



CITY OF SAINT PAUL

Christopher B. Coleman, Mayor

25 West Fourth Street
Saint Paul, MN 55102

Telephone: 651-266-6700
Facsimile: 651-228-3220

TRANSPORTATION COMMITTEE OF THE PLANNING COMMISSION

Monday, January 14, 2013, 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. 2013 Capital Improvement Budget (CIB) Process – Paul Kurtz, Public Works, 30 minutes
2. Snelling Avenue Multi-Modal Plan – committee discussion and action, 25 minutes

Upcoming Transportation Committee Meetings

- January 28 – Complete Streets / Better Block program (Anton Jerve, PED)
- February 11 – Streetcar Feasibility Study Phase I evaluation (Michelle Beaulieu, PED)

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 Michelle Beaulieu at michelle.beaulieu@ci.stpaul.mn.us or 651-266-6620.

Transportation Committee Staff Report

Committee date: January 14, 2013

Project Name	Capital Projects being proposed by the Department of Public Works for inclusion in the 2013 CIB Process
Geographic Scope	Citywide
Ward(s)	All
District Council(s)	All
Project Description	Provide an overview of the capital projects that Public Works is proposing to submit into the 2013 CIB Process. These projects will compete for capital funding in years 2014 and 2015.
Project Contact	Paul Kurtz
Contact email/phone	Paul.kurtz@ci.stpaul.mn.us , (651) 266-6203
Lead Agency/Department	Public Works
Purpose of Project/Plan	Allow members of the Transportation Committee to hear and review the projects being proposed by Public Works for potential funding in years 2014 and 2015. This is in conformance with the Saint Paul Public Works Transportation Programs Public Process Guidelines.
Planning References	Capital Improvement Budget Process
Project stage	Developing Project Proposal and Funding
General Timeline	Project proposals are due to the Office of Financial Services by Friday, January 18.
District Council position (if applicable)	NA
Level of Committee Involvement	Inform of projects being proposed for submittal into the 2013 CIB Process
Previous Committee action	None
Level of Public Involvement	Streets and Utilities Task Force will be established to review, rank and recommend projects to the full CIB Committee.
Public Hearing	Public Hearing will be held after CIB Committee makes its final recommendation on projects to be funded
Public Hearing Location	TBD
Primary Funding Source(s)	
Cost	

Staff recommendation	
Action item requested of the Committee	None, informational presentation on projects that Public Works is proposing to submit into the 2013 CIB Process
Committee recommendation	
Committee vote	

2013 Capital Improvement Budget Process

Department of Public Works Project Proposals

Paul Kurtz, Capital & Transportation Planning

Saint Paul Transportation Committee

January 14, 2013

#1 – Residential Street Vitality Paving Program (RSVP)

Funded with Street Improvement Bonds, \$12,500,000 annually

2014 RSVP Project Areas

- Montana/Greenbriar
- Fairview/Bohland (phase 1)

2015 RSVP Project Areas

- Fairview/Bohland (phase 2)
- Idaho/Atlantic
- Como/Chatsworth
- Woodlawn/Jefferson

Three maps showing streets to be reconstructed in 2013 as part of the RSVP program for the Madison/Benson, Arlington/Rice, and Hatch/Agate areas.

Series of six photos, showing before and after street conditions. Before shots show patchy asphalt, cracks, uneven surfaces and deteriorating curbs and sidewalks. After shots show smooth, paved surfaces with rebuilt curb faces, improved sidewalks and curb cuts.

5 Other Annual Programs

- Signalized Intersection Safety Improvements (\$125,000 CIB and \$125,000 MSA)
- Bicycle, Pedestrian and Traffic Safety (\$250,000 CIB)
- Citywide Stairway Rehabilitation (\$125,000 CIB)
- Bridge Enhancements (\$250,000 CIB)
- Railroad Crossing Safety Improvements (\$10,000 CIB and \$40,000 MSA)

#2 – Prince Street Reconstruction and Extension Project

Project Cost = \$2,650,000

Financing source to be determined.

Project will need to be constructed in 2013 in conjunction with the development of the new Ballpark site in Lowertown.

#3 – Lafayette Road Construction from Kellogg Boulevard to Prince Street

Project Cost = \$475,000

Financing source to be determined.

Project will need to be constructed in 2013 in conjunction with the development of the new Ballpark site in Lowertown.

Map showing Prince Street and Lafayette Street as parts of the Bike/Pedestrian Lowertown Trail Connection to the new Lowertown Ballpark.

#4 Cedar Street Reconstruction from Kellogg Boulevard to 5th Street

Project Cost = \$1,600,000 MSA

Project will need to be constructed in 2013 in conjunction with the work being completed in downtown related to the Central Corridor Project.

#5 I-35E Phase 2 from Maryland Avenue to Larpenteur

Project Cost = \$750,000 CIB

City share of MnDOT project that will replace the Arlington, Wheelock and Larpenteur bridges over I-35E. Implementation of managed MnPASS lanes into and out of Downtown Saint Paul.

#6 Downtown Streets Pavement Replacement

Project Cost = \$1,000,000 MSA

Replace the pavement on various downtown streets to coincide with the opening of the Central Corridor LRT line and the new Ballpark facility.

Other Public Works project proposals

- #7 Maryland at Payne intersection widening
- #8 Maryland bridge (westbound) near Jackson
- #9 Pierce Butler realignment, phase 1 construction
- #10 Western Avenue streetscape from Selby to University
- #11 Trout Brook Boulevard and Prince connection
- #12 Randolph Avenue from Hamline to 35E
- #13 Kellogg at Market Bridge reconstruction
- #14 Kellogg at Saint Peter Bridge reconstruction
- #15 Raymond Avenue from Hampden to Energy Park Drive
- #16 Raymond Avenue from Energy Park Drive to Como
- #17 Ford Parkway from Howell to Snelling
- #18 Kellogg Boulevard and the 3rd Street Bridge
- #19 Walnut Street retaining wall
- #20 East 7th streetscape improvements
- #21 Jackson Bridge over the BNSF tracks, north of University
- #22 Payne Avenue from Arlington to Larpenteur
- #23 Battle Creek Road from Upper Afton to Lower Afton
- #24 Cretin Avenue from Randolph to Saint Clair
- #25 Rice Street streetscape from Acker to University
- #26 Ford Parkway sidewalks
- #27 Ohio Street curb and overlay from Isable to Plato
- #28 Chatsworth Bikeway from I94 to Pierce Butler
- #29 Aldine Bikeway from I94 to Hewitt
- #30 Saint Paul Avenue from Edgumbe to West 7th
- #31 Kellogg Bridge near RiverCenter, concrete overlay
- #32 Bridge Capital Improvements Program

Questions?

Transportation Committee Staff Report

Committee date: December 17, 2012

Project Name	Snelling Avenue Multi-Modal Study
Geographic Scope	Snelling Avenue from Selby to Midway Parkway
Ward(s)	1 and 4
District Council(s)	10,11,13
Project Description	A multi modal transportation study for Snelling Avenue
Project Contact	Eriks Ludins
Contact email/phone	eriks.ludins@ci.stpaul.mn.us
Lead Agency/Department	Mn/DOT
Purpose of Project/Plan	The purpose of this study is to assess the opportunities to accommodate all transportation modes on Snelling Avenue or along the Snelling Corridor.
Planning References	Met Council regional transportation model, Mn/DOT standards, City Zoning Ordinances.
Project stage	Public Comment on draft final recommendations
General Timeline	Completion by January 2013
District Council position (if applicable)	District Council representatives are among the members of the Task Force
Level of Committee Involvement	Inform of project and get feedback.
Previous Committee action	None
Level of Public Involvement	A citizen task force
Public Hearing	No
Public Hearing Location	N/A
Primary Funding Source(s)	N/A
Cost	N/A

Staff recommendation	
Action item requested of the Committee	
Committee recommendation	
Committee vote	

Snelling Avenue Multi Modal Transportation Plan

Saint Paul Transportation Committee

December 17, 2012

Study Purpose

The purpose of this study is to achieve a balanced multi-modal transportation system along Snelling Avenue between Selby Avenue and Midway Parkway

- All modes
- Safety
- Mobility
- Connections
- Context
- ADA

Six photos show various scenes from Snelling Avenue – people, buses, bicyclists, trucks, runners, and cars.

Study Area

- Selby Avenue to Midway Parkway
- 2.4 miles long

Map shows extent of Snelling study, as noted above.

Scope of Study

- Documentation of Existing Conditions
- Concept Drawings
- Technical Analysis
- Recommendations and Implementation Plan

Schedule/Process

Chart shows timeline for process:

February to May: Existing Conditions: TAC #1 through 4, Open House #1, Snelling Area Task Force #1, Corridor Walking Tour. Deliverable is Technical Memorandum #1.

May to August: Concept Drawings: TAC #5 through 7 Snelling Area Task Force #2, Design Charette. Deliverables are Technical Memorandum #2 and Concept Drawings.

August to October: Technical Analysis: TAC #7 through 9, Open House #2, Snelling Avenue Task Force #3. Deliverables are Technical Memorandum #3, Synchro Traffic, and VISSIM

November to December: Preferred Alternative Recommendation: TAC #10 through 11, Snelling Area Task Force #4. Deliverable is the Executive Summary.

Stakeholder Involvement

Technical Advisory Committee (TAC)

- Professional Staff from Saint Paul, Ramsey County, MnDOT, Met Council, Met Transit
- Review and Critique Technical Project Information

Task Force

- Neighborhoods, Business Community, and Other Interest Groups
- Bring Unique Perspective that Reflects the Complexity of the Snelling Avenue Corridor and Local Interests

Snelling is the “Great Divide”

- 4-lane divided State Highway
- Railroad Tracks
- I-94
- Central Corridor LRT
- Lack of adequate facilities to accommodate all modes along and across Snelling

Maps shows barriers listed above.

Draft Recommendation #1 Improved Accessibility

- Sidewalk Zone
- Sidewalk Cross-Slope
- Pedestrian Surface
- Openings and Grates
- Curb Ramps
- Detectable Warnings
- Crosswalks
- Median Refuge
- Push Buttons
- Signal Heads
- Lighting

Draft Recommendation #2 Parallel Bike Routes

Map shows bike routing alternatives on streets parallel to Snelling: Aldine, Fry and Pascal Avenues.

Draft Recommendation #3 Comprehensive Multi-Modal Improvements

- Pedestrians: Lighting, crosswalks, curb extensions, landscaping
- Transit: Platforms, shelters, connections

- Bikes: Bike lanes across I-94 and the rail tracks, connections to /across Snelling

Next three slides show plan view drawings of intersections.

Study Goals

- Improve the safety and mobility of bicycling and pedestrian travel while maintaining the safety and mobility for all users and modes of transportation
- Improve directness of routes for pedestrians and bicyclists to key destinations
- Provide ADA compliant corridor
- Improve transit connections and mobility
- Connect neighborhoods across the study segment
- Develop designs that are appropriate for the multiple land use contexts along the study segment
- Coordinate with and leverage the recommendations from other projects/studies to benefit the study segment
- Develop both short-term and long-term recommendations

Wrap Up

- Comments on draft recommendations are due December 14
- Final Report to be distributed on December 18
- Comments on final Report are Due January 15

For More Information

Bill Goff, MnDOT Project Manager

Phone: 651-234-7797

Email: William.Goff@state.mn.us

Project Website: <http://www.dot.state.mn.us/metro/projects/snellingstudy>