

ROBERT PIRAM REGIONAL TRAIL

FORMERLY HARRIET ISLAND TO SOUTH. ST. PAUL REGIONAL TRAIL

MASTER PLAN

AMENDMENT 2017

October 2012
Revised August 2014
Revised December 2015



Acknowledgments

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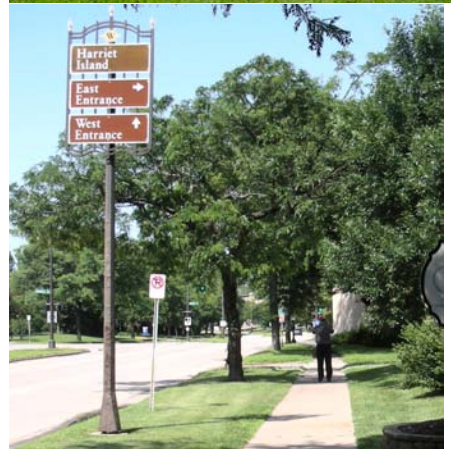


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Amendment Notes

The City of Saint Paul City Council, to honor Mr. Robert Piram's 28 year long career in the City Parks and Recreation Department, as its Superintendent/Director, changed the name of the trail from the Harriet Island to South St. Paul Regional Trail to the **Robert Piram Regional Trail** through a council resolution. (Appendix A-17) This Master Plan Amendment addresses an important change from the original trail alignment that impacts the project beyond the simple route change. Changes within sections are noted in the Table of Contents as underlined text Amended portions of the text *will be shown in italic text*.

Combining the original and amended plan into one document, should help bring clarity in understanding the project as it has evolved through the preliminary engineering phase.

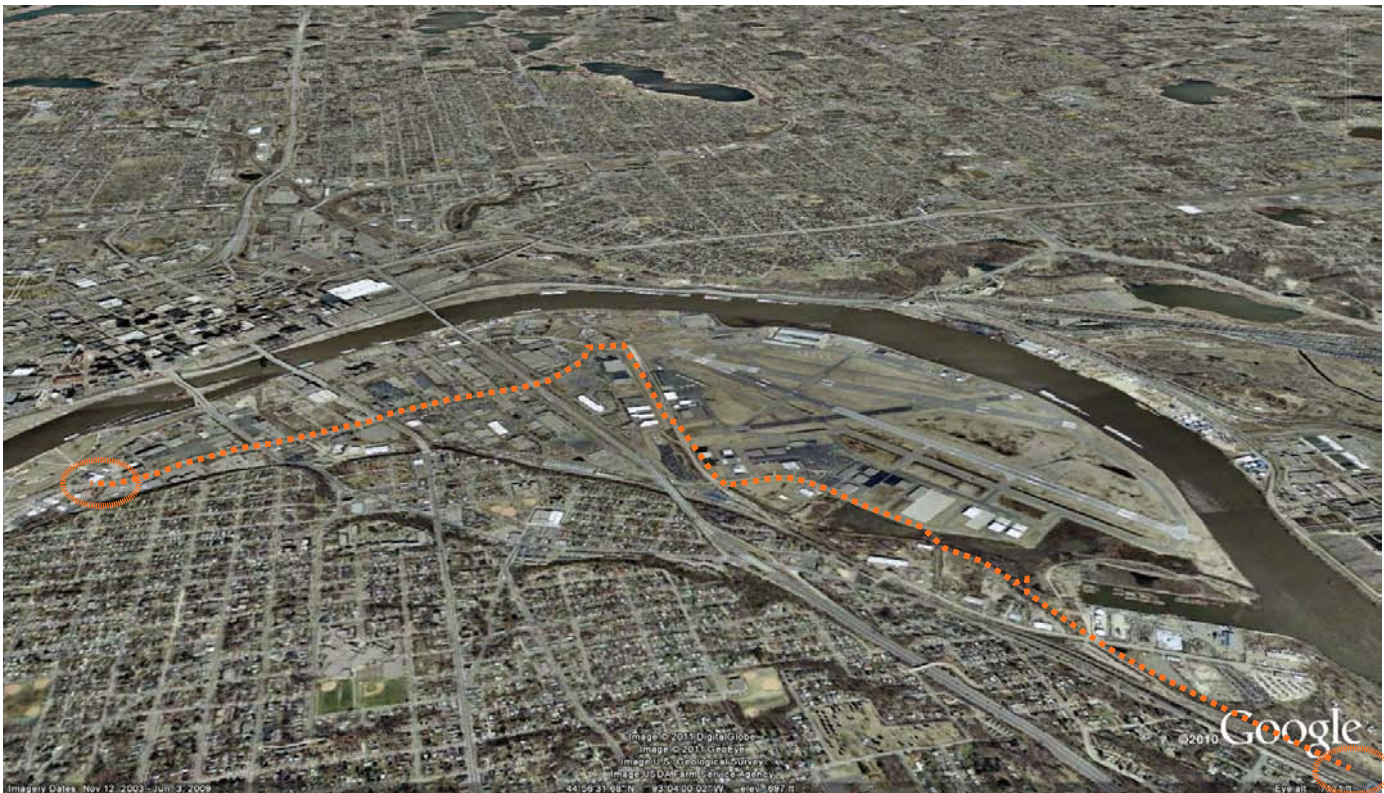
Introduction



The Robert Piram Regional Trail will be a 3.4 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.

The Robert Piram Regional Trail is expected to become part of the Multi-State **Mississippi River Trail**.



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 *alignment* will, utilize *both* existing public right-of-way *and* *several permanent easement acquisitions* 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 Amendment was prepared following detailed preliminary engineering work that identified conflicts with portions of the originally planned alignment that were incompatible with either railroad or airport regulations. Many options for realignment were considered with the preferred alignment chosen to balance trail safety standards and costs for easement acquisition.*

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 Amendment describes the rationale for selecting a new alignment and provides justifications for the easement acquisitions required for the revised trail route.

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 Robert Piram 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.

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.



Wayfinding Kiosk at Harriet Island

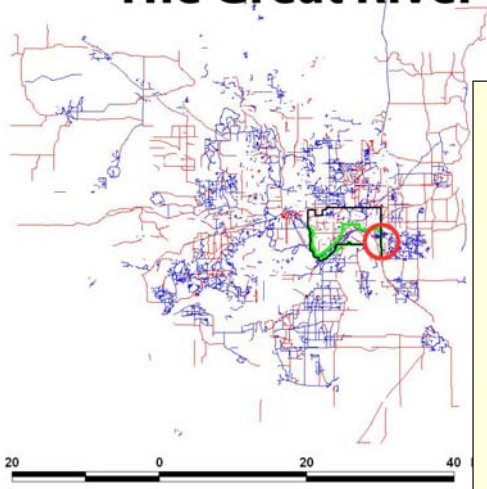
Saint Paul originally researched and selected a feasible route for the trail *however after preliminary engineering began, our options for rail crossings and crossing airport runway protection zones prevented us from using the original route.* Beginning with a connection at Harriet Island and Lilydale, the trail will *mostly*, utilize existing public right-of-way along with some permanent easement acquisitions along the Lafayette frontage road 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.

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.



Harriet Island Regional Park
Plato Boulevard Entrance.

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



- County Park System**
- Dakota County Parks
 - Planned Regional Park: Vermillion River
 - Existing and Planned Regional Greenways
 - Proposed New Regional Greenways
- Collaborative Open Space Protection**
- City Greenways
 - Rural Greenways and Conservation Corridors
 - Parks, Schools, Lake Trail Opportunities
 - Privately-Owned Protected Farmland (FPAP)
 - Private/Public Protected Natural Areas (PPNA)



Mississippi River Trail

MINNESOTA

MRT Trail Status

Green segments are fully designated, signed and described in promotional material.

Yellow segments are under development. Riders should research the route before they ride.

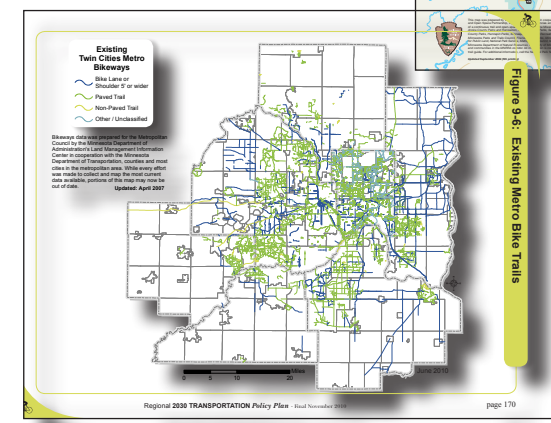
Red segments may include dangerous areas and routing problems.

Purple segments mark adjacent trails.



Connections to the River

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



Existing Twin Cities Metro Bikeways

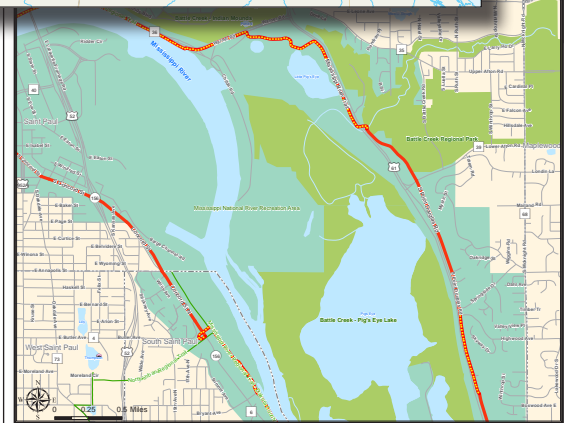
- Wide Greenway
- Shoulder 3' or wider
- Paved Trail
- Non-Paved Trail
- Other / Unclassified

Bikeway data was prepared for the Transportation Council by the Metropolitan Regional Information Center in cooperation with the Minnesota Department of Transportation. Bikeway data was collected in the metropolitan area. While every effort was made to collect and verify the information, some available portions of the map may not be the most current.

Updated: April 2007

Regional 2030 TRANSPORTATION Policy Plan - Final November 2008

Figure 9-6: Existing Metro Bike Trails



St. Paul East Metro River Trail Bikeway

Details on MRT Route:

- MRT Route on Road
- MRT Route on Existing Road with Limitations (Shaded with light green)
- MRT Route on Existing Trail
- MRT Route on Existing Trail with Limitations (shaded)

Existing Recreation Facilities:

- Fishing Opportunities
- Existing Federal, State and Regional Bicycle Trails
- State and Regional Parks
- Mississippi National River and Recreation Area (MNRRRA)
- Federal and State Forests
- Minnesota Wildlife Refuge

Relationship Features:

- Interstate Highways
- Other Roads
- State Access Site
- County Road
- Open Water

MRT Info on MPODOT Website:
<http://www.dot.state.mn.us/bike/mrt.html>
 Alternative Format:
<http://www.dot.state.mn.us/bike/mrt/alt.html>
 Download:
<http://www.dot.state.mn.us/bike/mrt/alt/alt.html>

June 2007

Multiple Existing 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 Robert Piram Regional Trail maximizes the use of existing City Rights of Way. Additional easements needed for trail construction will be acquired at *costs determined by the appraised value of the properties*. The trail would begin at Plato Boulevard and Water St. 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 Ramsey County Engineers*. There appears to be sufficient options for trail placement within this right of way with several exceptions noted below.

Plato Blvd.

Temporary Easements required for Construction.

Grading changes necessary for stormwater drainage of the trail will require modifications to several private driveways along this segment. These temporary easements will expire following completion of construction and are expected to be secured without controversy and at low cost.

Permanent easements

There are several small easements required that will correct existing right of way anomalies where the road radius and pedestrian crossing ramps at two intersections have overlapped property lines.

RR Crossing at Starkey St. (See Plato Blvd. / Union Pacific Railroad Crossing aerial photo page 31)

The trail makes an at grade rail crossing on Plato Blvd. at Starkey St. To provide the preferred perpendicular bicycle crossing, the trail must skew into the adjacent property. A future development near this location makes the property a future acquisition prospect for the City however, at this time the owner is reluctant to give up the entire parcel. Option 1; It is likely that acquisition of a partial easement, wide enough to include the trail skew for a perpendicular crossing, will be used.

Option 2; If a partial easement cannot be secured prior to the start of construction, we will request a temporary 'design exception' from MNDOT that would allow the trail to be built within the available right of way and create a 'Stop' condition at the crossing to provide an additional safety measure. This condition would only remain in place until an easement can be acquired or the entire parcel becomes available for purchase by the City. The crossing options must be acceptable to both MNDOT and the Union Pacific Railroad, the owner of the railroad right of way at this location.

Summary of Anticipated Permanent Acquisition/Easement Costs-Amended				Property	Project
Property Owner	Length of Trail	Width	SF	Value (1)	Cost
City of St. Paul /Ramsey Co. (ROW)	8,000	15	120,000	N/A	\$-
Plato Blvd. Properties					
Plato Blvd. Parcel 1 (2)	202	16	3,232	\$38,784	\$38,784
Plato Blvd. Parcel 2	N/A (3)		137	\$1,644	\$1,644
Plato Blvd. Parcel 3	N/A		639	\$7,668	\$7,668
Plato Blvd. Parcel 4	N/A		171	\$2,052	\$2,052
Lafayette E. Frontage Rd. Properties					
Parcel 1	380	15.5	7,573	\$ 88,188	\$ 88,188
Parcel 2	210	15.5	3,213	\$ 38,556	\$ 38,556
Parcel 3	597	15.5	9,302	\$111,624	\$111,624
Parcel 4	280	18.5	5,181	\$ 62,172	\$ 62,172
Parcel 5	817	18.5	14,579	\$174,948	\$174,948
Parcel 6	160	18.5	4,338	\$ 52,056	\$ 52,056
Parcel 7 (4)	262	18.5	5,132	\$ 61,584	\$ 61,584
Parcel 8 (4)	232	20	4,638	\$ 55,656	\$ 55,656
Metropolitan Airports Commission (5)	1,383	15	20,754	\$248,940	\$-
Union Pacific 'Temporary' Easement (6)	150	15	1,500	\$ 18,000	\$ 18,000
St. Paul Port Authority (7)	390	18	7,020	\$ 84,240	\$-
Real Estate Administration *					\$ 10,000
Appraisal Services, Title Work, Closing Costs (8)					\$ 50,000
Total Estimated Easement potential costs. (7)					\$772,932
<i>1 All Valuations are estimates only based on \$12/SF-typical for the given property & zoning context.</i>					
<i>2 Assumes Starkey Crossing Option 1</i>					
<i>3 Small Easements that don't correlate with a specific trail length.</i>					
<i>4 Final Parcel boundary limits are being brought up to date. SF Area's are subject to change.</i>					
<i>5 Agreement with MAC/FAA will allow trail development along road with no acquisition purchase required. See additional MAC agreement information in text.</i>					
<i>6 Use of rail property is dependent on Union Pacific's willingness to allow a conditional, temporary easement through an unused segment. See Text for additional discussion of conditions.</i>					
<i>7 A temporary Port Authority easement will be used while the rail easement is in effect or until a permanent bridge replaces it.</i>					
<i>8 Costs estimated to meet required legal obligations for acquisitions.</i>					
<i>* Assumes fees for document preparation even when there is no purchase cost for easements.</i>					
<i>See Appendix A20 - A36 for additional property/easement information.</i>					



Trail crosses RR. and along south side of Eaton within airport jurisdiction.



St. Paul Port Authority Land available for trail



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



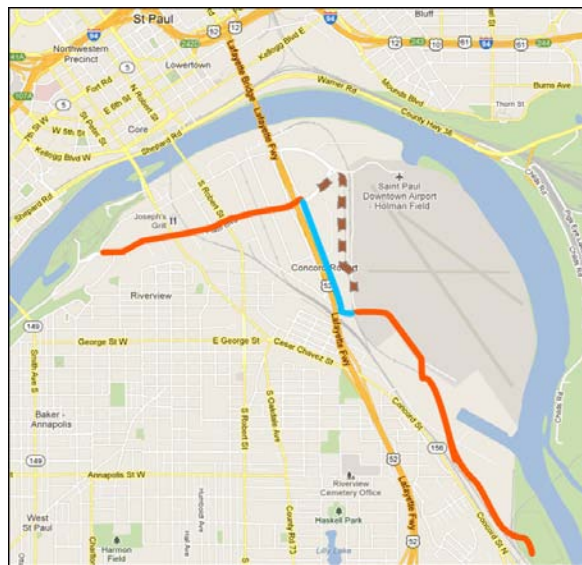
Bike & Ped Bridge in South St. Paul connects to Dakota Co. Trail Systems.

Lafayette Frontage Road.

The original proposed trail alignment, using the right of way on the flood control levee, proved to be unworkable due to a combination of a disallowed railroad crossing, levee structural limitations and airport runway related constraints. Some alternative alignment options were explored and the final selection was made to use portions of the East Lafayette Frontage Rd. and minimize impacts to adjacent property owners. To reduce the amount of trail easement needed, the trail design includes narrowing the roadway by revising the curb line to provide room for trail construction. The City will negotiate with property owners to make modifications to an existing, platted drainage and utility easement that will provide the needed right of way to allow the addition of the trail. The width of the existing easement is adequate to contain the trail with an exception at the south end of the frontage road where the easement terminates. In this area the road will be narrowed as much as possible and acquisition of a permanent easement will be negotiated with the property owner.

Airport Agreement:

The realigned trail returns to the original alignment at the intersection of Airport Rd., and Eaton St. where it will utilize the Eaton St. right of way. Discussions have continued toward securing an agreement with the Metropolitan Airports Commission (MAC) and the Federal Aviation Administration (FAA) to allow the construction and operation of the trail. The proposed realigned trail along the Lafayette frontage road falls within the airport's Runway Protection Zone (RPZ). This necessitates a MAC and FAA review and ultimately an agreement to place the trail within the RPZ and along other property under the jurisdiction of Holman Field. Securing these agreements remains likely to be at the cost of preparing and executing the documents and will not include a separate fee.



Trail Photo Key -Amended

Port Authority

The St. Paul Port Authority (SPPA) has granted easements to the City for the construction of the trail. Though these easements remain in place, operational conditions in some of the adjacent properties necessitate some adjustments in the trail alignment through the Southport industrial area. With substantial increases in traffic along Barge Channel Rd. resulting from increased port activity, the use of an at-grade crossing in this area may need to be an interim condition until an overpass structure can be funded. The City will collaborate with the SPPA and Union Pacific Railroad to establish a safe route that will complete the connection to Kaposia Landing Park and South St. Paul.

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 rail lines as it enters into Kaposia Landing park. (See Plan aerial photos on pgs. 28,29 & 32) Because of heavier train traffic on these lines, a bicycle and pedestrian bridge *has been designed to cross the multiple rail lines which will connect to the existing trails in the park. The design will be reviewed for compliance with railroad and MnDOT standards.*



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

2. Stewardship Plan

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 Robert Piram 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 Robert Piram 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.

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 Robert Piram 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

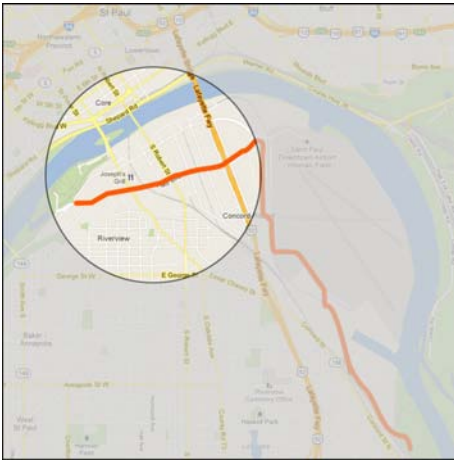
The Robert Piram trail will be part of the network of trails that lie in close proximity to the river and within the National Park System's Mississippi National River and Recreation Area. (MNRRA) The trail will support a key NPS goal of increasing non-motorized access to the river for park visitors as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

Development Concept Segment Key Map



4. Development Concept **

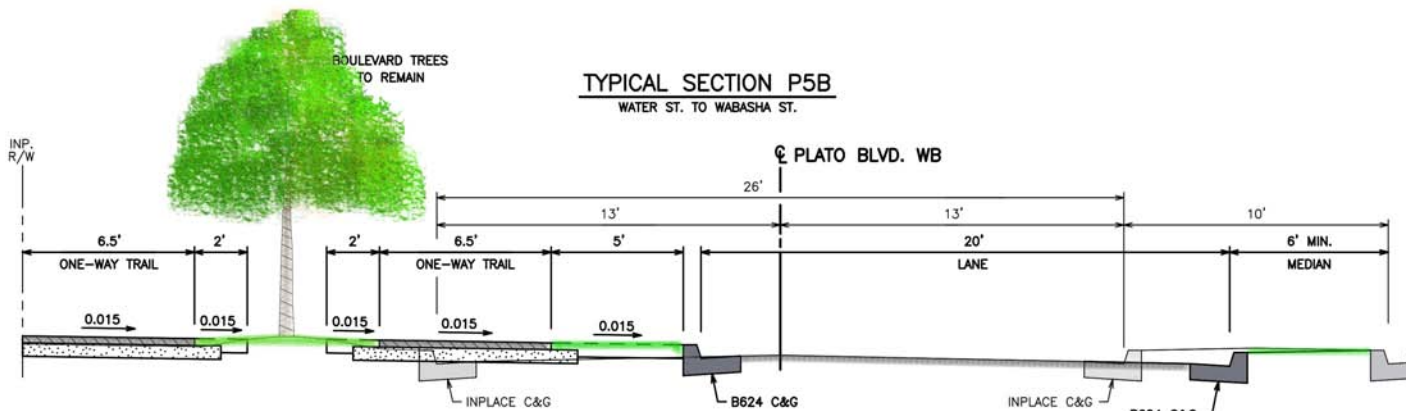
Overall Trail Development:



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 East Lafayette Frontage Rd.

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 \$ 1.3M and includes road modification, trail construction, traffic signage and landscaping.

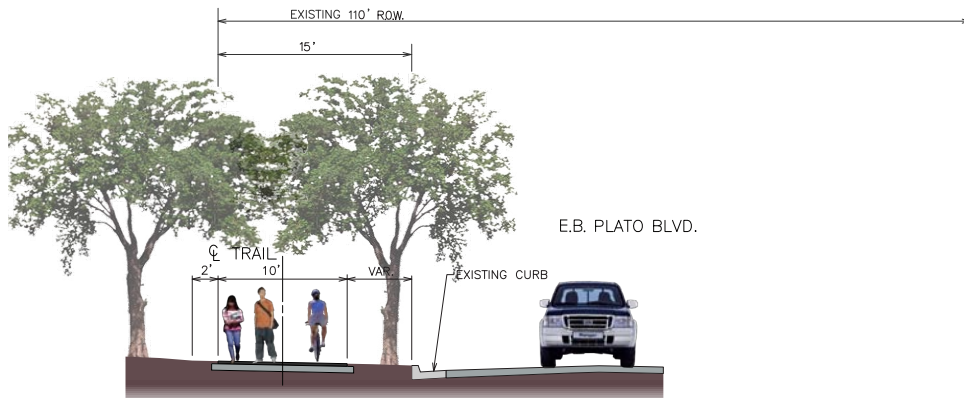


Plato Boulevard: Creation of separated bike and walking trails, or a combined trail located along the west-bound right of way along Plato Avenue. Type #1 would widen the boulevard to provide space for a bike route, while the existing concrete sidewalk would remain.

Some sections of trail installation on Plato Blvd. will require different configuration strategies. *Plato Boulevard is under the jurisdiction of Ramsey County so all design options have been developed in collaborations between the City and County.*

Partly prompted by low traffic counts, and the goal to preserve the large, mature boulevard trees, the westbound road segment between Water St. and Wabasha will be narrowed to provide space for trail placement.

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 the railroad crossing at Plato and Starkey St. will all require careful design and engineering strategies possibly including traffic calming measures;



PLATO BLVD. SECTION TYPE #2

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.

The trail segments that are within street rights of way in St. Paul and are under the jurisdiction of either the City or Ramsey County, will be reviewed for conformance with safety, traffic efficiency, effects on adjacent businesses. The trail will be developed to coexist with the functional needs of the roadway. Plato Blvd's traffic conditions were evaluated and upon review of a proposed lane width reduction, Ramsey County engineers supported the reduction, enabling a trail design that preserves a stand of significant boulevard trees.



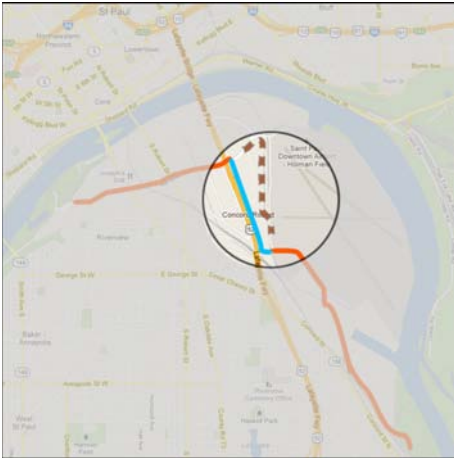
Start of Harriet Island/Plato Blvd. Segment

Railroad Crossing.
At grade



Segment 1 Amended Alignment
Harriet Island to Chester St. ~6,750 L.F.





Revised trail alignment; E. Lafayette

Segment 2: East Lafayette Frontage Rd. to Eaton St.

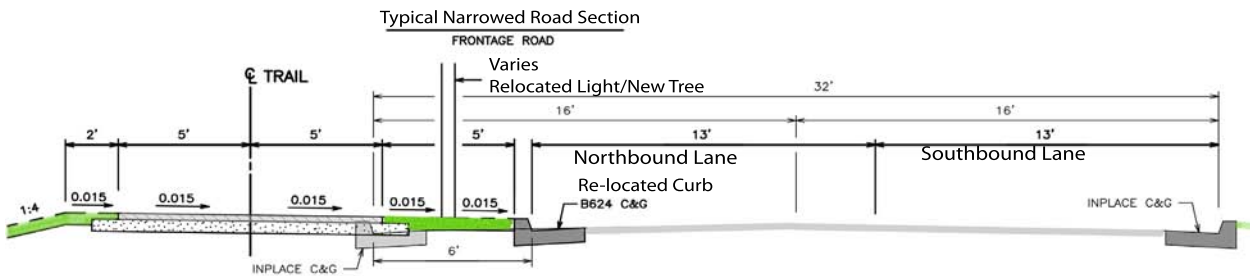
Segment 2

Preliminary engineering efforts began with continued conversations with airport officials and on-site meetings with the railroad. Ownership of the Midwest Properties Railroad line running along the levee was determined to be under the ownership and jurisdiction of the Union Pacific Corporation. Despite the low usage of this line, company policy does not allow any at-grade, pedestrian only crossings.

Additional options for use of the levee were encumbered by airport runway height restrictions. The East Lafayette frontage road was selected for the revised alignment of the off-road bicycle connection. This alignment preserves two important connections; (1) to the bike and ped. facility on the Lafayette Bridge and (2) a future river connection east of the airport. An existing utility easement along this helps preserve the original goals of minimizing easement acquisition costs and avoiding significant disruption of existing private property rights. A portion of the road will be narrowed to provide additional public right of way for the trail and minimize the disruption of the adjacent property owner. Negotiations for the use of the properties will avoid the use of eminent domain except as an absolute last resort and instead will strive to reach mutually acceptable easement agreements.



East Lafayette Frontage Rd. View south, near Plato Blvd. Existing utility easement area.



LAFAYETTE FRONTAGE SECTION



View South on E. Lafayette Frontage Rd.

The trail design in this segment will utilize the same standards used on other segments. To require revisions to the road width in several sections to avoid or minimize adjacent property easement impacts. Private driveways may also need modifications as needed to provide safe trail crossings and smooth transitions between the road and trail.

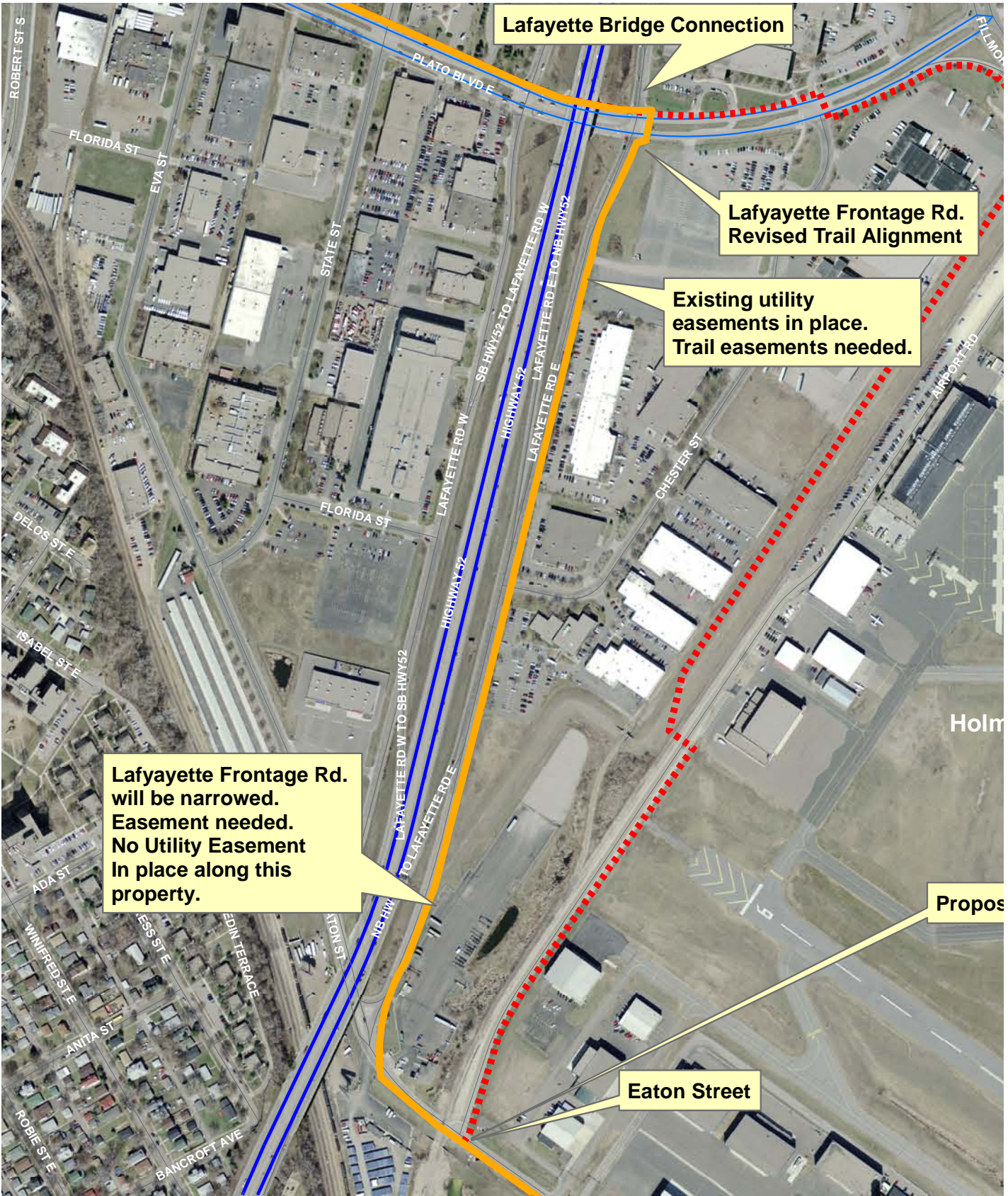


TRAIL ALIGNMENT ON E. LAFAYETTE FRONTAGE RD.

Amended Project Cost Estimate

ROBERT PIRAM REGIONAL TRAIL 30% COST ESTIMATE		
CONSTRUCTION ITEMS ESTIMATE	SAINT PAUL TOTAL	DAKOTA COUNTY TOTAL
SITE PREPARATION	\$941,339.00	\$508,836.00
TRAIL CONSTRUCTION	\$1,486,667.50	\$365,527.50
LIGHTING, SIGNALS, SIGNAGE	\$154,045.00	\$8,192.50
LANDSCAPING (1)	\$113,300.00	\$83,200.00
RAILROAD COSTS (2)	\$250,000.00	
TRAIL CONSTRUCTION TOTAL	\$2,945,351.50	\$965,756.00
CONTINGENCY 20%	\$589,070.30	\$193,151.20
CONSTRUCTION SUB-TOTAL	\$3,534,421.80	\$1,158,907.20
BRIDGE NO. R0733 (SOUTH ST. PAUL)		\$2,800,000.00
BRIDGE NO. R0738 (BOARDWALK)	\$355,000.00	
BRIDGE NO. R0739 (BOARDWALK)	\$193,000.00	
BRIDGES TOTAL	\$548,000.00	\$2,800,000.00
CONSTRUCTION TOTAL	\$3,534,421.80	\$1,158,907.20
TOTAL TRAIL & BRIDGE CONSTRUCTION ESTIMATE	\$4,082,421.80	\$3,958,907.20
SITE AMENITIES (3)	\$495,000.00	\$147,817.00
TOTAL INCLUDING SITE AMENITIES	\$4,577,421.80	\$4,106,724.20

(1) Includes Blvd. Trees and erosion control plantings.
 (2) Railroad Cost increase includes FRA recommended pedestrian signal arm installation and bike/ped. crossing control gates but do not include Railroad owner's required engineering participation.
 (3) Includes Landscaping, interpretive signage, Site Furnishings, public art



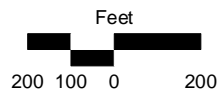
City of Saint Paul

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

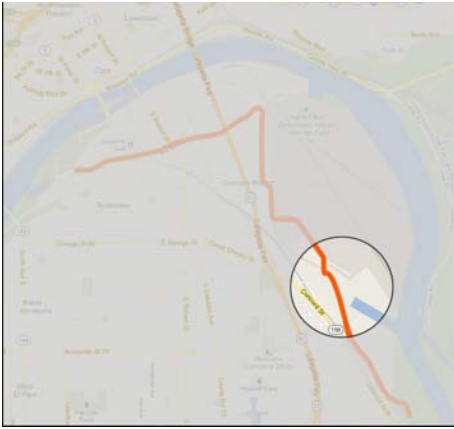
**Harriet Island to South St. Paul Regional Trail /
 Robert Piram Regional Trail**



Revised Alignment
Lafayette Frontage Rd. ~3,500 L.F.



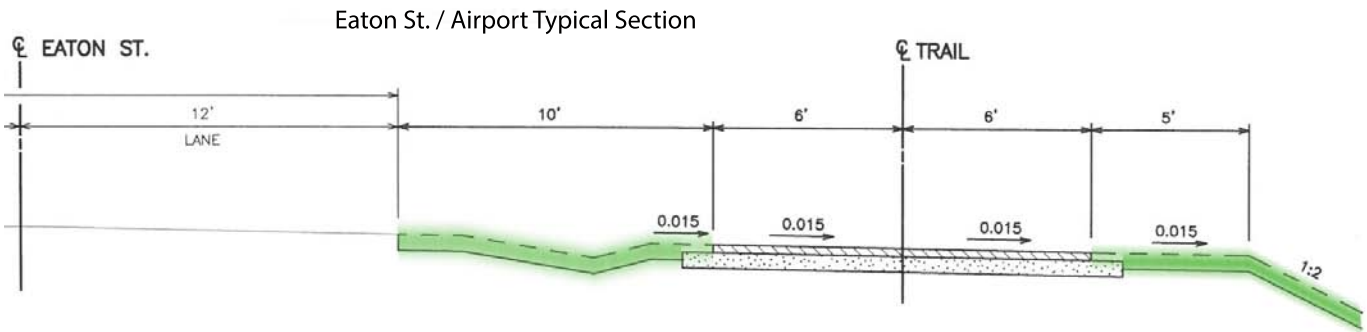
Segment 2



Segment 3: Eaton St. to Barge Channel Rd.

Beginning at the intersection of E. Lafayette Frontage Rd. and Eaton St. the revised alignment returns to the originally proposed trail alignment along the south side of Eaton St.

Agreements have been initiated that will allow the trail to meet FAA and MAC conditions for the trail to coexist with the safety and security needs of the airport. This will require shifting the existing security fencing. In place easement agreements with the Saint Paul Port Authority (SPPA) will provide access through the Barge Channel Road/Southport business area.



Airport Easement Typical Section



Due to changes in the operational conditions of some of the adjacent businesses, an alternate route is being sought through coordination with the Port Authority and the UP railroad. 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.



Airport Road showing proposed trail location

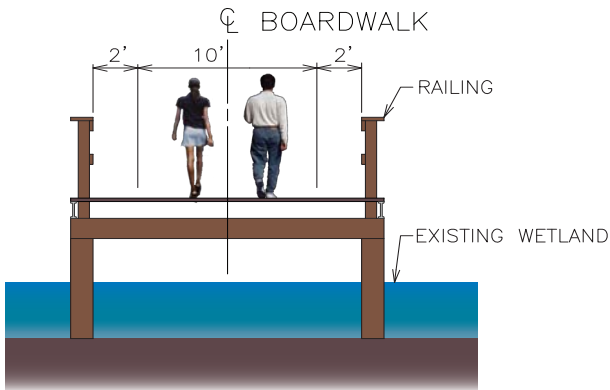


Wetland crossing Boardwalk location

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—within several easements on St. Paul Port Authority property before it crosses Barge Channel Road and connects to Kaposia Landing Park in South Saint Paul.



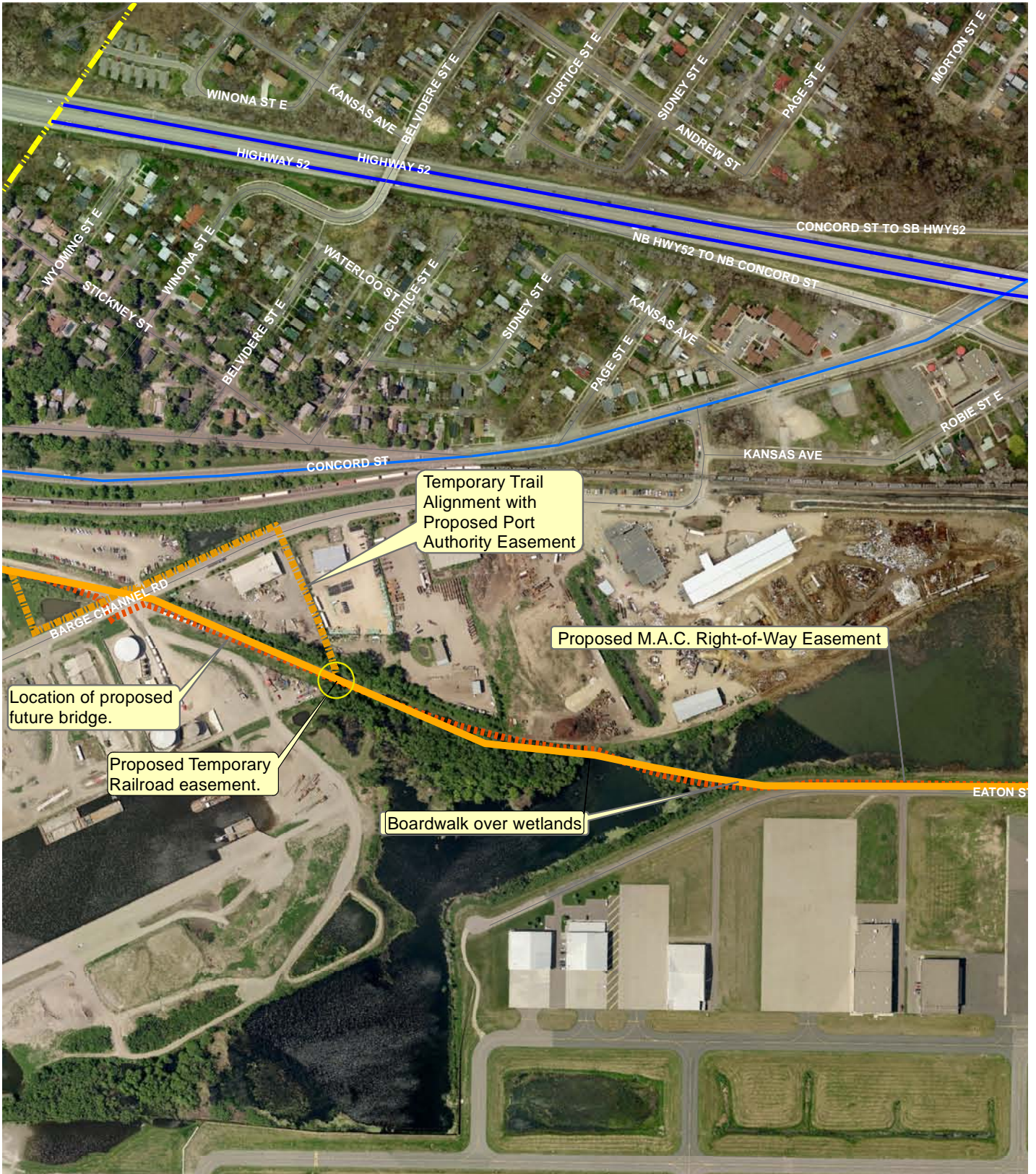
Boardwalk through wetland area.

Barge Channel Road

Substantial increases in the truck traffic on Barge Channel Rd. combined with the addition of a new rail spur serving an adjacent business, has changed the original design parameters and the feasibility of creating an at-grade crossing using the existing trail easement. The new conditions have led to exploring unique options for rail crossing including the future construction of an overpass bridge. The completion of the trail connection may rely on the ability to provide a phased approach to obtaining the most satisfactory connection. 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.






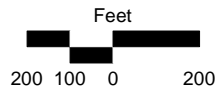
Barge Channel Road crossing option in study area.



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

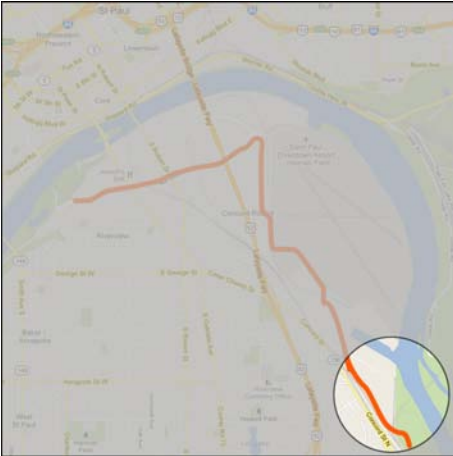
Legend

-  City Boundary
-  Original Trail Alignment
-  Revised trail Lafayette



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. *The bridge design has been reviewed by UP railroad and meets their design standards. An agreement wuth the railroad and Dakota County establishes the conditions for the construction and operation of the bridge.*



With the benefit of additional preliminary engineering and a higher degree of accuracy, the newer estimated cost for the construction of the bicycle and pedestrian bridge has been increased to \$2.8M. This does not including the bituminous trail segment within Dakota County's jurisdiction. Dakota Co. has committed to work with Saint Paul on the completion of the trail segments within their jurisdiction.



5. Conflicts

Agreements needed

MAC

Several discussions with MAC have yielded positive and supportive results. *The construction and operating conditions for the use of MAC right of way will be through a site use agreement that will include security, lighting conflicts and vertical obstacles. The re-aligned trail along the East Lafayette Frontage Rd. is within the airport's Runway Protection Zone (RPZ). A RPZ Alternatives Analysis was submitted, reviewed with FAA/MAC concurrence with the preferred alignment requested. This finding allows the development of an acceptable site use agreement for 'non-airport' use of the Airport Rd./ Eaton St. right of way for the construction and operation of the trail.*

Saint Paul Public Works and Ramsey Co. Public Works

Saint Paul's Public Works department has jurisdiction and therefore significant control over several aspects of the trail's development. *Plato Boulevard is under the jurisdiction of Ramsey County. A review of the Plato Blvd. traffic levels between Wabasha St. and Water St. supports a design that reduces the westbound road width with a configuration that saves trees and provides better stormwater treatment options. 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 Robert Piram 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. *Significant changes to property entrances on Barge Channel Rd. require modifications to the existing easement agreements with the SPPA. The Port Authority has agreed to work with the City to support realignment of the trail passage through this complicated area. It is likely that it will require a temporary interim condition that will eventually be solved with the construction of a Bike Ped Bridge.*



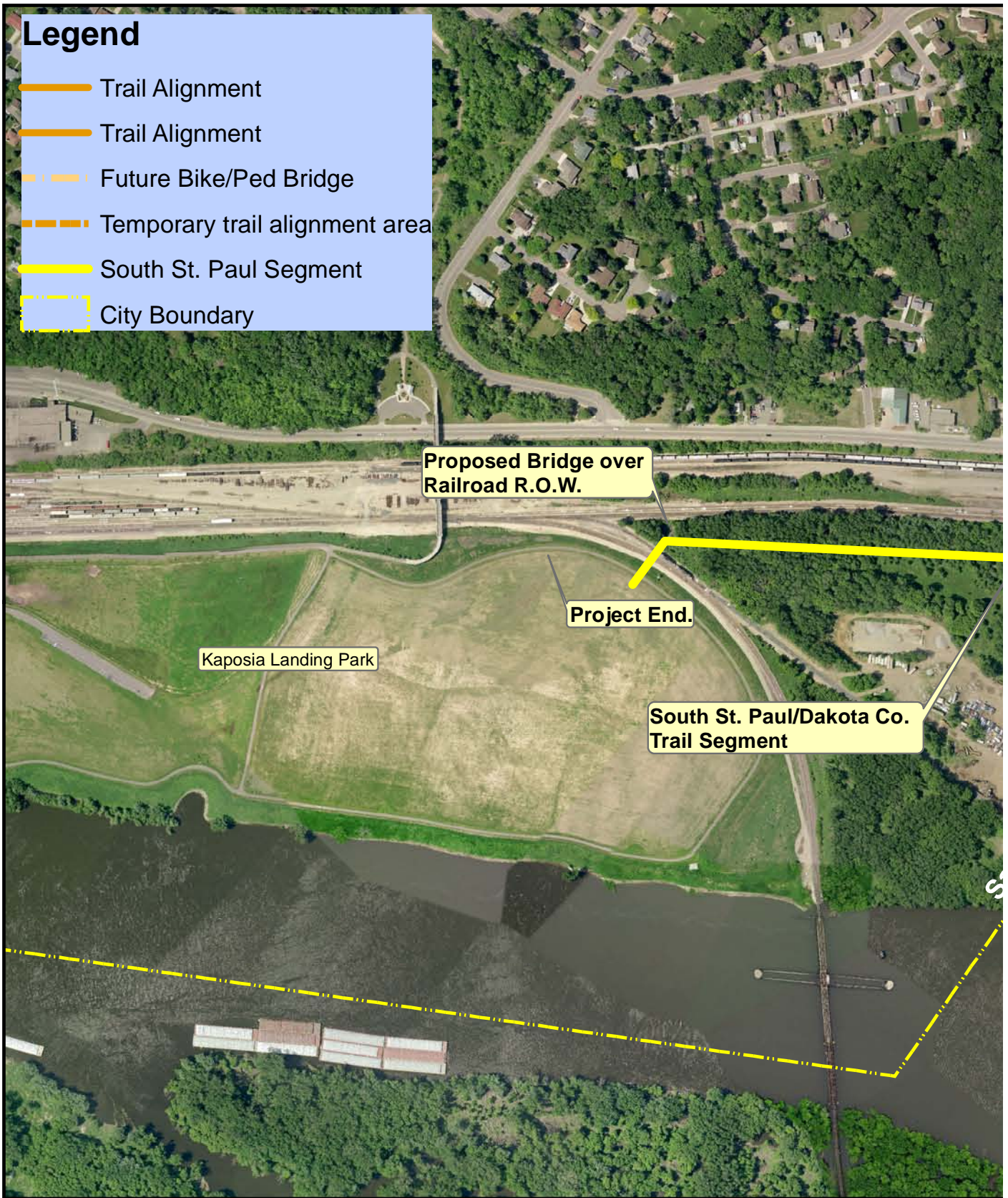
Airport Road Right of Way Room for the trail will be between the fence and curb.



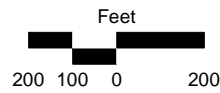
Right of Way on Eaton St. Requiring Airport Agreement for 'non-airport' use.



Eaton Street intersection



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

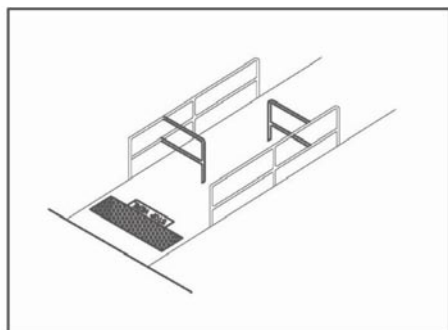


Segment 4

Bridges vs. 'at grade' crossings



Track Crossing Plato Blvd. & Starkey St.



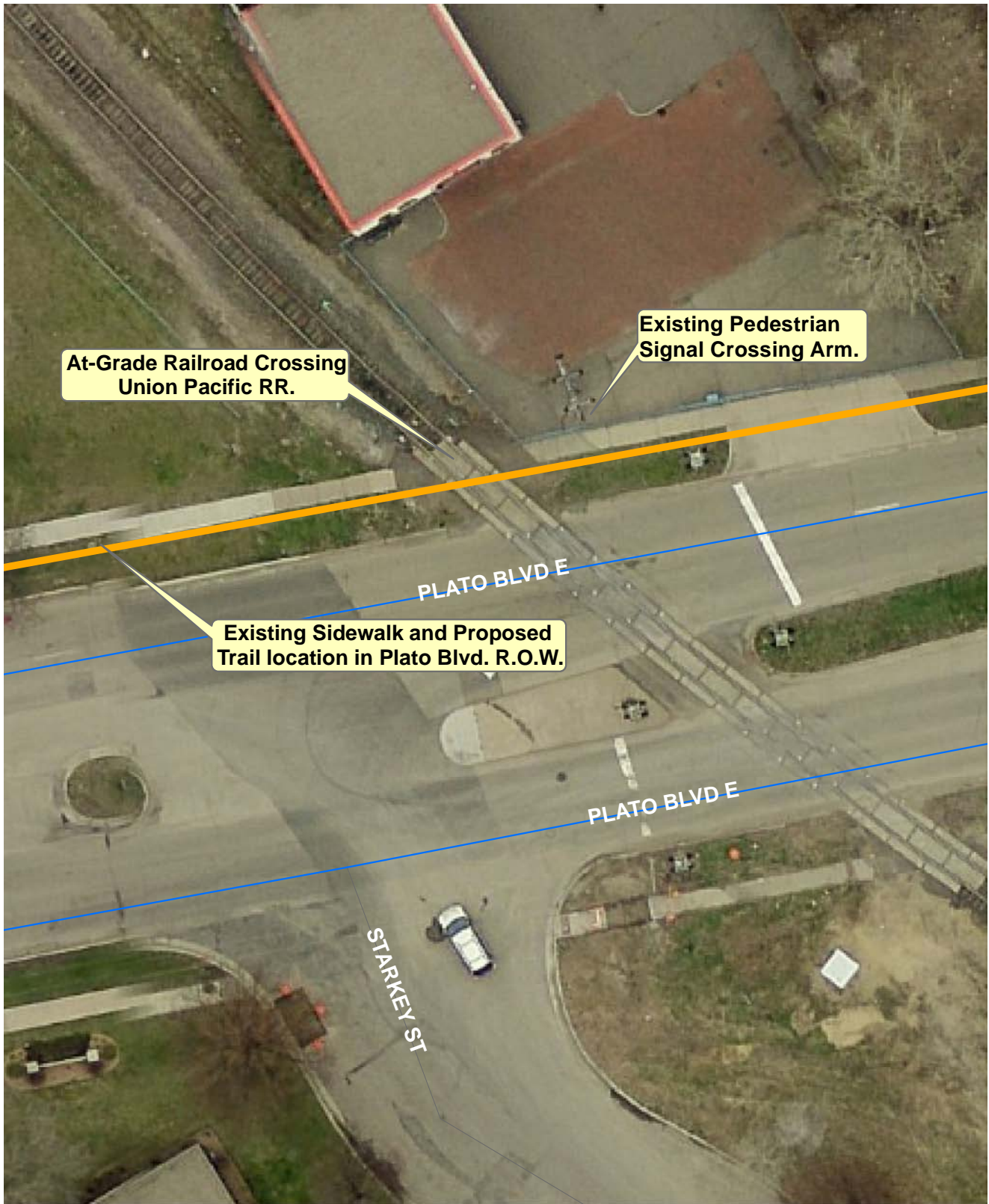
Safety Barriers proposed as a cost saving alternative to signal arms at Eaton St. railroad crossing.



Track Crossings at Barge Channel Rd.

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. *Design concepts for rail crossings at Plato Blvd. and Starkey St. and at Eaton St. have been reviewed by MnDOT, Federal Rail Authority (FRA) officials and Union Pacific and have gotten preliminary approval. Over the past 2 years, there has been significant changes to the traffic levels on Barge Channel Rd. corresponding to increased shipping activities along this port area. The introduction of a new rail spur in the vicinity of the proposed trail/rail crossing has created a complication that necessitates a change of the alignment and crossing configuration. There are two conditions that have been difficult to meet.*

- 1. Union Pacific does not allow bicycle/pedestrian only crossings so they must be paired with road crossings.*
- 2. Because every rail crossing introduces additional liability and maintenance costs, new at-grade rail crossings are not considered an option for any purpose. The City has been meeting with UP rail officials to consider other possible crossing options, including a temporary condition that would eventually be replaced with a bridge overpass. The interim trail crossing alignment would require modifications to the existing easement agreements with the St. Paul Port Authority. In the event that the railroad will not agree to a temporary crossing, the current funding source would be re-evaluated for a scope change including a reduction of funds. In this case, the project may require a phased approach that would include a Phase II that would include funding for the construction of a bike/ped bridge.*



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

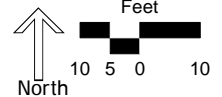


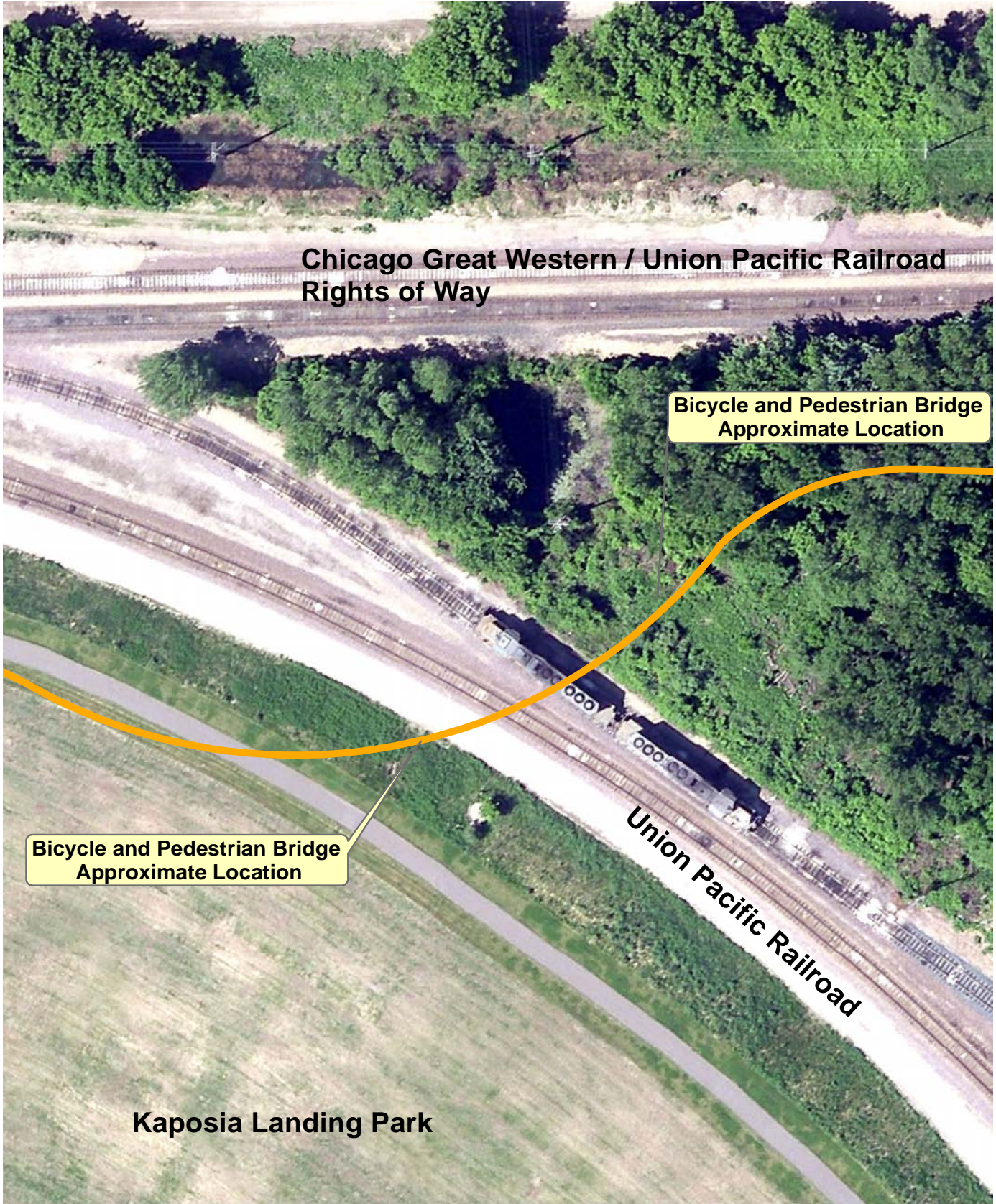
City of Saint Paul

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





Chicago Great Western / Union Pacific Railroad Rights of Way

Bicycle and Pedestrian Bridge Approximate Location

Bicycle and Pedestrian Bridge Approximate Location

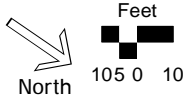
Union Pacific Railroad

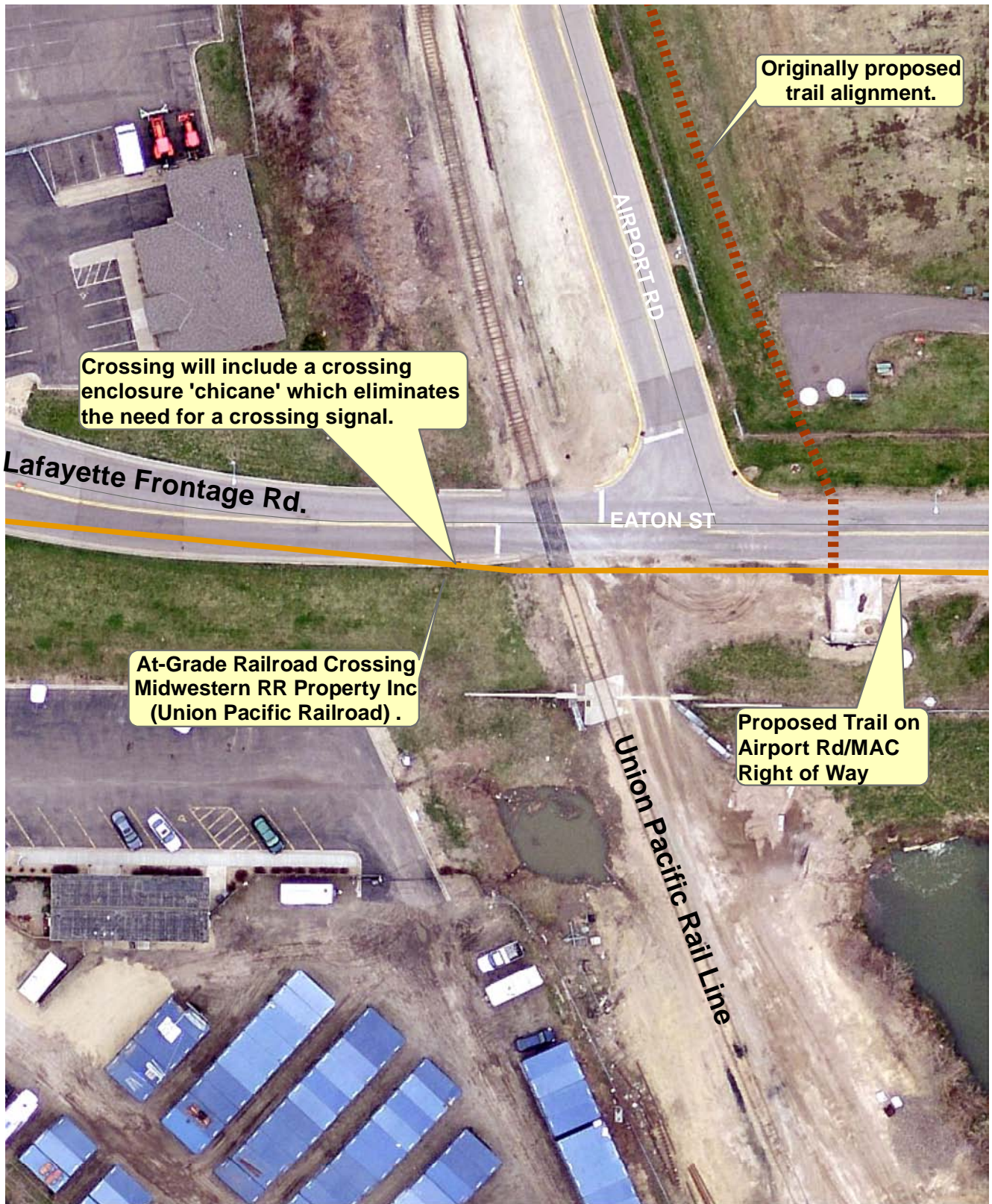
Kaposia Landing Park



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

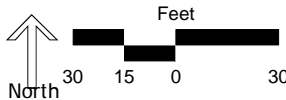


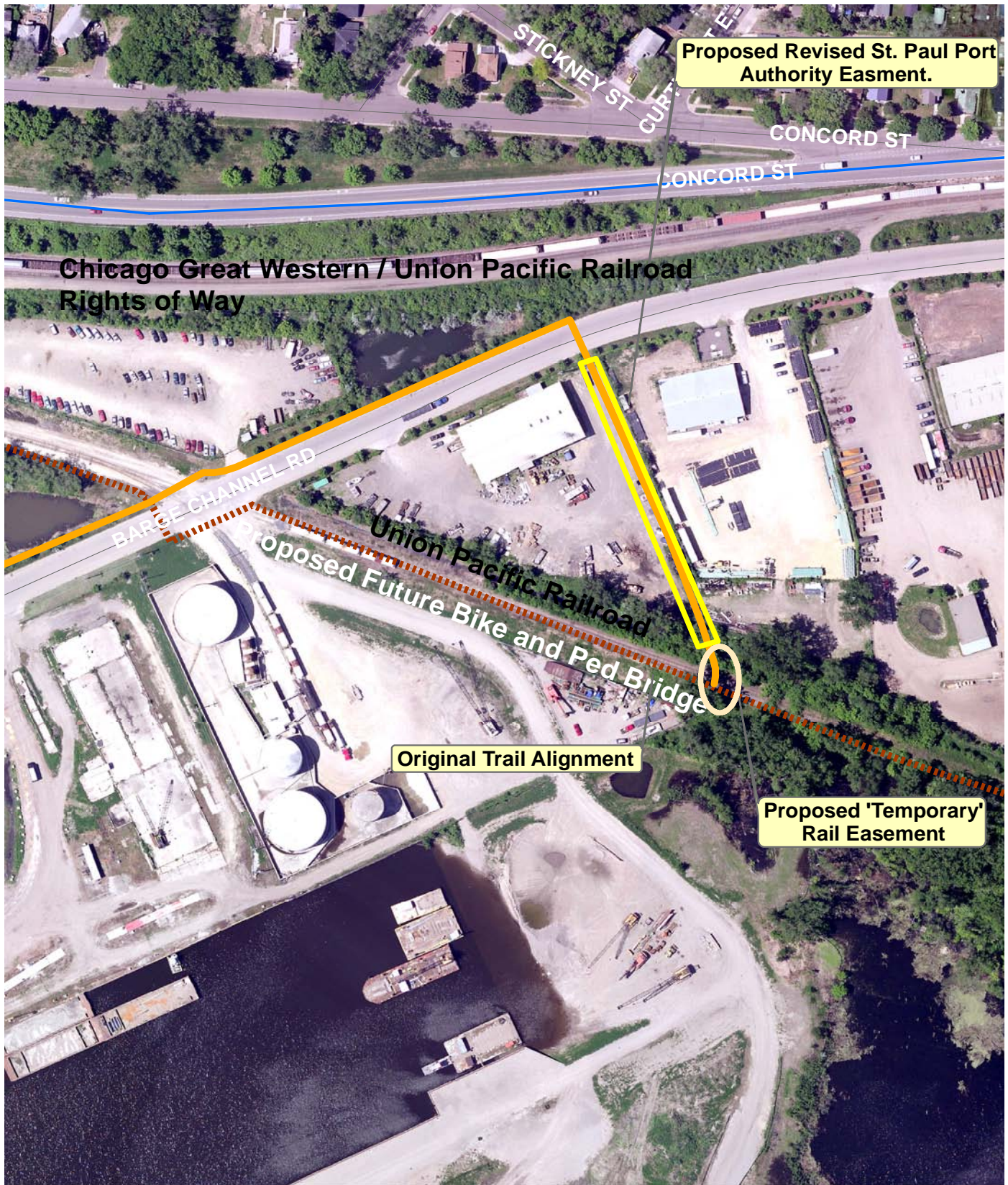


City of Saint Paul

Department of Parks & Recreation
Design Section

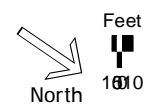
Harriet Island to South St. Paul Regional Trail Master Plan
Amended Rail Crossing Lafayette Frontage
Rd.at Eaton St.





City of Saint Paul
 Department of Parks & Recreation
 Design Section

Harriet Island to South St. Paul Regional Trail Master Plan
 Amended Trail Alignment Proposed
 UP Rail Crossing at Barge Channel Rd.



6. Public Services **



Public Services

Wayfinding and interpretive signage

The Robert Piram 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 East Lafayette frontage Rd.*
- 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



St. Paul Standard Wayfinding Kiosk

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.



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 Robert Piram 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 miles of trail within their jurisdiction. The 0.4 mile segment of trail in Dakota County will be maintained by South St. Paul-Dakota County.* 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

Note:

**The trail costs noted above are based on the current operation and maintenance costs for a typical paved section of a similar trail design.*

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 charrettes 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 Robert Pira 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.

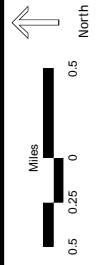
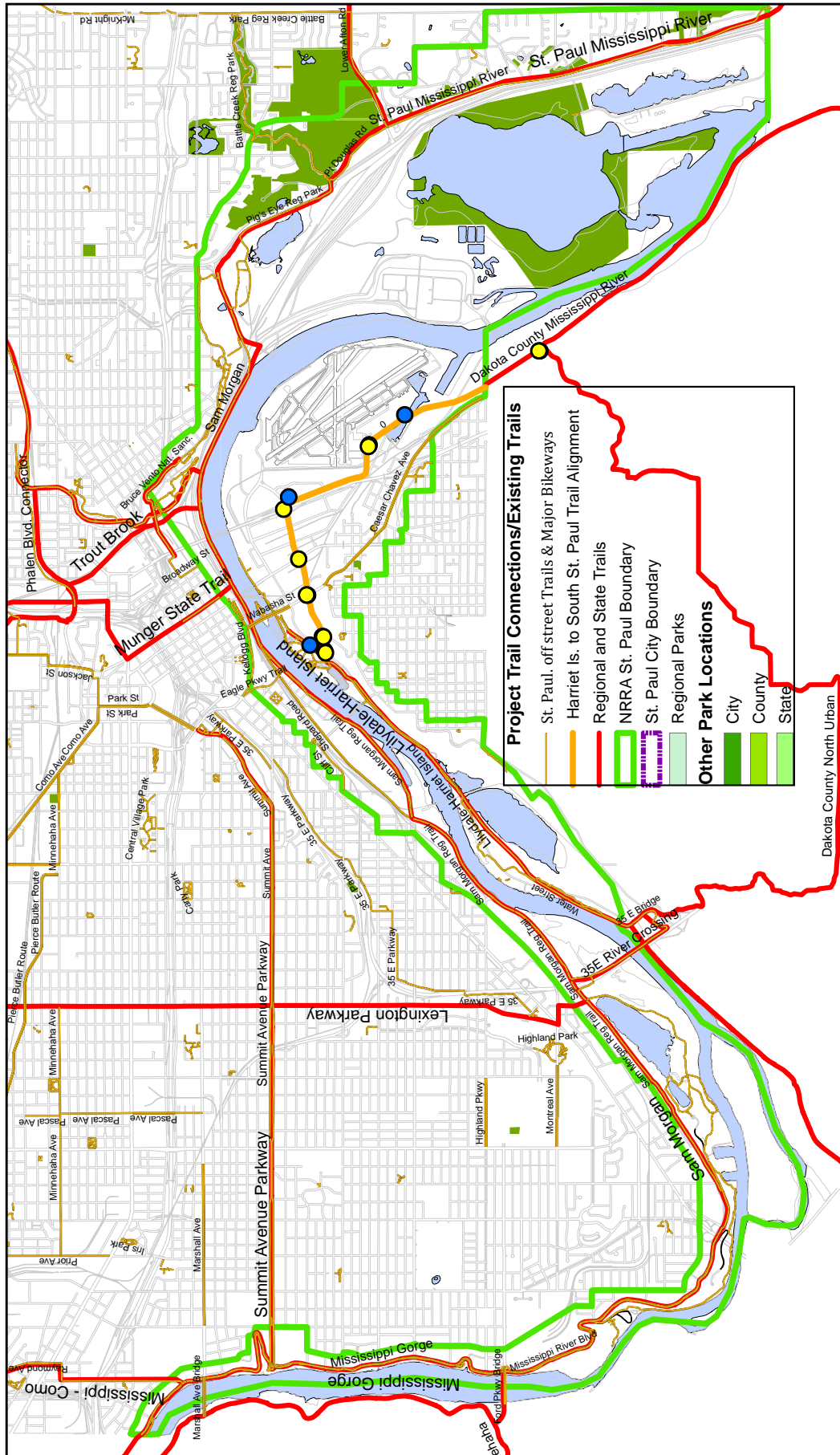
Proposed Natural Resources Plan **

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

<i>Appendix A1</i>	Trail Project Context Map / Existing Trails **
<i>Appendix A2</i>	Trail alignment map / significant natural areas.
<i>Appendix A3</i>	Trail alignment/proximity to wetland resources
<i>Appendix A4-A10</i>	Public Participation planning process **
<i>Appendix A11-A14</i>	Letters of Support MnDOT / Dakota County St. Paul Port Authority City of South Saint. Paul M.A.C
<i>Appendix A15-A16</i>	Dakota County Resolution of Support for Master Plan. South St. Paul Resolution of Support for Master Plan.
<i>Appendix A17</i>	City of St. Paul Resolution; Change Trail Name to;Robert Piram Regional Trail
<i>Appendix A18-A19</i>	Signage Plan Summary and examples.**
<i>Appendix A20</i>	Supplemental Easement Notes
<i>Appendix A21</i>	Table of Proposed acquisitions
<i>Appendix A23-A29</i>	Plato Blvd. Trail Alignment showing easements
<i>Appendix A30-A36</i>	Lafayette E. Frontage Rd. Trail Alignment+Easements



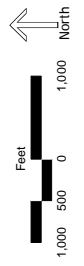
City of Saint Paul
 Department of Parks & Recreation
 Design Section

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

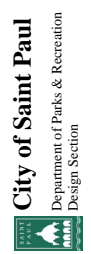


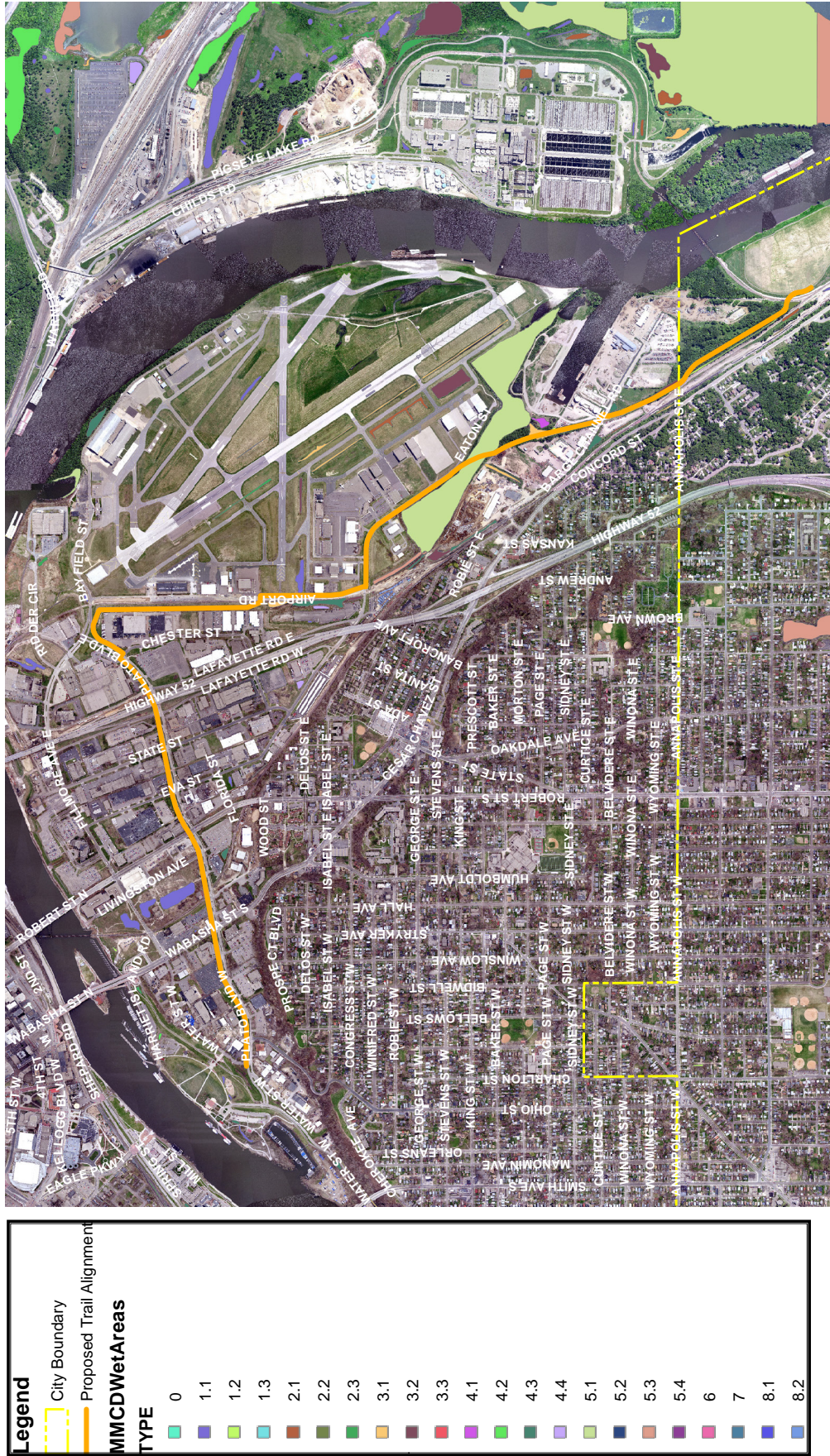
Legend

- Amended Trail Alignment
- - - Original Trail Alignment
- City Boundary
- Significant Natural Areas



Harriet Island to South St. Paul Regional Trail Master Plan
Amended Trail Alignment Proximity to Significant Natural 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.

2.4 Gap Analysis - Access and Connections



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 Soo Line into 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.
- More accurate bluff top topography and limited access options create a barrier to connectivity from lands comprising the West 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.
- Sub-urban 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
- Bluff 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.

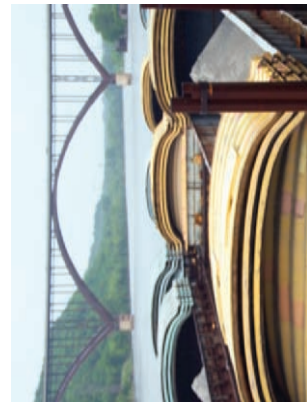
Enhance Harriet Island Regional Park, Kellogg, Upper and Lower Landing parks as destinations for regional and neighborhood recreation and leisure.

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 Lowertown 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



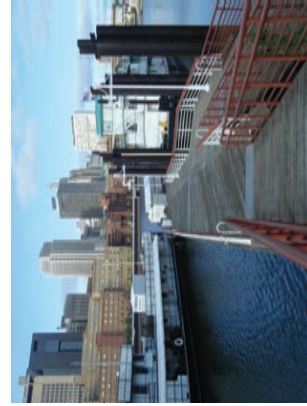
Major bridge crossings are an essential part of the City's identity.



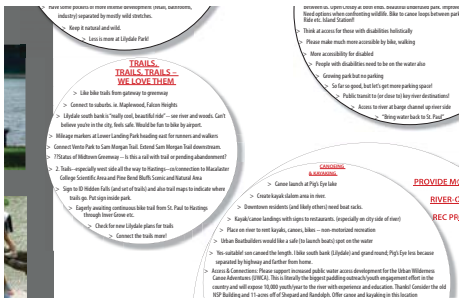
The river's edge is always a popular gathering place.



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



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



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 Robert Piram 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.
- > Cowington 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).



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





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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345 St. Peter Street
Saint Paul, Minnesota
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Fax: 651-223-5198
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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

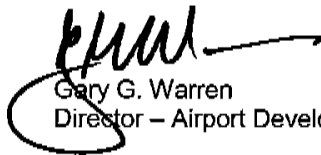
Dear Mr. Roggenbuck:

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

The Metropolitan Airports Commission is an affirmative action employer.
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**

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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

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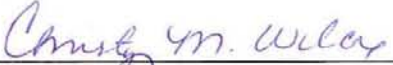
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- Harriet Island Regional Park
- Big Rivers Regional Trail
- North Urban Regional Trail
- St. Paul's West Side District
- St. Paul Downtown Airport
- Concord Boulevard area
- Kaposia Landing; and

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



Legislation Text

File #: RES 16-3, **Version:** 1

Renaming two trail systems, including the Lilydale Regional Trail and a new trail under development to be implemented in 2018 now known as the Harriet Island to South Saint Paul Regional Trail, combined and renamed into one trail to be known as the Robert Piram Regional Trail.

WHEREAS, Robert Piram was a lifelong resident of Saint Paul and worked in the Parks and Recreation Department for 38 years beginning in 1960, then retired in 1998, spending 26 of those years as the superintendent-director; and

WHEREAS, "Bob spent his career making Saint Paul Parks and Recreation a national model," Mayor Chris Coleman said. "Whether it was his four decades of civil service or his years of volunteer work, he took great pride in making the City of Saint Paul the city we call home today;" and

WHEREAS, Robert Piram was central to developing the regional parks system, preserving land along the Mississippi River, and merging the operations of the Como Park Zoo and Conservatory; and

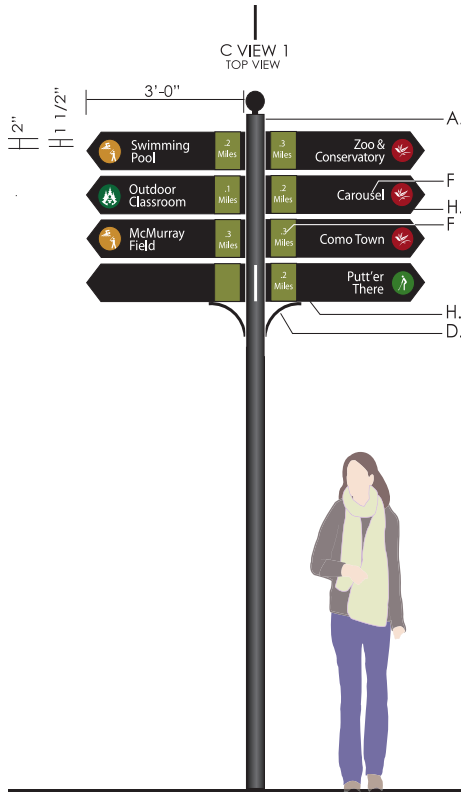
WHEREAS, his strong advocacy and support for a riverfront plan led to the blueprint for Harriet Island, Raspberry Island, and Upper Landing Parks; and

WHEREAS, the City of Saint Paul wishes to honor Robert Piram by officially changing the name of two trails to the Robert Piram Regional Trail; the two existing trails are the Lilydale Regional Trail and a new trail under development to be implemented in 2018 now known as the Harriet Island to South Saint Paul Regional Trail; and

WHEREAS, the Saint Paul Parks and Recreation Commission ("Commission") is an appointed body established to advise the Mayor and City Council on long-range and city-wide matters related to Parks and Recreation; and

WHEREAS, the Saint Paul Parks and Recreation Commission endorses the proposal to officially change the name of two trails; the Lilydale Regional Trail and a new trail under development to be implemented in 2018 now known as the Harriet Island to South Saint Paul Regional Trail, combined into one trail known as the Robert Piram Regional Trail; now, therefore, be it

RESOLVED, that the Saint Paul City Council authorizes changing the name of two trails; the Lilydale Regional Trail and a new trail under development to be implemented in 2018 now known as the Harriet Island to South Saint Paul Regional Trail, combined into one trail known as the Robert Piram Regional Trail.



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.



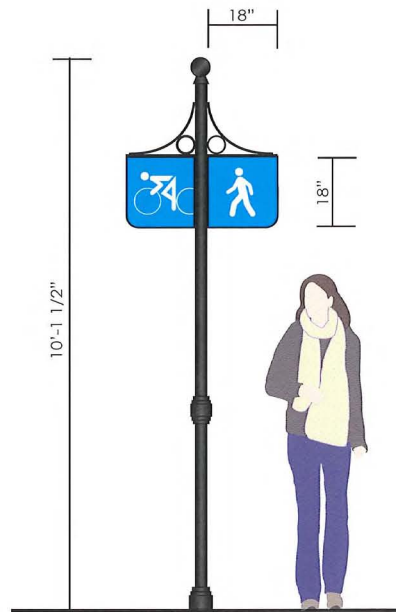
In place wayfinding trail sign.

Signage Type and Cost Summary.



EXAMPLE OF EXISTING D2 SIGN - PEDESTRIAN DIRECTIONAL

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.



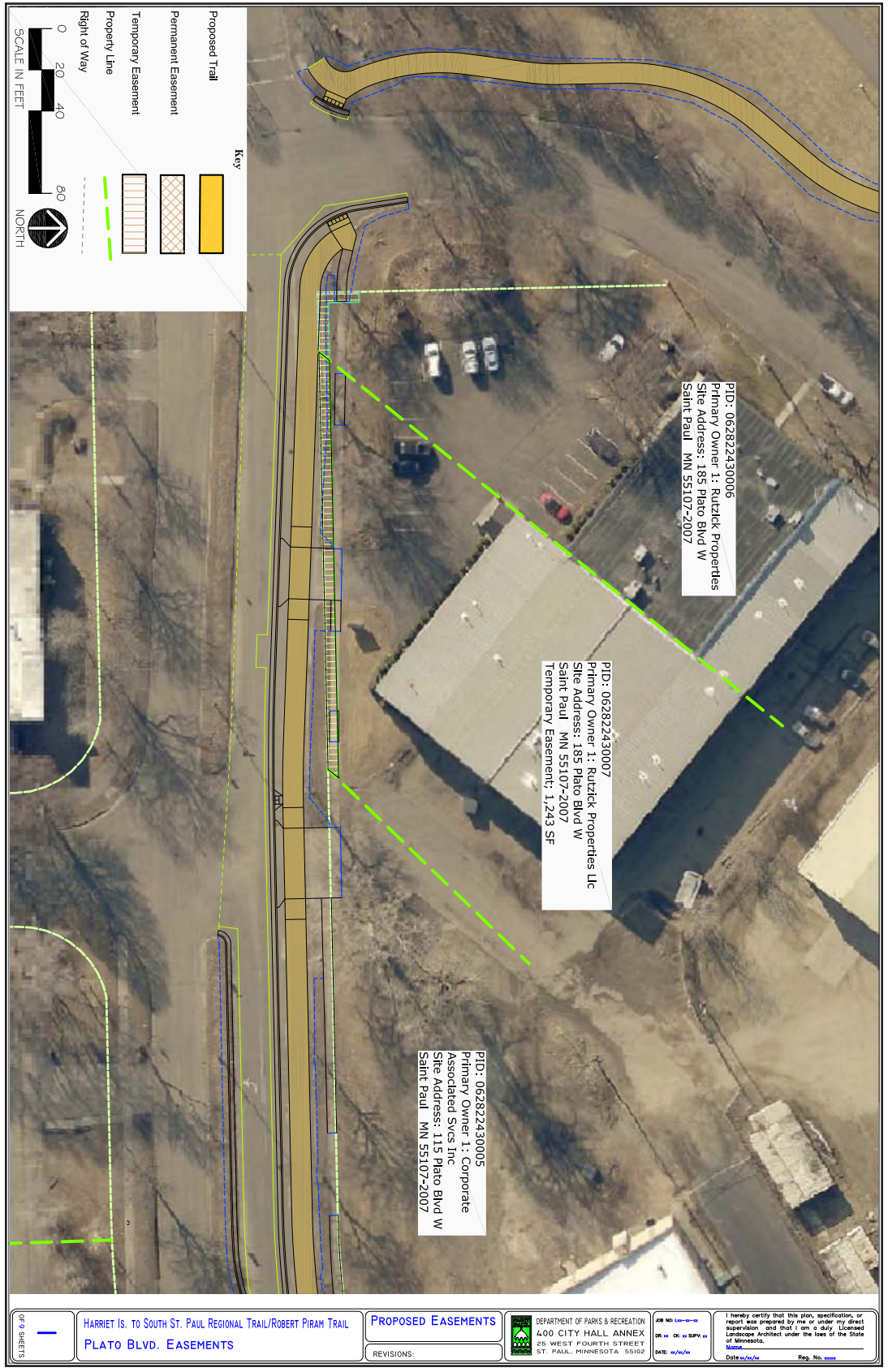
Existing Trail Signage graphics.

Supplemental Easement Notes

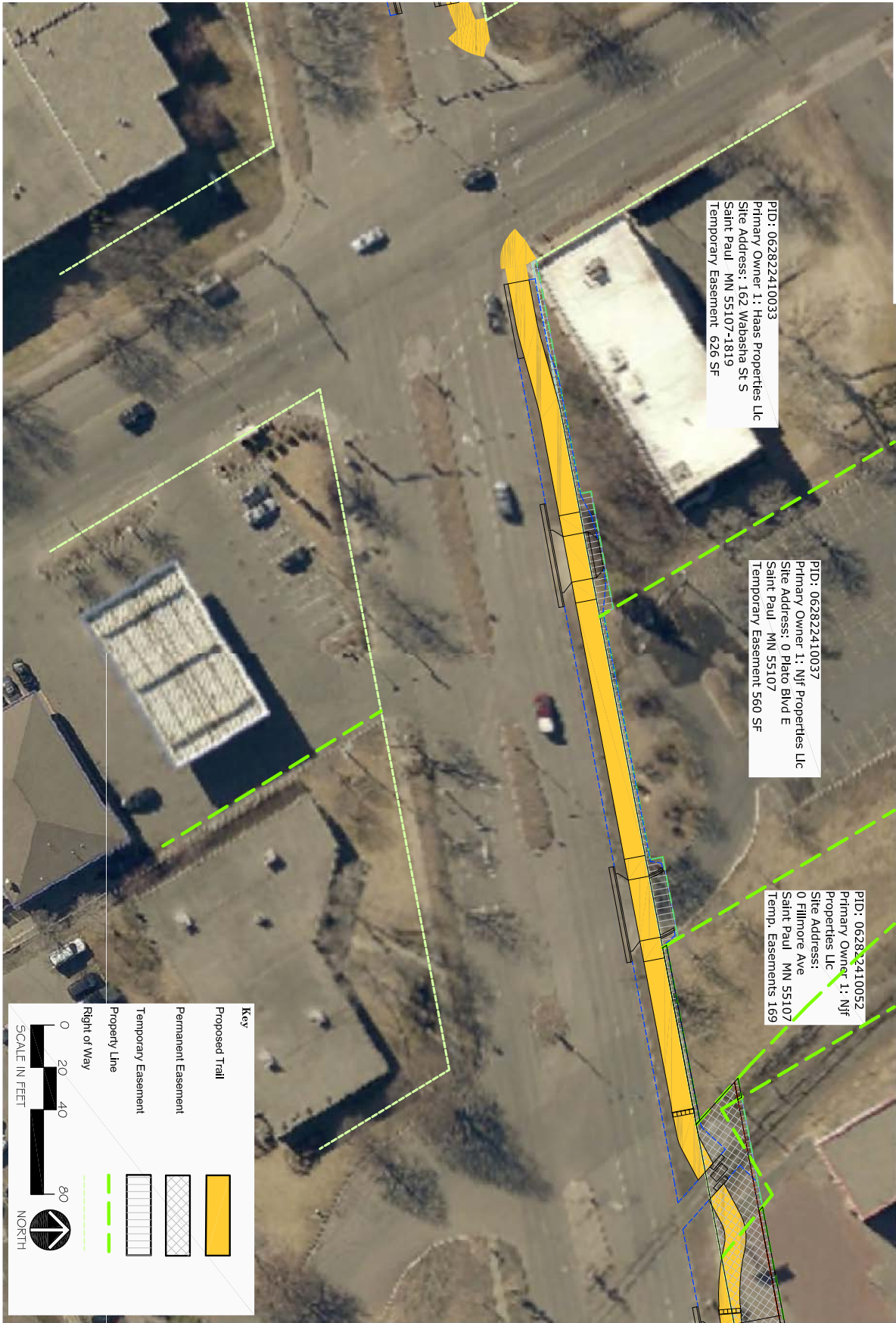
The following Easement summary and property drawings, (Plato Blvd. 1-9 and Lafayette Frontage Rd, 1-7) describe and depict the both temporary and permanent easements needed in the context of the trail alignment. (See Easement Summary Table Appendix A21)

Note: At this time, property records near the intersection of Lafayette E. Frontage Rd. and Eaton St. are uncertain and are being researched and updated. Precise easement area (SF) is uncertain; tables and drawings reflect assumed right of way based on rd. alignment but may change following property title reasearch.

Robert Piram Trail Easement Summary						
Plato Ave Easements						
PIN	Address	SF.Temp.	SF. Perm	Value	Appendix #	
62822430007	185 Plato Blvd. W	1,243	0		A22	
62822410033	162 Wabasha St.	626	0		A23	
62822410037	0 Plato BLvd. E	560	0		A23	
62822410052	0 Fillmore Ave.	169	0		A23	
Parcel 1 62822410048	41 Plato Blvd. E.	185	3,232	\$38,784	A24	
Parcel 2 52822320044	0 Fillmore Ave.	1,472	137	\$1,644	A24	
52822320017	0 Plato Blvd. W	562	0		A25	
52822320016	193 Robert St. S.	86	0		A25	
52822320004	176 Plato Blvd E.	1,326	0		A25	
52822320001	139 Eva St.	506	0		A26	
52822310005	199 Plato Blvd E	1,005	0		A27	
52822310004	223 Plato Blvd E	877	0		A27	
52822310026	255 Plato Blvd. E.	672	0		A28	
Parcel 3 52822310001	175 Lafayette Rd. S.	631	639	\$7,668	A28	
Parcel 4 52822130021	345 Plato Blvd. E.	0	171	\$2,052	A29	
Lafayette Frontage Rd. E.						
Parcel 1 52844240005	0 Plato Blvd	1,585	7,349	\$88,188	A30	
Parcel 2 52822420004	345 Plato Blvd E	1,737	3,213	\$38,556	A31	
Parcel 3 52822430016	246 Lafayette Frontage Rd. E	1,910	9,302	\$111,624	A32	
Parcel 4 52822430015	341 Chester St.	3,640	5,181	\$62,172	A33	
Parcel 5 52822430032	380 Chester St.	6,688	14,579	\$174,948	A34	
Parcel 6 52822430004	0 Chester St.	1,262	4,338	\$52,056	A35	
Parcel 7 82822120113	0 Lafayette Rd. E.	2,573	5,132	\$61,584	A35	
Parcel 8 82822110032	301 Eaton St.	1,530	4,638	\$55,656	A35-A36	
MAC/FAA Eaton St.						
Eaton St. & Lafayette to Boardwalk			1,383	\$16,596	By agreement	
Barge Channel Rd,						
(UP) Railroad	670' NE of Barge Channel Rd.	4,000	0		By agreement	
(SPPA) 92822320057	0 Barge Channel Rd.	7,020	0		By agreement	



0 of 9 SHEETS	HARRIET IS. TO SOUTH ST. PAUL REGIONAL TRAIL/ROBERT PIRAM TRAIL	PROPOSED EASEMENTS	DEPARTMENT OF PARKS & RECREATION 400 CITY HALL ANNEX 25 WEST FOURTH STREET ST. PAUL, MINNESOTA 55102	JOB NO. L24-00-00 DR. NO. 02-00-SUP-00 DATE: 04/01/24	I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Landscape Architect under the laws of the State of Minnesota. Date: 04/01/24 Reg. No. 0000
	PLATO BLVD. EASEMENTS	REVISIONS:			



4 OF 9 SHEETS

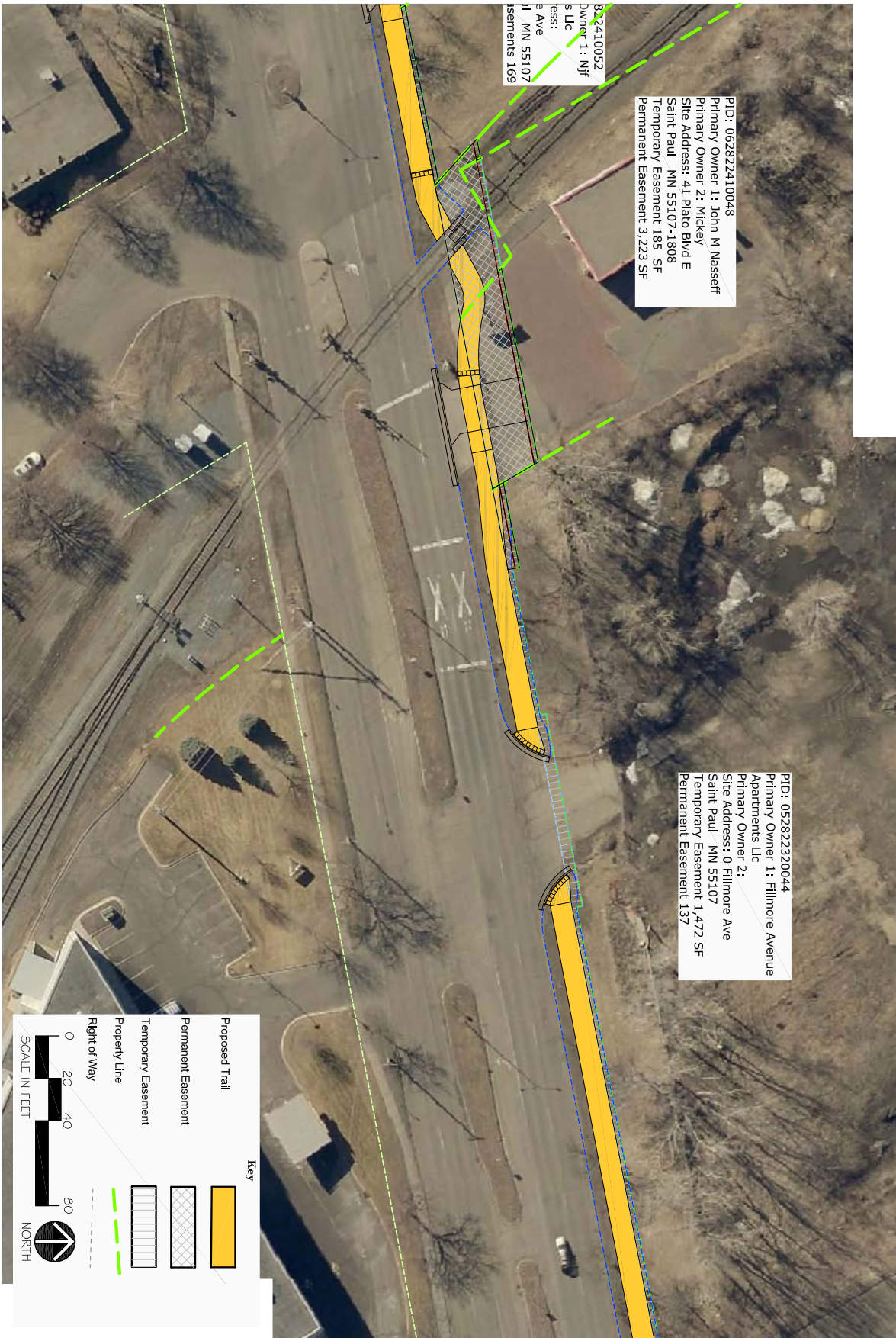
HARRIET IS. TO SOUTH ST. PAUL REGIONAL TRAIL/ROBERT PIRAM TRAIL
 PLATO BLVD. PERMANENT EASEMENTS

PROPOSED TEMPORARY EASEMENTS
 REVISIONS:

DEPARTMENT OF PARKS & RECREATION
 400 CITY HALL ANNEX
 25 WEST FOURTH STREET
 ST. PAUL, MINNESOTA 55102

JOB NO. LAR-18-01
 DATE: 01/15/19
 DATE: 01/15/19

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Landscape Architect under the laws of the State of Minnesota.
 Name: _____
 Date: 01/15/19 Reg. No. 10000



PID: 062822410048
 Primary Owner 1: John M Nasseff
 Primary Owner 2: Mickey
 Site Address: 41 Plato Blvd E
 Saint Paul, MN 55107-1808
 Temporary Easement 185 SF
 Permanent Easement 3,223 SF

822410052
 Owner 1: MF
 S LLC
 Address:
 Ave
 St MN 55107
 Easements 169

PID: 052822320004
 Primary Owner 1: Fillmore Avenue
 Apartments Llc
 Primary Owner 2:
 Site Address: 0 Fillmore Ave
 Saint Paul, MN 55107
 Temporary Easement 1,472 SF
 Permanent Easement 137

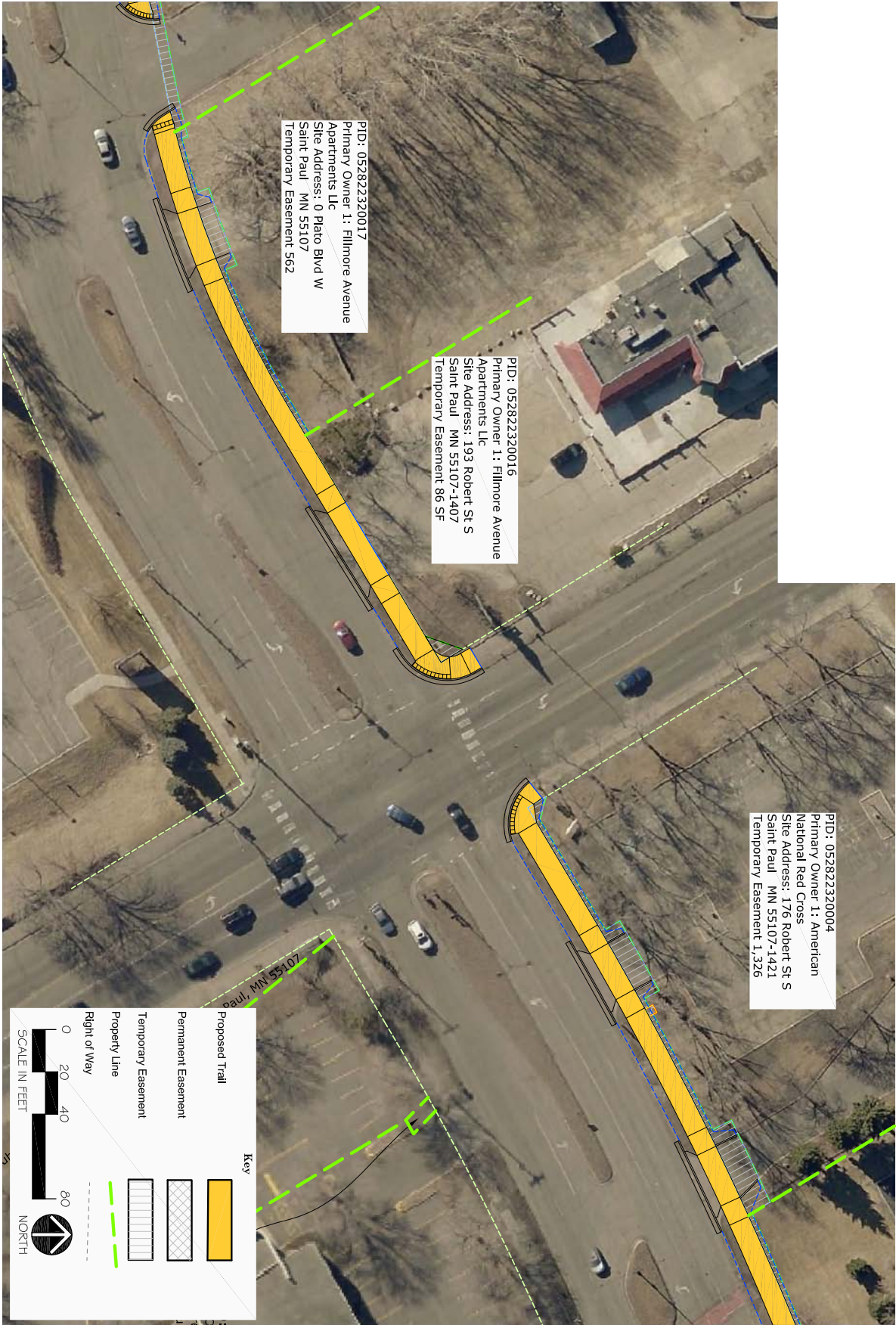
Key



- Proposed Trail
- Permanent Easement
- Temporary Easement
- Property Line
- Right of Way

SCALE IN FEET

0 20 40 80

NORTH



 OF 9 SHEETS	HARRIET IS. TO SOUTH ST. PAUL REGIONAL TRAIL/ROBERT PIRAM TRAIL PLATO BLVD. TEMPORARY EASEMENTS	PROPOSED EASEMENTS	 DEPARTMENT OF PARKS & RECREATION 400 CITY HALL ANNEX 25 WEST FOURTH STREET ST. PAUL, MINNESOTA 55102	JOB NO. LAR-2019-03 DR. NO. DR. NO. SUPV. NO. DATE: 01/15/20	I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Landscape Architect under the laws of the State of Minnesota. Name: _____ Date: 01/15/20 Reg. No. 10000
	REVISIONS:				



PID: 052822320004
 Primary Owner 1: American
 National Red Cross
 Site Address: 176 Robert St S
 Saint Paul MN 55107-1421
 Temporary Easement 1,326

PID: 052822320001
 Primary Owner 1: First Industrial Lp
 Site Address: 139 Eva St
 Saint Paul MN 55107-1412
 Temporary Easement 506 SF

PID: 052822320001
 Primary Owner 1: First Industrial Lp
 Site Address: 139 Eva St
 Saint Paul MN 55107-1412
 Temporary Easement 506 SF

Key

- Proposed Trail
- Permanent Easement
- Temporary Easement
- Property Line
- Right of Way

SCALE IN FEET

0 20 40 80

NORTH

6B
OF 9 SHEETS

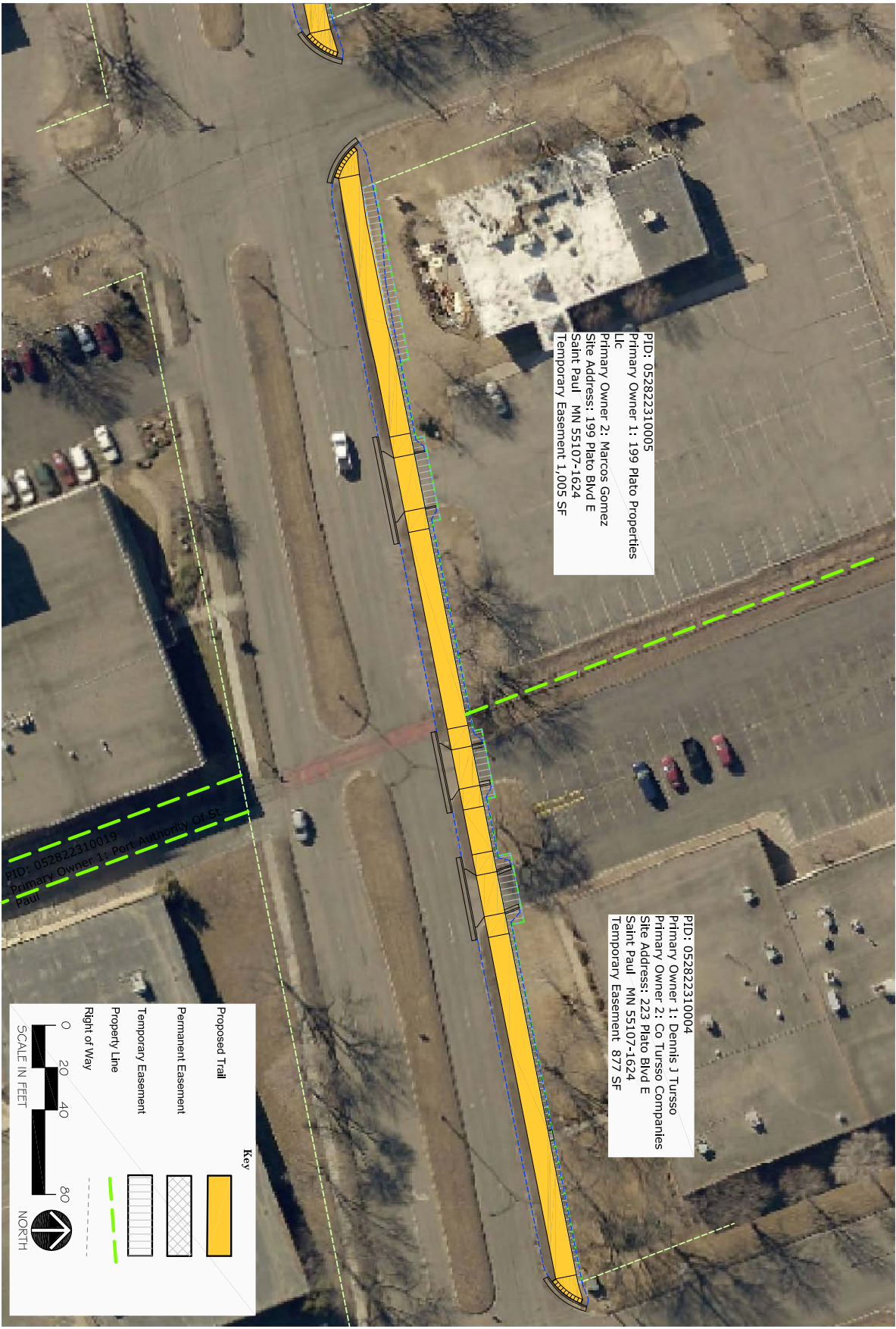
HARRIET IS. TO SOUTH ST. PAUL REGIONAL TRAIL/ROBERT PIRAM TRAIL
PLATO BLVD. TEMPORARY EASEMENTS

PROPOSED EASEMENTS
REVISIONS:

DEPARTMENT OF PARKS & RECREATION
400 CITY HALL ANNEX
25 WEST FOURTH STREET
ST. PAUL, MINNESOTA 55102

JOB NO. L20-00-00
DR. BY: CJK OR SUPR: M
DATE: 02/02/18

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Landscape Architect under the laws of the State of Minnesota.
Date: 02/02/18 Reg. No. 00000



PID: 052822310005
 Primary Owner 1: 199 Plato Properties
 LLC
 Primary Owner 2: Marcos Gomez
 Site Address: 199 Plato Blvd E
 Saint Paul MN 55107-1624
 Temporary Easement 1,005 SF

PID: 052822310004
 Primary Owner 1: Dennis J Turso
 Primary Owner 2: Co Turso Companies
 Site Address: 223 Plato Blvd E
 Saint Paul MN 55107-1624
 Temporary Easement 877 SF

PID: 052822310019
 Primary Owner 1: Port Authority Of St.
 Paul

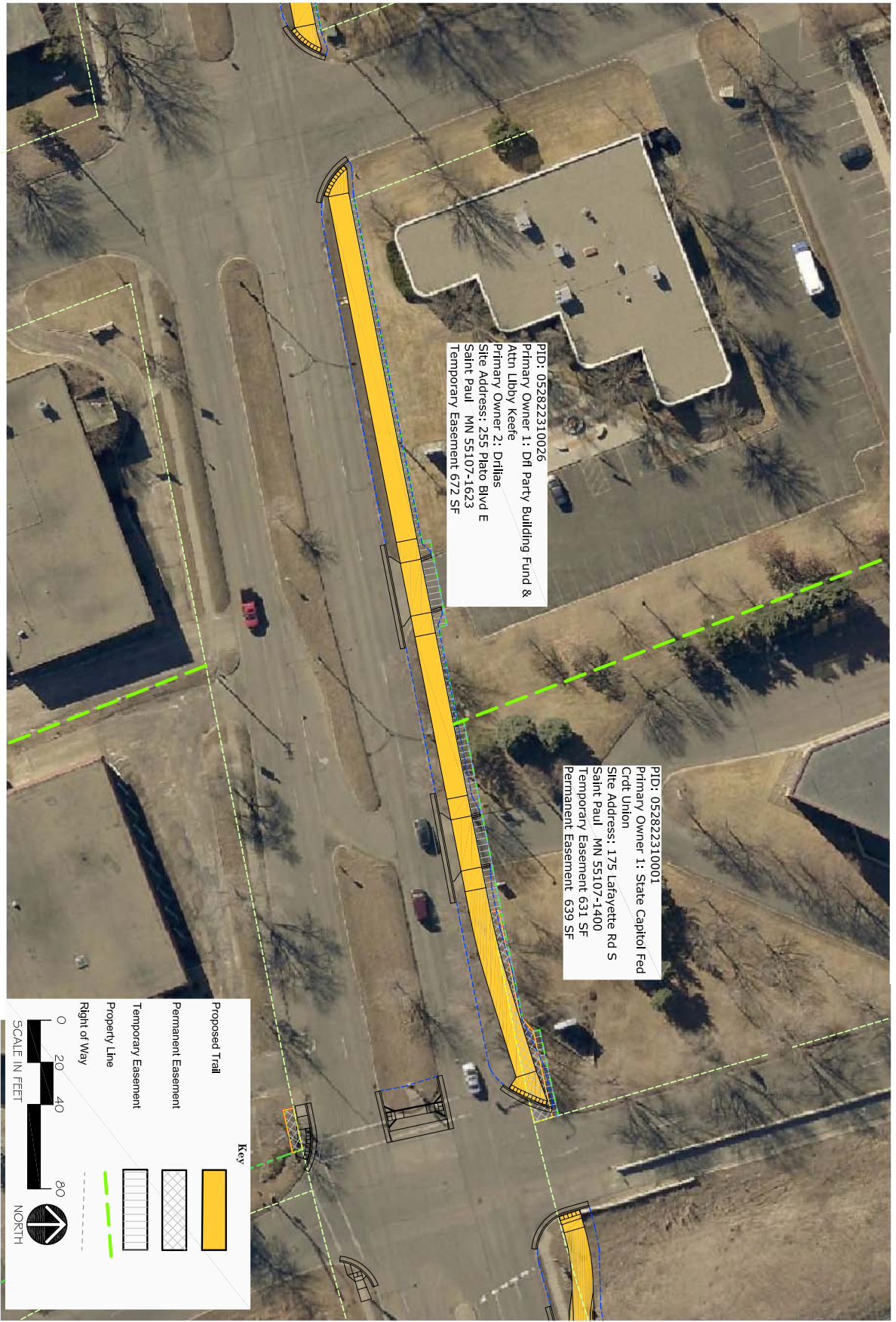
Key



- Proposed Trail
- Permanent Easement
- Temporary Easement
- Property Line
- Right of Way

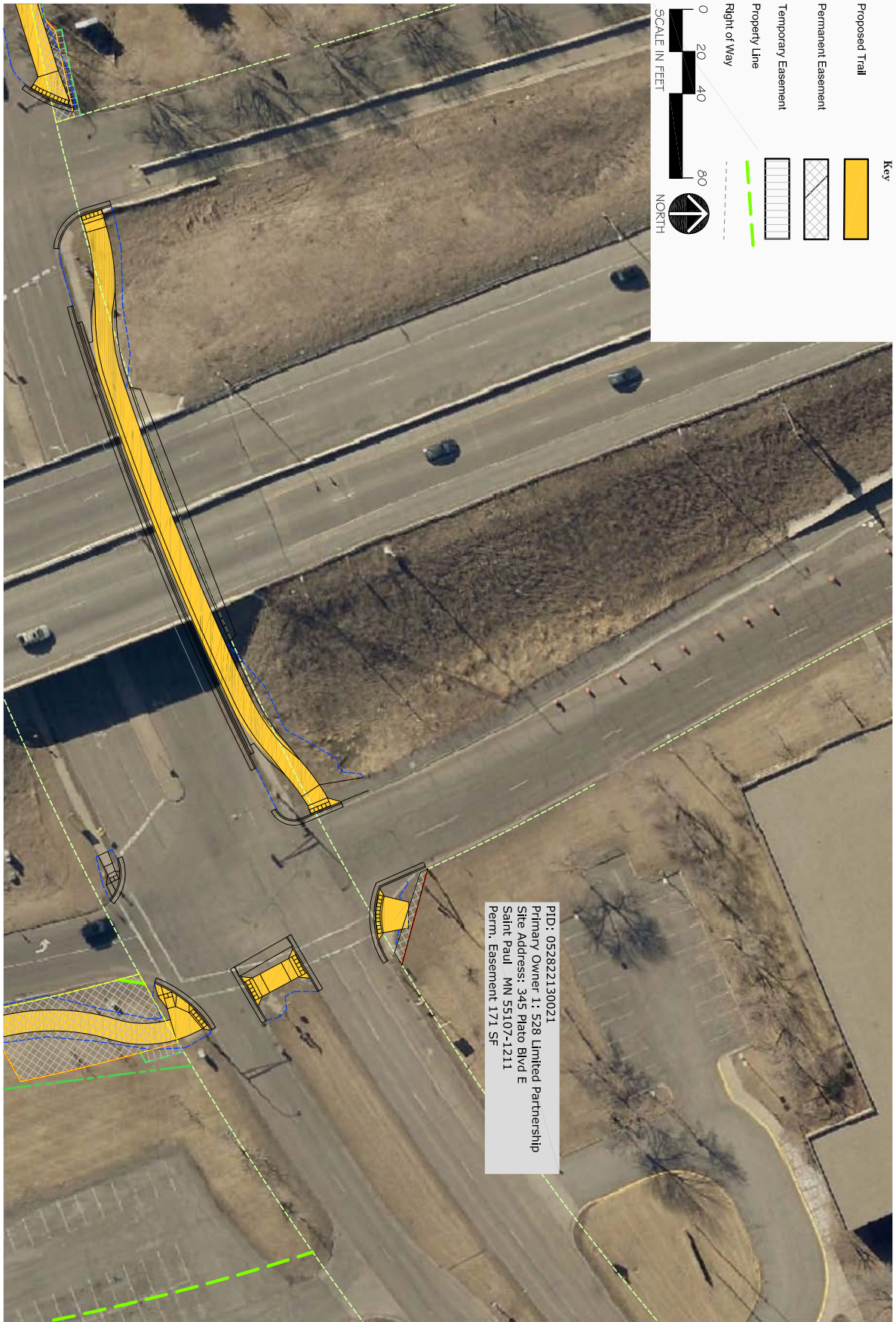
SCALE IN FEET

0 20 40 80

NORTH



 OF 8 SHEETS	HARRIET IS. TO SOUTH ST. PAUL REGIONAL TRAIL/ROBERT PIRAM TRAIL PLATO BLVD. EASEMENTS	PROPOSED EASEMENTS	 DEPARTMENT OF PARKS & RECREATION 400 CITY HALL ANNEX 25 WEST FOURTH STREET ST. PAUL, MINNESOTA 55102	JOB NO: LRP-08-01 DR: DR OK TO SUPP 01 DATE: 06/01/16 Date: 06/01/16	I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Landscape Architect under the laws of the State of Minnesota. Name: _____ Date: 06/01/16 Reg. No. 00000
	REVISIONS:				



6 OF 9 SHEETS

HARRIET IS. TO SOUTH ST. PAUL REGIONAL TRAIL/ROBERT PIRAM TRAIL
PLATO BLVD. PERMANENT EASEMENTS

PROPOSED EASEMENTS
 REVISIONS:

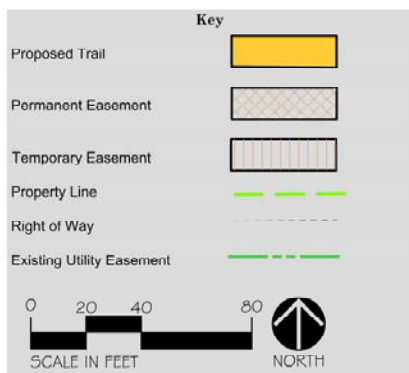
DEPARTMENT OF PARKS & RECREATION
 400 CITY HALL ANNEX
 25 WEST FOURTH STREET
 ST. PAUL, MINNESOTA 55102

JOB NO. LAR-18-00-04
 DR. OR CR. OR SUPV. OR
 DATE: 11/16/18

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision, and that I am a duly Licensed Landscape Architect under the laws of the State of Minnesota.
 Name: _____ Date: 11/16/18 Reg. No. 18000



PID: 052822420005
 Primary Owner 1: 528 Limited Partnership
 Site Address: 0 Plato Blvd E
 Saint Paul MN 55107
 Temporary Easement 1,585 +/- SF
 Permanent Easement 7,349 +/- SF



1 OF 5 SHEETS	HARRIET IS. TO SOUTH ST. PAUL REGIONAL TRAIL/ROBERT PIRAM TRAIL LAFAYETTE FRONTAGE RD. PROPERTIES	PERMANENT AND TEMP. EASEMENTS PID: 052822420005	 DEPARTMENT OF PARKS & RECREATION 400 CITY HALL ANNEX 26 WEST FOURTH STREET ST. PAUL, MINNESOTA 55102	 DATE: 11/25/2016	I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision, and that I am a duly Licensed Landscape Architect under the laws of the State of Minnesota.
	REVISIONS:			Date: _____ Rev: _____	



PID: 052822420004
 Primary Owner 1: 528 Limited Partnership
 Site Address: 345 Plato Blvd E
 Saint Paul MN 55107-1211
 Temporary Easement 1,737 +/- SF
 Permanent Easement 3,213 +/- SF

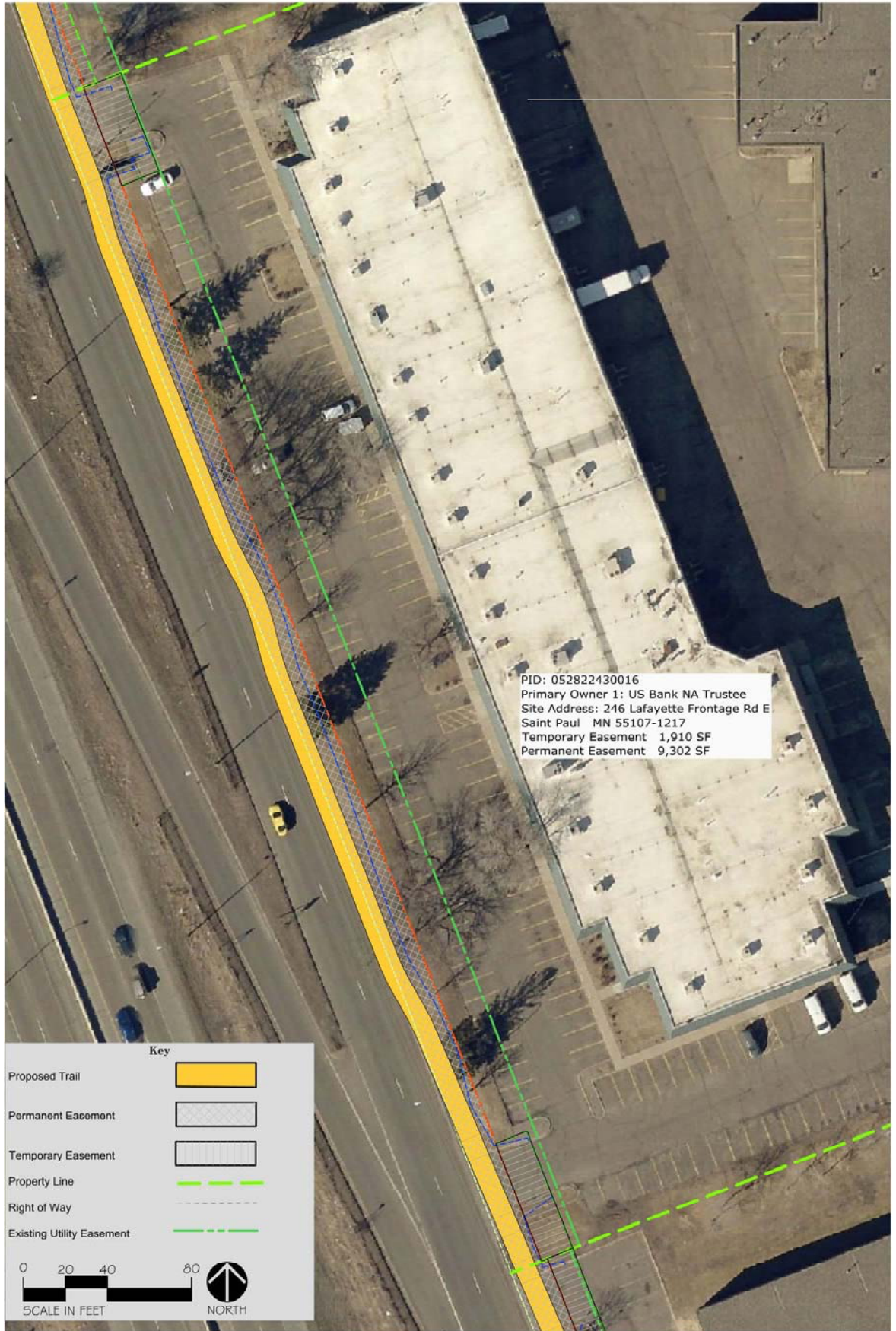
Key

- Proposed Trail
- Permanent Easement
- Temporary Easement
- Property Line
- Right of Way
- Existing Utility Easement

0 20 40 80
 SCALE IN FEET

NORTH

5 	HARRIET IS. TO SOUTH ST. PAUL REGIONAL TRAIL/ROBERT PIRAM TRAIL LAFAYETTE FRONTAGE RD. PROPERTIES	PERMANENT AND TEMP EASEMENTS PID: 052822420004	DEPARTMENT OF PARKS & RECREATION 4.00 CITY HALL ANNEX 26 WEST FOURTH STREET ST. PAUL, MINNESOTA 55102	I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision, and that I am a duly Licensed Landscape Architect under the laws of the State of Minnesota. Date: 11/25/2008 Reg. No.
OF 5 SHEETS	REVISIONS:	DATE: 11/25/2008	Date: _____ Reg. No. _____	

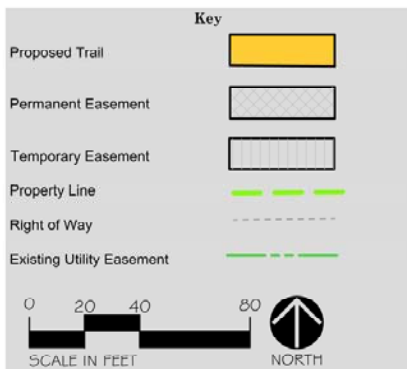


PID: 052822430016
 Primary Owner 1: US Bank NA Trustee
 Site Address: 246 Lafayette Frontage Rd E
 Saint Paul MN 55107-1217
 Temporary Easement 1,910 SF
 Permanent Easement 9,302 SF

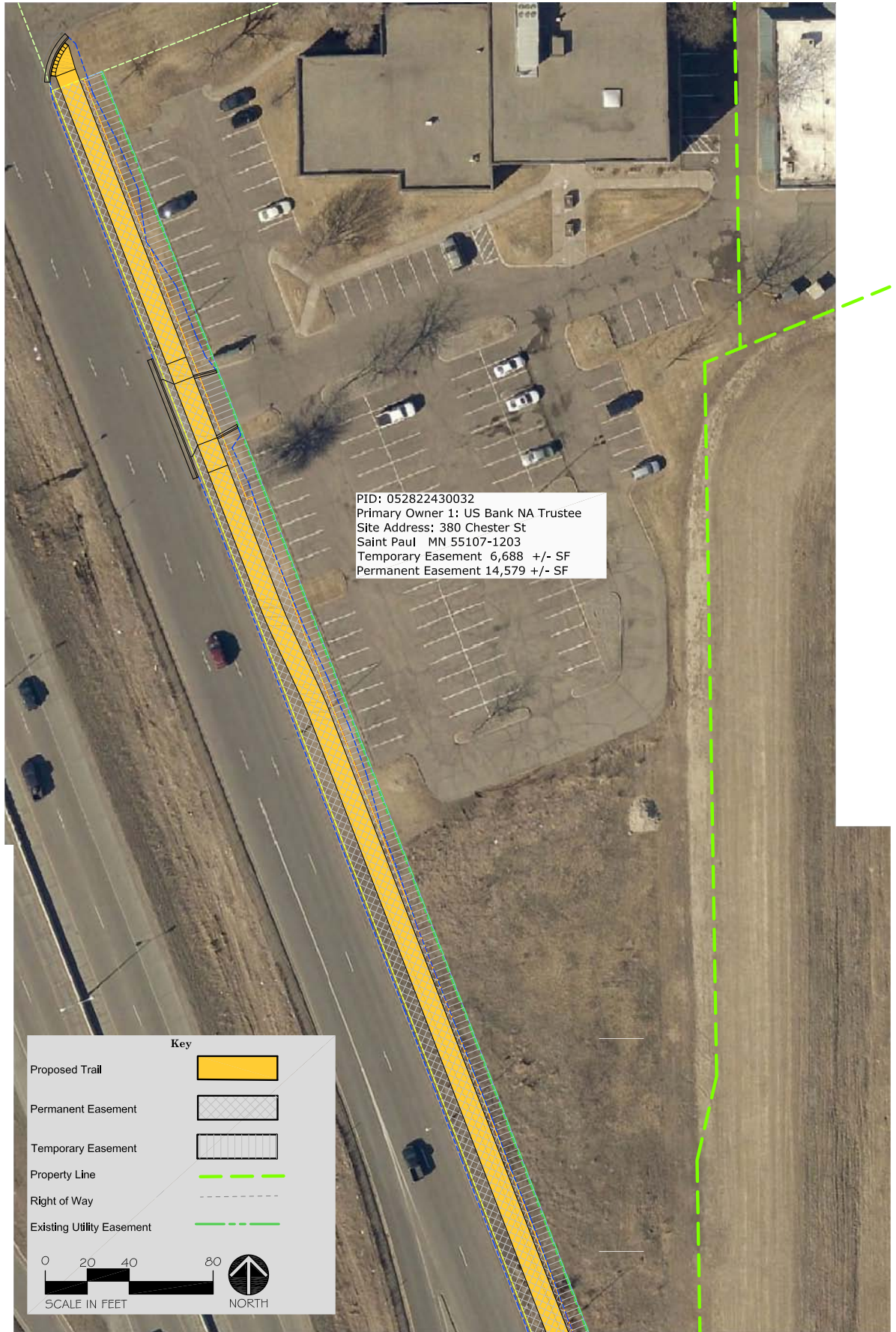
Key

- Proposed Trail
- Permanent Easement
- Temporary Easement
- Property Line
- Right of Way
- Existing Utility Easement

0 20 40 80
 SCALE IN FEET

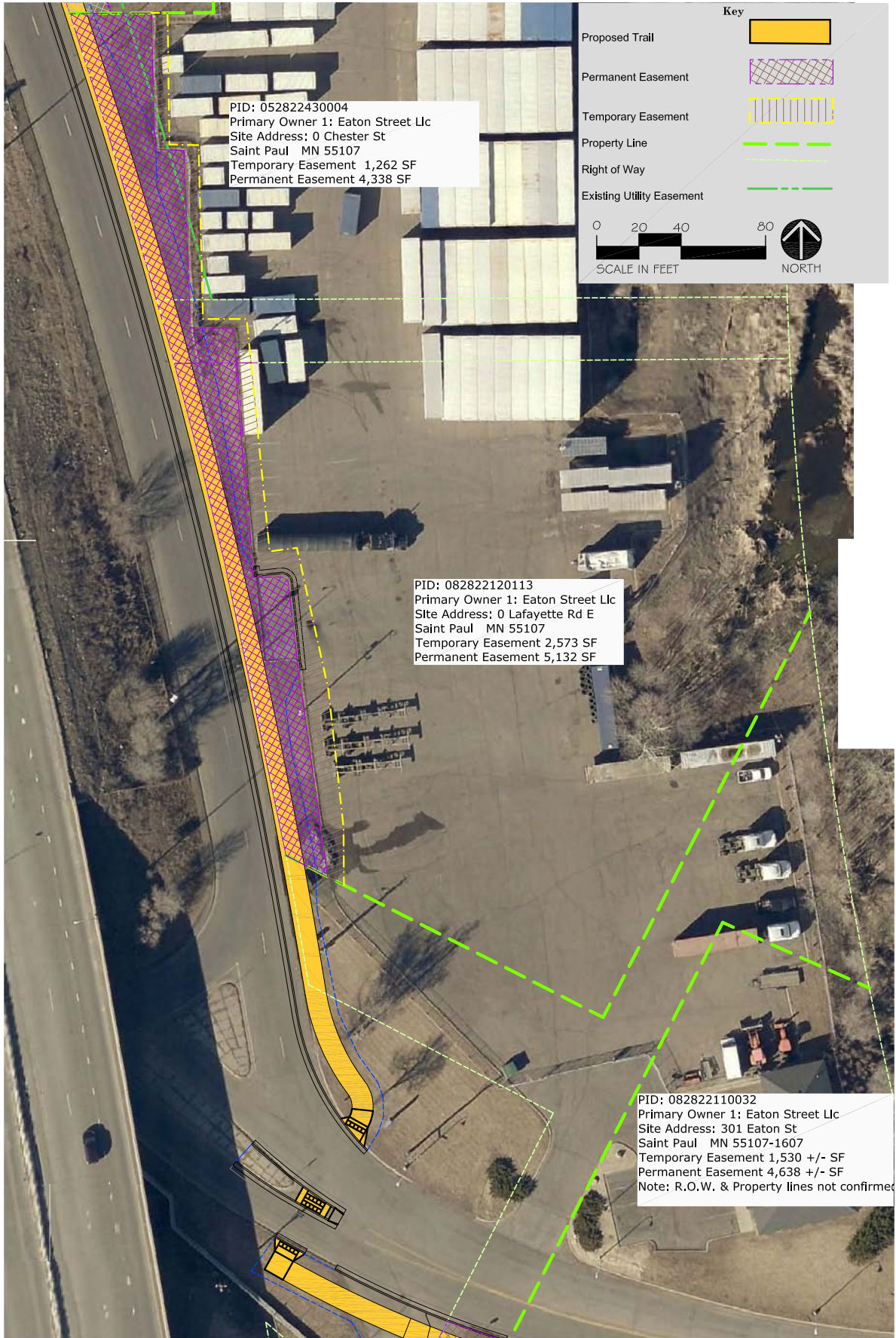


	HARRIET IS. TO SOUTH ST. PAUL REGIONAL TRAIL/ROBERT PIRAM TRAIL LAFAYETTE FRONTAGE RD. PROPERTIES	PERMANENT AND TEMP EASEMENTS	DEPARTMENT OF PARKS & RECREATION 4.00 CITY HALL ANNEX 26 WEST FOURTH STREET ST. PAUL, MINNESOTA 55102	I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision, and that I am a duly Licensed Landscape Architect under the laws of the State of Minnesota. Date: _____ Reg. No. _____
	REVISIONS: _____			



	HARRIET IS. TO SOUTH ST. PAUL REGIONAL TRAIL/ROBERT PIRAM TRAIL LAFAYETTE FRONTAGE RD. PROPERTIES	PERMANENT AND TEMP EASEMENTS PID: 052822430032	DEPARTMENT OF PARKS & RECREATION 400 CITY HALL ANNEX 25 WEST FOURTH STREET ST. PAUL, MINNESOTA 55102	JOB NO: LAF-10-100 DATE: 11/25/2016	I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision, and that I am a duly Licensed Landscape Architect under the laws of the State of Minnesota.
	OF 5 SHEETS 5	REVISIONS	OK BY: OK BY: SUPV	DATE: 11/25/2016	

Appendix A34 Robert Piram Regional Trail Master Plan AMENDMENT



08'S SHEET 6	HARRIET IS. TO SOUTH ST. PAUL REGIONAL TRAIL/ROBERT PIRAM TRAIL	PERMANENT AND TEMP EASEMENTS PID: 052822430004	DEPARTMENT OF PARKS & RECREATION 400 CITY HALL ANNEX 25 WEST FOURTH STREET ST. PAUL, MINNESOTA 55102	JOB NO. LAR-18-001 DR. BY: OK to SUPA DATE: 11/23/2018	I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Landscape Architect under the laws of the State of Minnesota.
	LAFAYETTE FRONTAGE RD. PROPERTIES	REVISIONS			

