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
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 – 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 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 - Purpose and Need

Promote health, safety, and comfort of all users along Johnson Parkway
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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
Promote health, safety, and comfort of all users along Johnson Parkway
Johnson Parkway Trail - Purpose and Need

- Make purposeful connections with system of public open space that improves quality of life.
There will be **no** assessments associated with this project

- We are not anticipating taking any private property with this project

**Johnson Parkway Trail – Project Cost**

- $5,500,000 Federal Funding
- $1,500,000 City Funding
- $7,000,000 Total Project Cost
Johnson Parkway Trail – Schedule

- **Grand Round Design & Implementation Plan**: Complete 2016
- **Preliminary Analysis & Plan**: January–August 2019
  - 1/17/19 Open House #1 - Includes review of traffic
  - 7/9/19 Open House #2 - Includes proposed traffic safety improvements
  - City Council Approval (Date to be determined)
- **Final Plans**: September–December 2019
- **Construction**: March–November 2020
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

- Naturalistic Tree Planting
  - Protect Existing Trees
  - Utilize Diverse Tree Palette

- Proposed Multi-Use Trail
- Pedestrian Light

Right of Way

Narrow Boulevard
Frontage Road
Varies Boulevard
Traffic Lane
Traffic Lane
Varies Boulevard
Multi-Use Trail
Varies Boulevard
Frontage Road
Narrow Boulevard

JOHNSON PARKWAY TRAIL
Don Pflaum,
Civil Engineer IV, Saint Paul Public Works

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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
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

Temporary Road Test Closure
Nov 14 - Dec 6

JOHNSON PARKWAY TRAIL

PROJECT EXTENDS
TEMPORARY CLOSURE TEST LOCATION (EAST SIDE ONLY)
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.
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
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 3rd St
Intersection Closures: What has Changed?

• **English Street:**
  • English St east of Johnson Pkwy is now proposed for closure at 3rd St
  • Promotes safety for all users by simplifying traffic operations at the Johnson Pkwy and 3rd 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
Thank You!!

Contact:

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GRAND ROUND DESIGN & IMPLEMENTATION PLAN
COMPLETE 2016

PRELIMINARY ANALYSIS & PLAN
JANUARY–AUGUST 2019
- 1/17/19 Open House #1 - Includes review of traffic
- 7/9/19 Open House #2 - Includes proposed traffic safety improvements
- City Council Approval (Date to be determined)

FINAL PLANS
SEPTEMBER–DECEMBER 2019

CONSTRUCTION
MARCH–NOVEMBER 2020