



# Wentworth Ave (CSAH 8) Reconstruction Stakeholder Meetings Summary West St Paul City Hall *August 22, 2017*

## **Purpose:**

The purpose of the stakeholder meetings was to provide an opportunity for business owners and residents to learn about the Wentworth Ave (CSAH 8) project, discuss the proposed improvements and potential impacts, and voice concerns.

## **Attendees:**

23 people signed in. Please refer to the sign-in sheet at the end of the document for more details.

## **Materials Presented:**

An overview of the project goals and approach and details related to the existing roadway design and potential alternatives were presented to the public for review and input. An overview of the project schedule and potential property impacts were also discussed.

## **Comments Received:**

Public input was collected throughout the duration of the open house through discussions with staff. The following summarizes comments collected:

1. Trail
  - a. Have seen pedestrians, people with strollers, and kids on bikes on Wentworth
  - b. Residents have long driveways (up to 350 ft. +/- per GIS) and long frontages (150 ft to 200 ft per GIS)
  - c. City ordinance requires that City clears trails, residents clear sidewalks
  - d. Trail would reduce the maintenance burden on residents
  - e. Trail on one side is preferred
  - f. Pedestrian accommodations are (generally) needed
  - g. ROW needs preferred to be shared on both sides of Wentworth
  - h. Issue with pedestrians on roadway taking mail from mailboxes
  - i. Question as to whether pedestrian facilities should be extended from Smith to Delaware
  - j. Pedestrian connection to St. Stephen's is important (at least sidewalk)
    - i. A lot of ISD 197 programs, scouts, kids on bikes, etc.
2. Trees
  - a. Serve as buffer to screen many properties from Wentworth
  - b. Trees are older and more mature in general
  - c. Avoid/minimize tree damage
3. Roadway

- a. Key to project is to slow vehicles down and increase safety
  - b. Residents are against adding capacity and width to Wentworth
  - c. Left turn lane at Bellows identified as primary location from a resident perspective
    - i. Speed and offset driveway to apartment complex are issues
    - ii. Analysis can verify this and other locations
  - d. Wentworth/Smith intersection is problematic due to grades and speed
  - e. Vertical curves seem to be the primary source of sight distance/speed/safety issues
  - f. Desire to minimize the footprint of Wentworth as much as possible
  - g. Would like to see data regarding pedestrian accidents on roads with trails/sidewalks
  - h. General desire for no parking along corridor
    - i. One issue cited on west end with trucks needing to park on street
    - ii. Apartment concerns are unknown
  - i. Advance signage at Wentworth/Smith intersection would reduce confusion and missed turns
  - j. Bumpouts at intersections were brought up by residents as a potential traffic calming and safety improvement
  - k. Can the roadway alignment be offset; can centerline shift if trail/sidewalk is only on one side
  - l. What is the plan for CR 8 through Mendota Heights?
4. Sanitary
- a. Several landowners have relatively new septic systems
  - b. Concerns about connection requirements and costs
5. Miscellaneous
- a. Trees and screening was mentioned as the most important issue for single family homes west of Humboldt
  - b. Impacts to wetlands on private property was also extensively discussed
  - c. Concern regarding how condos/townhomes will be handled with respect to ROW process on items such as screening, roadway moving closer, etc.
  - d. Questions about the use of retaining wall on the project – would be utilized to reduce impacts to private property and grade issues
  - e. Concerned about access during construction
  - f. Cell tower located on St. Stephens Church property – needs access at all times
  - g. Scenic overlook located on Dodge Nature Center parcel
  - h. Decorative walls and columns located on residential parcels close to Wentworth
  - i. “Fix” the bus stop at Bellows – not safe for riders or vehicles
  - j. Can Xcel bury the power lines to minimize impacts to property/DNC
6. Business impacts
- a. Access to parking lots key for St. Stephen’s church
  - b. Church has excess parking for typical services
  - c. Church understands that there are redundant accesses; removal of access will not impact lot functionality