



CITY OF SAINT PAUL

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TRANSPORTATION COMMITTEE OF THE PLANNING COMMISSION

Monday, June 18, 2012, 4:00 p.m. – 5:30 p.m.

All meetings are held in the City Hall Annex 13th floor

Conference room at 25 West 4th Street in Saint Paul

1. Presentation on the *Great River Passage* transportation components – Don Ganje, Parks, 35 minutes
2. Approval of City comments on the draft *Central Corridor Transit Service Concept Plan* - Christina Morrison, PED, 35 minutes
3. Updates on Robert Street and Gateway Alternatives Analyses – Allen Lovejoy, PED, 20 minutes

Upcoming Transportation Committee Meetings

- July 16 – Streetcar Study update, Discussion of District 1 Transportation Plan public hearing comments
- July 30

Meetings are open to the public. The Chair may allow five minutes for informal public comment (from non-committee members) at the beginning of each agenda as needed. Additional time may be allocated for comments or further discussion at the discretion of the Chair. Meetings will be cancelled if there is not a quorum expected, or if there are no agenda items. For additional information on the Transportation Committee of the Planning Commission, please visit our website at bit.ly/StPaulTC or contact Christina Morrison at christina.morrison@ci.stpaul.mn.us or 651-266-6546.

Transportation Committee Staff Report

Committee date: June 18, 2012

Project Name	Great River Passage Master Plan
Geographic Scope	Entire City of Saint Paul with focus on River Corridor
Ward(s)	All 7
District Council(s)	All 17
Project Description	A 30-50 year visionary Master Plan which will unify the entire 17 mile length of Saint Paul's riverfront into a single park called the Great River Passage.
Project Contact	Don Ganje
Contact email/phone	Don.ganje@ci.stpaul.mn.us phone: 266-6425
Lead Agency/Department	Parks and Recreation
Purpose of Project/Plan	Public purpose for pursuing the project or plan, 50 words or less
Planning References	Comp Plan, small area plans, and regional systems plans used in preparation of the Great River Passage Master Plan
Project stage	Adoption process of the final Master Plan
General Timeline	See attached Approval Process sheet
District Council position (if applicable)	NA
Level of Committee Involvement	Inform
Previous Committee action	None
Level of Public Involvement	Input received at 29 public input sessions
Public Hearing	Yes, First of three scheduled Public Hearings held on Feb. 29, 2012
Public Hearing Location	Next public hearing on the plan is scheduled for August 24 th , 2012 at the saint Paul Planning Commission
Primary Funding Source(s)	Master Plan funded with a grant from the state of MN
Cost	NA

Staff recommendation	
Action item requested of the Committee	Provide preliminary feedback to Parks staff
Committee recommendation	
Committee vote	

Great River Passage – Transportation Section

5.1 Vehicular and Transit Access

Link The Citywide Network Of Parkways And Boulevards To The River

The City's street network will become an integral part of the River Corridor, expanding and strengthening the historic Grand Round Parkway system, and providing better connections between the community and the River. Streets and roadways both parallel and leading to the River, will continue to serve their existing transportation function of moving cars and trucks, but will simultaneously enhance the quality of public urban space through corridor greening and provision of bicycle and pedestrian accommodations. Key components include:

Objective 1: Improve and Expand the Grand Round.

- Improve the pedestrian and aesthetic qualities of Shepard Road.
- Improve the aesthetic qualities of Warner Road.
- Extend and connect the Grand Round through Downtown.

Objective 2: Enhance Parkway and Boulevard River Connections.

- Modify parkways and boulevards to provide safe access for a variety of modes, including pedestrians, bicyclists, and vehicles.
- Continue to improve parkway amenities, landscaping, wayfinding and signage.

Objective 3: Improve Access to Parks.

- Identify Park access routes for multimodal access and signage and wayfinding improvements.
- Implement Complete Streets to support multimodal design.
- Provide shared-use parking and shuttles to accommodate activities and special events.

Objective 4: Plan for New Modes of Access.

- Work with the National Park Service to implement the MNRRA Alternative Transportation Plan (ATP).
- Evaluate potential for transit shuttle and pedicab service to activity centers.
- Evaluate opportunities for up-river and cross-river transportation by boat or shuttle.

Objective 5: Improve Links to Transit.

- Promote the use of existing and new Metro Transit routes to access the park.
- Anticipate future transit improvements on the Central corridor.

Photo: Link the river corridor to transit, including light rail and commuter rail.

The Central Corridor Light Rail System, with its hub at Downtown's Union Depot, will create alternative choices for visitors to parks along the river. The potential introduction of commuter rail will provide additional options for visitor access. New bus routes, shuttles, and other means of public transportation also will expand access to the river corridor.

Photo: Link the parkway and boulevard network to the river corridor.

Parkways and boulevards provide visual and physical connections to the river and accommodate all modes of travel, including walking and bicycling. They are the primary streets that provide access from adjacent neighborhoods to parks within the river corridor.

Expand Transit Options

- Photo: A pedicab in motion. Short distance trips may be made by commercial bicycle taxis.
- Photo: A docked water taxi with boarding passengers. Future transportation across the river by watercraft offers potential for private sector entrepreneurs.
- Photo: Example of a transit stop. Unique design, branding and marketing of the river-transit interface is recommended.

The Grand Round

- The Grand Round is a historic part of HWS Cleveland 1890's vision for Saint Paul. The recreational greenway was envisioned to add to the City's quality of life by providing neighborhood access to the vast amount of open space along the river. The Great River Passage plan will implement the final piece of this vision by completing the scenic river segment and integrating access to the history of the region with the daily life of its residents.
- Modify and enhance Shepard and Warner Roads over time as part of completing the Grand Round vision. Provide better non-motorized linkages from adjacent neighborhoods to the Great River Passage while maintaining its role as truck route and arterial street.
- Reduce traffic speeds provide for more frequent and safer pedestrian crossings. Enhanced landscape amenities, such as lighting, signage and planting, support its proposed role as a recreational greenway. Modify street alignments, typical Great River Passage cross section and intersection improvements to enhance the safety and aesthetic quality of the Great River Passage.

The Grand Round Extension

Strengthen the Grand Round parkway and trail system by providing a link through downtown parks, including Kellogg Park, Lowertown, Bruce Vento Nature Sanctuary and Indian Mounds Park.

Parkways and Boulevards

- Parkways and Boulevards are extensions of the Great River Passage into the City. These tree-lined streets provide visual connections and physical cues to the river and allow for various modes of travel, including walking and biking, along them. These are the primary streets that provide access from adjacent neighborhoods to parks within the Corridor.
- Modify street design to comply with adopted Complete Street policies, providing equal access by car, bicycle and pedestrian.
- Employ human-scale design to extend the parkway network from the River Corridor into the neighborhoods. Develop an enhanced wayfinding system to help visitors to the Corridor locate access and parking.
- In the future, create key transit connections that encourage non-motorized access to the Great River Passage.

Multimodal Park Access Routes

- Multimodal Park Access Routes are the main streets, other than Parkways or Boulevards, that provide vehicular, pedestrian and bicycle access to the Great River Passage. These routes generally align with primary park entrance locations, and connect to the City's current and proposed bicycle grid. They form the primary routes for residents to access the Corridor from the neighborhoods.
- Reintroduce pedestrian scaled design that slows traffic, provides improved sidewalks, intersections and crosswalks, and includes either bike lanes, shared vehicle/bicycle lanes, and/or off street bike trails.
- Encourage slow to moderate vehicular speeds employ traffic calming measures including the use of on-street parking.
- Introduction of the Central Corridor Light Rail Transit system, with its hub at Union Depot in downtown, will create alternative choices for people to visit the parks along the River. The potential future introduction of commuter rail will have an added impact on visitor access. Bus routes, shuttles and other means of public transportation will provide access to the corridor for people of all communities and abilities.

Transit Access

- Promote the use of existing Metro Transit bus routes to access the Great River Passage. Enhance Great River Passage transit stops by developing and incorporating unique branding, wayfinding, and shelter design.

- Complete continuous bicycle and pedestrian that connect transit stops to Great River Passage access points.
- Develop bicycle and pedestrian accommodations that link regional trail systems and the River with key Great River Passage transit stations to be provided at Union Depot, Central Corridor LRT at Raymond Avenue, and proposed Red Rock Commuter Train at Lower Aft on Road.

New Types of Connectivity

- Evaluate using pedicab and/or shuttle service as precursors to enhanced public transit service to Great River Passage sites. Explore offering van tours to gain access into the sensitive Pig’s Eye Lake area as an interim measure prior to completing major infrastructure access improvements.
- Utilize shared parking with neighborhood businesses and run extra transit shuttles during special events.
- Further evaluate opportunities for transport across the river by small water craft; such as taxis or ferries at key locations.
- Evaluate the feasibility of providing readily available ride sharing services and motorized and non-motorized vehicle rentals for access to the river.

Picture: Multimodal Park Access Street Prototype

A drawing showing the layout of sidewalks, medians, parking lanes, bike lanes and car lanes. The side walks are separated from the road with planted trees.

Map: St. Paul and the following legend items:

- Unique transportation corridors – Grand Round, Parkways and Boulevards
- GRP access improvements – Grand Round Extension, Multimodal Park Access Route, Water Taxis, and Vehicular Park Access points
- Transit access routes – 2030 Local Bus Routes, Light Rail Corridor, Light Rail Stations, Key GRP Bus Stops, and Key GRP Transit Stations

5.2 Bicycle and Pedestrian River Access: Goal and Objectives

Improve Local River Access

Much of the City of Saint Paul is within walking or bicycling distance of the Mississippi River, yet few people know how to access this community resource, explore its history, and enjoy its scenic beauty. Connecting the system and providing designated walking and bicycling facilities within connecting corridors, will seamlessly link the Great River Passage with the City and to surrounding communities.

Objective 1: Improve Neighborhood Pedestrian Access and Circulation.

- Complete missing street and sidewalk links.
- Provide enhanced streetscapes with continuous, lighted sidewalks on at least one side of all connecting streets.
- Use accepted traffic-calming techniques to provide streets that are safe for pedestrians.
- Encourage pedestrian scale building patterns and streetscape amenities.

Objective 2: Prioritize Completing Bikeway Segments.

- Link existing facilities in the citywide bicycle system.
- Identify new bicycle/pedestrian access structures.

Objective 3: Improve Access for Bicycles Using Bike Lanes, Shared Vehicle/Bicycle Lanes, and/or Off -Street Bike Trails.

- Provide for and promote sharing the road.
- Integrate a variety of design treatments to complete the bicycle route system.

Objective 4: Provide Bicycling Support Facilities.

- Provide bicycle stations at the confluence of major trails and at intermodal centers such as Union Depot.
- Install secure and convenient bicycle parking facilities in all parks.

Objective 5: Integrate Pedestrian and Bicycle Connections and Accommodations with Transit.

- Complete connections for bicycles and pedestrians from transit stops to park access points.
- Develop and improve bicycle and pedestrian accommodations downtown and other locations.

A Walkable and Bikeable Community

Short distance trips from neighborhoods to the river corridor may be accomplished by walking or bicycling if the connecting routes are safe, convenient, and aesthetically pleasing. Enhancements address the pedestrian realm (sidewalks and pedestrian amenities), the roadway corridor (bicycle facilities, on street parking, traffic speeds and crossing treatments), and adjacent development (how buildings relate to streets).

Photo: Context Sensitive Design

Mixed use areas with first-floor commercial uses require urban sidewalk design treatments.

Photo: Grade-Separated Crossings

Structures are reserved for roadways with high traffic volumes and speeds, where crossing at a signal is not practical.

Photo: Bicycle Lane

Striped lanes on both sides of streets encourage increased levels of bicycling.

Photo: Bicycle Boulevards

Cars and bikes can share lanes when traffic volumes and speeds are low.

Photo: Multi-Use Trails

Parkways and Boulevards may have bike lanes and/or parallel trails.

Photo: Support Facilities

Secure and convenient parking allows cyclists to enjoy park destinations.

Extend The City To The River

Gaps in the street grid currently prevent easy access to the river. Where existing parkways, boulevards and other streets link to the park, improve them to provide sidewalks with pedestrian and bicycle friendly amenities. Redevelopment and road improvement projects should complement and extend the street grid to the river wherever possible.

Complete The Streets

- Make improvements to designated corridors along the riverfront to implement
- the adopted City of Saint Paul's "Complete Streets" policy.
- Recognize that bicycles and cars can safely share roadway space when traffic speeds and volumes are low. Within major street corridors, designated bicycle facilities are desired to separate motorized and non motorized users traveling at different speeds.
- Seamlessly integrate a variety of facility design treatments to complete the bikeway system – these include striped on-street bicycle lanes, signed and traffic-calmed bicycle boulevards, parallel off -road multi-use paths, and intersection crossing improvements. The exact treatment to be implemented within each street corridor will be determined based upon context sensitive traffic and right-of-way considerations.

Connect To Regional Trail Systems

Continue to work with multiple jurisdictions to complete an interconnected regional plan for the Mississippi National River and Recreation Area (MNRRA), Mississippi River Trail (MRT), and Ramsey and Dakota County greenway systems.

Provide Bicycling Support Facilities

- Include secure and convenient bicycle parking racks within all parks. Rack designs should allow a cyclist to securely lock both bicycle frame and wheel. All bicycle parking should be placed in highly-visible locations, on paved surfaces, and out of conflict with through traffic on adjacent trails.
- Provide bicycle stations at major trail and intermodal centers. At a minimum include bicycle parking, lockers, showers, distribution of bicycle literature, refreshments, supplies, and repair services.

Prioritize Missing Links

- Place priority on completing bikeway segments that link to existing facilities in the citywide bicycle system, as well as projects that are programmed for near-term improvements in the Transportation Chapter of the Comprehensive Plan and the Bike Walk Central Corridor Action Plan.
- Adopt a goal to complete continuous corridors of travel that are at least 2.5 miles in length – the national average bike commuter trip distance. Focusing on completing projects that contribute to a primary system of longer continuous corridors will serve multiple neighborhoods and contribute to an overall increase in levels of biking citywide.

Provide Facilities Along Corridors

- Complete missing links to provide continuous sidewalks along both sides of all Multimodal Park Access Streets. Provide multiuse trails or sidewalks along the Parkway and Boulevard system.
- In areas of residential land use, include a buffer planting strip between street and sidewalk, plant street trees, meet all Americans with Disabilities (ADA) clearance and curb ramp standards, and encourage on-street parking.
- In commercial and mixed use areas, provide wider sidewalks, extend paved width to back-of-curb, provide street trees planted in tree wells, meet ADA standards, and provide on-street parking.

Provide Facilities Across Barriers

- Calm vehicular traffic and implement high-visibility at-grade crossings where Multimodal Park Access Streets intersect with major roadways. Add signals where warranted. Ensure all crossings meet ADA requirements.
- Construct new bicycle/pedestrian overpasses and underpasses in key locations to provide connectivity to neighborhoods and address gaps in the trail and bikeway system. Utilize pedestrian and bicycle overpass and underpass structures when necessary to overcome major access barriers such as railroad lines, high-speed roadways, and vertical grade change from bluff top to river corridor. Utilize stair connections where there is a high demand, historic connection and capability to provide an alternative accessible route.

Encourage Pedestrian Supportive Development Patterns

- Infill targeted redevelopment areas with mixed uses and short block lengths to encourage walkable neighborhoods.
- Construct new buildings that face and embrace streets. Provide building setbacks and facades that are pedestrian-scale and interesting to walk by.
- Implement clear and consistent signage and wayfinding systems directing people to and from the Great River Passage.

Photo: Provide bicycle access from City to River

A green bike lane adjacent to road.

Photo: Develop safe and comfortable access from the neighborhoods

People walking on sidewalk in a nice community

Photo: Accommodate transfer of bicyclists to other modes of transit.

A bicyclist getting off of a train.

Map: St. Paul and the following legend items:

- Bicycle Access - Existing On-Road Bikeway System, Proposed On-Road Bikeways (for park access)
- Pedestrian Access - Trail Underpass/Overpass, Stairways/Ramps
- Trails - Regional Trail (Hard Surface), Local Trail (Hard Surface)

5.3 Internal Park Access and Trails

Regional Trails serve both the recreation and non-motorized transportation needs of the City, connecting it to the larger State and regional trail systems. Regional Trails accommodate a broad range of users, including recreational cyclists, commuters, walkers, joggers, in-line skaters, skiers and tour participants. Pedestrians should be separated from bicyclists whenever possible.

Picture: Regional Trails

12 ft hard surface trail with two bicyclists.

Park Trails are multi-use paved trails that provide local access to parks and connect to the regional trail system. Park Trails are intended to be accessed easily from park roads and parking areas. They are looped to provide varied recreational experiences within each park and access for picnicking, park amenities, and park visitors of all abilities.

Picture: Park and Local Trails

8-10 ft hard surface trail with someone walking.

Boardwalks are either park or rustic trails that are used to cross environmentally sensitive environments and access wetland interpretive areas and wildlife viewing areas.

Picture: Boardwalks

6 ft boardwalk with a mother and child feeding a bird in a pond

Rustic Trails are narrow soft -surface paths that allow for hiking and adventure recreation uses. Rustic Trails have a low impact on the natural environment, allowing access to more remote sections of the parks for most park users. They provide for separated uses for hiking, cross-country skiing, and mountain biking.

Picture: Rustic Trails

3 ft soft trail with two a mother and child walking.

Expand Opportunities For Park Access

The River and its parks are both a destination and a corridor, serving recreation and transportation needs of the community. Improving park entrances, signage, access roads, parking, trails and river access will accommodate a wide range of users and give them a wider choice of better ways to get to the River. Trails serve both recreation and transportation needs, connecting State and regional trail systems to parks and neighborhoods in the City. Trails accommodate a wide range of users, of all ages and abilities and in all seasons of the year.

Objective 1: Improve Access Within Parks.

- Accommodate access for pedestrians and bicyclists at all primary park vehicular entries.
- Provide additional points of access for pedestrians and bicyclists where constraints are present on park entrance roads.
- Right size parking areas in parks and natural areas.

Objective 2: Create a Hierarchy of Trail Types and Lengths to Provide a Variety of Recreational Challenges and Experiences for all Users.

- Develop a variety of trails appropriate to the type and level of use and users in each park.
- Provide continuous accessible trail loops.
- Protect sensitive ecological areas by using appropriate soft trail treatments, boardwalks and decks.

Objective 3: Complete and Connect to Regional Trail Systems.

- Work with multiple jurisdictions to complete an interconnected regional system.
- Improve connectivity and complete gaps in existing system.

Objective 4: Develop Multiple River Access Points to Support Recreational Boating uses on the River.

- Create a Canoe/Kayak River Trail with landings at key locations along the River.
- Provide signage access to support facilities and boat storage at canoe/kayak landings.

Objective 5: Create Overlooks to Preserve Scenic Views into the Corridor.

- Coordinate streetscape and trail improvements for neighborhood access.
- Provide pedestrian amenities to provide shade and comfort.
- Provide signage interpreting views and historic significance where appropriate.

Photo: Regional Trails serve a variety of users

Hard surface trail with people walking and biking

Photo: Rustic Trails allow the experience of nature in the city

Soft trail with a women walking two dogs in wooded area

Photo: Park Trails provide local access

Hard surface trail along a small river

Photo: Boardwalks span sensitive environments

Wooden boardwalk spanning a marshland

Improve Access to the River

Provide improved access to public facilities and recreation programs by adding sidewalks and bicycle markings to park roads wherever possible. Where road widths are constrained, supplement park access by restoring historic stairways and identifying park roads as shared use zones. Improve circulation to eliminate dead ends, complete loops to open visibility into remote parking areas, and provide parking facilities that accommodate a wide range of park users. Accommodate overflow parking needs by use of on-street, or shared parking at local businesses, schools, community centers and other institutions.

Create Access Within Parks for All Users

Vehicular access within the parks is essential to accommodate park users of all ages and physical abilities, and to allow for convenient access for a broad range of recreational uses and activities. Park access roads connect the public streets to trailheads, parking areas and boat ramps, allowing a wide variety of users to get to the parks and to the river. Through appropriate design, slower-speed internal park roads will allow for vehicle use within the park, providing a safe environment for visitors and access for maintenance and emergency vehicles, as well as an aesthetic park experience.

Balance Park Access With Protection of Resources

Reduce pavement footprints and design access roads and parking areas to reduce their impact on sensitive natural and cultural resource areas. Avoid impacting bluffs, sensitive vegetation and habitat areas wetlands and scenic resources in the valley. Utilize pervious surfaces where possible to reduce storm runoff and use appropriate local materials for park road and trail construction.

Regional Trails

Regional trails serve both recreation and transportation needs of the city connecting it to the larger state and regional trail systems. Complete the network by providing a continuous off-road trail on both sides of the river that connects Minneapolis and Saint Paul. Regional trails accommodate a broad range of users, including recreational and commuter bicyclists, walkers, joggers, in-line skaters, cross-country skiers and race tour participants.

Park and Local Trails

Park and local trails are multi-use paved trails that provide local access to parks, neighborhoods and to the regional trail system. Park and local trails are intended to be easily accessed from parking areas and trailheads. They are often looped to provide a variety of recreational experiences and convenient access to parks, picnic areas and park facilities for visitors of all ages and abilities.

Rustic Trails

Rustic trails are narrow soft surface paths that allow for hiking and adventure recreation uses. Rustic trails have a low impact on the natural environment, allowing access to more remote sections of the parks for most park users. They accommodate separated uses for hiking, cross-country skiing and mountain biking.

Boardwalks

Boardwalks provide access to river, lake and wetland areas with a minimal impact on natural areas.

Canoe and Kayak Trail

The Mississippi River Canoe and Kayak Trail will provide a series of destinations for boaters to take advantage of improved river landings and access. Each destination will allow paddlers to experience a unique part of Saint Paul's natural, urban and cultural history and environment. Parking and boat storage and rental will be provided at key locations. Maps, wayfinding and interpretive signs at landing locations will be part of the programs available to support river exploration. MNRRA, river outfitters and other river-oriented businesses can be suitable partners for building and maintaining shoreline landing improvements, rental, transport and boat storage facilities at key locations along the river.

Photo: Outdoor organizations such as Urban Outfitters introduce city youth to the river.

People rowing a canoe

Photo: Several river landings support the Canoe/Kayak Trail.

A group of people on a river landing with numerous kayaks

Photo: Provide universal access within parks along the river

A hard surface trail in a wooded area with people walking alongside others in wheelchairs

Map: St. Paul and the following legend items:

- Shared-Use Paved Trail Types – Regional Trails, Parks Trails, Rustic Trails or Boardwalks, Parks Trails (Potential trail location subject to approval of the Federal Aviation Administration and Metropolitan Airports Commission)
- Pedestrian Access – Overlooks
- Vehicular System – Park Access Road, Expanded Parking, Existing parking

6.2 Shepard Road Recommendations

Enhance the parkway-like qualities of Shepard Road

By adding parkway improvements, such as enhanced landscaping, lighting, signs, guard rails, pedestrian walkways and bike lanes, Shepard Road can become the main gateway into Saint Paul, allowing visitors to experience the extraordinary views of the Mississippi River as they approach the City. As part of the historic Grand Round, Shepard Road can continue to support necessary levels of vehicle and commercial traffic, while accommodating transportation alternatives, such as walking and bicycling.

The City's goal is to balance traffic volumes – allowing for potential reductions on West 7th Street and increases on Shepard Road - and keep speeds compatible with surrounding land uses in both corridors.

Vary the design of Shepard Road, through context-sensitive design, to respond to opportunities

A variety of roadway edge conditions, including differing land uses and levels of connectivity with adjacent neighborhoods, require a variety of design responses in different areas of the corridor. Barriers are created by rail lines, steep slopes and a wide road cross-section. Recommendations recognize unique opportunities in each section of Shepard Road, while providing continuity through unified Parkway elements. Enhancements include improved pedestrian and bicycle access, visual and physical links to the River and parkway type landscape amenities. The following pages describe the range of characteristics of an improved Shepard Road corridor.

Picture: Enhanced crossings, plantings, and river edge overlook along Shepard Road.

Map: Shepard road Corridor with the following legend items:

- GRP Master Plan: Recommended Roadway Improvements - **Retrofit** with parkway - like enhancements - roadway design and/or landscaping, Traffic-calmed segment with enhanced at-grade intersections, Gateway/speed zone transition features, Proposed Grand Round alternative,
- Multimodal Park Access Streets
- Unique Transportation Corridors – The Grand Round, Parkway and Boulevard System
- GRP Vehicular Access – Internal Park Roads, Park Entrances
- Transit Access – 2030 Local Bus Routes, Light Rail Corridor, Key GRP Bus Stops, Key GRP Transit Stations, Transit Stations

Picture: Open up river vistas at key overlooks, streets along the river, and entries to the City.

Map: Red line designates area from Fort Rd. to Homer St.

Redesign streets to improve park access and enhance private development potential

The alignment and cross-section of Shepard Road in this area has significant potential to be modified because of the pending redevelopment projected for the areas to the west.

As part of planning and design of adjacent redevelopment sites, evaluate alternative Shepard Road alignments that remove the existing frontage road, expand potential development and increase park area along the bluff edge. Alternative roadway designs should minimize required roadway width, improve intersections, enhance park aesthetics, expand park land and integrate improved local storm water treatment strategies.

Integrate bluff edge park enhancements

When Shepard Road is realigned, integrate added bluff edge park to support multimodal transportation as well as recreation needs of the corridor. Provide for continuous and connected bicycle and pedestrian systems on both sides of Shepard Road. Integrate local stormwater treatment with landscape enhancements in medians and swales where space allows. Clear overlooks and provide enhanced river vistas from the road and the trails.

Reduce traffic speeds

Reduced roadway speeds will provide a safer environment for pedestrians and bicyclists while accommodating projected volumes of all traffic types including commercial vehicles.

Picture: The existing road condition from Fort Rd. to Homer St with a speed limit of 50 mph

Picture: The proposed road condition from Fort Rd. to Homer St with a speed limit of 35 mph

Removal of frontage road, wide areas with planted trees, a wider median/stormwater treatment, Bluff-Top Park, bike trails, walking trail, and bluff

Shepard Road Pedestrian Crossing Prototypes

Limited access, non-signalized intersection prototype

Provide pedestrian crosswalks where the roadway median allows for a pedestrian refuge. At pedestrian crossings provide clear pedestrian zones with crosswalk pavement markings, median refuges, guard rail breaks, contrasting pavement types and/or raised traffic tables.

Full access, signalized intersection prototype

Raised colored speed tables, pedestrian refuge islands, smaller turning radii and high visibility crosswalks protect pedestrians and cyclists, and slow traffic to improve safety at crosswalks. Provide appropriate signs, signal timing with user activation for pedestrians and bicycles at all pedestrian crossings.

Map: Red line designates area from Homer St. to Eagle Pkwy.

Provide access across barriers

This portion of Shepard Road extends past existing neighborhoods, industrial sites in transition, and along steep bluffs and railroads that limit access from the city to the river. Where at grade crossings are not feasible, work with the neighborhoods and public agencies to provide grade separated crossings at key locations across bluffs, railroad lines, bridges and other barriers. Where ever possible utilize existing bridges and tunnel crossings. Support the efforts of individual neighborhoods to provide localized access to the park and improve links from neighborhoods to the river.

Promote pedestrian and bicycle access from adjacent neighborhoods

Support Public Works and PED implementation of Multimodal Park Access Streets that will improve neighborhood access to the parks. Complete accessible sidewalks, crosswalks, wayfinding signs and landscape amenities that allow safer and more convenient pedestrian and bicycle access to and across Shepard Road and other existing barriers.

Enhance trail users' experience to promote commuting alternatives

Provide on-street bicycle lanes on Shepard Road to encourage bicycle commuting. Improve regional trails to separate pedestrian and bicycles, and provide a sufficient buffer from Shepard Road in order to enhance the trail user's experience and safety, while accommodating varied speeds.

Picture: Existing cross section from Homer St. to Eagle Pkwy. with a speed limits between 35-50 mph

Picture: Proposed cross section from Homer St. to Eagle Pkwy. with a speed limit of 35 mph

Added bike lanes to both travel lanes, median with grass/planted trees, bike trail now separated by grass/trees.

Shepard Road & Warner Road Recommendations

Map: Red line designates area from Downtown to Warner Rd.

Develop a unified parkway-like design to improve landscape aesthetics

Establish continuous plantings of street trees, shrubs, lawns and natural areas consistent with city parkway standards and regional best practices. Include parkway type lighting, guard rails, wayfinding and identity signs, markers and park amenities that help beautify Shepard Road as a gateway to Saint Paul.

Provide improved pedestrian and bicycle access

Improve at-grade pedestrian and bicycle crossings at all park access streets. Where at grade crossings are not feasible, provide grade separated bridges and underpasses, utilizing existing structures where possible, combined with stream restoration, trail improvements, bridge repurposing and other related infrastructure projects.

Encourage river-oriented redevelopment

A riverfront address is highly sought after. Proximity to views and recreation opportunities adds value to private land in the corridor. Development of denser neighborhoods with pedestrian and bicycle friendly streets and green connections to the river will help pay for improved access and desired park improvements.

Picture: Warner Road prototype with speed limits between 35-50 mph

No bike lanes, wide median with trees, bike trail and walking trail.

Picture: Downtown section with a speed limit of 35 mph

Railroad on left, travel lanes separated by median with lamp-posts, a multiuse pedestrian/bike trail, river on right.

Lower Landing Park

Lower Landing Park will become the riverfront destination for the Lowertown neighborhood. Connected by enhanced crossings of Warner Road at Sibley and Broadway, the riverfront park will be developed to include recreation facilities that meet community needs for active nature based recreation. Park improvements will integrate landform changes to provide views to the river and create a variety of designed spaces, activities and landscape improvements that reflect its unique location at the confluence of the Mississippi River and Phalen valleys.

Picture: Lowertown concept plans

View of Lowertown with Downtown St. Paul in the background. View is from east to west with the Mississippi River on the left side.

6.3 Lower Landing Park, Bruce Vento N.S. and Indian Mounds Regional Park Vision Plan

Improve Lower Landing Park as a community park for the Lowertown neighborhood

Lower Landing Park will become an important community asset serving Downtown, Lowertown and Dayton's Bluff. A series of sculpted landforms and natural gardens along Warner Road will mark the transition to Downtown. Overlooks from the top of the landforms will give panoramic views of Downtown and the Working River, and an opportunity to interpret the legacy of river transportation and commerce. A redesigned entry plaza at Broadway, a dog park and a playground and picnic area, will provide amenities to serve the Lowertown neighborhood.

Extend the Grand Round into the Downtown

4th Street, as it connects Mounds Parkway to Kellogg Boulevard, will be improved to create a continuous parkway-like connection from Indian Mounds Regional Park, through Downtown, reconnecting to the Grand Round at Eagle Parkway and Upper Landing. The Grand Round extension will link existing and new urban parks in Downtown to the City's historic Parkway system.

Link Downtown and Phalen Valley to the River

Improved pedestrian and bicycle connections on Sibley and Broadway from Lowertown will provide safe access to the riverfront for park users. Expanded parking and signage will improve public access to Bruce Vento Nature Sanctuary, Trout Brook, Phalen Valley and the Samuel Morgan regional trail systems. The signature bridge connection from Bruce Vento Nature Sanctuary to Lower Landing will provide regional trail access, and become a gateway into Downtown from the south and east.

Map: Lower Landing park concept plan includes numbered points for the following features:

1. Bridge Park Connection
2. Lafayette Bridge Trail
3. Indian Mounds Parkway Trail
4. Landform / Overlooks
5. Dog Park
6. Parking
7. Native Gardens & Water Quality Wetlands
8. Signature Bridge / Gateway
9. Grand Round Extension
10. Trail Connection to Union Depot
11. Bruce Vento Nature Sanctuary
12. Bruce Vento Regional Trail
13. Play and Picnic Area
14. Samuel Morgan Regional Trail

Map: Lower Landing park concept plan includes the following legend items:

- Water Resources - Wetland Restoration, Redevelopment Treatment Area, Park Treatment Area, Bluff Treatment Area, Creek Restoration Opportunity, Shoreline Restoration
- Park Types - Gathering Places, Active Nature Based Recreation, Natural Areas, Natural Preserves
- Land Use - Existing Industrial, Mixed-Use
- Roads & Trails - Regional Trails, Park or Local Trails, Rustic Trail at Airport, Rustic Trails, On-Road Bikeways
- Multimodal Park Access St., Park Access Roads
- Special Features - River Balcony / Riverwalk, Grand Round Extension, Green Connection, Commuter Rail Corridor, Light Rail Corridor, County Owned Park Land

6.4 The Floodplain Reach

Establish a protective buffer of natural areas and preserves

To protect natural areas, a park buffer will be established that allows limited access in areas designated as natural areas or preserves. Rehabilitated creeks, wetlands and water-quality treatment areas will be created for secondary watersheds, such as Battle Creek and Fish Creek, as part of the buffer areas.

Incorporate the Highwood Bluffs into the City's open space system

Park land will be acquired to protect the scenic and ecological value of the bluffs along the east side of Highway 61. Natural areas will be expanded to provide a continuous open-space corridor connection extending from Indian Mounds Regional Park to Fish Creek and beyond. Trails, scenic overlooks and passive recreational uses will be included to better connect the east side to the City and to the region.

Improve connections between Pig's Eye and nearby city and regional parks

New and expanded trails will improve connections to Pig's Eye from the east side, Indian Mounds Regional Park, Battle Creek and Highwood Bluff. Several grade separated trail connections from the bluffs, across Highway 61, will improve access to Pig's Eye. A network of park and rustic trails that connect to the regional system will be

developed within Pig's Eye Regional Park. In the long term, the potential for improved recreational access within industrial areas, such as along Childs Road and Red Rock Road, should be re-evaluated as land uses evolve.

Integrate recreational uses in the Pig's Eye area.

The current State DNR facility can become a gathering place, a trailhead and interpretive center serving the Pig's Eye Lake area. Vehicle, bicycle and pedestrian access will be improved from Warner Road at Pig's Eye Road, and a trailhead established near Pig's Eye Lake. Improved access across existing rail lines will benefit river-related industries while allowing public access to a variety of outdoor recreation uses around the lake. Nature based recreation activities include boating, fishing, hiking and wildlife viewing.

Improve the aesthetic quality of Warner Road and Highway 61.

The native landscape along Warner Road, especially at the intersection of Highway 61 will be restored with Oak Savanna plantings, parkway-like amenities and signage. Warner Road will take on more of a parkway- like amenities and signage. Warner Road will take on more of a parkway-like character that helps identify it as an integral part of the Grand Round.

Photo: The floodplain supports a rich and dynamic ecosystem.

Water with trees in background

Photo: Trails provide assessable connections to natural areas in the city.

Two women walking on a hard surface trail

Photo: The Pig's Eye ecosystem provides habitat for wildlife as well as flood control and water quality.

Wetland/marsh environment

Map: Plan for Floodplain Reach that identifies the following features from top to bottom:

- Indian Mounds Regional Park
- Battle Creek Regional Park
- View Corridors at Childs Road
- Upper Pig's Eye
- Highwood Bluff
- Heron Rookery

Warner Road Area Vision

Photo: Existing view of Warner Road looking southwest at Highway 61

There is currently nothing that would indicate its significance as part of the City's Grand Round.

Photo: Conceptual view of Highway 61 looking west along Warner Road

Restoration of the oak savanna that once existed at the intersection, along with native stone walls, and the restoration of panoramic views of the River Valley will identify the intersection as a gateway into the City and a part of the historic Grand Round.

Enhance the image of Warner Road

Enhance the image of Warner Road from its intersection with Highway 61, west to the river and Downtown. Improve landscape, street lighting and signage to create a parkway-like character along Warner Road and its intersections. Selectively clear adjacent woodland understory of invasive weed species on the downhill side, to restore historic vistas of the river valley and the city skyline.

Warner Road at Highway 61 will become one of the main gateways to the Great River Passage. Its landscape, lighting and amenities will extend the Grand Round character from Downtown, better integrating it as an

important part of the Great River Passage. Further studies will be required to determine the limits and feasibility of landscape enhancements at Highway 61, with respect to highway sight lines and setback requirements.

Develop Fish Hatchery Trailhead improvements.

Improvements at the Fish Hatchery site will allow for convenient parking access to a network of local, park and rustic trails at Indian Mounds Regional Park and the upper parts of Pig's Eye. A signalized intersection at Pig's Eye Road including improved access, signing and parking, will support expansion of trail use and facilitate recreational access throughout the area.

Improve public access to Pig's Eye

Partner with the railroads, the Port Authority, Ramsey County, the State Department of Natural Resources and commercial industry and businesses, to improve access to natural areas at Pig's Eye. A new road and bridge that provides improved access for trucks, cars, bicycles and pedestrians, must accommodate the needs of industrial as well as recreational uses. Streetscape improvements on Pig's Eye and Childs Roads will help support safe recreational access.

Work with the Port Authority and river industry tenants to find opportunities that provide safe public access (visual or physical) to the river and lake edges. Provide landscape buffers adjacent to the more unsightly industrial uses.

Map: Warner Road Area concept plan includes numbered points for the following features:

1. Fish Hatchery Trailhead
2. Regional Trail
3. Nature Trail
4. Levee Trail
5. Park Access Bridge
6. DNR Regional Office
7. Industrial Area
8. Potential River Edge Trail
9. Battle Creek Restoration
10. Parkway Improvements
11. New Park Access Road
12. Warner Road Gateway
13. Green Connections provide visual access to the river
14. Trailhead Park

Summary Plan Recommendations

Warner Road Area

Enhance Warner Road as it extends from the narrows between Indian Mounds bluffs and the river, to its intersection with State Highway 61. Vehicular park access improvements include the redesign of Warner Road intersections at the Fish Hatchery and at Child's Road. From the intersection at the Fish Hatchery a new bridge over the existing railroad corridor will improve access to Childs Road and provide multimodal access to the Pig's Eye Lake area.

Warner Road improvements will include new trailhead areas and better trail connections that will vastly improve recreational access to the regional park system. An expanded network of trails will accommodate bicycle and pedestrian access between Indian Mounds and Pig's Eye and improvements to the Samuel Morgan Regional trail will enhance bicycle commuting options from the east side.

Warner Road, as part of the Grand Round, will include enhanced landscaping, lighting, guardrails and signage improvements. The intersection with Highway 61 will be improved to reflect the historic landscape character of the area, and as a gateway to the Grand Round.

- Improve Warner Road to make it more parkway like.
- Develop a gateway treatment of the intersection at Highway 61 and Warner Road.
- Mimic historic vegetation patterns of the oak savanna hillsides into the Warner Road landscape and integrate it into the Great River Passage.
- Improve the Fish Hatchery Road intersection at Warner Road and improve trailhead parking with restrooms and picnic area at the Fish Hatchery.
- Collaborate with DNR to coordinate potential joint use of the existing DNR facilities, as a river Gathering Place that serves the Pig's Eye natural area.
- Reconstruct the Child's Road interchange to improve the Samuel Morgan Regional trail, eliminating at grade ramp crossings.

Map: Warner Road Area concept plan includes the following legend items:

- Water Resources - Wetland Restoration, Redevelopment Treatment Area, Park Treatment Area, Bluff Treatment Area, Creek Restoration Opportunity, Shoreline Restoration
- Park Types - Gathering Places, Active Nature Based Recreation, Natural Areas, Natural Preserves
- Land Use - Existing Industrial, Mixed-Use
- Roads & Trails - Regional Trails, Park or Local Trails, Rustic Trail at Airport, Rustic Trails, On-Road Bikeways
- Multimodal Park Access St., Park Access Roads
- Special Features - River Balcony / Riverwalk, Grand Round Extension, Green Connection, Commuter Rail Corridor, Light Rail Corridor, County Owned Park Land

7.3 Signs and Wayfinding

Bringing visibility to the Great River Passage

The sign system celebrates and brings visibility to the diverse experiences of the Great River Passage. Individual sign types integrate the brand – logo, color, reaches – of the Great River Passage and serve to orient and engage pedestrians, cyclists, and motorists in wayfinding throughout the Gorge, Valley, Downtown, and the Wetlands of the region. To herald the Great River Passage experience, the sign system is distinctive, but also features design details and materials established along the Grand Round, Parkways and Boulevards and Park Access Routes, in order to be appropriate with other City signs and street amenities.

Wayfinding and Connectivity

A hierarchy of sign types – from gateways to regulatory signs – in conjunction with landmarks, pathways, and amenities, serve to engage and connect locals and visitors to the many opportunities of the Great River experience.

Sustainable materials

The materials palette of the signature sign system has been chosen to integrate with the diverse urban and natural environments of the Great River Passage parks through a carefully considered balance of appropriate form, materials, and finished. Various sign types will feature a materials palette of: general aluminum and steel construction with paint and powdercoat finishes; factory milled and laminated cedar, stained and sealed; native Mankato limestone watercut-jet aluminum letter forms; vinyl banner fabric; machine-cut reflective vinyl messages; reinforced concrete footings with break-away hardware as necessary.

Signs and Wayfinding Goals

- Implement a system of environmental graphic components that enhance wayfinding, safety and quality of experience.
- Enhance the branding to bring visibility to the Great River Passage.
- Engage locals and visitors in discovering the Great River Passage
- Spur economic development in and around the parks
- Promote and foster stewardship of the City's many park amenities
- Celebrate the diversity of the reaches – urban to natural
- Foster community pride and respect for the parks with a system of distinctive signs

Action Items

- Complete a city-wide Location Plan identifying potential placement of all sign types
- Incorporate the sign system plan in the GRP Marketing Strategy Plan

Transportation Committee Staff Report

Committee date: June 18, 2012

Project Name	Comments on the draft Central Corridor Transit Service Concept Plan
Geographic Scope	In St. Paul, Larpentuer Ave on the north, 35E on east (includes downtown), Mississippi River on south and west. Plan also includes downtown Minneapolis south to Lake Street (east of Hiawatha LRT) and north to Hennepin Ave.
Ward(s)	1, 2, 4, 5
District Council(s)	6, 7, 8,9,10, 11,12,13,14,15,16,17
Project Description	In anticipation of CCLRT, Metro Transit is proposing to restructure and enhance bus service to LRT. See the full concept plan (66 pages) at http://metrotransit.org/central-concept-plan.aspx
Project Contact	Scott Thompson, Metro Transit
Contact email/phone	Scott.thompson@metc.state.mn.us , 651-349-7774
Lead Agency/Department	Metro Transit
Purpose of Project/Plan	Make better bus connections to CCLRT. One third of all Metro Transit rides are taken in the study area. 40% of train riders are expected to transfer from buses, making timely connections vital.
Planning References	Comprehensive Plan: Policy T2.6, T2.9, T2.11
Project stage	Planning
General Timeline	June 2012 – Public meetings and public hearings July 9, 2012- Public comment period closes Summer/Fall 2012 – Revise Concept Plan Late 2012 – Final Plan approval 2014 – Implementation with the opening of the Green Line
District Council position (if applicable)	
Level of Committee Involvement	Inform & involve committee
Previous Committee action	None; briefed by Metro Transit in April 2012
Level of Public Involvement	Inform & involve public
Public Hearing	5 opportunities: http://metrotransit.org/Central_meetings.aspx
Public Hearing Location	Various, see link above
Primary Funding Source(s)	
Cost (of planning project)	

Staff recommendation	Approval of City comments
Action item requested of the Committee	Review attached comments and approve
Committee recommendation	
Committee vote	

CHAPTER FOUR: PROPOSED SERVICE CHANGES

CONCEPT PLAN TRANSIT SERVICE NETWORK

The primary emphasis of the Concept Plan is to reduce service on those bus routes whose trips will now be served by the new rail service and to shift those resources into improved coverage, frequency, and hours of service on bus routes connecting with rail. Improving the frequency of service will improve the reliability of the routes and the transfer connections between routes.

Under this plan, Route 50 is eliminated and service on Route 16 and 94 is reduced. At the same time, frequency is improved on four core local routes on weekdays (Routes 65, 67, 84 and 87), five on Saturdays (Routes 63, 65, 67, 84 and 87) and six routes on Sundays (Routes 62, 63, 65, 67, 84 and 87). Frequencies will be compatible with those of the Green Line during every hour of service to provide reliable and consistent connections to the greatest extent possible. Figure 8 presents a map of the Concept Plan and Figure 9 is a summary of existing and proposed service frequencies by route.

The Central Corridor Transit Service Study Concept Plan includes the following proposed service changes:

University Avenue Corridor (Routes 16, 50, 94)

The Green Line will be the primary east-west service in the corridor, running every ten minutes most of the day, seven days a week. This service will replace the existing Route 50 limited stop bus service.

Local Route 16 will continue to operate parallel to the Green Line, at a reduced frequency, providing local access for those who have difficulty traveling longer distances to a rail station. Route 16 will operate every twenty minutes at most times of the day. For most of the day, Route 16 will only operate between downtown St. Paul and Oak Street on the east end of the University of Minnesota campus. Between approximately 1:00 a.m. and 5:00 a.m., when rail service is not operating, Route 16 will be extended to downtown Minneapolis.

Route 94 currently provides express service on I-94 between downtown Minneapolis and downtown St. Paul. Select trips also serve Snelling Avenue and/or Marion Street and the State Capitol area. After the Green Line begins operations, Route 94 will operate only during weekday peak periods (5:00 a.m.-9:00 a.m. and 3:00 p.m.-7:00 p.m.). The route will operate non-stop between the two downtowns and will no longer stop at Snelling Avenue or serve Marion Street and the Capitol area. Route 94 will continue to serve River Park Plaza across the river from downtown St. Paul.

East-West Connections (Routes 8, 63, 67)

East-west routes that parallel the University Avenue corridor will be adjusted to improve connections with the Green Line.

Route 63 will continue to operate on East 3rd Street east of downtown St. Paul and on Grand Avenue west of downtown St. Paul. The route will be extended from the University of St. Thomas area to Raymond Avenue station via Cretin Avenue. Service will be improved on the entire route to operate every 20 minutes at most times, including weekends.

Route 8 will be combined with **Route 67**. New Route 67 will serve Franklin Avenue between Hiawatha Avenue (Blue Line LRT) and University Avenue, University Avenue between Raymond Avenue Station and Fairview Avenue Station, and then the existing route on Fairview and Minnehaha avenues to downtown St. Paul. Since the segment of University Avenue between Raymond and Fairview Avenue stations is the longest non-stop Green Line segment, extending Route 67 to Raymond Avenue station via University Avenue will help supplement Route 16 local service in this segment of University Avenue. Route 67 will end in downtown St. Paul. The existing Route 67 service south of downtown St. Paul will become part of Route 62 and will maintain current levels of frequency and span of service. Route 67 will no longer operate on Gilbert and Prior avenues south of University. On Franklin Avenue, service will operate via Riverside Avenue and 25th/26th Avenue to better serve Augsburg College and the Fairview University Medical Center. Between downtown St. Paul and Raymond Avenue Station, Route 67 will operate every twenty minutes at most times. On Franklin Avenue, service will operate every 20 minutes on weekdays and Saturdays and every hour on Sundays. On Sundays, most Route 67 trips will end at Fairview Avenue and only the hourly service to Franklin Avenue will serve Raymond Avenue station.

North-South Connections (Routes 62, 65, 83, 84, 87)

The north-south routes that currently intersect the University Avenue corridor at Dale Street, Snelling Avenue and Raymond Avenue will be improved to make more frequent connections with the Green Line, and a new route on Lexington Parkway will be reintroduced.

Route 62, which serves Rice Street, will operate an improved frequency of service on Sundays.

Route 65 will continue to operate from Rosedale Transit Center via County Road B and Dale Street to Selby Avenue. Route 65 will no longer serve downtown St. Paul via Selby Avenue and instead will continue on Dale Street, terminating at Grand Avenue. Route 65 will operate every 20 minutes at most times, including weekends. This new routing will restore a desired connection to Grand Avenue. Alternative service to downtown St. Paul will be available via the Green Line, and along Selby Avenue via Route 21.

New **Route 83** will operate on Lexington Parkway between West 7th Street and Energy Park Drive, and on Energy Park and Snelling Avenue to Como Avenue. The new service on Lexington Parkway enhances the grid network, filling in a two-mile gap between Snelling and Dale. Route 83 will operate every 30 minutes at most times including weekends.

Route 84 on Snelling Avenue will be improved to operate every 10 minutes between Rosedale and Ford Parkway. South of Ford Parkway, the two local routings (D and H branches) will be combined into one branch serving both Montreal Avenue and the West 7th and Davern Street area every 30 minutes using current routings. Service to 46th Street Station (Blue Line) on Ford Parkway will continue to operate every 30 minutes.

Future Rapid Bus service on Snelling Avenue may operate a limited stop service every 10 minutes with stations every $\frac{1}{4}$ to $\frac{1}{2}$ mile on Snelling Avenue and Ford Parkway between Rosedale and the 46th Street station (Blue Line). If Rapid Bus service exists by the time Green Line operations begin, this service would replace much of Route 84 service on Snelling.

Route 87, which serves Rosedale, Raymond and Cleveland avenues and the U of M's St. Paul campus, will also operate an improved frequency of service. Trips will operate every 20 minutes at most times, including new evening and weekend service. Route 87 will be rerouted across I-94 to allow it to more directly serve the Raymond Avenue Station. Service will operate via Cleveland, Marshall and Cretin avenues to University Avenue instead of Gilbert and Prior avenues.

Limited Stop Commuter Routes (Routes 134, 144)

In addition to all-day local service, Metro Transit currently operates rush-hour only commuter-oriented service on both Snelling and Cleveland/Cretin avenues.

Route 134 provides nearly 650 daily rides between Highland Park and downtown Minneapolis via Cleveland and Cretin avenues and I-94. The span of service on this route will be reduced on the fringe of the rush hours but will remain unchanged for the most popular work start and ends times. A minor reroute using Cleveland and Marshall avenues to Cretin Avenue is proposed to match Route 87 service and serve a more residential area. Reverse commute service on Route 134 will be eliminated. Alternative service will be available via Route 87 and the Green Line.

Route 144 provides about 160 rides a day between Highland Park, the U of M and downtown Minneapolis via Snelling Avenue and I-94. This route will be eliminated, with alternate service available via Route 84 and the Green Line.

No Significant Changes (Routes 2, 3, 6, 21, 53)

No significant changes are proposed for routes 2, 3, 6, 21 or 53. These routes were included in the study because they make connections with Green Line LRT stations outside of downtown Minneapolis or downtown St. Paul. Based on the results of the study, no route structure or major change in frequency or span of service is planned on Routes 2, 3, 21 and 53. There will be a minor route extension on **Route 6** from Oak Street and Washington Avenue to Stadium Village Station, which will provide a more direct connection between the Marcy Holmes neighborhood and the Green Line.

Huron Station (Routes 94, 134, 353, 355, 365, 375, 452)

Currently, select westbound express routes serve Huron Station at I-94 and Huron Boulevard between 7:30 and 9:20 a.m., offering a connection with Route 50 to the U of M campus. Since the Green Line will replace Route 50, Metro Transit will no longer provide a local bus connection between Huron Station and campus. The U of M is considering having a campus circulator route serve the station and provide this link. If there is no bus service between Huron Station and campus, the express routes that currently serve the station will no longer stop there. Alternate service is available via the Green Line from the Downtown East/Metrodome Station.

FUTURE CONSIDERATIONS

In addition to the baseline bus service improvements proposed here, the Concept Plan includes a list of additional service improvements that merit consideration for implementation if funding allows. The list has not been prioritized at this time.

- Route 21: Improve frequency from downtown Saint Paul on Selby Avenue, Hamline Avenue and University Avenue
- Route 30: Establish a new cross-town route on Broadway Avenue serving north and northeast Minneapolis and the U of M area, connecting to the Green Line at the U of M.
- Route 62: Improve frequency on Rice Street
- Route 67: Extend Sunday service from Fairview Avenue to Raymond Avenue Station on all trips
- Route 83: Improve frequency, hours of service to match other routes in the Study Area. Extend service to to Rosedale via Como, Hamline, Larpenteur, Lexington avenues, County Road B and Snelling Avenue.

Figure 9 Existing and Concept Plan Frequency Comparison Table

Existing and Proposed Routes	Weekday Off-peak		Weekday Peak		Saturday		Sunday	
	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed
2 - Franklin/Riverside/U of M/4 th /8 th St	5 to 15	5 to 15	5 to 15	5 to 15	20 to 30	20	20 to 30	20
3 - Mpls/U of M/Como/Front/Maryland/St. Paul	10 to 15	10 to 15	5 to 15	5 to 15	30	30	30	30
6 - Mpls/U of M/4 th St/Univ. Av/Stadium Village	30	30	20	20	30	30	30	30
8 - Mpls/Franklin Av/Univ. Av (See Route 67)	30 to 40	0	30	0	0	0	0	0
16 - Mpls/U of M/University Av/St. Paul	10	20	8 to 12	20	10 to 15	20	15 to 30	20
21 -Marshall Av/Selby Av/St. Paul end only	20 to 30	20	15	15	20	20	20	20
50 - Mpls/U of M/University Av/St. Paul (See Green Line)	0	0	6 to 12	0	0	0	0	0
50 – Green Line -Mpls/U of M/University Av/ St. Paul LRT	0	10	0	10	0	10	0	10
53 - Mpls/Lake St/Marshall Av/I-94/St. Paul	0	0	20 to 30	20 to 30	0	0	0	0
62 - Shoreview/Rice St /St. Paul	30	30	30	30	30	30	60	30
62 - St. Paul/ Smith Av/Signal Hills/W. St Paul	0	30	0	30	0	60	0	60
63 - Maplewood/E. 3 rd St /St. Paul/Grand Av	20 to 30	20	13 to 30	10 to 20	30	20	60	20
63 – Raymond Av/University/Cretin Av	0	20	0	20	0	20	0	20
65 - Roseville/Dale St /St. Paul	30	20	30	20	75	20	75	20
67 – Smith /Signal Hills/W. St Paul (See Rt 62)	30	0	30	0	60	0	60	0
67 – Fairview/Minnehaha/Thomas Av/St Paul	30	20	20 to 30	20	60	20	60	20
67 – Mpls/Franklin Av/University Av/St Paul	0	20	0	20	0	20	0	60
83 – Como Av/Energy Park/Lexington/W 7 th St	0	30	0	30	0	30	0	30
84 - Roseville/Snelling Av/St. Paul/46 th St/Mpls	15	10	15	10	15 to 30	10	30 to 60	10
87 - Roseville/Raymond Av/Cleveland/St Paul	30	20	30	20	0	20	0	20
94 - Mpls/ I-94 Express/St. Paul (See Green Line)	15	0	5 to 10	10 to 15	30	0	30	0
134 - St. Paul/Cleveland/Cretin Av/I-94/Mpls	0	0	10 to 20	10 to 20	0	0	0	0
144 - St. Paul /Snelling Av/I-94/ U of M/Mpls (See Green Line)	0	0	15 to 30	0	0	0	0	0
Routes via Huron Blvd Station:								
353 – Woodbury/St Paul/ I-94 Express /Mpls	0	0	1 trip	1 trip	0	0	0	0
355 – Woodbury/ I-94 Express/ Mpls	0	0	10 to 15	10 to 15	0	0	0	0
365 – Cottage Grove/ I-94 Express/ Mpls	0	0	15 to 30	15 to 30	0	0	0	0
375 – Oakdale/ I-94 Express/ Mpls	0	0	10 to 20	10 to 20	0	0	0	0
452 – Mendota/ I-94 Express/ Mpls	0	0	30	30	0	0	0	0

City of Saint Paul
Comments on the draft *Central Corridor Transit Service Concept Plan*

June 18, 2012

The City of Saint Paul applauds Metro Transit on their extensive and inclusive outreach process for the Central Corridor Transit Service Study, and for the thoughtful recommendations that have been put forward in this draft concept plan. The planned local service improvements represent significant user benefits for those who work, live, and visit Saint Paul. Metro Transit's emphasis on reinvesting resources to improve coverage, frequency, and hours of service will enable more efficient transit use in the study area, and the approach is consistent with adopted Comprehensive Plan policy T2.6.

The City is supportive of the concept plan overall, however, there are several topics which warrant additional consideration:

- **Route 83 - Lexington Parkway.** The new route is currently proposed to serve the southern portion of Lexington Parkway, from West 7th Street to Energy Park Drive, and on Energy Park and Snelling Avenue to Como Avenue. The new service on Lexington will provide much-needed service in the two-mile gap between Snelling and Dale, however, areas north of Lexington and Energy Park do not gain bus service under this service plan. While a low bridge clearance at Jessamine challenges regular route bus service on this northern section, it is critical that Como Regional Park and the North End-South Como neighborhood are able to share in the benefits of LRT and proximity to enhanced transit options.

Como Regional Park functions as both a neighborhood park and a regional attraction, serving 3.4 million visitors a year. Recently the City adopted the *Como Regional Park Transportation Implementation Plan (TIP)*, recognizing the need for a plan to address the park's transportation and parking issues and direct future planning efforts and resources.

In the Como TIP process, transit service - bus routes in or near the park, bus frequency, bus stop locations, and park shuttle service¹ – was identified by both the community and the task force as a top issue. A 2008 survey showed that 85% of visitors to Como come from outside of Saint Paul, making connections to regional transit a vital tool for relieving parking issues and traffic congestion. Increasing transit mode share, improving transit facilities, and reducing the need for new parking have emerged as primary goals of the TIP. The City would like to continue to partner with Metro Transit to further explore options for bus routing, optimized transfers, and potential for capital improvements in this area. A copy of the Como TIP can be found at www.stpaul.gov/DocumentView.aspx?DID=19913

¹ In 2009, the City implemented a shuttle service to and from a 450-space parking lot located at the State Fairgrounds along Como Avenue, but the lot is unavailable during fairground events. For 2009, the Como Shuttle operated on weekends only, and the maximum single day usage was 1,762 visitors (or 3,524 trips). This accounted for approximately 5.5% of visitors on a busy weekend day. In 2010, Como Park recorded 7 days with more than 1,000 visitors riding the shuttle.

- **Route 16.** In the planning of LRT, the City has supported increasing midday service over peak hour service on Route 16 due to the large number of off-peak trips traditionally taken on this local service. However, it is difficult to estimate how many peak or off-peak trips will switch to LRT due to better headways and accessibility advantages. The City recommends that Metro Transit revisit the topic of Route 16 service approximately one year after LRT operations begin, and adjust as needed.
- **Routes 3 and 21.** East/west improvements on Routes 63 and 67, in addition to upgraded Green Line service, will greatly improve crosstown service in the urban core. The City recommends that Metro Transit also consider increasing the frequency of other parallel routes, including the Routes 3 (Como) and 21 (Selby-Lake). With the redirection of the 65, Selby Avenue in particular may merit additional study, as identified in chapters four and six.
- **Local, transit-supportive improvements.** The City recognizes that pedestrian safety will need increasing attention with proposed improvements on routes like Cretin Avenue, where missing sidewalks and higher vehicle speeds make using transit more difficult. As described in chapter seven, trip ends will also need to accommodate transit driver facilities, which will need to be further explored for new and extended routes. Additionally, the City continues to partner with Metro Transit on concurrent transit improvement projects in this study area, including the Snelling Arterial “Rapid Bus” project and the Downtown Saint Paul Bus Stop Improvement Plan.

Again, the City of Saint Paul appreciates Metro Transit’s efforts on this comprehensive study, and is excited to see the level of overall transit improvements. We look forward to partnering on the implementation and evaluation of the finalized plan.

Transportation Committee Staff Report

Committee date: June 18, 2012

Project Name	Robert Street Corridor
Geographic Scope	The Robert Street Corridor is centered on Robert Street south of downtown St. Paul to Rosemont and is bounded by Interstate 35E and the Mississippi River.
Ward(s)	2
District Council(s)	3, 17
Project Description	The Robert Street Corridor Commission initiated an Alternatives Analysis in the Fall, 2011. The AA is the first step in determining the best transit mode (light rail, commuter rail, bus rapid transit or express bus) and route alternative for transit service in the corridor. The study includes forecast ridership, station stop locations, and estimated cost to build, operate and maintain.
Project Contact	Joe Morneau
Contact email/phone	Joe.Morneau@co.dakota.mn.us 952.891.7986 http://www.co.dakota.mn.us/EnvironmentRoads/Transit/Robert/default.htm
Lead Agency/Department	Dakota County Regional Railroad Authority
Purpose of Project/Plan	The study will help address issues of congestion, potential economic development/revitalization, and social and environmental impacts. A Locally Preferred Alternative (LPA) will be identified at the end of the study.
Planning References	Metropolitan Council 2030 Transportation Policy Plan (TPP). City TPP: Policy 2.9 (study new corridors), Fig. T-C Preferred Transit Network
Project stage	Feasibility Study Completed in 2009; Planning – Alternatives Analysis
General Timeline	Fall, 2011 to Fall 2013
District Council position (if applicable)	District 3 has participated in earlier studies, but has taken no position on alternatives other than to express preference for improved transit on Robert Street
Level of Committee Involvement	Inform/advise & consent
Previous Committee action	None
Level of Public Involvement	Inform/involve
Public Hearing	No
Public Hearing Location	NA
Primary Funding Source(s)	Federal Transit Administration, Metropolitan Council, Counties Transit Improvement Board (C-TIB), Dakota and Ramsey Regional Railroad Authorities (RRA) Funds
Cost	Approximately \$2,100,000

Staff recommendation	None, study is just beginning
Action item requested of the Committee	
Committee recommendation	
Committee vote	

Transportation Committee Staff Report

Committee date: June 18, 2012

Project Name	Gateway Corridor Alternatives Analysis
Geographic Scope	The Gateway Corridor is centered on Interstate 94 (I-94) between Minneapolis and St. Paul and the west central Wisconsin community of Eau Claire. The corridor study area extends approximately 3-5 miles either side of the freeway.
Ward(s)	2, 6, 7
District Council(s)	1, 2, 4, 5, 17
Project Description	The Gateway Corridor Commission initiated a "Transit Alternatives Analysis" (AA) study in Fall 2010. The AA is the first step in determining the best transit mode (light rail, commuter rail, bus rapid transit or express bus) and route alternative for transit service in the corridor. The study includes forecast ridership, station stop locations, and estimated cost to build, operate and maintain.
Project Contact	Andy Gitzlaff
Contact email/phone	Andy.gitzlaff@co.washington.mn.us / 651-430-4338 http://www.thegatewaycorridor.com/
Lead Agency/Department	Washington County Regional Railroad Authority
Purpose of Project/Plan	The study will help address issues of congestion, potential economic development/revitalization, and social and environmental impacts. A Locally Preferred Alternative (LPA) will be identified at the end of the study.
Planning References	Metropolitan Council 2030 Transportation Policy Plan (TPP) City TPP: Policy 2.9 (study new corridors), Fig. T-C Preferred Transit Network
Project stage	Planning - Alternatives Analysis
General Timeline	Fall 2010 through Fall 2011 (original schedule); Current: completion by September, 2012
District Council position (if applicable)	Briefing presentations, tow rounds of open houses and numerous specific briefings have been given by the project team to Districts 1, 2, 4 and 5. Districts 1 and 2 have taken strong positions in opposition to alternatives that use exclusive right-of-way on East 7 th Street and White Bear Avenue. Districts 4 and 5 have also voiced their concerns.
Level of Committee Involvement	Inform / advise & consent
Previous Committee action	None
Level of Public Involvement	Inform / involve
Public Hearing	No
Public Hearing Location	NA
Primary Funding Source(s)	Federal Transit Administration, Metropolitan Council, Counties transit Improvement Board (CTIB), Ramsey and Washington County Regional Railroad Authority (RRA) funds
Cost	Originally, \$1,500,000. Additional supplemental funds added: \$200,000

Staff recommendation	No action requested at this time. Staff continues to be in consultation with Council President Lantry
Action item requested of the Committee	
Committee recommendation	
Committee vote	