



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 13th Floor Conference Room in City Hall Annex at 25 W. 4th 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 prior to the meeting.

Upcoming Transportation Committee Meetings

- October 18
- November 1

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 or contact Bill Dermody at 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 11th St

Project Contact: Anna Potter

Project Webpage: 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 6th Street •
- 2024: The second phase of construction between 6th Street and 11th 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> N/A at this time
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">• Advise staff on which features of the cross-sections to prioritize on Minnesota Street• Identify any additional topics or questions staff needs to answer/evaluate before bringing a conceptual layout for approval in December 2021

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

A black and white photograph of a city street. On the left, there is a large parking lot filled with cars. Behind the parking lot, a building has a sign that reads "Northern Furniture Co. FINEST IN HONOLULU 21 EAST KIEHN STREET". Further back, another sign says "NORTHERN FURNITURE FURNITURE CARPETING APPLIANCES 224-6086". The street is paved and has a few cars driving. On the right, there are tall, modern buildings. The sky is clear.

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:

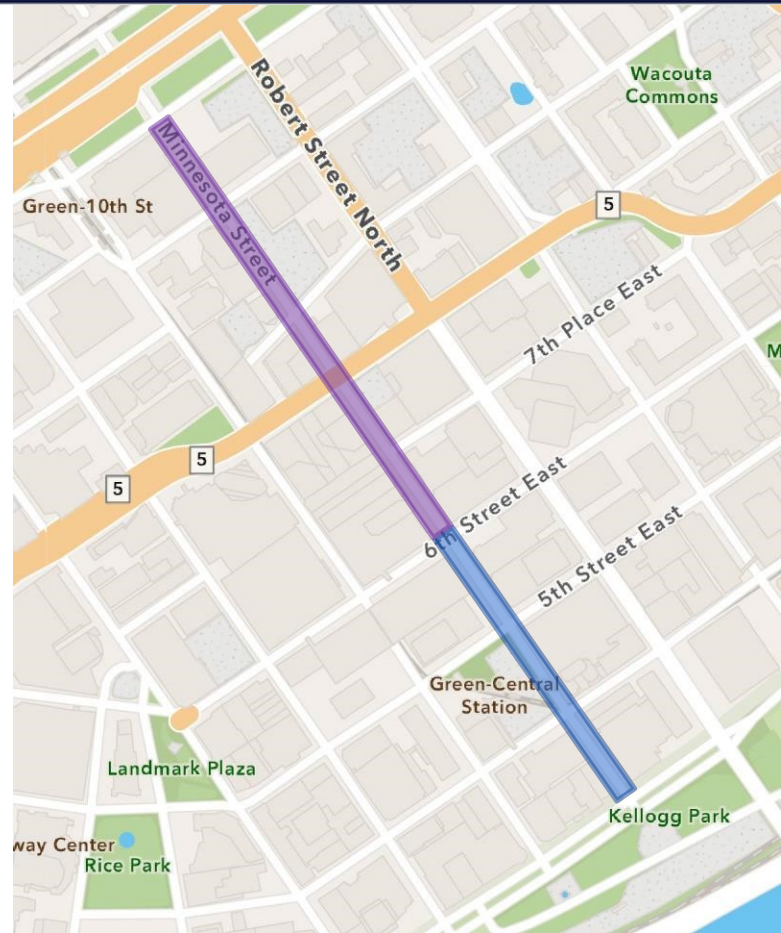
1. Advise staff on which features of the cross-sections to prioritize on Minnesota Street
2. Identify any additional topics or questions staff needs to answer/evaluate before bringing a conceptual layout for approval in December 2021



Project Scope/Timing

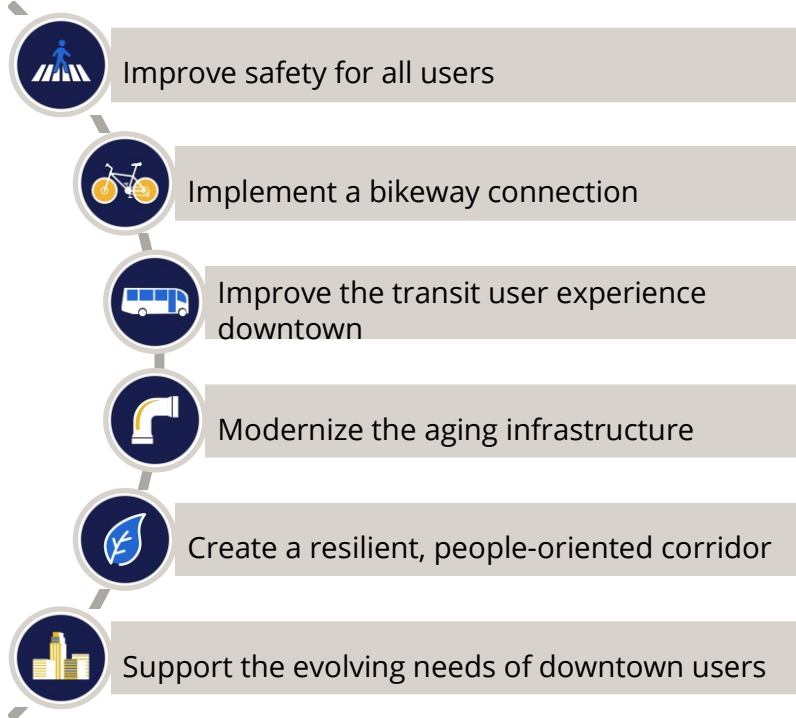
Full reconstruction in 2 phases:

- **Phase 1:** 2023. Kellogg to 6th Street
- **Phase 2:** 2024. 6th Street to 11th Street



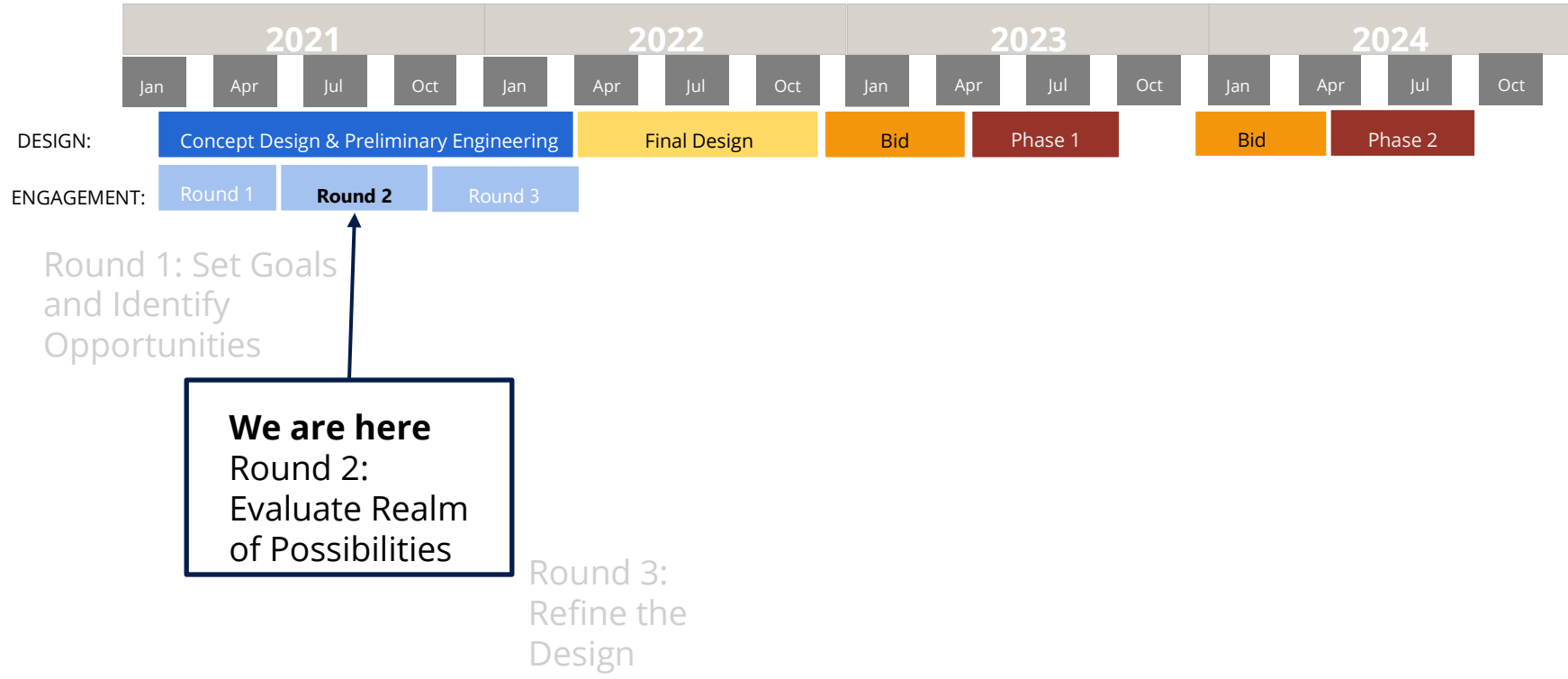


Minnesota Street Reconstruction Goals





Schedule



Round 1 Engagement Summary

Full results available on
stpaul.gov/MinnesotaStreet



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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



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

3 1 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 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

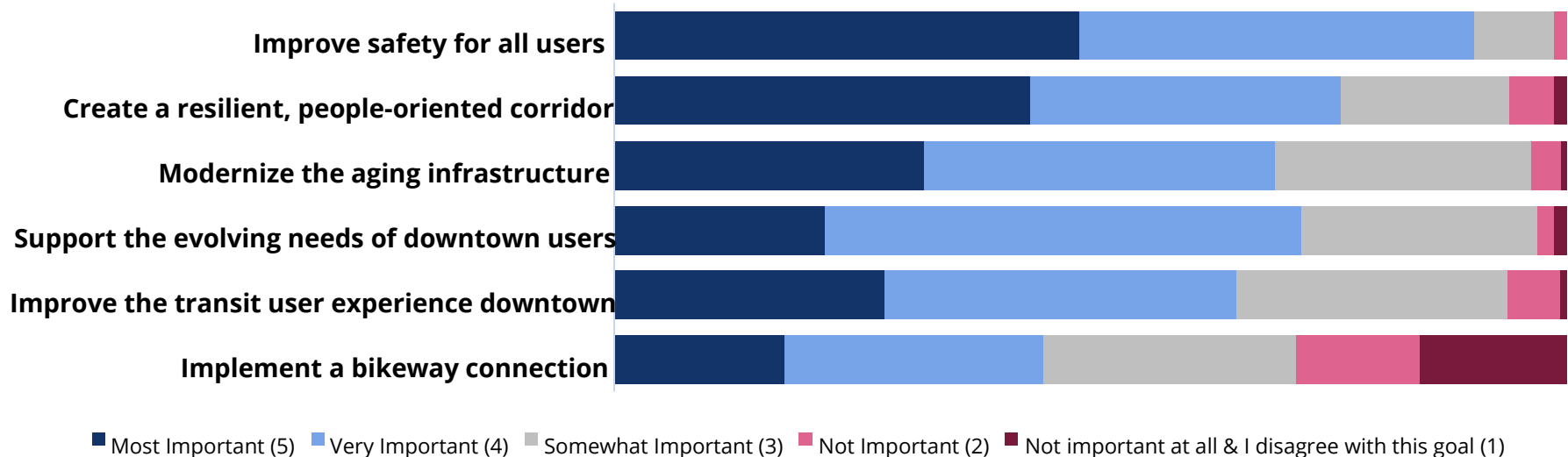
Q6. Please tell us how important each mode is to you on Minnesota Street.

	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



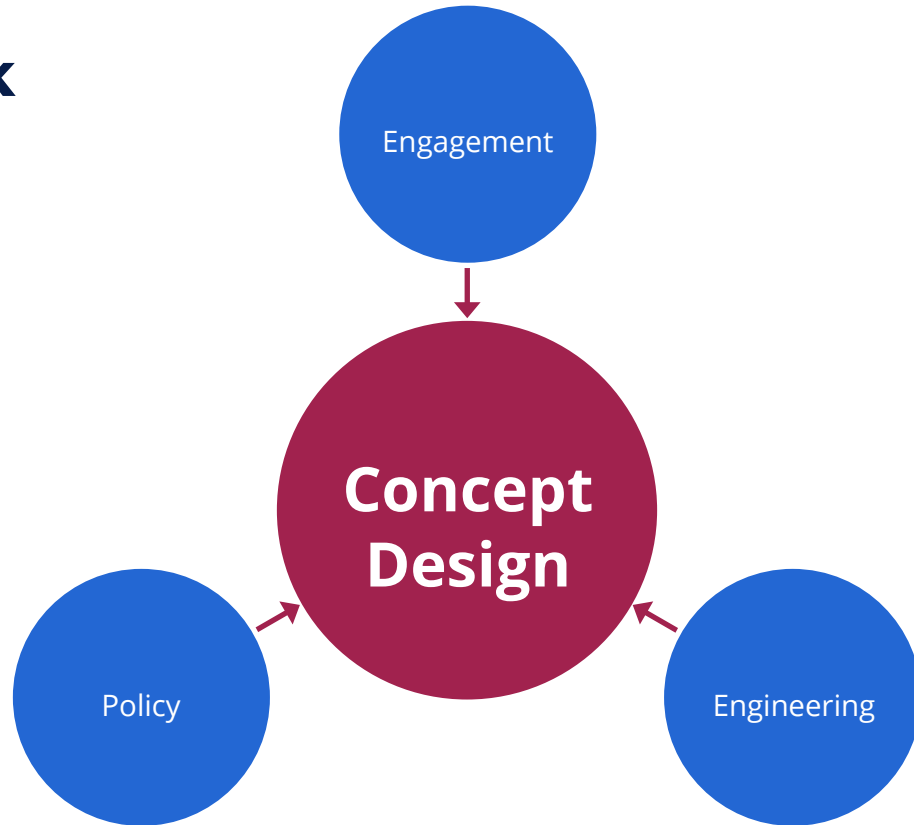
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Translating Feedback to Cross-Sections

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





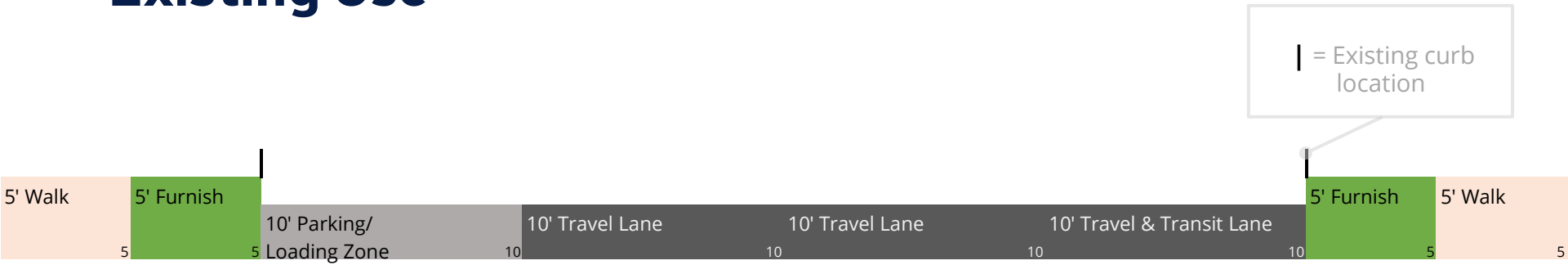
Proposed sections have the “needs” met

What “want” features are most important to you?

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



Existing Use





Option 1



KEY FEATURES

Increases pedestrian space

No on-street parking

Provides high-quality two-way bike facility

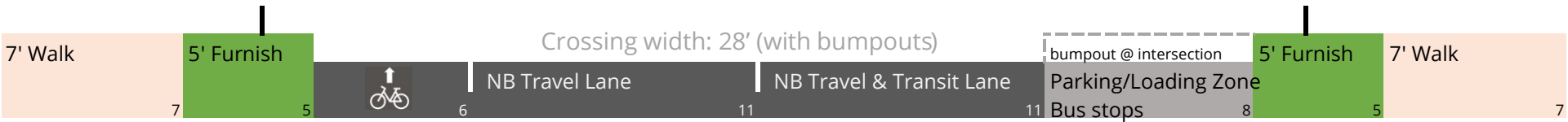
Loadings/deliveries would happen in a travel lane

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

Has separate bicycle space from vehicles

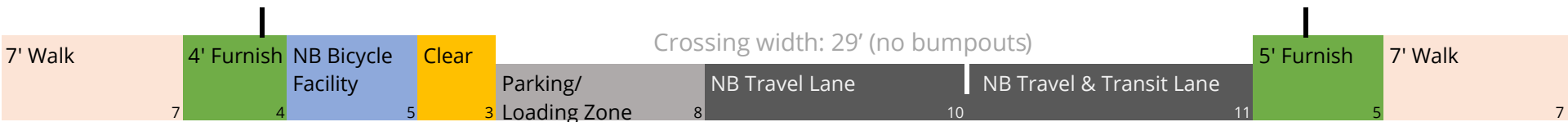
Increases pedestrian space

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

One-way bike facility poses network questions



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
 Preferred	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
 Acceptable	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
 Inferior	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
 Not Accommodated	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>							

KEY	Preferred 	Acceptable 	Inferior 	Not Accommodated
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Reminder of Options #1-3

1:



2:
























3:





Project Goals

	<u>Option 1</u>	<u>Option 2</u>	<u>Option 3</u>	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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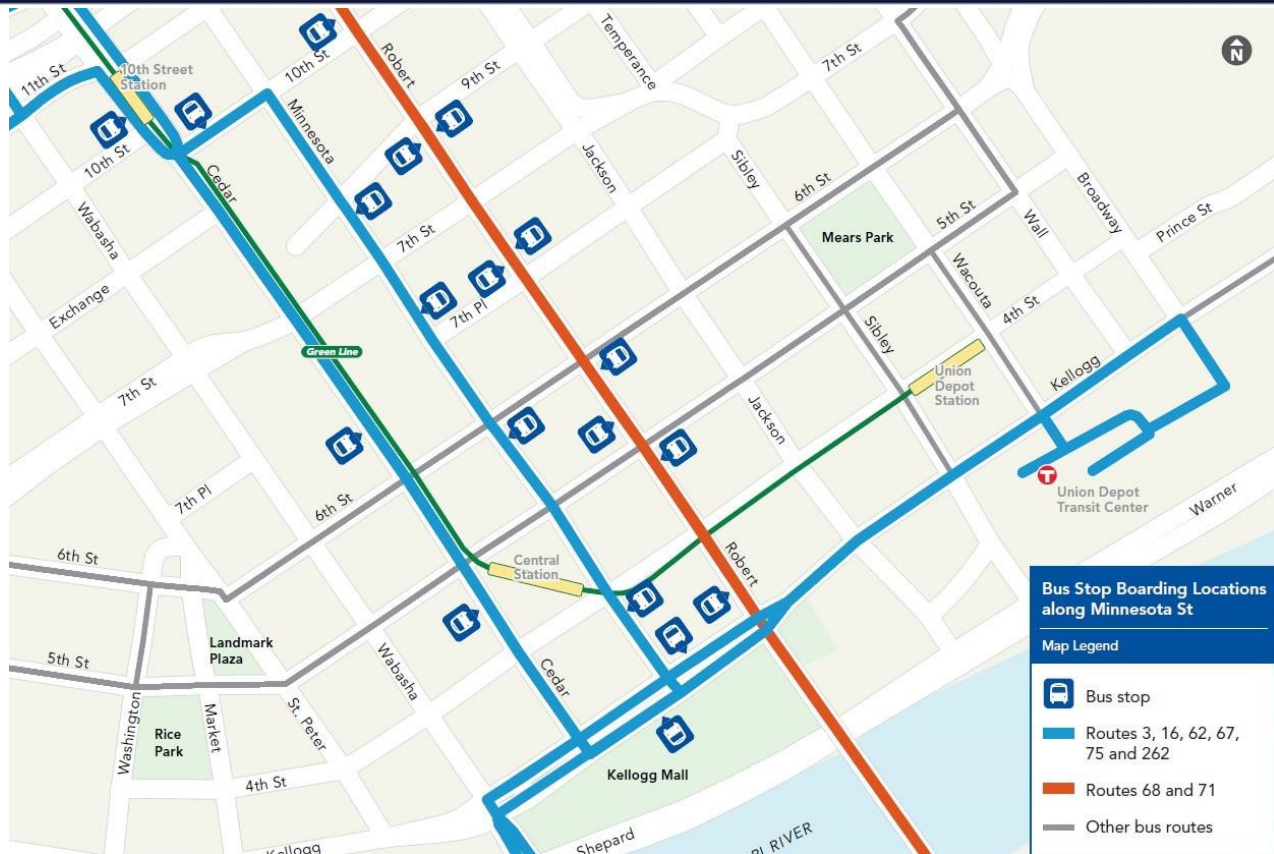
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Transit Assumptions

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

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

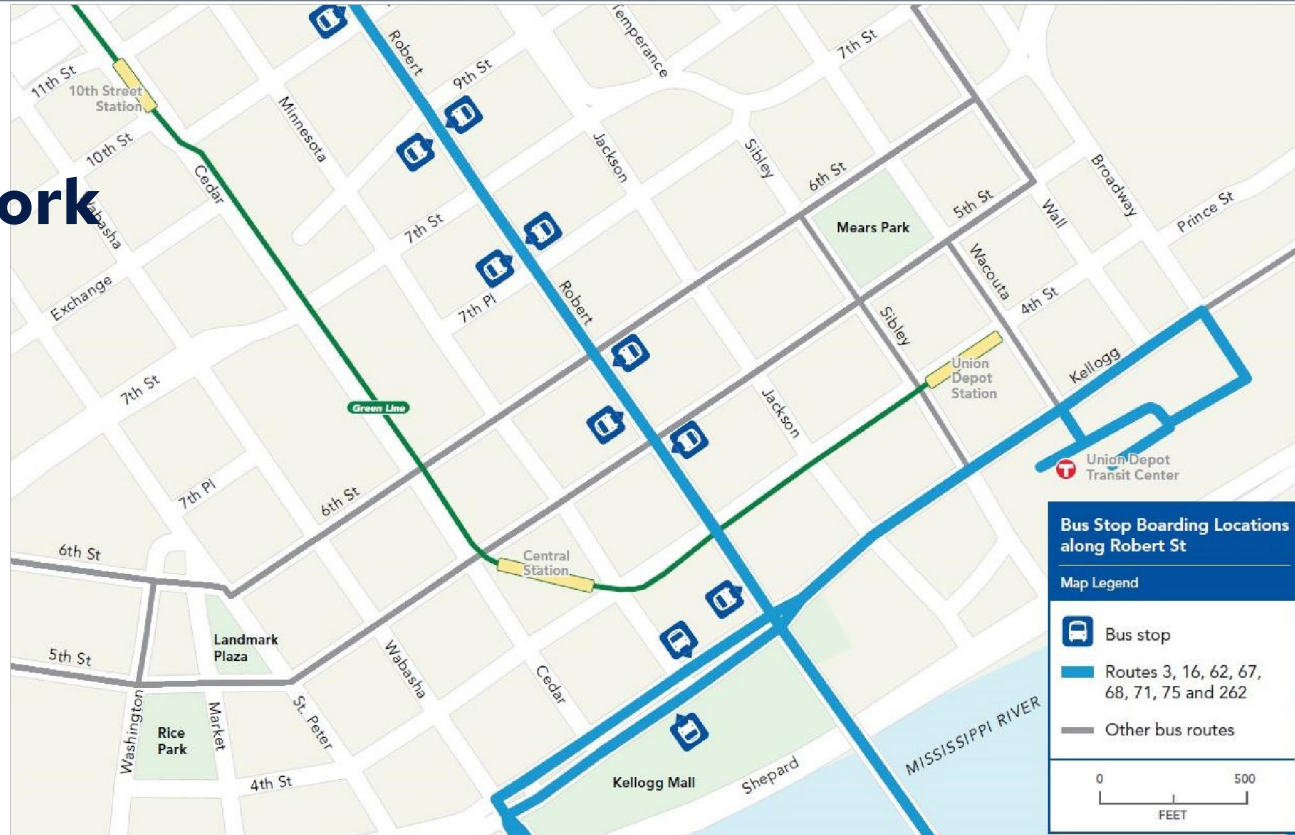


NOT A DEPICTION OF ACTUAL SERVICE
Source: Metro Transit staff, Aug 2021. "Scenario A"



A Potential Alternate Network

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

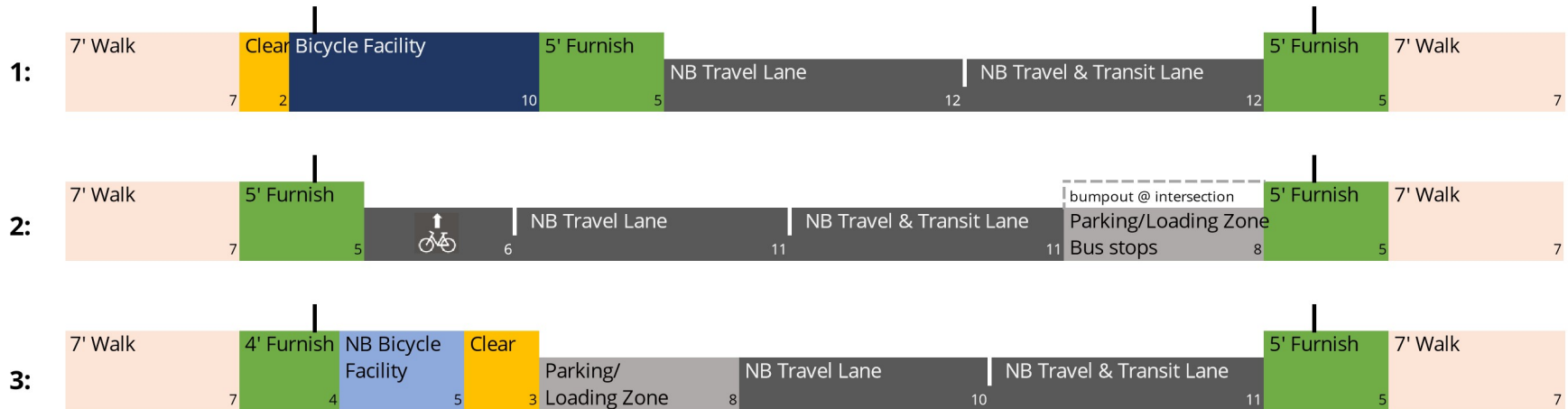


NOT A DEPICTION OF ACTUAL SERVICE
Source: Metro Transit staff, Aug 2021. "Scenario B"



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



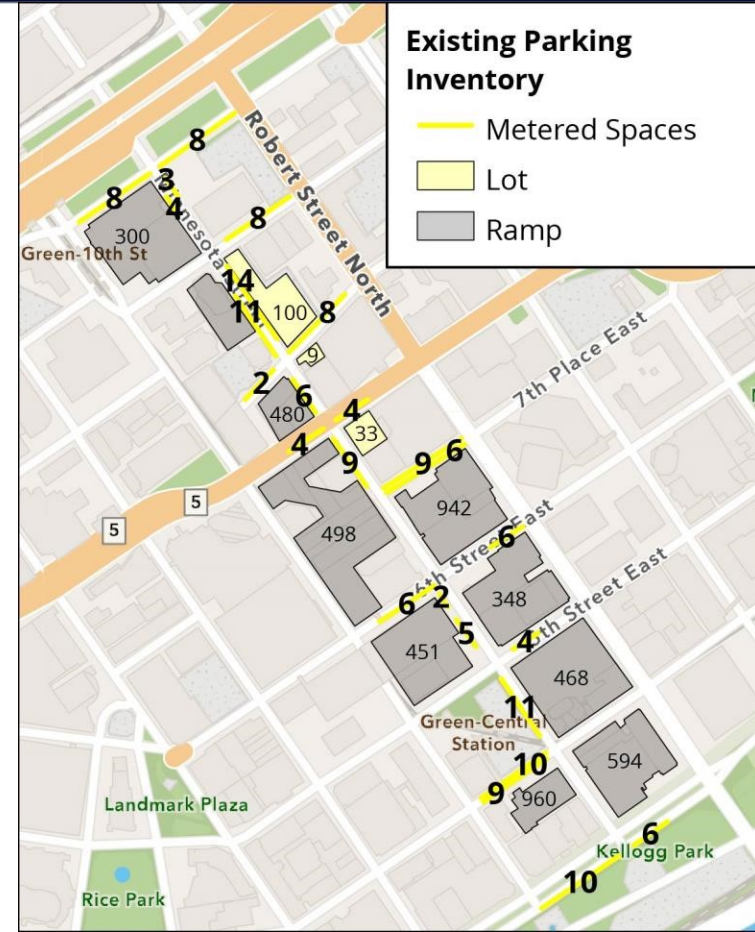
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Parking Inventory

- 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

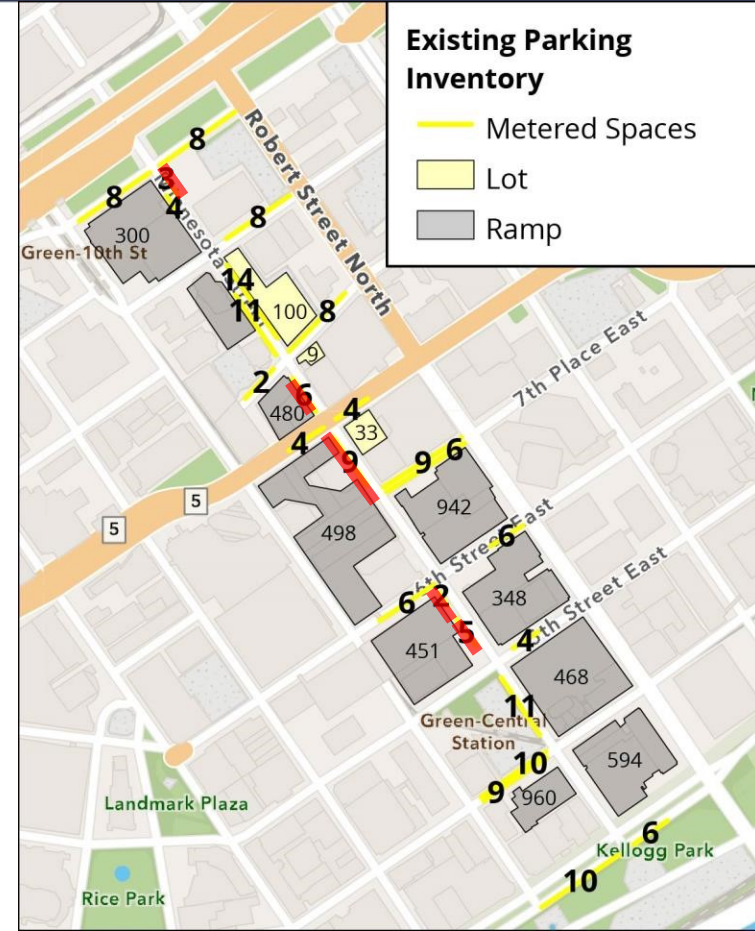
				Weekday			Weekend		
				Type of Count	Overnight	Midday	Evening	Midday	Evening
				Time	5:00 AM	11:00 AM	7:30 PM	11:15 AM	7:15 PM
				Day of Week	Thursday	Wednesday	Tuesday	Sat	Sat
				Date Counted	8/19/2021	8/18/2021	8/17/2021	8/28/2021	8/28/2021
Street	From	To	Number of Meters	Percent of Meters Occupied*					
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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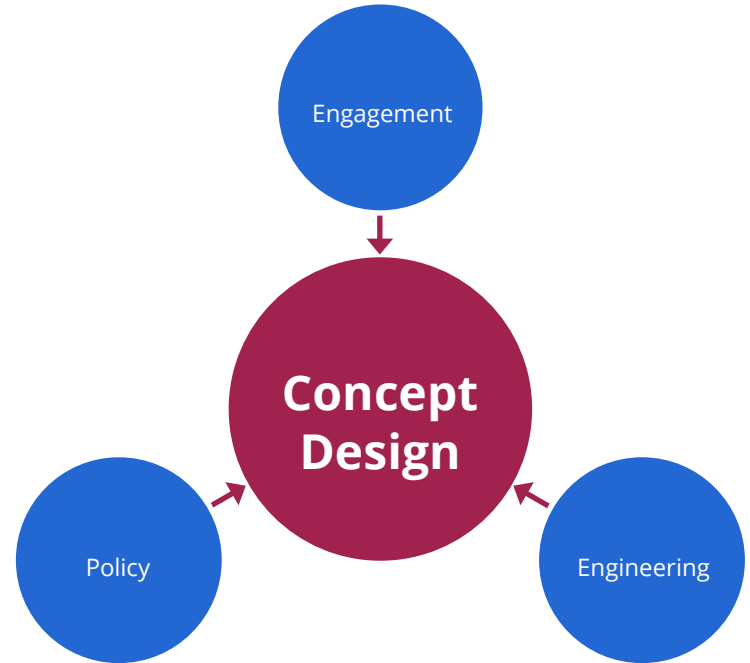
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We need your feedback

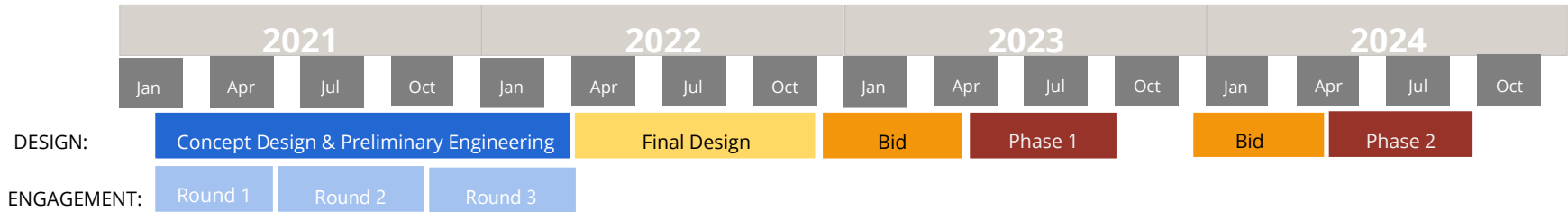
[Take our survey](#) to help inform which of the design option(s) are carried forward to the next stage of design.

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 3rd 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 titled "Minnesota Street Survey #2: Design Possibilities". The page has a white background with a blue header bar at the top. The survey content includes an "Introduction" section with text about the City of Saint Paul's plans to reconstruct 0.5 miles of Minnesota Street. It also includes a note about the survey being in English and a "Please note" section. At the bottom, there is a progress bar indicating "0 of 15 answered".

2. Sign up for Email Updates

Look for the blue bar at
stpaul.gov/MinnesotaStreet

A screenshot of a web browser showing a sign-up form for "MINNESOTA STREET RECONSTRUCTION PROJECT UPDATES". The form is a blue bar with white text. It includes a text input field for "Email" and a yellow "Subscribe" button. The background of the page is white, and the browser address bar shows "stpaul.gov/minnesotastreet".

3. Contact Anna

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

651-266-6058

Sign up for project updates at stpaul.gov/MinnesotaStreet



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Transportation Committee Staff Report for Projects

Committee date: 10/04/2021

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

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	Recommend approval of Point Douglas Regional Trail Master Plan
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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>



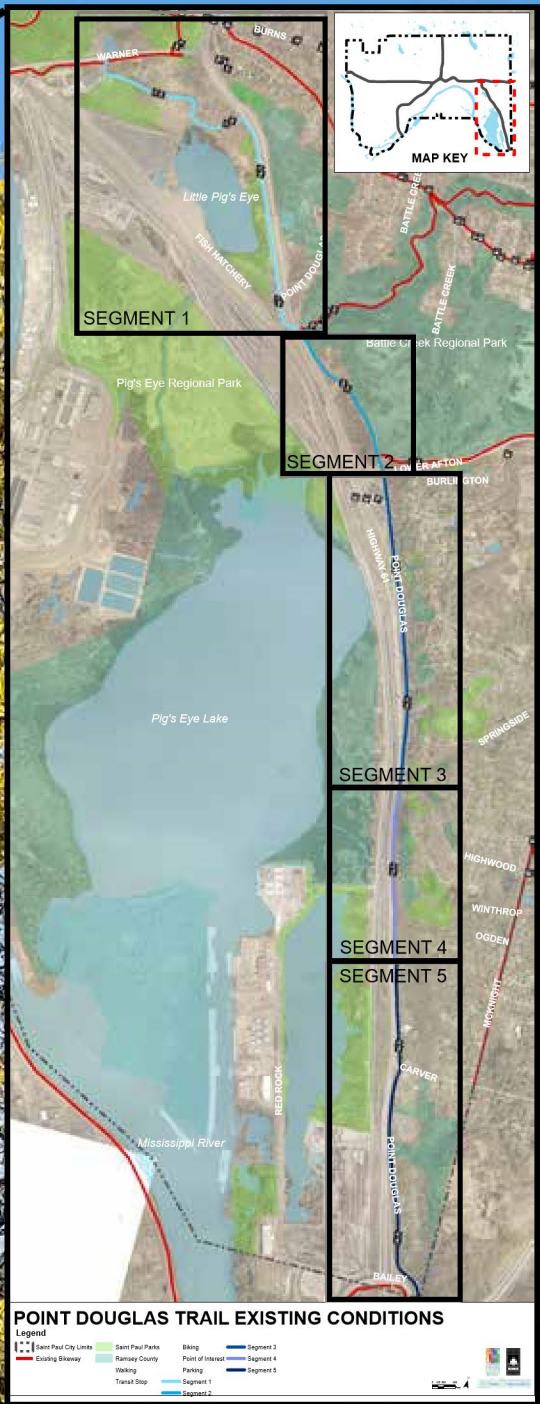
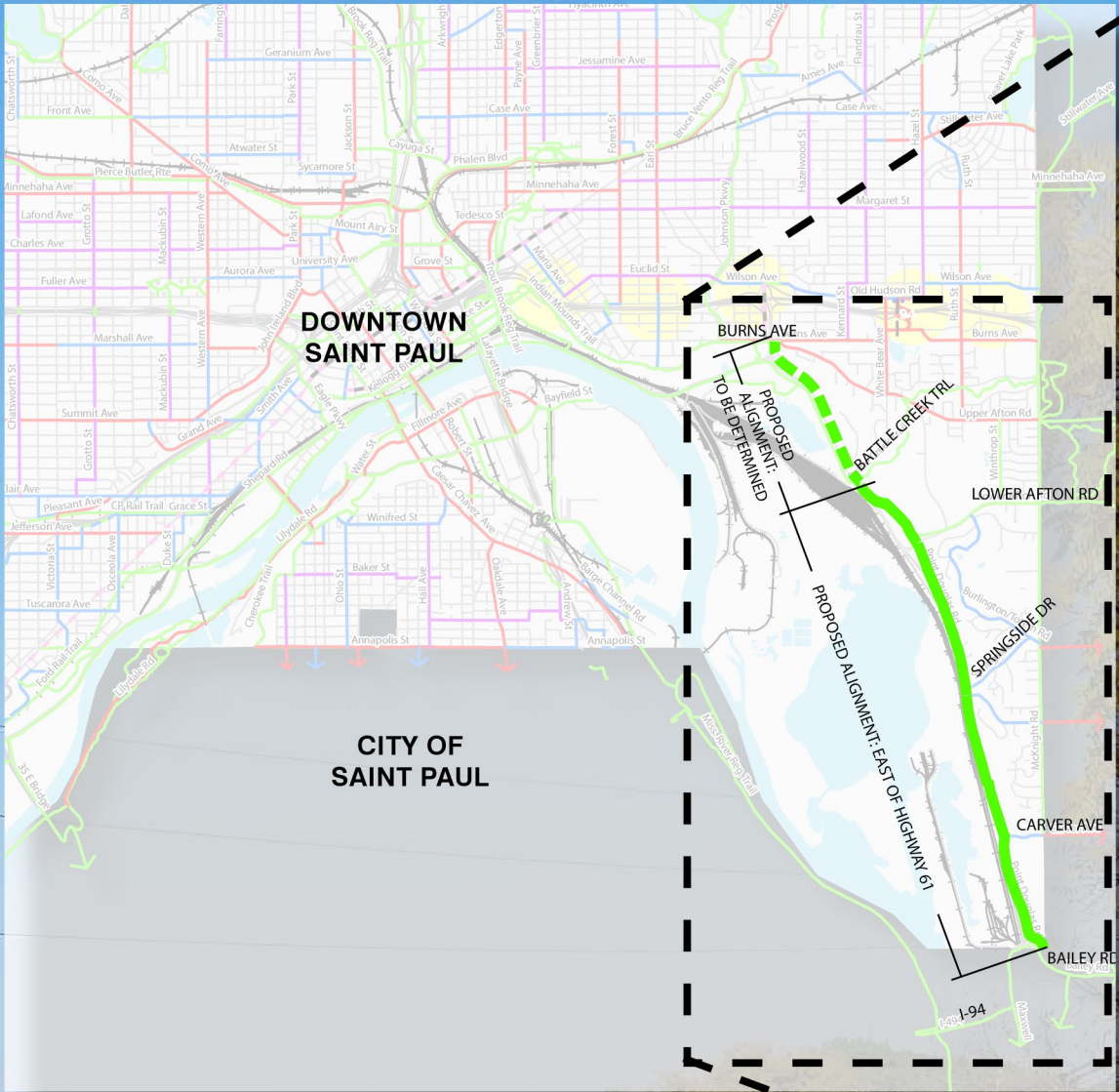
Regional Trail Master Plan **POINT DOUGLAS**

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



- Analysis & Opportunities Study

PHASE III: Final Master Plan & Approvals

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

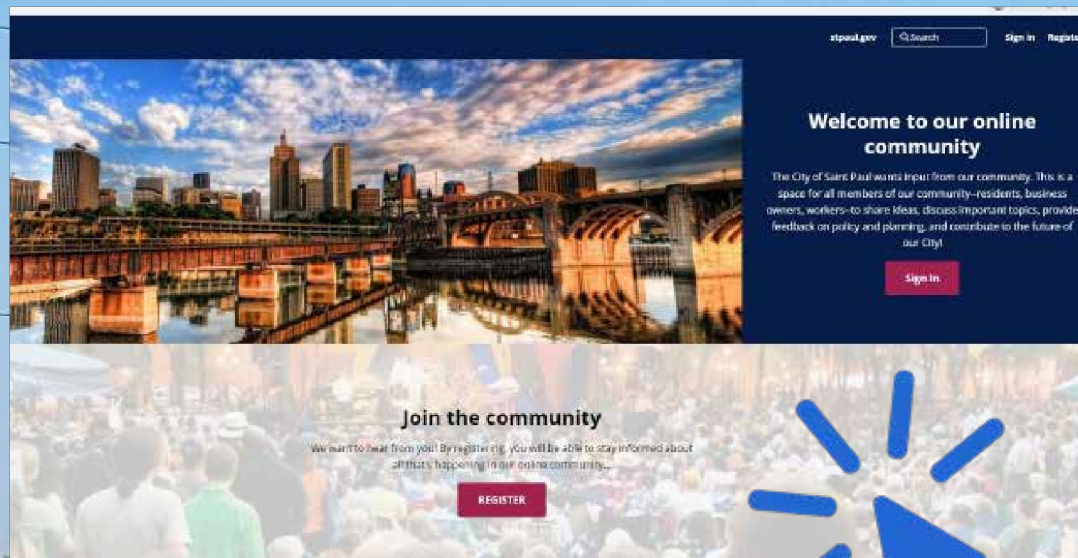
SPRING 2021

SUMMER 2021

FALL 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

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

Date & Location:

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

Advisory

COMMUNITY
REVIEW

FOCUS
GROUPS

EQUITY ANALYSIS

Race & Ethnicity (2015-2019)

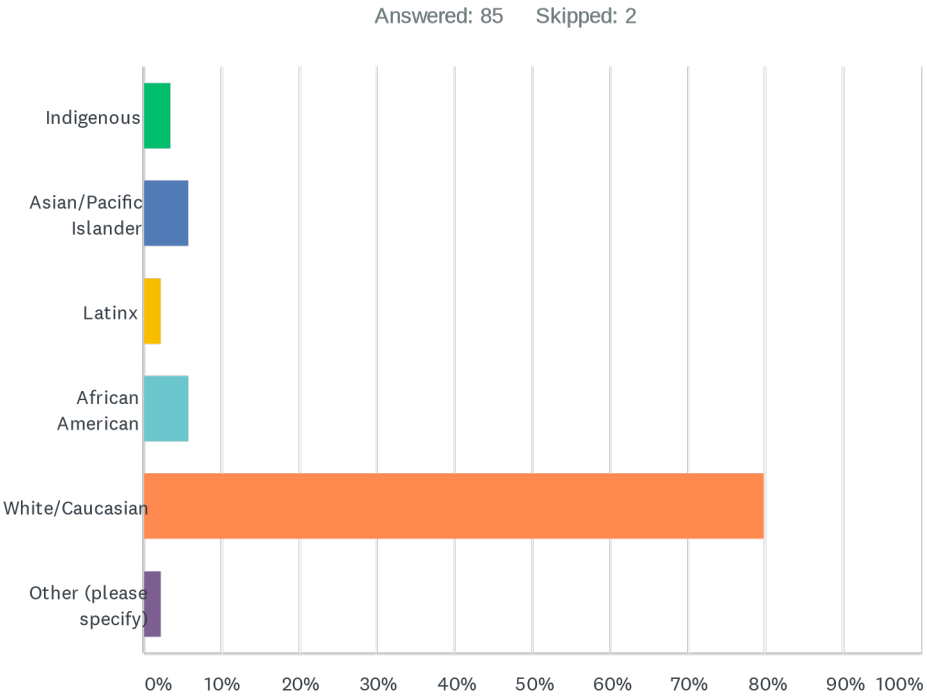
White	10,379	43.7%
Of Color	13,378	56.3%



Residential mailer

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
TOTAL		85

Q1 Please self-identify your race/ethnicity



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:

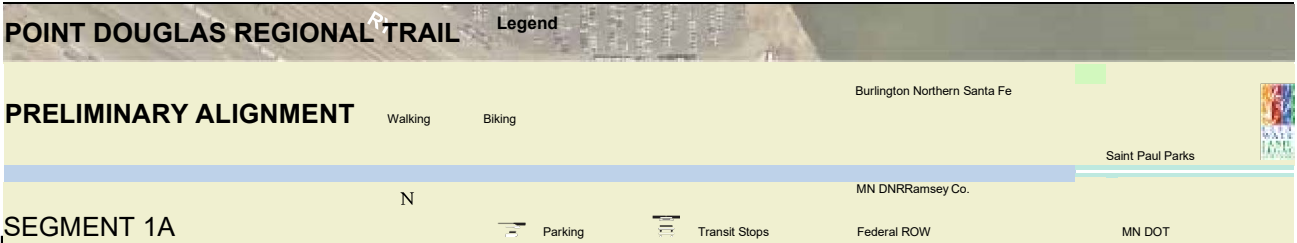
- Extended community engagement to reach out to a more diverse group of people and to gain more insight into how people perceive and use the trail.
- Promote trail to increase awareness throughout community and organize a grand opening to celebrate a shared public amenity.
- Increase safety by improving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

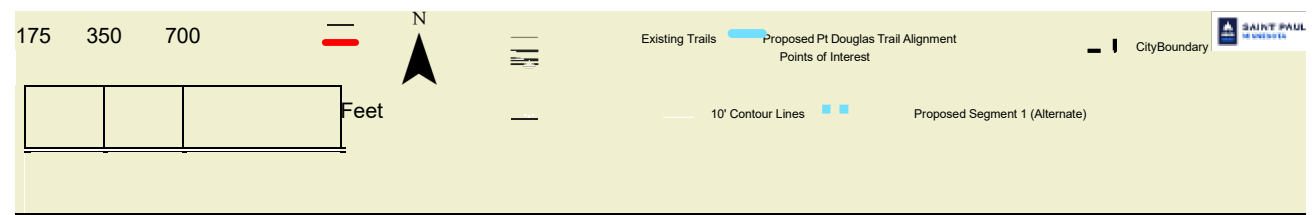
PUBLIC SERVICES | POINT DOUGLAS REG TRAIL

BOUNDARIES & ACQUISITIONS

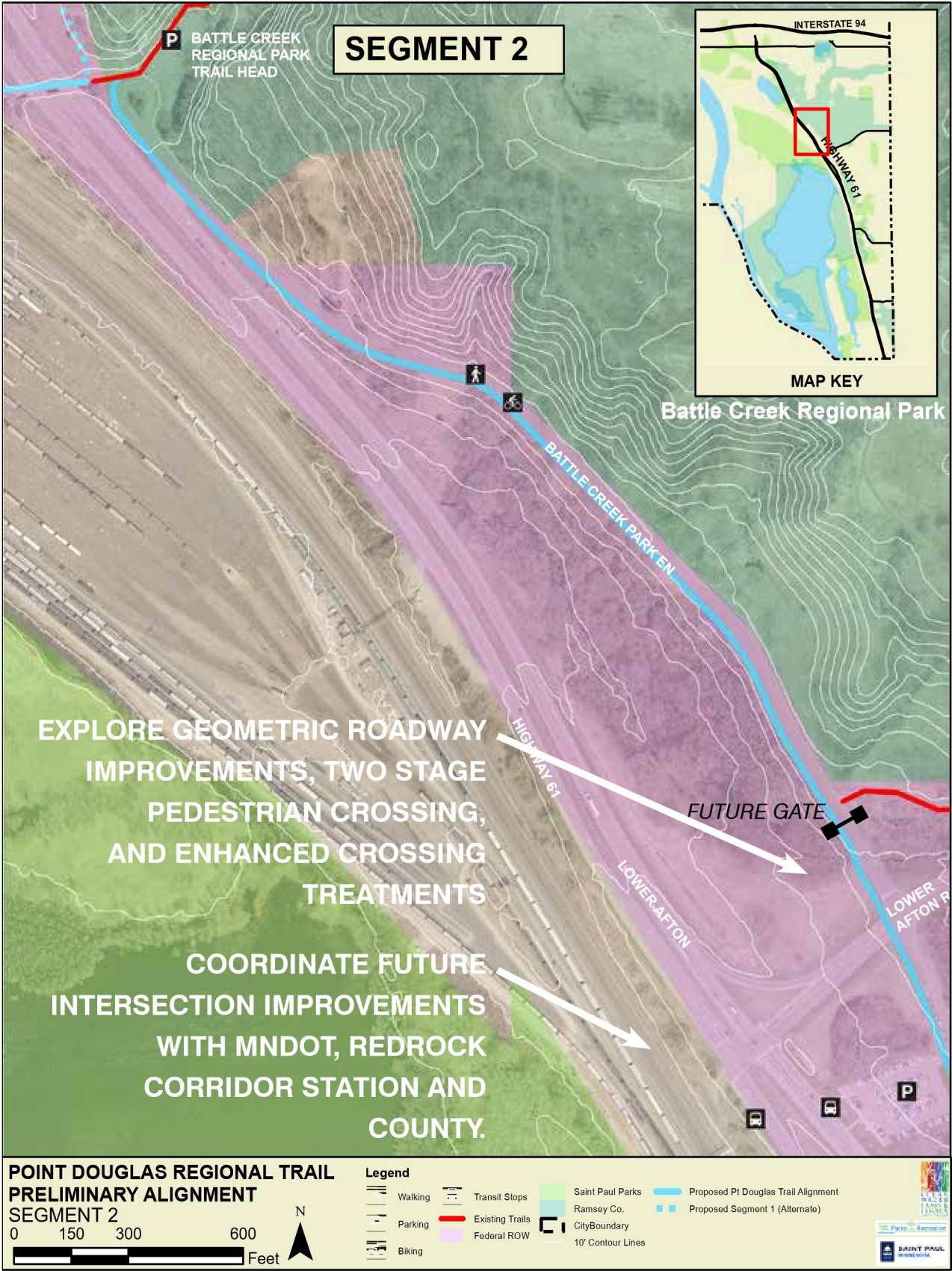
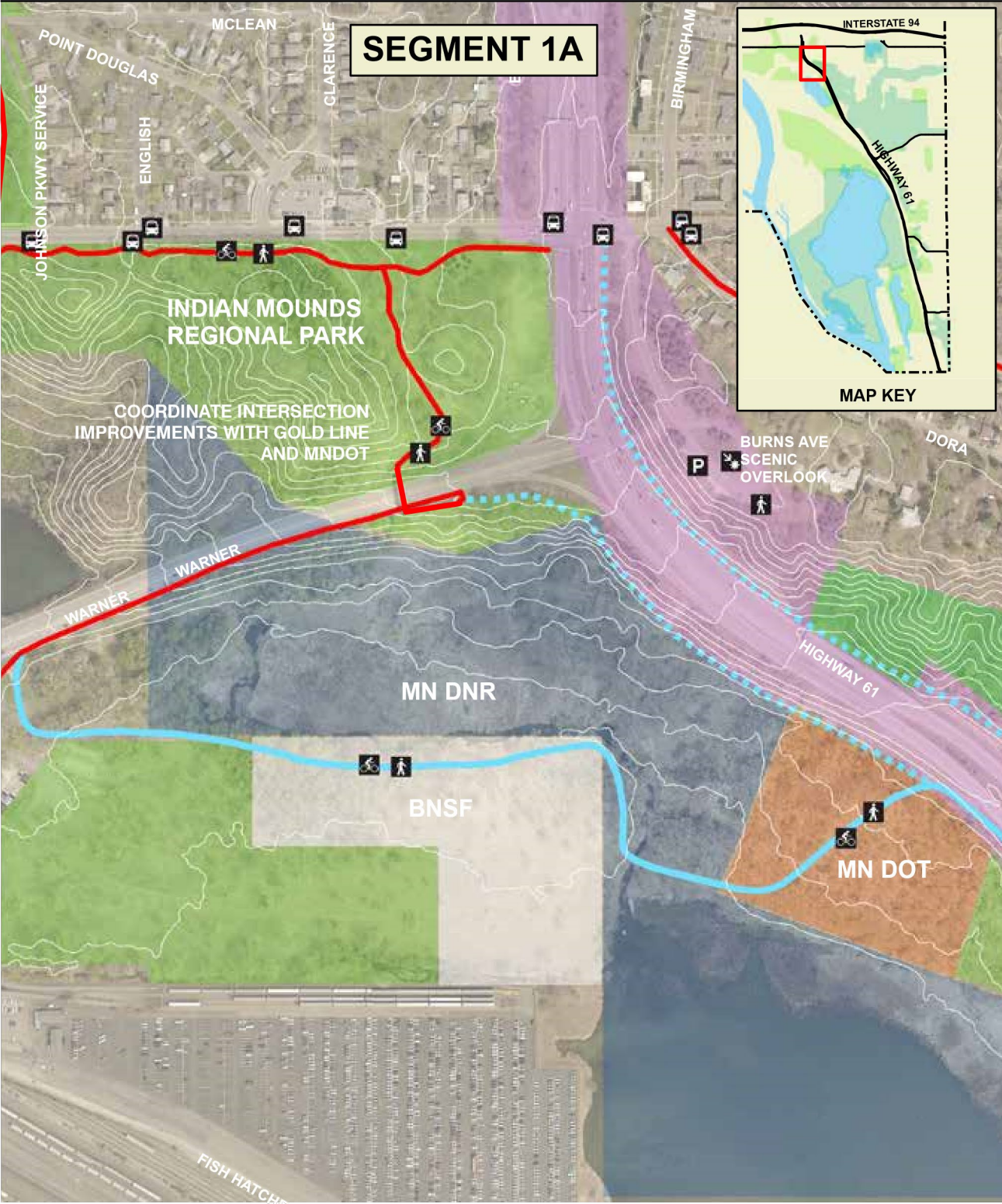






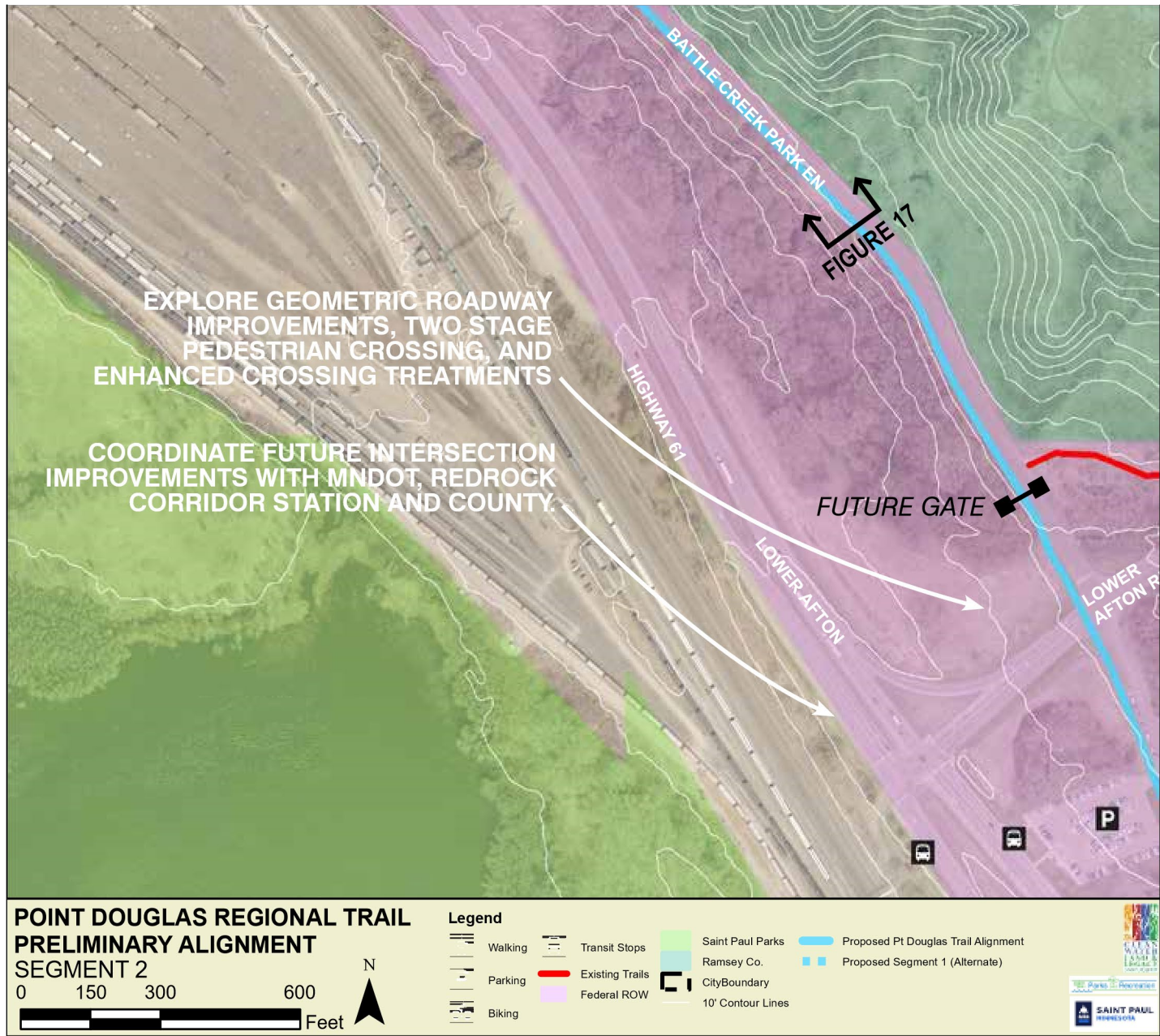


MASTER PLAN DRAFT CORRIDOR

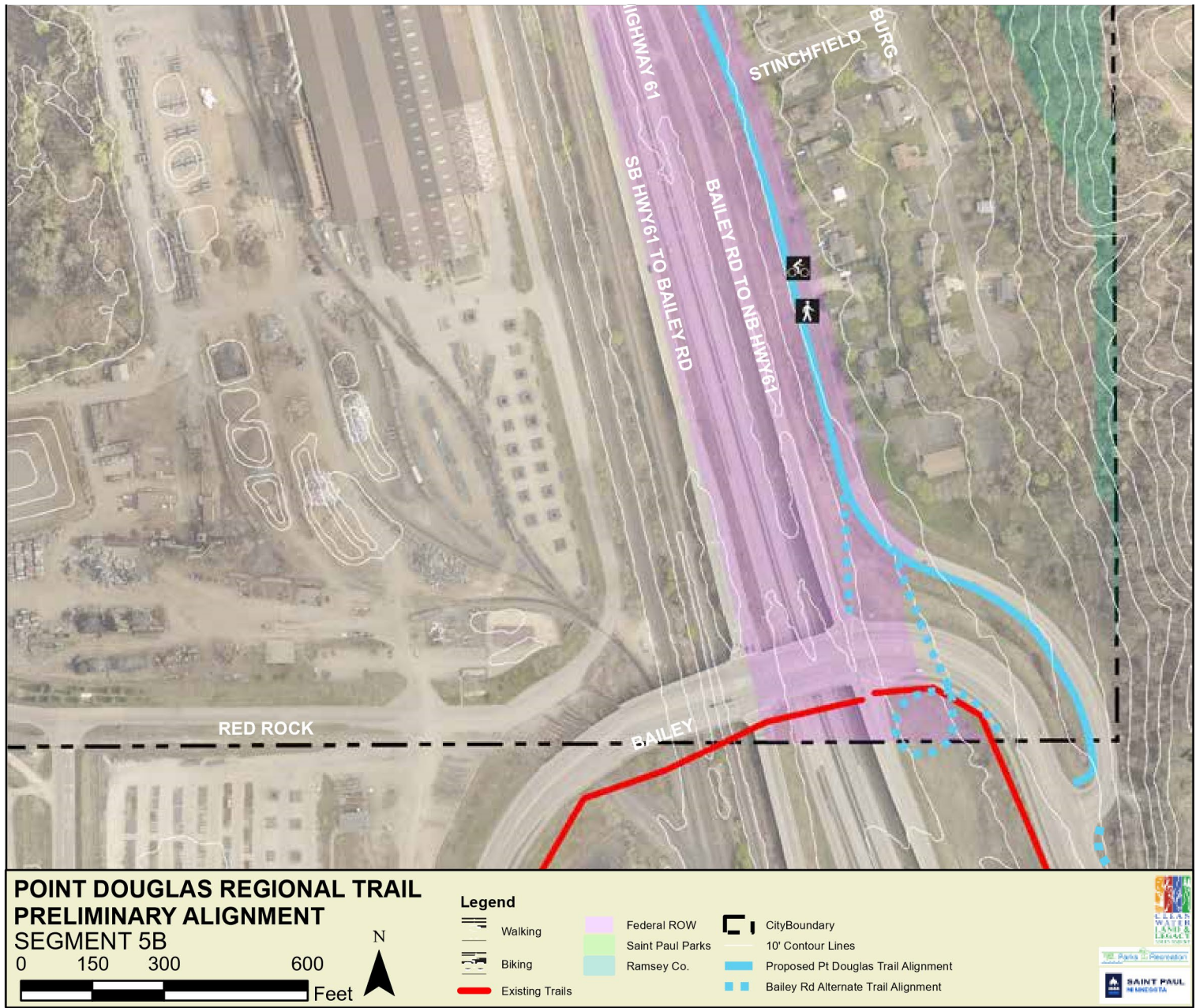


CONCEPT | POINT DOUGLAS REG TRAIL

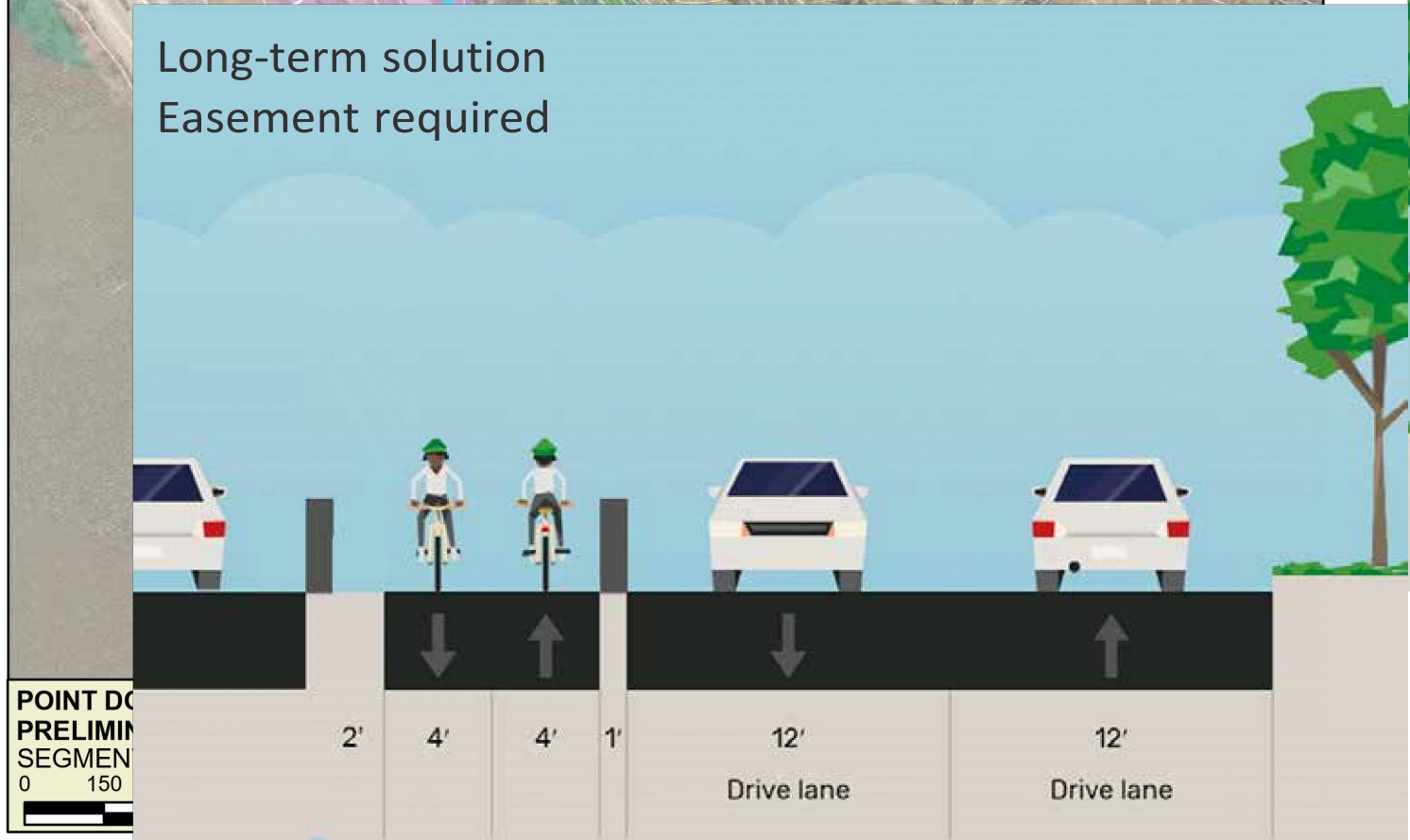
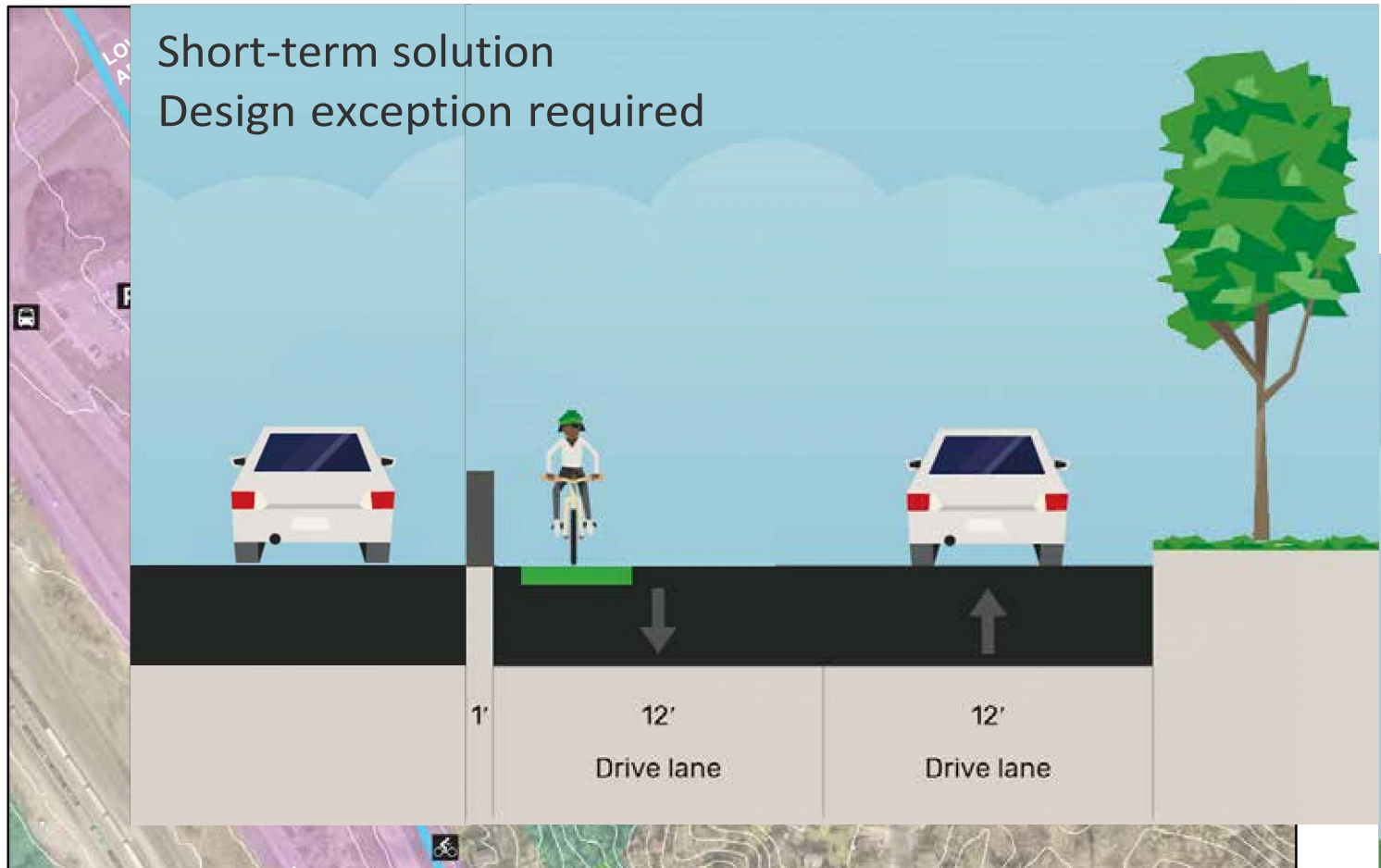
CONFLICTS



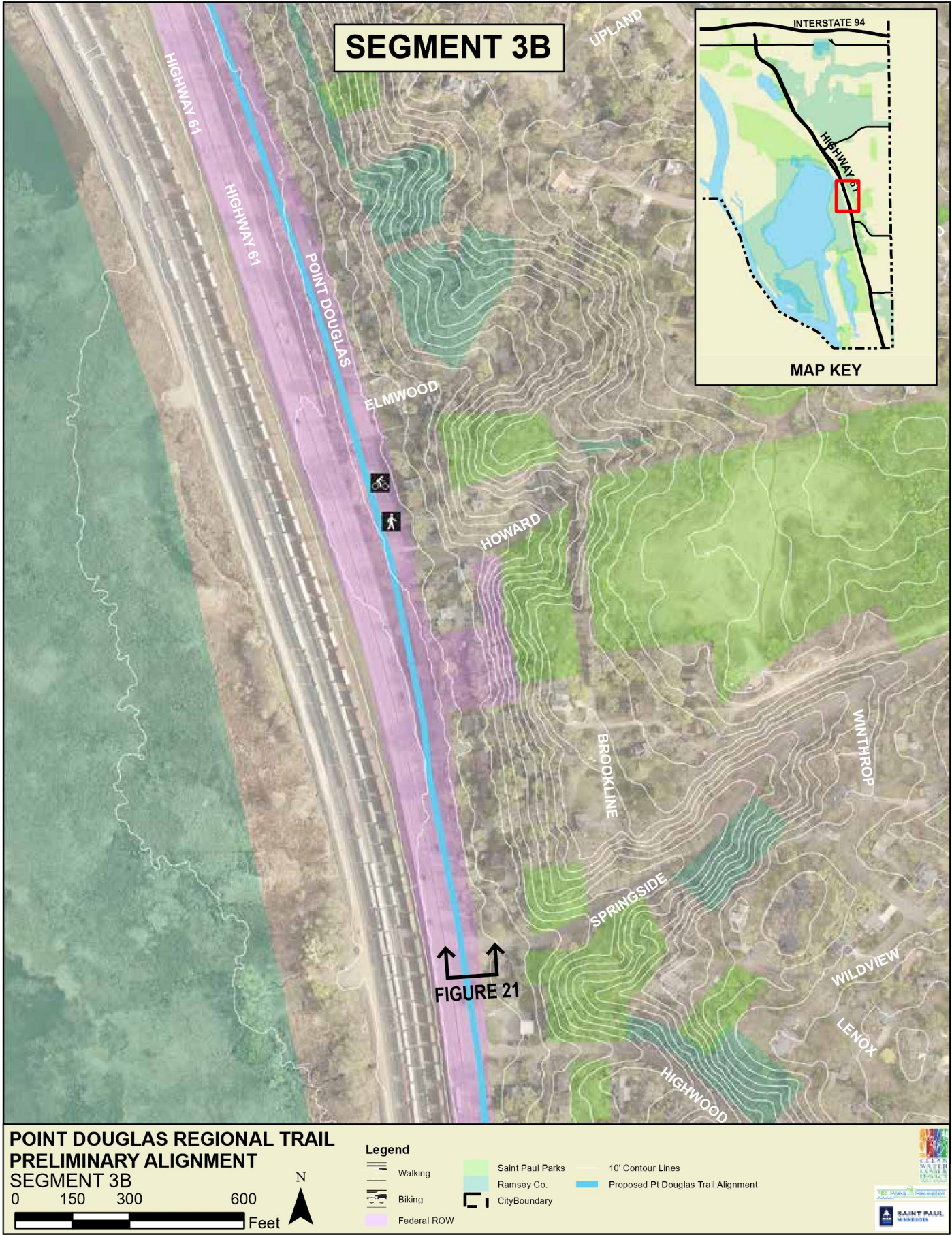
Segment 2 Lower Afton Rd intersection crossing.

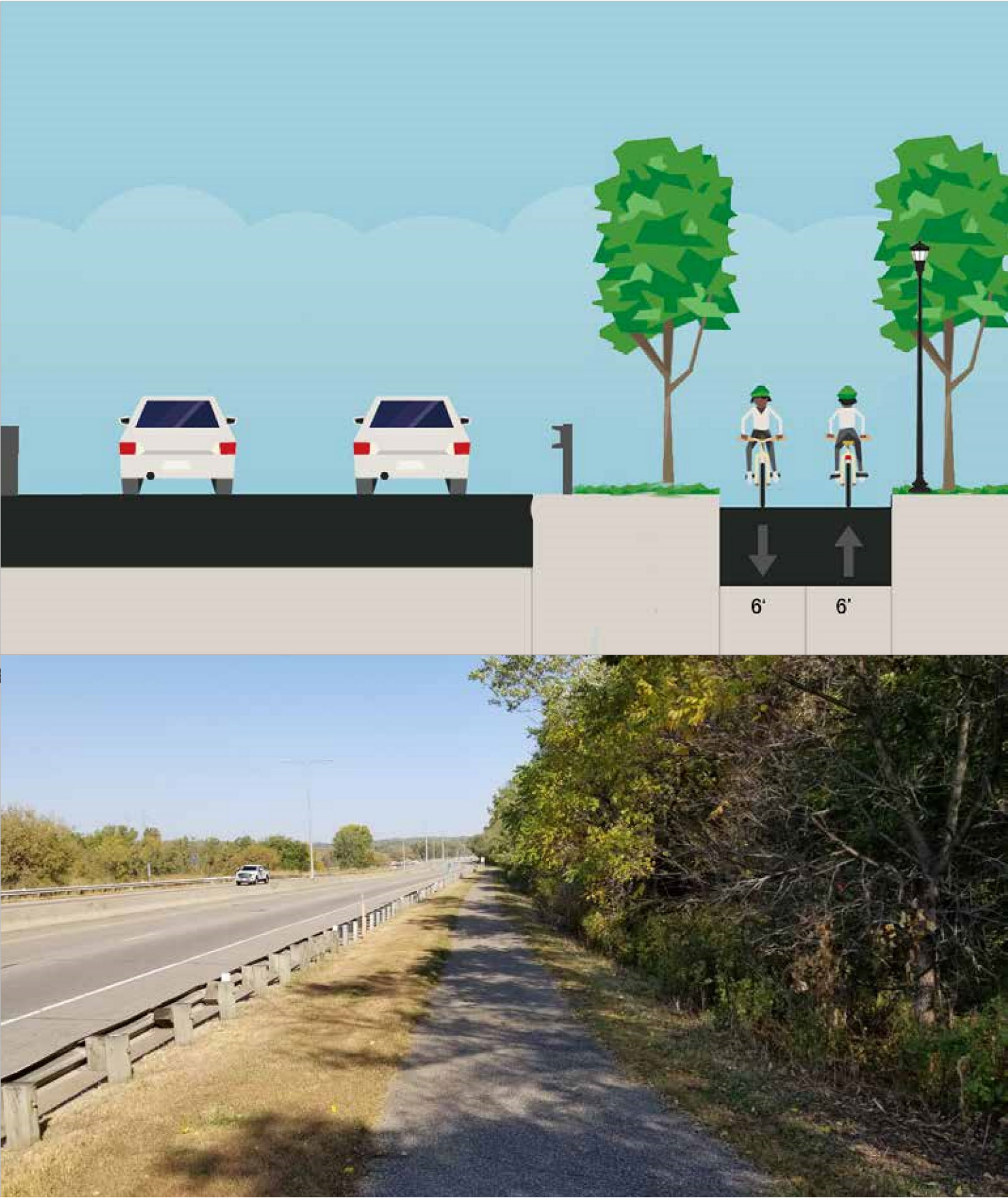
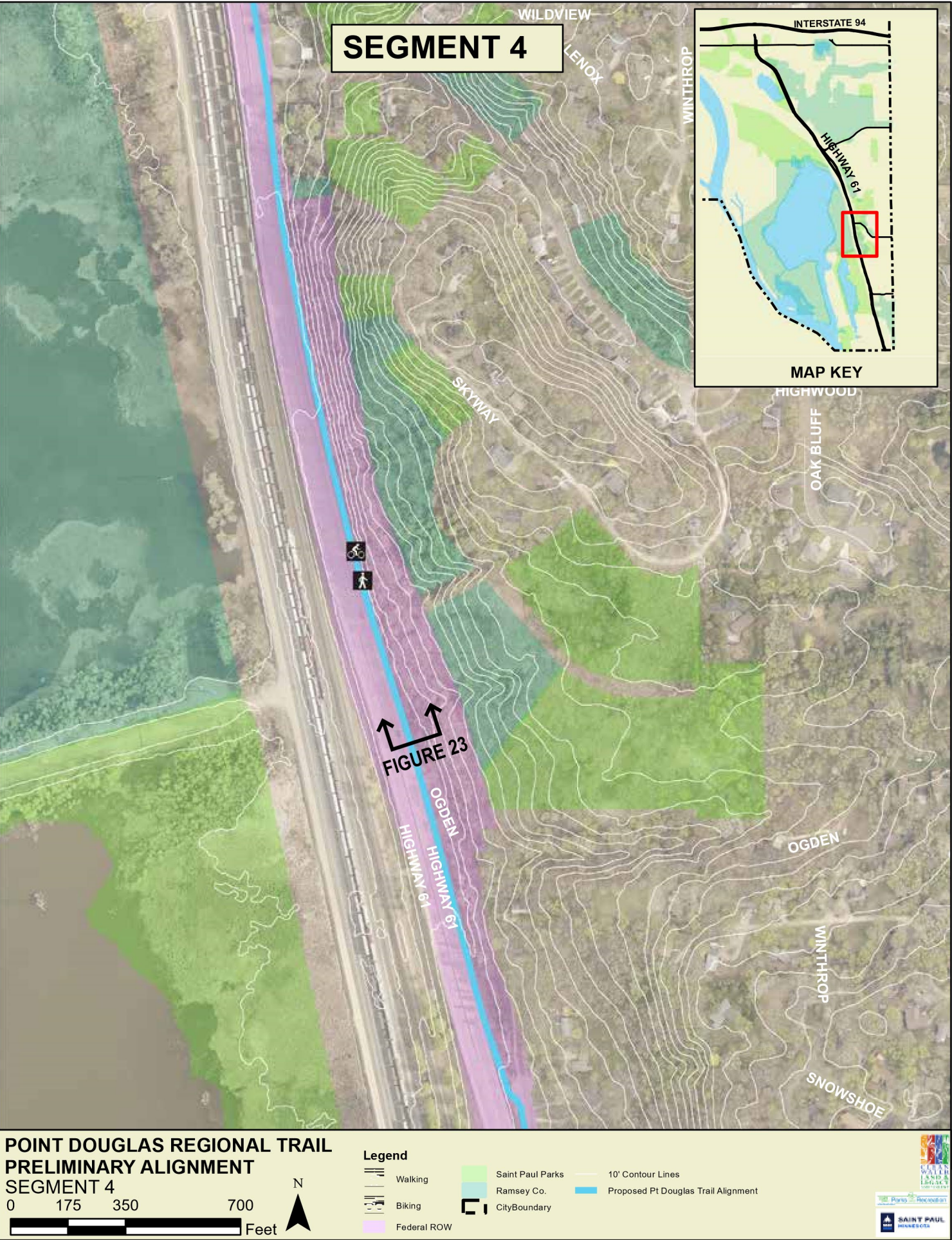


Segment 5 Bailey Road intersection crossing.

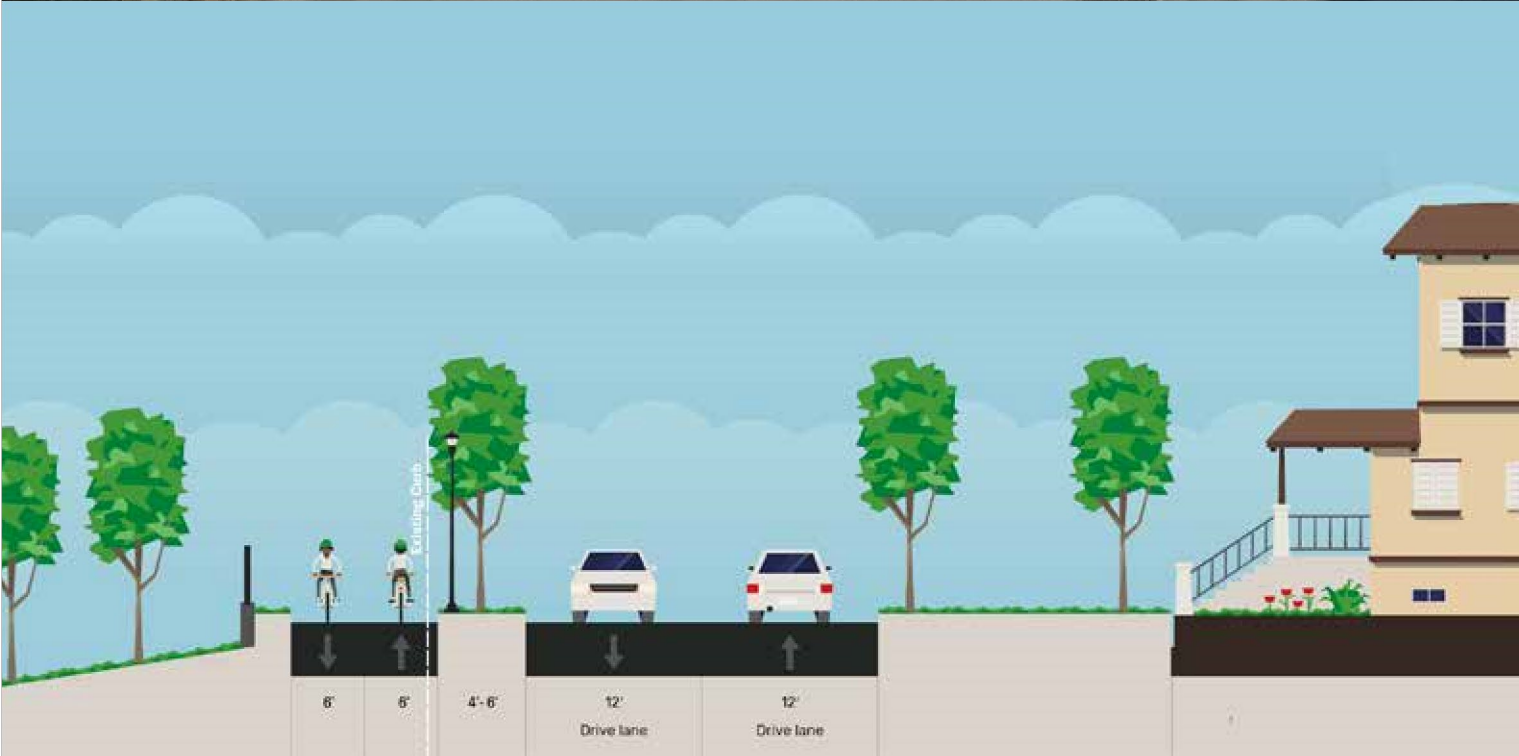
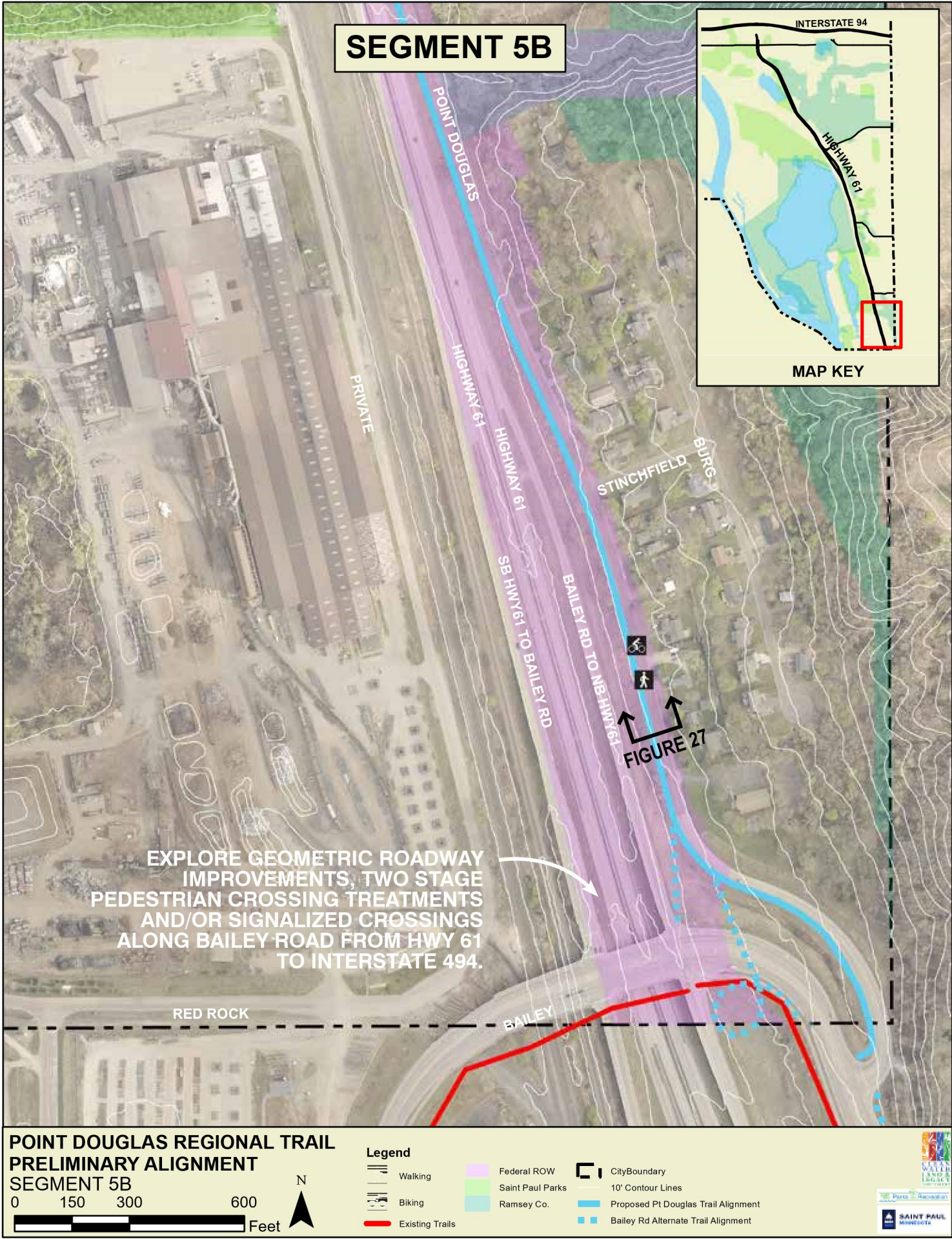


POINT DOUGLAS
PRELIMINARY
SEGMENT
0 150



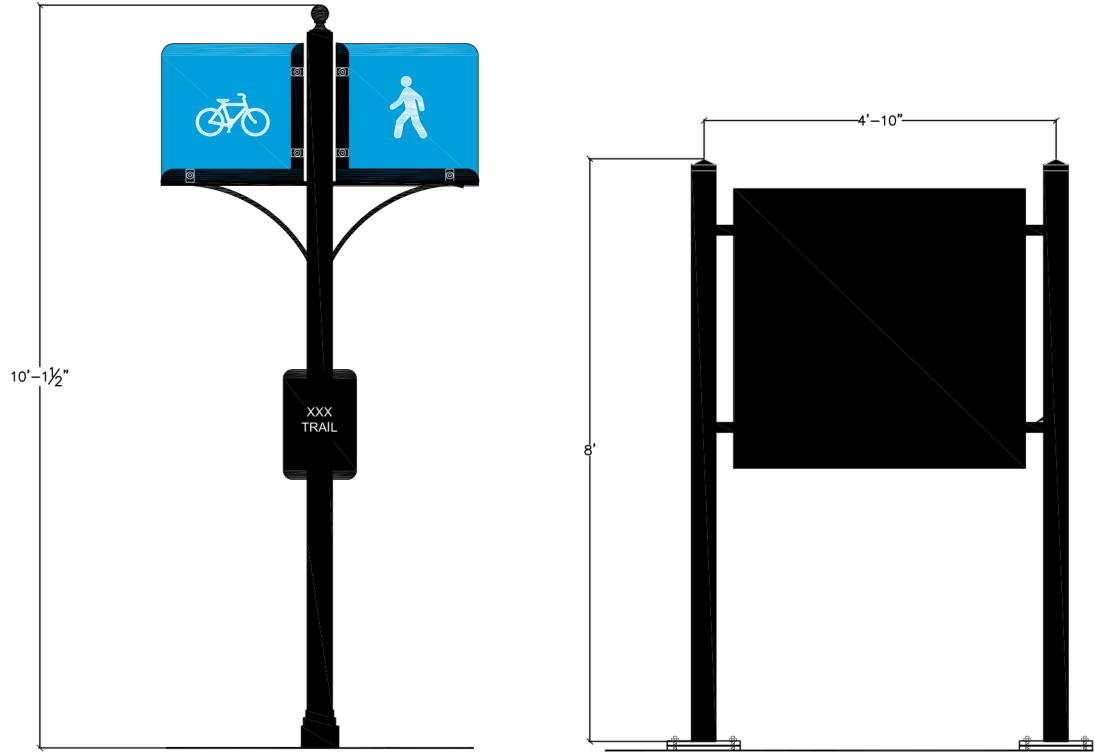
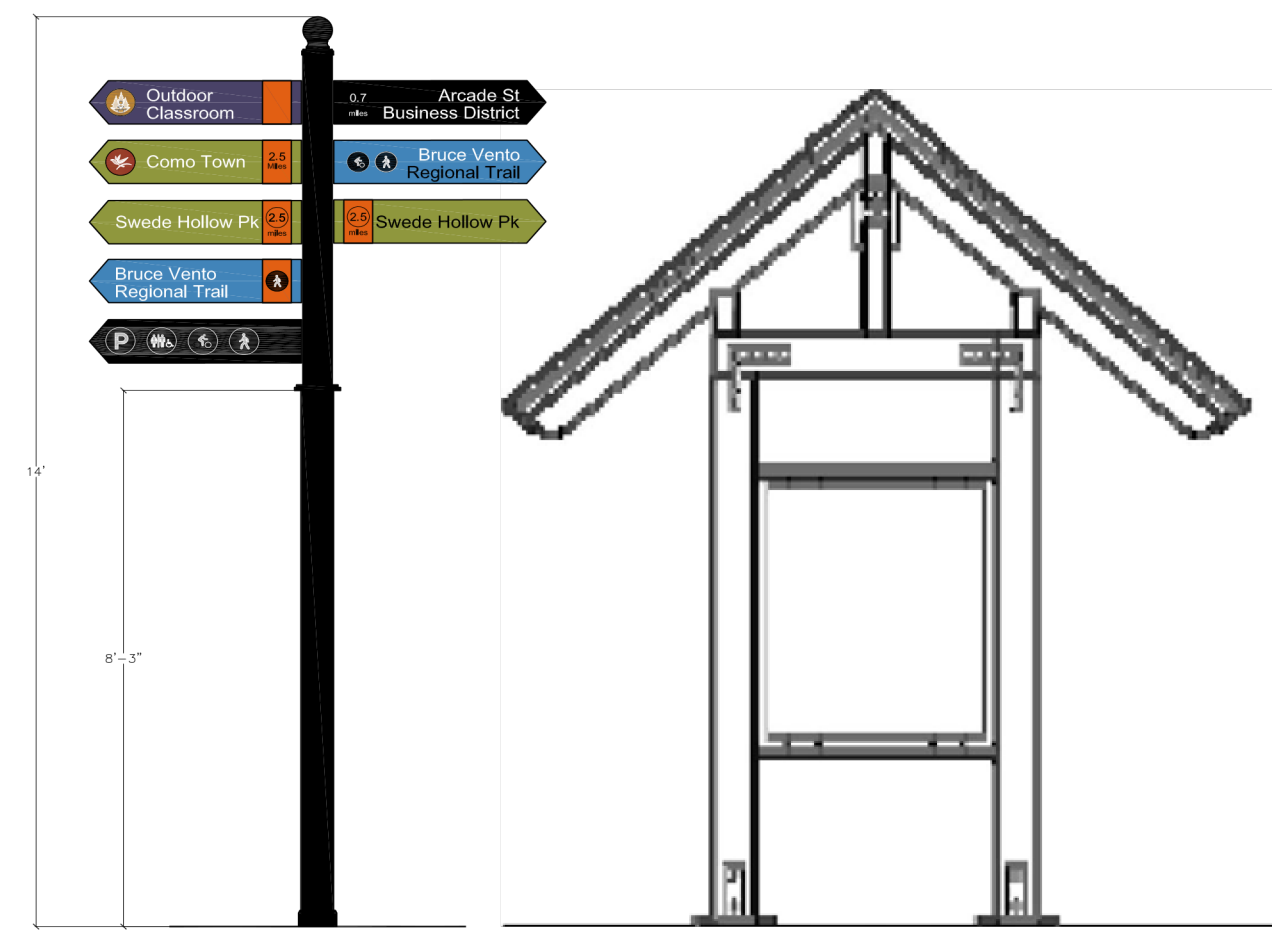


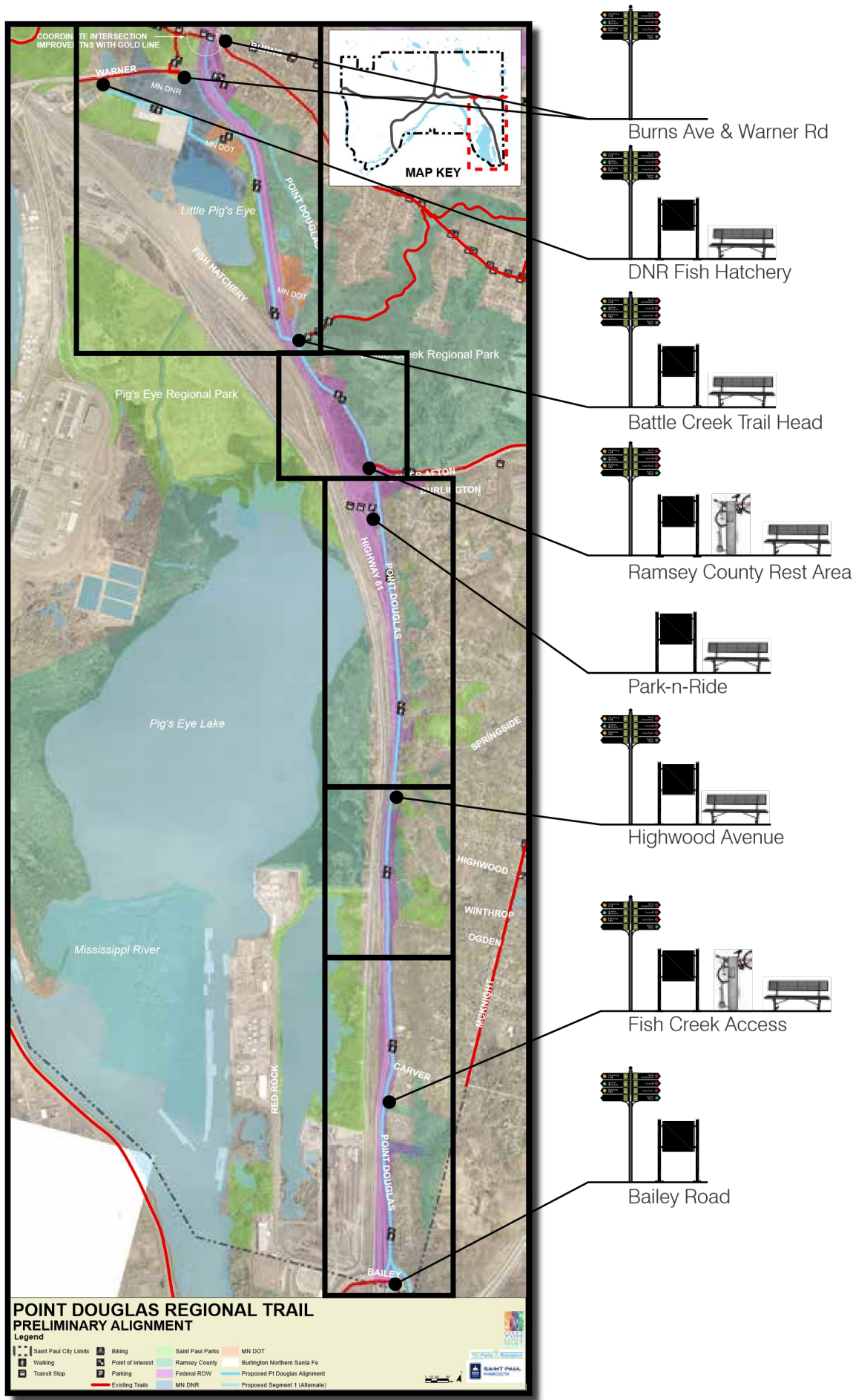
Segment 4 looking north. Notice existing 8'-0" trail.



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
TOTAL PROJECT COST BASE COST	\$7,108,616.52
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
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**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**