

Welcome

LAKE ELMO PARK RESERVE WEST SIDE ACCESS PLAN

OPEN HOUSE

June 8, 2011

Project Goals



View along Inwood Avenue looking north toward Stillwater Boulevard

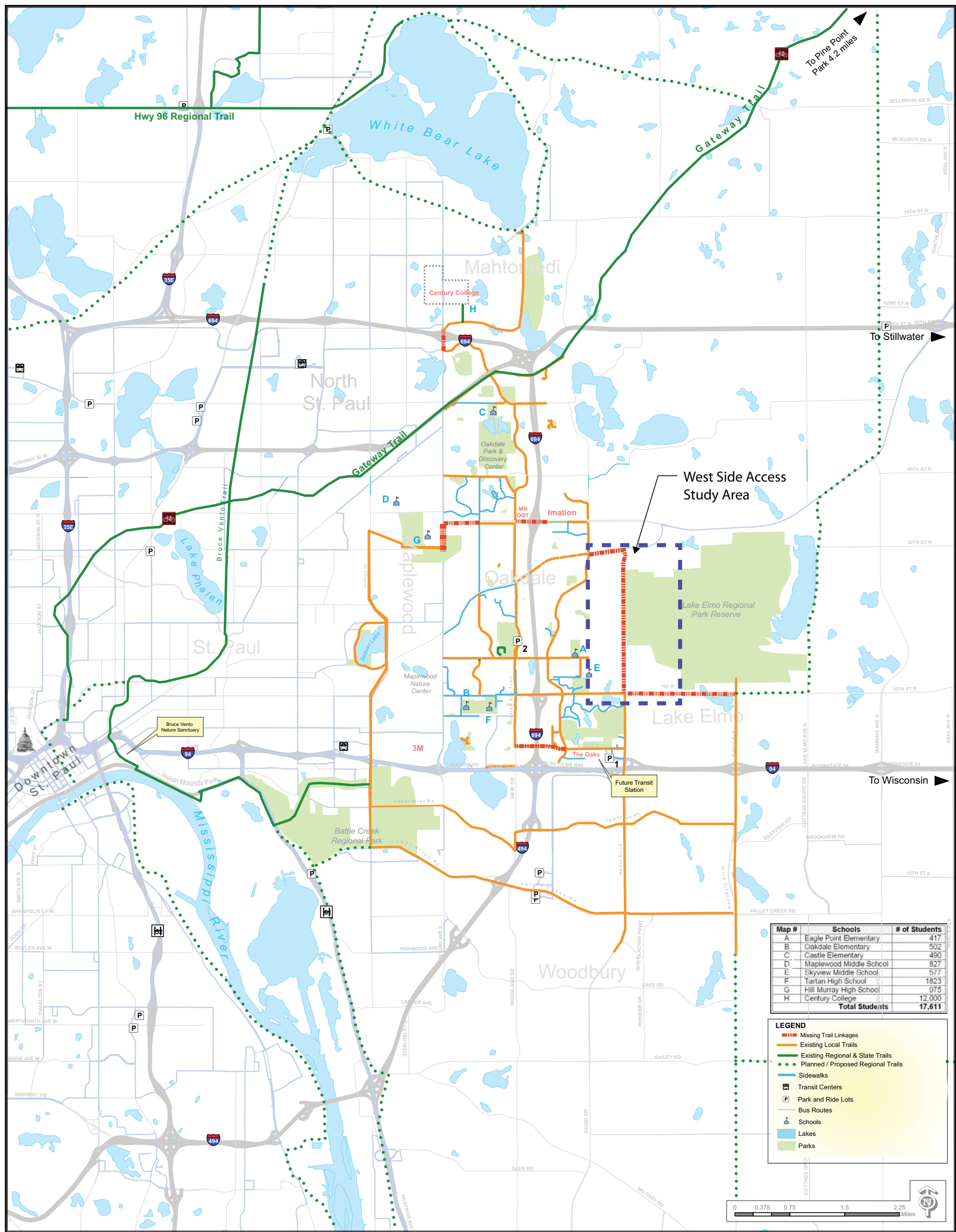
- Establish local trail connections and explore trailhead facility options on the west side of Lake Elmo Regional Park Reserve
- Provide safe and convenient access to park from surrounding neighborhoods
- Promote active living and fitness by expanding opportunities for non-motorized transportation
- Provide safe connections to nearby neighborhood schools
- Establish safe trail and pedestrian crossings of highways and local roadways



View along Inwood Avenue looking north near creek crossing

- Consider future planned regional trail connections
- Better integration between County and City trail and sidewalk networks
- Incorporate strategies for short and long-term funding of proposed trail and site amenity improvements
- Develop phasing implementation strategies based on priorities, needs and available resources
- Provide “user-friendly” amenities such as wayfinding, parking facilities, rest areas, and landscape enhancements

Regional Trail Context



Source: Map edited from Trails and Transportation Map courtesy of City of Oakdale

Existing Conditions



Existing Conditions



Inwood Ave. Near Stillwater Blvd., Looking South



26th St. and Inwood Ave. West Side, Looking North



Possible Trailhead Location, North Side of Park



Existing Trail along 15th St. in Oakdale



Inwood Ave. and 15th St., West Side, Looking North



Inwood Ave. Near 15th St., Looking North



15th St. Near Park Boundary, Looking West

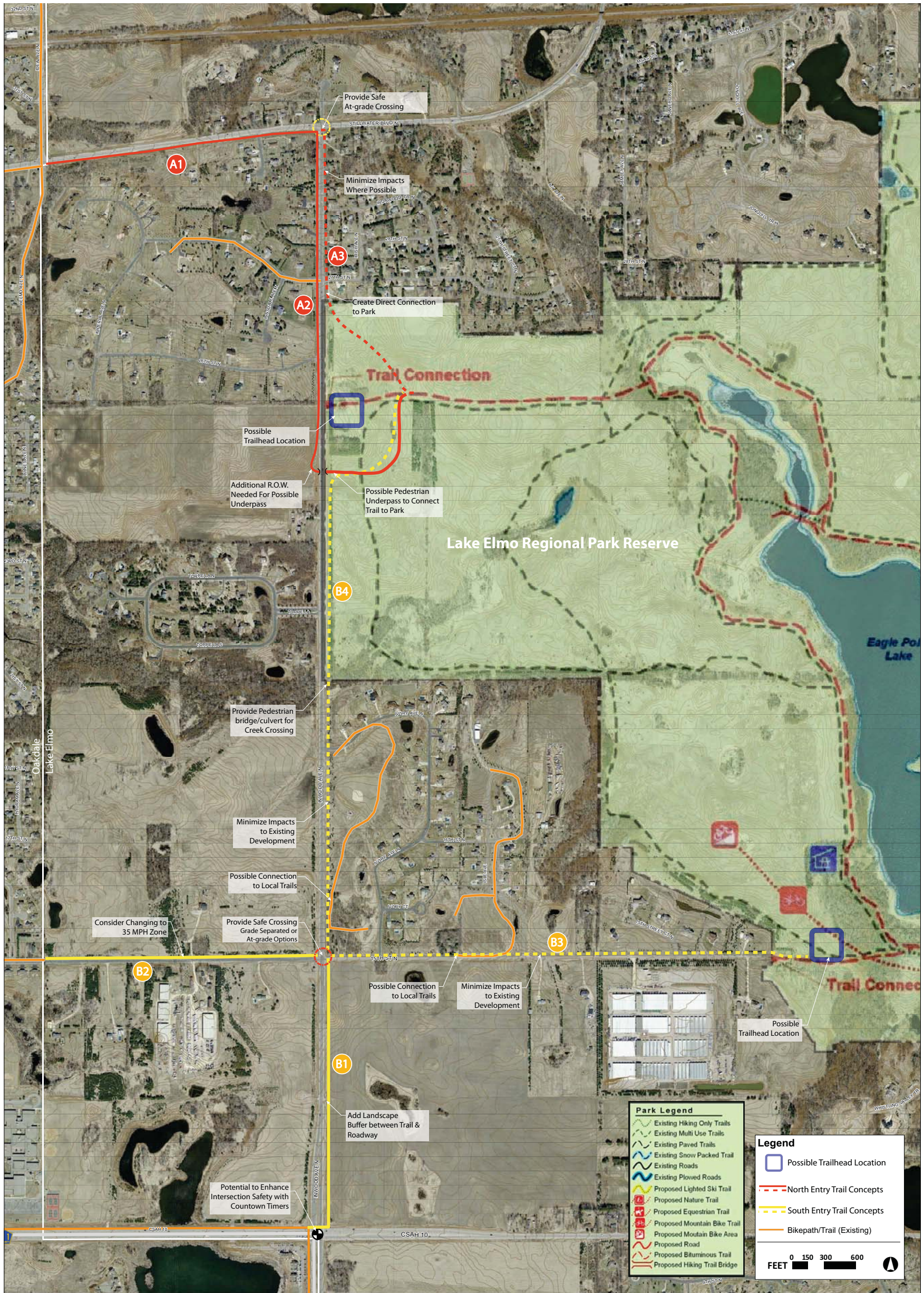


Possible Trailhead Location, South Side of Park



Existing Trail along 10th St., Looking East

Preliminary Trail Concepts



Northern Trail Concepts



Segment A1

SOUTH SIDE OF STILLWATER BOULEVARD, WEST OF INWOOD

Opportunities:

- Alignment along south side does not conflict with utility line
- Limited property impacts
- Provides safer connection to trails heading south to park by minimizing additional crossings of Stillwater Avenue

Issues:

- Drainage ditch and grading impacts

Segment A2

ALONG THE WEST SIDE OF INWOOD AVENUE, CONNECTS TO PARK VIA GRADE SEPARATED PEDESTRIAN TUNNEL

Opportunities:

- Alignment along west side does not conflict with utility line
- Limited property impacts
- Does not require an at-grade trail crossing of Inwood Avenue/ Stillwater Boulevard intersection

Issues:

- On opposite side of the park
- Crossing to park requires grade separated pedestrian tunnel which is cost prohibitive

Segment A3

ALONG THE EAST SIDE OF INWOOD AVENUE, DIRECT CONNECTION TO PARK

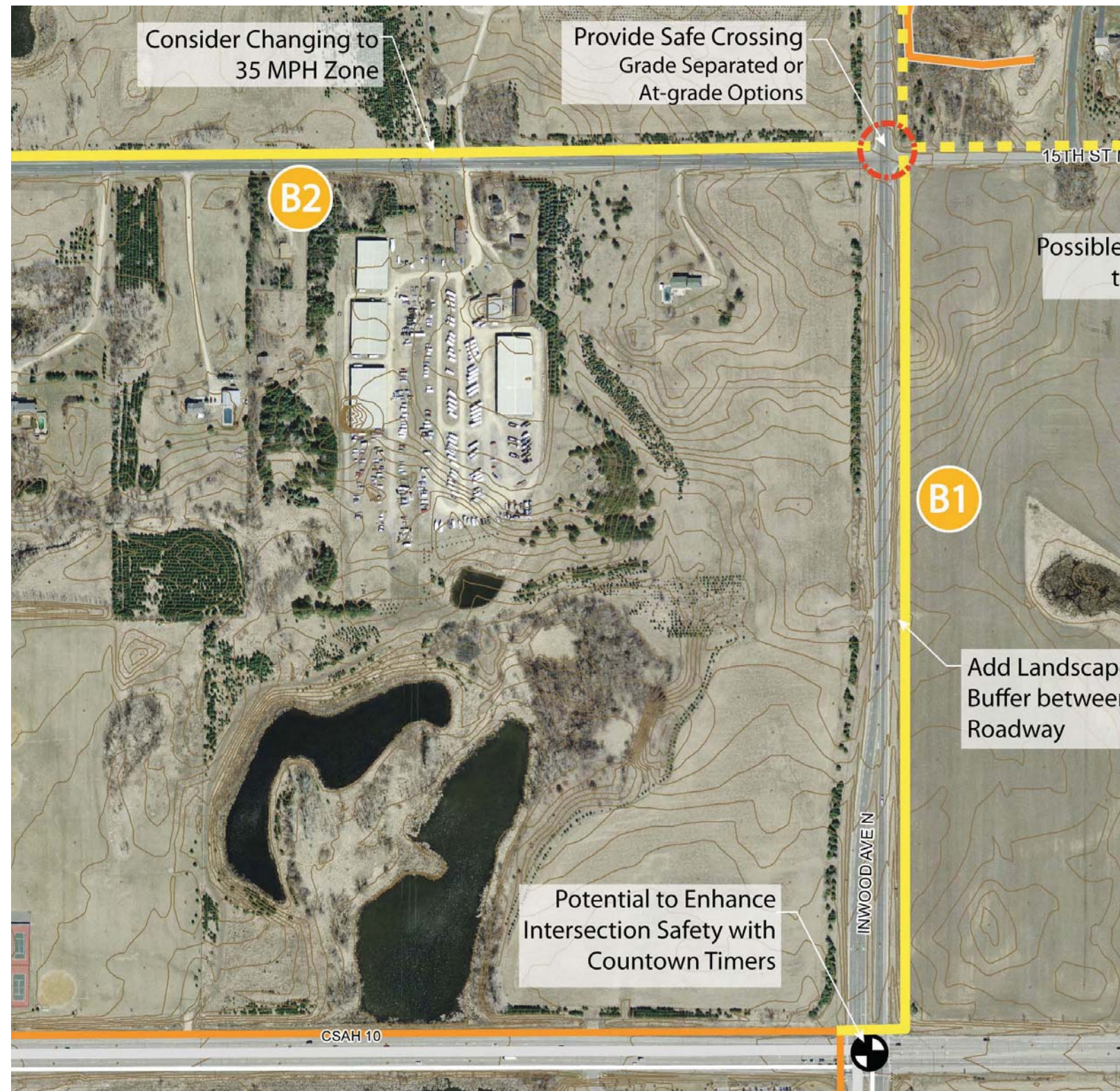
Opportunities:

- Direct connection to the park (on the same side of road as park)

Issues:

- Property impacts- limited right-of-way and multiple driveway crossings
- Conflicts with utility line
- Requires trail crossing at the intersection of Stillwater Avenue and Inwood Avenue
- Potential safety conflicts with trail crossing and right-hand turn lane at Stillwater Avenue and Inwood Avenue intersection

Southern Trail Concepts



Segment B1

EAST SIDE OF INWOOD AVENUE

Opportunities:

- Alignment along east side of Inwood does not conflict with utility line
- Connects to Existing Trail along 10th Street
- Utilizes Existing Controlled Intersection/Crosswalks at Inwood and 10th
- Choice to continue north along Inwood or turn east following 15th St.

Issues:

- Provide safe crossing at 15th Street

Segment B2

ALONG THE NORTH SIDE OF 15TH STREET

Opportunities:

- Alignment along north side does not conflict with utility line
- Limited property impacts
- Connects to existing trail in Oakdale

Issues:

- Along 55 MPH zone located between 30 MPH and 35 MPH zones
- Crossing Inwood Avenue (see below)

Inwood Ave. and 15th St. Intersection

CROSSING OPTIONS

Grade Separated Crossing:

- Provides the safest option
- Landform is not favorable for an underpass
- Additional right-of-way needed for pedestrian overpass bridge
- Cost Prohibitive

At-Grade Crossing:

- Provide ADA access
- Consider 4-way controlled intersection

Southern Trail Concepts, cont.



Segment B3

ALONG THE NORTH SIDE OF 15TH STREET, DIRECT CONNECTION TO PARK

Opportunities:

- Along low-traffic load road, 30 MPH zone
- Direct connection to the park
- Opportunities to connect to local trails

Issues:

- Limited property impacts (a few residences are close to the road)
- Conflicts in a few places where utility line crosses north
- Potential conflicts with commercial operations and associated truck traffic

Segment B4

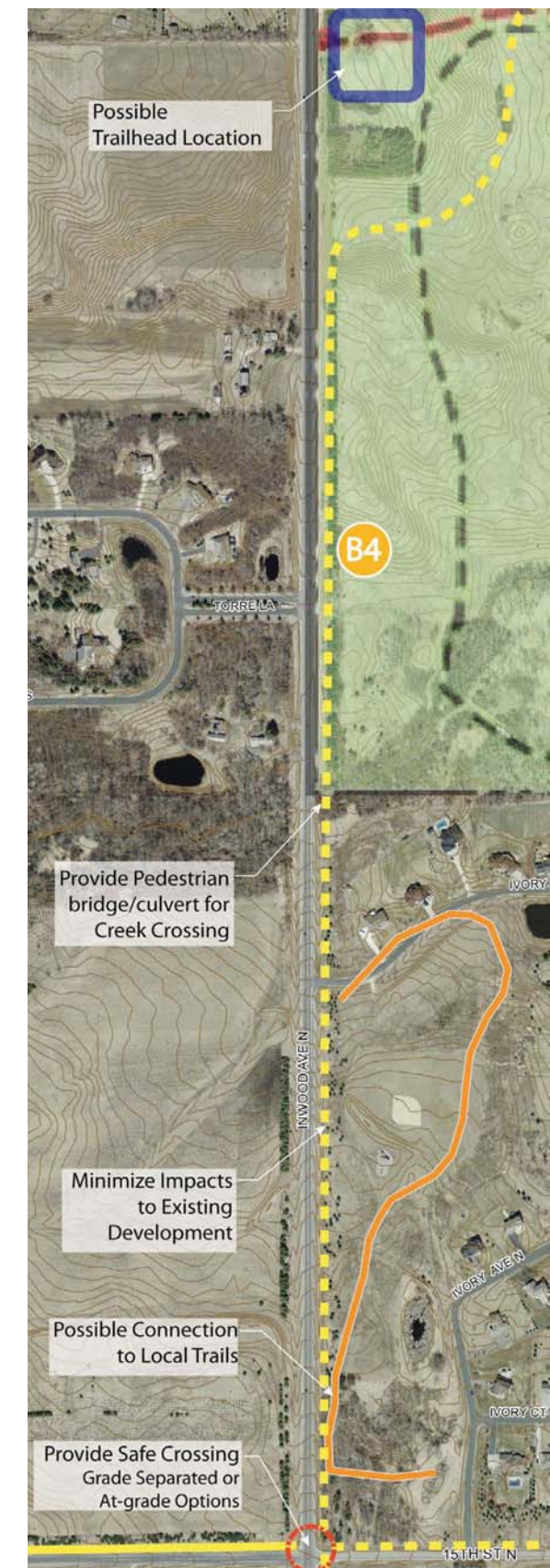
ALONG THE EAST SIDE OF INWOOD AVENUE, DIRECT CONNECTION TO PARK

Opportunities:

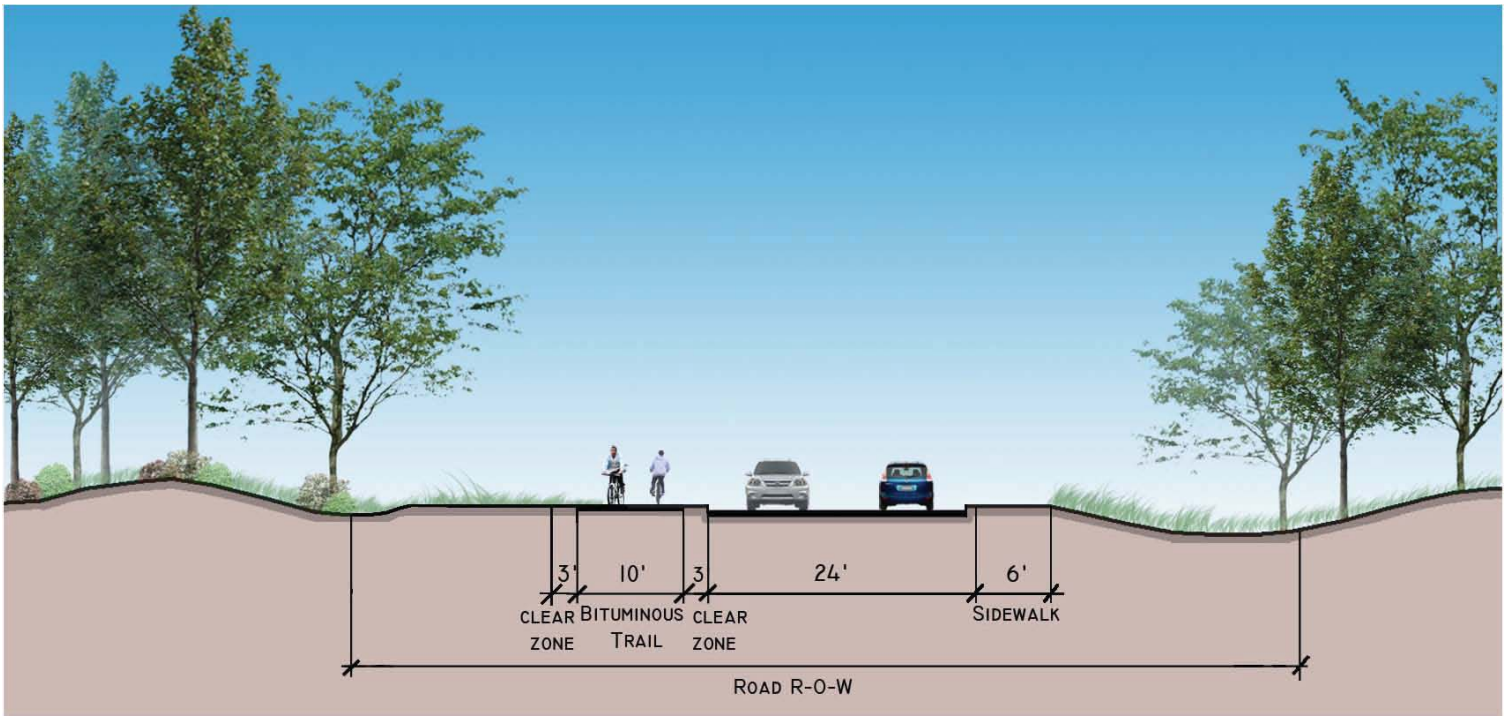
- Direct connection to the park (on the same side of road as park)
- Utilizes park land

Issues:

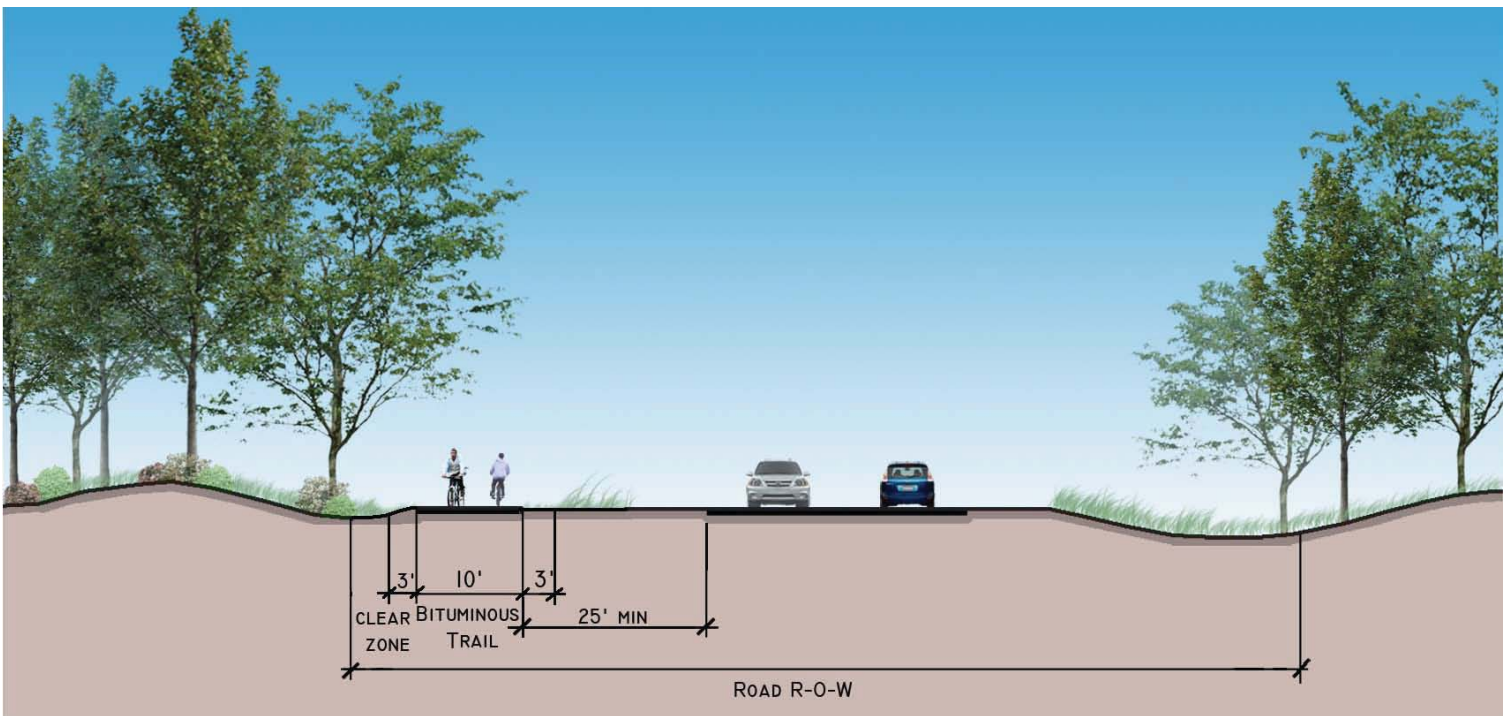
- Limited Property Impacts
- Tree buffer impacts at 15th and Inwood
- Bridge or Culvert Needed for Creek Crossing
- Potential Impacts to Development Signage/Entry



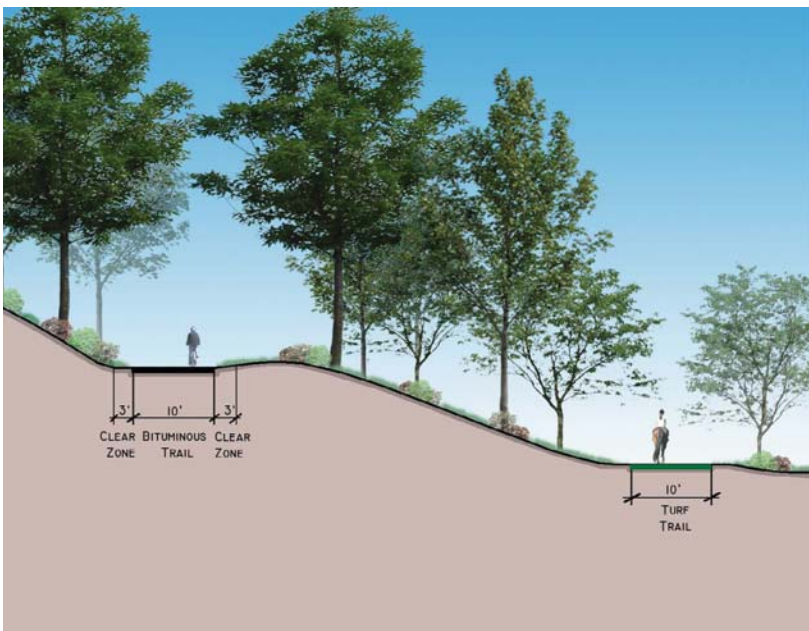
Typical Trail Sections



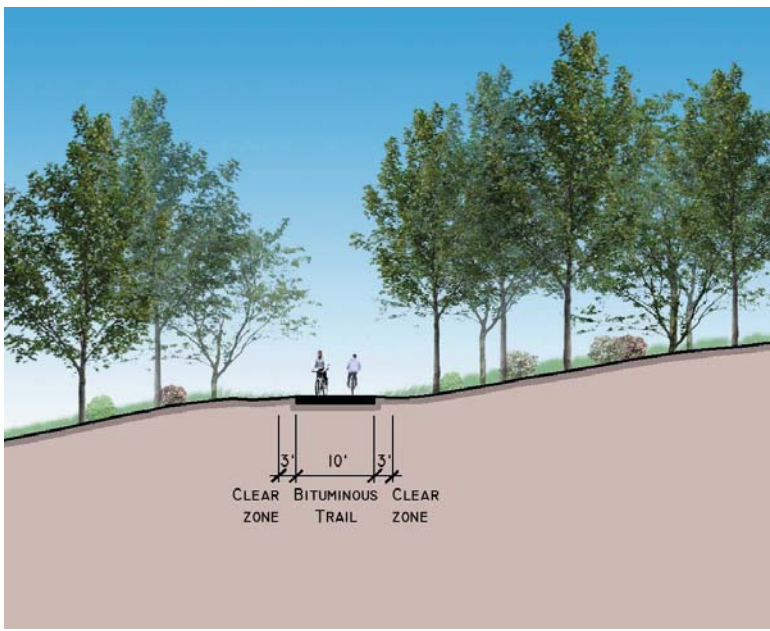
Paved Trail Back of Curb



Multi-Use Trail - Paved Trail in Road ROW



Separated Multi-Use Trails



Single Paved Trail