



CITY OF SAINT PAUL

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Lilydale Regional Park

Road and Shelter Design Advisory Task Force Meeting

Wellstone Community Center

5:30 pm

Monday, February 6, 2012

Task Force Members Present: Bob Spaulding, Grit Youngquist, Jon Kerr, Monica Bryand, Jan Carr, Peggy Lynch, Jim Ingemunson

Staff Present: Karen Misiewicz, Brian Tourtelotte, Ellen Stewart, CJ Fernandez (LHB)

Others Present: Steve Sullivan, Dakota County

Meeting Notes

1. Co-Chair Grit Youngquist opened the meeting. Introductions made. Purpose of the meeting described by Ellen Stewart as providing updates on Lilydale Regional Park and to show the group the latest plans for the trail alignment sections that will be part of this phase of construction. Those trail sections include only the portions of the trail that are bisected or interrupted by the new roadway alignment.
2. Updates:
 - A. Road Turn-back from Dakota County is completed.
 - B. Ramsey County turn-back still in negotiations. We are not likely to get the original dollars we had requested. Public works is working on identifying additional funding.
 - i. Jon Kerr – for the record no discussion has come back through this group about the funding gap for the road and what priorities are moving forward. Feels that the group should have been in on the decision to continue to prioritize the road despite the funding gap.
 - ii. ES response – The process has been recorded and is posted publicly. Sequencing necessitates the road first in order to get the utilities in that are necessary for the structures that will eventually be constructed. Also need to move the road away from Pickerel Lake to create the space for the area by the lake.¹
3. Plan presentation:
 - A. Handouts and projected plan on screen of the proposed road and trail alignments.²
 - B. Road designed as a trail
 - i. As light of a touch as possible. 4' bike lanes on the road and narrow drive lanes. Deviates first from current alignment at fossil grounds and then parallels with the



multi-use trail through the narrows between the fossil historic bridge and the train trestle bridge.

- ii. Potential to have the on road bike lanes continue adjacent to the road under the trestle. Structurally and physically could happen. Depends largely on the rail road. Still single lane vehicular traffic but bicycles would not have to share single lane with vehicles.
- iii. Beyond the train trestle bridge, road alignment would closely follow the existing path heading toward the river.
- iv. Beyond Pickerel Clearing the road will converge with the existing road alignment at a point west of Pickerel Clearing.

C. Multi-Use Trail

- i. Coming from east to west, the multi use trail alignment will first deviate from the present alignment at fossil grounds. At that point, the trail will utilize the historic bridge and stay close to the river and then join the current alignment in the narrow stretch and then pushing back toward the river again where there is room before the swing bridge.³
- ii. Investigating an underpass of the tracks at the river's edge by the swing bridge (as indicated in master plan). Again, physically plausible but will depend on rail road discussions currently in process.
- iii. The trail can then go two different ways around Pickerel Clearing.
 - lakeside trail - the current road will be narrowed and remediated (topsoils applied, fine grading, planted to naturalize)
 - riverside trail - will weave through on the northeast side of the new road alignment providing a deep woods experience. The trail intentionally is not at the rivers edge here due mainly to the implications of the topography there and the regular flooding and subsequent silting. In addition it presents an opportunity to create a varied experience.
- iv. Peggy Lynch – concerns about the multi use trails. System Plan calls for separation of modes –biking and walking trails⁴. Disappointed we are not taking this opportunity to do that here when we have a chance. People were just talking at a Great River Passage meeting about the danger of the cyclists to walkers along MRB
- v. Jon Kerr – This group didn't get the opportunity to be a part of the priority discussion.
- vi. Bob Spaulding – Would the river trail be high enough to avoid flood impacts?
 - CJ Fernandez – we need to be careful of changing flood heights, there is a balance of both cut and fill and requirement to cause no rise in the flood levels
- vii. Karin Misiewicz said that the road here is designed for faster commuter cyclists. The multi-use trail will be wider than the trail at MRB (that one is 6', this one is 12' wide). There should be enough room on the mixed use trails to comfortably accommodate walkers and recreational bicyclists. There will be signage to note the shared use designation of the trail
- viii. CJ – we are replacing what is currently there now and stitching it back together
- ix. Grit Youngquist – can we plan soft trails? Are any planned?
 - CJ – it isn't part of this project but it could be done. although floods deposit silt and make it difficult
- x. Monica Bryand – why add trails to this size of a park, where there are living things. Providing trails for separate modes will degrade habitat.
- xi. Jon Kerr- Funding gap should cause us to reconsider staging the road so that the trail could be completed
 - CJ- Road corridor on back side of clearing needs to complete remediation so that road material is coming out of the hill

- Steve Sullivan – Access is a fundamental part of programming parks. The sequence of environmental remediation followed by the road are logical steps toward phasing based on recreational provision.
- xii. Jan Carr - Are there other materials that could be used rather than paving with bituminous? Crusher fines?⁵
 - CJ – we are reconnecting what is there with the same materials.
 - BT – maintenance mows along the edge, sweeps it. The material is about how it performs and how it visually impacts the experience.
 - Steve Sullivan – Dakota County is finding that more and more people want to walk in the winter – paved trails can provide that broader seasonality if the city decides to start plowing trails.

4. Other Comments

- A. Reconsider including the boat launch drop off – trailer access to the lake for those who need extra assistance getting their boat close to the water. The existing ramp at Pickerel Lake is well used. Staff committed at the meeting to look at that recognizing that we are not trying to restrict access to Pickerel Lake.⁶
- B. Wildlife accommodations are being made – design team has been in communication with MNRRRA/DNR staff and we know the travel paths of wildlife. May have some general signs for wildlife accommodation and awareness
- C. Will the trail on the old road be planted?
 - i. trail will be remediated to a natural look. it will take a little time but it will be planted/seeded to fit in with the rest of the park.
- D. Trail waysides rest along the stone bridge and area west
- E. Trail along the railroad – not part of this project but part of the master plan – boardwalk location and alignment should take advantage of best fishing accommodations
- F. Jim Ingemunson - Bridge over wetland – make sure we don't lower stream bed resulting in a change in the lake level.
- G. Put in hang-out spaces along the trail to watch the river and river activities (including the boat launch)
- H. Will access to youth camping be available this summer?
 - i. Most likely access will be available from the west. We won't know the exact sequencing of the project until we have bids and a contractor on board. Ellen will update the group and others on the project once we have a schedule.
- I. Saint Paul Bike Classic?
 - i. Phasing and timing not fixed yet. Could be built into the documents but it may be best to just decide that this year the Bike Classic will need to divert the route from Lilydale Regional Park. Ellen Stewart will talk with Richard Arey.
- J. Monarch Monitoring Triangle?
 - i. Should be available
- K. Whole project runs to just east of the High Bridge to just east of the DNR boat launch
- L. East end road will have a larger ditch for side seeps and springs, then with oversized culvert pipes to avoid ice. City will be taking over the maintenance of ditches and culverts.
- M. Springs and seeps – conservancy dollars still will be used to make a special treatment of the stormwater and seepage, however at this point we have not made a decision on the best location to showcase this.

- 5. The group looked at the large layout of the plans on the table. Discussion continued about location of the gateway and extent of construction

Ellen reiterated that this is the final meeting for the task force regarding the Shelter and Roadway Design. As we get funding and move forward with new projects to complete the master plan, individuals in this group will be notified and welcome to be part of the input process. Since agencies change and groups evolve, we would get the best results for a relevant

committed group of people for a task force if we organize that at the time that we are in the planning process. We will involve the District Council, Friends of Lilydale, Friends of the Mississippi River, and others in future task forces. Ellen will continue to provide updates on line so that those who are interested in following the progress can find info. And of course if there are questions, feel free to call Ellen (651-266-6380).

Grit requested that information on road closures and construction scheduling be made public. Ellen will look into the methods of informing the public of changes.

PLEASE REVIEW THESE NOTES AND CONTACT ELLEN STEWART PRIOR TO ellen.stewart@ci.stpaul.mn.us IF COMMENTS ARE INCORRECTLY NOTED OR MISSED COMPLETELY.

¹ Since the adoption of the Master Plan Amendment in 2010, initial prioritization has included the environmental remediation, the construction of the roadway and provision of utilities to the area where we will be constructing a restroom facility and shelter. The road is designed to reduce driving speed, provide better on-road cycling opportunities, foster safe crossings for critters (the blundings turtle and river otter), treat stormwater and bluff seepage currently causing maintenance issues that intermittently prevent access to the park, creating space for people to enjoy Pickerel Lake.

² The attached graphic was handed out and projected on the screen as the consultant proceeded to describe the trail segments. The graphic shows two areas that illustrate what would be road to trail conversions. This would occur both at Pickerel Clearing and the edge of Pickerel Lake, as well as at the historic bridge. Those segments of road may easily be used as trail without any construction work. Depending on current funding and phasing, the road bed in those two sections will eventually be narrowed to 12' and the remaining paving will be removed, the sides of the trail regarded and planted with trees and seeded with appropriate native species so that it blends in with the rest of the park.

³ The existing section of trail that parallels the roadway is very close to the road. Construction of the road western half of the segment that extends between the historic bridge and the railroad bridge will require the demolition of the trail in that area. Because there have been many comments during this process requesting that there are more river-side trail experiences, the consultant is proposing that the trail in this section moves toward the river and the swing bridge. The ability to punch through under the rail road at the edge of the river will depend on the rail road's permission as well as available funding. The graphic depicts that option as well as a leg that will take the trail back to the on-road bike lane. Both of these opportunities are being explored.

⁴ Staff searched for reference in the Vision Plan and Systems Plan – neither contains the directive to separate all multi-use trails. The proposed trail follows MN DOT shared-use trail standards. 10ft is the minimum width. The proposal is 12 ft. Separating trails has additional impacts on the Lilydale environment, cost, and habitat. Providing separated trails would require 8' paved walking trails and 10' wide biking and roller-blading trails requiring additional permeable surface through the park.

⁵ Permeable surfacing for trails is not a viable option in Lilydale Regional Park. Existing soils are not only poor draining but, unstable and bad candidates for pervious surfacing not to mention contaminated in various areas requiring corrective soil remediation. Any surface allowing for

infiltration essentially creates a bath tub and requires sub drainage, ie. pipes. Compacted gravel has a runoff coefficient almost as high a bituminous.

⁶ Design of the parking lot has not been shown with vehicular access to Pickerel Lake since Task Force Meeting #3. Staff and consultant recollection was that carry-in access was required but vehicular access and a formalized boat ramp was not necessary and would only add permeable surface. As a result of the comments at the February 6th meeting, the consultant has developed an option to include vehicular access up to the edge of Pickerel Lake.