

# Lake Johanna Boulevard Roadway and Trail Design Study

## Round 2 Engagement Summary – March 2022

### ENGAGEMENT STRATEGIES AND APPROACH

Three rounds of engagement are planned for the Lake Johanna Boulevard Roadway and Trail Design Study. Ramsey County has completed the second round of engagement. In this round, the county shared initial trail design concepts and asked the public to provide feedback on them. This document summarizes the feedback received during the second round of engagement from March 1 through April 1, 2022.

### ROUND 2 COMMON FEEDBACK THEMES

- Support for both the east and west side options, with the west option being slightly more favored in public feedback.
  - Prefer east/south option because it's more enjoyable to walk lakeside.
  - Prefer the west/north option because there's more space, less disruption to private properties, better connections to existing trails.
- Prefer to limit the number of crossings if a hybrid of the east and west options is used.
- Concern about the trail's impacts to homeowners/private property.
- Motorists speed through this area; crossing is difficult when dealing with different visibilities and car speeds; feel these pedestrian/bicyclist safety improvements are greatly needed.
- Need for trails to be maintained during the winter for all-season use.

### Round 2 engagement:

- Virtual open house held March 1, 2022
- 20 online survey responses
- 77 interactive feedback map comments
- 484 virtual open house notices mailed
- Two email blasts to project distribution list (638 subscribers)
- Eight posts on Ramsey County social media outlets

### VIRTUAL OPEN HOUSE

On March 1, 2022, Ramsey County hosted a virtual open house where project staff gave a live online presentation followed by question and answer. Around 60 people virtually attended the open house, and 62 comments/questions were submitted. Below are some of the common comments/questions received:

- Question if roundabouts are pedestrian friendly.
- Need to reduce motorists' speeds in this corridor and implement traffic calming measures.
- Mixed feedback about switching the trail from one side to the other versus keeping it on one side the whole length of the corridor.
- Mixed feedback about which side of the road the trail should be located on.
- Question if the roadway could be converted to a one-way.
- Question if parking would be allowed on Lake Johanna Boulevard for boat trailers because the parking lot near Tony Schmidt Regional Park fills quickly.
- Consider installing three-way stop at the Lake Johanna Boulevard/County Road E intersection.
- Questions/comments about winter maintenance:
  - Where will the snow go? Who will maintain/plow the snow?

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- Ensure the trail is plowed for all-season use.
- Consider making the path 6 – 8' instead of 10' in the pinch points around the lake.
- General support for this project and encouraging community involvement.

### ONLINE SURVEY RESULTS

A snapshot of the online survey results is displayed on the next page. Responses to the open-ended survey questions are summarized below:

There are multiple options for each of the segments shown on the interactive map. What opportunities do you see with each option presented? What are your concerns with them?

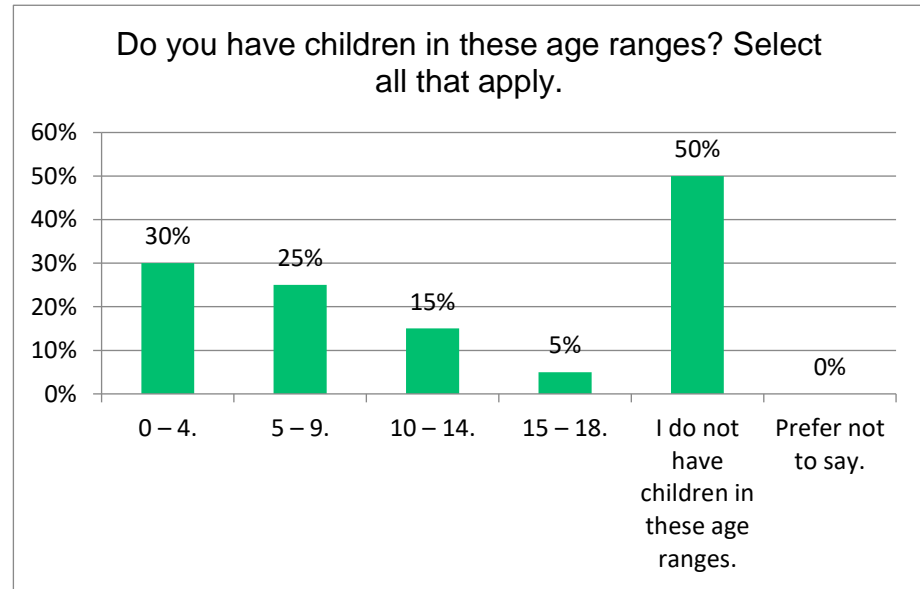
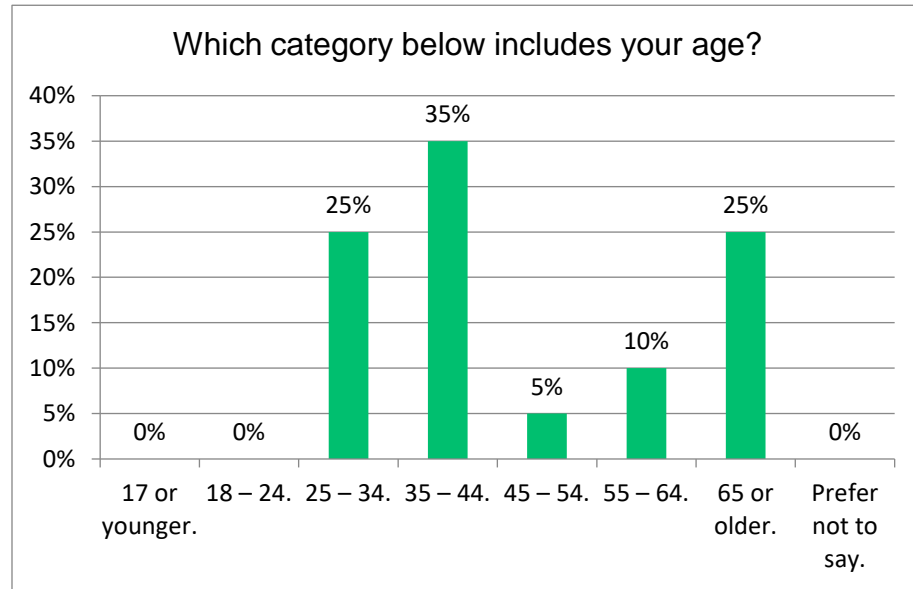
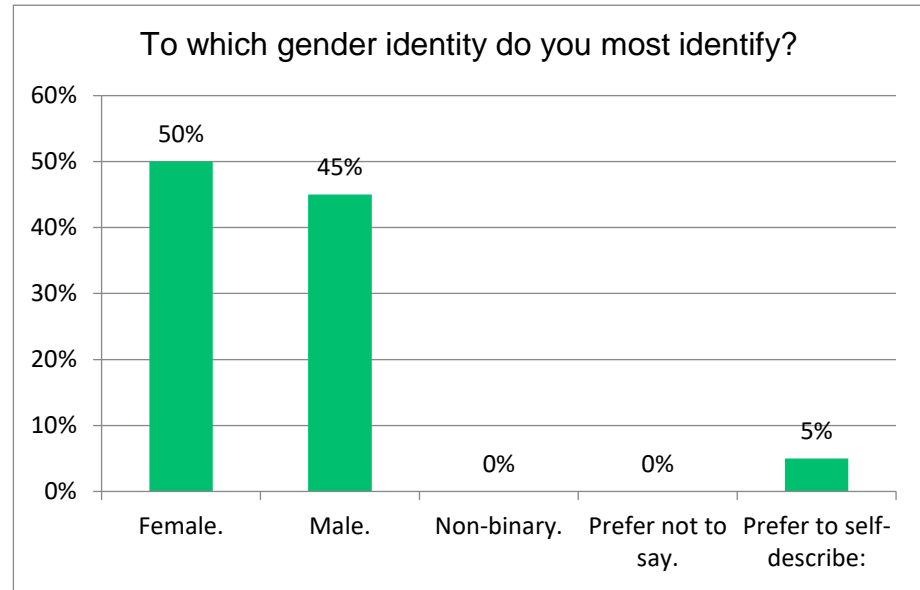
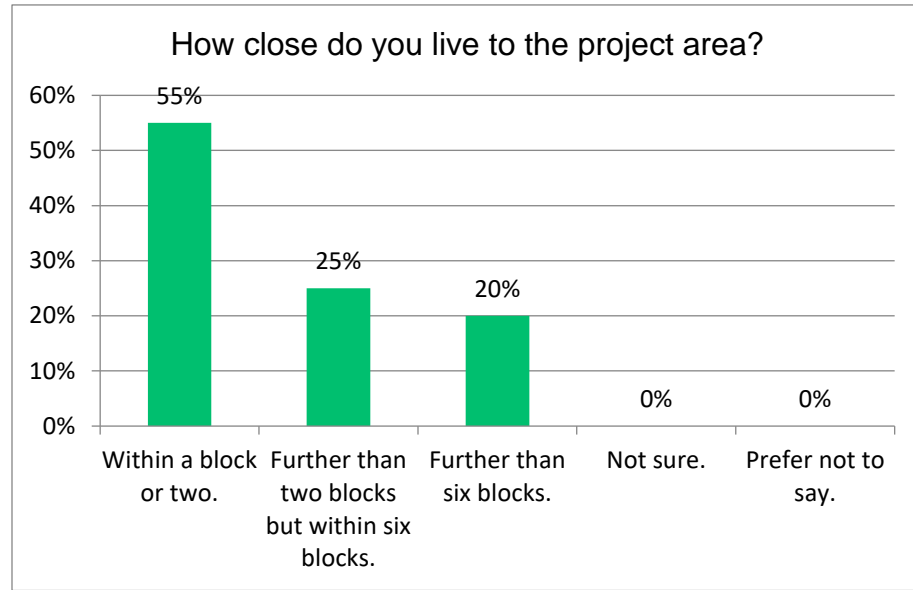
- A few support having the trail on the east side between County Road D and Tony Schmidt Regional Park, then having the trail on the north side between Tony Schmidt Regional Park and Old Snelling Avenue.
  - Feel this would avoid many conflict points (e.g., parking lots at Tony Schmidt Regional Park, homeowners' landscaping)
- Some feel it would be best for the trail to stay on one side of the street to limit the number of crossings, but there's mixed feedback about whether it should be on the west or east side.
  - Prefer the west side because there is greater separation between the road and trail, it seems less disruptive to private property, connects to existing trail infrastructure/minimizes crossing.
  - Prefer the east side because it's close to the lake (feel that people would walk lakeside regardless).
- Concern about impacts trail could have on homeowners/private property (e.g., impacts to landscaping, bring trail too close to home).
- Ensure trail is maintained during the winter.

### Additional comments:

- Need to connect to other trails (e.g., Elmer Anderson trail, trail to the south on Fairview).
- Supportive of this project – feel it's very needed for improved pedestrian and bicyclists safety in this area.

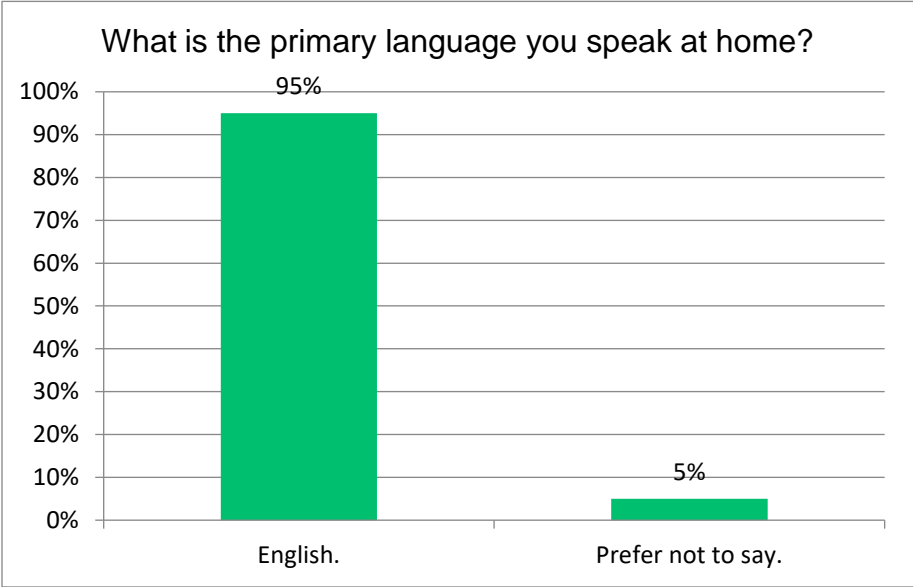
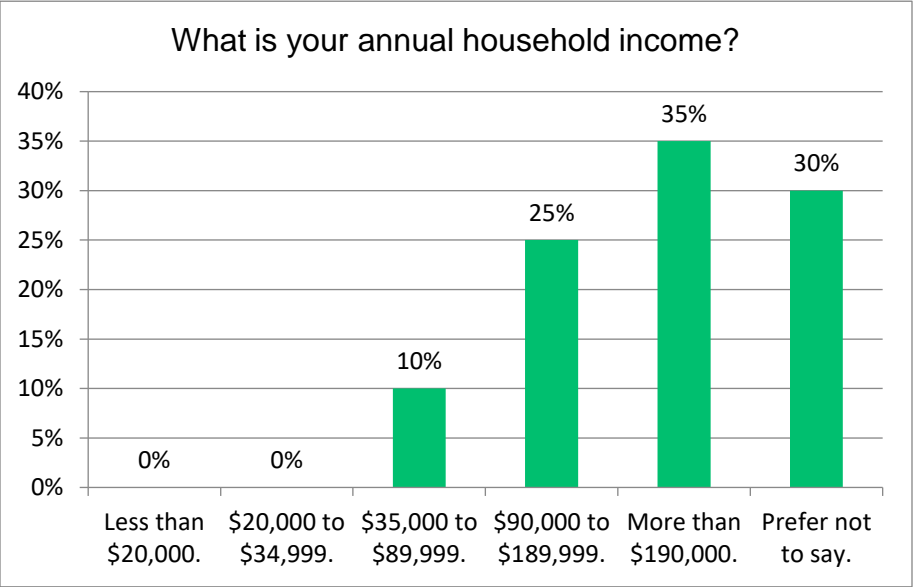
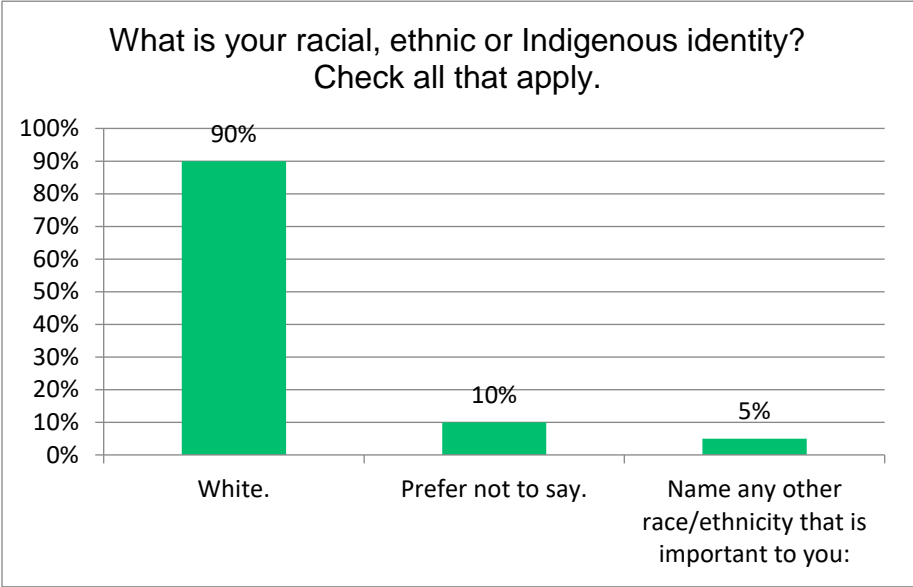
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### INTERACTIVE MAP RESULTS

The interactive map featured concept drawings of how the trail could fit and what it could look like on different segments throughout the project corridor. Users could leave feedback on the concept drawings or select a pin and drop it in a location along the project corridor where they wanted to provide feedback. Pin categories included: concern and opportunity. Common feedback is summarized by comment pin category.

### Concept Designs

#### Overall

- Concern about impacts to homeowners – that trail would take property from homeowners, reduce property values and create security/privacy issues.

#### County Road D to Sandeen Road

- Mixed feedback about preference for east or west concepts:
  - Prefer trail on the west side – affords more space when it gets to the narrower portion of the road, limits potential of accidents and disruptions to traffic due to crossing.
  - Prefer trail on the east side – feel that it respects homeowners on the west side/wouldn't take their property, feel that the trail should be on one side the whole way and having it on the lake side would be more enjoyable.

#### Sandeen Road to Stowe Avenue

- Like that both options use the existing road width and don't take land from homeowners on either side.
- Need for traffic calming in this area (e.g., narrowing roadway, trees/greening in the boulevard).

#### Stowe Avenue to County Road E

- Mixed feedback about trail preference:
  - Some prefer the trail on the west side – better connects to trail systems (e.g., around Bethel/Old Snelling Ave to Tony Schmidt Regional Park), minimizes trail crossings; feel it is safer (boulevard separation).
  - Some prefer the trail on the east side – feel it would be less expensive (steep hills and landscaping on west side), wouldn't impact homeowners as much, would stabilize current shoreline, more pleasant to be on lakeside, better connection to senior housing.

#### Tony Schmidt Park Area

#### North side concept

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- Like this option – separated from roadway, connects to rest of proposed trails, more scenic.
- Need for improvements to crosswalk here.
- Support of the trail being further from the road (unconstrained option) but concerned about flooding; prefer trail to be the same level as road for this reason.

### South side concept

- More support for this option than north side option – wouldn't require as much modification as north side, already heavily used by parkgoers and residents.
- This concept would be of benefit to both park users and neighbors to the east.
  - If needed, residents could utilize parking lots and walk to their houses on the trail.

Tony Schmidt Park to Siems Court

### North side concept

- Concern about where families on the east side would cross.
- Prefer this option because it's more scenic and the south side has too many driveway crossings, causes safety concerns for bikers and pedestrians.

### South side concept

- Although there are many driveways on this side, feel that it makes sense to have it on the south so residents don't have to cross the street to use the trail.
- Mixed feedback about need for parking along this stretch.
  - Some feel parking is needed because boat parking overflows from Tony Schmidt Regional Park.
  - Some feel there shouldn't be parking unless safely separated from trail; current parked cars are a major hazard.

Siems Court to Old Snelling Avenue

### North side concept

- Feel that having a crossing at Siems Court makes the most sense, better visibility from both directions.
- No need for crossing at Ridgeway Road right after the intersection, prefer a sidewalk to the intersection instead.

### South side concept

- Mixed feedback about this option.
  - Some prefer the trail on the east/south side of the road to limit crossing.
  - Concern that this option would impact houses more.

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### Concerns Expressed

- Need for safer crossing for pedestrians/bicyclists at the Lake Johanna Boulevard and Snelling Avenue N intersection and the Lake Johanna Boulevard and County Road D intersection.
- Bulk of speeding occurs near Lake Johanna shores, like the narrowing of the road; planting trees may also provide natural tightening of space.
  - Prefer east side option if there's already a sidewalk that stops short of Sandeen Road.
- Between Lake Lane and County Road E:
  - If trail were on the east side, would need breaks in the railing to allow access to private docks; concern this would attract trespassers.
  - Prefer west side option without railing; railing would obstruct views and would require more maintenance to keep level on unstable lakeshore.

### Opportunities Expressed

- At Lake Johanna Avenue/Beckman Avenue intersection, feel this is a good spot for a crosswalk; many people south and north of Beckman Avenue, as well as kids on Sandeen Road, use Lake Johanna Boulevard to get to Hazelnut Park.
- Corners on Lake Johanna Boulevard at Stowe Avenue and Lake Lane are tough/blind spots; people speed through here, difficult for drivers and pedestrians to anticipate each other's movements, consider extra signage.
- Question whether the trail needs to be 10 feet the whole way; consider 8-foot or 6-foot wide trail to give more space for buffer and maintenance.
- Would like the trail to connect to the one on County Road E (connects the longer route from Hazelnut Park up to the trails north of the lake).
- If a hybrid of the east and west options is used, feel that the most logical crossing would be at the Tony Schmidt Regional Park area; consider adding traffic calming through the park area.
- (Outside the scope of this project) Consider having a trail connecting the Lake Johanna Boulevard trail up with the Langton Lake trails.
- Consider a roundabout at the five-way intersection at Lake Johanna Boulevard/New Brighton Road/County Road D to improve multi-modal movements through the area.