



## Transportation Committee of the Planning Commission

Monday, October 4, 2021, 4:30 p.m. – 6:00 p.m. *Remote meeting*

1. Minnesota Street Reconstruction – Anna Potter (Public Works), 50 minutes
2. Point Douglas Regional Trail Master Plan – Brett Hussong (Parks), 35 minutes

NOTE TO COMMITTEE MEMBERS AND MEMBERS OF THE PUBLIC: The chair of the Planning Commission has determined that it is not practical nor prudent for the Planning Commission and its Committees to meet in-person or pursuant to Minnesota Statutes, Section 13D.02. In light of the COVID-19 health pandemic, it is not feasible for any member of Transportation Committee to be present at the regular location, and all members of the Transportation Committee will attend this meeting by telephone or other electronic means.

It is also not feasible for members of the public to attend the meeting at its regular location due to the health pandemic and emergency. Accordingly, no meeting will be held in the 13<sup>th</sup> Floor Conference Room in City Hall Annex at 25 W. 4<sup>th</sup> Street in the City of Saint Paul.

Members of the public may monitor this meeting remotely the following ways:

Join on your computer or mobile app (in Microsoft Teams)

[Click here to join the meeting](#)

Or call in (audio only)

612-315-7905, Phone Conference ID: 478 364 111#

Any presentation slides will be posted (as PDFs) to [bit.ly/StPaulTC](https://bit.ly/StPaulTC) prior to the meeting.

### *Upcoming Transportation Committee Meetings*

- October 18
- November 1

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*Meetings are open to the public. Additional time may be allocated for comments or further discussion at the discretion of the Chair. Meetings may be cancelled if there is not a quorum expected, or if there are no agenda items. For additional information on the Transportation Committee of the Planning Commission, please visit our website at [bit.ly/StPaulTC](https://bit.ly/StPaulTC) or contact Bill Dermody at [Bill.Dermody@ci.stpaul.mn.us](mailto:Bill.Dermody@ci.stpaul.mn.us) or 651-266-6617.*

## Transportation Committee Staff Report for Projects

*Committee date: October 4, 2021*

**Project Name:** Minnesota Street Reconstruction

**Geographic Scope:** Minnesota St in downtown between Kellogg Blvd and 11<sup>th</sup> St

**Project Contact:** Anna Potter

**Project Webpage:** [www.stpaul.gov/MinnesotaStreet](http://www.stpaul.gov/MinnesotaStreet)

**Project Description:** Reconstruction of Minnesota Street in two phases. Public Works is starting concept design work now, which will continue for the rest of the year. Goals of the project include modernizing the aging infrastructure, implementing a bikeway connection, improving the transit user experience, creating a more resilient and people-oriented corridor, and supporting the health of downtown.

**Project Stage & General Timeline:** The project is current in concept design, with goal of having a cross-section and conceptual layout approved by City Council in early 2022. After that:

- 2022: Final design will progress through remainder of 2022
- 2023: The first phase of construction between Kellogg Blvd and 6<sup>th</sup> Street •
- 2024: The second phase of construction between 6<sup>th</sup> Street and 11<sup>th</sup> Street

**Public Hearing Date & Location:** no public hearing date set; targeting Jan 2022

**Cost & Primary Funding Source(s):** ~\$19M in 5-year capital plan **Transportation**

**Committee Role:**

- Inform project scope & approach  
  Inform design  
  Inform implementation  
 Make recommendation

**Explanation** Looking for feedback on three proposed cross-sections **Attachments**  
**include:**

- Complete Streets Checklist  
  Scoping document  
  CIB request  
 Summary of Engineering Recommendations

Staff recommendation	<i>Describe, if any recommendation/action is required</i> <b>N/A at this time</b>
Action item requested of the Committee	<i>State intended action for committee to take, e.g., "Recommend approval of x" or "Advise staff on which projects to apply for from the grant program"</i> <ul style="list-style-type: none"> <li>• <b>Advise staff on which features of the cross-sections to prioritize on Minnesota Street</b></li> <li>• <b>Identify any additional topics or questions staff needs to answer/evaluate before bringing a conceptual layout for approval in December 2021</b></li> </ul>

Committee recommendation	<i>To be filled in at the meeting</i>
Committee vote	<i>To be filled in at the meeting</i>



# Minnesota Street Reconstruction

Transportation Committee  
October 4, 2021



# Agenda

- Review Project Scope, Goals, and Schedule
- Round 1 Public Engagement Summary
- Design Options
- Transit Considerations
- Parking Considerations
- Next Steps
- Questions

*Requesting two things from transportation committee today:*

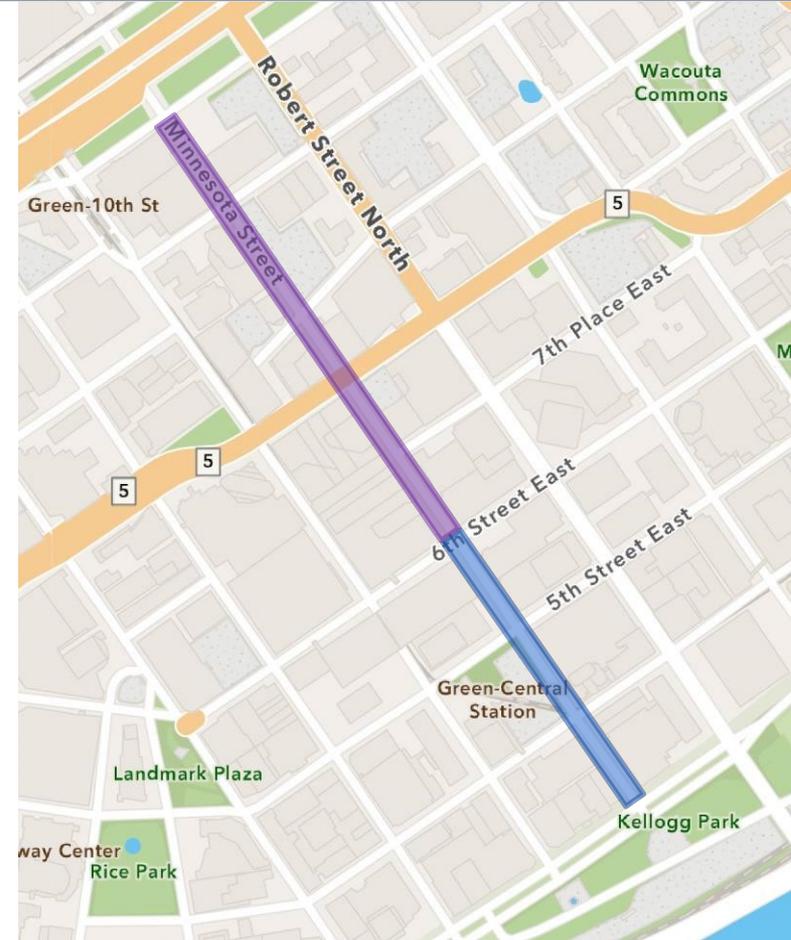
1. Advise staff on which features of the cross-sections to prioritize on Minnesota Street
2. Identify any additional topics or questions staff needs to answer/evaluate before bringing a conceptual layout for approval in December 2021



# Project Scope/Timing

Full reconstruction in 2 phases:

- **Phase 1:** 2023. Kellogg to 6<sup>th</sup> Street
- **Phase 2:** 2024. 6<sup>th</sup> Street to 11<sup>th</sup> Street





# Minnesota Street Reconstruction Goals



Improve safety for all users



Implement a bikeway connection



Improve the transit user experience downtown



Modernize the aging infrastructure



Create a resilient, people-oriented corridor



Support the evolving needs of downtown users



# Schedule



DESIGN: Concept Design & Preliminary Engineering (2021), Final Design (2022), Bid (2023), Phase 1 (2023), Bid (2024), Phase 2 (2024)

ENGAGEMENT: Round 1 (2021), Round 2 (2021), Round 3 (2021)

Round 1: Set Goals and Identify Opportunities

**We are here**  
Round 2:  
Evaluate Realm of Possibilities

Round 3:  
Refine the Design

# Round 1 Engagement Summary

Full results available on  
[stpaul.gov/MinnesotaStreet](http://stpaul.gov/MinnesotaStreet)



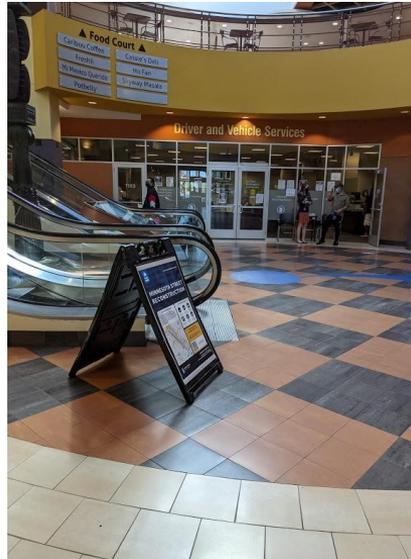
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MINNESOTA

STPAUL.GOV



## How we got feedback previously

- A virtual open house via a recorded presentation on YouTube
- An online survey
- In-person flyering of the corridor
- Generated a project email list
- Conducted key stakeholder meetings



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MINNESOTA STREET RECONSTRUCTION PROJECT

**PROJECT DETAILS & BACKGROUND**  
The City of Saint Paul is currently in the process of reconstructing Minnesota Street from 2nd Street to 10th Street. The project includes widening the street, improving pedestrian and bicycle facilities, and enhancing public transit service.

**EXISTING CONDITIONS**  
Major Corridor  
• Buses Cross in the center part of the street  
• Limited use of right of way for transit and other uses  
• There are 4 bus lanes and 2 bike lanes

**CITY PROJECT GOALS**  
• Increase safety  
• Increase transit use  
• Increase mobility  
• Increase quality of life  
• Increase economic vitality  
• Increase public transit use  
• Increase pedestrian and bicycle use

**PROJECT TIMELINE**  
2021 Concept Stage  
2022 Final Design  
2023 Construction Phase 1  
2024 Construction Phase 2

**Agenda**

- Project Background
  - Location, Timing, Need, Scope
  - Schedule
  - Goals
- Existing Conditions
  - Traffic
  - Existing right of way usage
  - Transit
  - Downtown Coordination
- Next Steps

*Icon indicates that we need your feedback*

Minnesota Street Reconstruction Project

242 views • Apr 29, 2021

SHARE SAVE



## Round 1 feedback statistics

- The virtual presentation was viewed **over 230 times**
- There were **209 surveys taken**
- **69 emails** were added to the project distribution list
- **5+ stakeholder meetings** (and counting...)





## Round 1 Engagement Themes

- People are passionate about the opportunity to improve a central corridor in downtown. Many people requested **comprehensive changes** such as greenways or transit malls; others only called for minor, **site-specific tweaks**.
- There is a strong desire for character and visual interest via landscaping, trees, art, different materials, benches, etc. **How we use the sidewalk space is critical**
- Many mentions of traffic calming and right-sizing the street to meet the **multimodal needs of downtown users**



## The pedestrian and transit experience was voted overwhelmingly important; the driving and bicycling modes had votes on both ends of the spectrum

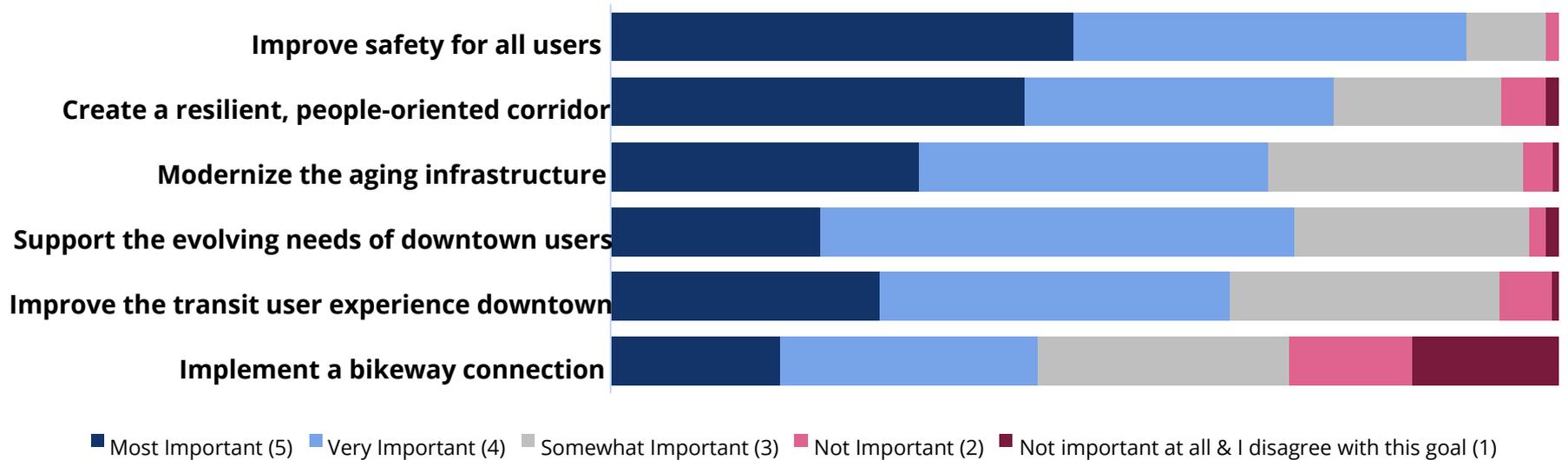
**Q6. Please tell us how important each mode is to you on Minnesota Street.**

	Not important at all & this mode should not be accommodated	Not important	Somewhat important	Very important	Most important	Weighted Average "Score"
Walk or use a mobility device	4	6	13	65	82	4.3
Take Transit (bus or train)	4	21	35	63	35	3.7
Drive	23	27	39	32	45	3.3
Bike	20	27	34	50	27	3.2
Get dropped off	17	54	48	25	4	2.6



# Below are the City of Saint Paul goals for the project, sorted by survey findings

Q9. Please tell us how important you think each goal is.



# Design Options



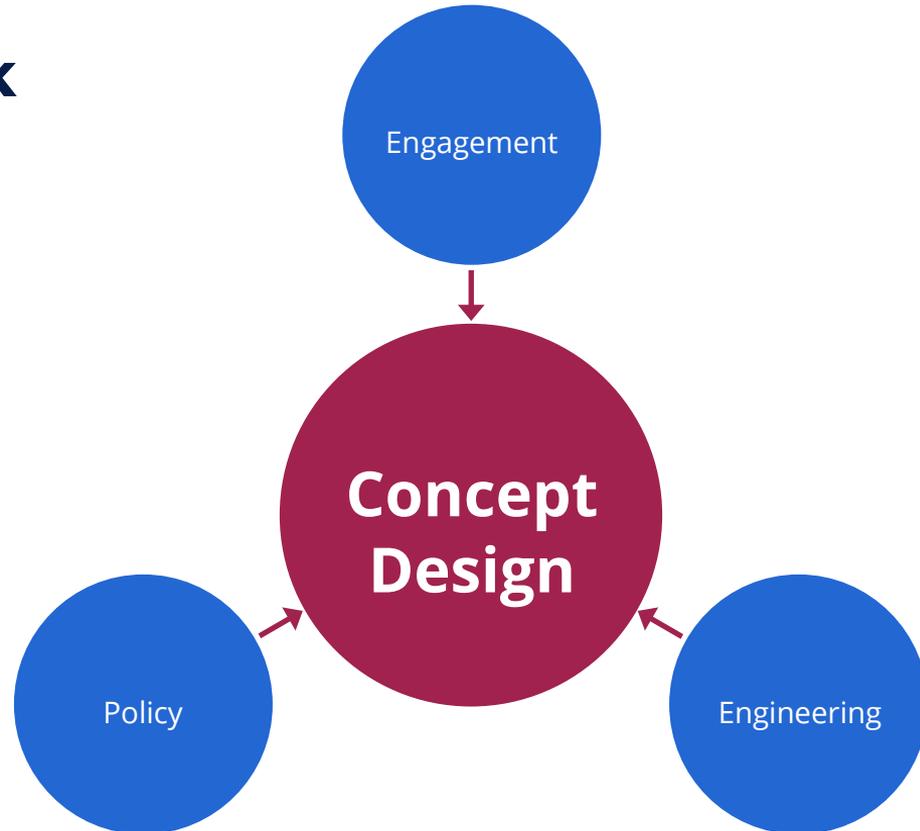
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## Translating Feedback to Cross-Sections

- There are three different types of inputs that go into the concept design
- Some of the inputs are conflicting
- Identify needs vs. wants





# Proposed sections have the “needs” met

What “want” features are most important to you?

Needs	Wants
<input checked="" type="checkbox"/> Expanded pedestrian space & narrow crossings (engagement and policy input)	<ul style="list-style-type: none"><li>• Landscaping and/or furnishings</li></ul>
<input checked="" type="checkbox"/> Two travel lanes (engineering input)	<ul style="list-style-type: none"><li>• Short-term on-street parking</li></ul>
<input checked="" type="checkbox"/> Minimize bus and bicycle conflicts (engagement and engineering input)	<ul style="list-style-type: none"><li>• Buses don't pull out (they stop in 1 of 2 travel lanes)</li></ul>
<input checked="" type="checkbox"/> Separate bicycle space from vehicles (policy input)	<ul style="list-style-type: none"><li>• Off-street bicycle facility</li><li>• Two-way bicycle facility</li></ul>



# Existing Use





# Option 1



## KEY FEATURES

Increases pedestrian space

No on-street parking

Provides high-quality two-way bike facility

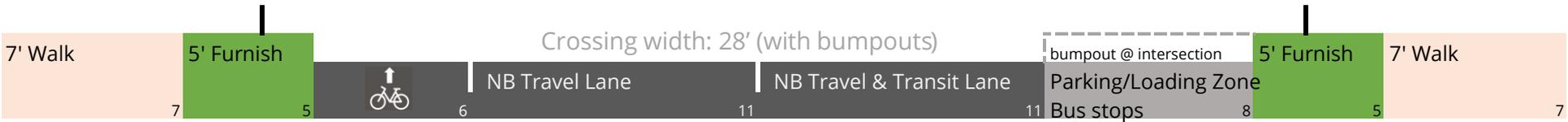
Loadings/deliveries would happen in a travel lane

Compatible with city policies that prioritize pedestrians, bikes, transit, then cars

On-street snow plow & removal conditions are good



## Option 2



### KEY FEATURES

Maintains some on-street parking & loading zones

Narrower travel lanes adjacent to on-street parking is more challenging for transit and maintenance

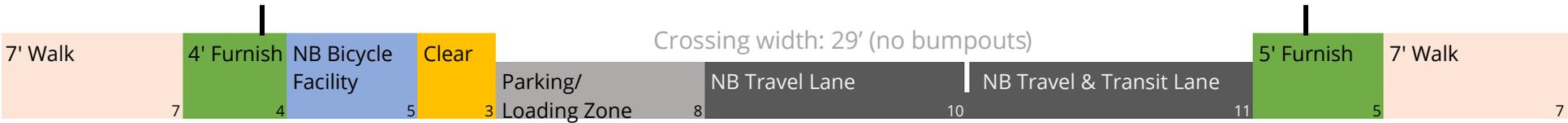
Has separate bicycle space from vehicles

One-way bike facility poses network questions

Increases pedestrian space



# Option 3



## KEY FEATURES

Accommodates all modes with a one-way protected bicycle facility

Increases pedestrian space

Maintains some on-street parking & loading zones

One-way off-street bike facility poses safety and network questions

Multiple design elements are at the minimum acceptable dimensions, including travel lanes

Snow storage challenging with narrow curbside clear zone



# Other Options Considered

## Two-Way; Bikes Off-Street



- Transit operations could be slow
- Deliveries prohibited/unrealistic

## No Bicycle Facility



- Incompatible with city policy
- Creates unsafe conditions for bicyclists

## Floating Parking Zone



- Historically results in incorrect use of the parking zone & subsequent unsafe bicycling conditions

## Two-Way; Bikes On-Street



- Creates transit and bicycle conflicts
- Minimum dimensions for all users

## One Vehicular Lane



- Transit would need to relocate
- Deliveries prohibited/unrealistic

## Shared Use Path

- Shared Use Paths are intended for corridors with low pedestrian activity
- Shared Use Paths are not a good tool for downtown corridors
- Downtown is a High-Priority Area for Walking Investment



# Option Comparison: Key

	walk or use a mobility device	take transit	drive	bike	deliveries	parking	maintenance
 <b>Preferred</b>	Wider walk and furnish than today	Narrow crossings and 12' curbside travel lane	3 travel lanes	Two-way, off-street facility	Has bypass lane, loading zone & furnishing zone	On both sides	Bicycle and landscaping maintenance funding identified
 <b>Acceptable</b>	Wider walk and furnish than today but bicyclists might encroach on ped space	11' travel lane	2 travel lanes	One-way, off-street facility	Has bypass lane & furnishing zone	On one side	12' travel lanes + 24/7 curb access + 5' snow storage
 <b>Inferior</b>	Narrow walks and no traffic calming	11' travel lane & pull-out bus stops	1 travel lane	One-way, in-street facility	Limited furnishing zone	Less than 8' wide	11' travel lanes or less than 5' of snow storage
 <b>Not Accommodated</b>	No sidewalks	Moved to other streets	Prohibited	No bicycle facility	No bypass lane	None	Less than 24' crossing

"Preferred", "Acceptable", and "Inferior" definitions are based on Round 1 survey and stakeholder feedback. Designations do not necessarily represent City of Saint Paul design guidelines or other engineering standards.



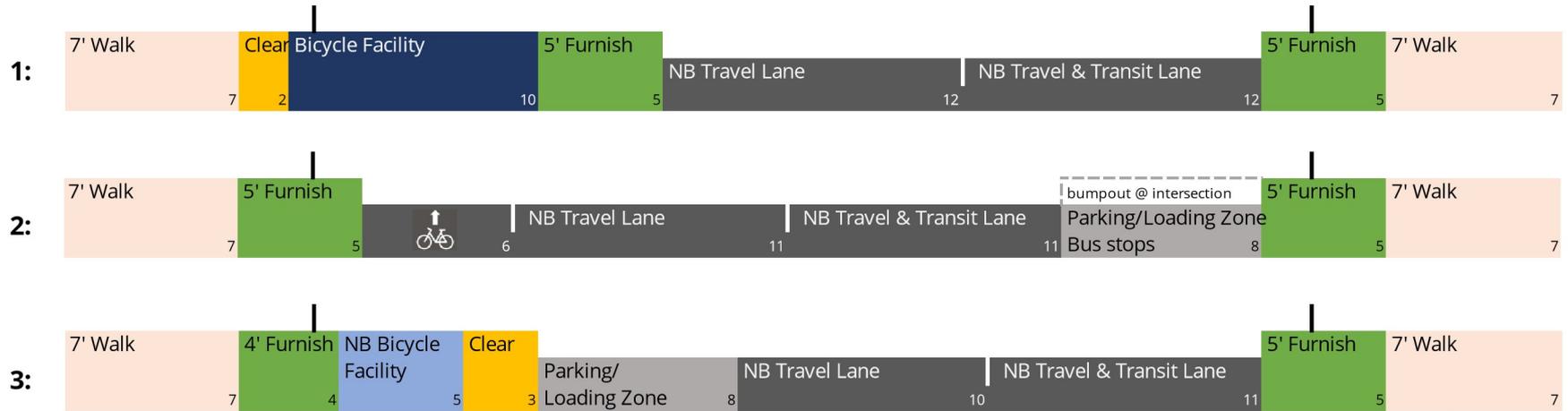
# Option Comparison: Results

	walk or use a mobility device	take transit	drive	bike	deliveries	parking	maintenance
Option 1							
Option 2							
Option 3							
<i>Existing Conditions</i>							

<b>KEY</b>	Preferred	Acceptable	Inferior	Not Accommodated
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# Reminder of Options #1-3





# Project Goals

	Option 1	Option 2	Option 3	Notes/Caveats
 Improve safety for all users				Minimum dimensions and unfamiliar facility in #2 & #3
 Create a resilient, people-oriented corridor				Maintenance agreements needed
 Modernize the aging infrastructure				
 Support the evolving needs of downtown				Need stakeholder input to evaluate
 Improve the transit user experience downtown				Future transit network TBD
 Implement a bikeway connection				

# Transit Considerations



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# Transit Assumptions

Shown is the assumed post-reconstruction network, with Minnesota Street having:

- 6 local routes
- ~17 NB buses/hour in the peak period



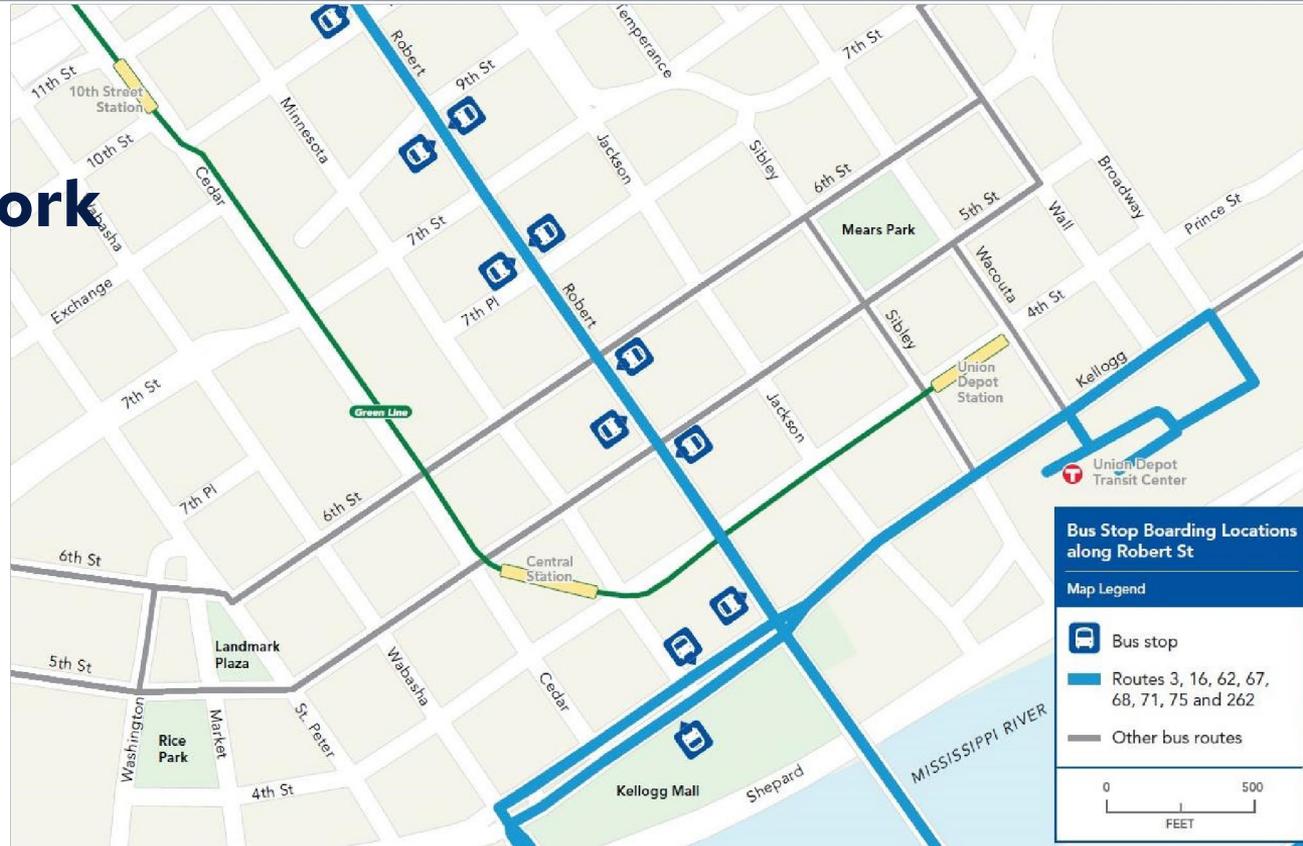
NOT A DEPICTION OF ACTUAL SERVICE

Source: Metro Transit staff, Aug 2021. "Scenario A"



# A Potential Alternate Network

An alternate network which consolidates buses to Robert Street is being considered by Metro Transit

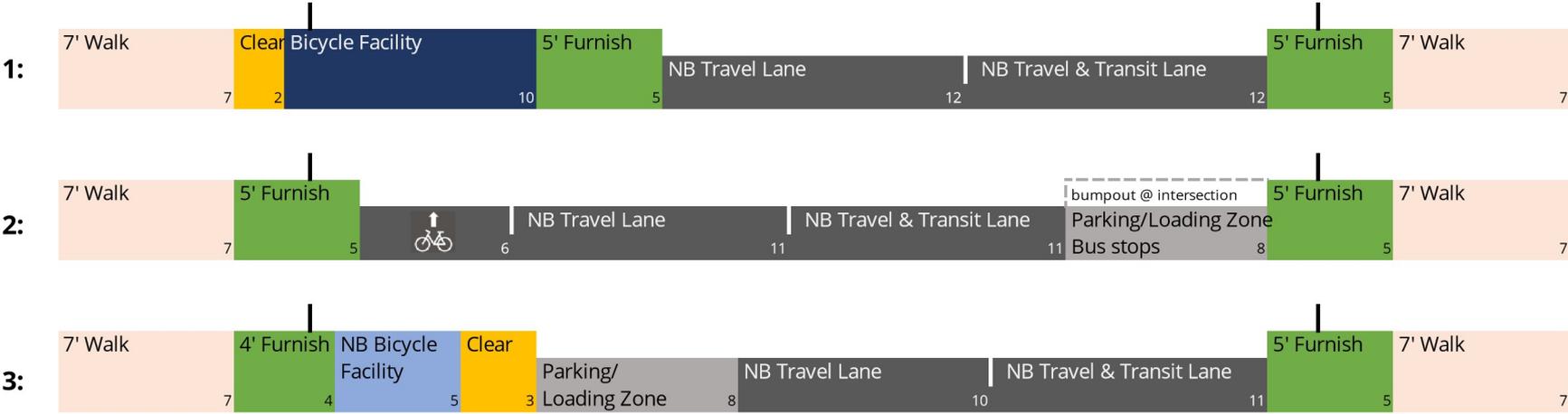


NOT A DEPICTION OF ACTUAL SERVICE  
Source: Metro Transit staff, Aug 2021. "Scenario B"



# Transit Considerations

- Regardless of network, Metro Transit would likely still use Cedar/Minnesota for detours
- If buses are consolidated to Robert
  - We have an opportunity to create separate corridors for buses and bicycles
  - Does a bi-directional bicycle facility become a “need” instead of a “want”?



# Parking Considerations



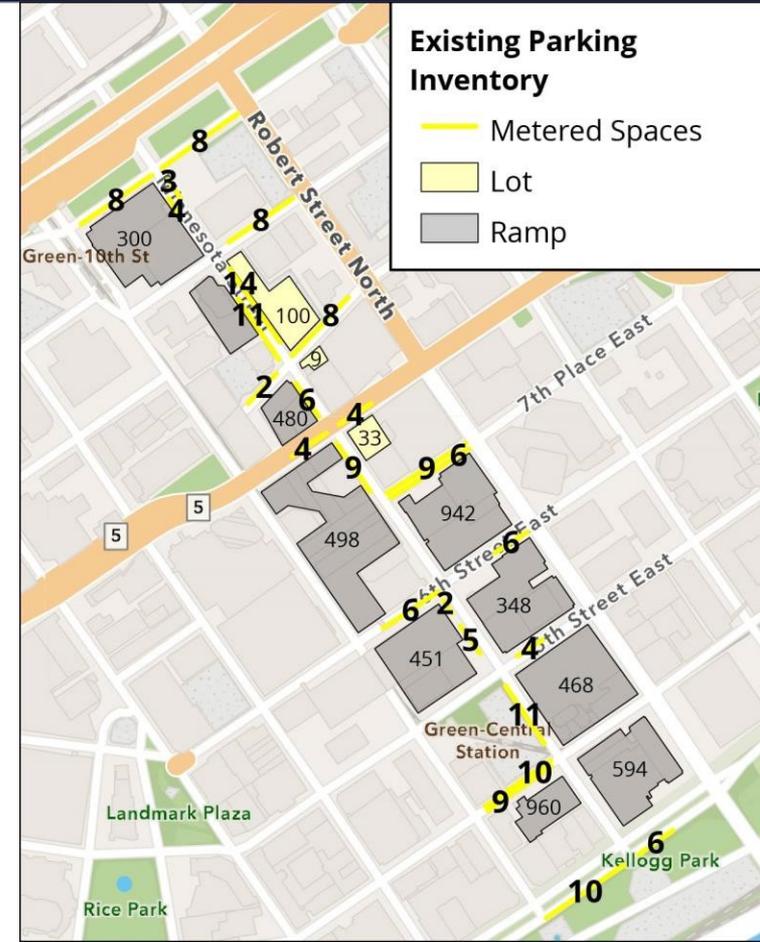
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MINNESOTA

[STPAUL.GOV](http://STPAUL.GOV)



# Parking Inventory

- The corridor has three different types of parking available:
  - Minnesota Street metered parking: 65 spaces
  - Side-street metered parking: 100 spaces
  - Off-street ramps and lots: over 5,000 spaces
- The metered parking on Minnesota Street represents only one percent of the parking in the corridor





# On-Street Parking Observation

Summary of Parking Occupancy collected August 2021

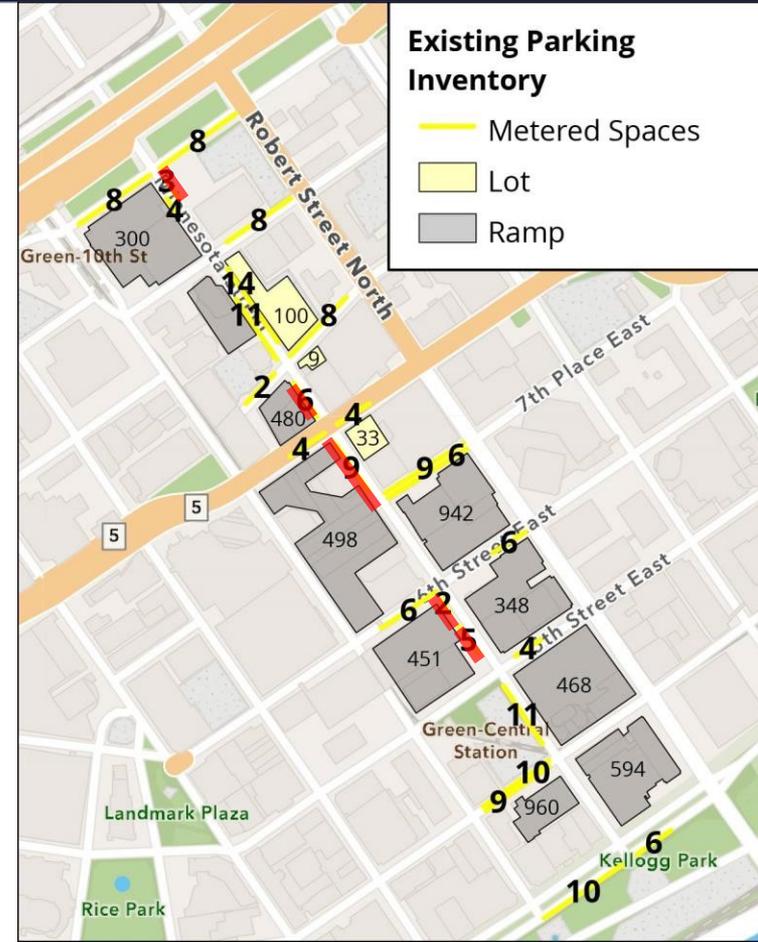
			Weekday			Weekend		
Type of Count			Overnight	Midday	Evening	Midday	Evening	
Time			5:00 AM	11:00 AM	7:30 PM	11:15 AM	7:15 PM	
Day of Week			Thursday	Wednesday	Tuesday	Sat	Sat	
Date Counted			8/19/2021	8/18/2021	8/17/2021	8/28/2021	8/28/2021	
Street	From	To	Number of Meters	Percent of Meters Occupied*				
Minnesota	10th Street	11th Street	4	25%	0%	25%	0%	0%
Minnesota	10th Street	11th Street	3	100%	67%	100%	100%	100%
Minnesota	9th Street	10th Street	14	21%	43%	14%	7%	43%
Minnesota	9th Street	10th Street	11	0%	36%	0%	9%	0%
Minnesota	7th Street	9th Street	6	0%	100%	33%	0%	17%
Minnesota	7th Place	7th Street	9	0%	111%	22%	11%	11%
Minnesota	5th Street	6th Street	2	0%	100%	100%	100%	100%
Minnesota	5th Street	6th Street	5	0%	100%	20%	40%	20%
Minnesota	4th Street	5th Street	11	0%	73%	27%	0%	0%

\*Percents greater than 100 indicates observation of illegally parked vehicles



# On-Street Parking Considerations

- The red blocks had highest occupancies
- A parking strategy on these blocks in particular will be considered as the design process continues



# Next Steps



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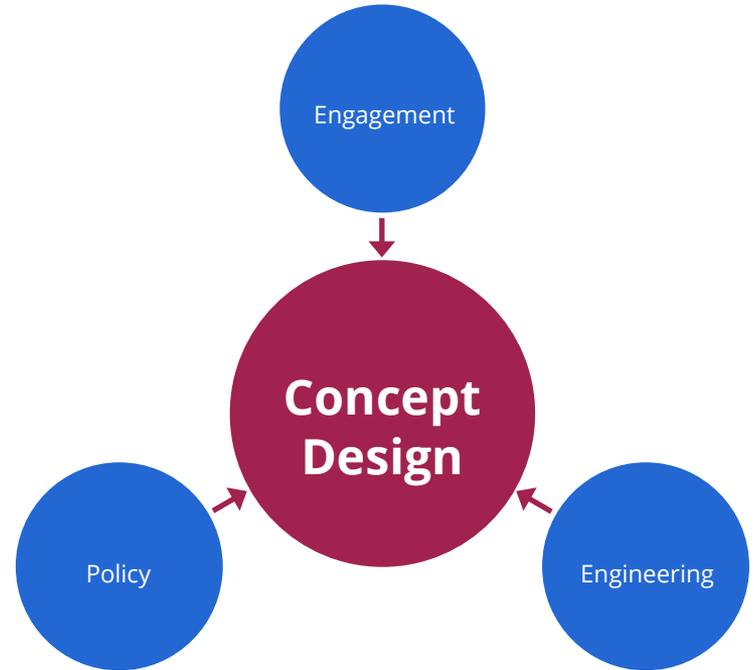
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# We need your feedback

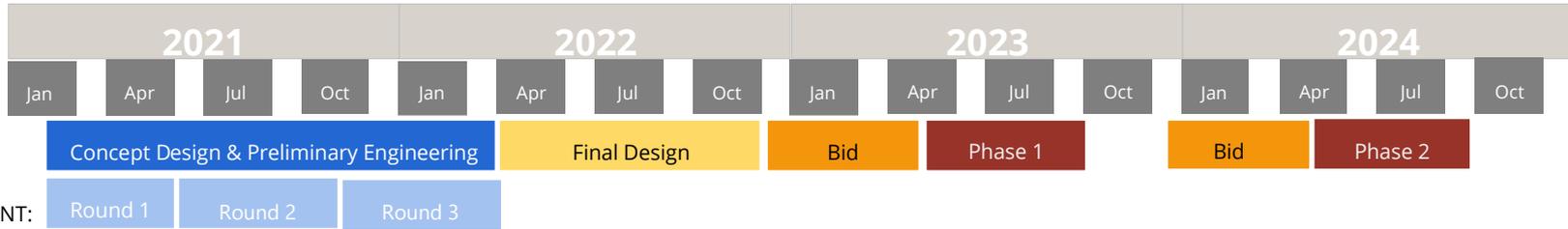
[Take our survey](#) to help inform which of the design option(s) are carried forward to the next stage of design.

We will use your input, along with policy direction and engineering judgement, to draft a concept design for the corridor throughout this Fall & Winter.





# Schedule



- Summer 2021 (current): Receive feedback on design options
- Fall-Winter 2021: Refine the Concept Design
  - Draft corridor concept layout using stakeholder feedback
  - Hold 3<sup>rd</sup> open house
  - Conduct stakeholder meetings & conversations
  - Review with the City of Saint Paul Transportation Committee
- Early 2022: Request City Council Approval on Concept Design; commence Final Design



# How to Give Feedback and Stay Informed

## 1. [Take our survey](#)

A screenshot of a web browser showing a survey page. The URL is <https://www.surveymonkey.com/r/X3D5H2B>. The page title is "Minnesota Street Survey #2: Design Possibilities". Under the heading "Introduction", the text reads: "The City of Saint Paul plans to reconstruct 0.5 miles of Minnesota Street from Kellogg Blvd to 11th St. Your input is essential in helping shape this project." Below this, it says: "Please note that this survey is in English. If you need this translated or in an alternative format, please call us at 651-266-6100." There is a small "OK" button at the bottom of the introduction section. At the very bottom of the page, it says "0 of 15 answered".

## 2. Sign up for Email Updates

Look for the blue bar at [stpaul.gov/MinnesotaStreet](http://stpaul.gov/MinnesotaStreet)

A screenshot of a blue sign-up bar on a website. The text reads: "SIGN UP FOR MINNESOTA STREET RECONSTRUCTION PROJECT UPDATES". Below the text is an "Email" input field and a yellow "Subscribe" button. The background is a solid blue color.

## 3. Contact Anna

[anna.potter@ci.stpaul.mn.us](mailto:anna.potter@ci.stpaul.mn.us)  
651-266-6058

# Thank you!

# Questions?

**Anna Potter, AICP, P.E. (she/her)**  
[anna.potter@ci.stpaul.mn.us](mailto:anna.potter@ci.stpaul.mn.us)  
651-266-6058

Sign up for project updates at [stpaul.gov/MinnesotaStreet](https://stpaul.gov/MinnesotaStreet)



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## Transportation Committee Staff Report for Projects

Committee date: 10/04/2021

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**Project Name:** Point Douglas Regional Trail Master Plan

**Geographic Scope:** Point Douglas Rd from Burns Ave to Bailey Rd

**Project Contact:** Brett Hussong

**Project Webpage:** [www.stpaul.gov/PointDouglasTrail](http://www.stpaul.gov/PointDouglasTrail)

**Project Description:** To prepare a master plan for the future Point Douglas Regional Trail running along Point Douglas Rd for people of all ages and abilities.

**Project Stage & General Timeline:** Planning. Master Plan Document approval.

**Public Hearing Date & Location:**

October 8, 2020. Virtual presentation

December 7, 2020. Virtual presentation

October 2021. 30-day virtual review of master plan document.

**Cost & Primary Funding Source(s):** \$150,000. Parks and Trail Legacy

**Transportation Committee Role:**

- Inform project scope & approach     Inform design     Inform implementation  
 Make recommendation

**Explanation:** We anticipate the preliminary trail alignment to follow the existing trail through Fish Hatchery and then become an off-street trail located on the west side of Point Douglas Rd. The master plan will address intersection crossings to safely move pedestrians and cyclists through the corridor. The master plan considers alternate alignments from Indian Mounds Regional Park to Battle Creek Regional Park Trailhead.

**Attachments include:**

- Complete Streets Checklist     Scoping document     CIB request  
 Summary of Engineering Recommendations

Staff recommendation	<i>Recommend approval of Point Douglas Regional Trail Master Plan</i>
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Action item requested of the Committee	<i>Recommend approval of the staff-recommended Trail Master Plan</i>
Committee recommendation	<i>To be filled in at the meeting</i>
Committee vote	<i>To be filled in at the meeting</i>



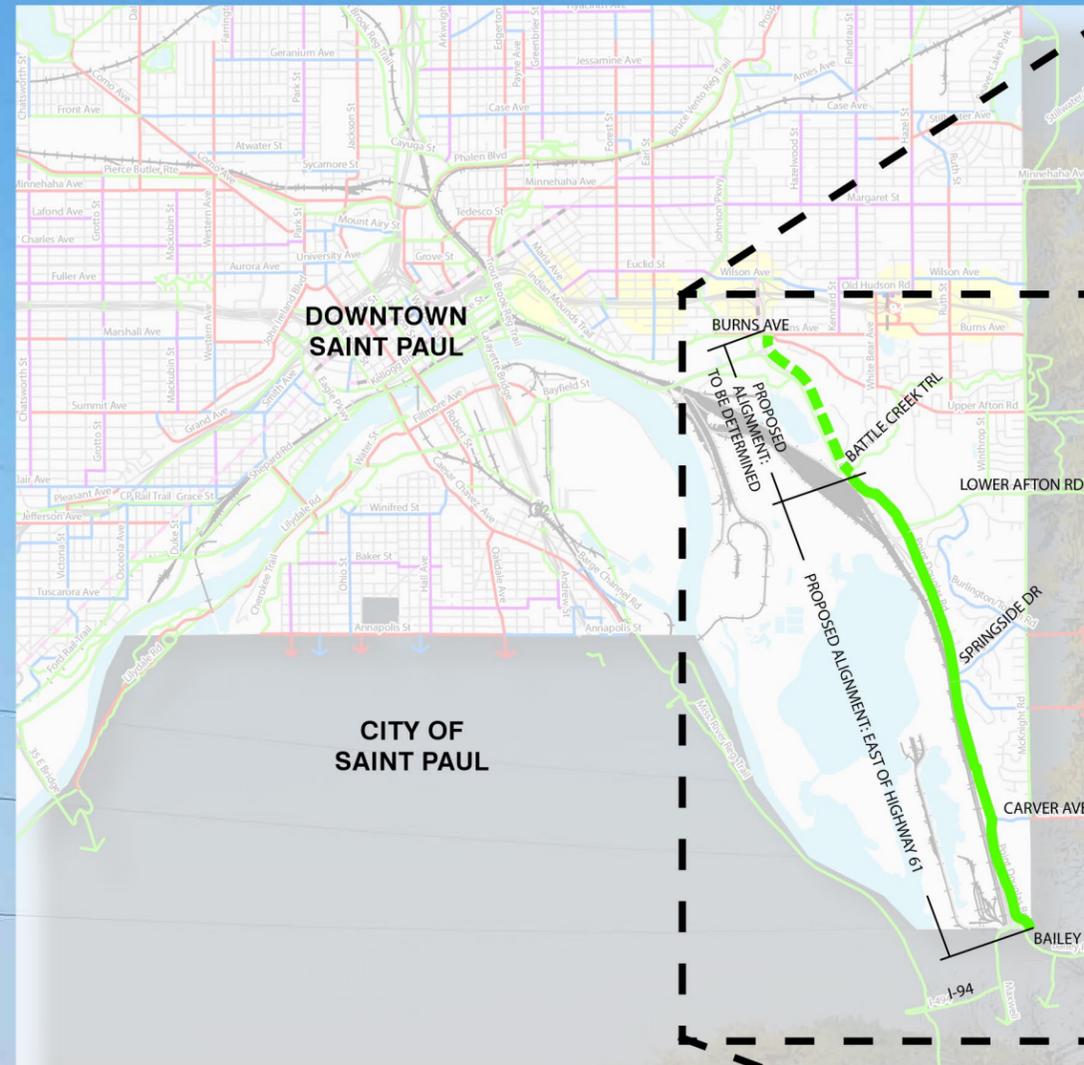
# Regional Trail Master Plan **POINT DOUGLAS**

# PROJECT SCOPE

- Plan a continuous off-street trail connection between Saint Paul and Washington County along Point Douglas Road
- Increase safety, accessibility, awareness & connectivity
- Complete committee, city and Met Council approvals to seek future design and implementation funding.

## CITY OF SAINT PAUL, PARKS AND RECREATION

Project Manager  
 Brett Hussong, Landscape Architect  
 brett.hussong@ci.stpaul.mn.us  
 651-266-6420



# PROJECT TIMELINE

## PHASE I: Corridor Evaluation

- Community Engagement • Existing Conditions Review



FALL

**2020** • Community and Technical Advisory Group Meetings • Intersection & Transition Areas Study • Design Alternatives • Operations & Maintenance Planning • Public Comment Period • Preferred Cross-Sections & Prioritized Design Guidelines

## PHASE II: Design & Direction



FALL 2021

- Analysis & Opportunities Study

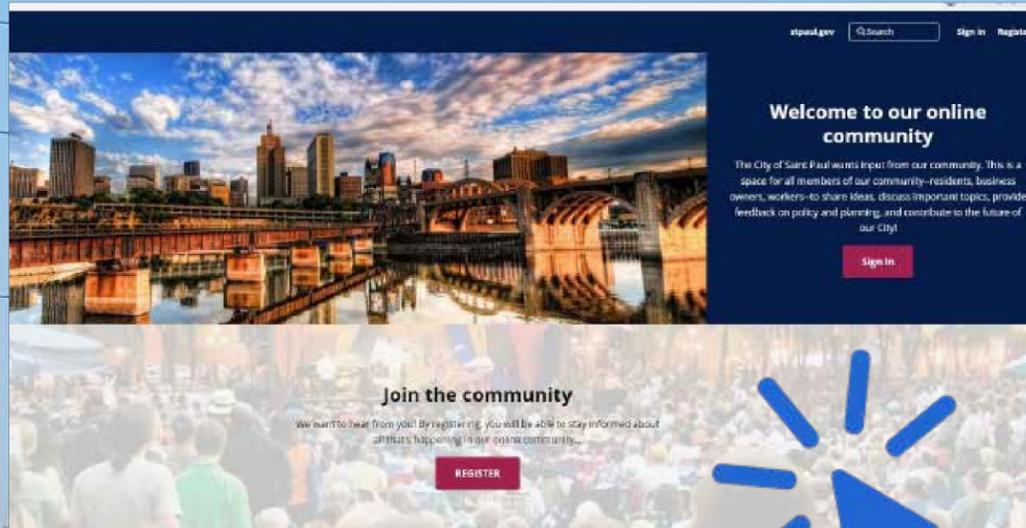
SPRING 2021

## PHASE III: Final Master Plan & Approvals

- Final Plan Development
- Approvals: Saint Paul Commissions, City Council, Metropolitan Council

SUMMER 2021

# COMMUNITY ENGAGEMENT



## Advisory Committee Members

Jane Prince - Ward 7 City Council Member  
Stephanie Harr - Ward 7 Legislative Aide  
Betsy Mowry Voss - Southeast Community Organization Ex Dir.  
Ben Karp - Ramsey County  
Connor Schaefer - Washington County  
Melissa Barnes - MnDOT Metro North Area Manager  
Nicholas Olson - MnDOT North Area Engineer  
Jacob Rueter - MnDOT Mississippi River Trail  
Jim Levitt - DNR East Metro Fisheries Asst. Manager  
Gina Bonsignore - DNR Regional Planner  
Lauren Degennaro - National Park Service  
Colleen O'Conner Toberman - Friends of the Mississippi River  
Nicole Soderholm - Ramsey-Washington Metro Watershed  
Angie Tillges - Great River Passage Initiative  
Bonnie & John Watkins - District 1 Resident  
Melissa Wenzel - District 1 Board Member  
Peter Wickert - District 1 Resident

Advisory

## Public Hearing Date & Location:

October 8, 2020. Virtual presentation  
December 7, 2020. Virtual presentation  
January 25, 2021 South East Side Community Meeting  
October 2021. 30-day virtual review of master plan document.

COMMUNITY REVIEW

## Date & Location:

December 2020 Horn of Africa Community of USA  
March 22, 2021 Parks and Recreation Youth Commission

FOCUS GROUPS

# EQUITY ANALYSIS

## Race & Ethnicity (2015-2019)

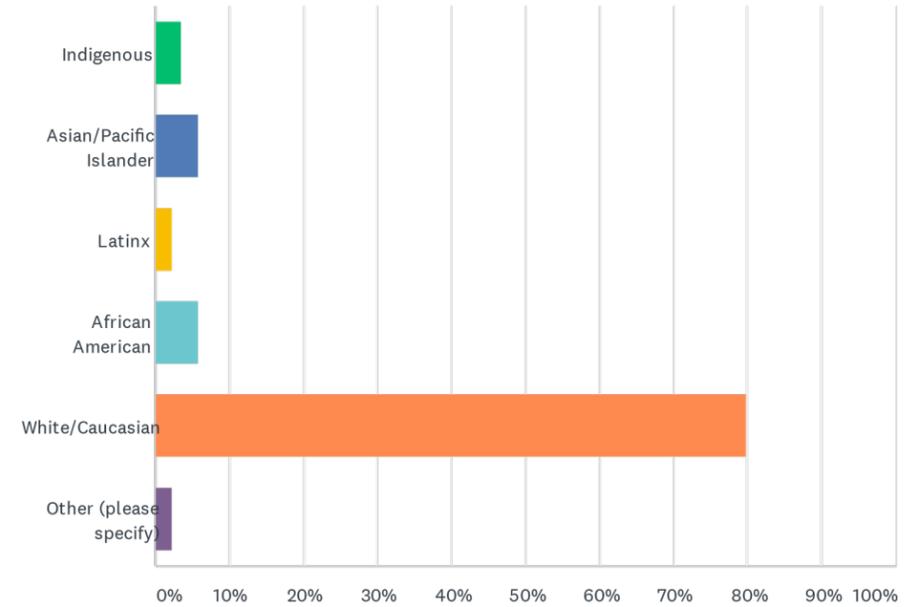
White	10,379	43.7%
Of Color	13,378	56.3%



ANSWER CHOICES	RESPONSES	
Indigenous	3.53%	3
Asian/Pacific Islander	5.88%	5
Latinx	2.35%	2
African American	5.88%	5
White/Caucasian	80.00%	68
Other (please specify)	2.35%	2
<b>TOTAL</b>		<b>85</b>

## Q1 Please self-identify your race/ethnicity

Answered: 85 Skipped: 2



Black or African American alone	6,060	25.5%	22.4%
American Indian and Alaskan Native alone	suppressed		
Asian or Pacific Islander alone	5,326	4.3%	
Other alone	suppressed	8.8%	
Two or more races alone	1,026		
Hispanic or Latino	2,085		

District 1 Demographics

The following are recommendations from the community and action items to consider:

- Extended community engagement to reach out to a more diverse group of people and to gain more insight into how people perceive and use the trail.
- Promote trail to increase awareness throughout community and organize a grand opening to celebrate a shared public amenity.
- Increase safety by improving lighting, surfacing and separation from vehicle traffic.
- Increase demand and access by providing amenities such as lighting, benches, signage, and drinking fountains.

**PUBLIC SERVICES | POINT DOUGLAS REG TRAIL**

# BOUNDARIES & ACQUISITIONS



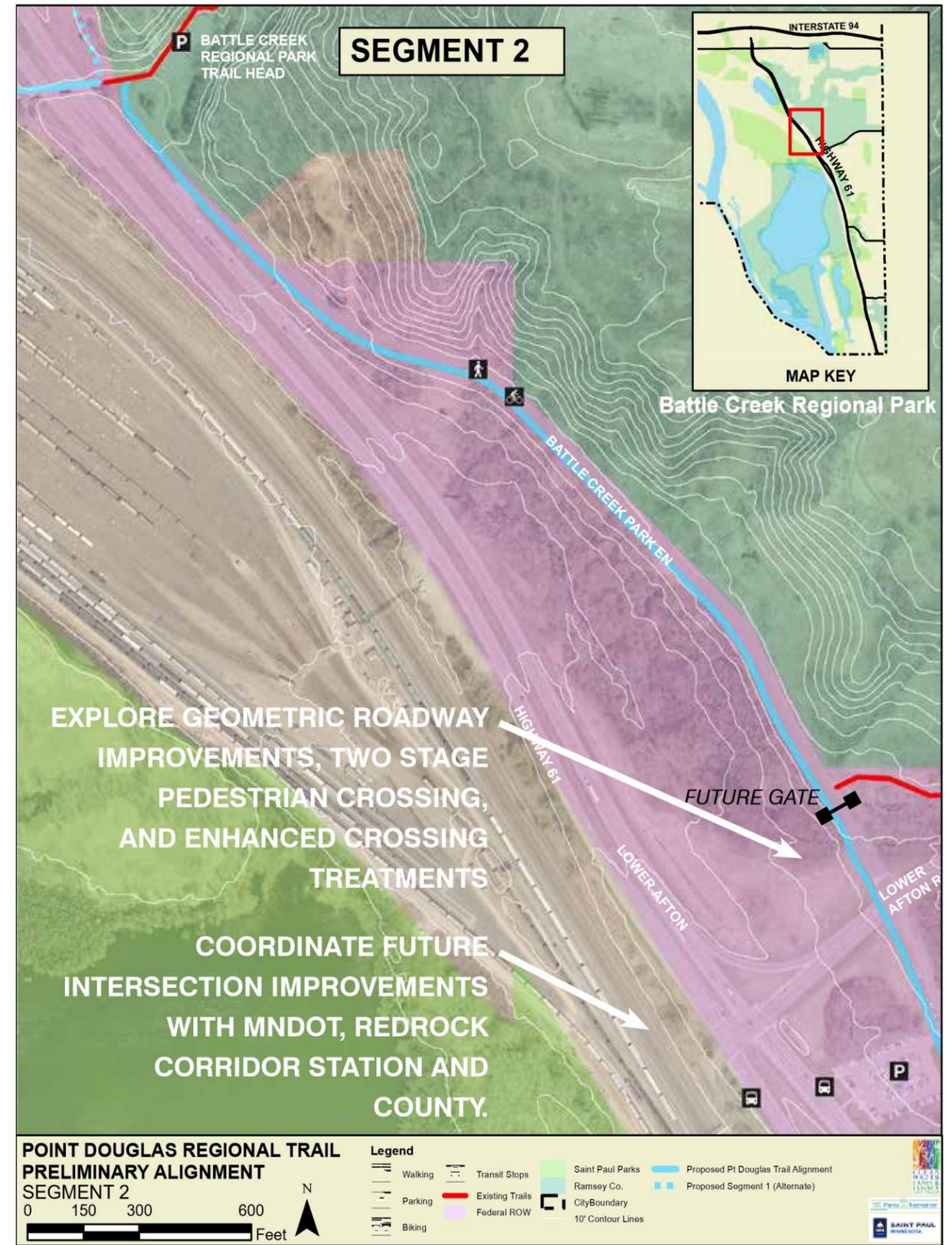


**BOUNDARIES & ACQUISITION | POINT DOUGLAS REG TRAIL**





# MASTER PLAN DRAFT CORRIDOR



**POINT DOUGLAS REGIONAL TRAIL PRELIMINARY ALIGNMENT SEGMENT 2**

0 150 300 600 Feet

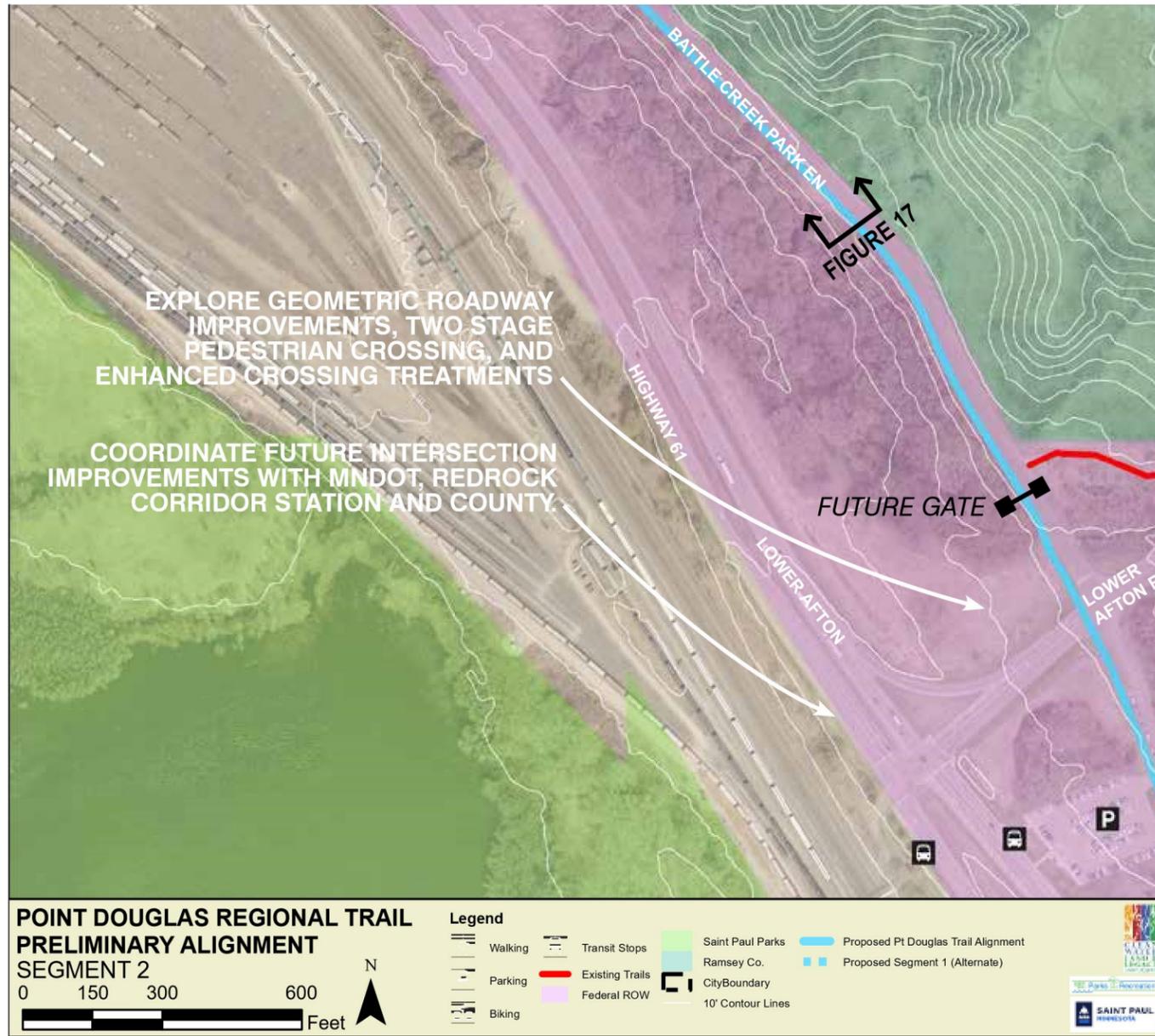
**Legend**

- Walking
- Parking
- Biking
- Transit Stops
- Existing Trails
- Federal ROW
- Saint Paul Parks
- Ramsey Co.
- City Boundary
- 10' Contour Lines
- Proposed Pt Douglas Trail Alignment
- Proposed Segment 1 (Alternate)

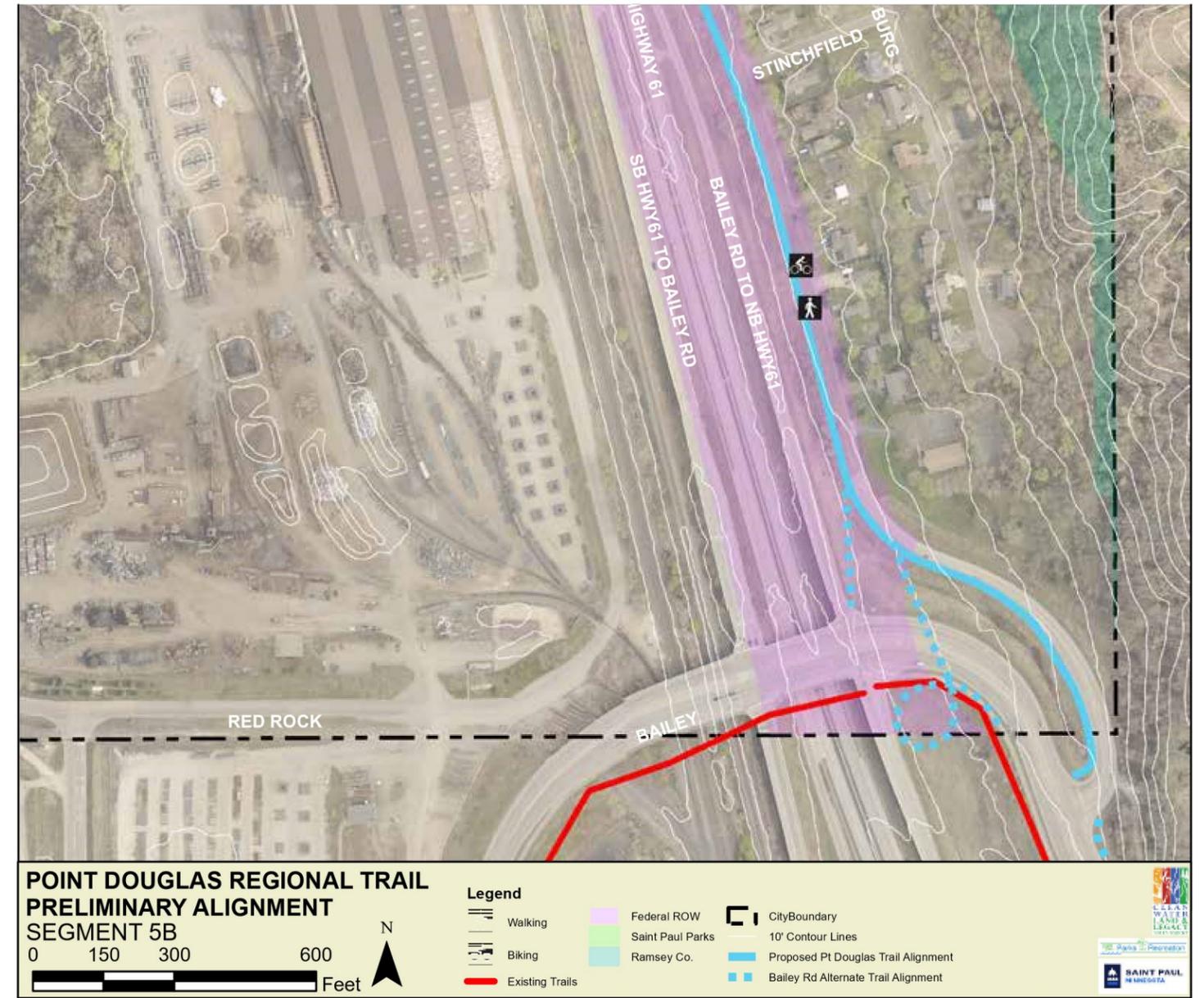
SAINT PAUL MINNESOTA

CONCEPT | POINT DOUGLAS REG TRAIL

# CONFLICTS

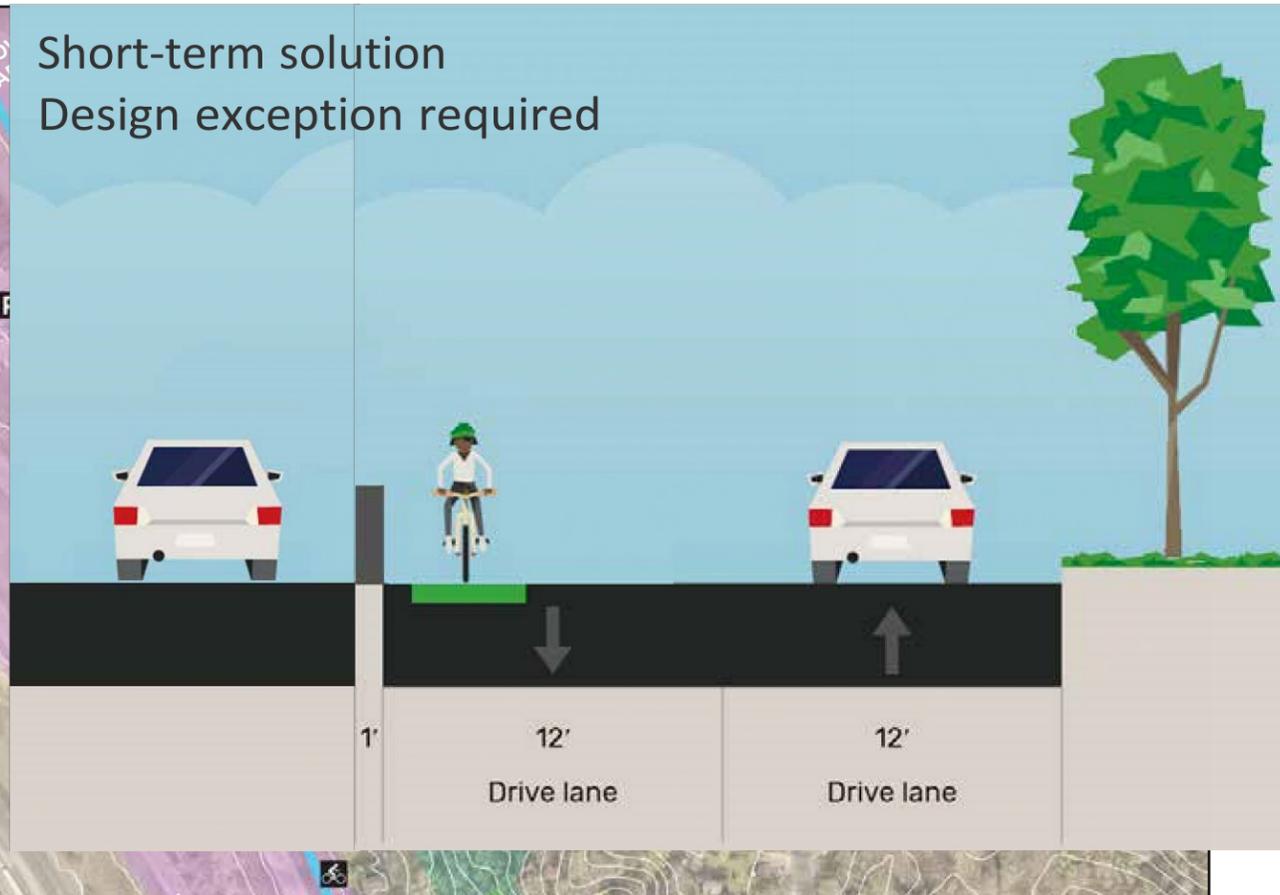


Segment 2 Lower Afton Rd intersection crossing.

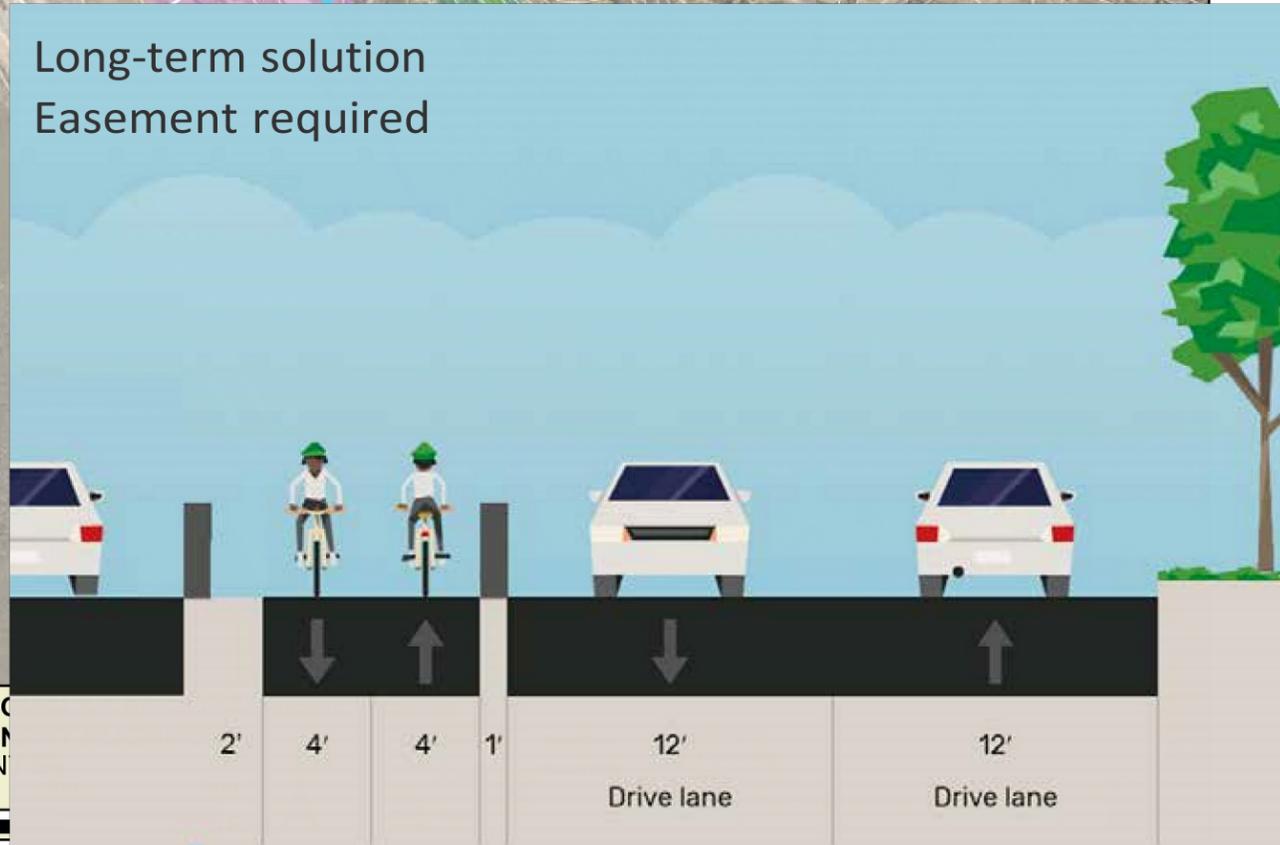


Segment 5 Bailey Road intersection crossing.

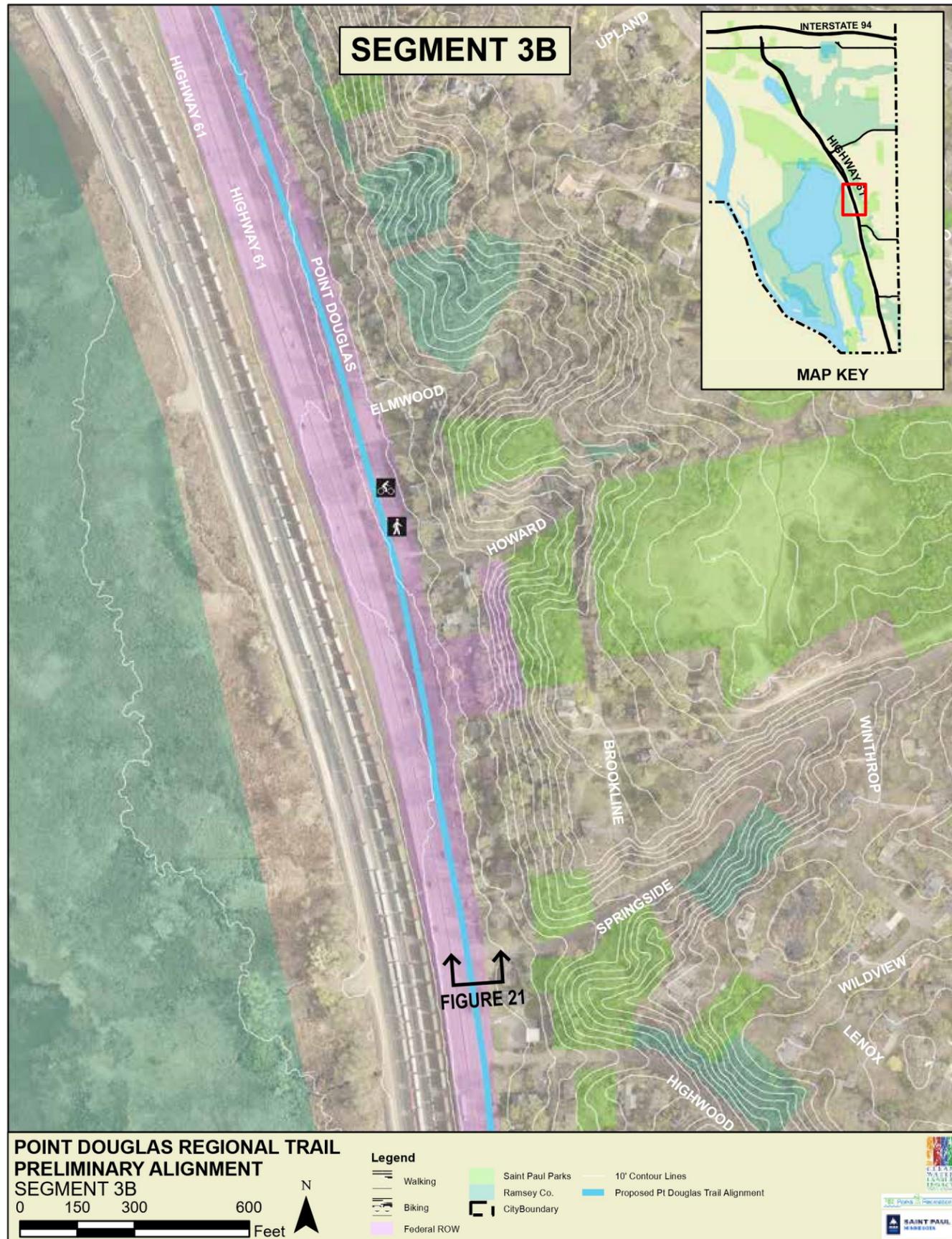
Short-term solution  
Design exception required

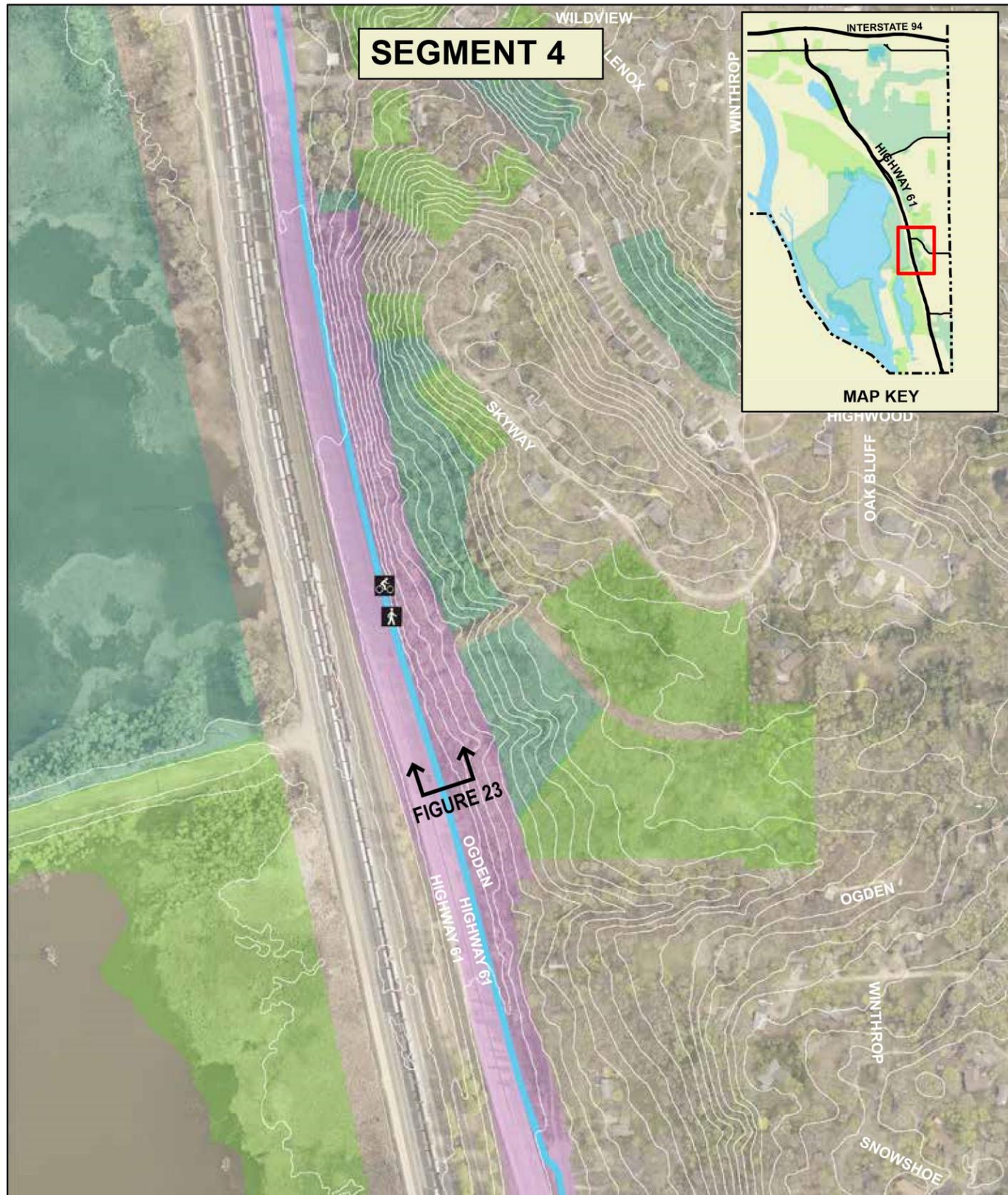


Long-term solution  
Easement required



POINT DOUGLAS  
PRELIMINARY  
SEGMENT  
0 150





**SEGMENT 4**



FIGURE 23

**POINT DOUGLAS REGIONAL TRAIL  
PRELIMINARY ALIGNMENT  
SEGMENT 4**

0 175 350 700 Feet

**Legend**

- Walking
- Biking
- Federal ROW
- Saint Paul Parks
- Ramsey Co.
- City Boundary
- 10' Contour Lines
- Proposed Pt Douglas Trail Alignment

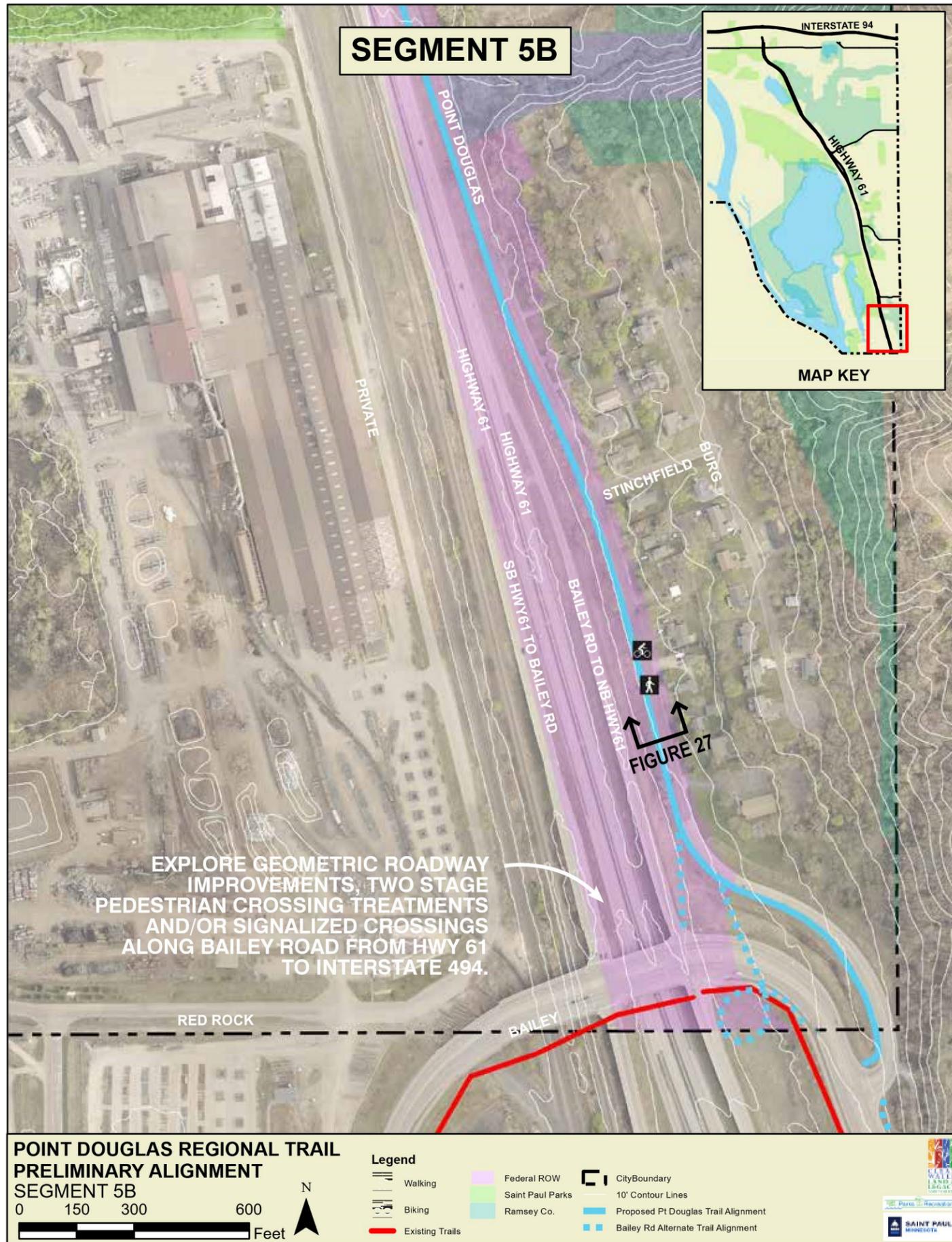
SAINT PAUL, MINNESOTA



strian li

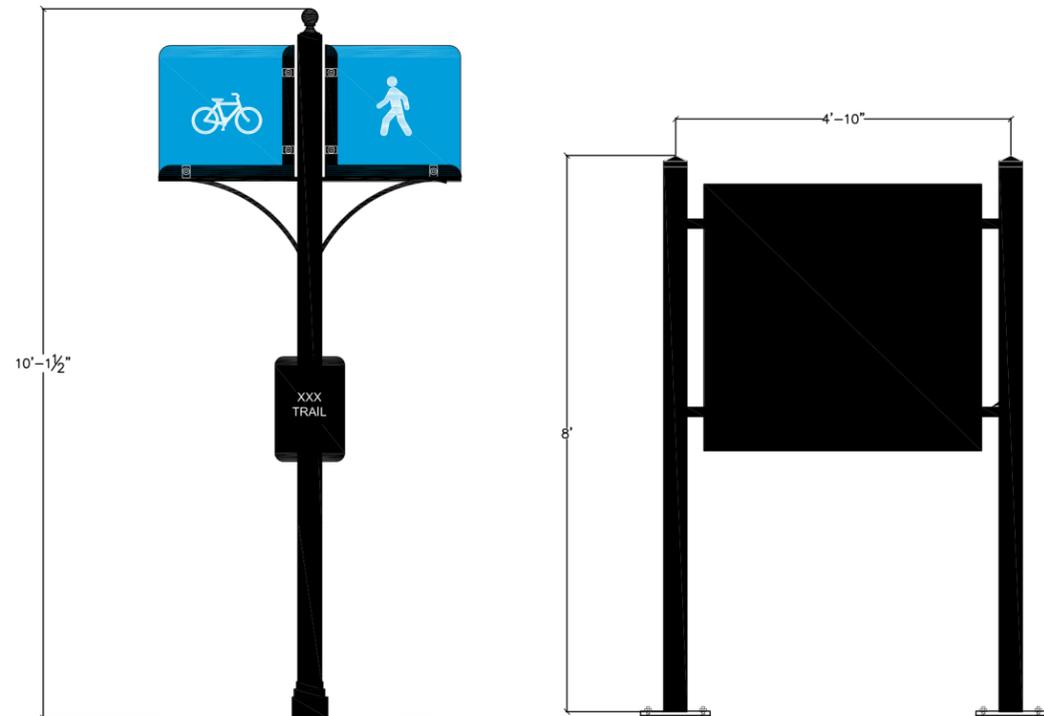
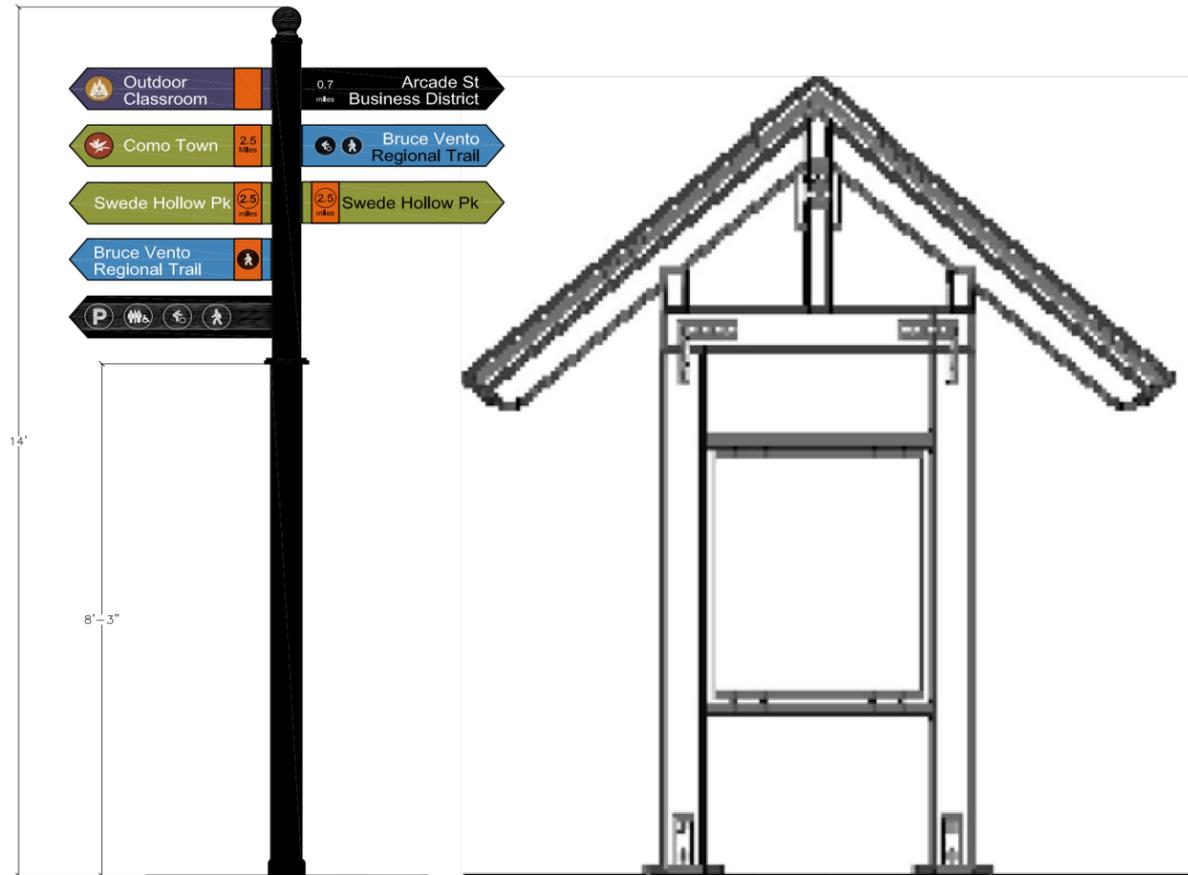


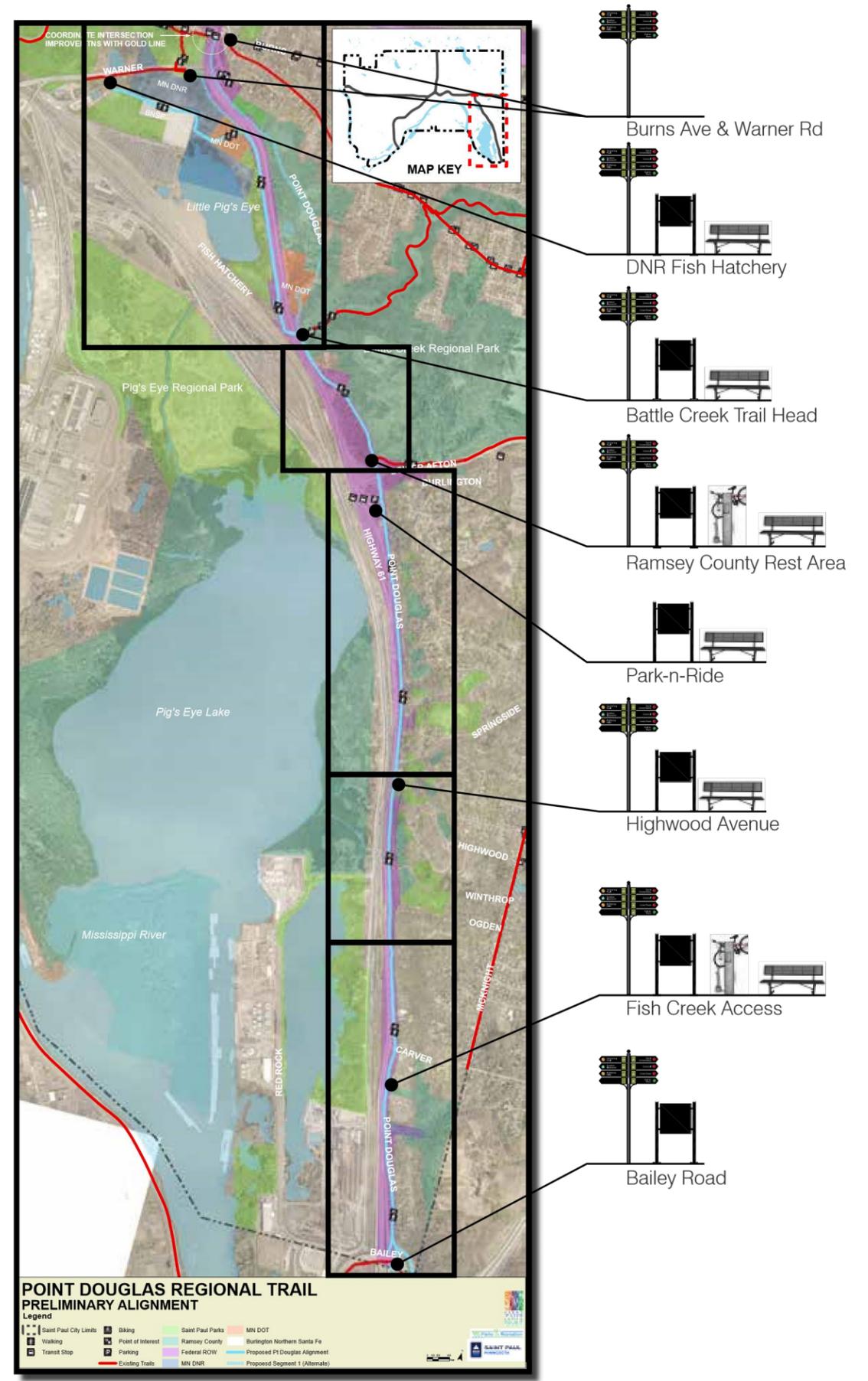
Segment 4 looking north. Notice existing 8'-0" trail.



Segment 5B typical section south of Stinchfield St.

# PUBLIC SERVICES





# COST ESTIMATE

SUMMARY	
SEGMENT	COST
SEGMENT 2	\$470,151.70
LOWER AFTON ROAD CROSSING CONCEPT 1 (BASE)	\$120,213.00
SEGMENT 3A	\$1,024,539.28
SEGMENT 3B CONCEPT 1 (BASE)	\$895,312.28
SEGMENT 4	\$578,605.65
SEGMENT 5A	\$549,085.25
SEGMENT 5B	\$1,089,280.75
BAILEY ROAD CONCEPT 1 (BASE)	\$209,351.35
Construction Costs	\$4,936,539.25
20% Contingency	\$987,307.85
20% Non-Construction Cost	\$1,184,769.42
<b>TOTAL PROJECT COST BASE COST</b>	<b>\$7,108,616.52</b>
ALTERNATES	COST
ADD ALTERNATE: LOWER AFTON ROAD CROSSING CONCEPT 2	\$510,272.75
ADD ALTERNATE: SEGMENT 3B CONCEPT 2	\$1,327,555.48

DEDUCT ALTERNATE: BAILEY ROAD CONCEPT 2

-\$244,265.18

**PARKS AND RECREATION  
DEPARTMENT** DESIGN AND  
CONSTRUCTION DIVISION

Cost estimate by segment. Costs based upon 2021 pricing and does not account for inflation.

**COST ESTIMATE | POINT DOUGLAS REG TRAIL**



# Regional Trail Master Plan **POINT DOUGLAS**