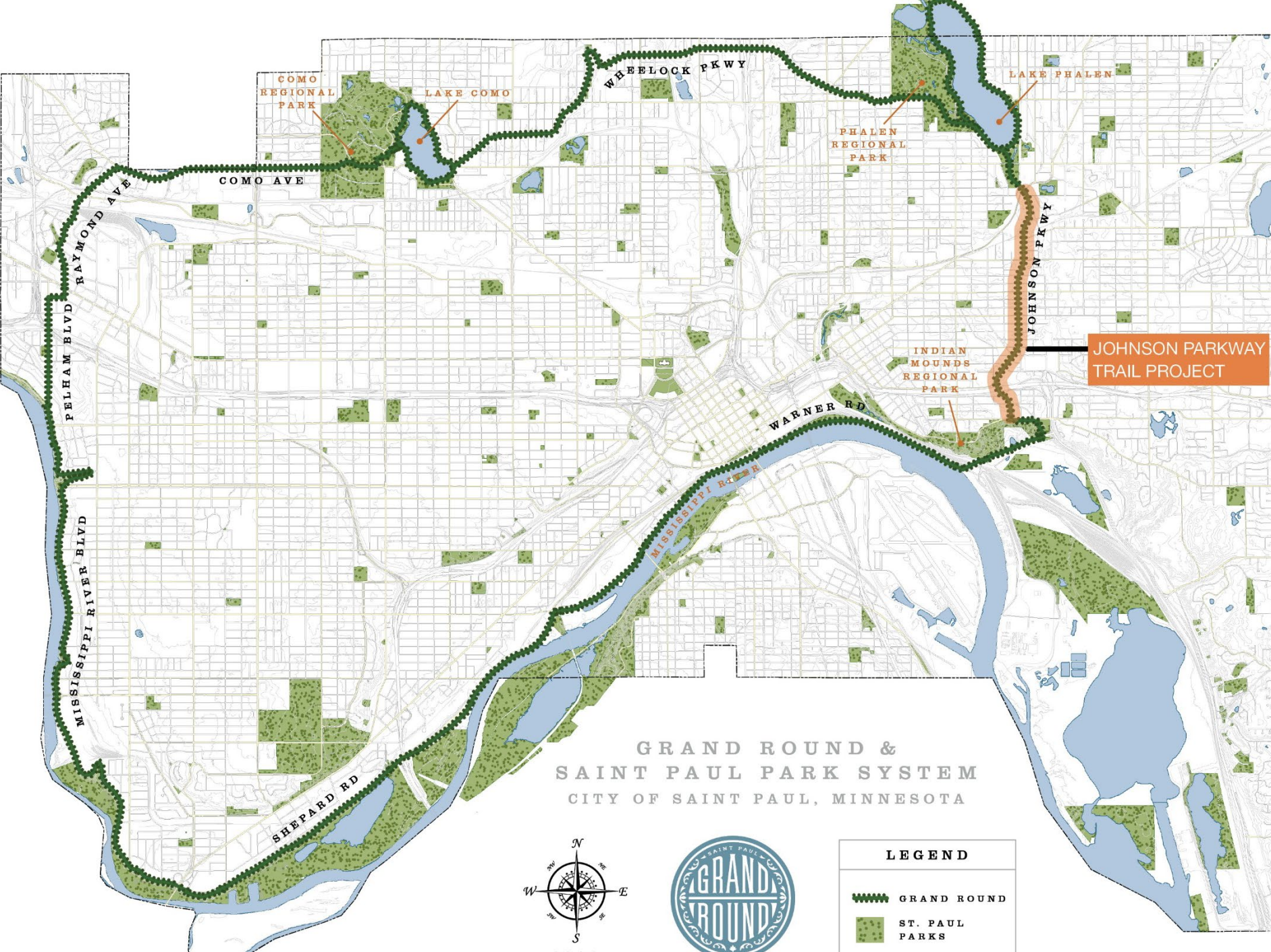
# VISION

---



The Saint Paul Grand Round is a scenic parkway for pedestrians, bicyclists, and motorists that connects people to parks, nature, neighborhoods, and businesses.





GRAND ROUND &  
 SAINT PAUL PARK SYSTEM  
 CITY OF SAINT PAUL, MINNESOTA



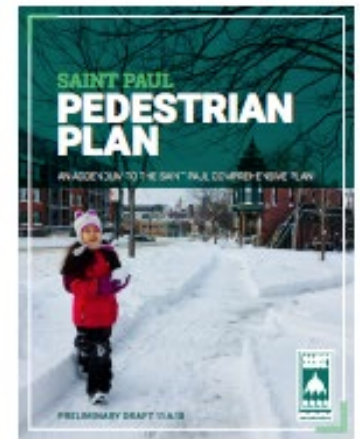
2016



LEGEND	
	GRAND ROUND
	ST. PAUL PARKS

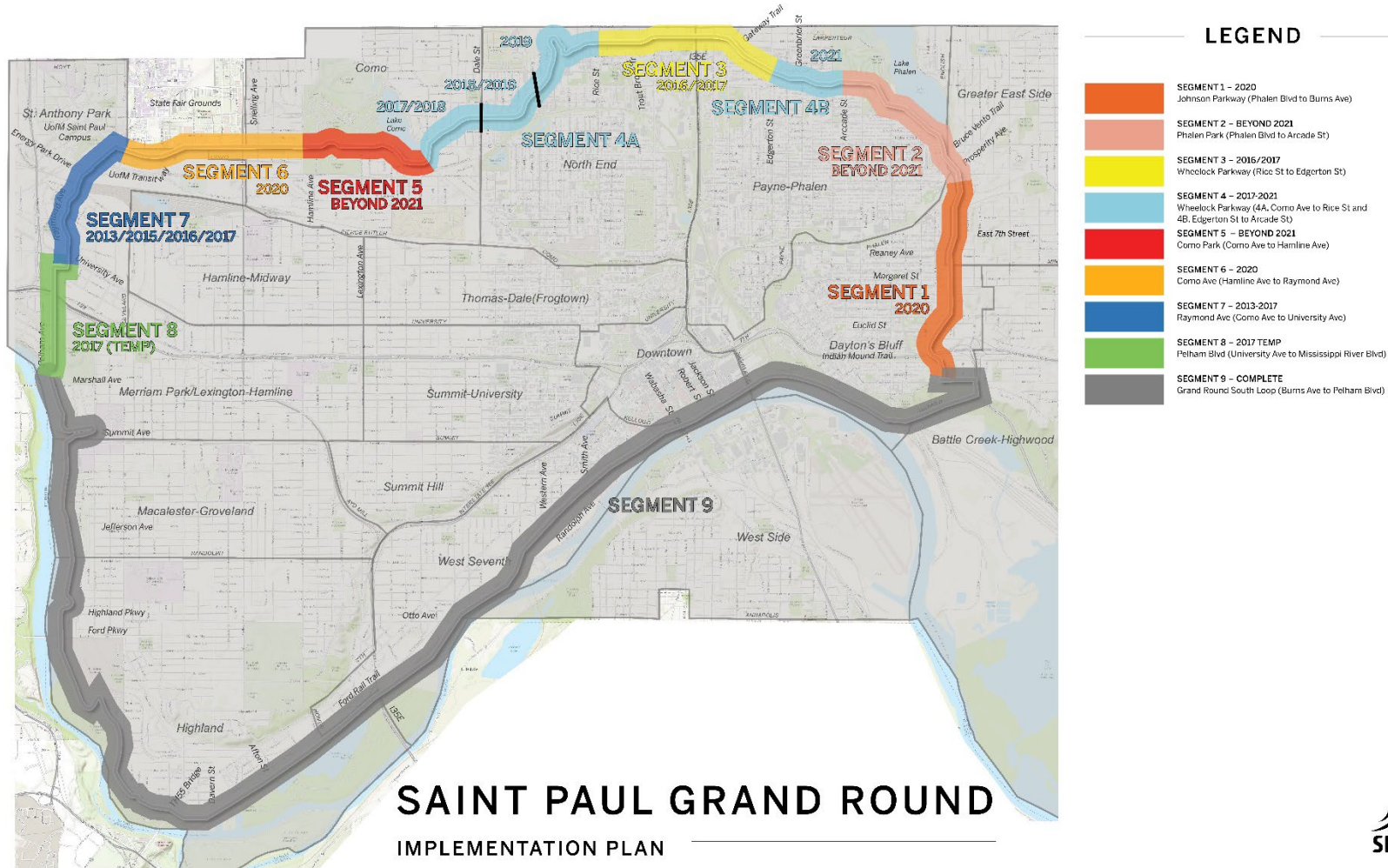
# Grand Round – Over 100 Years of Planning

-  Park System Plan (HW Cleveland – 1872)
-  Grand Round Master Plan (2000)
-  Bike Plan (2015)
-  Grand Round Design & Implementation (2016)
-  Pedestrian Plan (2019)
-  City Comprehensive Plan (Draft 2019)



JOHNSON PARKWAY TRAIL

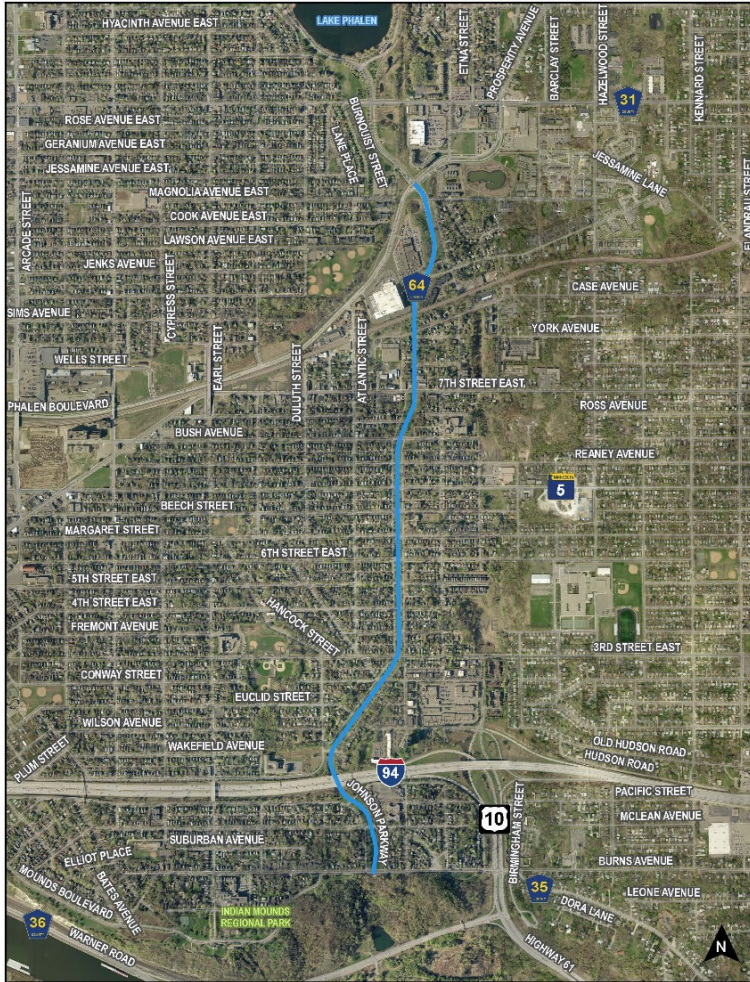
# Grand Round Construction Schedule



JOHNSON PARKWAY TRAIL



# Johnson Parkway Corridor



2-mile Trail for Walking and Biking



Improves Safety for All Users



Eliminates a mile-long gap in walking facilities



Provides barrier access across I-94 and the Railroad to the north



Provides direct connections to two regional parks and trails



Connects to the Gold Line and Rush Line BRT routes



JOHNSON PARKWAY TRAIL

# Johnson Parkway Trail - Purpose and Need



Promote health, safety, and comfort of all users along Johnson Parkway



JOHNSON PARKWAY TRAIL



# Johnson Parkway Trail - Purpose and Need



Promote health, safety, and comfort of all users along Johnson Parkway



JOHNSON PARKWAY TRAIL

# Johnson Parkway Trail - Purpose and Need



Promote health, safety, and comfort of all users along Johnson Parkway



**Policy T-3.** Design rights-of-way per the following modal hierarchy:

1. Pedestrians, with a focus on safety
2. Bicyclists, with a focus on safety
3. Transit
4. Other vehicles



# Johnson Parkway Trail - Purpose and Need



Promote health, safety, and comfort of all users along Johnson Parkway



JOHNSON PARKWAY TRAIL

# Johnson Parkway Trail - Purpose and Need



Make purposeful connections with system of public open space that improves quality of life.



JOHNSON PARKWAY TRAIL

# Johnson Parkway Trail – Project Cost



\$5,500,000  
FEDERAL  
FUNDING



\$1,500,000  
CITY  
FUNDING

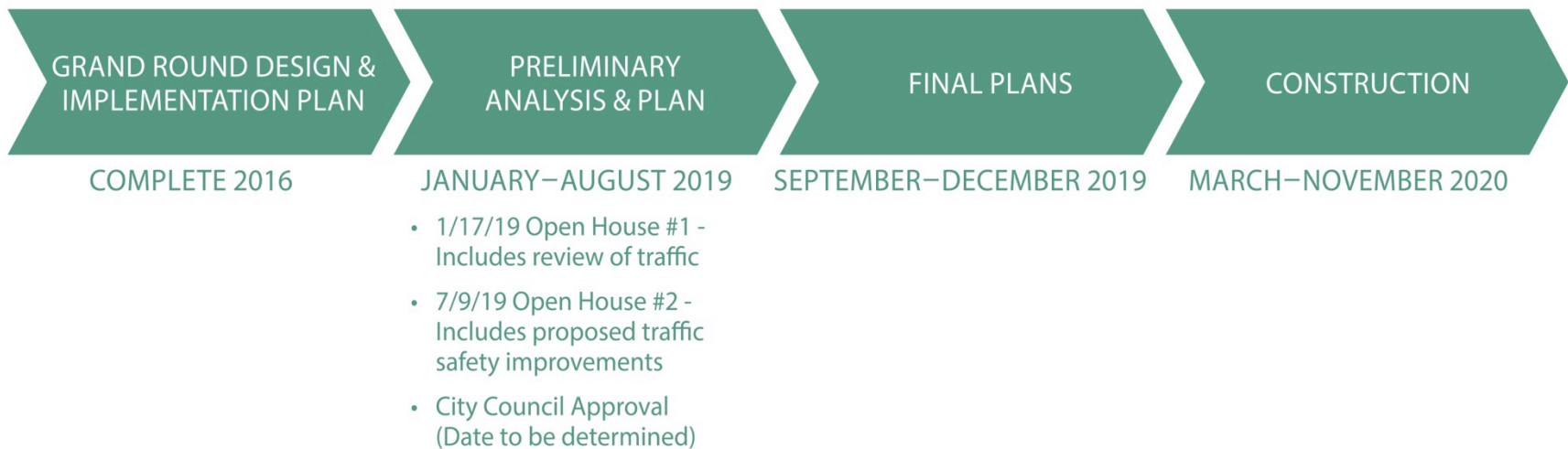


\$7,000,000  
TOTAL  
PROJECT  
COST

- There will be no assessments associated with this project
- We are not anticipating taking any private property with this project



# Johnson Parkway Trail – Schedule



# Johnson Parkway Trail – Project Scope



## **In Project Scope:**



Construct a new 2-mile trail for walking and biking trail along the eastern boulevard between Burns and Phalen



Install new lantern-style lighting along the eastern boulevard



Improve the designs of intersections to improve safety



Ensure all trail crossings meet ADA standards



Treat stormwater and plant new trees



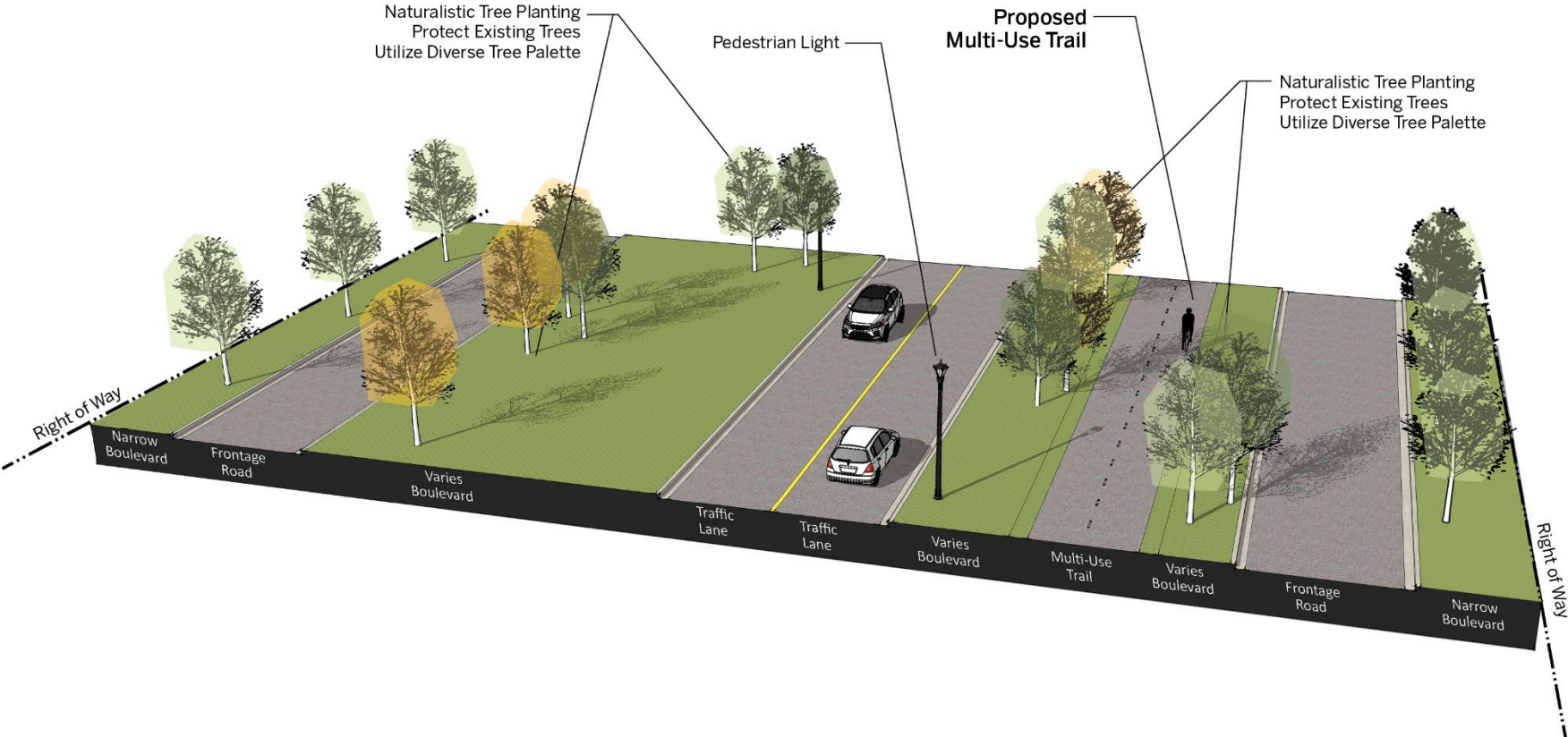
## **Not in Project Scope:**



This project will not reconstruct Johnson Parkway



# Johnson Parkway Corridor – Typical Section







**Saint Paul** Minnesota

*The most livable city in America*



**Don Pflaum,**  
**Civil Engineer IV, Saint Paul Public Works**

OPEN HOUSE NO. 2

July 9, 2019

# Intersection Changes

- Two types of intersection changes are being proposed:
  - Tabled crossings
  - Intersection closures (1-leg only)
- This is being done to improve safety



# Intersection Changes

## Tabled (raised) Crossings (1-leg only)







Raised crossing example at Wheelock Parkway and Wheelock Drive.  
Photo taken from vehicle perspective.



# Intersection Changes

## Tabled (raised) Crossings (1-leg only)

## Why use tabled crossings?

-  Reinforces slower speeds for cars
-  Encourages cars to yield to trail users
-  Makes the trail crossing more visible
-  Improves accessibility



Raised crossing example at Wheelock Parkway and Wheelock Drive. Photo taken from pedestrian or bicycle perspective.



# Intersection Changes











## Intersection closures (1-leg only)



Example showing no vehicle access between frontage road and parkway.



# Intersection Closures

-  Intersection closures are being proposed
-  Why propose intersection closures?
  -  Safety: Most conflicts (crashes) occur at intersections
  -  Removing access points reduces conflicts for all modes and therefore increases safety
  -  Proposed closure locations require cars to re-route no more than one block
  -  Lack of vehicle gaps makes it harder to turn
  -  Intersection closures help make the road feel like a parkway (less like a typical street)
  -  Increases green space

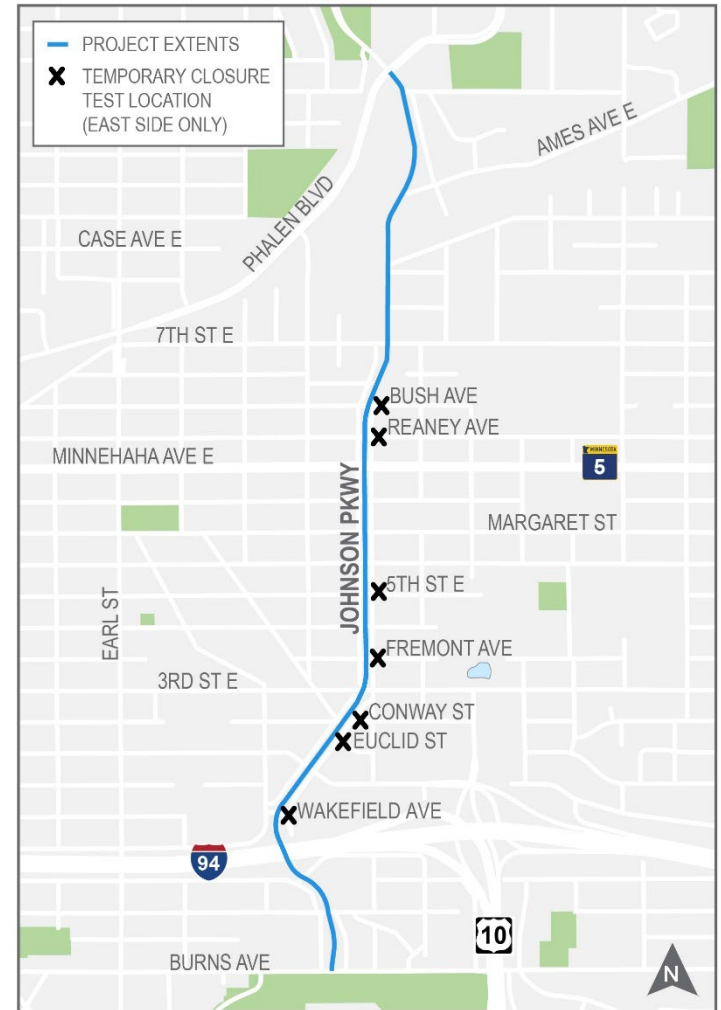


# Exploring Intersection Closures

- **Step 1:** We determined where to test intersection closures:
  - The team analyzed traffic volumes
  - The team considered access to neighborhoods
  - The closures avoided signalized intersections
- **Step 2:** Temporary test of intersection closures occurred
- **Step 3:** SEH Performed a traffic study to assess the impacts



# Traffic Review - Test Closure Locations



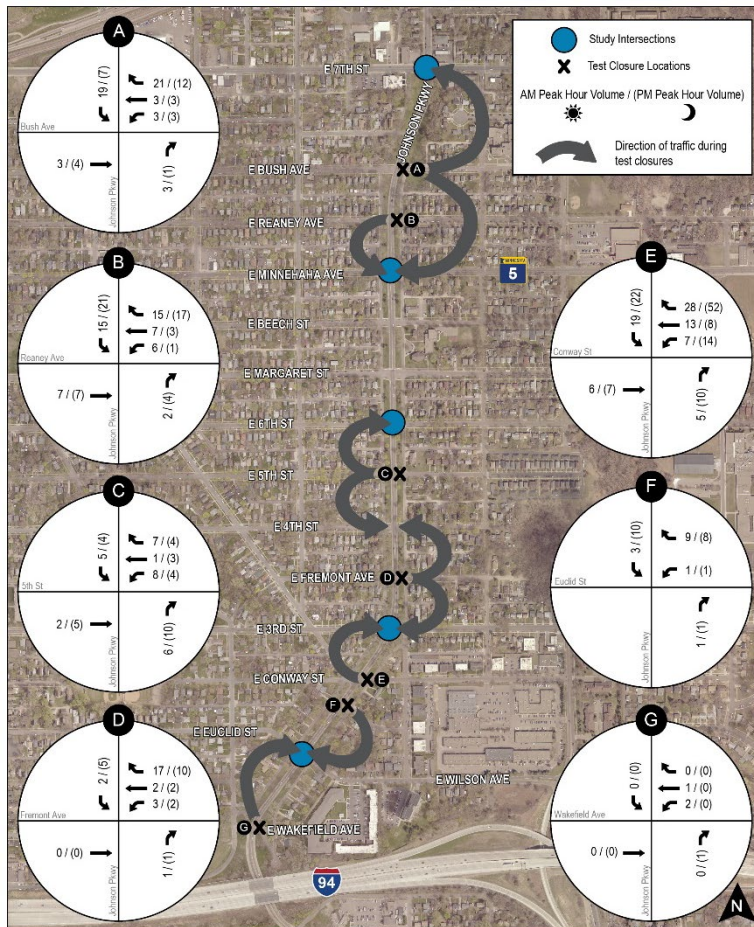
**JOHNSON PARKWAY TRAIL**





# Traffic Review – Test Closures

How were traffic patterns altered ?



Predictably, traffic shifted to open intersections



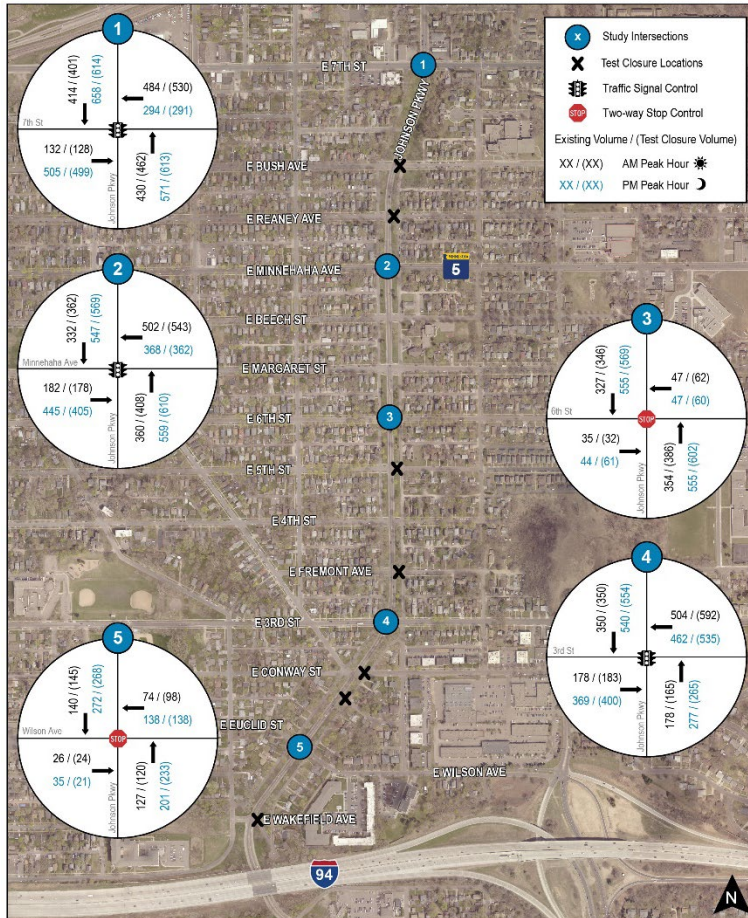
These shifts were relatively small because closures were at low volume roads



JOHNSON PARKWAY TRAIL

# Traffic Review – Test Closures

How were open intersections affected ?



Saw traffic shifts to signalized intersections



Impacts can be mitigated through signal timing improvements



Intersection operations at signalized intersections can be improved

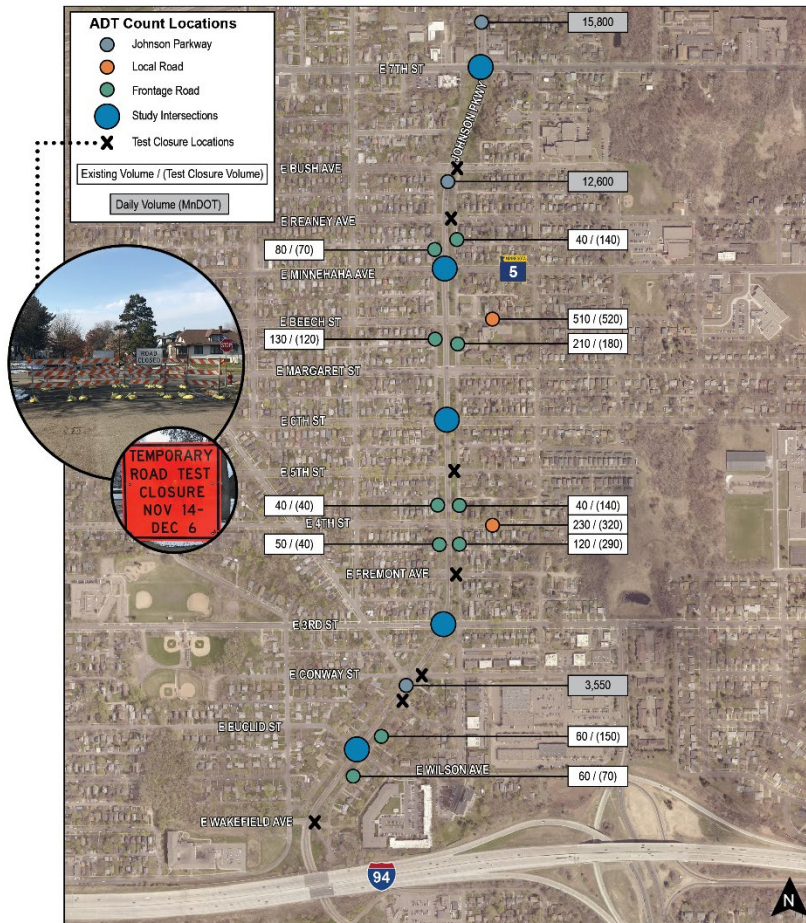


Corridor will be safer and more efficient for all users



# Traffic Review - Test Closures

## Overall Findings:



**No major traffic issues during test closures**



**Small difference in traffic volumes during test**

- Small pattern shifts
- Within normal daily fluctuations



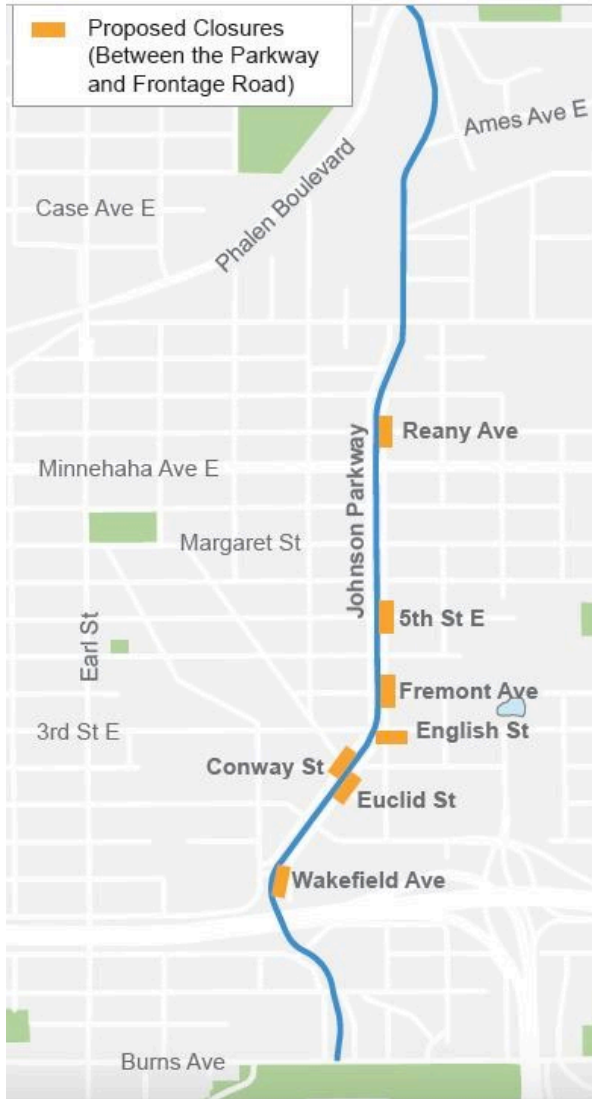
**Frontage roads still low daily volumes**

- Local volumes = <1,000
- Johnson Parkway = 3,500 to 12,600



**JOHNSON PARKWAY TRAIL**

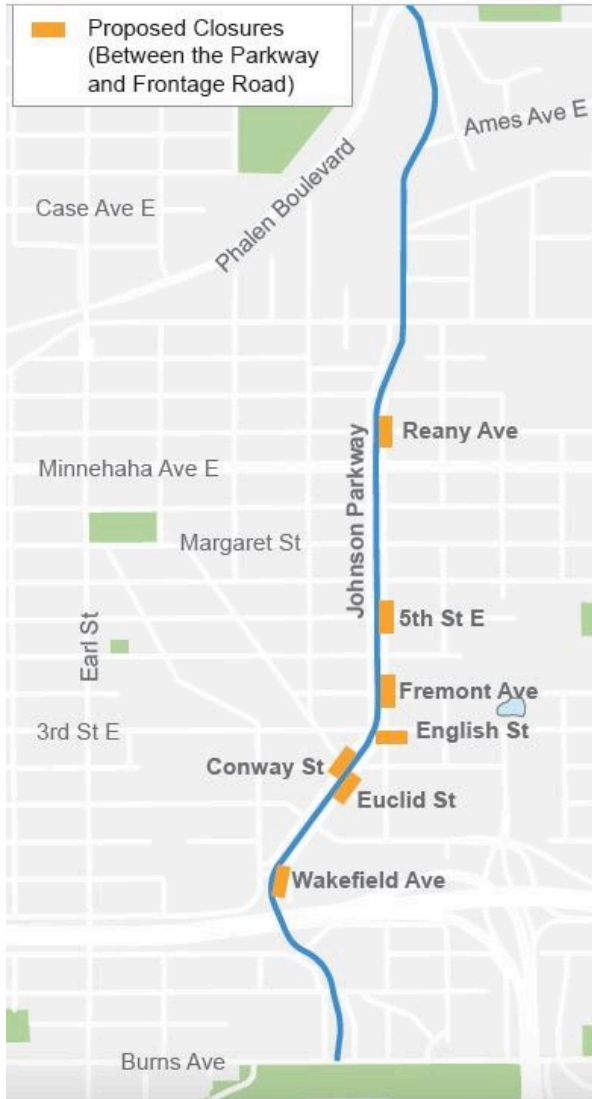
# Intersection Closures



- Vehicle access to Johnson Parkway will change at:
  - **Reany Ave**, east of Johnson Pkwy
  - **5th St E**, east of Johnson Pkwy
  - **Fremont Ave**, east of Johnson Pkwy
  - **English St**, east of Johnson Pkwy
  - **Conway St**, west of Johnson Pkwy
  - **Euclid St**, east of Johnson Pkwy
  - **Wakefield Ave**, east of Johnson Pkwy



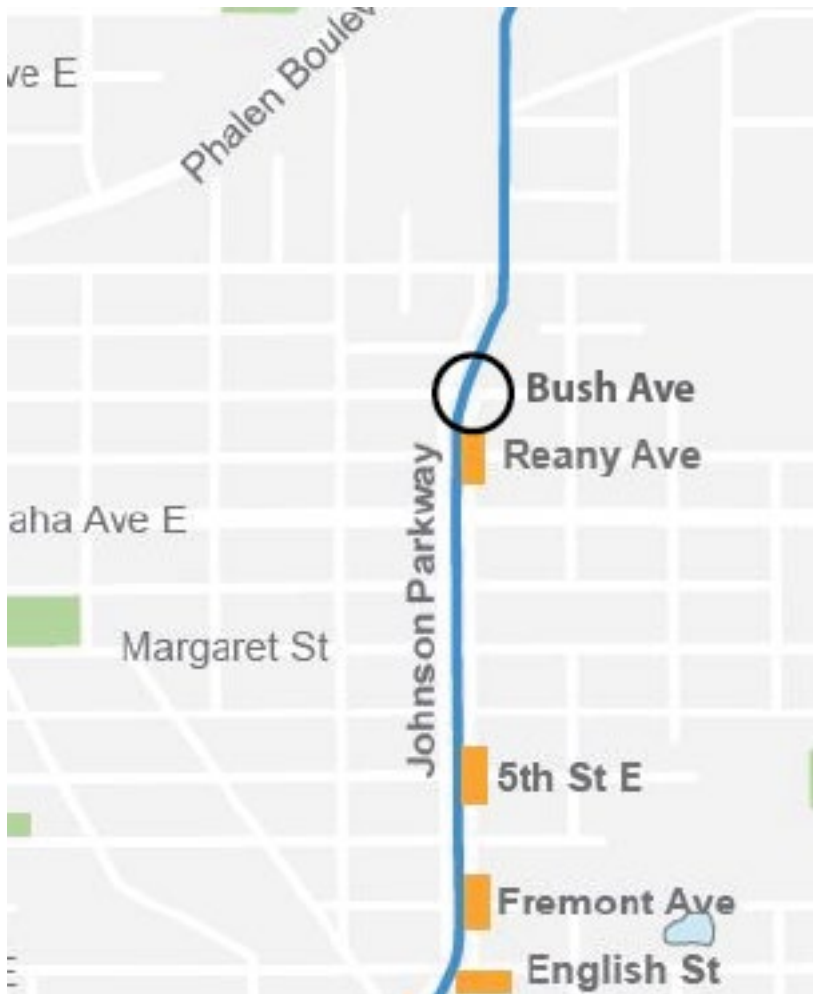
# Intersection Closures



- Why these locations?
  - Existing low volume streets
  - Allows traffic to shift to signalized intersections that can be mitigated with improvements
  - Proposed closure locations require cars to re-route no more than one block
  - Promotes safety for all modes



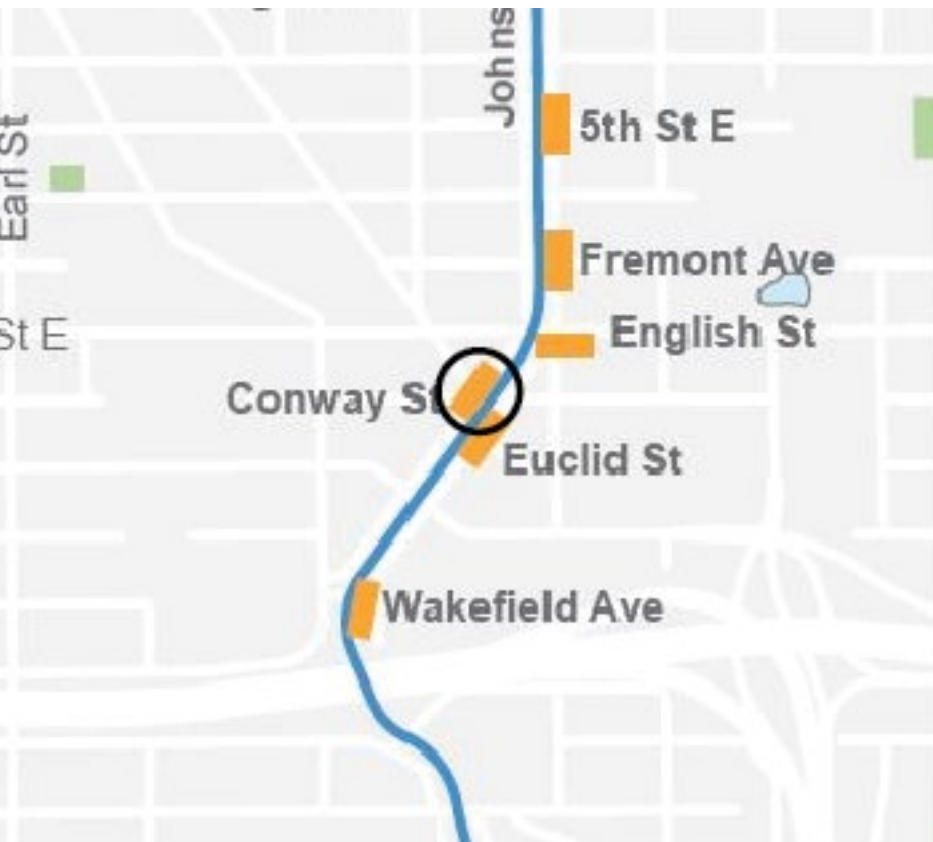
# Intersection Closures: What has Changed?



- **Bush Avenue:**
  - Access to Bush Avenue will now remain open & a tabled crossing will be installed
  - Change was to accommodate bus operations and allow for additional connectivity



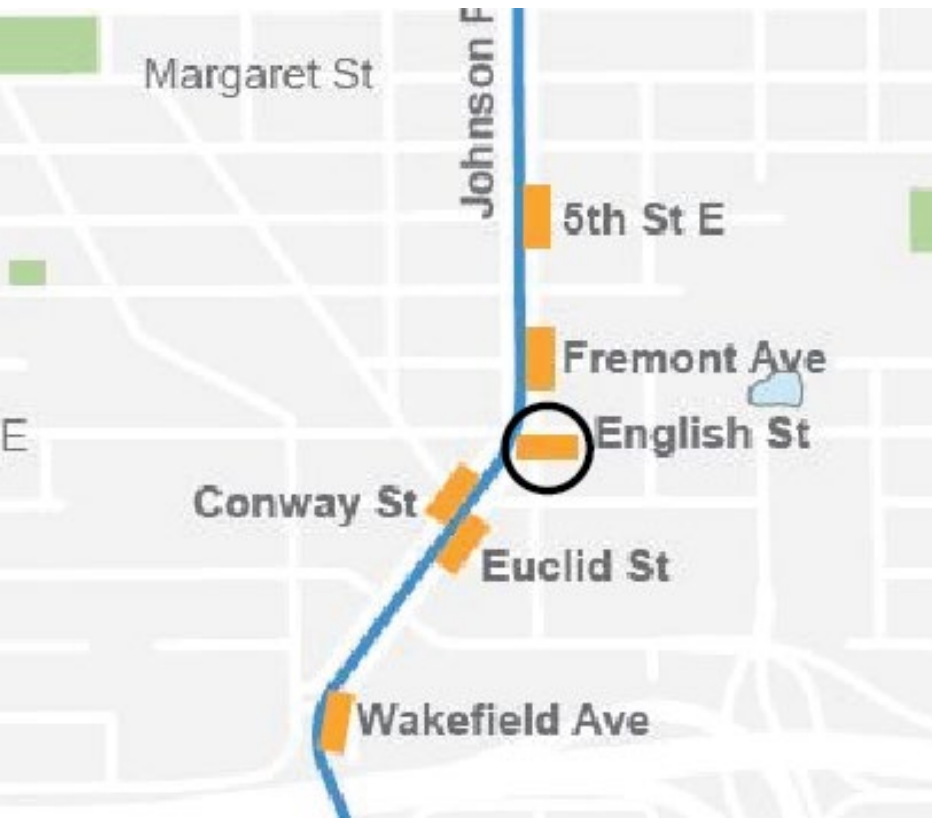
# Intersection Closures: What has Changed?



- **Conway Street:**
  - Relocated closure to the west side of Johnson Pkwy (was previously on east side)
  - Eliminates the complex intersection of Conway, Gotzian, the frontage road, and Johnson Pkwy
  - Best promotes safe traffic movements at Conway Ave and 3<sup>rd</sup> St



# Intersection Closures: What has Changed?



- **English Street:**
  - English St east of Johnson Pkwy is now proposed for closure at 3<sup>rd</sup> St
  - Promotes safety for all users by simplifying traffic operations at the Johnson Pkwy and 3<sup>rd</sup> St intersection





# Johnson Parkway Frontage Roads



- Current conditions:
  - 2-way streets with parking on both sides
  - Cars parked on both sides of the street makes passage impossible today
  - Changes to parking are anticipated
  - At a minimum:
    - Parking will be prohibited along the boulevard (median) side
    - Additional parking removal may be necessary
  - Parking study underway



# Roles and Responsibilities



## Project Roles



Luke Hanson – Planning



Don Pflaum – Construction



Wayne Houle – Design Consultant (SEH)



Parks will maintain the trail (snow plowing, sweeping, mowing in most places)

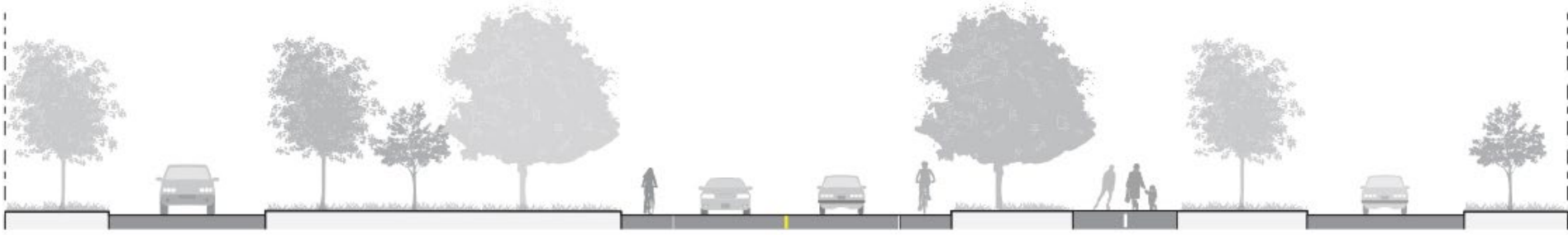


Property owners will not have to shovel the trail



# Next Steps

- Listen to feedback tonight
- Determine if there are any hardships
- City Council Public Hearing date (date TBD); written notices will be sent out
- Finalize design plans in 2019
- Bidding end of 2019
- Construction in 2020



# How to provide feedback?

- One-on-one discussions tonight
- Comment cards (on tables)
- Email/call project team
- Email/call elected officials



JOHNSON PARKWAY TRAIL

# Thank You!!

Contact:

**Luke Hanson**

Department of Public Works

651-266-6146

Luke.hanson@ci.stpaul.mn.us

Contact:

**Don Pflaum**

Department of Public Works

651-266-9147

Don.pflaum@ci.stpaul.mn.us



**JOHNSON PARKWAY TRAIL**