

Cedar Lake Road and Louisiana Avenue Improvements

#RedoCedarLou

Preferred alternatives

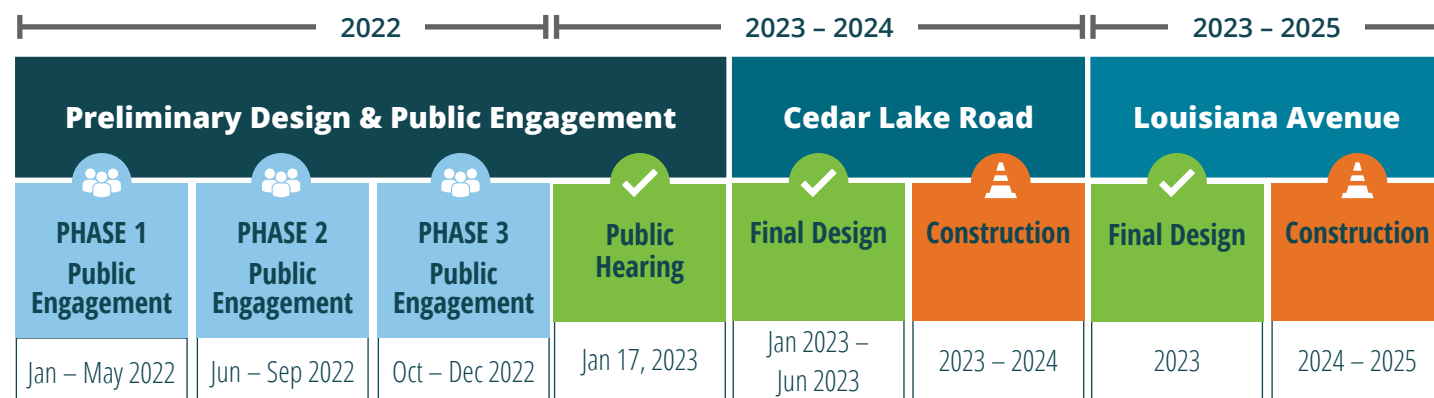
The project team has selected preferred alternatives for the Cedar Lake Road and Louisiana Avenue corridors. The alternatives were selected based on the city's guiding policies, technical analysis, and public feedback. The city evaluated three design alternatives for each corridor as detailed in the matrix below. The city's recommendations are **Alternative 2 Cycle Tracks for Cedar Lake Road** and **Alternative 3 Alternate Route for Louisiana Avenue**. These options best meet the project goals and priorities expressed by the community and stakeholders. You can view design layouts for the preferred alternatives as well as share your feedback on our interactive feedback map and comment form on the project website bit.ly/RedoCedarLou. Your input will inform the recommended layouts shared with City Council. A public hearing for this project will be held on January 17 at the City Council meeting. The City Council will make a final decision at the February 6 City Council meeting.



Alternatives evaluation

	Cedar Lake Road			Louisiana Avenue		
	Alternative 1	Alternative 2	Alternative 3	Alternative 1	Alternative 2	Alternative 3
Description	Multi Use Trail	Cycle Tracks	Buffered Bike Lane	Multi Use Trail	Cycle Tracks	Alternate Route
Bike Facility Type	Multi-Use Trail (Both Sides)	One-Way Cycle Track (Both Sides)	Bike Lanes with 3' Buffer (Both Sides)	Multi-Use Trail (Both Sides)	One-Way Cycle Track (Both Sides)	On-Street Bike Blvd Provided on Parallel Streets
Pedestrian Facility	Multi-Use Trail (Both Sides)	Sidewalk (Both Sides)	Sidewalk (Both Sides)	Multi-Use Trail (Both Sides)	Sidewalk (Both Sides)	Sidewalk (Both Sides)
Tree Impacts	149	60	62	70	38	15
Right of Way Impacts	Minimal	Moderate	Moderate	Minimal	Moderate	Moderate
Project Cost	\$\$	\$\$\$	\$	\$\$	\$\$\$	\$
Public Support	25%	58%	17%	20%	50%	30%
		Preferred				Preferred

Project schedule



Project contact

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Frequently asked questions

Can you make improvements for bicyclists and pedestrians traveling to/from the Cedar Lake Trail via Virginia Avenue?

Improvements to Virginia Avenue are currently not part of the scope of improvements for this project. As part of the city's Connect the Park initiative, there is a plan to construct sidewalk and bicycle facilities along Virginia Avenue from Cedar Lake Road to 28th Street. These improvements are scheduled for 2032. The rail bridge is the biggest bottleneck for improving pedestrian and bicycle facilities along Virginia Avenue. The railroad owns, maintains, and is responsible for replacing this bridge. When the time comes to replace this bridge, a larger bridge will be constructed that is more bicycle and pedestrian friendly.

Why not put the sidewalk on one side of the roadway and the cycle track on the other side to reduce impacts to trees and property owners along the corridor?

Providing a sidewalk on one side of the roadway and a two-way cycle track on the other side of the roadway would have significant impacts to the existing trees. The number of trees impacted would be comparable to the Multi Use Trail alternative.

What will the construction staging and detours for all modes look like?

At this time, construction staging and detour routes have not been evaluated. These will be evaluated during final design (March 2023 – December 2023), which would begin after City Council approves the preferred alternatives for each roadway.

Will business and residential access be maintained during construction?

Business and residential access will be maintained during construction. The only times you may not have access would be for short periods of time, when work is occurring directly in front of your access, such as pouring concrete for your driveway or utility relocation. If access needs to be restricted, we will coordinate with you in advance of the work beginning.

With the addition of more non-permeable surfaces and tree removal, are you going to add more greening and permeable surfaces throughout the corridor?

The preferred alternatives for Cedar Lake Road and for Louisiana Avenue include narrowing the width of both roadways. This reduction in roadway width helps balance the additional non-permeable surfaces that are created for the bicycle and pedestrian facilities. Additionally, the sidewalks/bike facilities featured in the preferred alternatives are next to grass boulevard and designed to drain to the boulevard and infiltrate into the ground.

Will property owners be compensated in any way for the tree removal?

Property owners would not be compensated for public trees that are removed within the city owned right of way. If private property needs to be acquired for the project, private trees that are impacted would be compensated through the right of way acquisition process.

Where will you have marked pedestrian and bicycle crossings? At all crossings or just on main roads?

Marked pedestrian crossings will only be at enhanced crossing locations, which include signalized intersections and rectangular rapid flashing beacons (RRFB). Enhanced crossing locations will be provided approximately every ¼ mile. All other intersections are crosswalks and will have pedestrian ramps for crossing but would not be an enhanced crossing location. These intersections are still crosswalks and can be used to cross the road but will not have marked crossings. Pavement markings for bicycle crossings will be provided at major roads.

The amount of tree removal contradicts the city's climate initiatives. How will you balance these competing priorities?

Minimizing the number of trees that are impacted is a main goal for this project. The number of trees that are impacted is one of the evaluation criteria that was used to determine the preferred alternative. While this project will impact some trees, providing pedestrian and bicycle facilities will help climate initiatives by reducing the number of vehicles on the road. This project will also plant new trees to offset any trees that are removed.

How will cars turn left into/out of the parking lot with Family Dollar/Ariana Kabob? How will cars make left turns into/out of Walgreens?

Access modifications are proposed around the Cedar Lake Road and Louisiana Avenue intersection to increase safety. Accesses may be closed or modified to eliminate left turns. Additional review and evaluation of access will be performed during final design.