



Thompson Avenue and Oakdale Avenue Bicycle and Pedestrian Feasibility Study

City of West St. Paul and Dakota County

May 2020



THOMPSON AVENUE AND OAKDALE AVENUE

Bicycle and Pedestrian Feasibility Study



CITY OF WEST ST. PAUL AND DAKOTA COUNTY
MAY 2020

PREPARED BY:

Kimley»»Horn



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EXECUTIVE SUMMARY

The City of West St. Paul, in partnership with Dakota County, received a grant from the Minnesota State Health Improvement Program (SHIP) to assess the feasibility for potential bicycle and pedestrian improvement options for the following street segments:

- Thompson Avenue (CR 6) from Robert Street (TH 952) to TH 52
- Oakdale Avenue (CSAH 73) from Wentworth Avenue (CSAH 8) to Butler Avenue (CR 4)

The goals of the feasibility study are outlined below.

- Identify recommended bicycle and pedestrian improvements along Oakdale Avenue and Thompson Avenue in the project study area
- Attain feedback from key stakeholders and the public regarding options for bicycle and pedestrian infrastructure
- Identify estimated construction and right-of-way acquisition costs for the recommended alternatives
- Assemble technical information to assist the City with the preparation and submittal of a Metropolitan Council Regional Solicitation (TAP) funding application in May 2020 based on the recommended alternatives



Figure 1. Location Map

An alternatives analysis was completed for both the Thompson Avenue and Oakdale Avenue corridor to identify recommended improvements. A summary of the recommendations for each corridor is provided below and further detailed in the report.

THOMPSON AVENUE

A multi-use bituminous trail is recommended along the south side of Thompson Avenue between Robert Street and TH 52. A concrete sidewalk is recommended along the north side of Thompson Avenue between Robert Street and TH 52. These recommendations were determined based on the following factors:

- Planned development within the City along the south side of Thompson Avenue
- Available City owned land along the old Thompson Oaks Golf Course
- Consideration of existing vegetation density and terrain challenges
- Residential and commercial driveways



- Connectivity to existing bicycle and pedestrian facilities
- Input from the public and key stakeholders

OAKDALE AVENUE

A multi-use bituminous trail is recommended along the east side of Oakdale Avenue between Wentworth Avenue and Butler Avenue where the current north urban regional trail does not exist. A concrete sidewalk is recommended along the west side of Oakdale Avenue between Thompson Avenue and Westchester Drive. These recommendations were determined based on the following factors:

- Major destination locations (i.e. church, school, etc.) along Oakdale Avenue
- Estimated construction cost and necessary right-of-way acquisition
- Location of existing sidewalk and north urban regional trail facilities
- Considerations of existing vegetation density and terrain challenges
- Input from the public and key stakeholders
- On-street parking needs

ESTIMATED COSTS AND PROJECT FUNDING

The estimated trail and sidewalk construction, right-of-way, and total project cost for the recommended alternatives are summarized in the table below.

Table 1. Estimated Project Costs

Street Name	Estimated Construction Cost ¹	Indirect Cost ²	Right-of-Way Property Cost	Right-of-Way Acquisition Cost	Total Project Cost
Thompson Avenue	\$1,010,000	\$253,000	\$443,000	\$133,000	\$1,839,000
Oakdale Avenue	\$1,789,000	\$448,000	\$386,500	\$116,000	\$2,739,500
¹ Includes construction contingency					
² 25% of construction cost					

The Oakdale Avenue portion of the project proposes to apply for TAP funding through the 2020 regional solicitation. If successful, a future project would be funded by a combination of federal and local (City and County) funds. Thompson Avenue is also being considered for a turnback project with Dakota County. Additional consideration for funding of the recommend pedestrian and bicycle improvements along Thompson Avenue will be included as a part of future turnback discussions.

SCHEDULE AND NEXT STEPS

A project schedule and potential next steps are detailed below.

Submit TAP Funding Application	May 2020
Finalize Feasibility Study	May 2020
Prepare 30% Preliminary Engineering Plans	May 2020 – June 2020



Preliminary and Final Design*

TBD

**Preliminary and Final Design phases dependent on project funding timelines.*



INTRODUCTION

The City of West St. Paul and Dakota County have an ongoing Active Living Partnership to assess the active living conditions in the community and recommend policy changes that encourage increased physical activity in everyday life. In December 2011, the City Council accepted the City of West St. Paul Pedestrian and Bicycle Master Plan. This plan identified crucial gaps in the City's pedestrian and bicycle infrastructure. Thompson Avenue between TH 52 and Robert Street and Oakdale Avenue between Wentworth Avenue and Butler Avenue are both identified as priority gaps in the City's pedestrian and bicycle infrastructure system.

The lack of pedestrian and bicycle connectivity between these corridors, existing transit facilities along Robert Street and other area destinations have created connection gaps and an inadequate transportation system for the local bicycle and pedestrian population. The City of West St. Paul and Dakota County recently received a Minnesota State Health Improvement Program (SHIP) grant to assess potential pedestrian and bicycle infrastructure improvements in this priority gap segment.

A feasibility study was initiated by the City of West St. Paul and Dakota County with the following goals:

- Identify recommended bicycle and pedestrian improvements along Oakdale Avenue and Thompson Avenue in the project study area
- Attain feedback from key stakeholders and the public regarding options for bicycle and pedestrian infrastructure
- Identify estimated construction and right-of-way acquisition costs for the recommended alternatives
- Assemble necessary information to prepare and submit a Metropolitan Council Regional Solicitation (TAP) funding application in April/May 2020 based on the recommended improvements

An alternatives analysis for both Thompson Avenue and Oakdale Avenue was completed to identify recommended pedestrian and bicycle infrastructure and is detailed in this report. Recommendations for the pedestrian and bicycle improvements are identified and include estimated project costs and a potential schedule for next steps.

ALTERNATIVES ANALYSIS

The alternatives analysis focused on three types of pedestrian and bicycle infrastructure options; on-street bike lanes, off-street multi-use trails, and sidewalks. All three of these infrastructure options were evaluated along Thompson Avenue and Oakdale Avenue. Previously, the City of West St. Paul Pedestrian and Bicycle Master Plan identified the following pedestrian and bicycle improvements along Thompson Avenue and Oakdale Avenue in the study area:

Thompson Avenue

- Bike lanes in both directions along Thompson Avenue between Robert Street and TH 52



- Sidewalk along the north and south sides of Thompson Avenue

Oakdale Avenue

- Off-street trail between the existing North Urban Regional Trail and Butler Avenue

The recommendations identified in the Pedestrian and Bicycle Master Plan were evaluated along with additional infrastructure options that met the project goals. The Pedestrian and Bicycle Treatment Map from the Pedestrian and Bicycle Master Plan is included in **Appendix A**.

The alternatives analysis utilized three categories of criteria and factors in determining the most feasible improvements for Oakdale Avenue and Thompson Avenue. The three categories were existing features and topography, public input and estimated costs. A summary of the alternatives analysis for both roadway corridors is detailed below.

OAKDALE AVENUE

The Oakdale Avenue corridor between Wentworth Avenue and Butler Avenue generally consists of residential homes, two churches, the St. Croix Lutheran Academy school, and the Carousel Apartment complex. Existing pedestrian and bicycle facilities in this area include the following:

- Wentworth Avenue to Thompson Avenue – Off-street trail along the west side of Oakdale Avenue
- Thompson Avenue to 1,000 feet north of Thompson Avenue – Off-street trail along the east side of Oakdale Avenue
- Westchester Drive to Butler Avenue – Sidewalk along the west side of Oakdale Avenue
- North of St. Croix Lutheran Academy to Butler Avenue – Sidewalk along the east side of Oakdale Avenue

The existing street section of Oakdale Avenue consists of a 44-foot wide roadway with 12-foot through lanes in both directions and 10-foot shoulders on each side of the roadway. The existing shoulder on the east side of Oakdale Avenue narrows between Logan Avenue and Butler Avenue near the St. Croix Lutheran Academy. The existing street section in this area consists of a 36-foot wide roadway with 12-foot through lanes in both directions with a 10-foot shoulder on the west side of the roadway and an additional 2-foot curb reaction on the east side of the roadway. Parking is allowed on both sides of Oakdale Avenue where 10-foot shoulders exist. The existing right-of-way width is generally 66-feet.

An inventory of the following physical features was generated as a part of the alternatives analysis along Oakdale Avenue. This inventory helped determine which side of the roadways a sidewalk or off-street trail would fit best within the existing constraints of the area. The features identified are listed below.

- Number of intersections/crossings
- Commercial and residential driveways
- Existing topography/terrain
- Bus stops
- Existing power and light poles
- Hydrants
- Vegetation density



- Location of existing bicycle or pedestrian infrastructure
- Available right-of-way

The existing topography along the east side of Oakdale Avenue between Oakdale Court and Stassen Drive is steep between the existing curb and gutter and adjacent residences. It is anticipated that retaining walls would be required for off-street facilities in this area. **Figure 2** provides an example of this area.



Figure 2. Oakdale Avenue (East Side) Challenging Topography

Two typical section options were evaluated for bicycle and pedestrian improvements. Option A consists of the construction of a multi-use bituminous trail along the east side of Oakdale Avenue and a concrete sidewalk along the west side of Oakdale Avenue as shown in **Figure 3** below.



Figure 3. Oakdale Avenue – Option A

Option B evaluated the alternative of on-street bicycle lanes on each side of the roadway. This option would require conversion of the existing 10-foot shoulders to dedicated on-street bike lanes. On-street parking would be removed in Option B. A concrete sidewalk along the west side of Oakdale Avenue is proposed to serve pedestrians. This option is shown in **Figure 4** below.



Figure 4. Oakdale Avenue – Option B

Both options for Oakdale Avenue were presented at a public open house, shared with multiple stakeholder groups, and discussed with City Council, City Parks and Recreation Committee and County staff. Comments received at the public open house and stakeholder meeting summaries are provided in **Appendix B. Table 2** below summarizes the general feedback received for the Oakdale Avenue options through the public involvement process.

Table 2. Oakdale Avenue Public Involvement Summary

Stakeholder/Group	Meeting Date(s)	General Comments
St. Croix Lutheran Academy	January 22, 2020	<ul style="list-style-type: none"> Supports a trail along the school property (willing to fund trail improvements on property) Concerned about crossing safety at Moreland Avenue
Living Longer Stronger Group	February 20, 2020	<ul style="list-style-type: none"> Prefer Option A as an off-street trail provides a safer option for bikers and recreational users
Parks and Recreation Committee	February 11, 2020 and March 10, 2020	<ul style="list-style-type: none"> Would support both Option A or Option B Interested in getting feedback from the public to guide overall recommendation Concerned about cost for Option A and wants project team to find cost saving options
City Council	February 24, 2020 (work session) and March 23, 2020 (regular meeting)	<ul style="list-style-type: none"> Prefers Option A due to safety benefits and concerned about loss of on-street parking with Option B Recommended exploring options to shift the eastern curbline to reduce project construction cost and right-of-way acquisition needs
Public Open House	March 5, 2020	<ul style="list-style-type: none"> Overall support for Option A due to increased safety benefit of off-street trail On-street parking is used along Oakdale Avenue, specifically near the Carousel Apartment complex
Responsible Owners and Manager Association (ROMA)	March 12, 2020	<ul style="list-style-type: none"> General support for bicycle and pedestrian improvements in general along Oakdale Avenue but not specific feedback
Oaks of West St. Paul Apartments	March 16, 2020	<ul style="list-style-type: none"> Comments provided were not specific to Oakdale Avenue



Based on the public and stakeholder input received and analysis of impacts to physical features along the corridor, Option A is the recommended alternative for the following reasons:

- The project team received near unanimous support for an off-street trail (Option A) vs. the on-street bikes lanes (Option B) by the public and stakeholders due to added safety benefits of bicyclists being protected from traffic
- It was noted that on-street parking along Oakdale Avenue is utilized and there would be concern for loss of on-street parking along Oakdale Avenue that would be required with Option B
- Option A provides a continuous trail from the southern City limits (Mendota Road) to Butler Avenue on the same side of the roadway
- Major destinations (churches and schools) are located on the east side of Oakdale Avenue
- There was nearly unanimous support for sidewalk along the west side of Oakdale Avenue by the public and stakeholders
- The St. Croix Lutheran Church offered to fund a trail along their length of property

A project layout for Option A is provided in **Appendix C**.

CROSSING TREATMENTS

There were three major street intersection crossings that were evaluated along Oakdale Avenue as a part of this study and the results of the analysis are provided below.

Oakdale Avenue and Thompson Avenue

The intersection of Oakdale Avenue and Thompson Avenue is currently a 4-way stop controlled intersection. The average daily traffic on both roadways exceeds 7,000 cars per day. The existing crossing distance for pedestrian and bicycles is 44-feet in all directions. The addition of curb bumpouts was evaluated to reduce the crossing distance to 28-feet at the intersection.

The intersection of Oakdale Avenue and Thompson Avenue is planned as a future roundabout location. Standard marked crossings through the roundabout would be added as a part of a future roundabout project. Because the timing of this project is unknown and crossing treatments would be included in a future project, it is recommended that crossing treatments be further evaluated at the intersection once project funding and timing for a roundabout has been identified.

Oakdale Avenue and Emerson Avenue

The intersection of Oakdale Avenue and Emerson Avenue is a side street (Emerson Avenue) stop controlled intersection with one additional intersection leg (Carrie Street). Dakota County standard is to not install striping or crosswalks at non-stop controlled intersections. It is not recommended to stripe the Oakdale Avenue crossings as they are not stop controlled. Pedestrian crossing signage could be added to alert Oakdale Avenue traffic of potential pedestrian and bicycle crossings.

The long crossing length from the southwest corner to the northwest corner of the intersection is a potential safety concern. It is recommended that a pedestrian refuge be added in the southwest corner of the Carrie Street and Emerson Avenue intersection to reduce the total crossing length and time.



Oakdale Avenue and Moreland Avenue

The St. Croix Lutheran Academy noted that their students cross Oakdale Avenue at Moreland Avenue or Butler Avenue to access the business district on Robert Street. Following review of the area and based on this feedback from the school, it is recommended that a dedicated crossing be added at the intersection of Moreland Avenue and Oakdale Avenue. Dakota County will be completing a school safety study in 2020 to evaluate potential crossing enhancements at schools along County Roads. Dakota County has advised that this crossing location be evaluated as a part of that study and not include a specific crossing treatment recommendation at the intersection in this report.

THOMPSON AVENUE

The Thompson Avenue corridor between Robert Street and TH 52 generally consists of residential homes, the old Thompson Oaks Golf Course, and commercial businesses near Robert Street. Existing pedestrian and bicycle facilities include the following:

- Short length existing sidewalk facilities along the north side of Thompson Avenue near Robert Street
- Short length of existing sidewalk facilities near the intersection of Thompson Avenue and Waterloo Avenue
- On-street bike lanes along Waterloo Avenue near TH 52

The existing street section of Thompson Avenue consists of a 44-foot wide roadway with 12-foot through lanes in both directions and 10-foot shoulders on each side of the roadway. Near the commercial business area at Robert Street, the existing street section consists of a 14-foot shared left turn lane and variable 14-foot to 15-foot through lanes in both directions. Where a 10-foot shoulder exists, parking is allowed on both sides of Thompson Avenue. The existing right-of-way width is variable through the corridor.

A similar inventory of the physical features was generated along Thompson Avenue that was completed for the Oakdale Avenue alternatives analysis. These features were used to determine the most feasible location for sidewalks and trails along Thompson Avenue.



Figure 5. Thompson Avenue (looking west)

There are also two proposed development projects along Thompson Avenue that abut the project corridor.

- Redevelopment of the existing YMCA site to a new Hy-vee grocery store
- Proposed apartment complex in the western third of the old Thompson Oaks Golf Course property



The City is requiring both developments to construct a multi-use trail along the length of their property as a part of project approval. Additionally, any other future development on the old Thompson Oaks Golf Course will be required to construct a trail.

Because a new trail is being constructed by multiple developments already on the south side of the roadway, an off-street multi-use trail along the south side of Thompson Avenue is recommended. A sidewalk is recommended along the north side of Thompson Avenue to provide a pedestrian dedicated facility. The recommended typical section along Thompson Avenue is shown below in **Figure 6**.



Figure 6. Thompson Avenue Recommended Option

Conversion of the existing shoulders on Thompson Avenue to bike lanes was discussed but does not meet the long term vision of Thompson Avenue for the City. This stretch of Thompson Avenue is planned for a future turnback from Dakota County to the City of West St. Paul. As a part of that turnback project and the planned development in this area, the City intends to convert the existing typical section to a 3-lane section for the entire length. A 3-lane section eliminates the existing shoulders and does not allow for the addition of on-street bike lanes without widening the road.

The recommended Thompson Avenue pedestrian and bicycle alternative was presented at the same public and stakeholder meetings that are listed above in **Table 3**. The project team received general support at all meetings for the recommendations. At the public open house, some residents expressed concerns about loss of front yard space and snow plowing in the winter. The concerns were addressed at the open house and it is expected that further coordination with adjacent property owners for the Thompson Avenue improvements will be necessary if the project moves into a final design phase following identification of project funding.

A project layout for Thompson Avenue is provided in **Appendix C**.

ESTIMATED COSTS

The estimated trail and sidewalk construction, right-of-way, and total project cost are summarized in **Table 5** below. Detailed cost estimates are included in **Appendix D**.



Table 3. Estimated Project Costs

Street Name	Estimated Construction Cost ¹	Indirect Cost ²	Right-of-Way Property Cost	Right-of-Way Acquisition Cost	Total Project Cost
Thompson Avenue	\$1,010,000	\$253,000	\$443,000	\$133,000	\$1,839,000
Oakdale Avenue	\$1,789,000	\$448,000	\$386,500	\$116,000	\$2,739,500
¹ Includes construction contingency					
² 25% of construction cost					

METHOD OF FINANCING

The recommended improvements for Thompson Avenue and Oakdale Avenue do not currently have funding allocated to them. The City and County are seeking funding through a Metropolitan Regional Solicitation grant application in 2020. It is unknown if funding through this grant application will be secured. Other potential options for project funding are identified below.

- Turnback of Thompson Avenue – Trail and sidewalk improvements funded by Dakota County as part of a turnback of Thompson Avenue between Robert Street and TH 52.
- Revisions to County/City cost share policy – Dakota County is currently revising their cost share policy for construction projects. Following revision of the cost share policy, the City and County could look for opportunities to fund the project with local funds if they become available.

OAKDALE AVENUE – ALTERNATE OPTION

Following selection of Option A as the preferred alternative for Oakdale Avenue, City Council and Parks and Recreation Committee members directed the design team to explore a modified option to reduce impacts to adjacent properties and decrease total project costs. Trail construction with Option A along the east side of Oakdale Avenue requires impacts to the front yard space of multiple residences including retaining walls in multiple locations.

To mitigate some of the loss of front yard to residences and reduce the retaining wall construction needs, shifting the eastern Oakdale Avenue curbline to the west mitigates some of the loss of front yard space to adjacent residences and reduces the retaining wall construction needs. The typical section shown in **Figure 7** below demonstrates shifting the eastern Oakdale Avenue curbline.

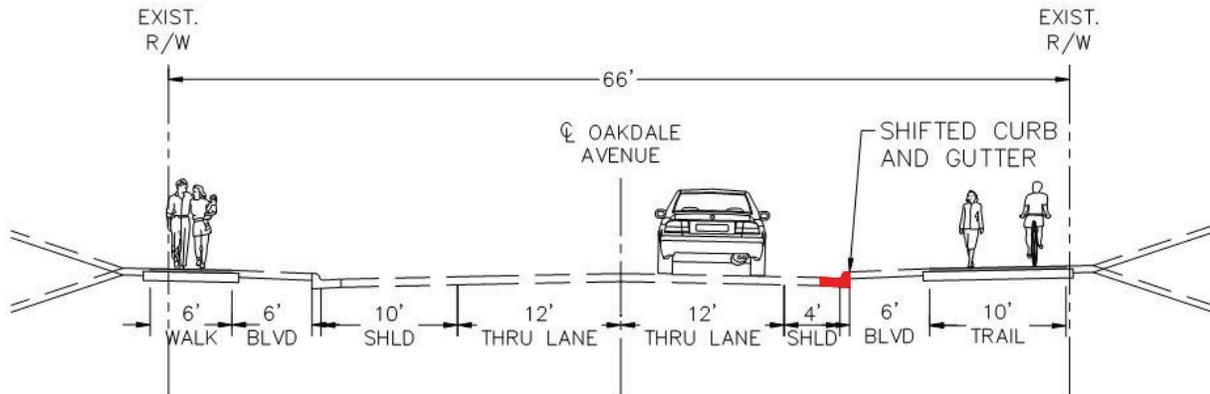


Figure 7. Oakdale Avenue Alternate Option Typical Section

This option requires the reduction of the existing 10-foot shoulder and the loss of on-street parking on the east side of Oakdale Avenue. Dakota County has reviewed this option and is in general agreement with evaluating shoulder narrowing to reduce project costs. Additional consideration for options to further gain existing right-of-way width for trail improvements would be considered if the project receives grant funding.

Construction and right-of-way acquisition costs for this option were compared to the baseline Option A alternative. The results of the cost comparison are provided in **Table 6** below.

Table 4. Oakdale Avenue Cost Comparison

Oakdale Avenue Option	Estimated Construction Cost ¹	Indirect Cost	Right-of-Way Property Cost	Right-of-Way Acquisition Cost	Total Project Cost
Option A	\$1,789,000	\$448,000	\$386,500	\$116,000	\$2,739,500
Alternative Option ²	\$1,785,000	\$447,000	\$282,000	\$85,000	\$2,559,000

¹ Includes construction contingency
² Based on reducing the existing 10-foot shoulder to 4-feet

SUMMARY, SCHEDULE AND NEXT STEPS

Based upon the analysis completed as part of this project, the following recommendations are feasible and would benefit the community, bicyclists, and pedestrians in this area.

- A multi-use bituminous trail is recommended along the south side of Thompson Avenue between Robert Street and TH 52. A concrete sidewalk is recommended along the north side of Thompson Avenue between Robert Street and TH 52.
- A multi-use bituminous trail is recommended along the east side of Oakdale Avenue between Wentworth Avenue and Butler Avenue where the current north urban regional trail does not exist.



A concrete sidewalk is recommended along the west side of Oakdale Avenue between Thompson Avenue and Westchester Drive.

A project schedule and next steps are detailed below.

Submit TAP Funding Application	May 2020
Finalize Feasibility Study	May 2020
Prepare 30% Preliminary Engineering Plans	May 2020 – June 2020
Preliminary and Final Design*	TBD

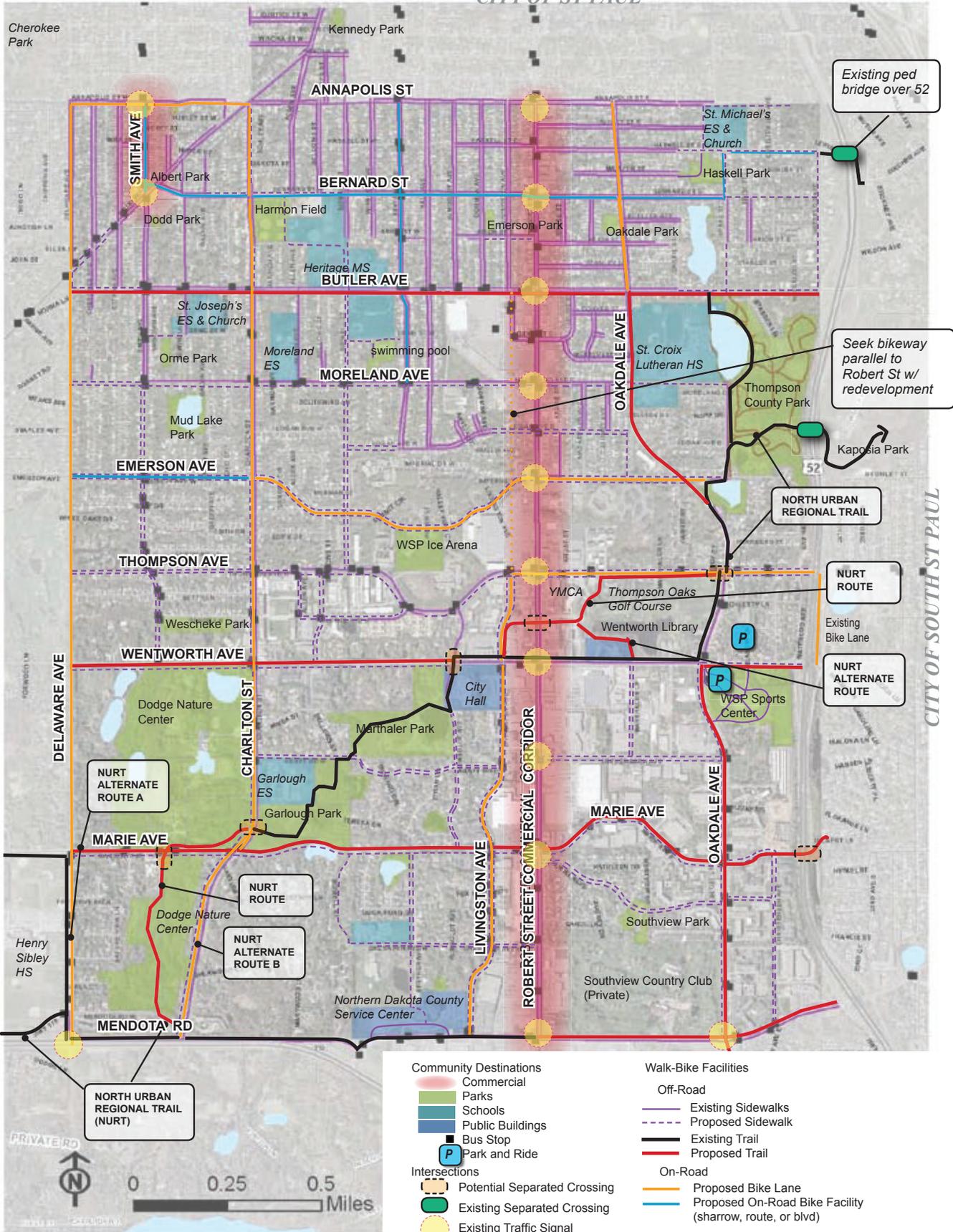
**Preliminary and Final Design phases schedule to be determined following the acquisition of necessary project funding.*



APPENDIX A – CITY OF WEST ST. PAUL PEDESTRIAN AND BICYCLE MASTER
PLAN TREATMENT MAP

PEDESTRIAN AND BICYCLE TREATMENT MAP

CITY OF ST PAUL



CITY OF SUNFISH LAKE





APPENDIX B – PUBLIC INVOLVEMENT MATERIALS

Thompson/Oakdale Trail Feasibility Study
Stakeholder Outreach – Living Longer Stronger
February 20, 2020

Conversation Summary

- West St. Paul is an aging population and a trail with large boulevard feels safer than sidewalks and bike lanes
- Like the idea of a round-a-bout at Thompson and Oakdale intersection
 - o Safer and easier to cross
- Oakdale on west side, Carrie and Emerson intersection is a tough pedestrian crossing
 - o Curious about ideas and ways to make that safer for peds
 - Close in the curbs or a ped refuge?
 - Cul-de-sac Carrie St.
- Discussed project's general connection with the Dakota County River to River Trail
- Attendees were unsure if/where street parking is utilized
- Voiced the need for transparency with both new and existing residents
 - o Want projects that support all ages, with an intergenerational focus
- Discussed the difficulty of finding the right balance between obtaining personal property for right-of-way for the project and making the right facilities for the entire community

Thompson/Oakdale Trail Feasibility Study
Stakeholder Outreach Meeting – St. Croix Lutheran Academy
January 22, 2020

Conversation Summary

- Would like to see the trail gap completed along Sperl St and the NW corner of Thompson County park
- The existing connection from St. Croix Lutheran Academy to the Thompson County Park is a great bike path network that connects multiple trails and parks
 - o Would like to utilize this area and see a trailhead/parking lot around this area to attract additional users
- The majority of the students that live in the dorms walk or bike to Robert St. either on Moreland Ave, or up Oakdale Ave and across Butler Ave.
 - o No students walk or bike on Westchester Ave.
- Is expecting the best option for the trail to be on the school's property (east side of Oakdale Ave) and is a little concerned about the safety of the visibility due to elevation changes
 - o Also knows that there are a lot of utilities both under and above ground on this side of Oakdale, would be open to potentially burying some under the parking lot of the school
- Most concerned with how to safely get students across Oakdale Ave onto Moreland Ave, would like to see increased safety measures at this intersection
 - o Students have previously been hit at Robert St. and Moreland Ave.



Comment Form

March 5, 2020, 5-7 p.m.

St. George Antiochian Orthodox Church

Name:

Daniel Waits

Agency/Address:

1575 OAKDALE AVE

Phone:

Email:

You may leave this completed form with us today or email your comments to Melissa Sonnek, City of West St. Paul: MSonnenk@wspmn.gov

Comments:

PLEASE keep golf course South fence

IN FAVOR OF MORE BIKE TRAILS? SIDEWALKS TO
CONNECT TO ROBERT STREET? BEYOND FOR BIKERS?
WALKERS



Comment Form

March 5, 2020, 5-7 p.m.

St. George Antiochian Orthodox Church

Name: Laura Zumbly

Agency/Address: 1016 MacArthur Ave

Phone: _____

Email: _____

You may leave this completed form with us today or email your comments to Melissa Sonnek, City of West St. Paul: MSonnenk@wspmn.gov

Comments:

Thank you for improving the neighborhood on the east side of Robert.

Option A is the best and safest option.

I bike / drive on Oakdale daily and it is ~~quite~~ dangerous for the amount of traffic & pedestrians.



Comment Form

March 5, 2020, 5-7 p.m.

St. George Antiochian Orthodox Church

Name: Kevin Hendrichs

Agency/Address: 988 Semmate Ave.

Phone: _____

Email: _____

You may leave this completed form with us today or email your comments to Melissa Sonnek, City of West St. Paul: MSonnenk@wspmn.gov

Comments:

The plan for Thompson is great. Very needed.

I like option A for Oakdale. Bike lanes are nice, but an off-street trail is so much nicer for safety and families. A sidewalk on the ~~west~~^{west} side is also great, if we can do both.

Thanks!



Comment Form

March 5, 2020, 5-7 p.m.

St. George Antiochian Orthodox Church

Name: Abigail Hendricks

Agency/Address: 988 Seminole

Phone:

Email:

You may leave this completed form with us today or email your comments to Melissa Sonnek, City of West St. Paul: MSonnenk@wspmn.gov

Comments:

In favor of plan A - the trails and isolated
bike path are a safer option for all involved.
It appears to have less effect on parking
options for residents in the area.



Comment Form

March 5, 2020, 5-7 p.m.

St. George Antiochian Orthodox Church

Name: Tamara Julian

Agency/Address: 1138 Oakdale

Phone: _____

Email: _____

You may leave this completed form with us today or email your comments to Melissa Sonnek, City of West St. Paul: MSonnenk@wspmn.gov

Comments:

Would like to see the trail/widened sidewalk continue from Oakdale, along S. side of Butler to Thompson Pk.

Thanks

Moren, Luke

From: Melissa Sonnek <MSonnek@wspmn.gov>
Sent: Monday, March 16, 2020 4:31 PM
To: Moren, Luke; Fosmo, Eric
Cc: Ross Beckwith
Subject: FW: Thompson/Oakdale Avenue Trail Study

Categories: External

Some input from the apartments at the NE corner of Robert and Thompson

Sincerely,

Melissa Sonnek
City Planner

Office: 651-552-4134
1616 Humboldt Avenue
West St. Paul, MN 55118



www.wspmn.gov



From: Chantal Maciel [REDACTED]
Sent: Monday, March 16, 2020 4:14 PM
To: Melissa Sonnek <MSonnek@wspmn.gov>; Liz Bronk [REDACTED]
Subject: RE: Thompson/Oakdale Avenue Trail Study

Hello,

Sorry for the late response!

I have noticed lots of people walking down Thompson going east on our side of the street (Odd). Cars are usually parked along this side of the street and oncoming traffic can make this extra risky. In the winter I notice people walking on our property to stay out of the way of the traffic to make their way towards the 4-way.

There are two bus stops on even and odd sides of the road so there is a lot of foot traffic. There is also a bus stop in front of Starbucks, so pedestrians use the grassy area and the business parking lots to make their way.

Other info:

-A good number of our residents do not have transportation so they enjoy the walkability to nearby businesses, some of them being their place of employment. So they use these grassy areas to get around-especially noticeable by the YMCA and Starbucks as there are lots of patches.

-Last summer one of the HVAC businesses has reached out to me about a string of break-ins they were having. Although this is a separate issue, having a designated foot traffic area may help to discourage theft/criminal opportunity.

Overall, I think that a side walk on both sides of Thompson would keep pedestrians safe and possibly to deter criminal activity.

Please let me know if I may be of assistance.

Thank you,

Chantal Maciel

The Oaks of West St. Paul
Property Manager

O: (651) 457-2661

www.oakgrovers.com

ASK ME ABOUT OUR RENOVATED APARTMENTS!



From: Melissa Sonnek [<mailto:MSonnek@wspmn.gov>]
Sent: Thursday, March 05, 2020 3:44 PM
To: Liz Bronk [REDACTED]
Cc: Chantal Maciel [REDACTED]
Subject: Thompson/Oakdale Avenue Trail Study

Liz and Chantal,

The City is currently conducting a feasibility study for potential trail and/or sidewalk along Thompson and Oakdale Avenues. Since your buildings are pretty central to a busy piece of that section, could you tell me what you see currently happening in that area from a pedestrian point of view? What are people/residents doing along your stretch of Thompson? Is it safe? Could it be improved? If so, how? Etc.

If you would prefer, feel free to call me or even stop in and we can chat about it. Whatever time and input you could provide would be great!

Thanks,

Melissa Sonnek
City Planner

Office: [651-552-4134](tel:651-552-4134)
1616 Humboldt Avenue
West St. Paul, MN 55118



www.wspmn.gov





APPENDIX C – PROJECT LAYOUTS

