



CITY OF SAINT PAUL
Melvin Carter, Mayor

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TRANSPORTATION COMMITTEE OF THE PLANNING COMMISSION

Monday, September 24, 2018, 4:30 p.m. – 6:00 p.m.
*All meetings are held in the City Hall Annex 13th floor
Conference room at 25 West 4th Street in Saint Paul*

1. 4th Street Market District Resolution – Bill Dermody (PED) 10 minutes
2. Lower Landing Park Master Plan – Bianca Paz (Parks & Recreation) 15 minutes
3. Indian Mounds Regional Park Trail Reconstruction – Brett Hussong (Parks & Rec) 20 minutes
4. Rondo Safe Routes to School Plans – Fay Simer (Public Works) 30 minutes

Upcoming Transportation Committee Meetings

- October 8
- October 22

Meetings are open to the public. The Chair may allow five minutes for informal public comment (from non-committee members) at the beginning of each agenda as needed. Additional time may be allocated for comments or further discussion at the discretion of the Chair. Meetings will be cancelled if there is not a quorum expected, or if there are no agenda items. For additional information on the Transportation Committee of the Planning Commission, please visit our website at bit.ly/StPaulTC or contact Bill Dermody at Bill.Dermody@ci.stpaul.mn.us or 651-266-6617.

city of saint paul
transportation committee resolution
date _____

Resolution Regarding 4th Street Market District

WHEREAS, 4th Street in downtown Saint Paul is a connector of major destinations, such as the RiverCentre/Xcel Energy Center/Roy Wilkins Auditorium, the Ordway, Rice Park, City Hall/Ramsey County Courthouse, the Green Line Central Station, the Minnesota Museum of American Art, Union Depot, and the Farmers Market, as well as many businesses and residences in between; and

WHEREAS, 4th Street is currently not a consistently inviting pedestrian and bicycle environment along its entire stretch, but possesses great opportunity in that regard; and

WHEREAS, the 4th Street Market District is a concept conceived and initiated by a group of business and property owners along 4th Street in downtown Saint Paul; and

WHEREAS, an initial report titled *4th Street Market District: Connections, Retail and Art from Washington Street to North Broadway Street* was prepared in 2015-16 to articulate the business community's visions and aspirations for 4th Street; and

WHEREAS, a follow-up report, the *4th Street Market District Feasibility Study* (2017), was a technical analysis to test the feasibility of implementing the 4th Street Market District vision that provided concepts for transforming the street to better facilitate and accommodate increased pedestrian and bicycle activity, including reducing or eliminating vehicle traffic from the roadway; and

WHEREAS, Joni Giese of SRF Consulting delivered an overview of the study to the Saint Paul Transportation Committee on July 30, 2018; and

WHEREAS, the Saint Paul Transportation Committee finds the 4th Street Market District to be a compelling concept and is excited about its potential to positively transform the downtown; and

WHEREAS, the next steps for project implementation are not clear; and

WHEREAS, the Downtown Alliance is an active organization representing businesses, nonprofit organizations, governmental entities, and others in Downtown Saint Paul, with participation from the City of Saint Paul and key property/business owners along 4th Street, thereby making it well suited to continue its involvement and adopt a leadership role in moving this project forward.

moved by _____

seconded by _____

in favor _____

against _____

NOW, THEREFORE, BE IT RESOLVED, that the Saint Paul Transportation Committee of the Planning Commission urges the Downtown Alliance to take the lead and work with the City of Saint Paul to pursue implementation of the 4th Street Market District; and

BE IT FURTHER RESOLVED, that the Transportation Committee suggests that geographically limited pilot projects be pursued to test viability and provide implementation momentum; and

BE IT FINALLY RESOLVED, that the Transportation Committee directs staff to send a letter signed by Chair Lindeke communicating this request to the Downtown Alliance.

Transportation Committee Staff Report for Plans and Policies

Committee date: 09/24/2018

Plan Name/Policy Name: Lower Landing Park Master Plan

Contact: Bianca Paz, bianca.paz@ci.stpaul.mn.us

Plan/Policy Webpage: <https://www.stpaul.gov/departments/parks-recreation/design-construction/current-projects/lower-landing-park-renovation>

Description: Available funds, resulted from the Lafayette Bridge construction project, were assigned for Lower Landing Park improvements after being use the park as construction stage. The City of Saint Paul Parks and Recreation recognized this as an opportunity to take a fresh look at this area and develop a comprehensive renovation plan in order to enhance the trail corridor experience and improve access and awareness of the trail and to activate the park to serve the adjacent communities.

General Timeline: Renovation Master Plan Complete

Public Hearing Date & Location: Parks Comission : 01/06/2018

Transportation Committee Role:

☐ Inform scope & approach

☐ Review draft

☒ Make recommendation

Explanation

Staff recommendation	<i>Describe, if any recommendation/action is required</i>
Action item requested of the Committee	<i>State intended action for committee to take, e.g., "Recommend approval of x" or "Advise staff on which projects to apply for from the grant program"</i>
Committee recommendation	<i>To be filled in at the meeting</i>
Committee vote	<i>To be filled in at the meeting</i>

Samuel Morgan Regional Trail Corridor: Lower Landing Park Renovation Plan

Introduction

Samuel H. Morgan Regional Trail was established in Saint Paul in 1995 by the Metropolitan Council by the name of East Bank Mississippi River Regional Trail. A Trail Corridor Master Plan was developed and adopted in 1999 to guide the development of the missing segments for the trail.

Now completed, the 5.9 miles long trail corridor provides connection between Hidden Falls –Crosby Farm Regional Park up to Battle Creek Regional Park. The trail runs through a variety of amenities along the river including overlooks, plazas and parks. It connects natural landscapes with urban settings offering an interesting active trail corridor. It links the land along the Mississippi River which is significant to the history and spirituality of the Dakota people.

This document revisits a trail corridor segment: Lower Landing Park. The Park is located southeast of Lower town and sits where the Mississippi River bends, an important location to the history of what is now Saint Paul.

Available funds, resulted from the Lafayette Bridge construction project, were assigned for the park improvements. The City of Saint Paul Parks and Recreation recognized this as an opportunity to take a fresh look at this area and develop a comprehensive renovation plan in order to enhance the trail corridor experience and improve access and awareness of the trail to the adjacent communities.

The following document is the description of the planning process and recommendations for a renovation plan for Lower Landing Park. Since this plan proposes new uses for the enhancements of the regional trail corridor, the renovation plan constitutes also an amendment to the segment 4 of previous Regional Corridor Master Plan, following the strategies and guidelines of the 2040 Regional Parks Policy Plan.

Background

A long standing desire to recapture the Mississippi riverfront in Saint Paul was realized in 1992 when Warner Road was realigned away from the river bank, and the Samuel Morgan Regional Trail was built leaving a large swath of open public riverfront and a framework for future development of the park. In the intervening years, important growth of the areas surrounding the park has continued with these developments:

- Restoration of Union Depot, now an important urban transportation hub
- Completion of the Green line light rail system.
- Construction of CHS field, home of the Saint Paul Saints Baseball team.
- Construction of the Lower Phalen Creek Trail, connecting Lowertown to the Bruce Vento Regional Trail and the Bruce Vento Nature Sanctuary.

- Reconstruction of the Lafayette Bridge.
- Opening of several Lowertown residential developments.
- Creation of the Great River Passage (GRP), the City's master planning effort to improve the urban riverfront parks and public spaces.

Demand Forecast

Based on the Metropolitan Council Annual Use Estimate of the Metropolitan Regional Park System for 2016, Samuel Morgan Regional Trail received over 539,500 visits and 89,000 visits for special event counts in that year.

Lower Landing Park currently serves Downtown residents and Samuel Morgan Regional Trail users. The park program is expected to improve the trail users experience with recreational amenities. The park program will encourage the use of the trail to access the proposed amenities and decrease the need of accessing the park site by car.

Based on community input, in particular from the families living in in Upper East Downtown Saint Paul 10 minutes' walk from the Park, there is a high demand on active recreation facilities nearby the parks area. Downtown parks are categorized as passive urban parks and don't provide the appropriate amenities to meet the recreational demand of younger residents.

We anticipate more younger residents seeking for additional activities while walking, biking or running through the trail will use the proposed park amenities. The program at this park is oriented to low organized activities and more pickup sport/games amenities. Lower Landing Master Plan contemplates the addition of half basketball courts and futsal courts and other pick up activities for bikers and runners.

Development Concept

The overall intent for the renovation plan for Lower Landing Park is to enhance trail users experience along this section of the trail corridor, improving and promoting the use of the trail as main access to all the proposed activities and settings.

The project concept was developed on the basis of the following three goals:

- ***Integrate*** the Trail with the adjacent context, spatially and socially, improving and providing connections and access to the adjacent culturally and age diverse communities.
- ***Activate*** the Park Trail Corridor through addition of trail oriented activities while respecting and keeping the existing tranquil natural settings along the river corridor.
- ***Reveal*** the inherent history of this area taking advantage of the location of the trail alignment and connection to relevant historic sites

Accessibility and Transportation projects

The park is 5 minutes' walk from the LRT Green Line Station. It is the only park by the Mississippi River in Saint Paul that has nearest access to the LRT. The communities that benefit from this connectivity are from neighborhoods along University Avenue like Frogtown, Midway and Rondo.

All park facilities will be developed in accordance with the Americans with Disabilities Act (ADA). Other guidelines, such as the MnDNR's Trail Planning, Design and Development will be used when developing the nature walk trail.

Access and Park entryway plaza improvement: Lambert's Landing and Lower Landing Park are connected through an entryway plaza with picnic tables. The existing ash trees are planned for removal due to ash borer issues. The master plan proposal recommends redesigning the plaza to make it more inviting and welcoming to people using the trail and riding their bikes. This entryway should be enhanced as a resting point or meeting locations with informational sign, benches, and water fountain.

Estimated Cost: \$200,000

Parking Lot Expansion: The Master Plan identifies the potential need of additional parking space once the park becomes more active and people start using the park as entry point to connect with the trail. The master plan recommends expanding the parking space to the east of the existing parking lot and utilizing the existing exit to prevent traffic conflicts on Warner Road.

Estimated Cost: \$300,000

Loop nature trail: Currently the trail runs through the park bordering the edge of the river. A gravel trail/path it is recommended to expand the users experience into the park. The alternate trail will run to the top of the slope and through the existing ponds providing spots for bird watching and nature walk. This trail would offer the option to loop back to the entryway of the park.

Estimated Cost: \$150,000

Conflicts

The Park lays on the Mississippi Flood Fringe. Development is normally allowed in the flood fringe provided that residential buildings are placed on fill so that the lowest floor is above the flood protection elevation.

Future development will also have to adhere to regular base maintenance. Flyover limitation from the Metropolitan Airport Commission due to the parks proximity to the St. Paul Airport and the potential Critical Area Regulations put forth by the DNR because of its location along the Mississippi River.

Public Awareness

Activating Lower Landing Park will improve public awareness of Samuel Morgan Regional Trail.

One of the priority projects is to develop a signage network to inform public about access to park and the trail. The directional signs will be installed on the trail, streets with pedestrian access, nearby public transportation stations, and neighboring parks.

Transportation Committee Staff Report for Projects

Committee date: 9/24/2018

Project Name: Indian Mounds Regional Park Trail Reconstruction

Geographic Scope: Mounds Boulevard from Plum Street to US Hwy 61.

Project Contact: Brett Hussong, brett.hussong@ci.stpaul.mn.us

Project Webpage: www.stpaul.gov/IndianMoundsTrail

Project Description: Reconstruct bituminous multi-use trail throughout the park adjacent to Mounds Blvd and Burns Ave between Commercial/Plum Street and US Hwy. 61.

Project Stage & General Timeline: Design Development. Construction anticipated for Summer 2019.

Public Hearing Date & Location: October 2018. Location TBD

Cost & Primary Funding Source(s): Metropolitan Council Legacy (Parks and Trails) and Federal Aid Funding (Transportation Alternative Program) Federal Aid Project # 164-090-015

Transportation Committee Role:

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

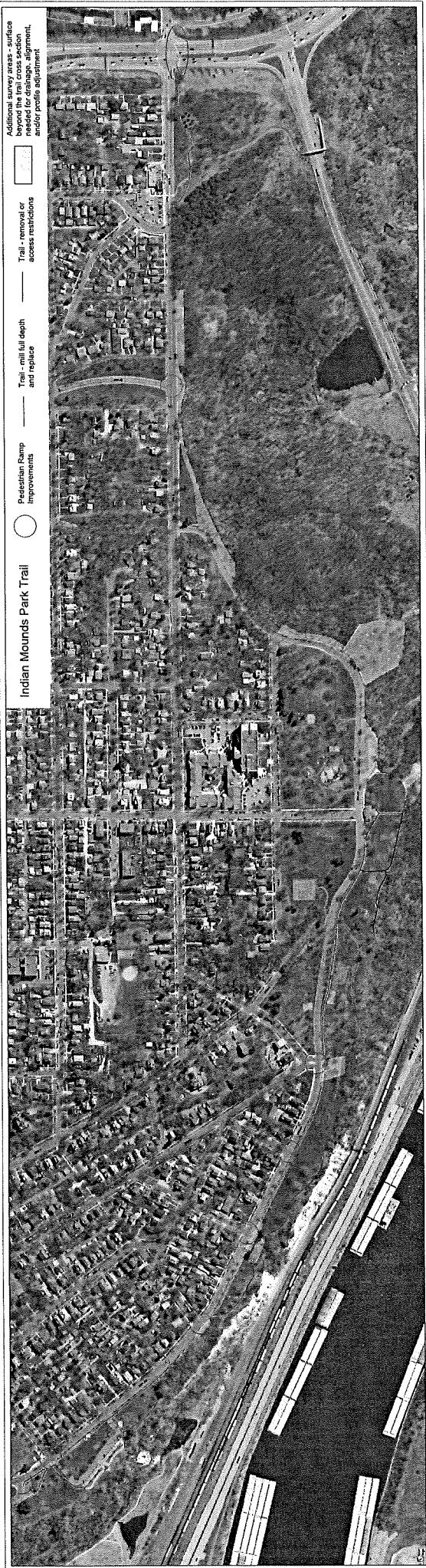
Explanation Trail anticipated to remain in same location with full mill/overlay. Adjacent pedestrian curb ramps to be replaced as part of the federal project. Secondary trails surrounding burial mounds recommended for removal or restricted access due to surrounding sensitive cultural landscape.

Attachments include:

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

Staff recommendation	<i>Describe, if any recommendation/action is required</i>
Action item requested of	<i>State intended action for committee to take, e.g., "Recommend"</i>

the Committee	<i>approval of x" or "Advise staff on which projects to apply for from the grant program"</i>
Committee recommendation	<i>To be filled in at the meeting</i>
Committee vote	<i>To be filled in at the meeting</i>



Transportation Committee Staff Report for Plans and Policies

Committee date: 9.24.18

Plan Name/Policy Name: Rondo Safe Routes to School Plans

Contact: Fay Simer

Plan/Policy Webpage: <https://www.stpaul.gov/departments/public-works/walking-saint-paul/safe-routes-school>

Description: Safe Routes to School Plans for Maxfield Elementary and Rondo Complex

General Timeline: completed

Public Hearing Date & Location: na

Transportation Committee Role:

☐ Inform scope & approach ☒ Review draft ☐ Make recommendation

Explanation Rondo Complex and Maxfield Elementary completed Safe Routes to School plans in spring 2017. The planning process identified infrastructure improvements near both schools to increase the safety of walking and bicycling and programs to encourage walking and bicycling at both schools.

No action is intended from the Transportation Committee.