

Executive summary

Title: Approve preferred alternative - Cedar Lake Road/ Louisiana Avenue Improvements (4023-1100, 4024-1100) – Ward 4

Recommended action: Motion to adopt Resolution granting approval of the preferred alternative for the Cedar Lake Road Reconstruction project and the Louisiana Avenue Reconstruction project.

Policy considerations:

1. Does the city council support the preferred design alternative for the Cedar Lake Road Reconstruction project?
2. Does the city council support the preferred design alternative for the Louisiana Avenue Reconstruction project?

Summary: The city is proposing to reconstruct Cedar Lake Road from Jordan Avenue to Kentucky Avenue in 2024 and Louisiana Avenue from Wayzata Boulevard to the bridge over the railroad just south of Cedar Lake Road in 2025. The 2025 project also includes the construction of a roundabout at the Louisiana Avenue and Cedar Lake Road intersection. The city hired the consulting firm Kimley-Horn to complete the project planning, preliminary design, and public engagement.

Since January 2022, the project team, made up of engineering, communications, and public works staff, has been working with Kimley-Horn to develop a preferred design for both corridors. The project team has done extensive community engagement to help inform the recommended designs. The planning phase to develop and evaluate alternatives for these projects is now complete. The project team has prepared a 30% layout of the preferred alternatives and presented them at the public hearing.

A public hearing was held at the Jan. 17, 2023 city council meeting. The attached discussion provides information addressing the questions that were presented during the public hearing.

Financial or budget considerations: These projects are included in the city's capital improvement plan (CIP). The total cost is estimated to be \$20,383,590. Seven million dollars will be paid for using regional solicitation federal funds, and two million will be paid for using congressionally directed spending federal funds. The city's share of the project cost, \$11,348,400, will be paid for using utility funds and general obligation bonds (GO bonds). Funding information can be found in the Jan. 17 public hearing report.

Strategic priority consideration: St. Louis Park is committed to providing a variety of options for people to make their way around the city comfortably, safely and reliably.

Supporting documents: Discussion, Resolution, Additional resident feedback – received for the Jan. 17 public hearing, Cedar Lake Road preferred alternative, Louisiana Avenue preferred alternative, [Jan. 9, 2023 study session report](#), [Jan. 17, 2023 public hearing report](#)

Prepared by: Joseph Shamla, engineering project manager

Reviewed by: Debra Heiser, engineering director

Approved by: Kim Keller, city manager

Discussion

Background

The city is proposing to reconstruct Cedar Lake Road from Jordan Avenue to Kentucky Avenue in 2024 and Louisiana Avenue from Wayzata Boulevard to the bridge over the railroad just south of Cedar Lake Road in 2025. The 2025 project also includes the construction of a roundabout at the Louisiana Avenue and Cedar Lake Road intersection.

This segment of Cedar Lake Road is a bituminous roadway that was constructed in 1995. Louisiana Avenue is a bituminous roadway that was constructed in 1991. Currently, there is a signal at the intersection of Cedar Lake Road and Louisiana Avenue. Both roads are nearing the end of their useful life. Staff is recommending reconstruction because routine maintenance activities such as bituminous overlays and crack seals are no longer cost-effective. In addition, the existing condition and geometry pose challenges for people biking, walking, and with limited mobility.

There is an existing sidewalk on the north side of Cedar Lake Road and an existing sidewalk on the west side of Louisiana Avenue. Many of the pedestrian facilities along these corridors do not meet the requirements of the Americans with Disabilities Act (ADA). During the public engagement process, residents expressed interest in safer pedestrian facilities, additional sidewalk, and improved crossings.

There are no dedicated bicycle facilities provided along either corridor. Currently, people wishing to bike along Cedar Lake Road either need to bike within the vehicle traffic lane or use the on-street parking lane, which is blocked when cars are parked on the street. Anyone wishing to bike along Louisiana Avenue needs to bike within the vehicle travel lane. During the public engagement process, residents requested that the city explore potential area bike connections.

Information regarding these projects was shared with the city council in a written report for the Jan. 9, 2023 study session. The study session report, which includes recommendations for the elements to include in these projects, is attached. A summary of the following information is in the report:

- Project descriptions
- Public process
- Preferred alternatives
- Additional investigation: Traffic signals
- Additional investigation: Watermain pipe assessment

Parking

On-street parking is currently allowed in the following locations:

- Louisiana Avenue
 - West side of the street, adjacent to Northside Park
- Cedar Lake Road
 - North side of the street
 - Flag Avenue to Burd Place
 - Sumter Avenue to Pennsylvania Avenue

- South side of the street
 - Jordan Avenue to Burd Place
 - Sumter Avenue to Oregon Avenue

Staff is recommending the removal of parking along both corridors to allow pedestrian and bicycle facilities to be constructed while minimizing impacts to private property. The approval of the preferred alternatives for these projects will require the city to provide a resolution that prohibits parking along both corridors. Staff will bring the parking resolution to council later to formalize these restrictions.

Public hearing

An overview of the preferred alternatives, along with the financial considerations for this project, was presented at the Jan. 17, 2023 city council meeting. The mayor opened the public hearing and invited members of the public to speak regarding the recommended design. In addition to these comments, staff also received emails from the public that were included in the public hearing record; they are also attached to this report. What follows is a summary of the questions and comments from the public and from councilmembers followed by staff responses.

1. What are the benefits of adding a roundabout at the Cedar Lake Road/ Louisiana Avenue intersection compared to keeping the traffic signal?

Benefits of the roundabout at this intersection include:

- Improved intersection operational performance – Reduces delay by 15 seconds per vehicle.
- Increased safety – Roundabouts provide a reduction in fatal and serious injury crashes by 80%.
- Traffic calming- Lower speeds for vehicles.
- Cleaner air through the reduction in carbon emissions by 8.5 tons per year.

2. How are semi-trucks and large vehicles going to be able to navigate the Cedar Lake Road/ Louisiana Avenue roundabout?

Modern roundabouts are designed to accommodate large vehicles and semi-trucks as they navigate the intersection. This is done by adding a truck apron on the inside of the roundabout that is slightly elevated compared to the roadway. The back axle of larger vehicles and the trailer of semi-trucks can ride over this area when making the turn. A typical car or passenger vehicle will not need to utilize the truck apron when navigating the roundabout. When a roundabout is designed, vehicle turning software is used to model the turning movements of large vehicles to ensure that they can navigate the proposed roundabout.

3. Will the Cedar Lake Road/ Louisiana Avenue roundabout impact emergency vehicles?

No. The project team is working with the St. Louis Park fire department on the design of the roundabout. The fire department and police department currently navigate other roundabouts in St. Louis Park and the surrounding communities without issues.

When emergency vehicles approach this intersection, other vehicles will be required to yield and/or pull over to allow emergency vehicles to pass. If a vehicle is in the roundabout, they will need to exit the roundabout before allowing the emergency vehicle to pass.

4. Who will have the right of way and who will be required to yield at the Cedar Lake Road/ Louisiana Avenue roundabout?

A driver approaching a roundabout is required to yield to all vehicles that are in the roundabout. When safe, the driver can then enter the roundabout. Once inside the roundabout, the driver has the right of way until they exit the roundabout.

MnDOT has the following information about how to safely navigate a roundabout:

- Slow down when approaching a roundabout.
- For multi-lane roundabouts, as with any intersection, get into the appropriate lane for your exit before entering the roundabout.
- Yield to pedestrians and bicycles in the crosswalk as you enter the roundabout. It is the law.
- Yield to vehicles already in the roundabout. Merge into the traffic flow when it is safe.
- Continue through the roundabout until you reach your exit.
- Yield to pedestrians and bicycles in the crosswalk when exiting the roundabout. It is the law.
- Do not stop or pass other vehicles in a roundabout.
- Exit the roundabout immediately if an emergency vehicle approaches, and then pull over. Do not stop in the roundabout.
- Additional information and videos about navigating a roundabout can be found on MnDOT's website:

<https://www.dot.state.mn.us/roundabouts/navigating.html#:~:text=Yield%20to%20vehicles%20already%20in,or%20pass%20in%20a%20roundabout>.

5. Will a roundabout be safe with the existing hill along Louisiana Avenue between Cedar Lake Road and the railroad bridge?

The construction of a roundabout in this intersection does not change the slope of the hill from the Louisiana Railroad Bridge to the intersection of Cedar Lake Road and Louisiana Avenue. Also, the speed of vehicles navigating a roundabout will be slower, thus providing a safer intersection.

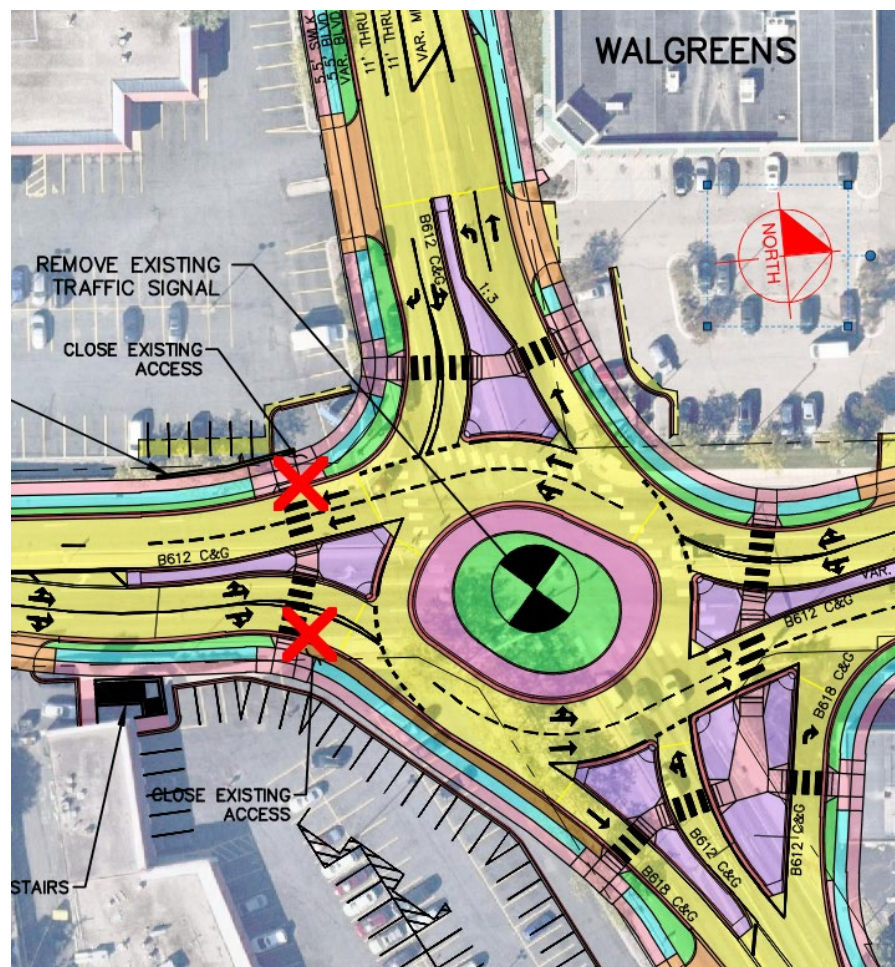
6. Will the Cedar Lake Road/ Louisiana Avenue roundabout be safe for pedestrians and bicyclists that are crossing the roadways?

Yes. The roundabout will be safe for pedestrians and bicyclists. It will have dedicated locations for pedestrians and bicyclists to cross. The users will only cross one or two lanes of traffic at a time, instead of the current five lanes. Additionally, pedestrians and bicyclists will only need to look for oncoming traffic in one direction before every crossing as there are medians in the middle to provide a place to rest if needed before making the next crossing. These locations will also have crosswalk/ bicycle pavement markings and pedestrian/ bicycle crossing signs.

Another benefit of a roundabout is that it forces vehicles to slow down when approaching the intersection. The reduction in vehicle speed greatly decreases the probability of a serious injury crash.

7. Will the Cedar Lake Road/ Louisiana Avenue roundabout impact adjacent business driveways/ accesses?

The roundabout will modify some of the driveway accesses near the intersection. There are two driveway entrances that are proposed to close. One of the driveway entrances is in the southwest corner of the intersection and one is in the southeast corner of the intersection (see picture below). The reason for the closures is that the accesses are too close to the intersection. The businesses can still be served by the other accesses that are provided to the property that are located further from the intersection. While staff has reached out to the affected businesses/ property owners, they have not actively engaged in the process. Staff is committed to work with them during final plan development and address their concerns to the best of our ability.



To construct the roundabout, the property in the northeast corner of the intersection will need to be purchased by the city, and the building demolished. The remaining portion of the parcel, after the construction of the roundabout, would not need access as it would not be a buildable lot.

8. Was a mini roundabout considered at the Virginia Circle/ Cedar Lake Road intersection?

The design team reviewed each intersection to determine the appropriate traffic control. A mini roundabout was not considered for the intersection of Cedar Lake Road and Virginia Circle as this intersection has limited right of way, and the traffic volumes are lower than what would be considered for a roundabout.

9. Will roundabouts be constructed at any other intersections with this project?

The only roundabout that will be constructed with this project is at Cedar Lake Road and Louisiana Avenue.

10. Why is a sidewalk needed on both sides of Louisiana Avenue?

The city's Connect the Park plan identifies Louisiana Avenue as having a sidewalk on both sides of the roadway. Streets that have high vehicle volumes are recommended to have sidewalk on both sides as it creates a space for pedestrians and eliminates the need for a user to cross the road to access a sidewalk. When the new sidewalk is constructed, a pedestrian who lives on the east side of Louisiana Avenue or in the Eliot neighborhood will be able to access a sidewalk without crossing Louisiana Avenue. In addition, if their destination is on the west side of Louisiana Avenue, they will be able to walk on the east side sidewalk to an enhanced pedestrian crossing, making it easier and safer to cross the street.

The east side of the road has some steeper grades, which will result in the construction of retaining walls to build the sidewalk. However, this is not unusual, and is factored into the project design.

11. Why are bicycle facilities being added on Cedar Lake Road?

Cedar Lake Road is one of the main east/ west roadways in the city. There is no parallel route that provides a bikeway connection to destinations along the corridor. The city's Connect the Park Plan includes a bike facility on Cedar Lake Road to create this connection. A bike facility on this corridor will make it easier for people to move around St. Louis Park and neighboring cities without a vehicle. It also provides a comfortable facility for families to use instead of a vehicle. The bike facility also provides a benefit to pedestrians as the bikers who currently ride on sidewalks will have access to a separate facility.

12. Why is Cedar Lake Road not being treated as a residential street?

Cedar Lake Road is one of the main east/ west roadways through the city, connecting vehicles to many destinations, including Highway 169 and Highway 100. 67% of the people using Cedar Lake Road do not live in St. Louis Park. Due to this, the road is classified as an A-Minor Augmenter. The railroads in the area limit the number of roads that travel from one side of the city to the other. With limited options, many vehicles end up on these roadways as it is more convenient than other options.

13. If parking is removed along Cedar Lake Road, where will people park if they have company?

Most of the homes on Cedar Lake Road are located near side streets. The side streets along Cedar Lake Road allow parking for anyone to use. There will be sidewalks along both sides of the road to provide a dedicated space for people to walk from their parked cars to their destination.

In addition, most of the houses that are not located near a side street have driveways that are wide enough to park two vehicles or have a turnaround that would be able to park a car.

14. Is the traffic signal at Cedar Lake Road/ Texas Avenue being removed?

The project team will be evaluating this traffic signal in the spring of 2023 to determine if it should remain or be removed. The recommendation will be communicated to the public before the final plans are approved by council. In addition, the traffic signal at Cedar Lake Road and Nevada Avenue is also being evaluated.

15. Why is the eastbound left turn lane along Cedar Lake Road at Flag Avenue being removed?

This turn lane is being removed to prioritize pedestrian and bicyclist access along Cedar Lake Road. The benefits of removing the turn lane include the following:

- Shorter pedestrian and bicyclist crossing of Cedar Lake Road (crossing two lanes of traffic vs. crossing three lanes of traffic).
- The crossing of Cedar Lake Road at Flag Avenue is the closest crossing to the Park Spanish Immersion School. This crossing is being enhanced with a rectangular rapid flashing beacon. Users could also cross at the traffic signal at Jordan Avenue.
- Reducing the width of the road helps reduce vehicle speed along Cedar Lake Road.
- Less right of way impacts to adjacent private property.

16. When is the Louisiana Avenue bridge over I-394 scheduled to be replaced?

MnDOT does not currently have this bridge scheduled for replacement. The bridge is approximately thirty years old and is owned by MnDOT. Replacement of this bridge is not expected within the next fifty years.

17. Will there be modifications to the intersection of Louisiana Avenue/ Wayzata Boulevard?

The project team has reviewed each intersection and will make modifications as needed to help make the intersections more efficient, reduce vehicle delay, and improve pedestrian safety. In addition, the pedestrian facilities will be reviewed and modified to ensure the intersections meet ADA requirements.

18. Why do the proposed improvements stop at 23rd Street instead of at the existing Louisiana Avenue bridge that goes over the railroad tracks?

The limits that are currently shown in the layout are what is needed to construct the roundabout at Cedar Lake Road and Louisiana Avenue. The final design of Louisiana Avenue will include Louisiana Avenue up to the bridge over the railroad tracks.

The city's CIP includes the design of bicycle facilities on Louisiana Avenue, between Cedar Lake Road and Minnetonka Boulevard, in 2026. Public engagement for this project will commence the year before.

19. What is the definition of a tree impact?

The definition of a tree impact is a tree that will be removed due to the proposed construction.

20. Will trees that are impacted by this project be replaced?

The city will replace healthy trees that are removed as a part of this project on a per-caliper-inch basis. As an example, if a 10-inch diameter healthy tree is removed, it will be replaced

with five 2-inch diameter trees. The new trees will be planted within the corridor if possible. If there are not enough locations within the right of way of this project, the remaining trees will be planted in other locations within the city.

21. Who is responsible for trimming and taking care of trees in the boulevard?

The city is responsible for trimming and taking care of trees located within the right of way. If the city is unable to trim the trees in the timeframe that works for the adjacent property owner, then the resident is allowed to hire a city-licensed contractor at their own expense.

22. Are there properties that the city will need to obtain easements from, and will the property owner be compensated for the easements?

Easements are needed to construct the proposed improvements. The project team will do their best to minimize the number and size of the easements as much as possible. Property owners will be compensated for the easements needed for this project.

There are two types of easements:

- Permanent easement (PE): This type of easement requires the city to purchase land from a private property owner. This is required where proposed improvements are outside of the existing right of way (roadway, sidewalk, cycle track, etc.).
- Temporary easements (TE): This type of easement is required when additional space is needed to construct the proposed improvements (grading, retaining wall construction, driveway reconstruction, etc.). A temporary easement is usually required for 12-24 months.

23. The storm drain near 9015 Cedar Lake Road is being blocked by ice and snow. Is there a way to fix the issue of the standing water?

The storm sewer system will be reviewed during the final design of this project, and the project team will determine if the issue is with the design or with maintenance. If ice and snow are blocking the storm drain, it may be a maintenance issue versus a design issue. Additional catch basins will be added to the corridor to align with low points in the roadway or as required to meet current design standards.

24. Can utility boxes on private property at 9015 Cedar Lake Road be removed or relocated?

The location of utility boxes that are owned by the city will be reviewed to determine if they need to be replaced. If they are replaced, the city will review the layout of the corridor to determine if they can be moved to a new location.

Private utility boxes (Xcel Energy or communication lines) are only moved if they are in the way of the project design. As an example, if the utility box is in the way of constructing the new sidewalk or cycle track, the city can request that the utility owner move their utility box. If the location of the boxes is not in the way of our project, then the city cannot require the utility company to move their utility boxes.

25. Why was the "pop-up" event at Park Spanish Immersion School not advertised to parents?

We appreciate the feedback regarding the notification to parents. The project team worked with leaders of the Park Spanish Immersion school (PSI) to identify events at the school in which we could interact with parents about the project. PSI suggested the book fair as a

good opportunity. We will ask the school to communicate with their parents the next time we attend an event at the school.

The project team hosted in-person and virtual open houses that were advertised to residents. Open houses are great for engaging with members of the public that are willing and able to attend. The project team used "pop-up" events to engage with members of the public that would not typically come to an open house. These "pop-up" events were chosen based on location or at were at events that were anticipated to have many people attending. The other "pop-up" events included Parktacular, State of the Community, and Bike to Work day.

Financial or budget considerations

The total cost estimate for the project is \$20,383,590. Additional information on the breakdown of the funding can be found in the [Jan. 17, 2023, public hearing report](#).

Next steps

The proposed schedule is as follows:

City Council approval of the preferred alternatives for Cedar Lake Road and Louisiana Avenue.	Feb. 6, 2023
Additional traffic signal evaluation for Cedar Lake Road and Texas Avenue and Cedar Lake Road at Nevada Avenue intersections.	Spring 2023
Cedar Lake Road final plan development and public engagement	Fall 2023
City Council approval of the final plans for Cedar Lake Road	January 2024
Private utility relocations begin on Cedar Lake Road	Spring 2024
Road reconstruction: Cedar Lake Road	2024
City Council approval of the final plans for Louisiana Avenue	September 2024
Private utility relocations begin on Louisiana Avenue	Fall 2024
Road reconstruction: Louisiana Avenue and roundabout at Cedar Lake Road	2025

Resolution No. 23-_____

**Resolution supporting the preferred
alternatives for the Cedar Lake Road Reconstruction Project and the
Louisiana Ave Reconstruction Project
Projects No. 4023-1100 and 4024-1100**

Whereas, the existing roadways were constructed in the early 1990's and have reached the end of their useful life; and

Whereas, The City of St. Louis Park has completed a public engagement process and has narrowed down the options to a preferred alternative that provides improved safety for all modes; and,

Now therefore be it resolved by the City Council of the City of St. Louis Park, Minnesota, that:

1. The City of St. Louis Park approves Alternate No. 2 – Cycle Tracks for the Cedar Lake Road Reconstruction project.
2. The City of St. Louis Park approves Alternate No. 3 – Alternative Routes for the Louisiana Avenue Reconstruction project.

Reviewed for Administration:

Adopted by the City Council February 6, 2023

Kim Keller, city manager

Jake Spano, mayor

Attest:

Melissa Kennedy, city clerk

Emails below were submitted for the January 17, 2023 public hearing and should have been included as a bench handout for council.

Dear Mr. Shamla,

I was concerned to read your letter about this proposed roundabout. I live one block from the intersection and use it multiple times daily. Such a heavily traveled intersection seems uncondusive to smooth operation of a traffic circle. I've observed that the 3 roundabouts on Louisiana near Hwy 7 have not been easy for people to navigate. I often encounter drivers who don't understand how right of way works in a traffic circle, and some who risk collisions by cutting off cars with right of way.

Thanks for your consideration,

Carrie Voyles
7414 W 22nd St, Apt 303
St Louis Park MN 55426

Joe Shamla,

Sorry, I can't make the meeting. As a home "owner" at 1445 **Louisiana** Ave S, I have serious concerns. Obviously, if you still plan to proceed, I believe it is option three has the fewest trees exterminated. It would be a huge difference to my neighbors at 1441. One option lets them keep their trees, the other cuts ALL of them down. You guys aren't so green, are you?

I am concerned about "evil" auto access and interruption of utilities. Some of us moved "way out here", to get away from the Minneapolis crap. You should look at Plymouth as a better example. I'll bet your teachers at the U of M never went and studied Plymouth.

Half of the homeowners will lose one or even two parking spaces. That is very significant, as many of us have driveways that go to the house, not around and behind it. We already lost all of our parking next to the street last time you did this to us. There is already a sidewalk on the other side of the street, well within your quarter mile guideline. People bought on this side of the street BECAUSE there is no sidewalk. Some of us planted trees with the current streetlight locations in mind. Hopefully, you won't change them, or add even more, or put up those retina searing LED's. There will be a very real hazard ~a block North of Cedar Lake Road with the hills providing dangerously short visibility, especially with kids roaming around.

Considering the HUGE tax increases of the last few years, this is definitely an extremely unpopular project that should be axed. The money could be better spent on right turn lanes at intersections, tax relief, and an emergency fund for the coming recession.

The speed limit on Flag Ave. North of Cedar Lake Road should be raised.

20 MPH, really??! It used to be anyone going that slowly would be suspected of casing out the place, especially on a long, straight, wide road like that.

Thank you,
Matt Adams

I will be unable to attend the public hearing on the 17th. However, I did want to give my opinion on the frontage road (Wayzata Blvd.) as it travels from west to east approaching Louisiana Av. As it is, vehicles attempting to turn south have to wait behind traffic going east at the stop light. There is a lefthand turn lane, which makes no sense. Instead, the current lefthand turn lane should become both turn and straight lane, while the righthand lane becomes right turn only – since turning right on a red light is legal.

I appreciate that I will be given a sidewalk on my side of the street, and that there will be a marked crosswalk within reasonable distance. Thank you.

Linda Trummer

If you do a cycle track design like you did to the east of Louisiana, it looks like a lot of trees will be removed. As a bicyclist, I enjoy the well designed trail to the east,. According to the maps I have seen, continuing the trail design west would eliminate lots of shade and natural cooling on hot days. Would any of these trees be replaced after construction is finished? Even if they are, it will take many years to reach the size of the current trees. A cycle track continuing west would be nice, but I'm not sure if it is worth the tree loss involved.

Concerning the Louisiana project, do you have any idea on when the Louisiana bridge may be replaced? Unless the bridge is widened, it would be difficult to improve bicycle access to Louisiana. The only option would be to narrow Louisiana to one lane each direction with center turn lanes. With traffic volumes in rush hour, this could create long backups. You could make some improvements to the north but it won't do much good if bicyclists are then squeezed down to a narrow shoulder crossing the bridge.

Steven Stueck

Hi Joe,

I know you are tired of hearing from us, 😊 but we do want our issue presented at the upcoming council meeting.

We know the engineering team doesn't believe the redesign is a problem, but driveway access is already an issue for us today. We are very pro sidewalks/bike lanes. It's one of the reasons we have lived here for 9 years. But, we also believe it's not unreasonable to make a small adjustment to the plan to allow access to our driveway during rush hour traffic.

We are unable to attend the meeting, but I have attached a one sheet doc explaining our issue. We just need a larger shoulder or a simple solution to allow cars to pass. We would hate for tax payers to fund a revision in the future.

I did copy Tim who represents our ward to review as well.

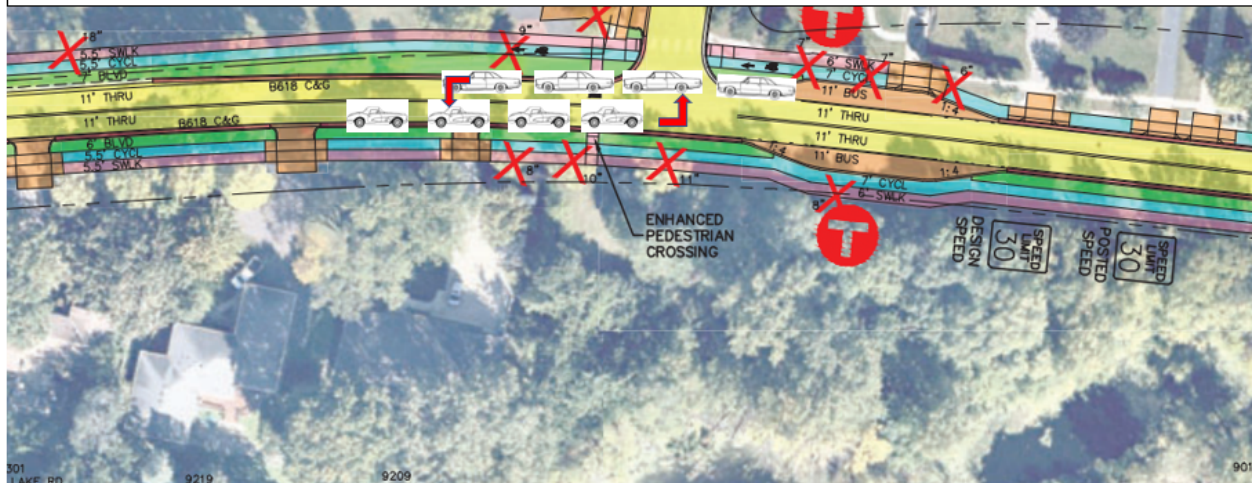
Thank you. We appreciate your patience and support in this matter.

Keith Wilkins

Today, it is very difficult for us to enter our driveway during rush hour. The proposed plan will create additional challenges because it removes the turn lane from Cedar to Flag. The turn lane is critical because it allows through traffic heading east to continue down Cedar when there is an eastbound car taking a left onto Flag. There is a significant amount of traffic that uses this intersection to enter this part of Cedar Manor as it is the main thoroughfare to the many residences in that part of the neighborhood, and is also the main road that leads to the Minneapolis Golf Club.

Having this turn lane effectively allows traffic to not stack up in front of our driveway and block access to it when we are traveling westbound on Cedar and attempting to take a left into our driveway. The redesign will force all eastbound CLR traffic to *completely* stop if a single car is turning left onto Flag. In this scenario, if we are going westbound and have vehicles behind us when attempting to take a left turn into our driveway (which we frequently do) it will result in cars blocking access to Flag (see diagram below).

This creates a stalemate, and our options will be to 1) abandon our turn and continue westbound and then attempt a U-turn down the road, or 2) hold up traffic until the eastbound driver attempting to turn onto Flag gives up and abandons their left turn and continues east onto CLR so eastbound traffic flows again. Neither are ideal scenarios when there is plenty of room to solve for this when this project is a full redesign rather than a retrofit. The engineering team believes this is an uncommon occurrence, but it already happens to us multiple times a week *with* the turn lane in place. All we want is enough room for through traffic on Cedar to be able to pass a car turning onto Flag. This avoids a stalemate, and we can eventually enter our driveway. All that is lost is a tiny amount of green space if a turn lane were preserved, or if a wide shoulder in either direction were in its place so cars could pass by when somebody is turning onto Flag. Please help.



Greetings Mr. Shamla,

Greetings to our favorite city engineer. Hope you are in good spirits.

Tonight you will make a presentation on the preferred concept for the reconstruction of Louisiana and Cedar Lake Road 2024-2025, to our city council. Unfortunately we will not be able to attend.

Therefore, we wish to pass along to you our opinions on the proposal.

We like the preferred proposal #3 as originally presented.

Narrowing the roadway to 13' for each lane. Helps slow traffic down.

No tree removal on boulevard.

Routing of the bicycle traffic to Hampshire and Pennsylvania Avenue - Louisiana is too busy.

We would like a wider driveway aprons with increased radius to accommodate entering and leaving our driveway.

Perhaps extra concrete pads along driveway so residents can place trash bins out of driveway or the street.

The negative aspects to address that we are not fond of.

Sidewalk on east side of Louisiana Ave. Current sidewalk on west side of Louisiana Ave installed in 1991 to facilitate access to the park & ride lot at 394. The lot does not get the volume of traffic it was envisioned for. Even though the city maintains the sidewalk they are not always prompt or cleared well enough. People still walk in the street.

Roundabout at Cedar Lake Road. We don't believe it will improve traffic flow. Especially not during rush hours.

We have lived on this block of Louisiana Ave since 1072. Traffic volume, speeds have drastically increased.

At times we cannot exit our driveway promptly. Traffic going south from 394 stacks up from the intersection at

Cedar Lake Road and when it frees up the north bound left & right turn lanes empty further restricting our exit.

Very frustrating. When traffic is heavy it sometimes hampers our access to our driveway from the south.

Over the years there have been many many incidents with traffic on Louisiana Avenue, too many to discuss on this note.

Perhaps the project could include a "turn around" in our front yard to better access Louisiana Avenue safely. Just a thought.

Please pass these concerns on as needed. If further discussion is needed we are available.

Thank you,

Mark & Barb Saba
2229 Louisiana Ave. So.
St. Louis Park, MN
[REDACTED]

Dear Mr. Shamla,

I received your letter about the hearing on January 17th. I will not be able to attend but I want you to know how positively excited my wife and I were about the proposed construction of a roundabout at the intersection of Cedar Lake Road and Louisiana. This is a continuation of the

improvement of Louisiana Avenue. I have lived on Oregon Ct nearby for over 35 years. The roundabouts on Louisiana and highway 7 have been great. They make the previous intersection safer, a time saver and are also aesthetically pleasing. I am sure you and the city will do the same great job on this project.

The city of Richfield did a similar project along Lyndale Avenue with multiple roundabouts from 494 with the largest roundabout at 68th and Lyndale. It has worked very well and I always thought something like that for Cedar Lake and Louisiana would work well if the engineering and space worked.

Thank you and the city for continuing to improve our community making it safer and easier to navigate for vehicles, pedestrians and bikes. Your vision, hard work and community engagement does not go unnoticed and is greatly appreciated.

Sincerely,
Jeffrey Raison

For City council consideration,

I own 7115 west 23rd st on the corner of 23rd st and Louisiana. Years ago, Louisiana was widened to 4 lanes and our property was narrowed, bringing traffic dangerously closer to our lot and driveway. At our expense, we built a fence at the city's approval but public complaints made us have to take it down. Now the new project could provide our lot some improved safety but we are the only lot excluded from the bike lane and boulevard provided as close as across the street. We ask that the City include our property in the widened bike lane and boulevard. Thank you for your consideration.

Scott and Nina Johnson
7115 West 23rd St.

Emails below were submitted after the January 17, 2023 public hearing up to January 30, 2023.

To whom it may concern,

I am a resident of Virginia Circle South. The intersection where our circle meets Cedar Lake and Virginia Ave is often an accident waiting to happen. Those of us trying to turn or cross Cedar Lake against busy traffic feels like we're playing a "game of chicken", made worse by drivers waiting on the opposite side not consistently abiding by right of way rules. People get desperate to be able to turn or cross over, and will go when it is not their turn or is unsafe, creating confusion and risk.

I was hoping the proposed project would address this. Instead, it makes it worse by removing our left turn lane from the west for a pedestrian crossing. This is bound to clog up traffic more by holding up eastbound travelers while they wait for us to turn left into the circle, adding to feelings of anxiety and impatience, risking everyone's safety.

Were other options like a mini roundabout discussed?

This aspect of the project needs more consideration.

Sincerely,
Janine Mechelke

Mr Shamla,

I just want to comment on the proposed change for the above mentioned intersection.

I believe that replacing the traffic lights with a roundabout will result in confusion and increased accidents. As you know this is a heavily trafficked area. There are vehicles that hopefully comply with the lights but bikes and pedestrians quite often do not. If you drive around you would see at 3 way and 4 way stops vehicles and bikes do not wait their turn. I see vehicles and bikes not signaling their turns. Bikes who weave in between cars. They also do not give pedestrians the required right of way. This goes on with and without traffic signs. Having a roundabout instead of traffic lights will create a free for all.

I personally don't like roundabouts and have yet to speak with anyone who does. I can't help but feel that for some reason this might be a cost cutting measure as opposed to a safety measure. Just because there is money to be spent it doesn't mean that it can't be held back and allocate it for a future project.

I would appreciate it if you can act as my advocate and share my thoughts. I can not attend the city council meetings as I can not drive in the dark.

Thank you.

Esther Rubinstein
2200 Quebec Drive

Hi.

I was not able to attend the Council Meeting last week but did watch it on line.

I know that Cedar Lake Rd and Louisiana Ave are in need of repairs/reconstruction. Which ever option you choose would be better than what we have now.

I live on the north side of Cedar Lake Rd and Boone Ave. S. This construction will affect me on how I get out of my street to get anywhere. Would really need more information on how this will take place.

Having a sidewalk on the south side of Cedar Lake Rd would probably be nice for the people that like to walk. We already have one on the north side.

By having bike lanes, and making Cedar Lake Rd narrower, that is not safe for the bikers or the walkers. We have a lot of car traffic on Cedar Lake Rd. Maybe re-think this plan.

I'm not sure that the people who live on Cedar Lake Rd would like not to be able to park on Cedar Lake Rd if you get rid of all parking on this street. If they have company, where are they to park?

I would like to see those flashing crosswalk lights at Cedar Lake Rd and Boone Ave to allow people to cross over to Westwood Lutheran Church. I think at the meeting, they said the flashing lights would be at Stanlen Rd and Cedar Lake Rd.

Now about the Round-A-Bout. I hate Round-A-Bouts. The one on Louisiana Ave and Highway 7 is the worst one yet. I will never use that one at all. The one on Cedar Lake Rd near Costco is not so bad. I'm able to maneuver that one OK.

Putting in a Round-A-Bout at Cedar Lake Rd and Louisiana is not a good idea in my view point. Getting in and out of Walgreens is bad enough now without putting in this Round-A-Bout. The other shopping centers on the south side of Cedar Lake Rd would also be affected with all this construction. Also the Fire Department would have more trouble getting out to head to an emergency when there are vehicles in the Round-A-Bout. I know you think there is too much pollution from car exhausts, if vehicles are stopped for the stop lights for a minute or so. I think it's safer to have the stop lights than a Round-A-Bout. There were a few people who spoke about this at the Council Meeting and they said the same thing I'm saying now. Please reconsider this plan.

Thank you for listening to my comments.

Sheila Desnick
2520 Boone Ave. S.
St. Louis Park, MN 55426



Hi Joe,
Thank you for your outreach to the residents regarding the Cedar Lake Road reconstruction project. We attended the last public forum at city hall to learn about the evolving plan and are excited to see the project break ground. We were prepared to listen and learn but not to provide commentary and consequently we didn't feel we were very articulate in our comments. Here are our comments and concerns:

1. Our address is 9015 Cedar Lake Road, and you have been to our property to discuss our concerns, thank you.
2. The Hendrickses (us) are very much in favor of this project. We have lived within this ½ mile radius for 30 years and expect to be here for at least 30 more!

We are runners, walkers, cyclists, and gardeners and are proud ambassadors for SLP!

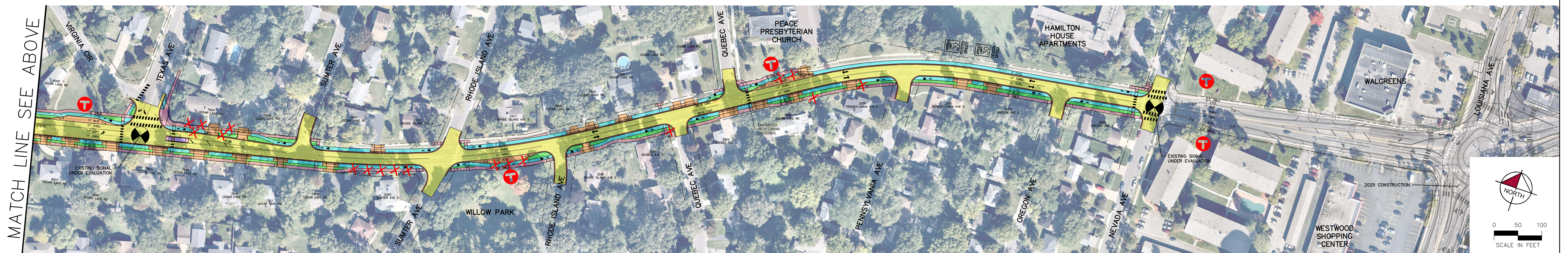
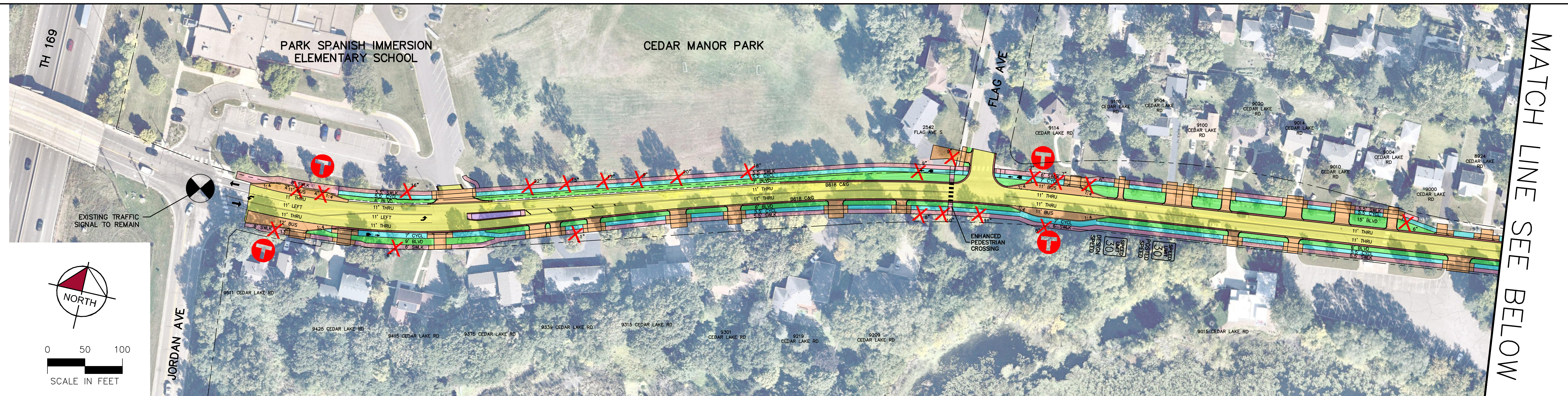
3. There was a woman at the public forum who made the comment about "doing it right" this time. I would expand that to say, that we have the opportunity (perhaps the only one) to do more things than fewer. We will never have the opportunity again to relocate the utility boxes on CLR, but more specifically, those which are set well beyond the easement on our property. These boxes were set randomly and sparsely when no house was located there and were put well within the property line. Now is the time to move them to a place that would be less obtrusive, likely increase our property value, and give us back a significant space in our yard that would allow for a less-industrial and more welcoming look for our property.
4. Planned easement costs within the plan – my questions are about which properties on CLR will incur an intrusion beyond the typically 15' easement, how will the property owners be notified, and is the cost assigned to the property owner or to the City of SLP?
5. Regarding the curb cut for the western most entrance to the Westwood Lutheran Church, it needs to be moved to the east as it currently ushers traffic partially into our yard. Additionally, we would like to see the new curb cut move enough to the east so as to not bring traffic directly alongside our home.

We look forward to your feedback and are open to further dialog. As mentioned above, this is an important project and also our opportunity to get this done right.

Thanks,
Mike & Mary Hendrickson

Kimley»Horn

	PROPOSED FULL DEPTH ROADWAY		PROPOSED CURB & GUTTER
	PROPOSED CYCLE TRACK		PROPOSED CONCRETE DRIVEWAYS/BUS PADS
	PROPOSED SIDEWALK		EXISTING RIGHT-OF-WAY
	PROPOSED LANDSCAPED MEDIANS		IMPACTED TREE
	PROPOSED CONCRETE MEDIANS	TOTAL NUMBER OF TREES IMPACTED: 64 TOTAL CALIPER IMPACTED: 616"	



LOUISIANA AVENUE ROAD IMPROVEMENTS
CITY PROJECT NO. 4024-1100
PREFERRED ALTERNATIVE –
ALTERNATE ROUTE GEOMETRIC LAYOUT
DECEMBER 2022



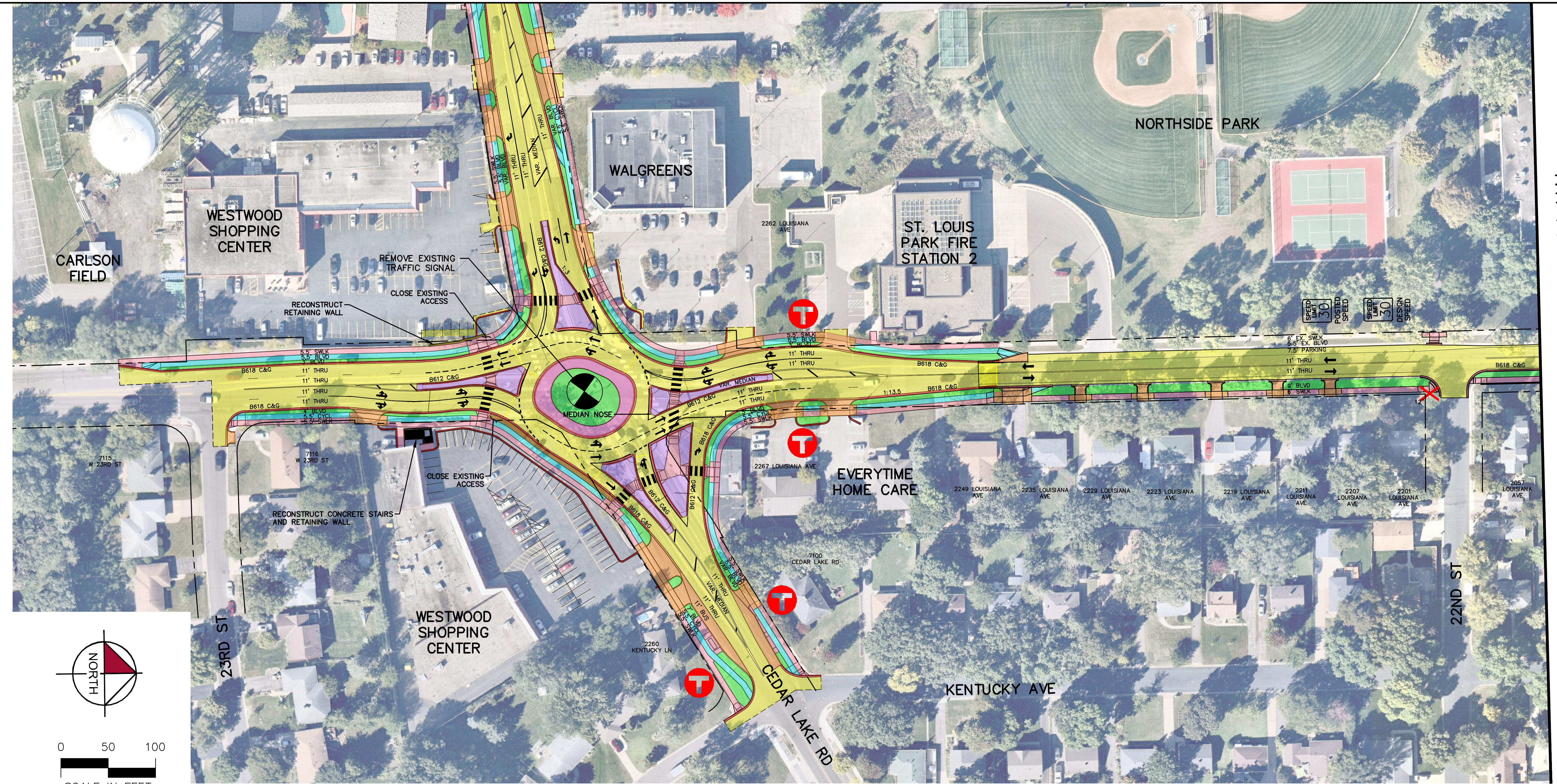
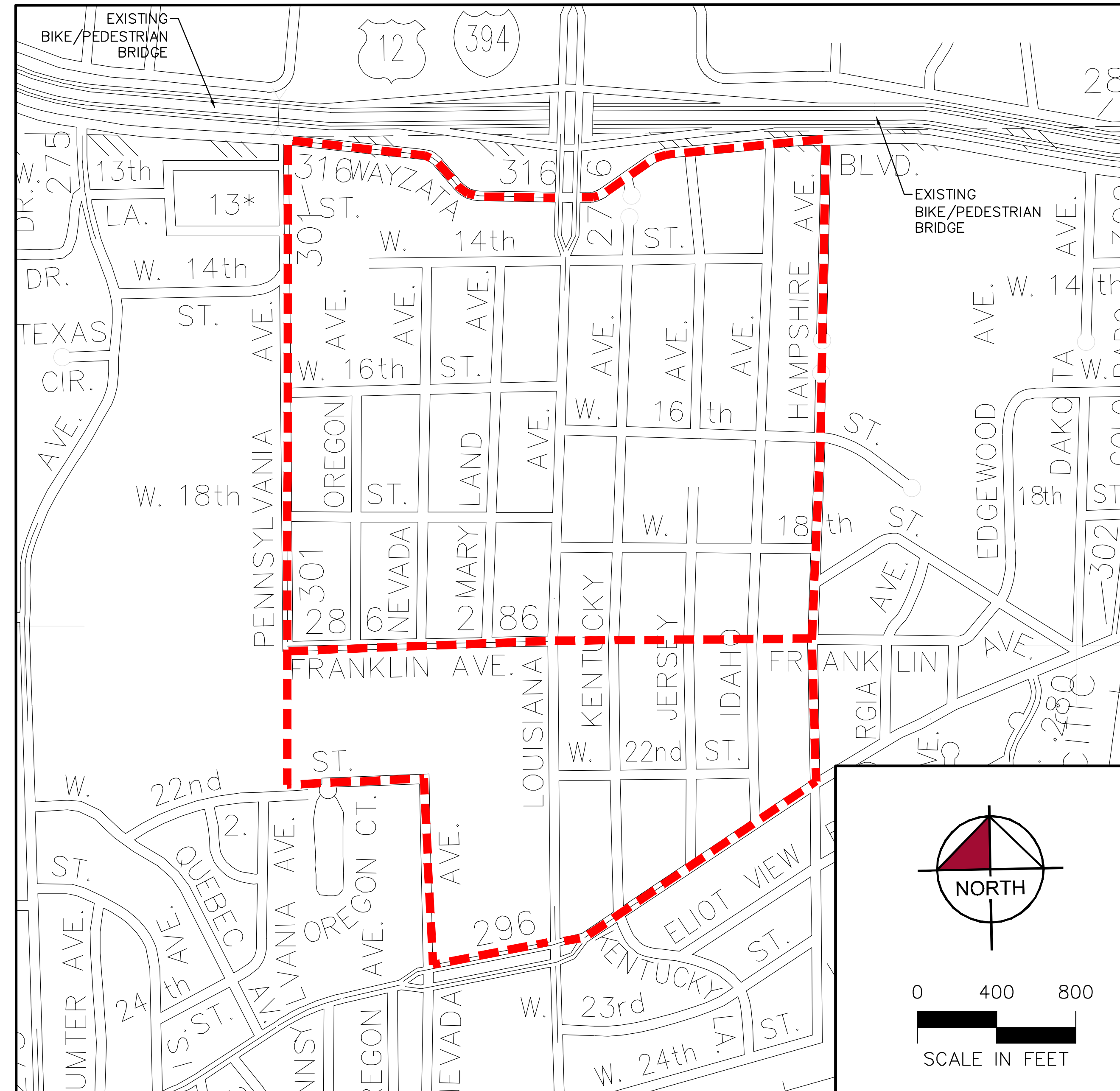
Kimley»Horn

LEGEND

- PROPOSED FULL DEPTH ROADWAY
- PROPOSED CYCLE TRACK
- PROPOSED SIDEWALK
- PROPOSED LANDSCAPED MEDIANS
- PROPOSED CONCRETE MEDIANS
- PROPOSED CONCRETE DRIVEWAYS/BUS PADS
- EXISTING RIGHT-OF-WAY
- IMPACTED TREE

TOTAL NUMBER OF TREES IMPACTED: 15
TOTAL CALIPER IMPACTED: 155"

ALTERNATIVE BIKE ROUTE MAP



MATCH LINE SEE BELOW

MATCH LINE SEE ABOVE

