

Harriet Island to South St. Paul Regional Trail

MASTER PLAN

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Metropolitan Airports Commission: Pat Mosites

Riverfront Corporation: Gregory Page

US Army Corps of Engineers

City of St. Paul Public Works

Bruce Elder Sewer Engineer

Mike Klassen Transportation Planner

Emily Erickson Sustainable Transportation Planner

Dakota County Planning Department

John Mertens

Kurt Chatfield

City of South Saint Paul

Christopher Esser Parks and Recreation Director

John Sacci City Engineer

National Park Service

Susan Overson

Great River Passage Planning Task Force.

City of Saint Paul Parks and Recreation Staff:

Don Varney

Ellen Stewart

Anne Gardner

David Ronzani

Prepared by:

St. Paul Department of Parks and Recreation

Design & Construction Section

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Dec. 2015 **



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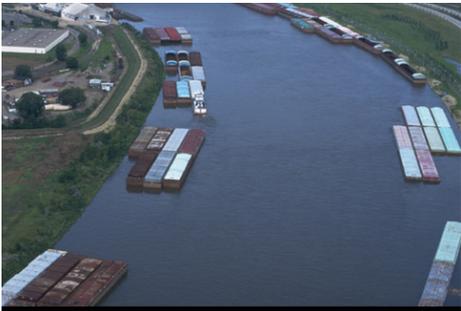


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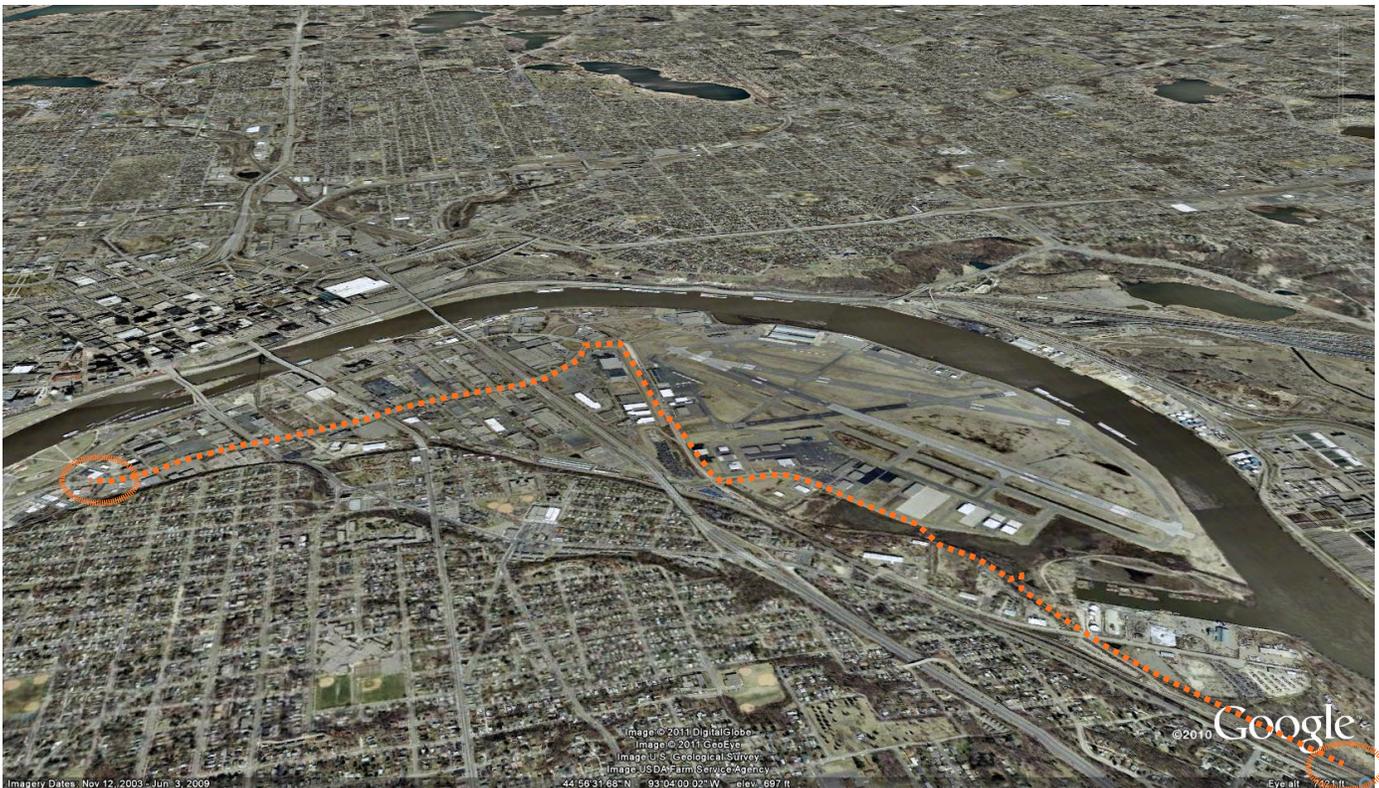
Introduction



Multi-State Mississippi River Trail

The Harriet Island to South St. Paul Regional Trail (HISSP) will be a 3.7 mile long* public transportation and recreational linking trail corridor that will connect Harriet Island and Lilydale Regional Park and their trails to the south portion of the City and beyond to Kaposia Landing Park in the City of South St. Paul. In addition to the Mississippi River Trail (MRT) in South St. Paul, the trail will become a part of four existing St. Paul systems:

1. The existing inter city trail system that provides both transportation and recreational trail connections between city public parks.
2. The Great River Passage, St. Paul's planned vision for a comprehensive riverfront park system that will synergistically connect the natural and urban ecologies of St. Paul.
3. The Mississippi National River and Recreation Area (MNRRA) a National Park encompassing 72 miles of Mississippi River basin.
4. The Mississippi River Trail (MRT) is a multi-state transportation and recreational trail that begins at the headwaters of the Mississippi River and extends through ten states on its way to the Gulf of Mexico. MnDOT is supporting the trail and recognizes that the goal of developing a multi-state national trail brings both quality of life and economic benefits to St. Paul and the entire metropolitan region.



Aerial view of trail within the context of the City of Saint Paul.

Beginning with a connection to Harriet Island/Lilydale Regional Park, the trail will, with a few notable exceptions, utilize existing public right-of-way to create a continuous off road bicycle and pedestrian trail. The trail will be built to meet current safety and accessibility standards and will provide a safe transportation route for bicyclists and pedestrians coming from South St. Paul and St. Paul's West Side neighborhood to make connections to other regional parks and trails and to Saint Paul's downtown business district. The City of Saint Paul Department of Parks and Recreation has prepared this master plan for Metropolitan Council review and approval.

The 2040 Regional Parks Policy Plan describes the role of the master plan in the regional park system and requires that any project proposed for funding in the Metropolitan Regional Parks Capital Improvement Plan (CIP) be consistent with a Metropolitan Council approved regional park master plan. This master plan was prepared to identify a feasible trail alignment, present property ownership and other construction and operation issues and to identify reasonable approaches to completing the trail.

This master plan addresses the content requirements for Regional Parks and Open Space Master Plans for a *Linking Trail* as outlined by the Metropolitan Council's *2040 Regional Parks Policy Plan* adopted February 2015.

The master plan allows the City of Saint Paul to be eligible to apply for funding to implement plans for the amenities identified.

Background



Harriet Island Regional Park
Levee Entrance

There is currently no off-street bicycle commuter trail connection between Saint Paul and South St. Paul. The Harriet Island to South St. Paul Regional Trail will connect major sections of the existing regional bike commuter and recreational trail systems and eliminate many current and future potential safety hazards, principally bicyclist conflicts with vehicles and trains. Both cities have significant investments in their parks and trail systems and the opportunity for the development of a connection provides enhancements that serve the region as well.



Wayfinding Kiosk at Harriet Island

Discussions have been under way with planners at Dakota County and the City of South St. Paul and both parties are anxious to team with Saint Paul on the planning, construction and operation of their respective portions of the proposed regional trail.

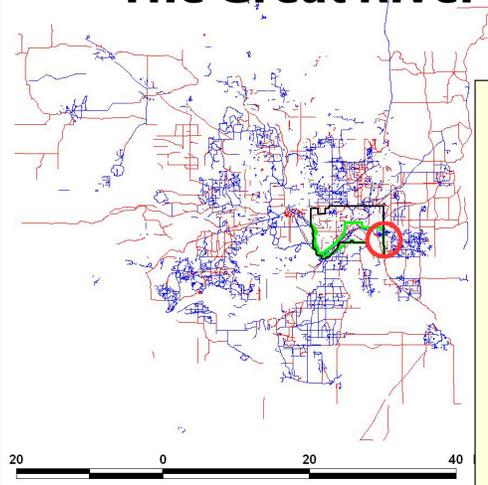
Saint Paul has researched and selected a feasible route for the trail. Beginning with a connection at Harriet Island and Lilydale, the trail will, with a few notable exceptions, utilize existing public right-of-way to create a continuous off road bicycle and pedestrian trail. The trail will be built to meet current safety and accessibility standards and will provide a safe transportation route for bicyclists and pedestrians coming from South St. Paul and the St. Paul's West Side neighborhood to make connections to other regional parks and trails and to Saint Paul's downtown business district.



Harriet Island Regional Park
Plato Boulevard Entrance.

The proposed trail connection will be part of multiple existing long term commitments to strengthening the metro area's alternative, sustainable transportation and recreational trail system as shown on the trail system maps on the following page.

Metro Area Trails & The Great River Passage



Dakota County Parks, Lakes, Trails and Greenways Vision, 2030

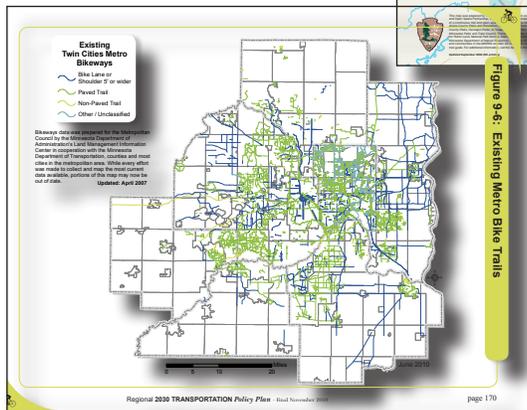
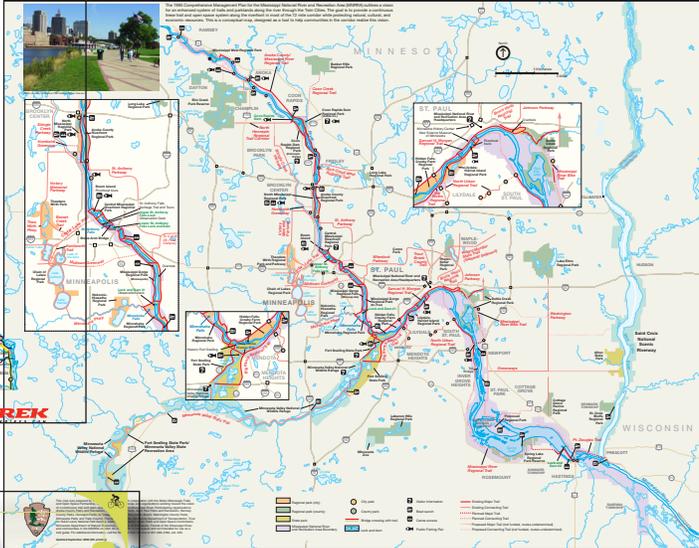
What's New?

- NEW COUNTY PARKS, MORE PARK ACTIVITIES:**
 - New Vermillion River Park
 - Complete park master plan improvements
 - Fill gaps in park recreation "basics"
 - Biking, bike access to greenways
 - Accessible trail loops
 - Enhanced picnicking
- INTERCONNECTED URBAN TRAIL GREENWAYS:**
 - Link public open space and destinations through multi-agency partnerships
 - Regional Trail Greenways: 100 miles of county connector trail
 - City Trail Greenways: connect local destinations to regional network
- SOUTHERN STREAM CORRIDOR GREENWAYS:**
 - Protect stream and resource corridors through public and private cooperation
 - Protect natural landmarks through partnerships



Connections to the River

Existing Trails/Opportunities Within or Linking to the Mississippi National River and Recreation Area



Multiple Existing trails plans anticipate a trail connection from Harriet Island to South Saint Paul

1. Property Ownership and Acquisition Costs*

The selection of a feasible route for the Harriet Island to South St. Paul Trail maximizes the use of existing City Rights of Way. Additional easement requirements needed for trail construction can be acquired with low or no costs. The trail would begin at Plato Boulevard and Water Street where it will connect with the Harriet Island’s existing trail and the Cherokee Regional Park trail. We have studied the use of the Plato Blvd. Right of Way with the Public Works Traffic Planners and despite a number of difficult existing conditions there appears to be sufficient options for trail placement within this right of way.

The next section of the trail will utilize the existing flood control levee that runs north and south along Holman Field airport. This property is owned by the City of St. Paul and as part of the flood control system, is operated and maintained by the Public Works Sewer Division. There are several bike and pedestrian trail facilities that are on existing levee structures for example on Harriet Island Regional Park trail. As long as the U.S. Army Corps of Engineers (C.O.E.) guidelines are followed and the plans develop in collaboration with the Sewer Division, the trail placement on this City property should be straightforward.

The trail will need to cross a single track section of rail line that runs parallel to the levee. This section of track has clear sight lines and should allow development of a safe track crossing but will require a rail crossing easement with the rail owner, currently listed as Midwestern RR Properties Inc. but may also be subject to joint use agreement with Union Pacific RR. Additional easements with Union Pacific/Midwest RR Properties will be required for two crossings near the South St. Paul -Saint Paul border.

Summary of Anticipated Acquisition/Easement Costs					
				Acqjuisition	Project Cost
Property Owner	Length of Trail	Width	SF	Cost	Cost
City of St. Paul (ROW)	8,000	15	120,000	0	\$ -
St. Paul Flood Control Levee (ROW)	2,800	15	42,000	0	\$ -
Metropolitan Airports Commission (1)	4,950	15	74,250	891,000	\$ -
St. Paul Port Authority (2)	1,400	15	21,000	252,000	\$ -
Midwestern Railroad Properties (3)	160	15	2,400	28,800	\$ 28,000
Real Estate Administration *					\$ 10,000
Appraisal Services, Title Work, Closing Costs					\$ 20,000
Total Easement costs.					\$ 58,000
<i>1 Verbal agreement with MAC for allowing trail development along road with no acquisition required</i>					
<i>2 Agreement with St. Paul Port Authority for trail alignment within their property in the vicinity of</i>					
<i>3 Acquisition cost shown but more likely to be an easement or license.</i>					
<i>* Assumes some fee for document preparation even if there is no cost for easement.</i>					



Road Right of Way available for trail through MAC easement agreement.



St. Paul Port Authority Land available for trail



Trail terminus at South St. Paul's Kaposia Landing Park.



Bike & Ped Bridge in South St Paul connects to Dakota Co. Trail Systems.

Airport Easement:

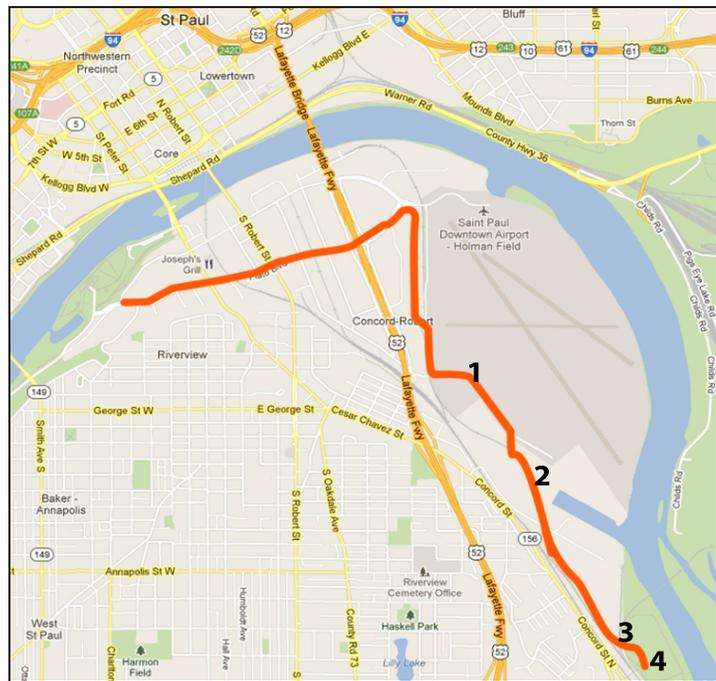
The trail will cross Airport road and require securing a trail easement or license agreement with the Metropolitan Airports Commission (MAC) to use land on the east side of the road for the trail. Discussions with a MAC representative were favorable for this trail development with the stipulation that it meet all airport security requirements. We do not anticipate that acquisition will be required for the trail placement.

Port Authority

The Saint Paul Port Authority owns multiple land parcels south of the airport and they have approached the St. Paul Parks Department with an offer to use portions of this land for the placement of the trail. The City's use of this land will be accomplished either by easement agreements or land ownership transfer from the Port Authority to the Saint Paul Parks Department.

South Saint Paul

The trail will parallel the existing rail right of way through to the Saint Paul boundary. The trail will need to cross several RR tracks as it enters into Kaposia Landing park. Because of heavier train traffic on these lines, a bicycle and pedestrian bridge will be needed to provide a safe crossing. The construction of this bridge will necessitate easement agreements and collaborative design process with the Union Pacific railroad representatives.



Trail Photo Key

2. Stewardship Plan



Samuel H. Morgan Regional Trail;
Operated and maintained by St. Paul
Parks and Recreation.

The City of Saint Paul, the City of South Saint Paul and Dakota County own and maintain the trails at each end of the proposed new trail. They will cooperatively manage the regional trail portions that are within their respective jurisdictions. Management responsibilities will include operational management, safety, law enforcement and emergency services. Trail use will be open to the public year round with no non-residential uses or revenue collection for the use of the trail. Should such uses occur in the future, revenues collected will be utilized consistent with the adapted Recreation Open Space Development Guide/Policy plan. The completed trail will likely become part of the Multi-state Mississippi River Trail.

3. Demand Forecast * **



Based on the Metropolitan Council Annual Use Estimate of the Metropolitan Regional Park System for 2014, Lilydale and Harriet Island Regional Park received 737,100 visitors and Big Rivers Regional Trail received 136,000 visitors. Since 2010, overall park use has increased in St. Paul by 19% and in Dakota County by 10%. Data for all metro parks indicates that trail visits in 2014 have increased by 5.8% from 2013.

The Metropolitan Council Regional Parks and Trails Survey 2008 shows that walking/hiking and biking are rated as the top activities for regional parks and trails. The surveys also indicate that trails provide important access to other activities within a park such as swimming and fishing. According to MnDOT, the number of individuals using bike trails for transportation is on the rise: “In 2000, more than 10,000 people biked to work in the Twin Cities”. The bike mode share in Saint Paul (based on 2010 regional Travel Behavior Inventory data) is about 1.9%.



The Harriet Island to South St. Paul trail connection will become an important part of the City and region’s bicycle network. The trail is included in a Citywide Bicycle Transportation plan. The network of trails that can be accessed from the HISSP trail is extensive and expanding as the both Saint Paul and adjacent municipalities continue to implement its non-motorized transportation system. Primary connections will be made to the existing trails within Harriet Island Lilydale Regional Park and the Cherokee Regional Park trail completed in 2012. These trails establish further connections to the Samuel H. Morgan Regional Trail via the Wabasha Bridge and the re-constructed Lafayette Bridge contains bicycle and pedestrian lanes on the Northbound (East) side of the bridge. From the bridge trail, connections to the Bruce Vento Regional Trail and other trails on the east side of Saint Paul can be completed. Regional Park use estimates listed below are based on existing Metropolitan Council estimates from 2014. High levels of trail use may be expected due to the high regional park visitor counts shown below.



- Harriet Island, Lilydale Cherokee Regional Parks had over 1.10 million visitors in 2014.
- The Sam Morgan Regional Trail connects directly with the Mississippi River Boulevard trail, a part of the Mississippi River Gorge Regional Park which had over 1.56 million visitors in 2014 and Trail use only measurements showed 442,900 trail visits.
- The South St. Paul connection leads directly into the recently completed Kaposia Landing Park where additional trail connections to other South St. Paul and Dakota County destinations can be found.
- Big Rivers Trail at the western end of the Lilydale trail had over 136,000 visitors in 2014.

visitors as part of the MNRRA Alternative Transportation Plan (ATP).

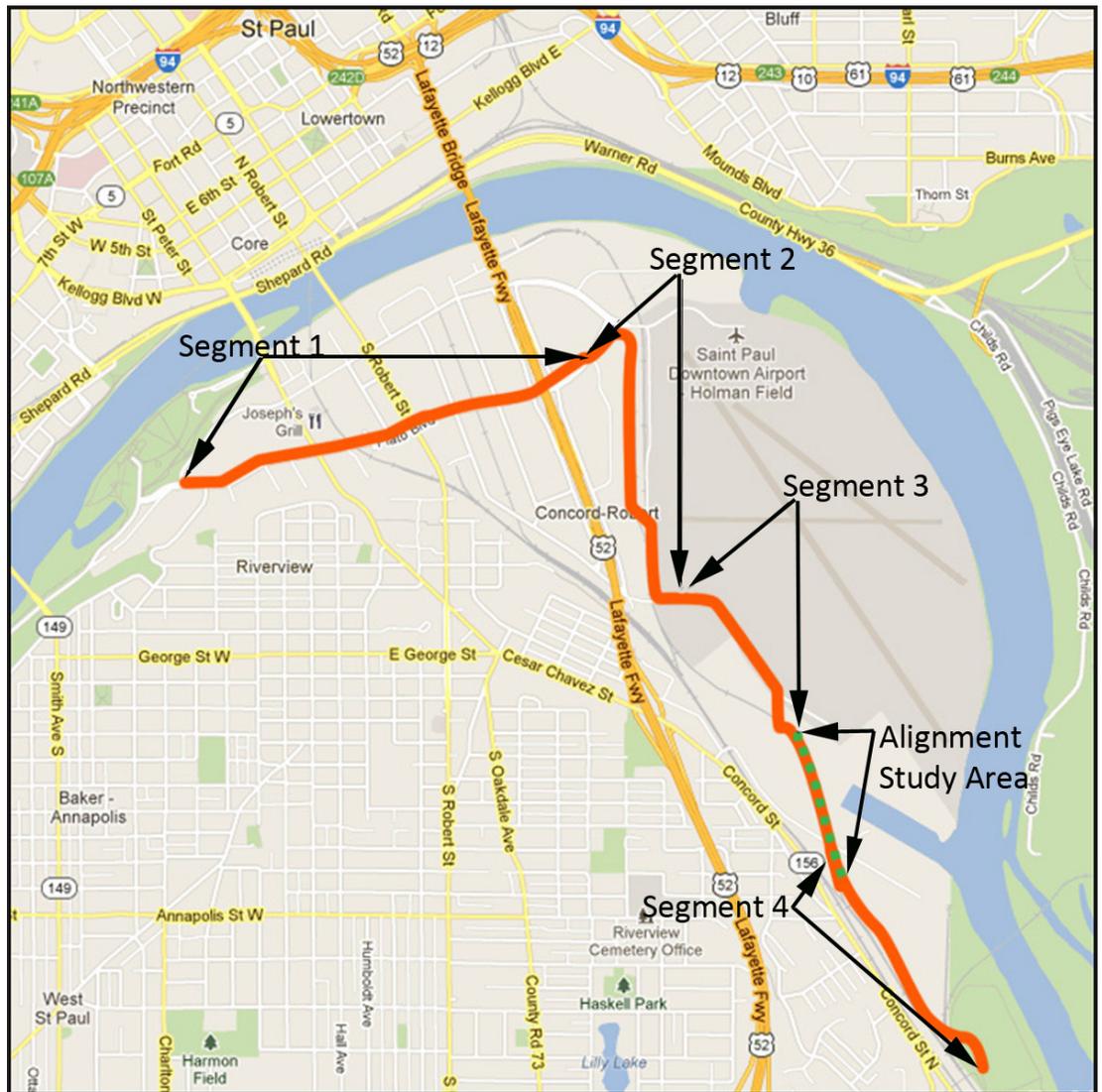
Mississippi River Trail use projections

Mississippi River Trail, (MRT) development in Minnesota is supported by MnDOT as one component of their multi-modal transportation planning strategy. With its multiple connections to other riverfront trails and its close river proximity it is expected that the HISSP trail will become an important segment of the MRT. The development of the MRT is considered a long term project and with MnDOT and NPS partnerships Minnesota's portion is likely to continue to be at the forefront of the trail's development and use for the near future. Appendix X

National Park Service MNRRA

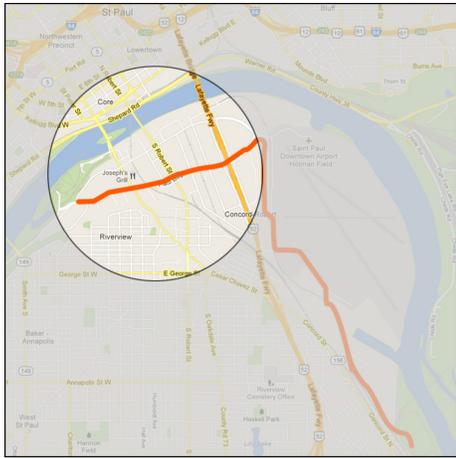
The HISSP trail will be part of the network of trails that lie in close proximity to the river and within the National Park System's Mississippi National River and Recreation Area. (MNRRA) The trail will support a key NPS goal of increasing non-motorized access to the river for park

Development Concept Segment Key Map



4. Development Concept **

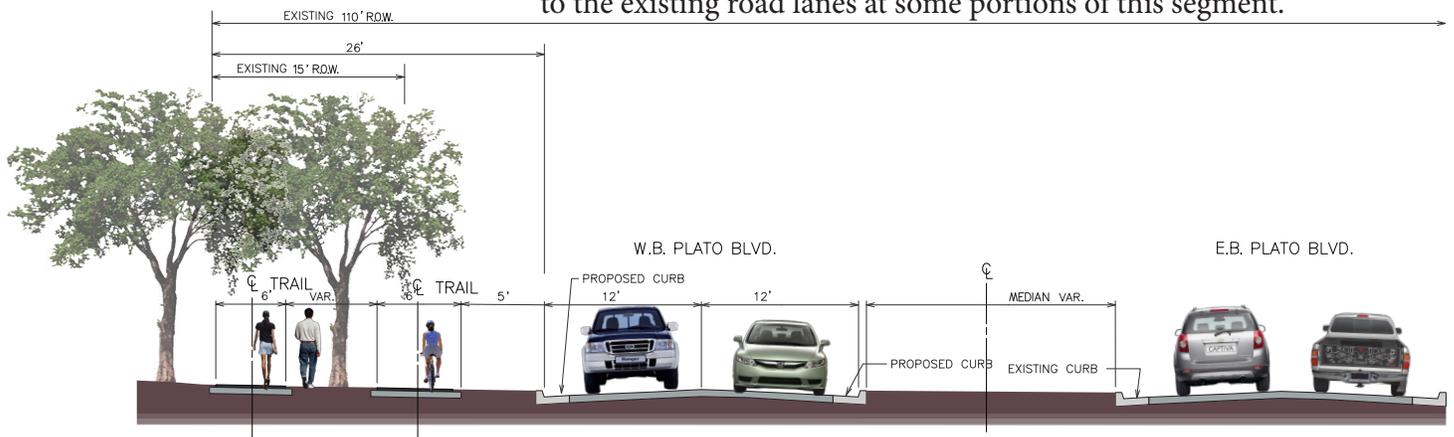
Overall Trail Development:



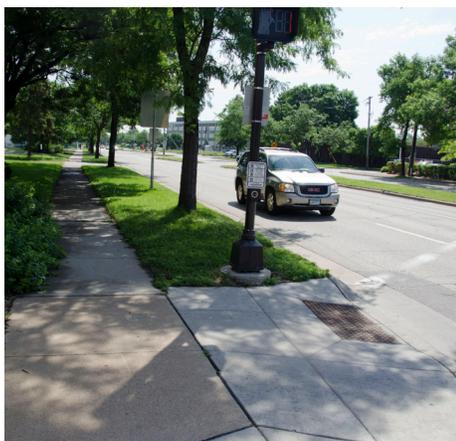
The trail is scheduled for bidding and construction in 2017 utilizing Federal STP, FTWA grant funds awarded jointly to the City of St. Paul and Dakota County on the merits of the trail project's outcomes. Other local funds, including legacy funds will be utilized for design, engineering and project construction administration. Preliminary engineering, wayfinding signage plans, additional public engagement events regarding the final design elements are included in the preliminary and final design process to be underway in 2015-2006.

Segment 1: Harriet Island to Airport Road

The overall trail alignment is illustrated in the maps in Appendix A1-A3. The development of trail segment 1 (see pages 14-15) will utilize the existing right of way along Plato Boulevard. This will require modifications to the existing road lanes at some portions of this segment.



PLATO BLVD. SECTION TYPE #1

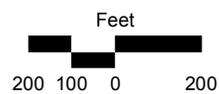
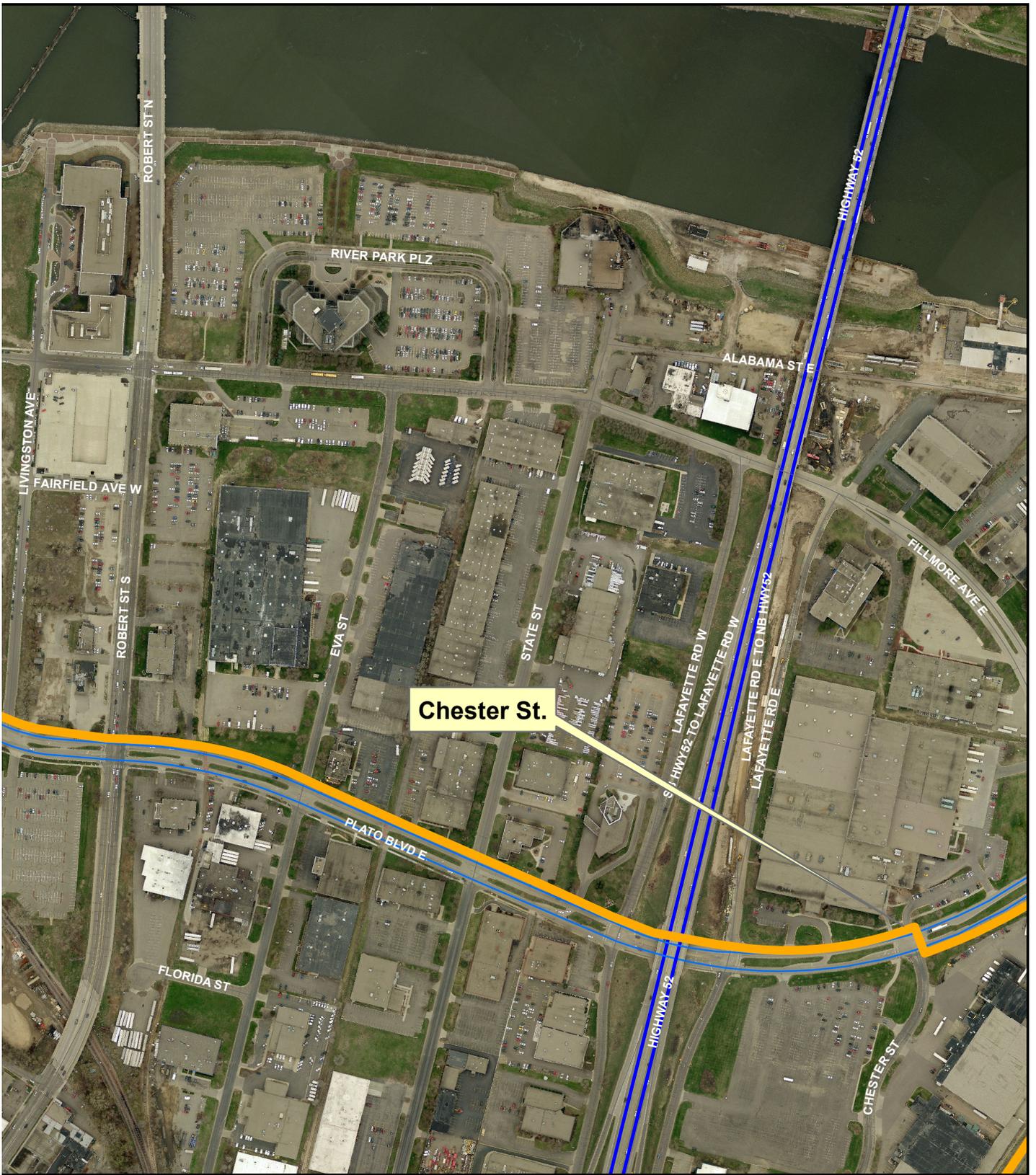


Where there is sufficient space present, it may be necessary to narrow the median and shift the north curb enough to provide a wide enough boulevard. Trail widths will be reviewed by MnDOT State Aid and meeting their rules will be required before the project will be authorized for bidding and construction. Depending upon the details of the trail, the estimated cost for this segment is \$ 1.3 M and includes road modification, trail construction, traffic signage and landscaping.

Plato Boulevard: Creation of separated bike and walking trails, or a combined trail located along the west-bound right of way along Plato Avenue. Type #1 would widen the boulevard to provide space for a bike route, while the existing concrete sidewalk would remain.

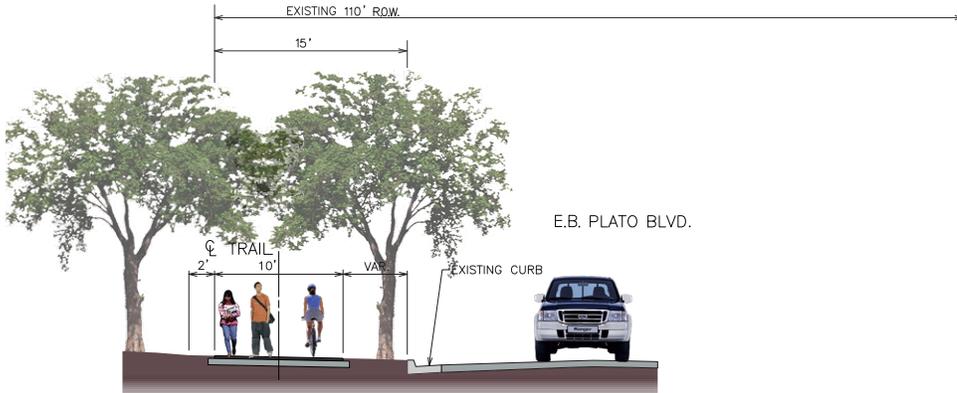


Harriet Island to Chester St. ~6,750 L.F.



Segment 1

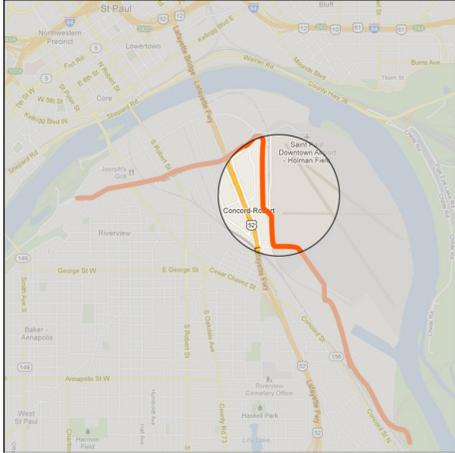
Some sections of trail installation on Plato Blvd. will require different configuration strategies. One goal will be to preserve existing boulevard trees as much as possible. Options for the trail position will depend on the specific conditions within each block of the Plato Boulevard trail segment. Having sufficient right-of-way partially simplifies the trail placement. Maintaining road function requirements, preserving adjacent property driveways, creating safe, signalized and un-signalized intersections and



PLATO BLVD. SECTION TYPE #2 the railroad crossing at Plato and Starkey St. will all require careful design and engineering strategies possibly including traffic calming measures; bump-outs at intersections; raised intersections and raised crosswalks. Close collaborations between St. Paul Public Works traffic planners, adjacent property owners and railroad authorities will lead to a trail section design that meets established trail standards and coexists with other City functions.

Harriet Island to South St. Paul Trail Segment Cost Summary					
Item	Segment 1	Segment 2	Segment 3	Segment 4 (SSP)	Project Sub totals
Site Preparation	\$ 660,180	\$ 81,615	\$ 60,610	\$ 100,000	\$ 902,405
Lighting and Signals	\$ 300,000	\$ 720,000	\$ 194,000	\$ 41,000	\$ 1,255,000
Trail Construction	\$ 268,000	\$ 296,055	\$ 222,330	\$ 136,000	\$ 922,385
Bridge and approach	N/A	N/A	N/A	\$ 1,569,000	\$ 1,569,000
Boardwalk	N/A	N/A	\$ 268,000	\$ 268,000	\$ 268,000
Site Furnishings	\$ 37,800	\$ 17,100	\$ 82,800	\$ 9,000	\$ 146,700
Landscaping	\$ 28,575	\$ 18,200	\$ 3,920	\$ 18,000	\$ 68,695
Segment Subtotals	\$ 1,294,555	\$ 1,132,970	\$ 831,660	\$ 2,141,000	\$ 5,400,185
<i>Notes:</i>					
<i>Estimate does not include Design, Engineering, Contract Admin., Public Art, Contingency.</i>					

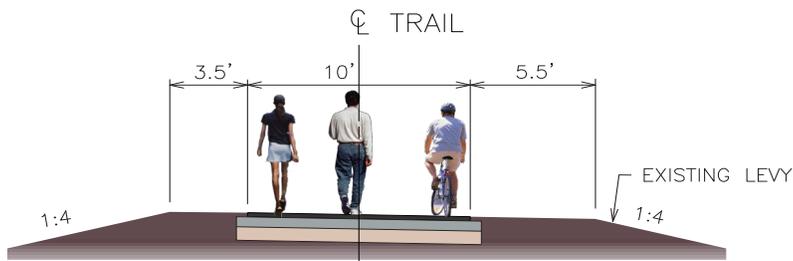
Segment 2: Chester St. to Eaton St.



Segment 2 will utilize the top of the flood levee that runs adjacent to Airport Road. Other flood control levees have been designed and used for trails in St. Paul. The City's Public Works Department, responsible for the operation and maintenance of the levees, will allow the trails to be built on the structures as long as C.O.E. levee operations standards are met. Design of the trail will meet all necessary Public Works and Corps of Engineers requirements. The cost estimate for this segment, including a lighting system, trail construction, traffic signage and landscaping, is \$1.1 M.



Corps of Engineers design guidelines are well established and were used on the levee trail on Harriet Island. The trail surface as well as any landscape treatment will be part of the design discussions with the C.O.E. and MAC. There are limitations to the planting options, especially for trees and shrubs which are only allowed in areas that have at least 3' of 'overburden' soil above the core of the levee prism. Grass plantings are allowed with no restrictions so there is a possibility that the levee could be converted to a fairly extensive prairie style planting. There are establishment and maintenance challenges with this option. Careful consideration will be given to the levee planting plan from both maintenance and bird habitat perspectives, given its close proximity to the airport. The elevation of the levee provides possibilities for scenic views of Downtown, the river and the airport.



LEVEE SECTION



Levee view from Indiana Mounds Park



Chester Street to Eaton Street ~4,900 L.F.

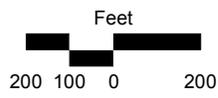


Planned River Connection

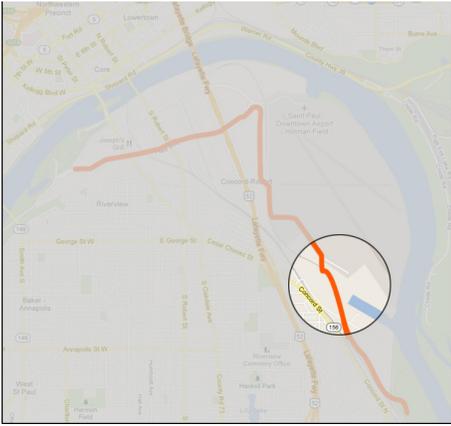
Flood Control Levee

Proposed M.A.C. Right-of-Way Easement

Man Field / St. Paul Downtown Airport

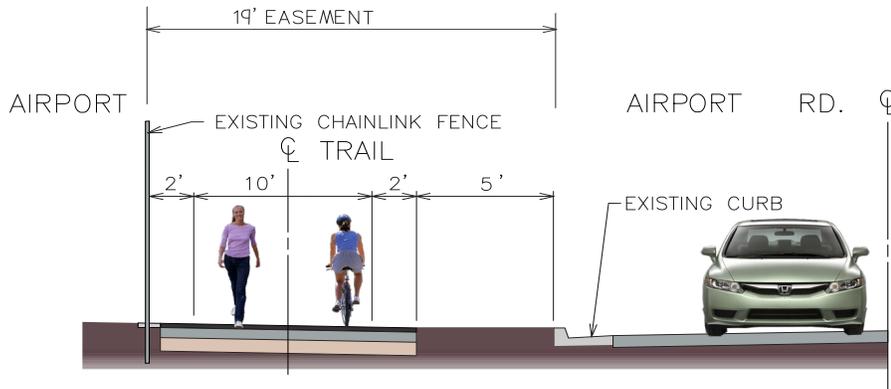


Segment 2



Segment 3: Eaton St. to Barge Channel Rd.

Segment 3 begins with descent from the top of the levee to bypass a closure structure (#7). The trail will cross a single set of railroad tracks owned and operated by Midwest Railroad Properties. This ‘at grade’ crossing will take advantage of unobstructed sight lines up and down the track which, combined with a very low volume of low speed train traffic, will help insure a safe rail crossing.



Airport Easement Section



From this location, the trail will cross to the east side of Airport Road and utilize an easement with the Metropolitan Airports Commission (MAC) to construct the trail along the east edge of the road. This will require shifting the existing security fencing. The trail will continue off-road until it reaches Eaton St., where it will utilize an at grade rail and road crossing to the south side of Eaton St. From there, it will continue adjacent to Eaton street, again making use of MAC easement rights for the trail



Airport Road showing proposed trail location

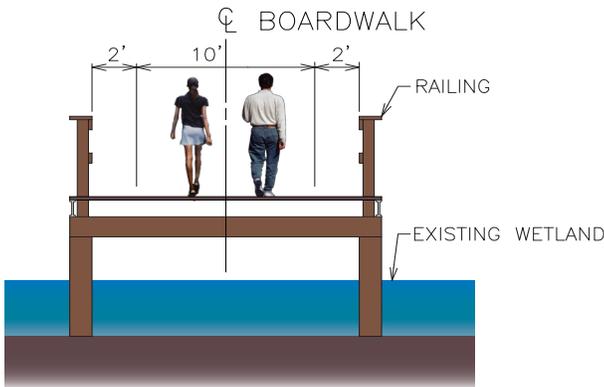
To make use of available easement opportunities, the remaining Saint Paul portion of the trail will continue on St. Paul Port Authority (SPPA) property, which they have agreed to either transfer to Parks Department ownership or grant easement rights, most likely, at no charge to the City. The exact trail alignment will continue to be under study while the Port Authority works with their business clients to modify circulation and property access in this area. A short segment of trail will require a boardwalk crossing of wetlands, also owned by the SPPA. This segment is estimated to cost \$ 830,000 and includes; security fencing, wayfinding signage, and a boardwalk through the wetland area.



Wetland crossing Boardwalk location

Boardwalk through Wetland **: A boardwalk will be installed to traverse the wetland as the trail departs from Eaton Street. (See Appendix A3 for location) Boardwalk construction will be done in a way that meets all safety standards and minimizes, eliminates or mitigates negative wetland impacts as determined by the permitting agency. The trail/boardwalk design will comply with all applicable wetland laws and regulations in place and any required mitigation will be detailed and coordinated with the Lower Mississippi River Watershed Management Organization, which will be the responsible permitting agency. Permit mitigation plans will be incorporated into the final construction plans.

The trail will then continue along an easement on St. Paul Port Authority property before it crosses Barge Channel Road and connects to Kaposia Landing Park in South Saint Paul.

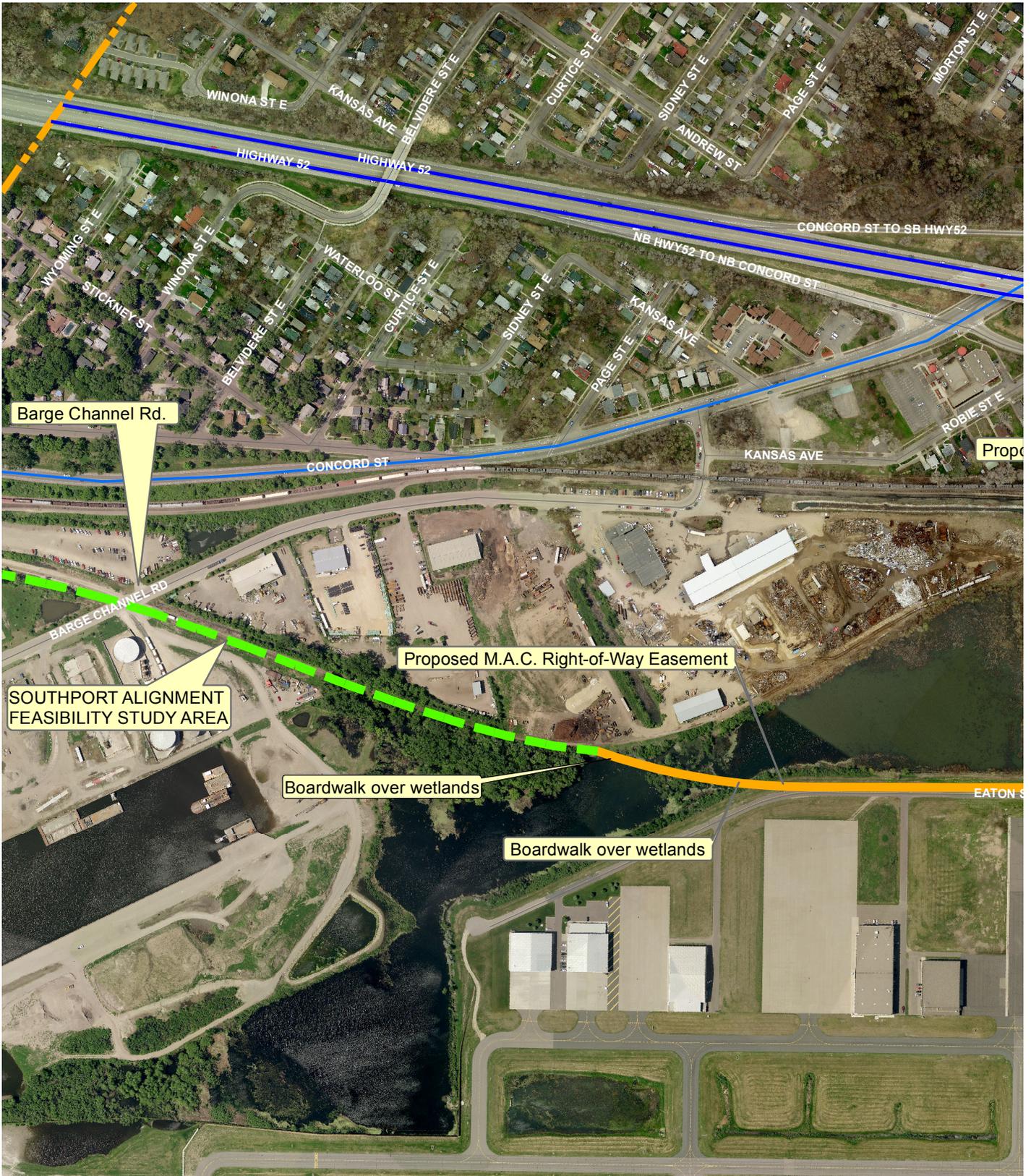


Boardwalk through wetland area.

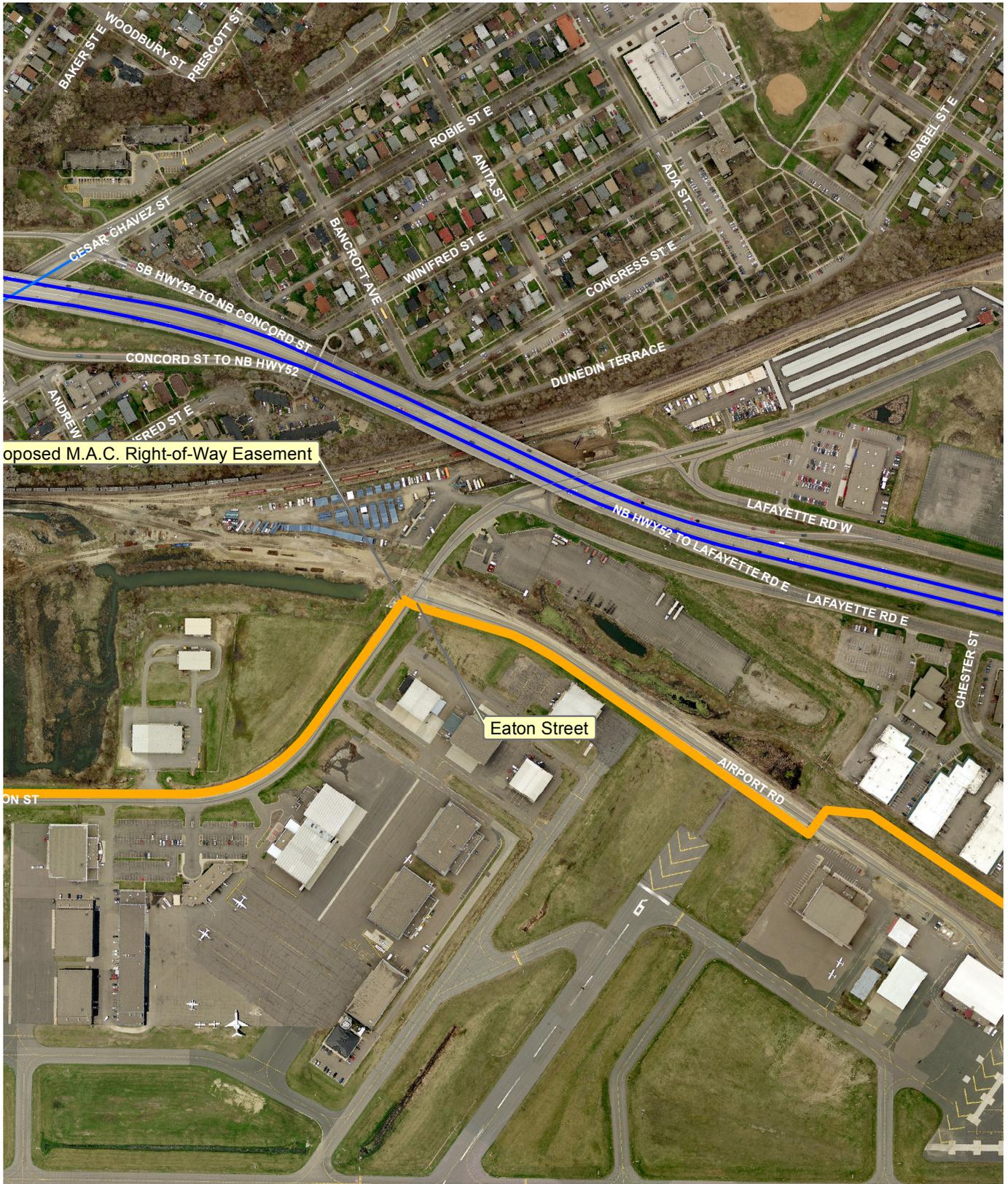


Barge Channel Road crossing option in study area.

Barge Channel Road currently has low traffic counts and is mostly used by heavy trucks. The businesses that utilize the Southport Industrial District are poised to make changes to their operations which may result in increases in both truck and rail traffic circulation at Barge Channel Rd. The entire area is under study by the SPPA so the final trail crossing location and alignment through this area will be made only after operational effects and safety considerations are considered. Trail alignment will utilize road and rail crossing standards to arrive at an optimal trail crossing configuration that provides clear sight lines and safe passage for trail users.

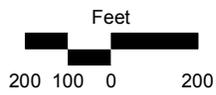


Eaton Street to Barge Channel Rd. ~5,200 L.F.



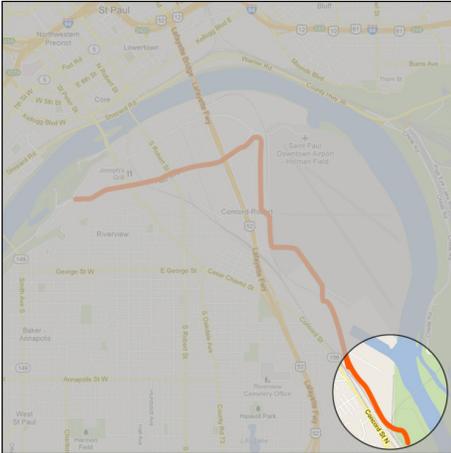
Proposed M.A.C. Right-of-Way Easement

Eaton Street



Segment 3

Segment 4: Barge Channel Rd. to Kaposia Landing Park



This section of trail (See map on pages 26-27) is outside of Saint Paul’s city limits and will be completed by Dakota County / South St. Paul. Both South St. Paul and Dakota County have expressed a strong desire to work with the City of St. Paul toward their goal of connecting the City’s Bicycle and park resources. A joint powers agreement between the agencies will be used to allow the two Cities and Dakota County to seeking funding for the completion of the trail as a single project. The connection to South St. Paul will require the construction of a bridge over the railroad tracks to provide a safe crossing of the high traffic freight rail line at the northern end of Kaposia Landing Park. The City of South St. Paul and Dakota county have both listed this trail connection an important priority in their park and trail system.



Dakota County has estimated the cost for the construction of the bicycle and pedestrian bridge and the trail segment within their jurisdiction to be about \$2.1 M. They have committed to work with Saint Paul on the completion of the trail segments within their jurisdiction. To avoid an interim, incomplete, dead end trail condition, Saint Paul, South Saint Paul and Dakota County will jointly seek federal construction funding for completion of the entire length of the trail, most likely through Surface Transportation Program (STP) grant funds. The remaining funding needed to match Federal Grant funds will have to come from City, County, MET Council and any other available eligible grant fund sources. (See page 7 Dakota Trail System.)



5. Conflicts

Agreements needed

MAC

Several discussions with MAC have yielded positive and supportive results. The construction and operating conditions that MAC will require for the trail to utilize their right of way should be easily met. Their primary concerns are security, lighting conflicts and vertical obstacles. As the design progresses, an agreement will clearly define the parameters and limits to the trail's alignment.

Saint Paul Public Works

Saint Paul's Public Works department has jurisdiction and therefore significant control over several aspects of the trail's development. Preliminary discussions with the City transportation planner about the use of the Plato Boulevard right of way have concluded that there is sufficient right of way for trail development. Through careful re-configuration of the road lanes, an off road bicycle trail can be added without significant impact to the traffic flow in the vicinity. See Cross Section Type 1 on page 15.

Port Authority

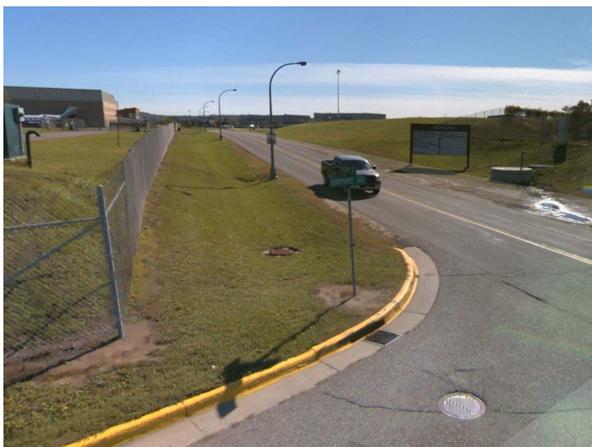
The Saint Paul Port Authority (SPPA) owns several parcels of land important for the completion of the trail. As part of the planning efforts for the Great River Passage Master Plan, the Parks Department and the SPPA discussed several key land and easement agreements that will support key objectives of the proposed GRP Master Plan including the Harriet Island to South St. Paul trail connection. Segment 3 of the proposed trail route includes several parcels that are in transition. See *Southport Alignment Feasibility Study Area* on the Segment 3 and Segment 4 alignment maps. The City will continue to work closely with the SPPA as their client/lease holder's plans develop further. Some preliminary engineering will be necessary for the easement agreements to be drawn up in detail. It is expected that trail alignment selected will be safe and compatible with the Port Authority's business development goals. At this planning stage Most important is the agreement that the trail will be an important City and regional asset that will take advantage of existing Port Authority property and avoid costly acquisitions.



Airport Road Right of Way Room for the trail will be between the fence and curb.



View of Levee from Airport Road



Eaton Street intersection

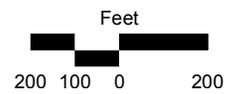


Barge Channel Road to Kaposia Landing Park (~ 2,400 L.F. South St. Paul)



Barge Channel Road
Study Area

St Paul / South Saint Paul Boundary



Segment 4



Track Crossing Plato Blvd. & Starky St.

Bridges vs. 'at grade' crossings

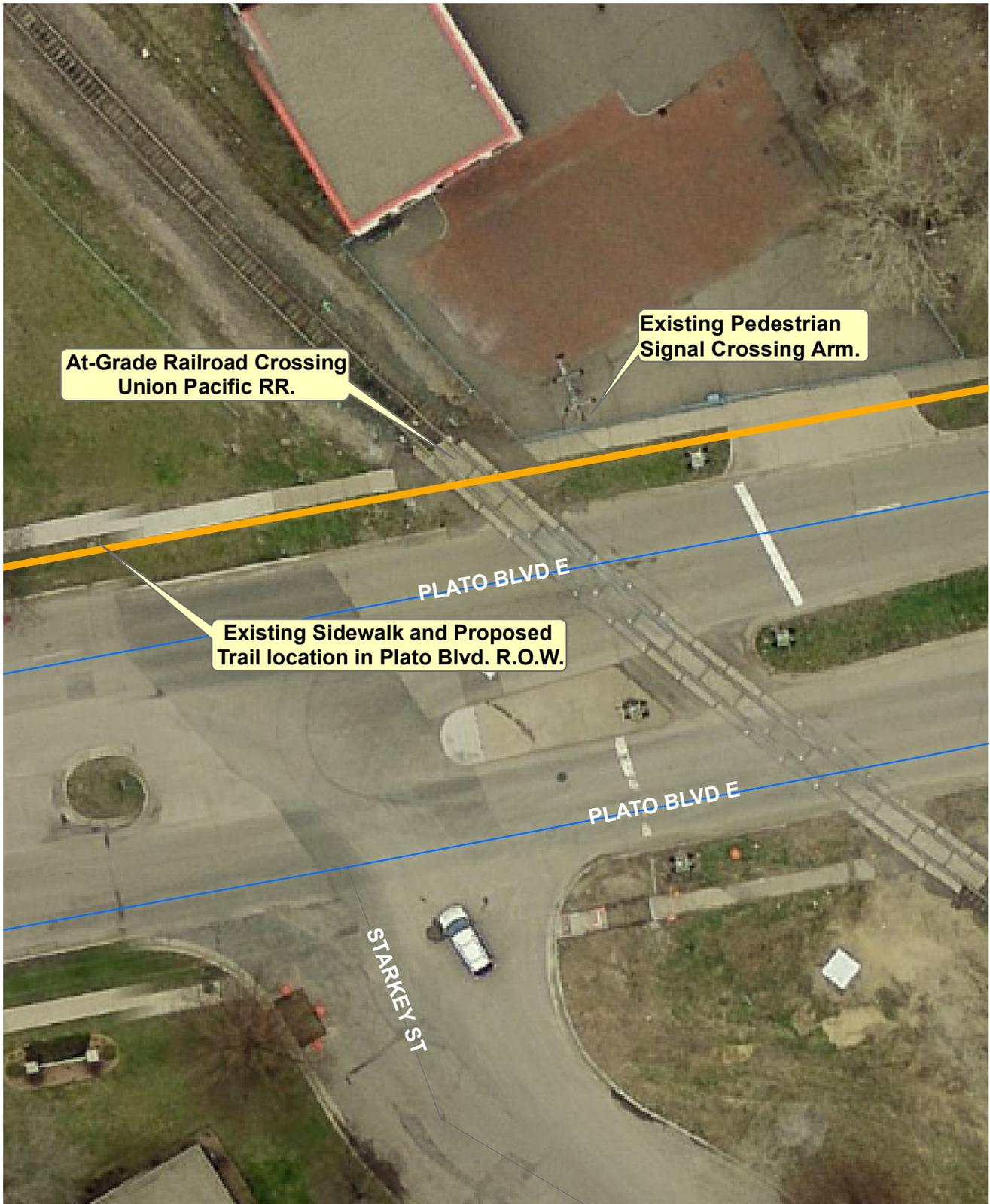
Safe bicycle and pedestrian crossing of railroad tracks depends on multiple factors including clear sight lines for the trail user and the railroad operating engineers, the speed and volume of the rail traffic at the crossing, and the presence of crossing arms or other signals of approaching trains. In addition, the surface conditions of the crossing can contribute to safe travel across the tracks. These conditions are determined by established railroad standards and the standard practices for trail design dictated by the Minnesota Department of Transportation (MnDOT). All rail-trail crossings necessary for the completion of this trail will be designed to meet the applicable standards of the railroad ownership and the MnDOT design standards. It is anticipated that only one rail crossing will require the construction of a bridge to eliminate the potential conflicts associated with an at grade crossing at Kaposia Landing Park. See accompanying *aerial photos of existing rail crossing locations*.



Tracks adjacent to Levee along Airport Rd.



Track Crossings at Barge Channel Rd.



At-Grade Railroad Crossing
Union Pacific RR.

Existing Pedestrian
Signal Crossing Arm.

Existing Sidewalk and Proposed
Trail location in Plato Blvd. R.O.W.

PLATO BLVD E

PLATO BLVD E

STARKEY ST

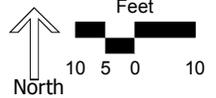


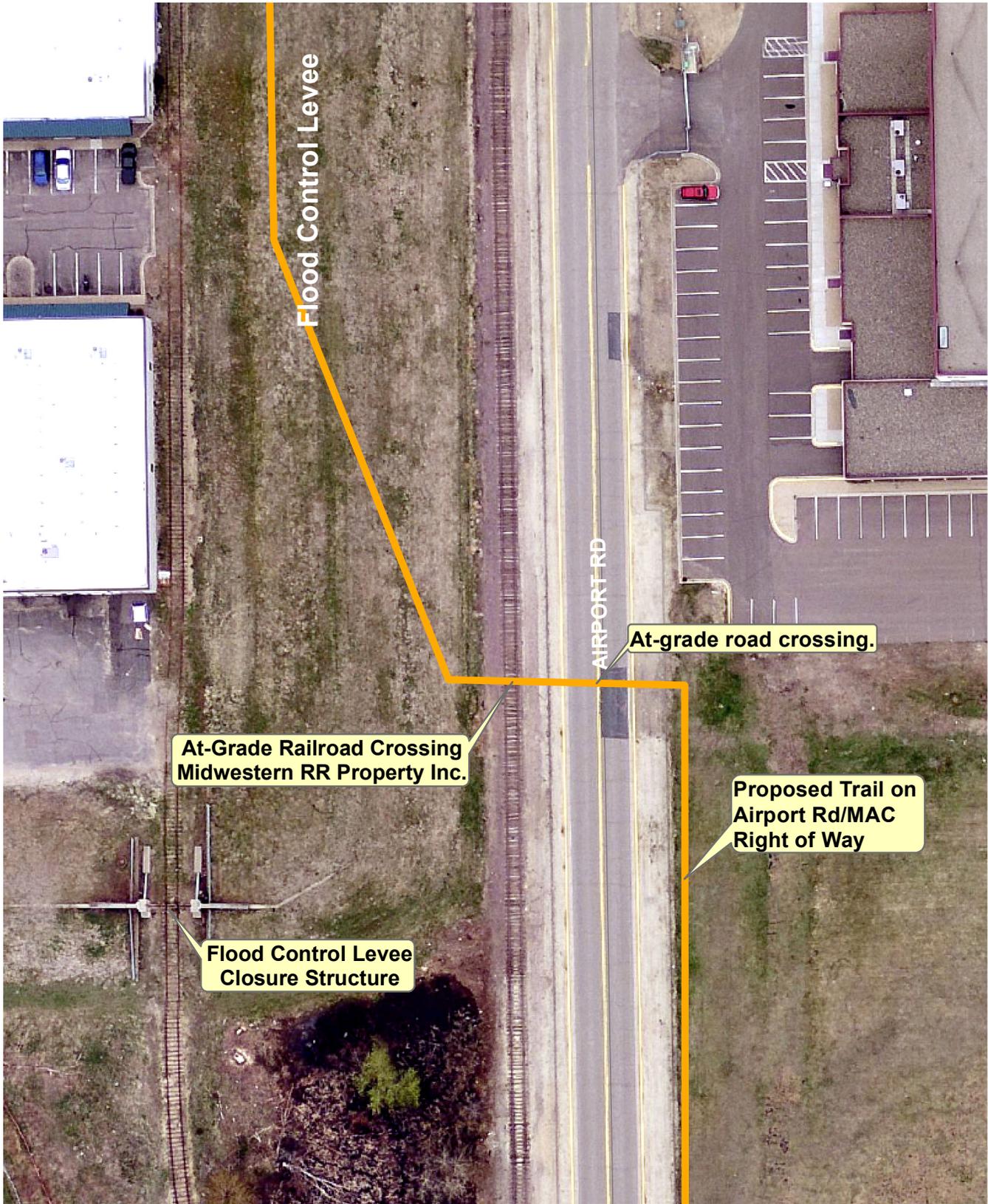
City of Saint Paul

Department of Parks & Recreation
Design Section 651-266-6400

Plato Boulevard / Union Pacific RR Crossing

Harriet Island to South St. Paul Regional Trail Master Plan



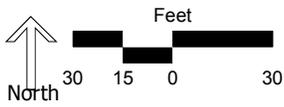


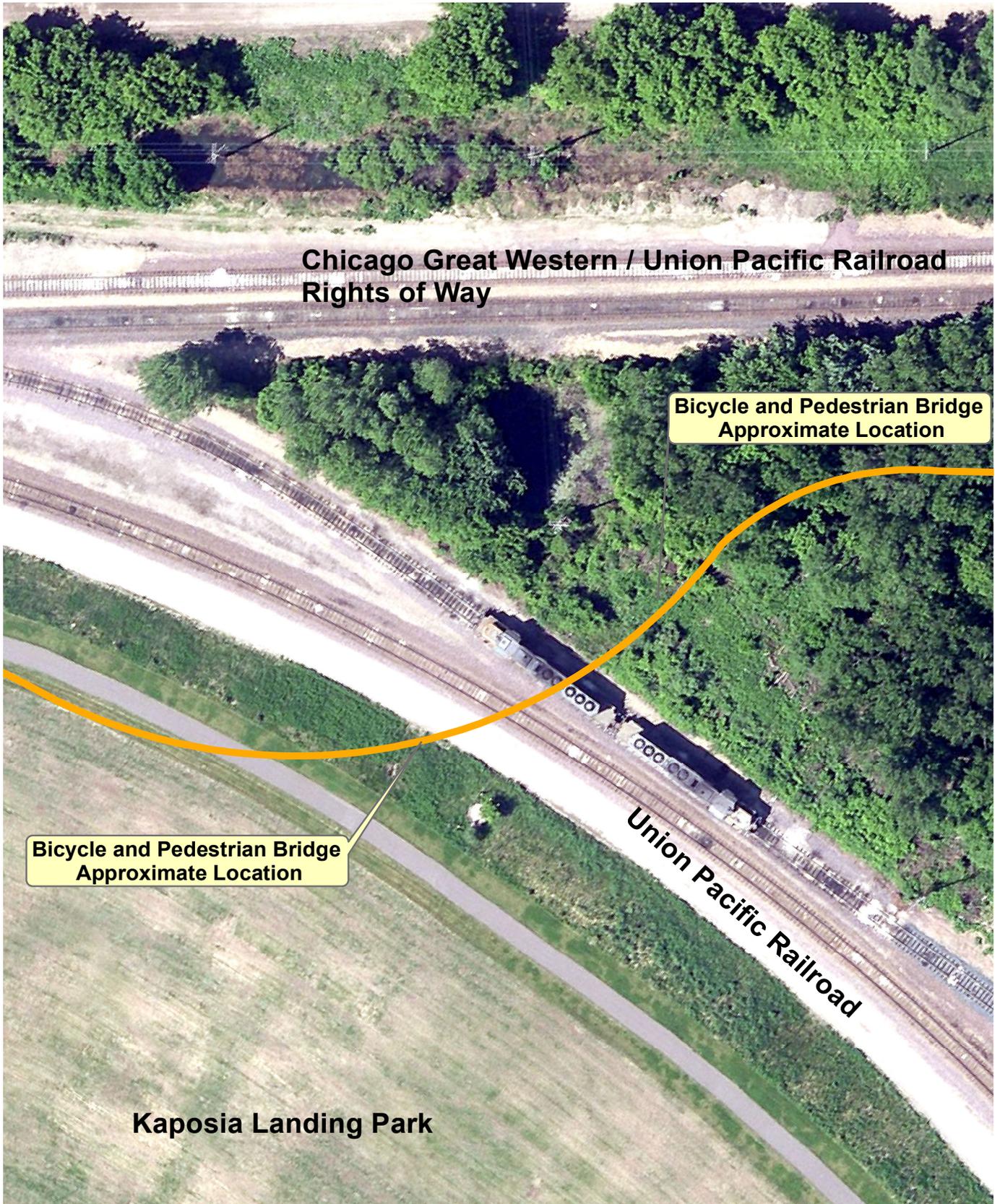
City of Saint Paul

Department of Parks & Recreation
Design Section

Harriet Island to South St. Paul Regional Trail Master Plan

Airport Road/Levee RR Crossing

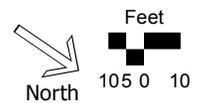




City of Saint Paul

Department of Parks & Recreation
Design Section

Harriet Island to South St. Paul Regional Trail Master Plan
South St. Paul RR Crossing
at Kaposia Landing Park



Levee Concerns

Corps of Engineers

The US Army Corps of Engineers (C.O.E.) provided funding, and design guidelines for the construction of the flood protection levees in St. Paul. They are responsible for maintaining the integrity of the levee design and for monitoring and regulating the structural aspects of the levee system through written construction and maintenance guidelines. The segment of the trail that is proposed to traverse the levee must meet the Corps design criteria as a *Project Modification* and therefore must be reviewed by the C.O.E. Their plan review will require a topographic survey of the levee that includes the proposed plan drawings. Design of the trail approaches will need to be carefully considered since any soil placed on the river side of the levee for construction of ramps could trigger a requirement for HEC II analysis to confirm a zero rise in the modeled flood elevation. We will work with the C.O.E. to develop plans that meet all criteria for functional, stable flood protection.



Top of levee along Airport Rd.



Back side of Levee near Holman Field.



Levee closure #7



Preparing levee closure for flood conditions

Public Works

Final approval of the levee trail design will be done in collaboration with the Saint Paul Public Works Sewer Division, which is responsible for the operation and maintenance of the levee. When a flood event is anticipated, they prepare the levee closures by installing stop logs and provide inspection and maintenance of the levee during and following a flood event. The sewer division will review and must approve any trail elements that involve the levee flood protection system.

6. Public Services **

Public Services

Wayfinding and interpretive signage

The HISSP regional trail will include wayfinding and interpretive signage. Near the trail junction at Harriet Island, there is an existing information kiosk that will be updated to include maps and other information about the trail and its connections to other City and regional facilities. Other key wayfinding signage locations will be identified during the detail design process but initially these locations will be considered most significant;

- Harriet Island at Water Street and Plato
- Plato Blvd. and Ohio street connection to Cherokee Trail
- Plato Blvd. at Wabasha
- Plato Blvd. at Robert St.
- Plato Blvd. at Airport Road
- Airport Rd. at Eaton St.
- Bridge/connection at Kaposia Landing Park - S. St. Paul.

See Appendix A1 for map of overall trail system and connections of note.

Trail users will also be guided by ‘trail blazer’ signage through the length of the trail to help keep them apprised of their location. Use of this system will also help in understanding the trail’s multiple identities; part of city, regional, state and National (MRT) trail systems. St. Paul Parks & Recreation will utilize its a comprehensive signage type plan that will be the foundation for a final project signage plan that will be detailed in the final detailed signage plan. See Appendix A17-A18

Interpretive signs

Opportunities for interpretation are present at multiple locations along the trail and will be evaluated and selected during design project development. Possibilities include:

- C.O.E. flood control levee interpretation.
- National Park Service MNRRA
- Airport History / Operations,
- Wetland - Natural History - River Ecology
- Existing and historic river related industrial activities
- Railroad history
- St. Paul West Side History

Potable water availability

Currently, there is drinking water available at Harriet Island and at Kaposia Landing Park. A water service main is in close proximity near the intersection of Airport Road and Eaton St. so providing an additional drinking fountain along the trail would be a relatively simple installation. This part of the trail would benefit from a drinking fountain and is the most likely location for this feature however decisions about the final location will depend upon multiple factors.



St. Paul Standard Wayfinding Kiosk



Interpretive Signage Panel

7. Operations

All regional trails within St. Paul are included in the park operations maintenance budget. This includes annual assessment of the trail conditions and repair and renovation of the trail components as needed. The completed Harriet Island to South St. Paul Regional Trail will be included in the normal operations and maintenance cycle funded in part with Regional Park maintenance funds.

SNOW PLOWING

Parks maintenance departments will add this trail to the list of other regional bicycle and pedestrian trails that are routinely plowed. As a component in the City and County’s non-motorized transportation planning, snow plowing would be performed as needed following measurable snow falls.



Trail maintenance will include snow plowing.

MOWING AND TREE CARE

Mowing adjacent turf areas will be done routinely along with other landscape maintenance activities including tree pruning. Native planting areas will be maintained using the most current accepted, sustainable practices. In areas where it is feasible, there will be periodic burning of native grass plantings to reduce the presence of invasive plant species.

SAFETY AND SECURITY

The City of Saint Paul will operate and maintain the 3.2 miles of trail within their jurisdiction. South St. Paul and Dakota County ordinances and parks and recreation rules and regulations for operation and maintenance will apply to the trail within those jurisdictions. Due to the trail’s proximity to the Holman Field Airport, additional security measures will be incorporated into the as needed to meet Metropolitan Airport Commission and Homeland security requirements.



Saint Paul and South St. Paul are both staffed and equipped to maintain the trail.

MAINTENANCE COSTS *

Estimated Trail Maintenance Costs		
Task	St. Paul Segments Annual Cost	Dakota Co. Segment Annual Cost
Plow Snow (<5", 2 passes)	\$ 4,248	\$ 350
Broom- Winter (2 passes)	\$ 2,602	\$ 350
Sand/Salt paths.	\$ 969	\$ 350
Mow Grass 6' both sides	\$ 2,664	\$ 40
Broom Summer (2 passes)	\$ 1,301	\$ 344
Pick Litter.	\$ 1,815	\$ 258
Empty trash	\$ 3,132	\$ 446
Brush Back	\$ 612	\$ 87
Annual Cost	\$ 17,342	\$ 2,225
Patching	\$ 1,695	\$ 241
Mill and Overlay q, 15-20 yrs.	\$ 12,275	\$ 5,600

8. *Citizen Participation* **

Great River Passage Planning.

St. Paul has adopted a comprehensive Master Plan known as the *Great River Passage* for all 17 miles of riverfront parks and trails within the Mississippi River Corridor. A number of open public planning charettes were held and a public task force was selected to represent planning districts throughout the City. One chapter of the Great River Passage Master Plan, is dedicated to improving and implementing better connectivity to the river with improvements suggested for existing and proposed trails. (See appendix A4-A10 for a summary of completed and future public process) The Harriet Island to South St. Paul Regional Trail Connection was presented at task force meetings specifically addressing the trail system and it was overwhelmingly supported as an important connection by task force members and from community members at large. With this demonstrated community understanding and support, it is clear that completing the trail connection strengthens both recreational and commuter transportation options into and within the St. Paul and Dakota County park trail systems.

South St. Paul / Dakota County

Meetings with planners in Dakota County and South St. Paul have lead to important collaborative efforts toward the completion of this trail. It is mutually understood by Saint Paul, South Saint Paul and Dakota County that a bicycle and pedestrian connection between these municipalities will augment the recreational facilities found on each end of the trail. In addition, it will provide a much needed off road non-motorized transportation route that connects multiple neighborhoods. Saint Paul, South Saint Paul and Dakota County will continue to work together and make use of synergies realized with a multi-jurisdictional project. The completed trail, as a component of the MRT, will take on greater significance than a simple connecting trail between two cities. It will provide a regional and national draw that highlights the Mississippi River in addition to these two neighboring cities.

9. *Public Awareness*

National Park Service, Great River Passage

This proposed regional trail will benefit from its location within the boundaries of MNRRA. In addition to the prestige garnered with this status, it includes the nation wide marketing efforts that are part of a NPS designation. In addition, the implementation of Saint Paul's Great River Passage plan will include substantial marketing efforts including web site information to promote the Passage as a regional destination. The trail



Miss. River Trail Inc. / MnDOT

The Miss. River Trail continues to expand and efforts are ongoing to complete and improve the entire length of the trail, including the efforts strong support from MnDOT. This includes strengthened support of MRT improvement projects and the efforts to publicize the trail and market the trail as a tourist destination with MnDOT's June 2011 Publication of the Mississippi River Trail Bikeway Marketing Toolbox. A 'marketing toolbox to provide potential MRT marketers with the tools and information they need to promote the trail.'

City of Saint Paul & Dakota County

As part of these agencies' park and trail systems, the Harriet Is. South St. Paul Regional trail will gain public awareness via Web page information on this trail and trails and park connections. Following a project Grand Opening celebration, the trail will be promoted through print brochures Web sites and other trail related publications available at park facilities, as part of St. Paul's efforts to be the 'Most Livable City in America'.

10. Accessibility



All park facilities will be developed in accordance with the Americans with Disabilities Act (ADA). Other local guidelines, such as the DNR's Trail Planning, Design and Development resource book, and the MnDOT Bicycle Facility Design Manual will be used when developing accessible bicycle and pedestrian facilities including trail surfaces, the street crossings and the bridge connection in South Saint Paul.

11. Natural Resources



Existing Conditions

The trail alignment proposed makes use of developed land where there are no documented ecologically sensitive areas. One exception to this is where the trail will traverse an existing wetland located between the airport and an industrial steel scrap recycling area. Prior to any development, the area will be reviewed for the presence of any endangered or threatened plant or animal species. Because of its close proximity to the airport flight paths, this will be an area where ecological connectivity needs to be carefully considered and enhanced only if can be done without increasing potential wildlife - air traffic conflicts. See Appendix; Surrounding Land Cover, Regional Wetland Areas Maps.

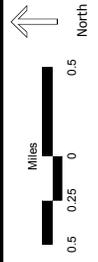
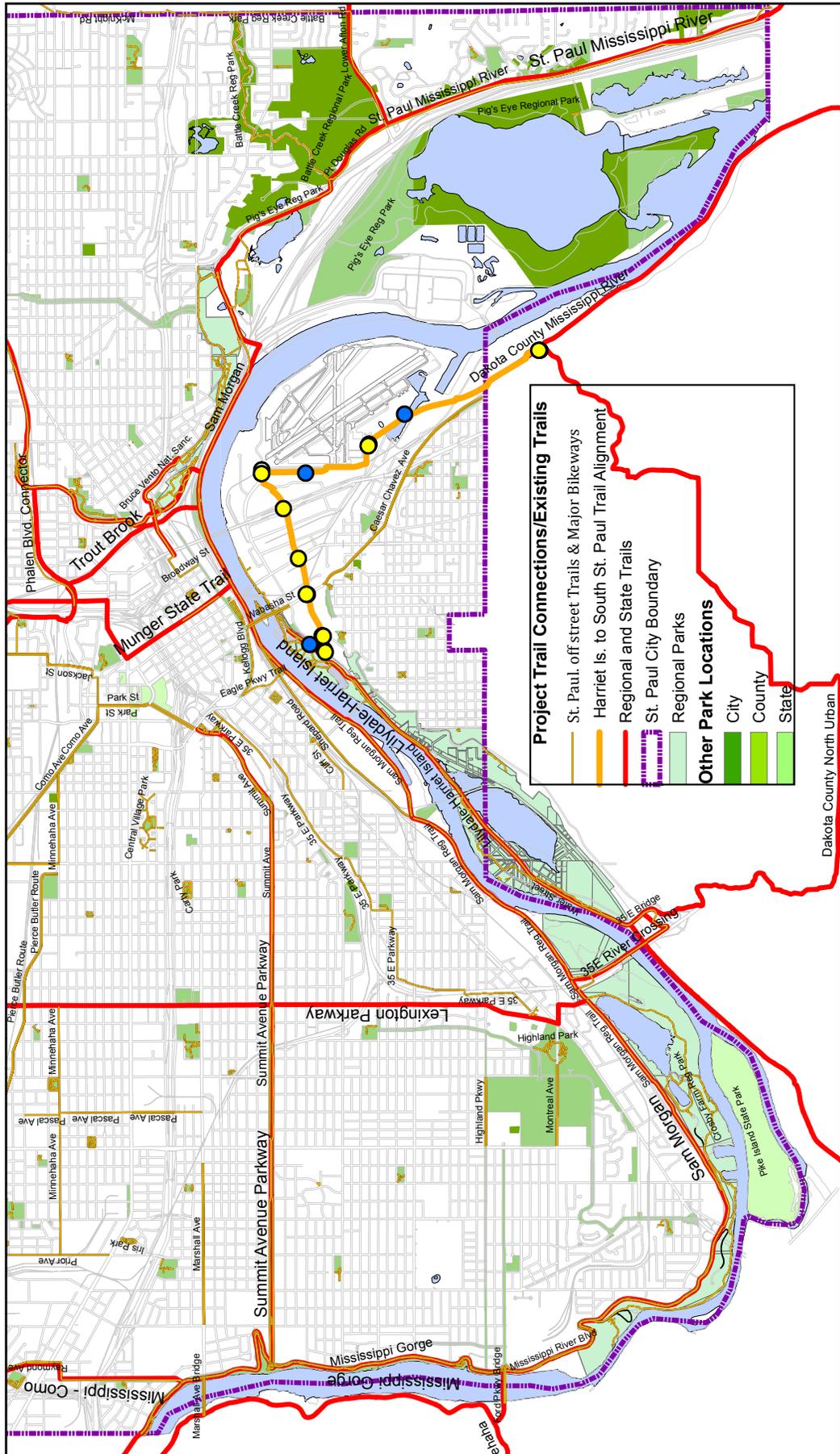
Proposed Natural Resources Plan. **

It is expected that water quality improvement measures can be incorporated in the vicinity of the wetlands as well as at other locations along the length of the trail. Landscaping will utilize sustainable practices to minimize any energy intensive maintenance operations. Use of native, drought tolerant turf grasses, trees and shrubs will be used to improve the existing wildlife habitat in areas where this is appropriate. Some areas near the airport may have to minimize rather than enhance bird habitat since the presence of birds can create safety conflicts with airport operations.

The majority of the proposed trail right of way is either existing developed right of way or it is otherwise disturbed by long-standing infrastructure development. Natural Resources mapping indicates no significant natural areas will be disturbed by this trail development. There is a wetland area adjacent to the airport that will be left undisturbed following construction of a boardwalk that will carry the trail over a short section of the wetland. As discussed in the development plans on page 21, wetland disruptions, both temporary during construction and those considered to be permanent will comply with existing rules and regulations including any mitigation. Mitigation efforts will be incorporated into the final construction plan documents. The trail alignment from the Saint Paul /South Saint Paul boundary into St. Paul will again follow land previously used for industrial access roads. Within the narrow confines of the trail corridor, the opportunities for significant habitat restoration, improvements or enhancement of existing wildlife corridors will be very limited. Even given this limitation, the possibilities will be explored and where it is feasible will be included within the scope of the trail design and construction.

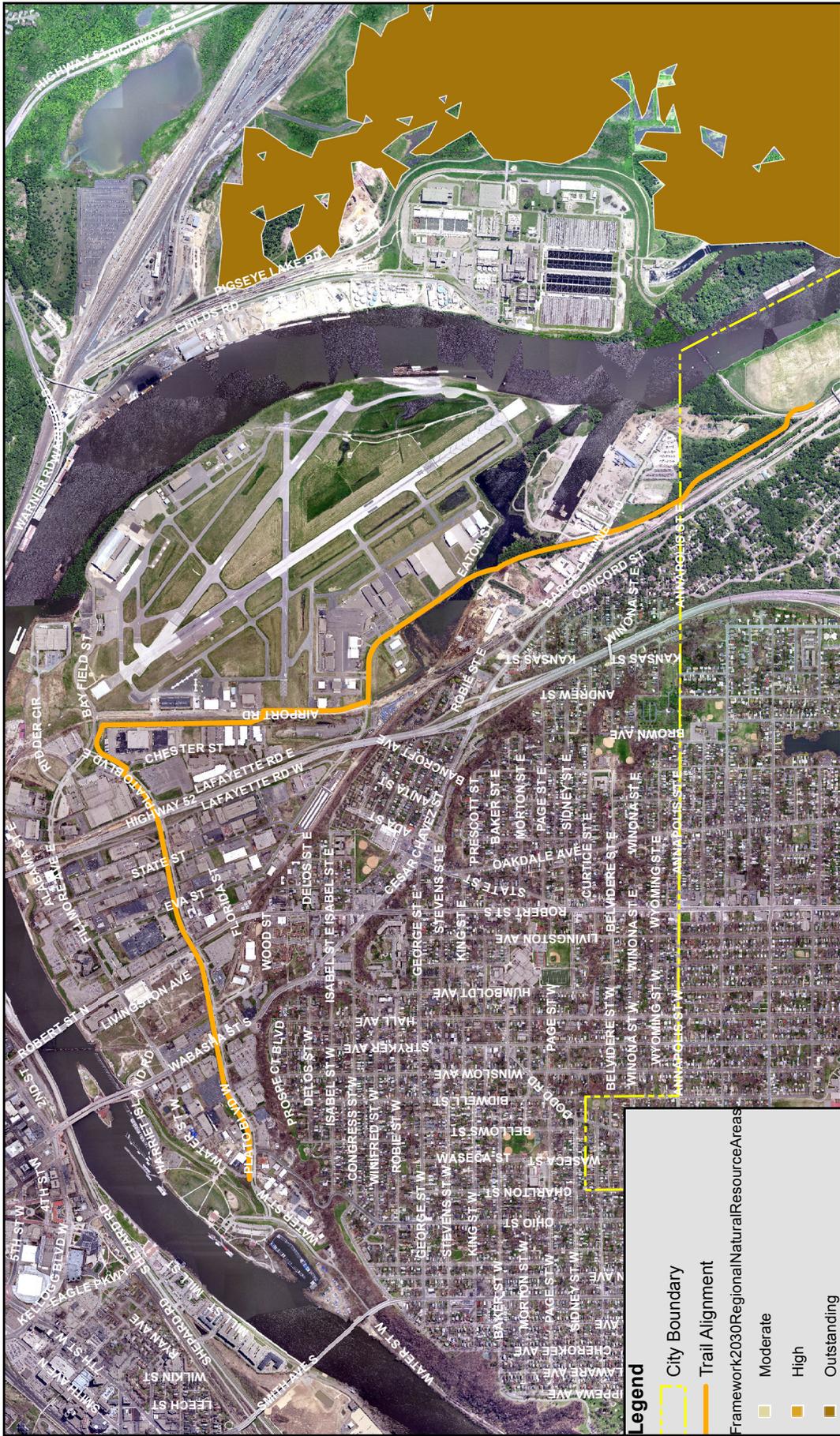
Appendix

Appendix A1.....	Trail Project Context Map / Existing Trails **
Appendix A2.....	Trail alignment map with adjacent land cover
Appendix A3.....	Trail alignment/proximity to wetland resources
Appendix A4-A10.....	Public Participation planning process **
Appendix A11-A14.....	Letters of Support
	MnDOT / Dakota County
	St. Paul Port Authority
	City of South Saint. Paul
	M.A.C
Appendix A15-A16.....	Dakota County
	Resolution of Support for Master Plan.
	South St. Paul
	Resolution of Support for Master Plan.
Appendix A17-A18.....	Signage Plan Summary and examples.**

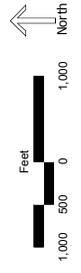
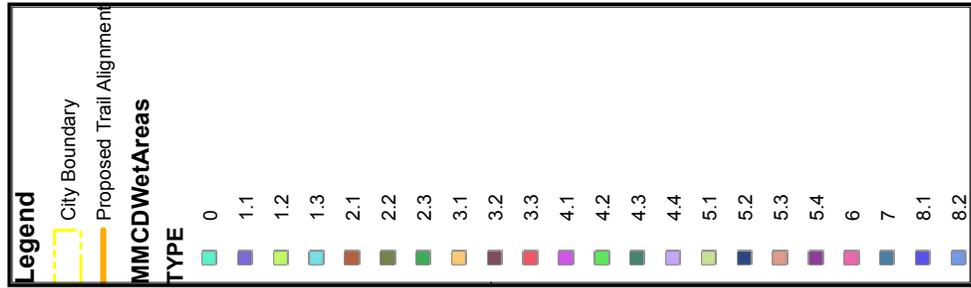
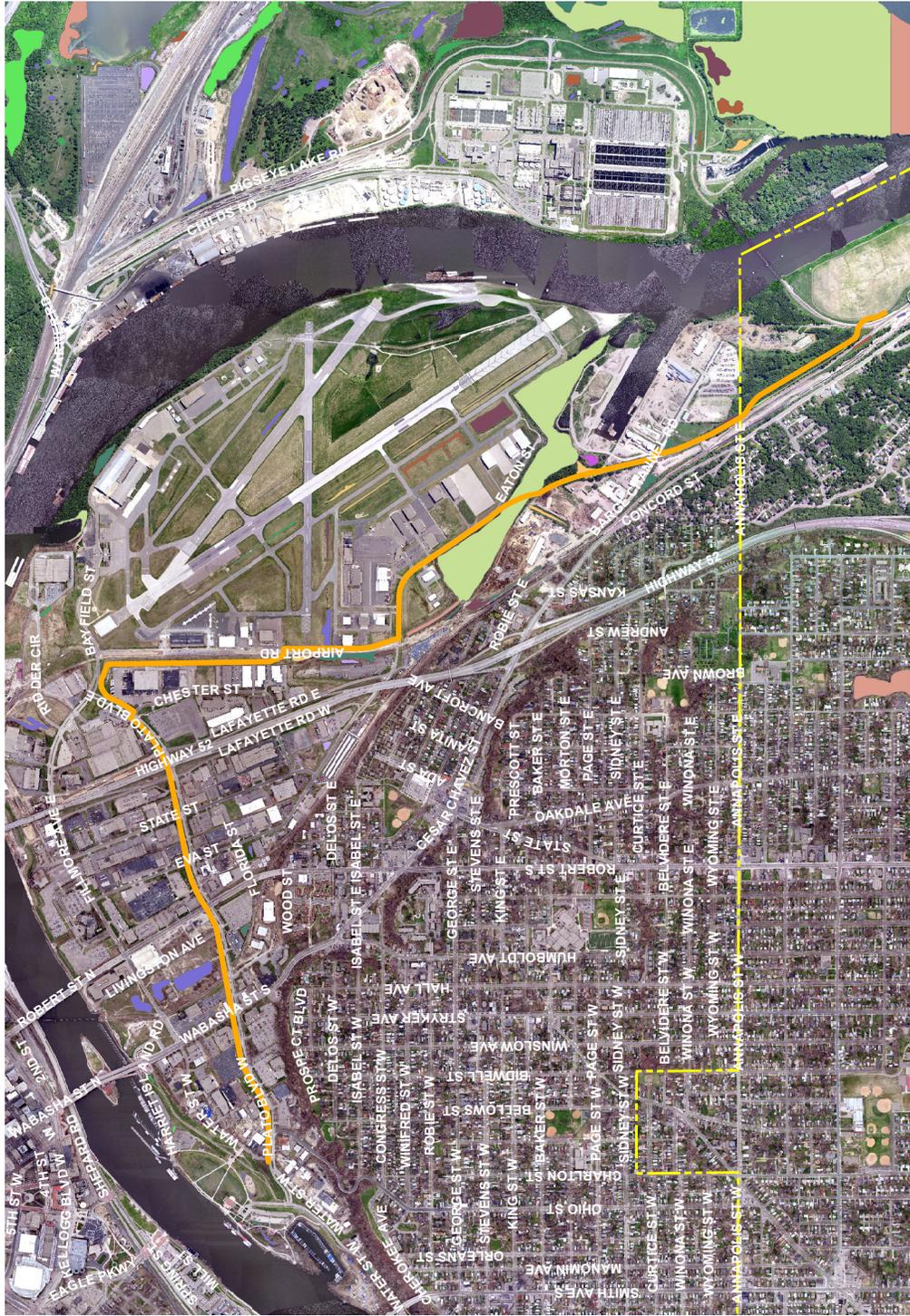


City of Saint Paul
 Department of Parks & Recreation
 Design Section

Harriet Island to South St. Paul Trail & Existing Trail Systems.
Project Trail Connections to Existing Bike-Ped Facilities
 Wayfinding Signage Locations ●
 Interpretive Signage Locations ●



Harriet Island to South St. Paul Regional Trail Master Plan
 Trail Proximity to Quality Regional Natural Resource Areas.



Harriet Island to South St. Paul Regional Trail Master Plan
Trail Proximity to Regional Wetland Areas.

2.3 Planning Process and Key Partners

GOALS, OBJECTIVES, & STRATEGIES

The year-long planning process, led by the City of Saint Paul Parks and Recreation Department, was guided by a Steering Committee consisting of City department leaders and the Riverfront Corporation. A Community Task Force, that included community leaders, public agencies and key interest groups, guided the development of master plan recommendations through a series of focused work sessions.

Stakeholders and the general public participated in public meetings and community design forums, held to discuss the issues and opportunities of interest to the wide variety of communities within the City.



Public meetings were focused on issues and opportunities



The Community Task Force developed solutions and priorities



Community Design Forums facilitated the generation of ideas

The Planning Process

A wide range of public and private planning partners participated in developing the Great River Passage Master Plan, which by its comprehensive nature, required broad community participation and development of approaches that can be implemented over a long period of time.

Beginning in May, 2010, the City launched a year-long collaborative planning process, inviting the participation of City departments, special districts, national park, state and county agencies, civic and environmental organizations, community leaders and key stakeholders.

The Saint Paul Parks and Recreation Department created a Steering Committee comprised of representatives of key City departments and the Saint Paul Riverfront Corporation. A Leadership Group of directors from each department represented on the Steering Committee monitored the planning process.

The Community Task Force and the Technical Resource Group included more than 60 community leaders, representing business and property owners, neighborhood organizations, public and nonprofit agencies, council and special districts, and environment and arts organizations. The Community Task Force met regularly to work with the Steering Committee and the consultant team to review proposals and develop recommendations.

The first step in the community outreach process was conducting a Cultural/Audit®, which consisted of on site interviews with a variety of community residents and visitors to the riverfront. The Cultural/Audit® outreach identified people that would not normally attend public meetings, especially those with diverse ethnic backgrounds. The results of the Cultural/Audit® can be found at the following website link: www.greatriverpassage.org.

In August, 2010 more than 300 people attended the first of many public meetings and workshops. At the plan rollout in June, 2011, over 1,000 people celebrated its completion. Before each public meeting, the Steering Committee and the Community Task Force provided feedback on plan recommendations to ensure that they accurately represented the input of the community and its constituents.

The consultant team facilitated a series of community design forums, hosted by the Parks and Recreation Department, that encouraged open discussion of key issues and opportunities with stakeholders and to explore the breadth of ideas for potential river corridor projects. The forums covered a broad range of topics, including water quality and stream restoration, public art, outdoor recreation, development and redevelopment, and access to parks and to the river.

The project team organized a series of focus group meetings with representatives of environmental organizations, local watershed districts, river oriented industries, recreation and adventure sports organizations, artists and experts in specific fields, to brainstorm opportunities and critique plan proposals. City representatives and the consultant team met at key points in the planning process with individual stakeholders, community members, and agency officials to discuss and further develop issues and opportunities. Meeting notes and public comments are included in the Appendix.



Key Issues by Reach

GORGE

- An existing neighborhood street grid provides multiple travel options to access Mississippi River Blvd and trail.
- Completing proposed bicycle improvements on Marshall Ave and Highland Parkway will create three designated east/west bicycling corridors: BNSF, SoC, and the Midtown Greenway—Saint Paul Extension will provide an off-road alternative and additional crossing of the Mississippi River into Minneapolis.

VALLEY

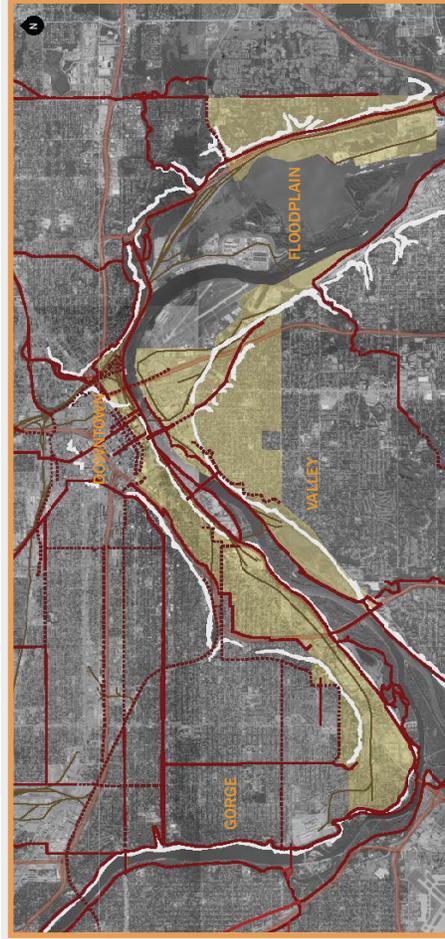
- Land use, topography and traffic combine to cut off this section of the river corridor and Sam Morgan Regional Trail from neighborhoods north of W. Seventh Street.
- Two streets create barriers to connectivity: Shepard Road has moderate traffic volumes and high speeds, while Seventh Street has lower traffic volumes and lower speeds.
- Land use, setbacks and building orientation add to the auto-dominated feel of Shepard Road.
- Existing pedestrian crossings lack visibility and connecting street corridors have poor quality walking environments.
- Designated bicycling connections need to be made up to Edgumbe and Jefferson Ave to connect into the citywide bicycle system.

DOWNTOWN

- The combination of topography, railroads, parking lots and roadways severely limits access from Downtown Saint Paul to the river corridor.
- New pedestrian infrastructure and wayfinding is desired to help bridge the distance and make more direct connections from Downtown.
- Existing bridges provide access across the river, but often do not connect down to facilities along the river.
- With multi-agency coordination, new roadway and transit infrastructure projects offer opportunities to make new non-motorized connections.
- Existing and proposed trail alignments offer limited access routes to the river, topography and limited access routes create a buffer to neighborhoods from lands comprising the Great River Park.
- The West Side neighborhood also lacks a connection to the southeast to access both the river and the Dakota County greenway system.

FLOODPLAIN

- Highway 10161 and multiple railroad lines create a significant barrier for residents living on the western edge of Saint Paul to access the Great River Park.
- Access to and around Pigs Eye Lake is limited.
- Suburban and rural development patterns further lengthen trip distances for persons on foot or bike.



bicycling and walking access to the Great River Park corridor needs to focus on enhancing urban environments and overcoming barriers in strategic locations

- Bicycle/Trail System**
- Existing trails, routes, shoulders, bike lanes
 - Priority projects for implementation
 - Areas with critical gaps in system
- Major Barriers**
- Railroads
 - Principal arterials
 - Urban topography

Opportunities for becoming... More Connected

Focus on Completing Saint Paul's Bicycle Network

- >> From an integrated bicycling system by seamlessly connecting off-road trails and on-street bicycle facilities.
- >> Complete key **missing links**. Disconnected individual projects do not provide network travel options. Focus on linking river trails with existing bikeways and corridors slated for short-term implementation.
- >> Prioritize segments that will complete primary bicycling corridors **at least 2.5 miles long** – which is the national average bicycle trip length. Secondary corridors and neighborhood connections can be added over time to create a finer grain to the network.
- >> Implement bicycling improvements as part of multimodal, **complete streets** projects.

Enhance Saint Paul's Pedestrian Environments

- >> Implement key projects to **overcome barriers**. Prioritize big ticket items such as stairs, bridges, walkways and/or elevators in select locations to shorten trip distances.
- >> **Plant street trees** and add pedestrian supportive landscaping to enhance the urban environment and separate sidewalks from vehicular traffic. The presence of green streets will help extend the Great River Park into the community.
- >> Implement **widened sidewalks** within select multimodal corridors in conjunction with implementing bicycle accommodations.
- >> **Slow traffic** to move at speeds appropriate for urban settings where pedestrians are present.
- >> Create neighborhood gateways and enhance **pedestrian crossings** of major streets.

Link Non-Motorized Modes with Transit

- >> Holistically address **land use** and urban form to create pedestrian-supportive transit corridors.
- >> Prioritize multimodal improvements within corridors that connect to **LRT stations**.
- >> Enhance routes and use **wayfinding** to direct bicyclists and pedestrians to the river corridor from transit stops.
- >> Examine the potential for transit circulators and water taxis to serve **riverfront destinations**.

Preserve Vehicular Access and Circulation

- >> Accommodate **vehicular flow** – but at appropriate speeds – throughout the study area. Pedestrian-friendly environments can exist along corridors carrying large numbers of automobiles at moderate to slow speeds.
- >> Enhance the city's parkways and implement the vision for the **Grand Round** parkway system.
- >> Enhance circulation and access for all modes by extending streets to create a **smaller street grid** where possible.
- >> Provide adequate **parking** at trailheads and overlook areas while preserving natural environments.
- >> Explore options for **green infrastructure** leading to the Great River Passage.



Bring Downtown and the West Side to the river's edge.

A continuous publicly accessible edge, on both sides of the river, will be established as part of the anticipated redevelopment of key downtown and West Side properties. Each edge of the river will have a distinctly different character that reinforces the identity of each district, and is supported by complementary mixed-use development. Connections between the river, adjacent neighborhoods and business districts will provide a variety of options for walking, jogging and bicycling circuits along the riverfront.

Enhance Harriet Island Regional Park, Kellogg, Upper and Lower Landing parks as destinations for regional and neighborhood recreation and leisure.

Expanding youth-oriented recreation and leisure attractions at Harriet Island will activate the park daily and year-round, while providing much needed regional recreation facilities.

Kellogg Park will be programmed to encourage greater lunch time and early evening activities that take advantage of its dramatic views of the River.

Lower Landing Park will be enhanced to meet the needs of a growing Lower town neighborhood. A signature bridge connection, linking Bruce Vento Nature Sanctuary to Lower Landing, will form a gateway into the Downtown from Warner Road and connect regional trails from Trout Brook and Phalen Valley to the river.

Extending the Grand Round into downtown, from Dayton's Bluff, along 4th Street to Kellogg Boulevard, by improving streetscape and signage, will allow this iconic and historic feature to be more connected, visible and integrated into the City's Park

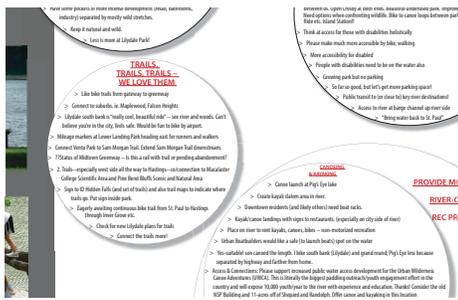


Saint Paul's urban riverfront is an important hub for both commercial and recreational boating.

The river's edge must balance commerce, transportation and redevelopment with recreation and open space.

The river's edge is always a popular gathering place.

Major bridge crossings are an essential part of the City's identity.



Great River Passage Community Engagement Plan.

Great River Passage Master (GRP) plan city wide community engagement process began in August 2010 and continuing until the plan's final adoption by the St. Paul City Council in April of 2013. The Community Participation Plan for the GRP was grounded on two key principles; Outreach and community involvement. Community participation included a 'cultural audit', a project website that provided an additional means to introduce plan comments, a community task force and technical advisory group, district councils, newspapers, library displays, listserves, outreach to under-served communities.

The Harriet Is. to South St. Paul trail project was specifically addressed at community meetings and several comments were noted in the master plan;

October 14, 2010 Design Forum *City Wide*

There were many comments supporting trail connections in general and several specifically mentioned the HISSP trail;

'Can the bike trail go along the river by the airport? How Can West Side Residents Connect?'

'...sidewalks on Plato Blvd. west to Harriet Island Park'

'Love connections of Dakota County Greenways to West Side of the River'

'Connect Kaposia, Dodge Nature Center and River with Bike Trails and habitat.-Great Idea!'

'Important that Holman Field doesn't prevent river access.'

November 9, 2010 *Design Forum; Downtown and Floodplain Reach*

'Continue Trail around airport.'

'Connect bike path to Southport at Holman Field.'

'Establish North-South connection to South St. Paul and Inver Grove Heights...'

'Please don't forget to connect the West Side and Downtown St. Paul with the expanding and soon to be completed trail from South St. Paul (Kaposia Landing to Hastings)...'

'Can this be connected to South St. Paul?'

Other comments generally related to bike trail connectivity reinforced the support for off street trails to provide bicycle and pedestrian links.

Access and Connections

- Can you easily and safely get to the river? If not, why?
- Do you drive, bike, or walk there?
- Do you currently use the river trails? If not, why?



Transit



Bike Transit Connection



Water Taxi



Bridges Over Barriers



Urban Trails



Pedestrian Crossings



Leisure Trails



Green Streets



Park Trails

Tell us what you think

Please write down your thoughts on a post-it note and stick it in the white space below.

THIS IS THE TOP ISSUE

- > Transportation hub of downtown—crossroads. That's why the city is where it is.
- > Drive and walk—love it!
- > 1. Yes—in fall, winter and spring. 2. I walk or bike there. 3. Yes many times per week.
- > River access has improved over the years
- > My family regularly bikes and walks along the river (Harriet Island to Fort Snelling and back)
- > 7th key corridor for multi-modes originally Fort to Landing now Airport to downtown and excel energy center

BLUFF TOPS TO RIVERFRONT PEDESTRIAN CONNECTIONS ARE LACKING

- > Need to show existing trail across north side of Mendota Bridge
- > Green stair replacement on west side to connect bluffs to flats
- > Absence of the "Green Stairs" is a major negative access issue.
- > Please replace the green stairs! We used it and miss it!
- > Wabasha/Channel "Green" stairs and Ohio St. Stairs on the west side have been lost and should be replaced
- > Replace green stairs!
- > Preserve and develop the system of pedestrian stairs
- > Give serious attention to replacing system/network of stairs on bluffs—critical part of transportation system
- > Stairs on the Shepard Road side up to the Wabasha bridge—ideally an elevator or spiral ramp for wheelchairs or bikes. Another idea—check out elevator in Salvador, Brazil for idea for ped bridge from lowertown to bluffs.
- > Access (bike and ped) from Smith to riverfront
- > Open up historic views from Cherokee Park to reconnect people with the river
- > Ped connections from West side bluffs needs emphasis—great park to look at from bluff but impossible to walk to

WATER TAXIS WOULD BE A GREAT ADDITION

- > Water taxis would be a wonderful idea
- > Where is the water taxi?
- > Water taxis similar to what Chicago has Harriet Island to Upper Landing
- > Water taxi
- > Water Taxis—yay!! also better bi trail signage as to what's ahead

TRAIL ACCESS ACROSS HWY 61 TO PIGS EYE LAKE IS NEEDED

- > Trail and bridges from Henry Park to Pig's Eye Lake
- > Physical access to Pig's Eye: trailhead at reserve street, then looped trails north of Pig's Eye with trail west side of Hwy 61 and bridge over 61 to staircase south of Mounds Blvd to Warner—closed (exit pavilion and go south) to old fish hatchery
- > Pig's Eye needs a trail out of Battle Creek to bring bikers into Pig's Eye
- > Pig's Eye Lake is a special place that should be accessible.
- > Access from Henry Park out Pig's Eye over Hwy 61—also boardwalk along East side of Lake
- > Barge repair to move SE of airport in process of rebuilding Lafayette Bridge: Access to river off Barge Channel Road? (direct river access from West side neighborhoods to East)
- > Trail around Holman Field
- > Trail at river's edge at Holman Field
- > Access to Pig's Eye Lake from South

CONNECTIONS TO RIVER CORRIDOR FROM DOWNTOWN & NEIGHBORHOODS ARE LACKING

- > Crosswalks at both Jackson and Selby
- > Needs a crosswalk to Harriet Island main entrance (Better connectivity between Ohio & Harriet Island)
- > Create visitor boat parking (short term) and transit shuttle running passengers up to downtown
- > Increase access between Science Museum and river
- > How about a ferry to cross river at Upper Landing
- > Cable tramway from downtown to Harriet Island
- > Standing in Lowertown, you can't even tell there's a river a few blocks away...!
- > Pedestrian bridge from Science Museum or new condos to Harriet Island (like Grant Park in Chicago)
- > Bike trails/raised crossing from Upper Landing to Harriet Island
- > Access from Kellogg is too restricted. It would be great to have more SK, such as Wall St, open to river
- > Walking/biking connections to W's neighborhood
- > Better connections to the river through pedestrian bridges across Shepard and Warner Roads. Today w crosswalks from Lowertown to river.
- > Better trails are needed from P & T Club in Lilydale to Harriet Island
- > Enhance trail access on Warner from Bruce Vento
- > Desire for trail heading SE off Warner Rd closer to river
- > Possibly move RR tracks back into first arch north on Robert Street Bridge
- > Lower town/Broadway connection directly to river—visual and physical
- > Realign Sibley to east and RR tracks for better visual access and physical access

SAFE PEDESTRIAN & BIKE CONNECTIONS ARE NEEDED

- > Check bike crash stats—especially on Ohio
- > Slow cars on Humbolt/Wabasha from George down hill, wide enough for bikes but speeds at crossing are tough
- > Lethal bike trail connections on Warner Road at trainyards! (Marked now as existing trail)
- > Pay attention to bike access points, eg. bike lane access from Jackson to Warner/Shepherd
- > Link bike trail from Cherokee Park to the river
- > Bike trails need connections.
- > Bikes should stay on the trails that are built for them—it is safer.
- > Commuter traffic north of Lexington toward Pierce Butler Road area makes biking tough
- > Pedestrian walks on Lake and Franklin Street bridges need to be safer for children
- > Improve the walking aesthetics of the Robert Street bridge—feels unsafe with no railings between traffic and pedestrians
- > A bridge crossing (foot, car?) between 494 and downtown
- > We need a bridge to connect with Saint Paul to lower alton area. Also will be nice to see biking trail improvement down the Brick Factory.
- > I run along the river 3-5x per week. We need more ped xings on Shepard Rd
- > Need either Lexington and/or Snelling to be improved to go north/south across railroad tracks (traffic calming)
- > Connections! to and from river
- > Access from future LRT stops

NEED BETTER WAYFINDING

- > Signage for all trails like the Grand Rounds in Minneapolis
- > More welcoming entry into trailhead/parking areas...s that journey is also an experience, ie. going to Crosby deserted at street level.
- > Signage to bring attention to the natural features of the
- > Access to downtown from river—signage needed—visit not know where to go.
- > Covington Inn access and signs
- > Gateway signage for Mounds Park (entrances)

Excerpt from Great River Passage Public Comment Summary

Detail Design Community Engagement Plan.

Following the Great River Passage Master plan community engagement process that affirmed the importance of the trail connection and the proposed alignment, the preliminary engineering and design development and detail design process will include a community engagement process that will provide input on the project's detailed design elements. The public engagement process is outlined in the preliminary engineering proposal, Task 2. description excerpted below. Ultimately, the community engagement process will seek wide and diverse participation from both Saint Paul and Dakota County's neighborhoods and project stakeholders.

TASK 2: PUBLIC AND STAKEHOLDER INVOLVEMENT

2.1 Public Involvement Plan: Develop a Public Involvement Plan with input from the City of Saint Paul and Dakota County in coordination with project partners. The jointly developed public engagement plan will help stakeholders understand and reach consensus on the issues, options, and decisions around trail design. The community engagement process for this project begins with the following critical tasks:

- » *Identify Stakeholders.* Working with the PMT, identify the key stakeholders for the project. The result of this effort will define the scope of the public and stakeholder engagement. Key to this discussion will be a collective understanding of how the stakeholders may vary along the trail corridor, by issue, by their "stake", and how they use or intersect with the trail corridor.
- » *Set Engagement Parameters.* Work with the PMT to define the engagement parameters connected to technical issues. Project team members will identify the key issues on which we are and are not seeking stakeholder input/feedback, the formal decision-making processes for this project, and how stakeholder contributions are integrated into the process and products.
- » *Stakeholder Involvement Plan.* Based on the initial discussions, work with the PMT to finalize a comprehensive Public Involvement Plan.
- » *Stakeholder Communications.* Working with project leads, provide information to ensure that stakeholders have the information they need to participate meaningfully throughout the process, as well as information on engagement opportunities and project progress.

2.2 Project Management Team Meetings: Prepare for and attend monthly PMT meetings. These meetings will provide the opportunity for our team and the PMT to work together to establish project goals, discuss project issues, identify design and engineering strategies, strategize outreach efforts, and consider public input. (16 joint meetings)

2.3 Council Meetings: Prepare presentations for meetings with the South St. Paul City Council and the Lilydale City Council. We assume that two meetings will be conducted with each City Council. (County – four meetings)

2.4 Public Meetings: Prepare for and conduct three public open houses in Dakota County and two public open houses in the City of Saint Paul. The open houses will be held at key points during the process to present the purpose and need of the project, identify issues and concerns, solicit input on design concepts and evaluation results, and present design and engineering recommendations. Specific tasks will include the following:

- » Prepare for and conduct Dakota County Public Open House 1. The first County open house will provide the opportunity to inform the public about the project purpose and to solicit input on issues and concerns.
- » Prepare for and conduct Dakota County Public Open House 2 and City of Saint Paul Public Open House 1. These open houses will provide the opportunity to present schematic design concepts and receive feedback.
- » Prepare for and conduct Dakota County Public Open House 3 and City of Saint Paul Public Open House 2. These open houses will provide the opportunity to present project outcomes to the public and receive comments prior to finalization of design development.

(City - two meetings, County - three meetings; City and County to publicize the meetings and mail responses).



2.5 Workshops: Prepare for and conduct project workshops with City and County staff. The workshops will be conducted on an as-needed basis, designed to provide the opportunity for the TKDA Team to collaborate with staff, addressing key project issues and design strategies. (City – one meeting, County – one meeting)

2.6 Private Owner Meetings: Prepare for and attend private property owner meetings. These meetings will provide the opportunity for our team and the PMT to meet with landowners to discuss project goals, issues, and concerns, as well as solicit feedback on trail design recommendations. (County – five meetings)

2.7 Agency Coordination and Meetings: Coordinate and meet with federal, state, regional, and local agencies as needed to move the project forward and as required to meet MnDOT DCP rules. Three agency meetings and five landowner meetings are assumed.

2.8 Railroad Coordination: Coordinate with UPRR and Midwestern Rail Properties. Assist with development of easements and agreements.

2.9 Airport Coordination: Coordinate and meet with MAC representatives regarding issues at the Saint Paul Downtown Airport (Holman field) (City – three meetings).

2.10 Newsletters and Website: Work with the County and City to provide project information and updates regarding trail design, meeting notes, community input, project schedule, contact information, and opportunities for public participation. The website will be updated on a regular basis and could be structured to allow online feedback to supplement feedback from stakeholder meetings and public open houses. Project information will be communicated through newsletters (Dakota County only) and website (Dakota County and City of Saint Paul).

(County – three newsletters, printed and distributed by County; City and County – website)

TASK 2 DELIVERABLES:

- » Public Involvement Plan
- » Meeting agendas and minutes
- » Meeting/workshop presentation materials
- » Graphic displays of project area context and development concepts for public open houses
- » Public comment summary memos
- » Newsletters – 11"x17" folded twice
- » Project information (contacts, purpose, schedule, key milestones, etc.)
- » Online survey tool

TASK 3: SITE REVIEW/DATA COLLECTION

3.1 Data Collection: Compile and review data collected.

3.2 Utility Identification: Conduct a Gopher State One Call design locate. Compile and review the available public and private utility information provided to TKDA. Prepare draft utility tabulation.

3.3 Topographic Survey: Analyze survey provided by the City. Conduct topographic survey in the County segments and augment the City Survey.



Minnesota Department of Transportation

395 John Ireland Boulevard
Saint Paul, MN 55155

August 19, 2011

Mr. Kevin Roggenbuck
Transportation Coordinator
Transportation Advisory Board
Metropolitan Council
390 North Robert St.
St. Paul, MN 55101

**Re: Support for 2015 & 2016 Federal Transportation Enhancement Grant Application:
Saint Paul/Dakota County Commuter Bike Trail**

Dear Mr. Roggenbuck:

This letter of support is to inform and assure you that MnDOT has identified the proposed Saint Paul/Dakota County Regional Trail Connector as an important Metro improvement to the Mississippi River Trail (MRT), a ten-state effort to provide a continuous bicycle route extending from the Mississippi River Headwaters in Minnesota all the way to the Gulf of Mexico in Louisiana.

MRT development adds value to existing roads and trails that follow the river, but may not intuitively be recognized as a continuous route. Both St. Paul and Dakota County have provided key leadership and cooperation during our route planning and signing efforts in the Metro area. Further, they have each continued to develop improvements that enhance this “Masterpiece in the Making.”

Building this proposed off road facility improves both bicycle safety and the Mississippi River experience; two key goals of MnDOT’s efforts to establish the MRT statewide. The majority of the project will take cyclists off Trunk Highway right of way onto trails that are much closer to the Mississippi and connect to existing trails. In addition, the Lilydale segment will allow cyclists appropriate room under a railroad bridge and separate cyclists from road traffic. They currently must share the road within a very narrow opening. Lastly this project is developed in accordance with MnDOT’s Bicycle Modal Plan.

Sincerely,

Director of Context Sensitive Solutions
MnDOT Office of Environmental Stewardship
395 John Ireland Blvd., Mail Stop 686
St. Paul, MN 55155
651-366-3302
scott.bradley@state.mn.us

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Saint Paul, Minnesota
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Fax: 651-223-5198
Toll Free: 800-328-8417
www.sppa.com

July 7, 2011

Mr. Kevin Roggenbuck
Transportation Coordinator
Transportation Advisory Board
Metropolitan Council
390 North Robert Street
St. Paul, MN 55101

**Subject: 2015 and 2016 Federal Transportation Enhancement Grant Application:
Saint Paul/Dakota County Commuter Bike Trail**

Dear Mr. Roggenbuck:

This letter is to inform you that the Saint Paul Port Authority is currently actively working with the City of Saint Paul, the Metropolitan Airports Commission (Holman Field) and other partners to develop a commuter and recreational bike trail between Saint Paul and South St. Paul. The Saint Paul Port Authority is in the process of deeding land and assigning easements to the City of Saint Paul for the Saint Paul/Dakota County trail. The Port is also working with the City to address safety and security issues related to the trail through our South Port Industrial Park.

If you have any questions, please contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Louis F. Jambois".

Louis F. Jambois, President
Saint Paul Port Authority
1900 Landmark Towers
345 St. Peter Street
Saint Paul, Minnesota 55102
651.204.6233

55814.v



City of South St. Paul

Office of Parks and Recreation

August 11, 2011

Transportation Advisory Board
Attn: Kevin Roggenbuck
390 N. Robert Street
St. Paul, MN 55101

RE: Transportation Enhancement Program Grant Application

Dear Mr. Roggenbuck,

On behalf of the City of South St. Paul, I wish to convey our support for the Dakota County and City of St. Paul Surface Transportation Program (STP) Grant Application for the Mississippi River Trail connecting South St. Paul to St. Paul, administered through the Metropolitan Council Transportation Advisory Board.

South St. Paul supports this project recognizing the importance of this connection to the transportation and recreation for this region. Many of our residents already enjoy the opportunities provided by safe, off-street trail use. This connection will provide the missing link to downtown St. Paul, Ramsey County, and beyond for both commuters and leisure users. We applaud and support this project funding application knowing its significance and scope falls well within the criteria established for successful funding.

If you have any questions, please do not hesitate to contact me at 651.306.3692 or chris.esser@southstpaul.org. Thank you for your consideration.

Respectfully,

Chris Esser
Director of Parks and Recreation

Cc: Honorable Mayor Beth Baumann

METROPOLITAN AIRPORTS COMMISSION

Minneapolis-Saint Paul International Airport

6040 - 28th Avenue South • Minneapolis, MN 55450-2799

Phone (612) 726-8100



August 4, 2011

Mr. Kevin Roggenbuck
Transportation Coordinator
Transportation Advisory Board
Metropolitan Council
390 North Robert St.
St. Paul, MN 55101

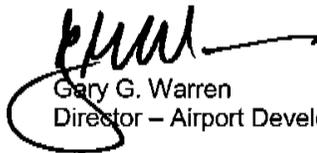
Dear Mr. Roggenbuck:

This letter is to indicate our willingness to support your 2015/2016 Federal Transportation Enhancement Grant Application for a St. Paul/Dakota County Commuter Bike Trail project connecting the Harriet Island/Lilydale Regional Park Trail to the South St. Paul's Port Crosby Park and Recreation Area, providing the final design route alignment will not impact aviation safety, operations or security at the St. Paul Downtown Airport (Holman Field) and the project is found acceptable to the Federal Aviation Administration.

MAC is very interested to continue to work with community members and organizations such as the City of St. Paul, the St. Paul Port Authority and the River Front Corporation, as we have in the past on other issues, to identify a compatible trail route for bike and pedestrian passage. We look forward to working with you towards accomplishing these goals.

Please contact Patrick Mosites at (612) 713-7499 or via e-mail at pat.mosites@mspm.com if you have any questions.

Sincerely,



Gary G. Warren
Director – Airport Development

ggw

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www.mspairport.com

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**BOARD OF COUNTY COMMISSIONERS
DAKOTA COUNTY, MINNESOTA**

July 30, 2013

Resolution No. 13-381

Motion by Commissioner Krause

Second by Commissioner Slavik

Support For Harriet Island To South St. Paul Regional Trail Master Plan

WHEREAS, the City of St. Paul has prepared a master plan for the Harriet Island to South St. Paul Regional Trail, a segment of the Mississippi River Regional Trail; and

WHEREAS, the Harriet Island to South St. Paul Regional Trail Master Plan is consistent with the Dakota County Park System Plan adopted in 2008; and

WHEREAS, the master plan addresses one of the remaining gaps along the Mississippi River Regional Trail and completes the trail connection between St. Paul and Dakota County; and

WHEREAS, when completed, the trail will be a public transportation and recreation corridor connecting:

- Lilydale Regional Park
- Harriet Island Regional Park
- Big Rivers Regional Trail
- North Urban Regional Trail
- St. Paul's West Side District
- St. Paul Downtown Airport
- Concord Boulevard area
- Kaposia Landing; and

WHEREAS, in 2011, Dakota County and the City of St. Paul applied for and received a \$5.5 million Federal Surface Transportation Program (STP) grant for the regional trail between Harriet Island Regional Park and Kaposia Landing; and

WHEREAS, the completion of the Harriet Island to South St. Paul Regional Trail Master Plan will make the trail eligible for Metropolitan Council Park and Open Space funding that can be used as the local match for the federal grant funds.

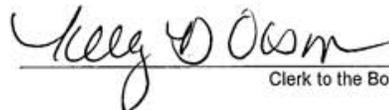
NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby supports the Harriet Island to South St. Paul Regional Trail Master Plan connecting the Mississippi River Regional Trail in Dakota County to Harriet Island Regional Park, as presented to the Physical Development Committee on July 16, 2013.

STATE OF MINNESOTA
County of Dakota

	YES		NO
Slavik	<u> X </u>	Slavik	<u> </u>
Gaylord	<u> X </u>	Gaylord	<u> </u>
Egan	<u> X </u>	Egan	<u> </u>
Schouweiler	<u> X </u>	Schouweiler	<u> </u>
Workman	<u> X </u>	Workman	<u> </u>
Krause	<u> X </u>	Krause	<u> </u>
Gerlach	<u> X </u>	Gerlach	<u> </u>

I, Kelly Olson, Clerk to the Board of the County of Dakota, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Dakota County, Minnesota, at their session held on the 30th day of July, 2013, now on file in the County Administration Department, and have found the same to be a true and correct copy thereof.

Witness my hand and official seal of Dakota County this 2nd day of August, 2013.



 Clerk to the Board

City of South St. Paul
Dakota County, Minnesota

RESOLUTION NO. 2013-113

**RESOLUTION SUPPORTING THE HARRIET ISLAND TO SOUTH ST. PAUL
REGIONAL TRAIL MASTER PLAN**

WHEREAS, the City of St. Paul has prepared a master plan for the Harriet Island to South St. Paul Regional Trail, a segment of the Mississippi River Regional Trail; and

WHEREAS, the Harriet Island to South St. Paul Regional Trail Master Plan is consistent with the Dakota County Park System Plan adopted in 2008; and

WHEREAS, the Master Plan addresses one of the remaining gaps along the Mississippi River Trail and completes the trail connection between St. Paul at Harriet Island and South St. Paul at Kaposia Landing; and

WHEREAS, when completed, the trail will be a public transportation and recreation corridor connecting:

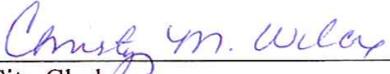
- Lilydale Regional Park
- Harriet Island Regional Park
- Big Rivers Regional Trail
- North Urban Regional Trail
- St. Paul's West Side District
- St. Paul Downtown Airport
- Concord Boulevard area
- Kaposia Landing; and

WHEREAS, In 2011, Dakota County and the City of St. Paul with the support of the City of South St. Paul applied for and received a \$5.5 million Federal Surface Transportation Program (STP) grant for the regional trail between Harriet Island Regional Park and Kaposia Landing; and

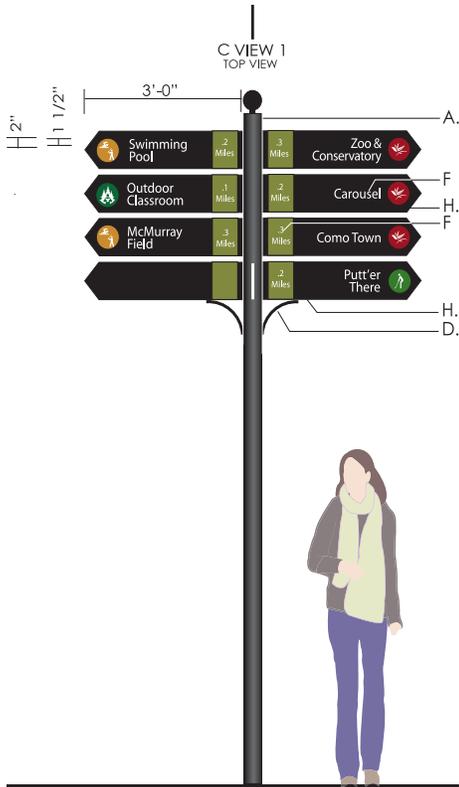
WHEREAS, The completion of the Harriet Island to South St. Paul Regional Trail Master Plan will make the trail eligible for Metropolitan Council Park and Open Space funding that can be used as the local match for the federal grant funds;

NOW, THEREFORE, BE IT RESOLVED, that the City of South St. Paul adopts a Resolution of support for the Harriet Island to South St. Paul Regional Trail Master Plan connecting the Mississippi River Regional Trail in Dakota County to Harriet Island Regional Park.

Adopted this 15th day of July, 2013.



City Clerk



Wayfinding Signage- St. Paul Standard

Signage Plan.

Included in the preliminary engineering and final detailed design of the trail, a wayfinding signage plan will be developed specific to the trail project. The signage plan will incorporate elements of the City of St. Paul’s existing standard signage details, required elements of the Manual of Uniform Traffic Control Devices (MUTCD) and other signage as required by the respective railroad owners (Union Pacific) for the trail’s RR crossings. Dakota County may include specific visual ‘branding’ elements to the signage that is within their jurisdiction.

By adhering to established standards, the signage can readily be consistent with visual identity elements within each local jurisdiction yet provide the functional aspects of signage that trail users can rely on for safety assurance wayfinding assistance.

During detailed design, signage locations will be specified in the plans and dictated by context and proximity. Street and rail crossings will require both safety and directional wayfinding elements that will be prescribed and reviewed by the railroad owners and during the public/community review process. The final signage plan will be completed following the preliminary engineering and final engineering has confirmed the trail alignment and a community review process will help refine the selection of interpretive elements and the signage/panels for providing that information.

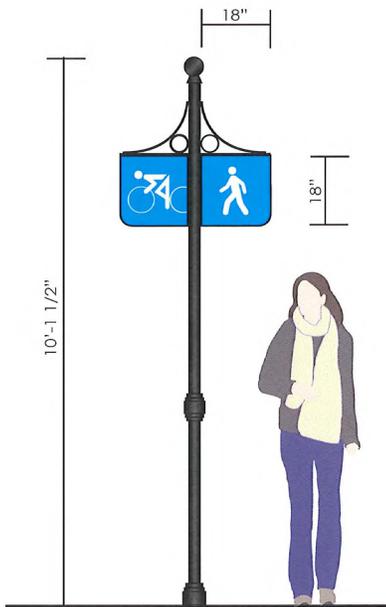


In place wayfinding trail sign.

Signage Type and Cost Summary.



Sign Type	Likely locations	Cost/sign
Kiosk/Wayfinding Maps	Harriet Island Trailhead *Map only	\$800
	Kaposia Landing Park	\$20,000
Wayfinding Directional Sign	Trail and Street junctions	\$4,600
Interpretive panels	Trailheads *Panel in Kiosk	\$3,030
	Freestanding at noteworthy locations	\$3,030
Safety signage	Dictated by MUTCD / RR mandates.	Varies.



Saint Paul's trail use designation sign.



Existing Trail Signage graphics.

