

Mayor:
David Grant

Councilmembers:
Brenda Holden
Fran Holmes
Dave McClung
Jonathan Wicklund



**City Council
Work Session
Joint Meeting with Parks,
Trails and Recreation
Committee (PTRC)
Agenda
March 21, 2016
5:00 p.m.
City Hall**

Address:
1245 W Highway 96
Arden Hills MN 55112

Phone:
651-792-7800

Website:
www.cityofardenhills.org

City Vision

Arden Hills is a strong community that values its unique environmental setting, strong residential neighborhoods, vital business community, well-maintained infrastructure, fiscal soundness, and our long-standing tradition as a desirable City in which to live, work, and play.

CALL TO ORDER

1. AGENDA ITEMS

1.A. Discussion Of The Land O' Lakes Project

Jill Hutmacher, Community Development Director
Stacie Kvilvang, Ehlers & Associates

Documents: [MEMO.PDF](#)

1.B. Cooperative Agreement Amendment For Final Design Of TCAAP Infrastructure

John Anderson, Acting Public Works Director

Documents: [MEMO.PDF](#), [ATTACHMENT A.PDF](#), [ATTACHMENT B.PDF](#),
[ATTACHMENT C.PDF](#)

1.C. I-694 Non-Motorized Crossing Study

Gina Mitteco, MnDOT

Documents: [MEMO.PDF](#), [ATTACHMENT A.PDF](#)

1.D. 2016 PTRC Work Plan And Project Priorities Discussion

Sara Grant, Parks and Recreation Coordinator

Documents: [MEMO.PDF](#), [ATTACHMENT A.PDF](#), [ATTACHMENT B.PDF](#)

1.E. Process And Parameters For Organized Collection On TCAAP

Joel Jamnik, City Attorney

Documents: [MEMO.PDF](#), [ATTACHMENT A.PDF](#)

1.F. Administrative Approvals

Joel Jamnik, City Attorney

Documents: [MEMO.PDF](#)

1.G. Update On Supreme Court Decision Regarding Signs

Joel Jamnik, City Attorney

Documents: [MEMO.PDF](#)

1.H. Building Permit Follow-Up

Jill Hutmacher, Community Development Director

Documents: [MEMO.PDF](#)

2. COUNCIL/STAFF COMMENTS

ADJOURN



DATE: March 21, 2016

TO: Honorable Mayor and City Councilmembers
Sue Iverson, Acting City Administrator

FROM: Jill Hutmacher, Community Development Director

SUBJECT: Land O'Lakes Expansion Project

Discussion

Background information on the Land O'Lakes expansion project has been previously provided to the City Council. The City Attorney, Stacie Kvilvang (Ehlers), and Jenny Boulton (Kennedy & Graven) will be present at the March 21 work session meeting to respond to any Council questions.



ARDEN HILLS
MEMORANDUM

DATE: March 21, 2016

TO: Honorable Mayor and City Councilmembers
Susan Iverson, Acting City Administrator

FROM: John Anderson, Acting Public Works Director

SUBJECT: Cooperative Agreement Amendment for Final Design- TCAAP

Requested Action

Provide staff with feedback on the proposed final design services Cooperative Agreement for TCAAP.

Background

The City Council approved a Cooperative Agreement with Ramsey County for the preliminary design of TCAAP on December 8, 2014 (Attachment B). The City's share of the Cooperative Agreement is \$144,312.00; the County's share of that agreement is \$721,648.00.

Discussion

The preliminary site development process has moved ahead to the point where final design must begin to ensure plans are ready for construction in 2017. Ramsey County has obtained a proposal from Kimley Horn to complete final design on the infrastructure (Attachment A).

The project scope as described in the Kimley Horn proposal is divided between the City of Arden Hills and Ramsey County as detailed in the Cooperative Agreement Amendment for Final Design (Attachment C). Table 1 below summarizes the cost break down between the two parties. The total amount of the Final Design is \$1,243,109.70. The Amendment to the Cooperative Agreement identifies the City cost to be \$357,142.94 and the County's share to be \$885,966.76.

The scope of work as it relates to the water tower and booster station provides additional modeling to determine the final sizing of the water tower, timing of when the tower is needed, and to what extent the tower and booster station benefits the TCAAP site and the existing north pressure zone. Additional design work will be needed to complete a design and bid package for construction of the water tower and booster station when they are needed to serve the site.

It is anticipated that the City's costs associated with preliminary design, final design and construction will be recouped through a combination of assessments and utility fees. The City's financial consultant Stacie Kvilvang, Ehlers, will be available at the Council work session to discuss these financing strategies in more detail. Project Engineer Beth Engum will also be available to discuss the scope of work in the Agreement and the cost breakdown between the City and the County.

Table 1 - Final Design Engineering Cost - TCAAP

	Description	Total	County	City	County	City
section 12	project management	\$ 19,800.00	50%	50%	\$ 9,900.00	\$ 9,900.00
section 13	stormwater	\$ 46,665.00	50%	50%	\$ 23,332.50	\$ 23,332.50
section 14	spine road	\$ 899,240.00	78%	22%	\$ 701,407.20	\$ 197,832.80
section 15	thumb road	\$ 144,540.00	70%	30%	\$ 101,178.00	\$ 43,362.00
section 16	water tower / booster	\$ 15,000.00	0%	100%	\$ -	\$ 15,000.00
section 17	lift station	\$ 47,500.00	0%	100%	\$ -	\$ 47,500.00
	Subtotal	\$ 1,172,745.00			\$ 835,817.70	\$ 336,927.30
section 18	Reimbursable expenses (6%)	\$ 70,364.70			\$ 50,149.06	\$ 20,215.64
	Total	\$ 1,243,109.70			\$ 885,966.76	\$ 357,142.94

Attachments

Attachment A: Kimley Horn proposal for Final Design Services

Attachment B: Cooperative Agreement

Attachment C: Cooperative Agreement Amendment for Final Design - TCAAP



March 16, 2016

Ms. Beth Engum, PE
Project Manager
Ramsey County Public Works
1425 Paul Kirkwold Drive
Arden Hills, MN 55112-3933

Re: Additional Consulting Services
TCAAP Site Redevelopment Infrastructure Development and Design (Agreement PW2014-24)
Amendment No.1 to City of Arden Hills Cost Sharing Agreement for Consulting Services

Dear Ms. Engum:

Kimley-Horn and Associates, Inc. ("Kimley-Horn") and Ramsey County ("County") have entered into Agreement PW2014-24, dated June 9, 2014, for professional civil engineering consulting services for the TCAAP Site Redevelopment Infrastructure Development and Design Project ("Project") in Arden Hills, MN.

The County and the City of Arden Hills ("City") have executed a Cost Sharing Agreement for Consultant Services dated April 29, 2015. The Cost Sharing Agreement identifies financial responsibilities for some of the services included in Agreement PW2014-24.

Additional services have been requested that were not included in Agreement PW2014-24 and/or the original Cost Sharing Agreement requiring an amendment to the Cost Sharing Agreement. The following is a summary of these additional services.

Project Management

Additional project management services will be required for the final design phase of the project. These services will include up to twenty-four (24) final design coordination meetings with County and City staff.

Project Management Additional Cost: \$ 19,800

Stormwater Preliminary Design

Additional stormwater preliminary design services have been required to obtain Rice Creek Watershed District approval of the Comprehensive Stormwater Management Plan (CSMP). These services have included additional agency coordination meetings; numerous updates to the HydroCAD, P8 and HEC-RAS models; and updates to the CSMP and appendices.

Stormwater Preliminary Design Additional Cost: \$ 46,665

Spine Road and Public Utilities Final Design

The Spine Road and public utilities final design task includes the preparation of final plans and specifications for the following improvements as identified in the Preliminary Design Report:

- Spine Road between Highway 96 and County Road H
- Highway 96 Traffic Signal
- Spine Road Bridge over Rice Creek
- Water Main
- Sanitary Sewer
- Storm Sewer
- Natural Resources Corridor Ponds, Wetlands, and Trail
- Regional Trail between Highway 96 and County Road H
- Sidewalk Extension along Highway 96
- Earthwork Balance/Site Grading

Spine Road and Public Utilities Final Design Cost:

\$899,240

Thumb Road and Public Utility Design

The Thumb Road and public utility design task will include the preparation of final plans and specifications for the following improvements as identified in the Preliminary Design Report:

- Thumb Road between County Road H and County Road I
- Storm Sewer
- Water Main Extension from County Road H to Approximately 4,600' South
- Interconnect with Mounds View Water System
- Water Service Connection to State of Minnesota Facilities

Thumb Road and Public Utility Design Cost:

\$144,540

Water Tower and Booster Station Final Design

Final design of the water tower and booster station will require additional water system modeling from that completed with the preliminary design. The City of Arden Hills has expressed interest in adjusting the preliminary water system design parameters in an attempt to reduce the elevated storage requirements. Construction sequencing may leave out portions of the trunk water main system requiring modeling to determine resulting fire flows. We will complete six runs of the water main model to address these issues as follows:

- Reduced duration and/or fire flow requirement and impact on required elevated storage while maintaining a minimum 20 PSI residual pressure (continue to assume worst-case low water level in tower at start of fire flow event)
- Reduced duration and fire flow requirement and impact on required elevated storage while maintaining a minimum 20 PSI residual pressure (continue to assume worst-case low water level in tower at start of fire flow event)
- Reduced duration, reduced fire flow requirement, and adjusted assumption on the water level in tower at start of fire flow event to determine the impact on required elevated storage while maintaining a minimum 20 PSI residual pressure
- One addition iteration similar to the three previous runs
- Based on final tower design assumptions determined above, run analysis of one alternate trunk water main layout to address potential construction sequencing

- Based on final tower design assumptions determined above, run analysis of a second alternate trunk water main layout to address potential construction sequencing

We will also evaluate, model and refine the pump hydraulics and requirements.

Modeling results will be documented in a short technical memorandum and modeling files will be archived with the City.

Water Tower and Booster Station Final Design Cost: \$15,000

Lift Station Final Design

It has been determined that a lift station is required to meet the sanitary sewer needs of the TCAAP redevelopment area. The final design of a lift station was not included in Agreement PW2014-24.

The proposed lift station design will utilize a duplex submersible pump system with variable frequency drives (VFD) in order to allow for greater flexibility in adjusting the capacity of the lift station as the development is phased out.

Based on our Technical Memorandum, dated November 20, 2014, the average flow used for design of the lift station will be 500 gpm with a peaking factor of 3.3. The pump size will be selected to handle the peak full developed flow with only one pump operating and the second pump serving as a back-up. The proposed lift station will also be backed up with an on-site generator. The peak flow anticipated for the design of the lift station is 1600 gpm or 3.6 cfs.

The proposed lift station will be located along the US Highway 10/I-35W right-of-way. The lift station wet well will be 12 feet in diameter with a separate meter/valve vault. Kimley-Horn will review the MPCA permitting requirements for lift station design and confirm assumptions.

Kimley-Horn will work with Electric Pump as the supplier of the Flygt Pumps that the City of Arden Hills is requesting. Kimley-Horn will investigate the use of a flush valve with the selected pumps. Variable frequency drive (VFD) pumps will be considered which can accommodate varying sanitary sewer flows. Dual force mains will be design to accommodate varying sanitary sewer flows. Septicity will need to be addressed during initial low flows as development is occurring. Casing pipes for these dual force mains have been installed under Rice Creek with the Rice Creek Remeander project and the receiving sanitary sewer manhole will be installed as a part of the County Road H interchange project.

Kimley-Horn will prepare design and construction documents for a new lift station using City of Arden Hills utility design standards. Our services will include the following:

- Coordination with Ramsey County, Arden Hills and the regulatory/permitting agencies
- Calculations and design of the proposed lift station (electrical, mechanical, & structural)
- Prepare construction drawings for the lift station including structure and foundation details, site grading, access road, electrical and telemetry design, drainage and landscaping, piping and equipment details, and electrical and instrumentation design
- Prepare a detailed engineer's opinion of probable construction cost
- Furnish sets of construction drawings and specifications in such quantities as may be required by Ramsey County and Arden Hills for submission to State regulatory agencies and other review authorities

- Assist Ramsey County and Arden Hills with necessary permit applications

Lift Station Final Design Cost: **\$47,500**

Reimbursable Expenses

Estimated reimbursable expenses for the additional services detailed above are as follows:

\$1,172,745 x 6% = \$70,365

Additional Reimbursable Expenses: **\$70,365**

Summary

The following is a summary of the additional services and costs to be included in the amendment to the Cost Sharing Agreement.

	<u>Amendment No. 1 to Cost Sharing Agreement</u>
Project Management	\$ 19,800
Stormwater Preliminary Design	\$ 46,665
Spine Road and Public Utilities Final Design	\$ 899,240
Thumb Road and Public Utility Design	\$ 144,540
Water Tower and Booster Station Final Design	\$ 15,000
Lift Station Final Design	\$ 47,500
Expenses	<u>\$ 70,365</u>
Total	\$1,243,110

Please let me know if you have questions or we can provide any additional information.

Sincerely,

Kimley-Horn and Associates, Inc.



Jon B. Horn, PE
Sr. Vice President



RAMSEY COUNTY
REQUEST FOR COUNTY MANAGER SIGNATURE

Attachment B

Include this form with the document for County Manager's signature.

1. Type of Document:	Revenue Agreement Cost Sharing Agreement
2. Requesting Department: Additional Department(s):	Public Works
3. Authority for County Manager Signature	County Board Resolution # 2012-045 2014-088
4. Contracted Vendor or Grantor Name: Aspen and SVN Vendor ID Numbers:	City of Arden Hills <input type="checkbox"/> CERT Vendor SVN:
5. Other Vendors Solicited:	<input type="checkbox"/> CERT Vendor <input type="checkbox"/> CERT Vendor
6. Brief Description of Services, Goods, or Grant Duties to be Provided:	Cost Share - Consultant Services for TCAAP Site Redevelopment
7. Type of Good or Service: Program/Project/Service/Grant Name:	Other Professional Services
8. Contract/Grant Period Date From: Contract/Grant Period Date Through:	
9. This Document's Amount Not to Exceed: This Document's Rate Setting Amount:	<input type="checkbox"/> Not to exceed <input type="checkbox"/> Rate Setting
10. Original Document's Amount Not to Exceed: Previous Amendments' Total Amount NTE:	
11. Funding String and Funding Source: For Revenue Agreements, Budgeted Amt:	17301 210180 314110 BY2013 <input type="checkbox"/> Select Source \$144,312.00 CITY'S SHARE <input type="checkbox"/> Budgeted
12. Aspen PO, Contract, or Document Nmbr: Original Document Number:	\$721,648 COUNTY'S SHARE 865,960
13. County Contact Person for this Agreement:	Beth Engum 6-7115
14. Is this either a Lease or I.T. related?	Neither Lease nor I.T.

Prepared by: Tina Westling 6-7103 1/23/2015
Preparer Phone # Date

Reviewed by: [Signature] 6-8045 1-25-2015
Finance Dept Phone # Date

EXECUTION COPY

COST SHARING AGREEMENT FOR CONSULTANT SERVICES (TCAAP Site Redevelopment Infrastructure Development and Design)

By and Between

THE CITY OF
ARDEN HILLS, MINNESOTA

and

THE COUNTY OF RAMSEY
STATE OF MINNESOTA

Dated as of: 4-29-15, 2014

This document was drafted by:

KENNEDY & GRAVEN, Chartered (MTN)
470 U.S. Bank Plaza
200 South Sixth Street
Minneapolis, MN 55402
Telephone: (612) 337-9300

THIS COST SHARING AGREEMENT (the "Agreement") is made and entered into as of the 29 day of April, 2017, by and between the City of Arden Hills, a Minnesota municipal corporation (the "City") and the County of Ramsey, a political subdivision under the laws of Minnesota (the "County").

RECITALS

A. The County of Ramsey (the "County") and the City of Arden Hills (the "City") (collectively, the "Parties", individually a "Party") have entered into that certain **JOINT POWERS AGREEMENT FOR THE REDEVELOPMENT OF THE TWIN CITIES ARMY AMMUNITION PLANT** (the "JPA"), for the redevelopment of real property located in the City commonly referred to as the Twin Cities Army Ammunition Plant ("TCAAP"), the "TCAAP Project".

B. The JPA contemplates that the Parties individually will incur certain costs for defined obligations identified and defined in the JPA respectively as County Investment, County Public Improvements; City Investment and City Public Improvements.

C. The JPA contemplates that the Parties will undertake other activities individually and collectively in support of the TCAAP Project, but that the costs for some or all of such activities will be allocated to each Party, as provided in the JPA and more specifically set forth in this Agreement. These obligations are defined generally by the JPA as: *Groundwater Treatment Infrastructure*; *Public Improvements* (not otherwise specifically allocated to a Party in the JPA); *Shared Public Improvements*; and any other public infrastructure improvements ("Other Public Improvements") determined by the Parties to require and be appropriate for, shared responsibility.

D. The Improvement(s) shall be constructed consistent with applicable requirements of the TCAAP Master Plan. Cost sharing will be determined prior to commencement of construction in a Cost Sharing Agreement to be developed by the Parties.

E. The purpose of this Agreement is to identify the tasks of the TCAAP Site Redevelopment Infrastructure Development and Design to be performed by Kimley-Horn and Associates, Inc. (the "Consultants") as defined more specifically in the scope of work contained in the request for proposals (the "RFP"), incorporated into this Agreement by reference, and define the financial responsibility of each Party for the cost of the Consultants. This Agreement addresses financial responsibility for consultant tasks of a preliminary design nature only (Group 1 Services). This includes Tasks 1 through 10, 12, and 15 through 18. Financial responsibility of final design tasks will be addressed by separate Cost Sharing Agreement at a future date when the preliminary design is nearing completion and outcomes are known. Final design tasks include Tasks 11, 13, and 14.

AGREEMENT

Section 1. City/County Obligations Generally.

1.1. Joint Obligations Defined by the JPA. The JPA specifically identifies certain categories of TCAAP Site improvements subject to joint cost allocation which will be identified in future Cost Allocation Agreements.

1.2. Shared Obligations Defined by the JPA. The JPA specifically identifies certain categories of TCAAP Site improvements subject to shared cost allocation as follows:

Shared Public Improvements means the design and construction of the TCAAP Site regional storm water retention pond system to be developed as part of the Public Improvements, the cost of which shall be shared by the Parties; and any other public infrastructure improvements determined by the Parties to require, or be appropriate for, shared responsibility.

1.3. Individual Party Obligations Defined by the JPA. The JPA specifically identifies certain categories of TCAAP Site improvements subject to individual Party cost allocation as follows:

City Public Improvements means construction by the City of the trunk or sub-trunk water mains, storm and sanitary sewer and other public amenities identified as the City's direct responsibility, and the City's allocated responsibilities for Shared Public Improvements in the TCAAP Master Plan needed for the New Development.

County Public Improvements means survey and plat of the TCAAP Site, construction by the County of the Spine Road; initial survey and plat of the TCAAP Site; off site transportation improvements; associated private utilities; relocation of existing private utilities; maintenance of County Public Improvements;

Section 2. Project Management and Public and Agency Involvement. The Parties intend to allocate consultant costs for Project Management and Public and Agency Involvement, RFP Tasks 1 and 2:

RESPONSIBLE/LEAD PARTY: County

Shared: 86% County, 14% City

TOTAL COST: \$ 151,080; \$ _129,928 County, \$ _21,152 City

Section 3. Stormwater Preliminary Design. The Parties intend to allocate consultant costs for Stormwater Preliminary Design (existing site hydrology, comprehensive stormwater management plan, regional stormwater plan, and summary report), RFP Task 3:

RESPONSIBLE/LEAD PARTY: County

Shared: 50% County, 50% City

TOTAL COST: \$ 77,940; \$ 38,970County, \$ 38,970City

Section 4. Wetlands, Rice Creek Remeander, and Grading. The Parties intend to allocate the consultant costs for Wetlands (delineation, sequencing of wetland impacts, mitigation, and monitoring), Rice Creek Remeander, and Grading, RFP Tasks 4, 5, and 6:

RESPONSIBLE/LEAD PARTY: County

COST: \$ 160,280

Section 5. Sanitary Sewer and Water System Preliminary Design. The Parties intend to allocate consultant costs for Sanitary Sewer and Water System Preliminary Design, RFP Tasks 7 and 8:

RESPONSIBLE/LEAD PARTY: City

COST: \$ 72,980

Section 6. Spine Road, Spine Road Bridge, and Old Highway 8/County Road I Preliminary Design. The Parties intend to allocate consultant costs for Preliminary Design of these features, including sidewalks and trails, RFP Tasks 9, 10, and 12:

RESPONSIBLE/LEAD PARTY: County

COST: \$ 152,180

Section 7. Soil Testing and Analysis and Surveying and Platting. The Parties intend to allocate consultant costs for the Soil Testing and Analysis and Surveying and Platting, RFP Tasks 15 and 16:

RESPONSIBLE/LEAD PARTY: County

COST: \$ 78,580

Section 8. Thumb Road and Public Utility Design. The parties intend to allocate consultant costs for the Thumb Road and Public Utility Design, RFP Task 17:

RESPONSIBLE/LEAD PARTY: County

COST: \$ 119,540

It is difficult at this time to allocate costs between Thumb road design and Thumb public utility design. A further breakdown of such costs will be determined when further information is

known (development needs, timing of construction, etc.). At that time the costs will be allocated to provide that the City will reimburse the County for design costs of public utilities to serve the Thumb.

Section 9. Design Charrette. The parties intend to allocate consultant costs for performing a half-day design charrette to incorporate landscape architecture/urban design placemaking elements into the infrastructure at the County Road H entrance to the site, Task 18:

RESPONSIBLE/LEAD PARTY: County

Shared: 50% County, 50% City

TOTAL COST: \$ 10,380; \$ 5,190 County, \$ 5,190 City

Section 10. Group 1 Reimbursable Expenses. The parties intend to allocate consultant reimbursable expenses for Group 1 Tasks:

Shared: 86% County, 14% City

TOTAL COST: \$ 43,000; \$ 36,980 County, \$ 6,020 City

Section 11. Payment of Allocated Share. The final total net cost for the described element of the work of the consultant which is a shared responsibility (the "Allocated Cost") shall be invoiced by the County to the City upon substantial completion of the respective study element as determined by the responsible Party. A Party shall pay its Allocated Cost within 30 days of receipt, or such other date as the Parties jointly determine.

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(Signature and acknowledgment page for Arden Hills)

CITY OF ARDEN HILLS, MINNESOTA

Date: July 28, 201

By: David Grant
Its Mayor

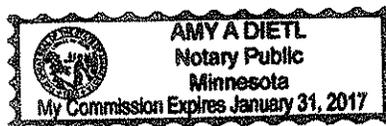
Date: July 28, 2014

By: Patrick Klaers
Its City Administrator

STATE OF MINNESOTA)
) ss
COUNTY OF RAMSEY)

The foregoing instrument was acknowledged before me this 8th day of December, 2014 by David Grant and Patrick Klaers, the Mayor and City Administrator, respectively, of the City of Arden Hills, Minnesota, on behalf of the City.

Amy A. Diets
Notary Public



EXECUTION COPY

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By and Between

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ARDEN HILLS, MINNESOTA

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(Remainder of page intentionally left blank)

(Signature and acknowledgment page for Arden Hills)

CITY OF ARDEN HILLS, MINNESOTA

Date: July 28, 201

By: David Grant
Its Mayor

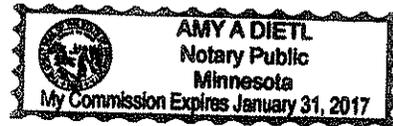
Date: July 28, 2014

By: Patrick Klaers
Its City Administrator

STATE OF MINNESOTA)
) ss
COUNTY OF RAMSEY)

The foregoing instrument was acknowledged before me this 8th day of December, 2014 by David Grant and Patrick Klaers, the Mayor and City Administrator, respectively, of the City of Arden Hills, Minnesota, on behalf of the City.

Amy A. Dietl
Notary Public



**Amendment No. 1 to Cost Sharing Agreement for Consulting Services
(TCAAP Site Redevelopment Infrastructure Development and Design)
Between The City of Arden Hills and Ramsey County**

THIS AMENDMENT NO. 1 to Cost Sharing Agreement for Consulting Services (the “Amendment”) is made as of _____, 2016 and is by and between the City of Arden Hills, a Minnesota municipal corporation (the “City”) and the County of Ramsey, a political subdivision under the laws of the State of Minnesota (the “County”).

Recitals

WHEREAS, the City and County executed a Cost Sharing Agreement for Consulting Services effective as of April 29, 2015 (the “Agreement”) to identify and define financial responsibility for the tasks of the TCAAP Site Redevelopment Infrastructure Development and Design to be performed by Kimley-Horn and Associates, Inc. (the “Consultant”); and

WHEREAS, The Agreement addressed financial responsibility for Consultant tasks of a preliminary design nature only which include Tasks 1 through 10, 12, and 15 through 18; and

WHEREAS, The scope of work for each of the Consultant Tasks identified in the Agreement are more specifically defined in the RFP; and

WHEREAS, The Agreement states that financial responsibility of final design tasks will be addressed by a separate Cost Sharing Agreement at a future date when the preliminary design is nearing completion and outcomes are known; and

WHEREAS, The County has entered into an agreement with the Consultant for all the Tasks identified in the RFP (“Consultant Agreement”) and has executed an amendment to the Consultant Agreement to add final design tasks (“Final Design Amendment”); and

WHEREAS, The parties wish to amend the Agreement to include financial responsibility for Tasks 1, 3, and 11 and Additional Tasks 17, 23, and 24.

NOW THEREFORE, the City and County hereby amend the Agreement as follows:

1. Recital E. of the Agreement is modified by changing “Financial responsibility of final design tasks will be addressed by separate Cost Sharing Agreement” to “Financial responsibility of final design tasks will be addressed by Amendment to Cost Sharing Agreement”.
2. The Agreement is modified by adding the following Sections allocating financial responsibility for design tasks as outlined below:

Section 12. Project Management. The Consultant scope and cost for Project Management, RFP Task 1, has increased to include additional meetings for final design. The parties intend to allocate Consultant costs for additional meetings for final design as follows:

Amendment No. 1 to Cost Sharing Agreement for Consulting Services
(TCAAP Redevelopment Infrastructure Development and Design)

Responsible/Lead Party: County
Shared: 50% County, 50% City
Total Cost: \$19,800; \$9,900 County, \$9,900 City

Section 13. Stormwater Preliminary Design. The parties intend to allocate Consultant costs for Stormwater Preliminary Design, RFP Task 3, 50% County, 50% City as in the Agreement. The Consultant cost for Task 3 has increased from the original cost of \$77,940 to \$124,605. The increase of \$46,665 is due to additional design work performed by the Consultant to meet the requirements of the stormwater permitting agency, the Rice Creek Watershed District, and will be shared as follows:

Responsible/Lead Party: County
Shared: 50% County, 50% City
Total Cost: \$46,665; \$23,332.50 County, \$23,332.50 City

Section 14. Spine Road and Public Utilities Final Design. The Parties intend to allocate the Consultant costs for Spine Road and Public Utilities Final Design, RFP Task 11:

Responsible/Lead Party: County
Shared: 78% County, 22% City
Total Cost: \$899,240; \$701,407 County, \$197,833 City

Section 15. Thumb Road and Public Utility Design. The Parties intend to allocate the Consultant costs for Thumb Road and Public Utility Design, Task 17:

Responsible/Lead Party: County
Shared: 70% County, 30% City
Total Cost: \$144,540; \$101,178 County, \$43,362 City

Section 16. Water Tower and Booster Station Final Design. It was determined during preliminary design of the water system that a water tower and booster station would be required to accommodate water demand generated by the New Development. Additional design work beyond what was included in the original scope of water system design is required, including additional modeling to determine if water tower storage requirements can be reduced and at what stage of development the water tower would be required. The parties intend to allocate the Consultant costs for Water Tower and Booster Station Final Design, Task 23:

Responsible/Lead Party: City
Total Cost: \$15,000

Section 17. Lift Station Final Design. It was determined during preliminary design of the sanitary sewer that a lift station would be required to accommodate sanitary sewer service to the New Development. The Parties intend to allocate the Consultant costs for Lift Station Final Design, Task 24:

Responsible/Lead Party: City
Total Cost: \$47,500

Amendment No. 1 to Cost Sharing Agreement for Consulting Services
(TCAAP Redevelopment Infrastructure Development and Design)

Section 18. Reimbursable Expenses. The Parties intend to allocate Consultant reimbursable expenses for services included in this Amendment based on 6% of the Consultant cost of services in this amendment as follows:

Total City Cost: $\$336,927.50 \times 6\% = \$20,215.65$

3. Except as modified herein, the terms of the Agreement shall remain in full force and effect.

WHEREFORE, this Agreement is duly executed on the last date written below.
Amendment No. 1 to Cost Sharing Agreement for Consulting Services
(TCAAP Redevelopment Infrastructure Development and Design)

RAMSEY COUNTY

CITY OF ARDEN HILLS, MINNESOTA

Julie Kleinschmidt, County Manager

By: _____
Its Mayor

Date: _____

Date: _____

By: _____
Its City Administrator

Date: _____

Approval recommended:

Jim Tolaas, Director
Public Works Department

Date

Approved as to form

Assistant County Attorney

Date



ARDEN HILLS
MEMORANDUM

DATE: March 21, 2016

TO: Honorable Mayor and City Councilmembers
Susan Iverson, Acting City Administrator

FROM: John Anderson, Acting Public Works Director

SUBJECT: Interstate 694 Non-Motorized Crossing Study

Requested Action

Receive the I-694 Non-Motorized Crossing Study as prepared by the Minnesota Department of Transportation (MnDOT).

Background

As MnDOT was preparing plans to reconstruct the I-694 and TH 51 interchange, the City of Arden Hills asked if a trail could be extended along the Hamline Avenue / TH 51 corridor. This proved to be not feasible for a number of reasons but lead to the larger question of where were logical locations for non-motorized crossings along the I-694 corridor in Arden Hills. MnDOT began a study to answer this question. Shortly after commencing the study, other neighboring communities were asking the same question which lead to expanding the study to include a larger area bounded by Silver Lake Road to the west and TH 120 to the east.

Discussion

The Study has been completed and representatives from MnDOT will be in attendance to summarize the results and answer any questions the City Council may have.

Attachments

Attachment A: I-694 Non-motorized Crossing Study

Attachment A

I-694 Non Motorized Crossing Study

MARCH 2016



Study Partners:

City of Arden Hills, City of Little Canada, City of Maplewood, City of New Brighton, City of North St. Paul, City of Shoreview, City of Vadnais Heights, City of White Bear Lake, Metropolitan Council, MnDOT , Ramsey County and Active Living Ramsey County

INTRODUCTION AND OVERVIEW

PURPOSE

The I-694 Non Motorized Crossing Study was initiated to identify pedestrian and bicycle mobility needs across I-694 within Ramsey County and along this Interstate corridor. (Non-motorized travel is prohibited within the Interstate right-of-way by federal requirements.) The study area, shown in Figure 1, is bounded by Silver Lake Road in the west, Trunk Highway 120 / Century Avenue in the east, County Road 96 to the North, and County Road C to the South. MnDOT worked in partnership with Ramsey County to complete the study, with involvement of staff and local leaders from New Brighton, Arden Hills, Shoreview, Little Canada, Vadnais Heights, White Bear Lake, Maplewood, North St. Paul, and the Metropolitan Council. The study aims to achieve the following objectives:

- Document the existing network of pedestrian and bicycle facilities in the area (2014);
- Document future plans or projects in the study area that provide opportunities to improve pedestrian and bicycle mobility;
- Incorporate corridors identified as regional priorities by the Metropolitan Council's Bicycle System Study (2014) and Transportation Policy Plan (2015);
- Identify critical connections that should be preserved, maintained, added, or enhanced to ensure connectivity around and across I-694;
- Provide recommendations that can be incorporated into Ramsey County's pedestrian and bicycle plan;
- Improve coordination among study area agencies, including MnDOT, Ramsey County, cities, and the Metropolitan Council, for trail, sidewalk, and bikeway improvements as future funding and project opportunities arise.

BACKGROUND

Interest in pedestrian and bicycle travel for recreation, routine trips, and commuting is growing within the Twin Cities region and Ramsey County. Area cities and the County have been actively planning and constructing improved trails, sidewalks, and on-street bikeways. However, despite the growing network of non motorized facilities in the area, I-694 is a barrier for pedestrian and bicycle mobility. Many existing crossings of I-694 carry high volumes of vehicular traffic and some lack adequate facilities for pedestrians and bicyclists. Crossings that do include a suitable trail or sidewalk may be too far out of the way for some users to be considered a convenient walking or biking route.

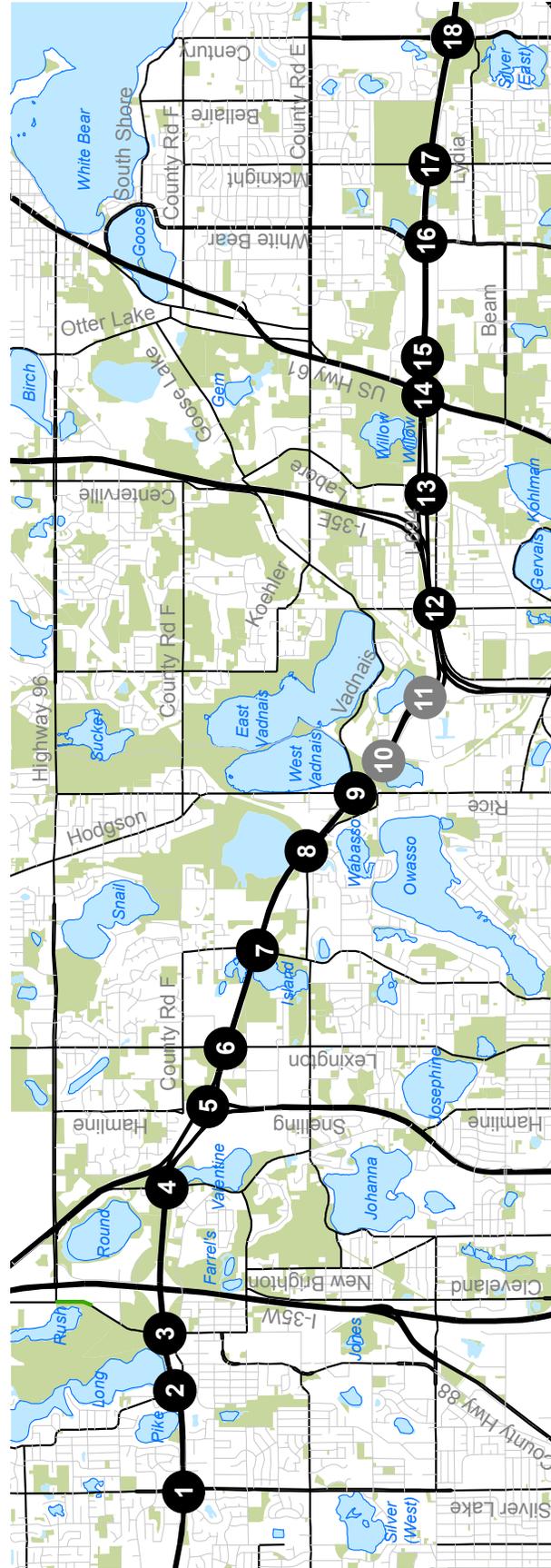
The challenges of moving pedestrians and bicyclists across freeway corridors, as described above, are not unique to I-694 through Ramsey County. The need for a study in this particular location was identified in 2011 by the City of Arden Hills during the first phase of the development of MnDOT's I-694 North Central Project. This large-scale construction project, shown in **Figure 2**, will eventually rebuild the I-694 Corridor between I-35E and I-35W. The first phase included rebuilding the I-694, Highway 10 and Highway 51 interchange in Arden Hills. The entire project will not be complete until at least 2016.

Figure 1: Study Area

-  Existing I-694 Bike/Ped Crossing
-  Potential I-694 Bike/Ped Crossing
-  City Street
-  County Road
-  Interstate or State Highway
-  Lake
-  Park, Recreational, or Preserve

List of Crossings

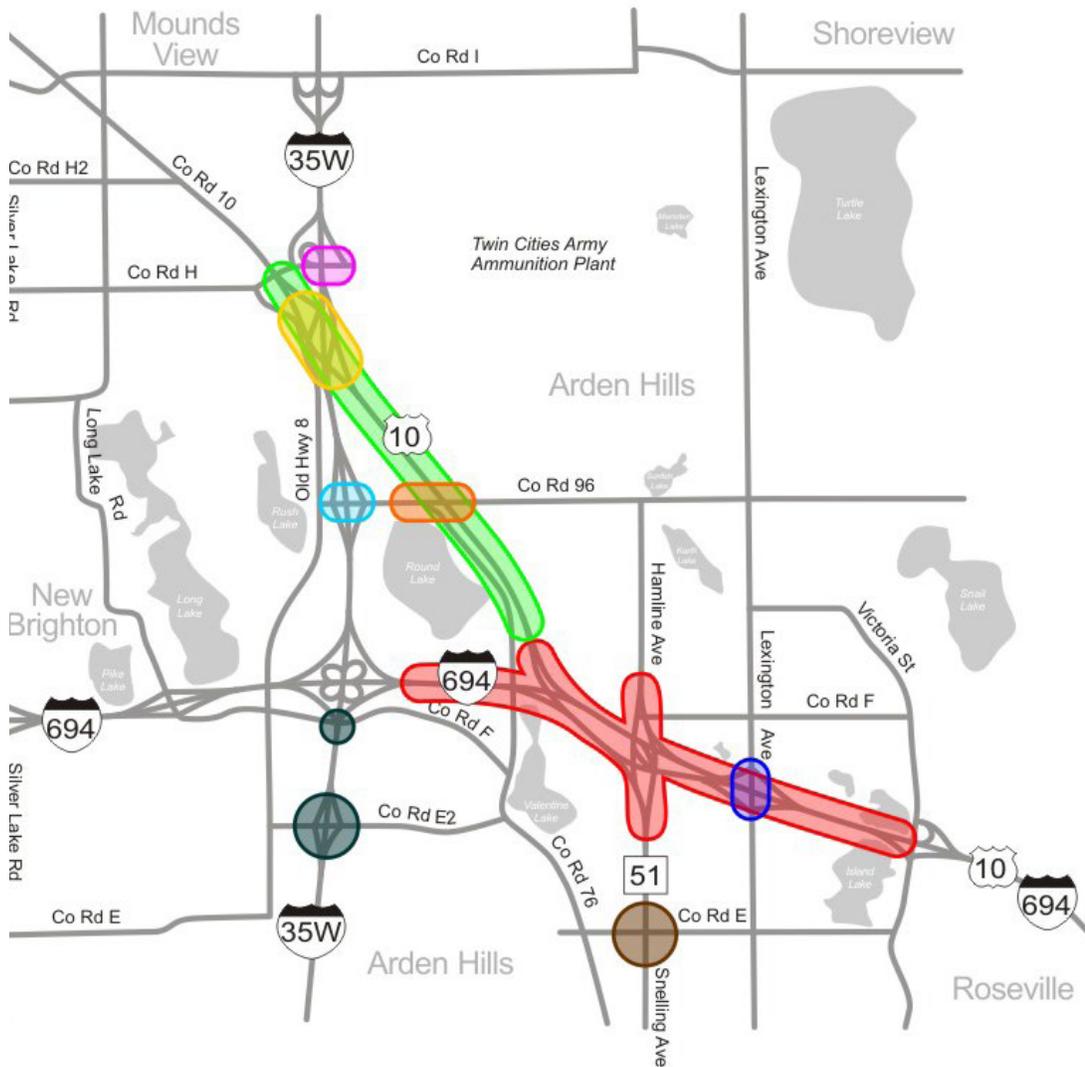
- 1** Silver Lake Road (CSAH 44)
- 2** Long Lake Road (CSAH 45)
- 3** Old Highway 8 (CSAH 77)
- 4** Old Highway 10/Old Snelling (CSAH 76)
- 5** TH 51
- 6** Lexington Avenue (CSAH 51)
- 7** Victoria Street (CSAH 52)
- 8** Grass Lake Trail
- 9** Rice Street (CSAH 49)
- 10** Trout Brook Regional Trail North
- 11** St. Anthony Railroad Spur
- 12** Edgerton Street (CSAH 58)
- 13** Labore Road (County 108)
- 14** TH 61
- 15** Bruce Vento Trail
- 16** White Bear Avenue (CSAH 65)
- 17** McKnight Road (CSAH 68)
- 18** TH 120



0 0.5 1 2 3 Miles

Data: State of Minnesota, Metropolitan Council, Ramsey County

Figure 2: North Central Project Illustration



The I-694 / 10 / 51 interchange project generated extensive discussion about how to move pedestrians and bicyclists across I-694 at TH 51. Many stakeholders saw this as an important opportunity for a new connection for pedestrian and bicycle access to destinations such as Bethel University, Valentine Lake, and major employers in the area. However, integrating a trail with an interchange connecting an expressway and a freeway posed design challenges and raised significant safety concerns. The most challenging issue was determining how a trail could cross the free-flowing interchange movements between I-694 and TH 51 in a manner that was safe for trail users of varying ages and abilities. High traffic volumes on TH 51 (approximately 33,000 vehicles per day), and a 55 mile per hour speed limit would also inevitably create an unpleasant biking and walking environment for a trail adjacent to the highway. There were also questions about the potential for broader connectivity along this route since there are not existing trail facilities along TH 51 and the existing railroad bridge south of I-694 is not currently wide enough to fit a trail underneath. Bethel University, the major private land holder in the area, also expressed some concern about constructing a public trail through this property.

Due to these challenging circumstances, it was decided that the I-694/TH 51 interchange could not provide a safe or comfortable environment for pedestrians and bicyclists of all abilities and a separate trail was not included in the project design.

The City of Arden Hills passed a resolution on October 26, 2010 rejecting MnDOT's final layout for the I-694/TH 51 project with a list of 14 conditions for MnDOT to meet in order to receive municipal consent (Arden Hills Resolution 2010-052). Among the conditions was a request to include a non-motorized/pedestrian facility across I-694 on the west side of TH 51. A municipal consent appeal process was initiated in December of 2010 to resolve these issues between MnDOT and Arden Hills.

As an outcome of the municipal consent appeal process, MnDOT agreed to work with the City of Arden Hills and Ramsey County, 1) to improve the pedestrian and bicycle connection across I-694 at Lexington Avenue as part of the larger interchange project and 2) to study unmet pedestrian and bicycle needs in the project area. Both of these conditions were included in the City of Arden Hills 2011 municipal consent agreement for the I-694 / 10 / 51 interchange project.

The study was initially designed to focus specifically on the crossings of I-694 between I-35E and I-35W. As the study progressed, discussions with Ramsey County and cities along the corridor indicated a need to expand the study area to also examine east / west connections to the north and south of the Interstate in order to fully understand the pedestrian and bicycle network and needs in the area. The study area was also expanded to include the eastern and western limits of Ramsey County along I-694 at the request of Active Living Ramsey Communities and Ramsey County. This expanded scope of work was significantly above and beyond the initial agreement from the municipal consent appeal process but provided a broader understanding of pedestrian and bicycle networks and key connections in the original study area and beyond.

ANTICIPATED OUTCOMES

This study is not associated with implementation dollars or a specific scoped transportation project that can be used to implement study findings. The study is intended to be a tool to guide future decisions as transportation projects are planned and developed by all units of government within the study area. It can also be used to help local governments prioritize projects for grant applications and capital programs.

The study provided information for the Metropolitan Council's Bicycle System Study, completed in 2014, in close coordination with MnDOT. It also informed the recently drafted Ramsey Countywide Bicycle and Pedestrian Plan. Finally, the I-694 study will serve as a model for other parts of the region where Interstates and other arterial corridors create challenges for pedestrian and bicycle access.

STUDY PROCESS

The I-694 Non Motorized Crossing Study was kicked off in May of 2012 with an initial group of study partners that represented the cities within the initial study area as well as Ramsey County and the Metropolitan Council. As the study area boundaries grew, new cities were added to the agency work group. MnDOT staff led the overall effort with guidance from study partners. Key work tasks included:

- Data collection and GIS mapping of existing and proposed pedestrian and bicycle infrastructure within the study area
- Analysis of local comprehensive plans, policies, and other studies related to pedestrian and bicycle mobility
- One public meeting to get input on pedestrian and bicycle destinations, needs, and barriers within the

study area

- Meetings with local pedestrian and bicycle groups
- Identification of future planned and programmed street, highway, and trail projects in the study area
- Incorporation of mapping from Metropolitan Council's Bicycle System Study
- Documentation of study recommendations in the final report

PLANNING AND POLICY FRAMEWORK

Pedestrian and Bicycle travel is an important part of the transportation network and has been recognized as such in state, regional, and local plans and policies for decades. Though not an exhaustive review, this section includes recent high-level policies and plans at various levels of government to underscore the supporting policy framework for this study and its implementation .

Federal

The United States Department of Transportation (DOT) Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations was signed on March 11, 2010 and announced March 15, 2010 by former Secretary Ray LaHood. The policy states:

"The DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide — including health, safety, environmental, transportation, and quality of life — transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes."

State

Non motorized travel is critical to Minnesota GO, the state's 50-year vision for a multimodal transportation system that maximizes the health of people, the environment and our economy. The vision includes the following principles to guide future policy and investment decisions for all forms of transportation throughout the state:

- Leverage public investments to achieve multiple purposes: The transportation system should support other public purposes, such as environmental stewardship, economic competitiveness, public health and energy independence.
- Ensure accessibility: The transportation system must be accessible and safe for users of all abilities and incomes. The system must provide access to key resources and amenities throughout communities.
- Build to a maintainable scale: Consider and minimize long-term obligations—don't overbuild. The scale of the system should reflect and respect the surrounding physical and social context of the facility. The transportation system should affordably contribute to the overall quality of life and prosperity of the state.
- Ensure regional connections: Key regional centers need to be connected to each other through multiple modes of transportation.

-
- Integrate safety: Systematically and holistically improve safety for all forms of transportation. Be proactive, innovative and strategic in creating safe options.
 - Emphasize reliable and predictable options: The reliability of the system and predictability of travel time are frequently as important or more important than speed. Prioritize multiple multimodal options over reliance on a single option.
 - Strategically fix the system: Some parts of the system may need to be reduced while others are enhanced or expanded to meet changing demand. Strategically maintain and upgrade critical existing infrastructure.
 - Use partnerships: Coordinate across sectors and jurisdictions to make transportation projects and services more efficient.

The Minnesota Go vision also informs MnDOT's subsequent planning efforts such as the Minnesota 20-year Statewide Highway Improvement Plan (MnSHIP). MnSHIP identifies capital investment priorities for the state highway system over the next 20 years. The current plan identifies two new investment categories, Bicycle Infrastructure and Accessible Pedestrian Infrastructure, to better account for investments that support non-motorized modes of travel.

MnDOT is also in the process of developing a statewide bicycle system plan which will lead to the development of a bicycle plan for each district. The Metro District plan will incorporate the results of the Metropolitan Council's regional Bicycle System Study as well as priority state bike routes to identify priorities for bicycling investments for MnDOT in the Metro District. A statewide pedestrian plan has also recently been authorized and will be led by MnDOT in partnership with the Minnesota Department of Health.

During the time of the I-694 study process, MnDOT formally adopted a Complete Streets Policy and accompanying Technical Memorandum, which provides internal guidance to MnDOT on planning and project development under a complete streets framework . The goals of the I-694 crossing study align closely with the processes identified in the Complete Streets Policy.

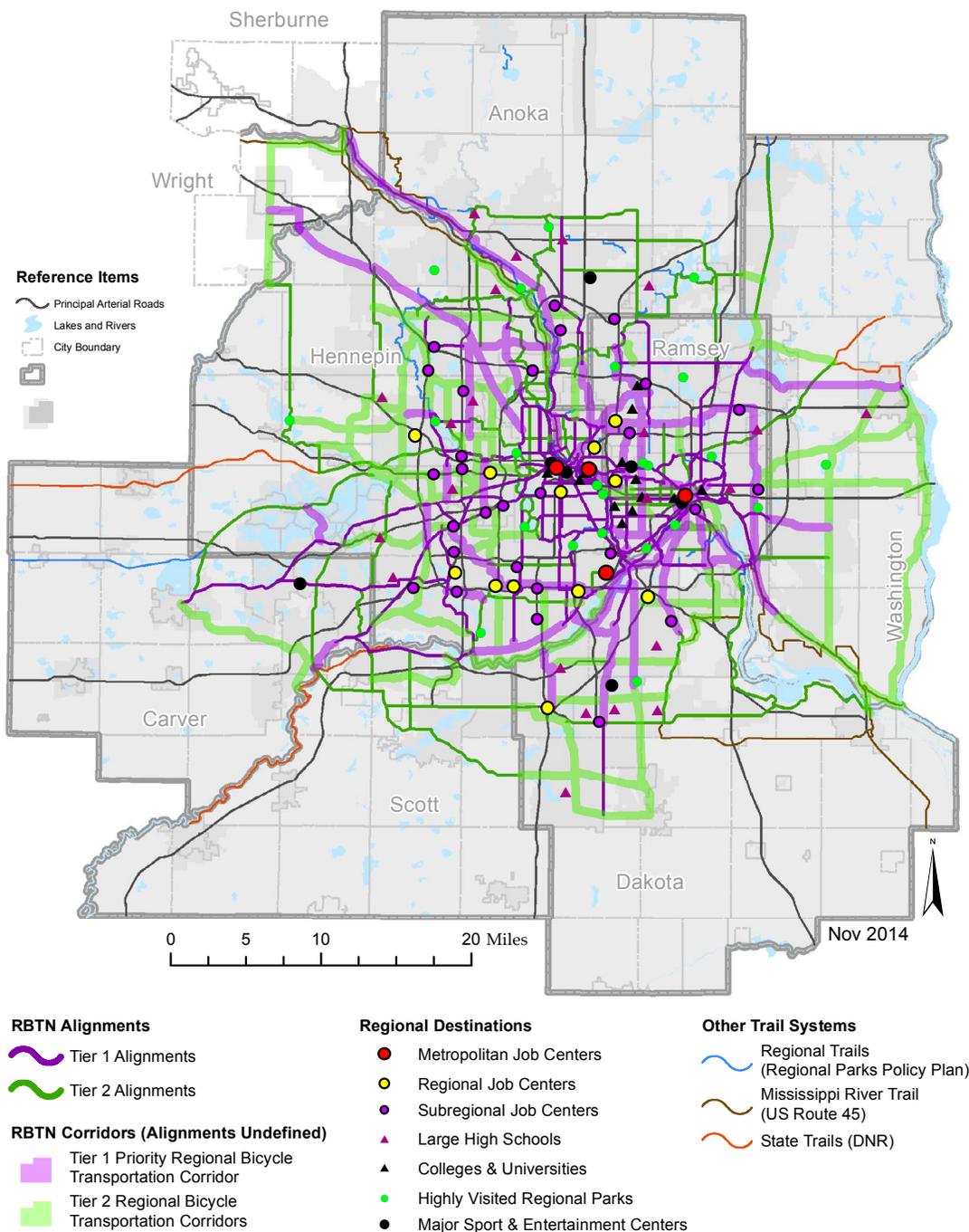
Regional

The Metropolitan Council oversees several regional planning efforts that relate to bicycling and walking in the region. The Council's overarching long-range plan establishes a regional vision with the intent to help ensure coordinated, orderly and economic development of the seven-county Twin Cities metropolitan area (MN Statute 473.851). This plan, Thrive MSP 2040 was adopted in May of 2014 and identifies five outcomes for the Twin Cities Region: stewardship, prosperity, equity, livability, and sustainability. Thrive 2040 and its identified outcomes set the direction of the systems and policy plans also under the Council's jurisdiction. Those most relevant to the I-694 Crossing Study are the Transportation Policy Plan and the Regional Parks Policy Plan.

Transportation Policy Plan

The Metropolitan Council's 2040 Transportation Policy Plan (TPP) establishes regional priorities for transportation investments to ensure that the regional transportation system develops in a manner consistent with Thrive MSP 2040. The TPP is updated every four years. The TPP includes goals, objectives, strategies, and performance measures that guide and help evaluate progress toward the regional vision. The TPP places an emphasis on the integration of multiple travel modes and therefore specific strategies for pedestrian and bicycle mobility are located throughout the Plan.

Figure 3: Regional Bicycle Transportation Network (RBTN)



Notable for the I-694 study is the TPP's inclusion of a designated Regional Bicycle Transportation Network (RBTN). The intent of the RBTN is to identify a "backbone" network of on- and off-street bikeways that can serve a transportation purpose by connecting people to regional destinations. Planning and implementation of the RBTN is the responsibility of cities, counties, MnDOT, and parks agencies. However, bikeways that are located on the RBTN will receive some level of priority when competing for federal transportation funds through the Council-administered regional solicitation.

The RBTN was developed in 2013-2014 through the Regional Bicycle System Study. That effort resulted in a regional map that identifies two tiers of investment priority in the TPP. The regional map is shown in **Figure 3**. The RBTN within the I-694 study area is shown in **Figure 7**, along with the rest of the existing and proposed transportation context.

- **Tier 1, Priority Regional Bicycle Transportation Corridors (purple):** should be given the highest priority for transportation funding; these are the corridors and alignments that provide the highest transportation function by connecting the most regional activity centers through the developed urban and suburban areas of the region.
- **Tier 2, Regional Bicycle Transportation Network Corridors (green):** should be given the second highest priority for transportation investment. These corridors provide transportation connectivity to outlying regional destinations within and beyond the urban / suburban areas and serve to connect priority regional bicycle transportation corridors.

The map shows both defined alignments (narrow lines) and broad corridors. The alignments represent areas where local entities had done considerable planning and / or implementation of off-road trail or on-street bikeway facilities.” Broad corridors represent areas where further analysis is needed to identify the specific roadway or trail corridor that is most suitable for a bikeway.

The TPP also includes many goals, strategies and supportive local actions that relate to pedestrian and bicycle mobility at all levels of transportation network – local, regional, and state. These statements emphasize the importance of mobility, access, safety and multi-modal connections for all users of the transportation system.

Regional Parks Policy Plan

The Regional Parks Policy Plan guides the development and expansion of the Regional Parks System, which includes Regional Trails. The Plan is updated every four years and identifies the goals and strategies for expanding and maintaining the system. Some existing trails in the study area are part of the existing Regional Parks System, including Highway 96 Regional Trail, and the Bruce Vento Regional Trail. Lexington Avenue/Parkway and the Trout Brook Extension are Regional Trail Search Corridors within the study area. These corridors are identified in the Regional Parks Policy Plan, but do not yet have an approved master plan and defined regional trail alignment. The Rice Creek North Regional Trail, which is currently north of the study area has a planned extension south into the study area to connect with CSAH 96. Regional trails are owned and operated by local implementing agencies (i.e. Ramsey County), but the Metropolitan Council provides support for the regional system in the form of planning, funding, information, marketing and advocacy.

County

Ramsey County has an adopted Comprehensive Plan that was adopted in 2010. Bicycle and pedestrian needs are discussed in both the Transportation and Parks and Open Space sections. The transportation section identifies several strategies for improving pedestrian and bicycle mobility with County roadways. The Parks and Open Space section includes a map of existing and proposed regional parks and connecting trails as well as information on existing and planned trails within County parks. The County has recently developed its first countywide pedestrian and bicycle plan.

Local

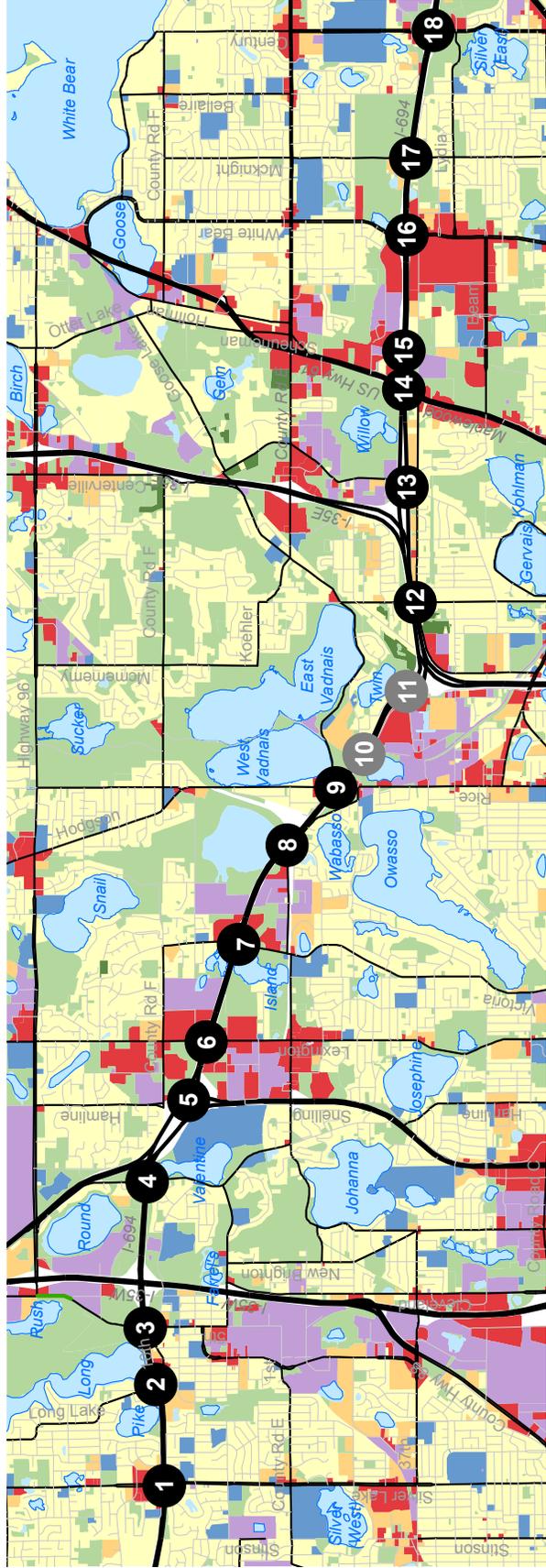
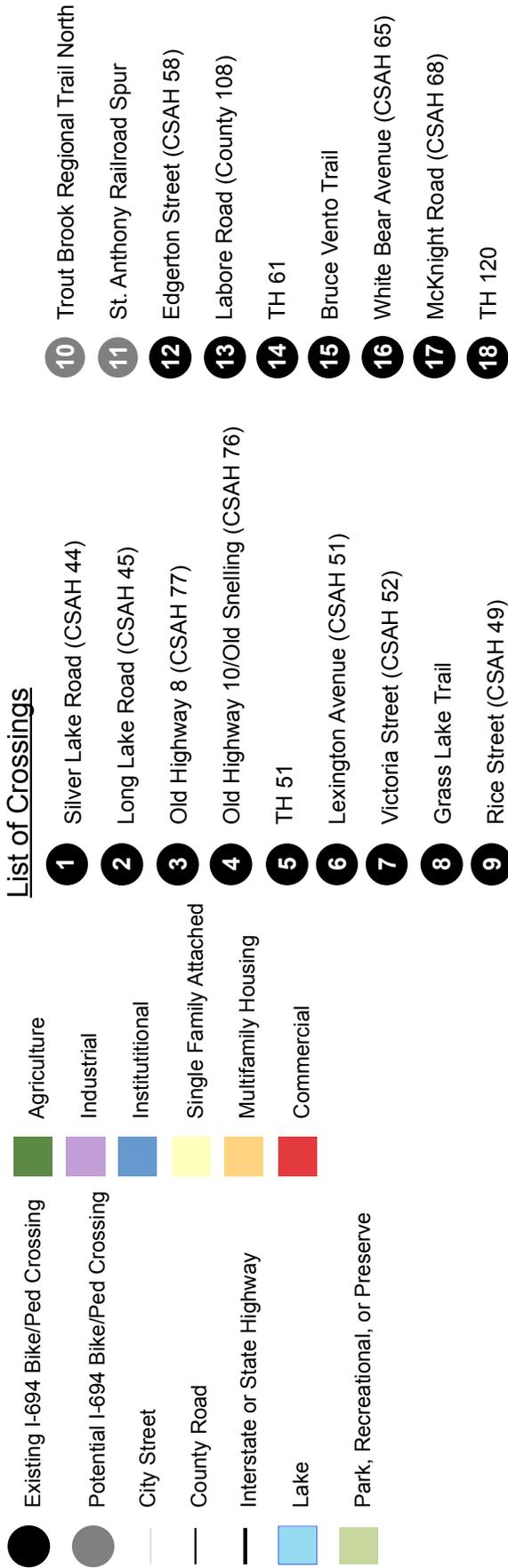
Comprehensive plans for all of the local governments within the area have elements and policies related to pedestrian and bicycle mobility which are included within transportation and / or parks and recreation chapters. Though written policies were too numerous to include here, maps of existing and proposed pedestrian and bicycle infrastructure from the comprehensive plans for all cities in the study area were analyzed and compiled in a Geographic Information System (GIS). This exercise documented the long-range vision for pedestrian and bicycle travel for each community. Updates of local plans are scheduled for 2018, providing an opportunity for cities to incorporate recommendations from the Metropolitan Council's Thrive MSP 2040, the TPP, Regional Parks Policy Plan, the Ramsey County Bicycle and Pedestrian Plan, and this study.

EXISTING CONDITIONS

LAND USE AND DEVELOPMENT CONTEXT

The study area includes the northern suburbs of Ramsey County with primary land uses shown in Figure 4. Single-family residential development covers much of the study area with large tracts of parkland and lakes, and several commercial nodes and employment centers. The many parks, lakes, Bethel University, and the employment node between Hamline and Lexington provide a variety of destinations that residents of the area would like to access by walking or bicycling for both recreational and transportation purposes. The downtowns of Minneapolis and St. Paul lie outside of the study area but are accessible via transit connections and also are important destinations for those bicyclists who ride longer distances for commuting or recreation. Most of the study area is fully developed with the exception of a few large redevelopment sites. Rice Creek Commons (the former Twin Cities Army Ammunition Plant site) in Arden Hills lies on the northern border of the study area. This 427 acre site has been purchased and remediated by Ramsey County with plans for a mix of residential, commercial, and light industrial uses.. The New Brighton Exchange is another former industrial site that is currently undergoing redevelopment. This 100-acre site at the northwest corner of I-35W and I-694 is envisioned to be an extension of New Brighton's town center with various forms of residential and commercial office development.

Figure 4: Existing Land Use Context



Data: State of Minnesota, Metropolitan Council, Ramsey County

TRANSPORTATION NETWORK

I-694 is a corridor within the designated National Highway System. It is an Urban Principal Arterial that runs east / west through the study area in northern Ramsey County. It carries 110,000 vehicles per day in the western part of Ramsey County and 70,000 vehicles per day in the eastern portion of the study area. The function of the Interstate within the overall transportation network requires that it serve high traffic volumes, longer trips, higher speeds, and express bus service. In order to preserve these functions, land access and roadway crossings are limited along the corridor. Most non-freeway roadway crossings of I-694 are classified as minor arterials and generally spaced between one-half and one mile apart. These arterials provide the primary means for pedestrians and bicyclists to cross I-694. However, these roadways are also characterized by high volumes of vehicular traffic, and, in many cases, are subregional corridors for scheduled bus service. Many pedestrians and bicyclists consider these corridors difficult and uncomfortable to navigate due to high traffic volumes and complicated crossings at interchange locations. There are several roadways that cross I-694 but do not have an interchange, generally offering a more safe and comfortable experience for pedestrians and bicyclists. The non-interchange crossings within the study area are Old Highway 8, Old 10 / Old Snelling, Edgerton Street, Labore Road, and McKnight Road. There are two bridges within the study area that provide crossings completely separated from automobile traffic, Grass Lake Trail and Bruce Vento Trail.

East west connectivity in the study area is provided primarily via Ramsey County Highways that are spaced at approximately one mile intervals (with some exceptions). Local roadways and residential streets with low speeds and traffic volumes provide opportunities for short pedestrian and bicycle trips within the study area, however these routes rarely connect across barriers such as major roadways, and the many lakes in the area. The lakes and wetlands in this part of the County create challenges for roadway and trail connectivity, even for higher classification roadways on the County system.

Transit is an important element for pedestrian and bicycle travel since most transit trips begin and end with a pedestrian or bicycle trip. Many of the arterial streets within the study area provide local bus service with some limited stop service into St. Paul and Minneapolis. Express service into downtown Minneapolis and St. Paul is provided along the Interstates (I-694, I-35W, I-35E) with access at some park-and-ride locations and local stops. Figure 5 shows existing transit routes and park-and-ride facilities within the study area.

The Rush Line is a future transitway corridor that is currently in the planning phase. The entire corridor is envisioned to link Union Depot in St. Paul to communities along the corridor, which extends north to Hinckley. Ramsey County Regional Railroad Authority (RCRRA) is in the process of a Pre Project Development (PPD) study to identify the corridor's locally preferred alternative (LPA) between St. Paul and White Bear Lake, with some alternatives extending to Forest Lake. The two primary options under consideration include bus rapid transit (BRT) or a rail-based option.. Timing for selecting the LPA is expected within the next two years. Timing for developing the project is uncertain but is a more long-term proposition.

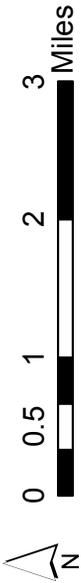
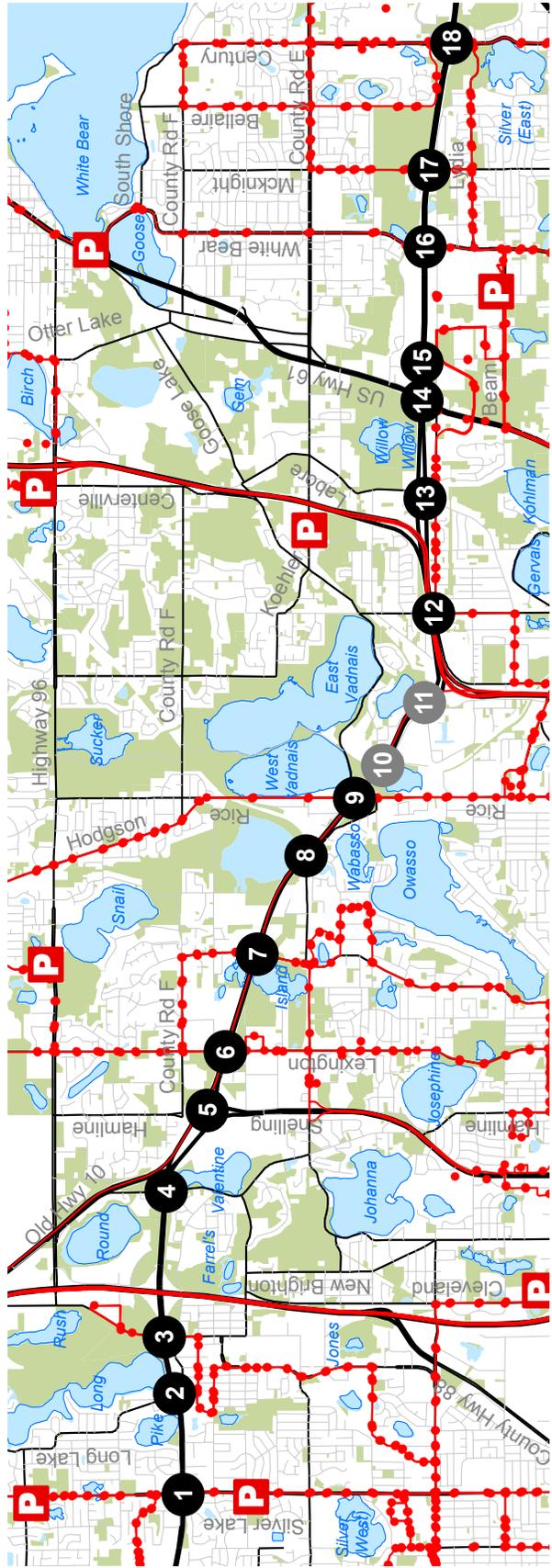
There are two trails designated as Regional Trails by the Metropolitan Council in the study area. These trails provide connections to regional parks and are included in the Regional Parks Policy Plan. The Highway 96 Regional Trail runs east/west from Arden Hills to White Bear Lake. The Bruce Vento Regional Trail is a north/south connection from downtown St. Paul to just north of I-694 in White Bear Lake, with plans for an extension to the north. Just beyond the study area, the Birch Lake Regional Trail begins at Highway 96 near 35E and connects north to the Tamarack Nature Center. The Rice Creek North Regional Trail and the Trout Brook Regional Trail are existing regional trails outside of the study area that have future planned connections to the study area. The 2040 Parks Policy Plan also identifies Lexington Avenue / Parkway as a Regional Trail Search Corridor. A Search Corridor

Figure 5: Existing Transit Routes and Facilities

-  I-694 Bike/Ped Crossing
-  I-694 Bike/Ped Crossing
-  City Street
-  County Road
-  Interstate or State Highway
-  Lake
-  Park, Recreational, or Preserve
-  Transit Routes
-  Park and Ride Lots
-  Transit Stops

List of Crossings

- 1** Silver Lake Road (CSAH 44)
- 2** Long Lake Road (CSAH 45)
- 3** Old Highway 8 (CSAH 77)
- 4** Old Highway 10/Old Snelling (CSAH 76)
- 5** TH 51
- 6** Lexington Avenue (CSAH 51)
- 7** Victoria Street (CSAH 52)
- 8** Grass Lake Trail
- 9** Rice Street (CSAH 49)
- 10** Trout Brook Regional Trail North
- 11** St. Anthony Railroad Spur
- 12** Edgerton Street (CSAH 58)
- 13** Labore Road (County 108)
- 14** TH 61
- 15** Bruce Vento Trail
- 16** White Bear Avenue (CSAH 65)
- 17** McKnight Road (CSAH 68)
- 18** TH 120



Data: State of Minnesota, Metropolitan Council, Ramsey County

Table 1: I-694 Existing and Potential Crossings Summary of Existing Conditions (2014)

MAP REFERENCE	CROSSING LOCATION	CITY (LOCATION)	ROADWAY JURISDICTION (OWNERSHIP)	PEDESTRIAN FACILITY	BICYCLE FACILITY	CONNECTION TO TRAILS / SIDEWALKS	EXISTING TRANSIT ROUTE	AVG. DAILY TRAFFIC VOLUMES	MOTOR VEHICLE SPEED LIMIT	PLANS FOR FUTURE IMPROVEMENTS
1	Silver Lake Road (CSAH 44)	New Brighton	Ramsey County	8 ft. sidewalk (east side)	None	Sidewalk on east side of roadway	Yes; Park and ride south of I-694	12,700	40 mph	<ul style="list-style-type: none"> Bridge is in good condition, no near term plans for improvements. City of New Brighton Comprehensive Plan shows proposed multi-use path along entire corridor.
2	Long Lake Road (CSAH 45)	New Brighton	Ramsey County	6 ft. sidewalk (east side)	Shoulder	Bike lane north of bridge through study area; Sidewalks north and south of I-694	No	6,700	30 mph	<ul style="list-style-type: none"> Bridge is in good condition, no near term plans for improvements. City of New Brighton Comprehensive Plan shows proposed multi-use path south of I-694
3	Old Highway 8 (CSAH 77)	New Brighton	Ramsey County	5 ft. sidewalk (west side)	None	Sidewalks north and south of I-694 on west side	Yes; Park and ride north of study area at County Road H	10,000	30 mph (south); 40 mph (north)	<ul style="list-style-type: none"> Bridge is in good condition, no near term plans for improvements. City of New Brighton Comprehensive Plan shows proposed multi-use path along the corridor.
4	Old Highway 10 / Old Snelling (CSAH 76)	Arden Hills	Ramsey County	None	Shoulder	Shoulder continues for length of the corridor (except near Valentine Lake); No sidewalk	No	2,550	45 mph	<ul style="list-style-type: none"> City of Arden Hills Comprehensive Plan shows planned shared use path along the corridor. Space for shared use path was provided in I-694 North Central Project, City is actively pursuing funding for trail construction.
5	TH 51	Arden Hills	MnDOT	None	Intermittent shoulder	Intermittent shoulder throughout corridor	No	31,500	55 mph	<ul style="list-style-type: none"> Planned trail in Arden Hills Comprehensive Plan.
6	Lexington Avenue (CSAH 51)	Arden Hills; Shoreview	Ramsey County	10 ft. shared use path (east side)	10 ft. shared use path (east side)	Trail on east side of Lexington, operated by City of Shoreview	Yes	21,400	40 mph	<ul style="list-style-type: none"> Planned trail on west side of Lexington from 694 to County F. Identified as a regional trail search corridor in Regional Parks Policy Plan.
7	Victoria Street (CSAH 52)	Shoreview	Ramsey County	10 ft. shared use path (west side)	10 ft. shared use path (west side); shoulder (west side)	Trail on west side of Victoria; Shoulders north of I-694	Yes; Park and ride at Victoria and CSAH 96	14,300	40 mph	<ul style="list-style-type: none"> Bridge is in good condition, no near term plans for improvements.
8	Grass Lake Rail	Shoreview	Shoreview	12 ft. shared use path	12 ft. shared use path	Connects to Grass Lake Trail (north); County Road E to west (shoulder)	NA	NA	NA	<ul style="list-style-type: none"> Bridge is in good condition, no near term plans for improvements.
9	Rice Street (CSAH 49)	Shoreview; Little Canada; Vadnais Heights	Ramsey County	None	None	Shoulders north and south of 694 Intermittent sidewalk north of 694; Sidewalk 1/4 mile south of 694	Yes	17,400	40 mph	<ul style="list-style-type: none"> County is seeking funding for new interchange that would include improved ped/bike facilities. No near term plans to replace or redeck the bridge for structural purposes. Planned Trail along west side of Rice Street in Shoreview Comprehensive Plan.
10 (Potential Future)	Trout Brook Regional Trail	Shoreview; Little Canada	NA	NA	NA	Would connect to Trout Brook Regional Trail through St. Paul	NA	NA	NA	<ul style="list-style-type: none"> Potential crossing and feasibility is currently being explored through the Trout Brook Trail North Master Plan led by Ramsey County. Crossing not identified in adopted comprehensive plan.
11 (Potential Future)	St. Anthony Railroad Spur	Little Canada	BNSF Railroad	NA	NA		NA	NA	NA	<ul style="list-style-type: none"> Crossing not identified in adopted comprehensive plan, railroad is still active
12	Edgerton Street (CSAH 58)	Vadnais Heights; Little Canada	Ramsey County	8 ft. sidewalk	Shoulders	Existing shoulder along corridor; Shared use path on east side for short distance north of I-694	Yes (south of I-694); Park and ride on County Road C near Edgerton	7,400	40 mph	<ul style="list-style-type: none"> Vadnais Heights shows proposed shared use trail in Comprehensive Plan.
13	Labore Road (County 108)	Vadnais Heights; Little Canada	Ramsey County	8 ft. sidewalk	Shoulders	Shoulders north and south of I-694; Segment north of I-694	No	3,200	35 mph	<ul style="list-style-type: none"> Little Canada shows proposed shared use path along Labore Road in Comprehensive Plan.

Table 1: I-694 Existing and Potential Crossings Summary of Existing Conditions (2014) (continued)

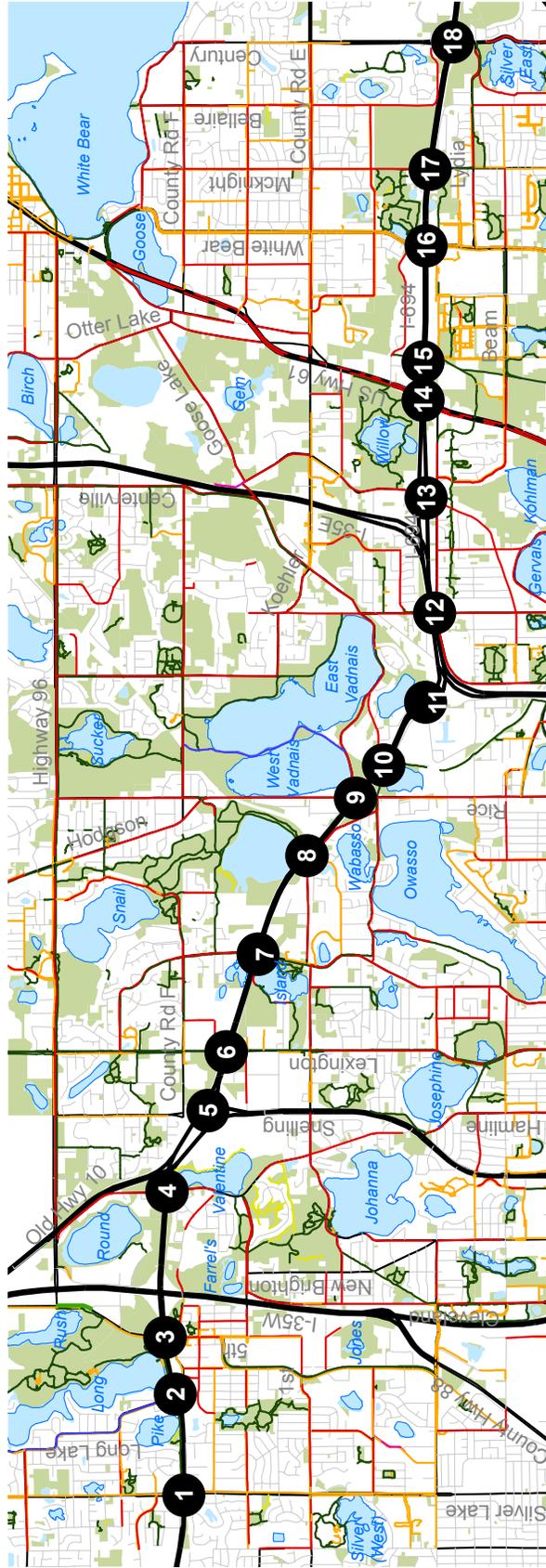
MAP REFERENCE	CROSSING LOCATION	CITY (LOCATION)	ROADWAY JURISDICTION (OWNERSHIP)	PEDESTRIAN FACILITY	BICYCLE FACILITY	CONNECTION TO TRAILS / SIDEWALKS	EXISTING TRANSIT ROUTE	AVG. DAILY TRAFFIC VOLUMES	MOTOR VEHICLE SPEED LIMIT	PLANS FOR FUTURE IMPROVEMENTS
14	TH 61	Vadnais Heights	MnDOT	None	Intermittent shoulder	Intermittent shoulder	No; Park and ride at County Road C	30,500	50 mph	
15	Bruce Vento Regional Trail	Vadnais Heights; Maplewood; White Bear Lake	Ramsey County Regional Rail	Shared use path	Shared use path	Bruce Vento Regional Trail	NA	NA	NA	<ul style="list-style-type: none"> City of White Bear Lake and Ramsey County pursuing expansion of trail to the north from Buerkle Rd. to CSAH 96
16	White Bear Avenue (CSAH 65)	White Bear Lake; Maplewood	Ramsey County	Sidewalk (both sides)	None	Continuous sidewalk on both sides of roadway	Yes; Maplewood Mall Transit Center	35,500	40 mph	
17	McKnight Road (CSAH 68)	White Bear Lake; Maplewood	Ramsey County	5 ft. sidewalk (east side)	None	Trail on west side of roadway north of I-694; Trail on east side of roadway south of I-694	Yes	7,000	30 mph	<ul style="list-style-type: none"> Bridge is in good condition, no near term plans for improvements.
18	TH 120	White Bear Lake; Maplewood; North St. Paul	MnDOT	5 ft. sidewalk (both sides); Missing sidewalk at bridge approach	None	Shoulder on west side of roadway; Sidewalks near Century College	Yes	16,300	40 mph	<ul style="list-style-type: none"> Bridge is in good condition, no near term plans for improvements. Recent mobility study of TH 120 in this area did not provide specific recommendations for pedestrian and bicycle travel. Lake Links Trail Master Plan identifies future trail south of I-694 along the west side of TH 120. Plan also identifies a separate bike/ped bridge across I-694 east of TH 120.

Figure 6: Existing Bicycle and Pedestrian Conditions



List of Crossings

- 1** Silver Lake Road (CSAH 44)
- 2** Long Lake Road (CSAH 45)
- 3** Old Highway 8 (CSAH 77)
- 4** Old Hwy 10/Old Snelling (CSAH 76)
- 5** TH 51
- 6** Lexington Avenue (CSAH 51)
- 7** Victoria Street (CSAH 52)
- 8** Grass Lake Trail
- 9** Rice Street (CSAH 49)
- 10** Trout Brook Regional Trail North
- 11** St. Anthony Railroad Spur
- 12** Edgerton Street (CSAH 58)
- 13** Labore Road (County 108)
- 14** TH 61
- 15** Bruce Vento Trail
- 16** White Bear Avenue (CSAH 65)
- 17** McKnight Road (CSAH 68)
- 18** TH 120



Data: State of Minnesota, Metropolitan Council, Ramsey County

represents a proposed regional trail that does not have an approved master plan or specific trail alignment.

In addition to regional trails, cities and Ramsey County have provided a growing network of local trails within parks and along roadways. On-street bikeways in the form of shoulders, bike lanes, and signed bike routes provide mobility for bicyclists who are comfortable riding in mixed traffic. The network of existing trails and bikeways is shown in **Figure 6**.

The study area is characterized primarily by post World War II suburban style development that trended away from providing sidewalks on local streets. In recent years, local governments have been retrofitting streets to include the addition of sidewalks and trails as opportunities allow with road reconstruction projects or with new development and redevelopment. Many cities in the area now have sidewalk requirements in their subdivision and zoning ordinances. These trends have led to improved sidewalk connectivity in the area, though gaps still remain.

EXISTING CROSSINGS OF I-694

The study evaluated 16 existing crossings of I-694 where pedestrian and bicycle access is allowed (non freeway crossings of I-694) as well as two additional locations that were identified by the study work group as potential future crossings. One of the potential future crossings is still an active freight rail line and highly unlikely to be abandoned in the near future (crossing 11, St. Anthony Railroad). **Table 1** provides a summary of each crossing location noting the presence of pedestrian and/or bicycle facilities, traffic volumes, network connections and future plans. A short description of each crossing (in order of west to east) is included after the table.



Silver Lake Road

Silver Lake Road is a County State Aid Highway (CSAH 44) located in the City of New Brighton. The roadway carries 12,700 vehicles per day near I-694 and also serves as a Metro Transit bus route. There is also a Park-and-ride located south of I-694 at 5th Street NW. Land uses along Silver Lake Road primarily consist of single family residential with a retail node immediately north of I-694 and a middle school to the south. The crossing of I-694 includes an 8-foot sidewalk on the east side of the bridge, which was added in 2008 using Safe Routes to School funds that the City obtained through a competitive grant. Sidewalk is consistently provided along the east side of the roadway through the study area and beyond. There are no designated bicycle facilities or shoulders currently on this corridor, though the City of New Brighton has identified a future shared use path for Silver Lake Road in its Comprehensive Plan.



Long Lake Road

Long Lake Road (CSAH 45) runs north and south through New Brighton, turning into an east/west local street just south of I-694. The roadway carries approximately 6,700 vehicles per day near the I-694 crossing and is not a transit route. The bridge over I-694 has a 6-foot sidewalk on the east side of the roadway. The bridge has bikeable shoulders that connect to a bike lane north of I-694. The bike lane continues north through to the city limits, connecting to the Rice Creek West Regional Trail. Other destinations along the bike route include Long Lake, Irondale High school, and residential neighborhoods. South of I-694, Long Lake Road leads to community

destinations such as the New Brighton Community Center and Mounds View High School. There are no existing bike facilities south of the bridge, but the City of New Brighton identifies a future trail south of I-694 in its Comprehensive Plan. There is existing sidewalk on at least one side of the road for the length of the corridor, though it switches sides in some locations..

Old Highway 8

Old Highway 8, now CSAH 77, runs north/south through New Brighton and carries 10,000 vehicles per day near I-694. Metro Transit bus service runs along Old Highway 8 and there are two park-and-ride stations at Old 8 and County H (just north of the study area) that provide express bus service. The New Brighton Exchange redevelopment site lies north of I-694 between Old Highway 8 and I-35W. Planned future land uses include office on the east side of Old Highway 8 with a mix of office and residential on the west side of the roadway. Redevelopment plans also include future parkland with trails that connect to the regional trail system and Long Lake Regional Park. South of I-694, Old Highway 8 serves as the City of New Brighton's "Main Street" with community destinations such as the City Hall, Public Safety Center, Community Center/Eagle's Nest Play Center, and Early Childhood Education Center. Land uses along the corridor include a mix of single family homes, townhomes, and apartments as well as offices. There is an existing trail on the west side of Old Highway 8 north the study area, connecting Rice Creek North Regional Trail to Long Lake Regional Park. South of the Park, the roadway does not have a designated bikeway, but does include a wide sidewalk on the west side of the roadway that connects across I-694. South of 10th Street, there are sidewalks on both sides of Old Highway 8 that connect to community destinations. This crossing of I-694 does not have an interchange and is low speed (30 miles per hour), which gives this corridor the potential to provide a safe and comfortable pedestrian and bicycle route.



Old Highway 10

Old 10/Old Snelling (CSAH 76) provides a parallel route to Highway 10 and Highway 51 through Arden Hills. The roadway has low vehicular traffic volumes (2,550 vehicles per day) and crosses under I-694 at a non-interchange location. The roadway currently has shoulders, but the higher traffic speeds (45 mph) and minimal separation from traffic may deter many pedestrians and bicyclists from using this corridor as an alternative to TH 51. Space under I-694 was preserved for a future trail crossing and the City of Arden Hills is actively planning a trail along this corridor. The corridor connects to destinations such as the Highway 96 Regional Trail, Bethel University, Lake Valentine and Lake Johanna. The roadway ends at an unsignalized t-intersection with TH 51, which is a barrier to bicycle and pedestrian connectivity to areas south and east of the study area.



Trunk Highway 51

TH 51 is a north/south expressway through the study area that carries approximately 31,500 vehicles per day at the I-694/TH 10 interchange. The speed limit through the study area is 55 mph. Pedestrians and bicyclists are not prohibited from using TH 51 and there are shoulders along much of the route. However, the high vehicular speeds, volumes, and merging vehicles are a deterrent and safety concern for most pedestrians and bicyclists.



Lexington Avenue

Lexington Avenue (CSAH 51) provides a parallel crossing of I-694 to TH 51. A trail on the east side of the bridge was improved with the I-694 TH 10 / 51 project. Lexington Avenue provides access to major employers north of I-694 including Boston Scientific and Land O'Lakes. Lexington is also a major commercial corridor with several large grocery retailers as well as restaurants and other services. Metro Transit route 261 provides express service between Shoreview and downtown Minneapolis along Lexington. The existing trail along Lexington is owned and operated by the City of Shoreview. The trail provides pedestrians and bicyclists with separation from traffic in this corridor that sees approximately 21,400 vehicles per day. This separation is important to comfortably accommodate the wide range of users that are drawn to the employment, retail and transit destinations along this corridor. However, the high levels of vehicular traffic entering and exiting I-694 at the interchange can be a challenge for some pedestrians and bicyclists to navigate.



Victoria

Victoria (CSAH 52) provides a north/south connection from Shoreview to St. Paul. The crossing at I-694 is an interchange and carries approximately 14,300 vehicles per day. It is also a Metro Transit bus route. Land uses along Victoria are primarily residential with destinations such as Island Lake Park, and two schools south of I-694. Victoria has a shared use path along the corridor and at the I-694 crossing. The crossing was generally rated as a positive or good example of a pedestrian and bicycle crossing of I-694 among participants at the public meeting.



Grass Lake Trail

The Grass Lake Trail provides a trail crossing of I-694 that is completely separated from vehicular traffic. The trail crossing connects County Road E to the Vadnais Snail Lake Regional Park and includes connections to the Highway 96 Regional Trail via Snail Lake. Bicyclists and pedestrians who are not comfortable riding alongside traffic and seeking a scenic route can use this as an alternative to nearby roadway crossings of I-694. Many utilitarian bicyclists may not use this crossing because access through the park is not direct and is only open during park operating hours.



Rice Street

Rice Street (CSAH 49) provides a direct north/south connection from St. Paul to Little Canada, Shoreview, North Oaks, and Vadnais Heights. The roadway carries 17,400 vehicles per day and is a Metro Transit bus route. Within the study area, the corridor is surrounded primarily by residential land uses with commercial retail between County Road C and I-694. The interchange at I-694 does not have pedestrian or bicycle facilities and was identified as a notable barrier and safety concern by attendees at the public meeting. The roadway has shoulders north and south of the I-694 interchange and some segments of sidewalk.

Trout Brook Regional Trail

There is not an existing crossing of I-694 at this location (near Owasso Boulevard/Country Drive), but this area is being explored as a potential future trail crossing in the Trout Brook Regional Trail North Master Plan led by the Ramsey County Parks and Recreation Department. The crossing would connect the trail north of I-694 at Vadnais Lake to the Trout Brook Regional Trail south into St. Paul. The crossing would also fill a notable gap in the spacing between interstate crossings that have adequate non-motorized facilities.

St. Anthony Railroad Spur

The St. Anthony Railroad Spur crosses under I-694 and is currently an active freight rail crossing. The railroad crossing was identified as a possible long-term future crossing of I-694, but there are no foreseeable plans to pursue this option given its active rail use.

Edgerton Street

Edgerton (CSAH 58) provides a direct north/south connection from St. Paul to Maplewood, Little Canada and Vadnais Heights. The corridor primarily serves residential land uses with destinations such as parks and schools south of I-694. It crosses I-694 at a non-interchange location and has relatively low vehicular traffic volumes (7,400 vehicles per day). The crossing over I-694 has an 8-foot sidewalk on the east side and bikeable shoulders on both sides of the road, but is in need of a bicycle-safe railing on the west side for southbound bicyclists riding on the shoulder. Edgerton has consistent shoulders throughout the study area, making it an ideal north/south on-street bike route.



Labore Road

Labore Road (County Road 108) provides a crossing of I-694 on the east side of I-35E at a low-volume (3,200 vehicles per day) non-interchange location. The bridge configuration includes an 8-foot sidewalk on the east side and bikeable shoulders. It was noted at the public meeting that this crossing lacks a bicycle railing on the west side for southbound bicyclists riding on the shoulder. The roadway has continuous shoulders north and south of I-694 but lacks sidewalks. The roadway primarily serves residential land uses with a commercial/industrial node north of I-694. The roadway serves a limited area due to its short length, but connects to key on-street bike routes such as Goose Lake Road and Edgerton for a broader service area.



Trunk Highway 61

TH 61 is a high speed (50 mph) divided highway through the I-694 study area. There are no provisions for pedestrians or bicyclists along the highway within the study area except for wide shoulders. Though bicyclists are legally allowed to ride along the shoulders, the high speeds and traffic volumes (30,500 vehicles per day) are a safety concern and deterrent for most non-motorized users.





Bruce Vento Regional Trail

The Bruce Vento Regional Trail is a designated Regional Trail that is owned and operated by Ramsey County and follows the Ramsey County Regional Rail Authority Right of way from White Bear Lake into St. Paul. The trail crossing at I-694 is completely separated from vehicular traffic, providing a safe alternative to busier adjacent crossings such as TH 61 and White Bear Avenue. The Bruce Vento Regional Trail currently terminates just north of I-694 at Buerkle Road, which limits its ability to serve as an adequate alternative crossing. Those that want to access the trail from the north must ultimately ride along White Bear Avenue or TH 61 for a segment in order to reach the Vento trail crossing via Buerkle Road. The City of White Bear Lake and Ramsey County are actively pursuing the extension of the trail in recognition of this need.



White Bear Avenue

White Bear Avenue (CSAH 65) is a north/south corridor between White Bear Lake and St. Paul. White Bear Avenue is the primary route to the Maplewood Mall and transit center, a key destination in the area. The corridor carries 35,500 vehicles per day at I-694 and is a transit route with both local and express bus service. The corridor has sidewalks on both sides throughout but lacks designated bicycle facilities.

McKnight Road

McKnight Road (CSAH 68) connects the south shore of White Bear Lake to St. Paul through a primarily residential area. There are two high schools along the route—White Bear Lake north of I-694, and North High School near TH 36. McKnight crosses I-694 at a non-interchange location with relatively low traffic volumes (7,000 vehicles per day). These characteristics are a benefit for non-motorized users, but the bridge currently lacks designated pedestrian or bicycle facilities. There is a narrow sidewalk on the east side of the bridge, but it does not extend to the approaching intersections and is therefore not accessible.



Trunk Highway 120

TH 120 is a MnDOT highway that connects TH 244 in White Bear Lake to just south of I-94 near the 3M campus. Century College, north of I-694 is a significant destination and traffic generator of all travel modes within the study area. Near I-694, the corridor carries 16,300 vehicles per day and serves as a Metro Transit bus route. The corridor generally lacks sidewalks, except for a few locations, and does not have designated bicycle facilities. The bridge over I-694 has 5-foot sidewalks on the bridge, but lacks sidewalks on the approaches, making them inaccessible. The Lake Links Trail Master Plan identified a proposed future trail on the west side of TH 120 south of I-694. The plan also identified a future separate trail crossing of I-694 east of TH 120 as a way to direct trail users away from the busy I-694 interchange. Funding for either project has not been secured.



PUBLIC FEEDBACK ON EXISTING CONDITIONS

A public open house was held for the I-694 Crossing study on September 27th 2012. The open house gave residents an opportunity to provide feedback on the existing crossings of I-694 in the study area, routes to move across and parallel to I-694, area destinations, and suggestions for improvement. Information about the existing crossing locations was presented using large display boards with photographs and a short description of the pedestrian and bicycle infrastructure at each location. Large maps of the study area were also available for participants to identify barriers and gaps in the pedestrian and bicycle network. Staff from MnDOT, Ramsey County, and many of the communities along the corridor were on-hand to talk with participants about their ideas and answer questions. Materials from the open house were posted on the MnDOT website with the option for people to send in additional surveys and comments.

The open house was well-attended with 40 people that signed in (not including agency staff) representing a variety of communities along the corridor. The meeting was interactive, and generally received a positive reception from the community. Forty surveys were completed about the existing and potential crossing locations of I-694, five worksheets were completed about issues related to crossings and intersections outside of the I-694 corridor (most of these were regarding the crossing of I-35W at County Road 96). General comment cards and email comments were also collected.

There were not enough surveys completed for each location to draw conclusive results, since many participants only filled out surveys for the crossings they were most familiar with in the study area. However, there were some trends among survey responses and general comment cards that can be highlighted.

Highly Rated Crossings: The following crossing locations were generally ranked high (4-5 on a scale of 1-5) on the survey or noted as favorable in the general comments:

- **Victoria:** The Separated trail and lower vehicle volumes at the interchange got favorable reviews from participants.
- **Grass Lake:** The crossing's complete separation from vehicular traffic as a stand-alone facility was highly valued. Participants noted that the inability to access the trail at night (due to park operating hours) and lack of east/west connections as a barrier to giving it a higher rating.
- **Bruce Vento Regional Trail:** This trail crossing was noted as a positive alternative to TH 61, because of its complete separation from traffic. Several people noted the desire to extend the trail north.
- **Lexington:** The trail facility along Lexington was noted as positive, but high traffic volumes were identified as a detractor from this facility as a safe/comfortable route for some users.



Most Commented Crossing: Rice Street had the most surveys completed (7). The crossing was generally noted as unsafe due to high traffic levels, lack of dedicated bike lanes/shoulders or sidewalks, and debris on the bridge. Most people who completed a survey about this crossing identified themselves as “road” bicyclists over “trail” bicyclists and recommended on-street shoulders/bike lanes as a suggestion to improve safety of this crossing.

East/West Connecting Routes: County Roads E, F, and D were noted as frequent East/West routes that are used to access the I-694 crossings. I-35W at Highway 96 was noted by many participants as a significant barrier to east/west mobility. Highway 96 was generally viewed as bikeable, except for notable gaps between TH 10 and I-35W.

Potential New Crossings: Crossings at Trout Brook Regional Trail and the St. Anthony RR were both noted as favorable. The proposed Trout Brook Regional Trail crossing was noted as a good alternative to Rice Street by some, but others indicated that this was not a substitute.

Two people identified a crossing of TH 10 at Old 10/Old Snelling as a potential substitute for TH 51. This would require a new pedestrian/bicycle bridge as well as a trail along Old 10/Old Snelling to get across I-694.

PLANNED IMPROVEMENTS

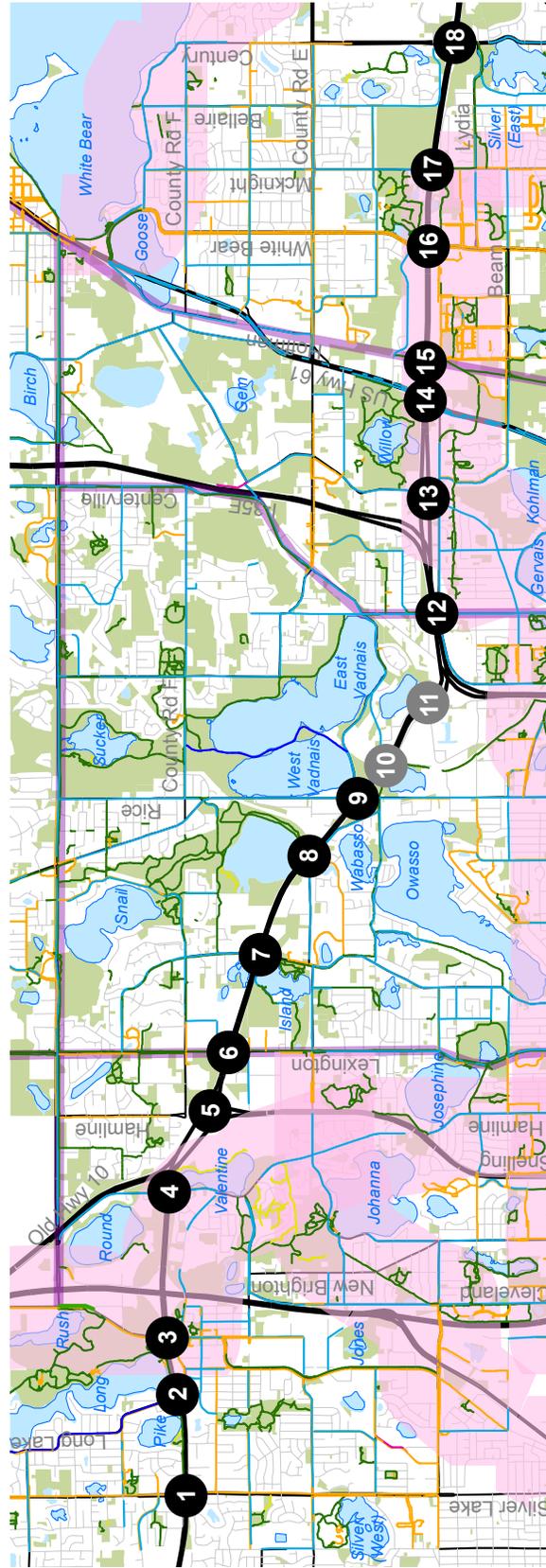
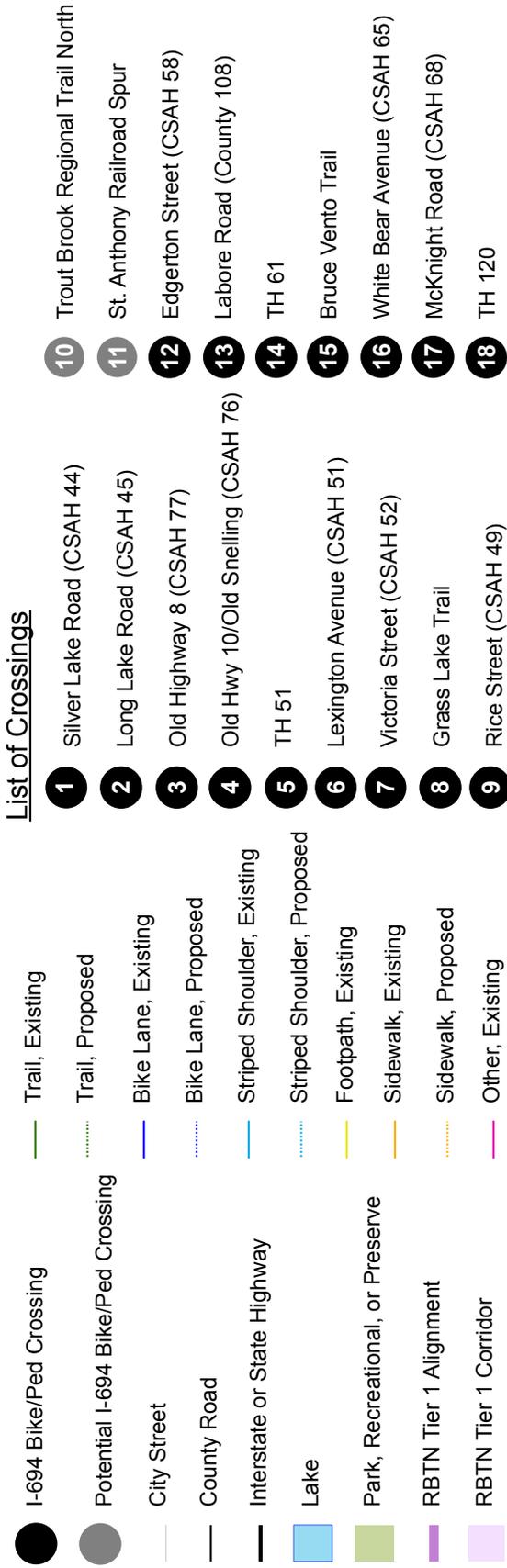
Comprehensive plans for the communities within the study area show that local governments and Ramsey County have long-range plans to fully develop the pedestrian and bicycle network within the study area (Figure 7). The Metropolitan Council has also identified regional trail corridors as well as priorities for regional bicycle transportation (Regional Bicycle Transportation Network or RBTN). However, the estimated timing for these pedestrian and bicycle improvements can be uncertain because funding often relies on competitive grants or when opportunities arise through roadway projects or private development. A key objective of this study is to identify improvements that can improve pedestrian and bicycle mobility across I-694 by building upon existing facilities, near-term projects, and local and regional plans.

Information on near-term projects and planned investments was collected from a variety of sources including MnDOT’s four-year State Transportation Improvement Program (STIP), the MnDOT Metro District 10-Year Capital Highway Work Plan, Ramsey County planned roadway improvements (public works), Ramsey County planned trail improvements (parks and recreation), and local government plans and projects.

The known project commitments (as of 2015) are illustrated in Figures 8-10 and described in the corresponding text as “near-term” improvements. These projects have firm funding commitments and a timeline or implementation. Additional long-term recommendations have been identified and called out separately because they do not have dedicated funds for implementation, a commitment by the lead agency, or a timeframe for implementation. These long-term recommendations are identified as priorities for planning and implementation in the study area because they strategically fill network gaps and make connections to existing and planned pedestrian and bicycle facilities. Consideration was also given to corridors that are regional priorities as documented in either the Met Council’s Transportation Policy Plan or the Regional Parks Policy Plan. Analysis to determine exact locations, facility types, and feasibility for the recommended additional needs is beyond the scope of this study and is recommended as a next step for implementing agencies.

The near-term projects and long-term recommendations are grouped into three geographic sub areas of the study to illustrate the spatial relationship among the projects at a manageable scale. The west area includes Silver Lake Road to Lexington Avenue and includes the communities of New Brighton and Arden Hills. The central area includes

Figure 7: Existing Bicycle and Pedestrian Conditions and Planned Improvements



0 0.5 1 2 3 Miles
 Data: State of Minnesota, Metropolitan Council, Ramsey County

Lexington Avenue to Labore Road in the communities of Shoreview, Vadnais Heights, Little Canada, and White Bear Lake. The east study area includes Labore Road to TH 120/Century Avenue. Communities in the east study area include White Bear Lake, North St. Paul, and Maplewood.

WEST STUDY AREA NEAR-TERM PROJECTS

Highway 10/CSAH Grade Separation (map reference A) — This project, completed in late 2014 fills a noted gap in the Highway 96 Regional Trail by extending the trail on the south side of CSAH 96 west to Highway 10. The project also constructed a sidewalk for pedestrians and shoulders suitable for on-road bicyclists.

I-35W/CSAH 96 Interchange (map reference B) — This project, led by Ramsey County, replaced the existing bridge at CSAH 96 and I-35W with a new diverging diamond interchange. The project included a trail through the interchange, which eliminated the long-standing trail gap between Long Lake Regional Park and the Highway 96 Regional Trail.

I-35W/County Road F Bridge Replacement (map reference C) — This bridge replacement project completed in 2015 will include the addition of a 10-foot wide shared use path on the south side of the bridge with a 6-foot shoulder on the north side of the bridge. Proposed pedestrian and bicycle facilities on the new bridge create potential for connections between important destinations such as the New Brighton Community Center and Mounds View High School.

I-35W/County Road E2 Bridge Replacement (map reference D) — This bridge replacement project scheduled for 2016 is proposed to include a 10-foot shared use path on the south side of the bridge with bikeable shoulders.

TH 51/County Road E Bridge Replacement (map reference E) — This project was recently completed in 2015 by MnDOT and included 6-foot wide bikeable shoulders as well as a 10-foot wide shared use path on the south side of the bridge. The new bridge is a significant improvement to the previous structure, which did not have dedicated pedestrian or bicycle facilities.

County Road E Resurfacing (map reference F) — This Ramsey County pavement project will provide on-street bike improvements to the west of the TH 51 bridge to facilitate east/west on-street bicycle access to Lexington and Victoria Avenues, both of which have trail connections across I-694. County Road E is a highly used pedestrian and bicycle route given its close proximity to Bethel University, Lake Johanna, as well as local parks and retail centers.

Elmer Andersen Trail Improvements (map reference G) — The Ramsey County Parks and Recreation Department will fill gaps in the Elmer Andersen Trail, providing improved connections between County Road E2 and Tony Schmidt Regional Park as well as a north/south link between Venus Avenue (north of E2) to County Road F (Lake Valentine Road).

County Road H over I-35W (map reference H) — This project lies outside of the study area, but provides important opportunities for bicycle and pedestrian connectivity to the study area. This Ramsey County led project will reconstruct the bridge at County Road H over I-35W, which will include a trail facility on the south side of the bridge. Rice Creek North Regional Trail is adjacent to this bridge, providing a significant opportunity to facilitate better access to the Regional Trail from the west.

Rice Creek Commons Redevelopment (map reference I) — This 427 acre redevelopment site is owned and under development by Ramsey County. Once complete, this will be a significant destination in Arden Hills with a mix of commercial, office and residential land uses. Preliminary plans for the site include local trails connecting the development to adjacent areas.

WEST STUDY AREA LONG-TERM RECOMMENDATIONS

Old Highway 8/CSAH 77 (map reference J) — With the extension of the Highway 96 Regional Trail west to Old Highway 8, the need for better north/south connections to and from the trail become more important. This corridor is also included as Tier 1 priority in the Metropolitan Council's Regional Bicycle Transportation Network (RBTN) as adopted in its 2040 Transportation Policy Plan. The City of New Brighton has general plans to extend the trail on Old Highway 8 south to I-694 without a specific time frame. This crossing of I-694 has the potential to become a safe and comfortable route due to lower traffic volumes and the fact that it is a non-interchange freeway crossing. The bridge across I-694 currently has a sidewalk on one side, but does not include a designated bicycle facility. This bridge is not scheduled for redecking or reconstruction in the near future. Lower cost alternatives such as restriping the roadway to accommodate on-street bicycle use or constructing a cantilevered trail (similar to Lexington Avenue over I-694) should be explored further by partner agencies to determine the feasibility and cost of improving this crossing without a full bridge replacement.

Old Highway 10 / Old Snelling/CSAH 76 (map reference K) — This roadway has low traffic volumes (2,500/ADT), which boosts its potential for creating a safe and pleasant location for pedestrian and bicycle traffic as an alternative to TH 51. The roadway currently has a narrow paved shoulder that is used by some bicyclists today. The City of Arden Hills has identified this corridor as a local priority for developing a future trail and Old Snelling Ave is entirely within a Met Council RBTN Tier 1 Corridor. The I-694 bridge over Old 10/Old Snelling was constructed with enough space to accommodate a future trail alongside the roadway. This corridor would serve as a connection to Bethel University for students in the area without encroaching on campus property. In addition to trail construction along the roadway, the intersection of Old10/Snelling and TH 51 should be addressed to ensure safe connectivity along this important north-south RBTN corridor which extends southward into St Paul. This may require grade separation, since the roadway intersects TH 51, a high-speed expressway, at an unsignalized t-intersection.

County Road F Trail Gaps (map reference L) — The upcoming MnDOT project to reconstruct the County Road F bridge over I-35W will include a shared use path on the south side of the bridge with a bikeable shoulder on the north side. Important community destinations lie on either side of the bridge with the New Brighton Community Center to the west and Mounds View High School to the east. The new bridge provides opportunities for the cities of New Brighton, Arden Hills and Ramsey County to coordinate pedestrian/bicycle improvements along County Road F to fill gaps in the network leading up to the bridge. The connection between the bridge and the high school has recently been completed. An improvement project along this segment of CR F would also fall within a RBTN Tier 1 corridor in the Met Council's 2040 TPP.

County Road E2 trail gaps (map reference M) — The 2016 MnDOT project to reconstruct the County Road E2 bridge over I-35W will include a shared use trail and 6 foot shoulder on the south side of the bridge and an 8 foot shoulder on the north side. County Road E2's value for broader east/west connectivity is limited by the fact that it does not cross the railroad tracks west of I-35W. The corridor does provide a connection to the industrial employers in New Brighton before terminating at the railroad tracks. It also provides a connection to the Elmer Andersen Trail, Tony Schmidt Regional Park, and Valentine Hills Elementary School on the east side of I-35W. Planned Ramsey County trail improvements will fill gaps in the Elmer Andersen Regional Trail (Project G), which will provide trail access between County Road E2 and Tony Schmidt Regional Park as well as a north/south connection to County Road F.

County Road E trail (map reference N) — The City of Arden Hills has a planned trail connection along County Road E west of TH 51 to Old Snelling. This connection would build upon recent investments along County Road E (the new TH 51 bridge and on-street bikeway improvements west of the bridge) by extending a pedestrian and bicycle facility east toward destinations such as Bethel University and Lake Johanna. If a trail connection along Old Snelling is constructed, this connection becomes even more significant as it will provide access to Bethel University from areas south and east. County Road E is also within a Met Council designated Tier 1 RBTN corridor.

Table 2: West Study Area Opportunity Projects

MAP REFERENCE	DESCRIPTION	NOTES	STATUS / TIMING	AGENCIES
A	Highway 10 / Highway 96 Grade Separation	<ul style="list-style-type: none"> Converted signalized intersection into partial interchange. Extends Highway 96 Regional Trail to the west Includes shoulders on Hwy 96 Includes sidewalk on the north side of Hwy 96 	Completed Fall 2013	MnDOT; Ramsey County; Arden Hills
B	I-35W / Highway 96 Interchange	<ul style="list-style-type: none"> Full interchange reconstruction, changing to a diverging diamond interchange (DDI) Extends Highway 96 Regional Trail to Old Highway 8 	Completed 2015	Ramsey County; MnDOT; Arden Hills; New Brighton
C	I-35W / County Rd F Bridge Replacement	<ul style="list-style-type: none"> Complete bridge replacement provides opportunity to include pedestrian and bicycle connections across I-35W Will connect New Brighton Community Center on west side to Mounds View High School on east side Proposed bridge will have a 10' shared use path on the south (eastbound) side of the bridge with a 6' shoulder on the north (westbound) side of the bridge. 	Completed 2015	MnDOT; Ramsey County; Arden Hills; New Brighton
D	I-35W / County Rd E2 Bridge Replacement	<ul style="list-style-type: none"> Complete bridge replacement provides opportunity to include pedestrian and bicycle connections across I-35W Current bridge concept shows a 10' shared use path and 4' shoulder on the south (eastbound) side of the bridge with a 6' shoulder on the north (westbound) side of the bridge. 	2016	MnDOT; Ramsey County; Arden Hills; New Brighton
E	TH 51 / County Rd E Bridge Replacement	<ul style="list-style-type: none"> Complete bridge replacement includes plans for trail and sidewalk across TH 51. 	2015	MnDOT; Ramsey County; Arden Hills
F	County Rd E Resurfacing	<ul style="list-style-type: none"> Roadway maintenance project will reconfigure center median to allow wider shoulders for bicyclists. Project will connect to new bridge over TH 51 (project E). 	2014	Ramsey County Public Works

MAP REFERENCE	DESCRIPTION	NOTES	STATUS / TIMING	AGENCIES
G	Elmer Anderson Trail	<ul style="list-style-type: none"> Fill in trail gaps between County Road E2 and Tony Schmidt Regional Park and gap from Venus Avenue to Lake Valentine Road (County F). 	Unknown	Ramsey County Parks
H	I-35W / County Rd H Bridge Replacement	<ul style="list-style-type: none"> Ramsey County is leading this project and currently developing the proposed bridge design. Exact details have not been determined, but a trail connection is proposed on both sides of the bridge. 	2016	Ramsey County; MnDOT; Arden Hills; New Brighton
I	Rice Creek Commons Redevelopment	<ul style="list-style-type: none"> Proposed redevelopment includes trail connections into study area. 	Unknown; Master plan underway	Ramsey County; Arden Hills

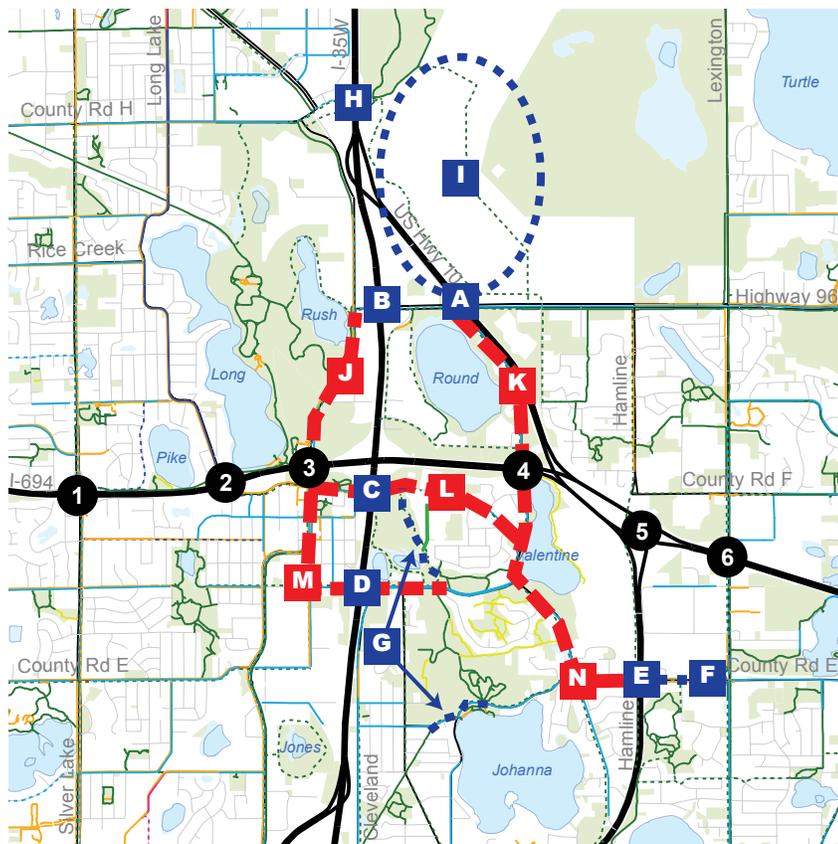
Figure 8: West Study Area Opportunity Projects and Recommendations

Near-Term Opportunities

- A** Highway 10 / Highway 96 Grade Separation
- B** I-35W / Highway 96 Interchange
- C** I-35W / County Rd F Bridge Replacement
- D** I-35W / County Rd E2 Bridge Replacement
- E** TH 51 / County Rd E Bridge Replacement
- F** County Rd E Resurfacing
- G** Elmer Andersen Trail
- H** I-35W / County Rd H Bridge Replacement
- I** Rice Creek Commons Redevelopment

Future Network Needs

- J** Old Highway 8 Connection
- K** Old Snelling / Old Highway 10 Connection
- L** County Rd F Connection
- M** County Rd E2 Connection
- N** County Rd E Trail



Data: State of Minnesota, Metropolitan Council, Ramsey County



MAP REFERENCE	DESCRIPTION	NOTES	STATUS / TIMING	AGENCIES
J	Old Highway 8 Connection	<ul style="list-style-type: none"> • Recommendation to provide a continuous north / south pedestrian and bicycle connection along Old Highway 8. • This corridor would provide north / south connectivity on the west side of I-35W. • Provides opportunities to connect to the existing and nearly complete east / west Regional trail along CSAH 96, as well as bridges over I-35W at County Roads F and E2 that will have ped / bike facilities in the near future. • This crossing at I-694 is a non-interchange location and has lower traffic volumes and fewer conflicts than at adjacent corridors with interchanges. • North of the study area, Old Highway 8 has the potential to connect to the Rice Creek Regional Trail. • Located within the bandwidth of a “priority regional transportation corridor” in the Metropolitan Council’s Regional Bicycle System Study. 	Not funded or committed	Ramsey County; New Brighton; MnDOT*
K	Old Snelling / Old Highway 10 Connection	<ul style="list-style-type: none"> • Recommendation to provide a continuous north / south pedestrian and bicycle connection along Old Snelling / Old 10 in Arden Hills. • This corridor would provide north / south connectivity on the east side of I-35W and provides an alternative to TH 51. • Provides opportunities to connect to the existing east / west Regional trail along CSAH 96, as well as the planned bridge at TH 51 and County Road E. • Connects destinations such as Bethel College, Valentine Lake, and Mounds View High School. • Crosses underneath I-694 at a non-interchange location, which has fewer conflicts and very low traffic volumes when compared to adjacent corridors, especially TH 51. • Fits within the bandwidth of a “priority regional transportation corridor” in the Met Council’s Regional Bicycle System Study. • A grade separated crossing at TH 51 is recommended to safely connect south and east to Hamline Avenue. 	Not funded or committed	Ramsey County; Arden Hills; MnDOT*

MAP REFERENCE	DESCRIPTION	NOTES	STATUS / TIMING	AGENCIES
L	County Rd F Connection	<ul style="list-style-type: none"> Recommendation to fill gaps in pedestrian / bicycle facilities leading up to the planned bridge replacement at I-35W to ensure the investment in pedestrian / bicycle facilities on the bridge is fully accessible and utilized. Important community destinations lie on either side of I-35W, including the New Brighton Community Center and Mounds View High School. Located within the bandwidth of a “priority regional transportation corridor” in the Metropolitan Council’s Regional Bicycle System Study. 	Not funded or committed	Ramsey County; Arden Hills; New Brighton
M	County Rd E2 Connection	<ul style="list-style-type: none"> Recommendation to fill gaps in pedestrian / bicycle facilities leading up to the planned bridge replacement at I-35W to ensure the investment in pedestrian / bicycle facilities on the bridge is fully accessible and utilized. Important community destinations lie on either side of I-35W, including the Industrial employment base in New Brighton, Tony Schmidt Regional Park, and Valentine Hills Elementary School in Arden Hills. 	Not funded or committed	Ramsey County; Arden Hills; New Brighton
N	County Rd E Trail	<ul style="list-style-type: none"> Recommendation to construct the City’s planned trail along County Road E west of TH 51. Trail would connect trail across TH 51 bridge to destinations further west including Lake Johanna and Bethel College. If Old Snelling Trail is also built, the County E trail would provide an important east / west network connection to this north / south corridor. Located within the bandwidth of a “priority regional transportation corridor” in the Metropolitan Council’s Regional Bicycle System Study. 	Not funded or committed	Ramsey County; Arden Hills

Notes: * MnDOT role limited to crossing

CENTRAL STUDY AREA NEAR-TERM PROJECTS

Hodgson Road Reconstruction (map reference O)—This project will reconstruct Hodgson Road between Bridge Street and Gramsie Road. The specific type of pedestrian and bicycle facilities have not yet been determined, but the City of Shoreview and County are working together to determine the solution. This segment of Hodgson provides an important connection to the CSAH 96 Regional Trail and can serve as an alternate to Rice Street north of County Road F.

CSAH 96 Bridge Redeck over I-35E (map reference P)— This 2016 MnDOT bridge maintenance project will replace the bridge deck of the CSAH 96 bridge over I-35E. The existing bridge was built in 1966 and does not currently have sidewalks, shoulders, or a trail. The current bridge is a significant barrier for east / west pedestrian and bicycle travel. CSAH 96 has a regional trail and is a Tier 1 RBTN corridor in the Met Council's TPP. The planned bridge repair will result in an 8 foot trail on the south side of CSAH 96 with 3 foot shoulders on both sides of the roadway. These widths do not meet current standards for trails or bikeable shoulders, but represent an incremental improvement to pedestrian and bicycle mobility prior to the time that a full bridge replacement is undertaken.

CENTRAL STUDY AREA LONG-TERM RECOMMENDATIONS

County Road E Bikeway (map reference Q)— This recommendation aims to provide a bikeway connection and wayfinding signage along County Road E and Soo Street on the south side of I-694. This bike route would take advantage of low-volume, low-speed streets to connect existing trails along Victoria and Owasso. More importantly, this connection improves access to the existing Grass Lake Trail crossing that is entirely separated from traffic, and provides a safe and comfortable alternative to adjacent crossings (especially Rice Street).

Wayfinding to Grass Lake Trail Crossing (map reference R)— This recommends to provide wayfinding signage to the Grass Lake Trail crossing of I-694 from Hodgson Road and Gramsie Road through Snail Lake Regional Park. Signage here would take advantage of the planned improvements on Hodgson Road and help people find the existing crossing of I-694 at Grass Lake. This route could serve as an alternative to Rice Street and would connect to the County E / Soo Street bike route to the south (as previously described in recommendation Q). This route is somewhat indirect when compared to Rice Street, but would accommodate trail users who would not be comfortable using Rice Street.

Rice Street Interchange (map reference S)— Ramsey County is actively seeking funding for the replacement of the Rice Street Interchange. The current interchange does not currently have pedestrian or bicycle facilities on Rice Street. A new interchange would replace the existing bridge over I-694 and provide some opportunity to improve pedestrian and bicycle accommodations across I-694. However, the proposed improvements will not likely appeal to all bicyclists and pedestrians due to high traffic volumes through the interchange. A new interchange has the potential to serve as a key connection for advanced bicyclists and pedestrians that are looking for the most direct route to access destinations along this commercial corridor and transit route.

Trout Brook Regional Trail North (map reference T)— This project proposes to extend Trout Brook Regional Trail north across I-694 to Vadnais Lake. The proposed extension would create a new grade-separated trail crossing of I-694 east of Rice Street, providing a safe and comfortable crossing for all users in an area that lacks good non-motorized crossings. The trail master plan is currently under development and not yet approved by Metropolitan Council, and likely has a longer timeframe for implementation. Once complete, this route will fill a north-south gap between the Highway 96 Regional Trail and downtown St. Paul.

Edgerton Street Connection to Highway 96 Regional Trail (map reference U) — This recommendation suggests developing an on-street bike connection along Edgerton between Vadnais Boulevard/Centerville Road and the Highway 96 Regional Trail. Edgerton has an existing bikeable shoulder along much of the route and crosses I-694 at a non-interchange location with low traffic volumes. It is also identified by the Metropolitan Council as a Tier 1 RBTN corridor. Edgerton terminates approximately 1.5 miles south of CSAH 96. Currently, bicyclists using Edgerton can continue north on trails along Centerville Road (to the east) or at Vadnais Lake (west). An on-street route using Koehler Road and McMenemy Street provides a more direct route west of Centerville Road for commuter bicyclists and could likely be achieved with low-cost improvements such as wayfinding / bike route signage or pavement markings. There is already an existing trail along McMenemy between County Road F and the Highway 96 Regional Trail.

Bicycle Railings on Edgerton and Labore Bridges (map reference V) — The Edgerton and Labore bridges over I-694 do not currently have bicycle railings on southbound sides of the bridges adjacent to the shoulder. Bicyclists have commented that this feels unsafe while riding on the southbound shoulder. MnDOT’s bridge office will need to evaluate the feasibility and cost of retrofitting the bridge to replace the southbound railings.

Figure 9: Central Study Area Opportunity Projects and Recommendations

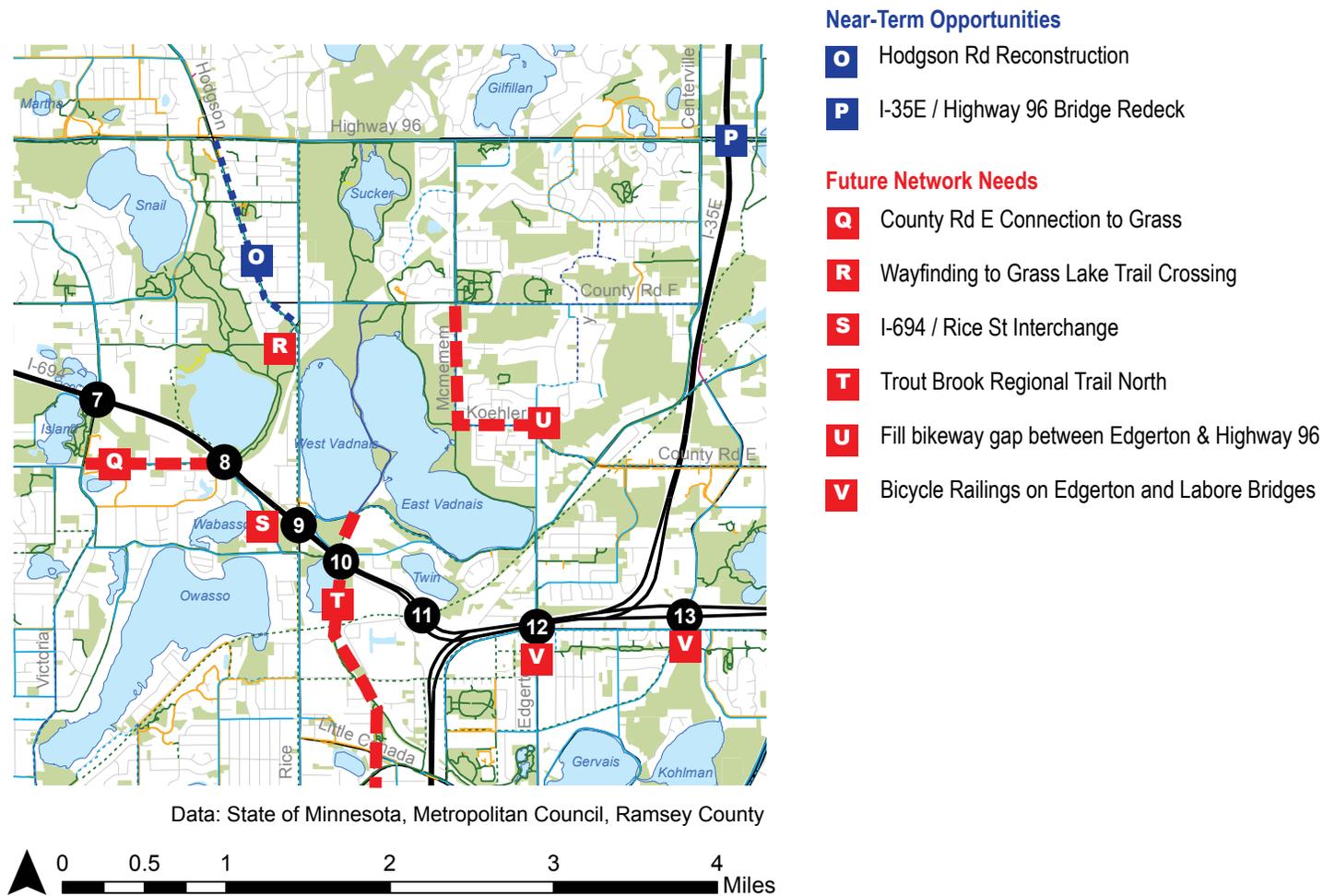


Table 3: Central Study Area Opportunity Projects

MAP REFERENCE	DESCRIPTION	NOTES	STATUS / TIMING	AGENCIES
O	Hodgson Rd Reconstruction	<ul style="list-style-type: none"> Programmed road reconstruction between Bridge Street to Gramsie Road County and City are working together to determine the appropriate ped / bike facility provision with the project. Rice Street Trail from Hodgson to County F will be rebuilt with the project (existing trail but currently in poor condition). 	2016 / 2017	Ramsey County; Shoreview
P	I-35E / Highway 96 Bridge Redeck	<ul style="list-style-type: none"> Project scope as bridge redeck limits options for adding width to the bridge. Proposed layout will 8' trail on the south side of the roadway filling the gap in the 96 Regional Trail. 3' shoulders will also be included on both sides of the roadway. Proposed Ped / Bike facilities are improvements compared to existing condition, but do not meet current standards. 	2016	MnDOT; Ramsey County; White Bear Lake

MAP REFERENCE	DESCRIPTION	NOTES	STATUS / TIMING	AGENCIES
Q	County Rd E Connection to Grass	<ul style="list-style-type: none"> Recommendation to include a bikeway connection along County Road E between Victoria and the Grass Lake Trail bridge over I-694 to improve accessibility of this existing trail crossing. Recommendation also includes creating a bikeway (likely through wayfinding signage given the tight right-of-way) along Soo Street to direct those from the south and east to the Grass Lake Trail crossing. 	Not funded or committed	Ramsey County; Shoreview
R	Wayfinding to Grass Lake Trail Crossing	<ul style="list-style-type: none"> Recommendation to install wayfinding from existing trails and bikeways including Victoria, Gramsie, Hodgson, and Owasso. Signage will help guide bicyclists to this crossing as an option to avoid more difficult crossings such as Rice Street. 	Not funded or committed	Ramsey County; Shoreview
S	I-694 / Rice St Interchange	<ul style="list-style-type: none"> County is seeking funds from the State Legislature to reconstruct the Rice Street Interchange. Current bridge does not have pedestrian or bike facilities. New interchange will provide opportunity to address deficiencies. 	Not funded or committed	Ramsey County; MnDOT; Shoreview; Vadnais Heights; Little Canada
T	Trout Brook Regional Trail North	<ul style="list-style-type: none"> Recommendation to extend the Trout Brook Regional Trail North across I-694 to Vadnais Lake. Trail master plan is currently under development and not yet approved by Metropolitan Council, therefore this is likely a longer term initiative. Master plan includes a trail crossing of I-694 that is completely separated from traffic east of Rice Street. 	Not funded or committed	MnDOT; Ramsey County; Little Canada; Vadnais Heights

MAP REFERENCE	DESCRIPTION	NOTES	STATUS / TIMING	AGENCIES
U	Connection from Edgerton to Highway 96	<ul style="list-style-type: none"> Recommendation to make on-street bike connections between Edgerton and CSAH 96. Existing facilities along Edgerton facilitate safe pedestrian and bicycle movement across I-694 at a non-interchange location and Edgerton has bikeable shoulders along much of the route. However, Edgerton terminates south of CSAH 96, an important east / west network connection. Edgerton is identified as a Priority Regional Bicycle Transportation Corridor in the Metropolitan Council's Regional Bicycle System Study. The extension to CSAH 96 via Centerville Road is also included as a priority corridor, though this route already has bikeable shoulders and a trail. Though not identified as a regional priority, a local parallel connection via Koehler and McMenemy would improve local network connectivity west of Centerville and could likely be achieved via wayfinding signage and other low-cost improvements. 	Not funded or committed	Ramsey County; Vadnais Heights
V	Bicycle Railings on Edgerton and Labore Bridges	<ul style="list-style-type: none"> Retrofit existing bridges to include a 42" railing on the east side of both bridges to improve safety for bicyclists riding in the southbound shoulders. 	MnDOT is exploring cost and timing	MnDOT

EAST STUDY AREA LONG-TERM RECOMMENDATIONS

TH 120 Resurfacing (map reference W) — This project recommends implementing pedestrian and bicycle improvements on TH 120 in conjunction with a future mill and overlay project scheduled for the general 2020 timeframe according to MnDOT's 10-Year Capital Highway Work Plan. The proposed mill and overlay begins at 4th Street North (near the 3M campus north of I-94) and ends at County Road E (just north of I-694). MnDOT and partner agencies recognize that pedestrian and bicycle improvements are needed in this corridor. However, this is a highly constrained corridor and any solution for pedestrian and bicycle improvements will require advanced planning to understand feasibility, cost, right-of-way needs, and impacts to adjacent landowners. Since the project is several years out and not yet scoped, there is an opportunity to work through many of these issues with partner agencies and the community in advance of the project. Gaining consensus on a solution and identifying funding sources for implementation are critical to ensure that the base mill and overlay project is able to address pedestrian and bicycle needs on the corridor. This corridor is also a priority candidate for a jurisdictional transfer (turnback) to Ramsey and Washington Counties and improvements made with the project could help facilitate a turnback.

Bruce Vento Regional Trail Extension (map reference X) — The City of White Bear Lake and Ramsey County have a desire to extend the Bruce Vento Trail north from where it currently terminates at Buerkle Road (just north of I-694) to White Bear Lake. The eventual plan will have the trail connect to the Hardwood Creek Regional Trail in Hugo, which will provide a continuous trail all the way from St. Paul to North Branch. This trail segment is identified as Priority Regional Bicycle Transportation Corridor in the Metropolitan Council's 2040 Transportation Policy Plan. It is also identified as a planned Regional Trail in the Metropolitan Council's 2040 Regional Parks System Plan. The main challenge to implementing this trail is that it follows the alignment of an active freight rail line. The City of White Bear Lake and Ramsey County continue to work with the railroad to identify a solution for extending this important regional trail. Planning work for the Rush Line Transitway corridor is also exploring the feasibility of co-locating the trail with future rail transit in this corridor. If that alignment is selected, the trail extension would likely occur in conjunction with

the transitway development. Once the trail is extended north, east-west connections to the Bruce Vento Regional Trail become important in order to provide a true alternative to less attractive crossings such as TH 61 and White Bear Avenue.

McKnight Bikeway Improvements (map reference Y) — This recommends that Ramsey County and the Cities of White Bear Lake and Maplewood explore the feasibility of a north / south bikeway along McKnight road in the vicinity of I-694. This segment of McKnight has lower traffic volumes and speeds than many other crossings of I-694. It is also at a non-interchange location, which significantly reduces the number of conflicts at the crossing. McKnight Road also lies at the center of a Priority RBTN corridor in the Metropolitan Council’s 2040 Transportation Policy Plan, though the exact alignment has not yet been defined. Future city and county planning processes should determine whether or not McKnight is the preferred alignment for the RBTN corridor and also identify the type of bicycle facilities for the selected route. On-street bikeway accommodations would be a possible low-cost option to implementing a bike facility in a shorter timeframe if there is adequate space to achieve this with a restriping or resurfacing. A separate or cantilevered trail bridge adjacent to the roadway could also be explored for feasibility, though this type of improvement would have significantly higher costs and would therefore likely be a longer-term endeavor.

Silver Lake Trail and Lake Links Trail Plans (map reference Z) — This recommendation recognizes the planning work that has already been completed by Ramsey and Washington Counties and area cities via the Lakes Links Trail Master Plan. The Plan includes proposed trail alignments that address many of the gaps in bicycle and pedestrian connectivity in the I-694 study area. Notable connections identified in the Plan that relate to the I-694 study area include the Bruce Vento Regional Trail extension to White Bear Lake (previously discussed in Recommendation X), a trail on the west side of TH 120 south of I-694 as part of the Silver Lake Trail, and a separate trail crossing of I-694 east of TH 120 in Washington County. Funding to implement the Master Plan’s recommendations has not yet been secured.

Table 4: East Study Area Opportunity Projects

MAP REFERENCE	DESCRIPTION	NOTES	STATUS / TIMING	AGENCIES
W	Highway 120 Resurfacing	<ul style="list-style-type: none"> The MnDOT 10-year Work Plan includes a mill and overlay on TH 120 from 4th Street to County Road E in the general timeframe of 2020. This segment of the corridor currently has high levels of pedestrian and bicycle traffic with minimal provisions (shoulders in some places). Opportunities for bicycle and pedestrian facility provision should be explored with city and County partners well in advance of this project in order to identify possible solutions and additional funding sources. The existing sidewalk gap between the I-694 bridge and ramps should also be addressed with this project. 	2020 (tentative)	MnDOT; Ramsey County; Washington County; Oakdale; Maplewood; North St. Paul; White Bear Lake; Mahtomedi
X	Bruce Vento Trail Extension	<ul style="list-style-type: none"> City and County working with railroad to determine feasibility of extending Bruce Vento Trail within Railroad ROW or Xcel power line easement. Would provide north south travel into White Bear Lake and eventually connect to the Hardwood Creek Trail. Rush Line Transit Corridor planning is also looking for ways to resolve the trail connection if the Ramsey County Regional Rail Authority corridor is chosen as the locally preferred alternative. 	Long range	Ramsey County; White Bear Lake

MAP REFERENCE	DESCRIPTION	NOTES	STATUS / TIMING	AGENCIES
Y	McKnight On-Street Bikeway Improvements	<ul style="list-style-type: none"> • City of White Bear Lake has expressed an interest in exploring the feasibility of providing on-street bike lanes on McKnight. • The feasibility of adding bike lanes to McKnight has not yet been determined and requires further study by the City and County. 	Not funded or committed	Ramsey County; White Bear Lake; MnDOT
Z	Silver Lake Trail and Lake Links Trail Plans	<ul style="list-style-type: none"> • Plan was completed in 2001 with proposed trail alignments that address some needs identified in the I-694 study. • The plan identifies a trail alignment along the west side of TH 120 near Silver Lake (from Hadley/Joy Roads to E. 20th Avenue). The plan also identifies east/west connections to major destinations such as the Maplewood Mall, Bruce Vento Trail, and Gateway Trail. • The plan identifies a separate trail crossing of I-694 in Washington County just east of TH 120 as an alternative to crossing I-694 at TH 120. • Currently no near-term plans to implement study recommendations, though funding for some elements has been requested in previous legislative sessions. 	Uncertain / Long range	Ramsey County; Washington County; MnDOT; Oakdale; Maplewood; North St. Paul; White Bear Lake; Mahtomedi

Figure 10: East Study Area Opportunity Projects and Recommendations



Data: State of Minnesota, Metropolitan Council, Ramsey County



MOVING FORWARD

The recommendations provided here are intended to provide planning level guidance on ways that agencies along the I-694 corridor can take advantage of existing and planned projects to improve pedestrian and bicycle safety and mobility. Many of the recommendations require further exploration to determine feasibility, cost and other impacts. Each partner agency has a role in furthering that work and will need to determine how these recommendations fit within their own priorities and available funding moving forward. Additionally, upcoming planning efforts such as the Ramsey County Bicycle and Pedestrian plan, the MnDOT Metro District Bicycle Master Plan, and local comprehensive plan updates will provide avenues to understand how recommendations for this corridor fit within a larger context.

The study and its recommendations demonstrate that implementing a seamless network of pedestrian and bicycle facilities across a significant barrier like an interstate corridor requires the interest, investment, and coordination of all partners. In that regard, the collaboration of the various agencies throughout the study process is to be commended and will hopefully carry through to further planning and implementation.



DATE: March 21, 2016

TO: Honorable Mayor and City Councilmembers
Sue Iverson, Interim City Administrator

FROM: Sara Grant, Parks and Recreation Coordinator

SUBJECT: PTRC Goals and Work Plan

Requested Action

Discuss goals and work plan priorities for the Parks Trails and Recreation Committee (PTRC) for 2016.

Background

Each year, the various City committees and commissions discuss and recommend goals and project priorities for the upcoming year. These are then brought to the Council for evaluation and further discussion in order to finalize a work plan for each committee. The Parks Trails and Recreation Committee (PTRC) is prepared to discuss their goals and priorities for 2016 at Monday night's meeting. The Council will make the final determination as to what the goals and priorities are for the upcoming year. The joint meeting will be an opportunity for the PTRC to present their goals, priorities, discuss current parks and trail issues, and receive Council feedback.

Discussion

The PTRC will be presenting each of these priorities, along with other parks and trail topics, in more detail with a PowerPoint slide show at the meeting.

Requested Action

Discuss goals and work plan priorities for the Parks Trails and Recreation Committee (PTRC) for 2016.

Attachments

- Attachment A: PTRC Power Point Presentation
- Attachment B: Arden Hills Parks, Trail and Open Space Plan

PTRC



- Rich Straumann – Chair
- Josh Bloyer
- Keri Bloyer
- Chuck Michaelson
- Nancy O’Malley
- Harold Petersen
- Steve Scott
- John Van Valkenburg

- Fran Holmes – Council Liaison
- Sara Grant – Staff Liaison
- Aaron Thelen - Staff

March 21st, 2016, 6:00 p.m.

PTRC/CITY COUNCIL JOINT WORK SESSION

PTRC/CITY COUNCIL JOINT WORK SESSION

✘ PTRC Purpose/Mission:

- + Parks, trails, recreation and natural resources in Arden Hills increase the desirability of the city as a place to live or work, enhance the health and well-being of citizens and guests, and improve the value of citizens' property. The Parks, Trails, and Recreation Committee (PTRC) represents the interests of Arden Hills citizens in leading the continuing development, expansion, and improvement of those resources. The PTRC recommends to the City Council actions that support those interests; monitors the use of and the improvements in parks, trails, and recreation; and collaborates with other City committees and commissions in improving parks and trails.

PTRC/CITY COUNCIL JOINT WORK SESSION

- GOALS
- ONGOING or AS NEEDED:
 1. Recommend actions that advance the vision for parks, trails, and recreation.
 2. Assist in identifying ongoing parks and trails maintenance /improvement priorities.
 3. Recommend and review grant opportunities, sponsorships, and partnerships for parks and trails.
 4. Assist, recommend, and monitor plans for parks, trails and recreation within Arden Hills at the appropriate time.
 5. Continue to work with Ramsey County on mutually beneficial trail/park projects and activities.
 6. Monitor potential road improvements to encourage inclusion of pedestrian friendly infrastructure whenever possible.
 7. Look to enhance/add recreational opportunities in our parks.
 8. Recommend future replacements for the 5 year Capital Improvement Program (CIP) each year.
 9. Sponsor and organize Community events such as clean up day, garden clean up day and other volunteer projects.
 10. Prepare semi-regular articles that the Committee would like to see highlighted in the City newsletter.

PTRC/CITY COUNCIL JOINT WORK SESSION

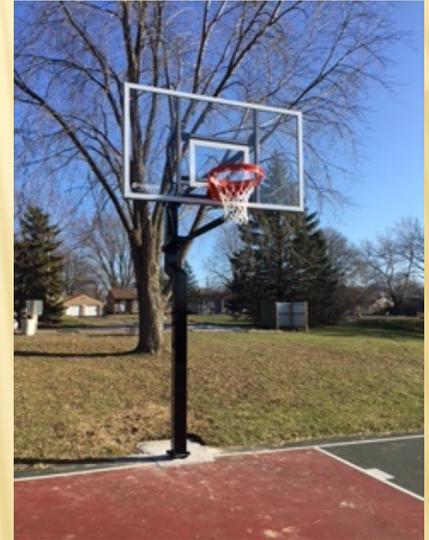
2015 Completed Projects

- **County Road E Bridge – Walking/Biking Area**
- **Pine Tree Drive Sidewalk to Bethel East Campus**
- **Mounds View High School Trail Bridge to New Brighton**
- **Highway 96 Bridge Over 35W – Walking/Biking Area**
- **Rice Creek Commons –Started Trail & Park Amenities Study**
- **PTRC Park Tour – Maintenance Program**

PTRC/CITY COUNCIL JOINT WORK SESSION

2015 Completed Projects

- Ingerson Basketball System
- Floral Park Garden Enhancements
- Bark & Rec Day Event at Hazelnut Park
- Push Light – Cummings Park
- Pickleball – Cummings Park
- New Basketball Nets at all Parks
- New Benches Added to 3 parks
- Don Messerly Donation Trees – Valentine Park



PTRC/CITY COUNCIL JOINT WORK SESSION

2016 Proposed Work Plan

1. Recommend actions that advance the vision for parks, trails, and recreation.

- Continue Floral Park Garden Enhancements
- Dog Park – additional at Perry Park
- Ingerson Park - Parking lot Improvement
- Sign at Arden Manor Park (small version)
- Trail Connection gaps throughout Arden Hills

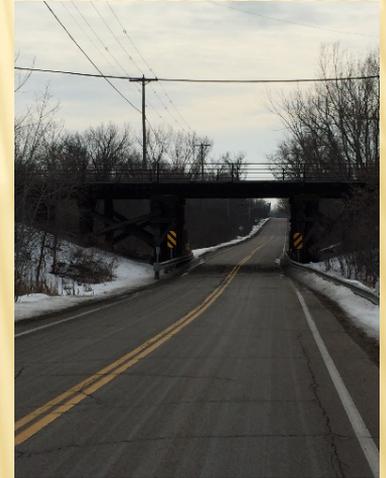


PTRC/CITY COUNCIL JOINT WORK SESSION

2016 Proposed Work Plan

2. Assist in identifying ongoing parks and trails maintenance /improvement priorities.

- County Road F Sidewalk – gap on County Road F
- County Road H Bridge with Trail to Mounds View
- County Road E2 over 35W Trail into New Brighton
- New Brighton Road – Rail Road Trail Underpass
(Near Perry Park on East side – Share costs with City of New Brighton)



PTRC/CITY COUNCIL JOINT WORK SESSION

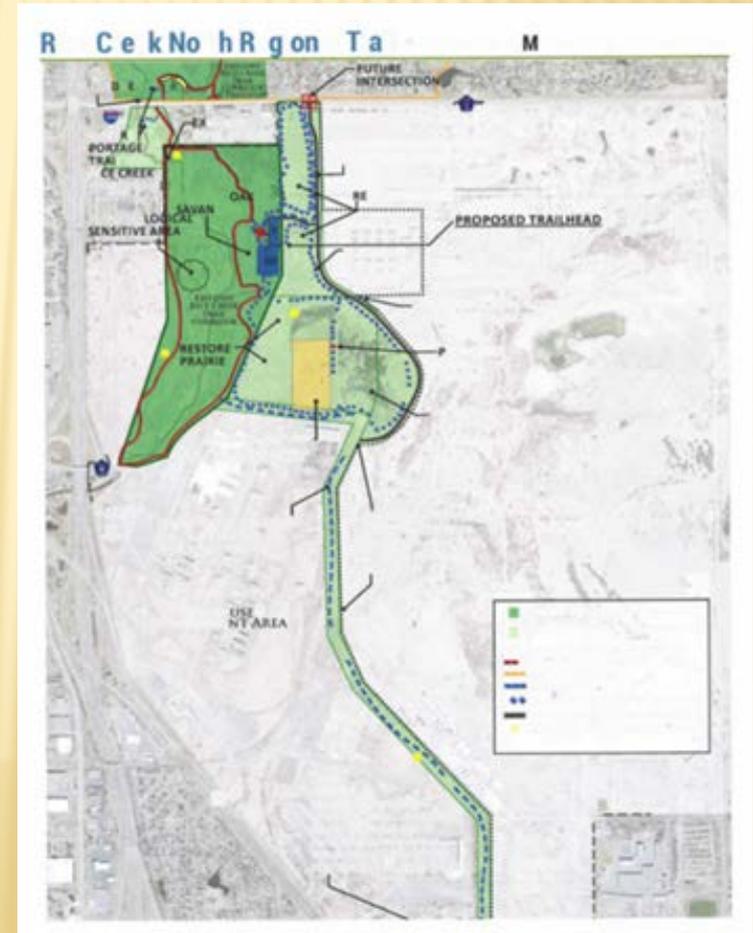
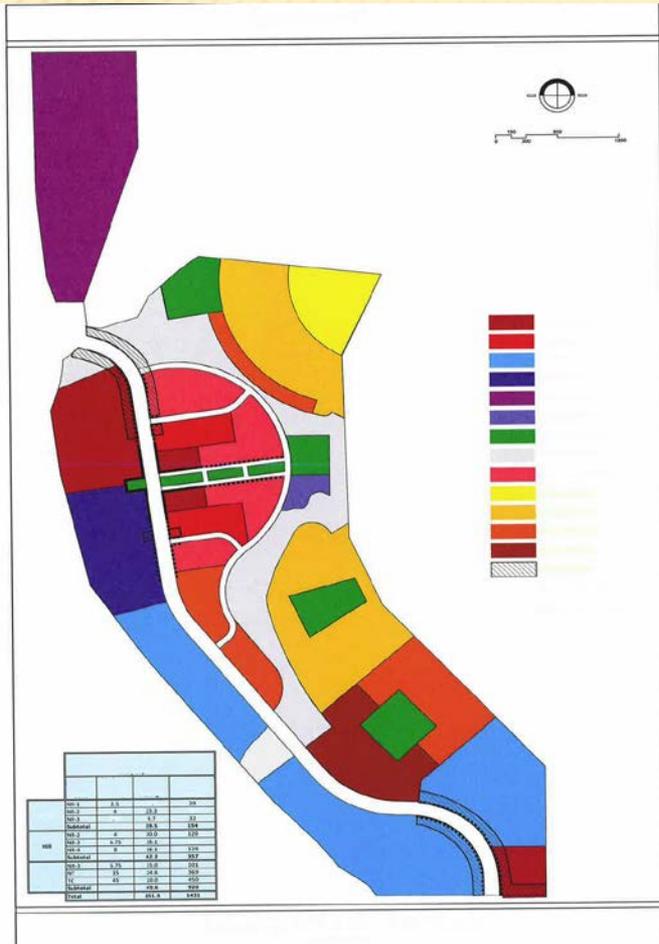
2016 Proposed Work Plan

3. **Recommend and review grant opportunities, sponsorships, and partnerships for parks and trails.**
 - **Arden Hills Foundation**
 - \$300 donation for scholarships, Bench dedication program
 - **Donation Letters** (Sent out every three months to different businesses)
 - Bethel University
 - Boston Scientific
 - Brausen's Automotive
 - Frattalone's Hardware
 - George's Shoe Repair
 - Land O' Lakes – Donated \$2500 in 2015
 - Lindey's Steakhouse
 - **Donations for our Special Events**
 - Arden Hills/Shoreview Animal Hospital
 - Ramsey County Sheriff K9 Unit



PTRC/CITY COUNCIL JOINT WORK SESSION

Rice Creek Commons – Parks and Trails

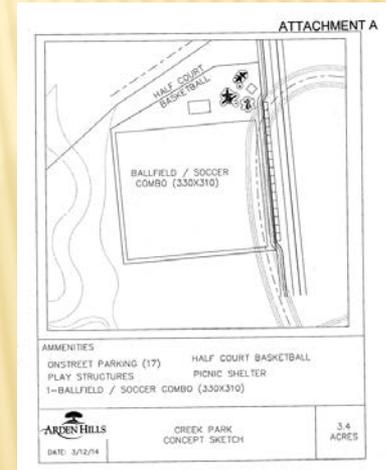


PTRC/CITY COUNCIL JOINT WORK SESSION

Rice Creek Commons Park Amenities

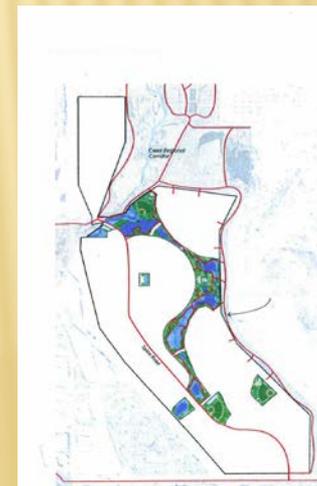
Every Park Should Include:

Picnic Shelter	At least a ½ size basketball court	Multi-Use Field / Open Space Baseball, Lacrosse, Soccer, Etc.
Playground / Play Structure	Parking Spaces / Parking Lot Onsite/Offsite Parking	Bathroom Facility
Benches	Water Fountain	Lighting Options
Bike Rack	Fencing	



Optional amenities the PTRC would like to see at any of the four parks in Rice Creek Commons

Tennis Courts	Pickle Ball Courts
Splash Pad	Pavilion (Bathrooms, changing rooms, shower)
Volleyball Court	Badminton Court
Skating Pleasure Rink	Hockey Rink
Warming House	Basketball Court
Baseball/Softball Fields	Soccer Fields
Rain Gardens	Disc Golf Course



PTRC/CITY COUNCIL JOINT WORK SESSION

2016 Proposed Work Plan

4. Assist, recommend and monitor plans for parks, trails, and recreation within Arden Hills at the appropriate time.
 - Parks & Trails Amenities – Continue Improving
 - Rice Creek Commons Parks & Trail Amenities
 - Water Tower – Observation Deck Study



PTRC/CITY COUNCIL JOINT WORK SESSION

2016 Proposed Work Plan

5. **Continue work with Ramsey County on mutually beneficial trail/park projects and activities.**
 - Active Living Ramsey Communities (Ramsey County)
 - Ramsey County Pedestrian and Bicycle Plan Resolution
 - Cities of New Brighton and Mounds View – Trail Connections



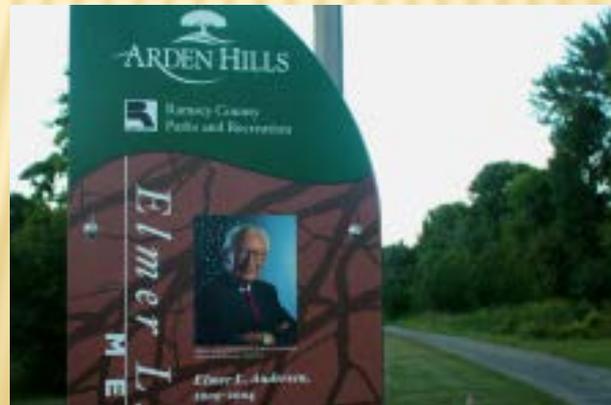
PTRC/CITY COUNCIL JOINT WORK SESSION

Ramsey County Future Improvements

Trail Development

- Rice Creek Regional Trail – County Road I to Highway 96
- Elmer L. Andersen Trail East to Tony Schmidt Regional Park
- Tony Schmidt Regional Park - below Mounds View High School
- Tony Schmidt Regional Park Entrance to Highway 51 bridge

(Contingent upon Arden Hills completion of AH segments)



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2016 Proposed Work Plan

6. Monitor potential road improvements to encourage inclusion of pedestrian friendly infrastructure whenever possible.

- Old Snelling Trail - County Road E to Bethel University Entrance
- Improvements to Crepeau Nature Preserve
 - Bethel University West campus could have a natural study area
- Pine Tree Drive Sidewalk (completed)



BETHEL
UNIVERSITY

PTRC/CITY COUNCIL JOINT WORK SESSION

2016 Proposed Work Plan

7. Look to enhance/add recreation opportunities in our parks.

- Fitness in the Park – Cummings Park
- Pickleball Courts – Hazelnut Park
- Volleyball/Badminton – Hazelnut Park
- New Pitching Machine for Youth Programs (2)
- Johanna Marsh Tennis Court Survey
- Push Lights for summer use
- Summer use for hockey rinks
 - Dog Parks
 - Small sided Soccer space
 - In Line Skating (needs paving)
(Paving improves ice quality and cost)



PTRC/CITY COUNCIL JOINT WORK SESSION

2016 Proposed Work Plan

8. Recommend future Replacements for the 5 year Capital Improvement Program each year.

- Play Structures
 - Perry Park (2016) \$75,000
 - Hazelnut Park (2017)
 - Cummings Park (2018)
 - Freeway Park (2018)
- Basketball Hoops



PTRC/CITY COUNCIL JOINT WORK SESSION

2016 Proposed Work Plan

9. Sponsor and organize Community Events such as clean up day, garden clean up, and other volunteer projects.

- Floral Garden Clean Up
- Hazelnut Garden Clean Up
- Bethel Welcome Week – Student Workers
- Northwestern Orientation – Student Workers
- “Bark & Rec” Day – Dog Park Showcase
- Family Fun Bike, Run, Walk Day – Cummings & Floral Parks

PTRC/CITY COUNCIL JOINT WORK SESSION

2016 Proposed Work Plan

10. Prepare semi-regular articles/ideas that the Committee would like to see highlighted in the City Newsletter.

- Trails – Elmer L. Andersen and other trail Updates
- Recreation Programs (foot care, fitness, etc...)
- Floral Park Honey Bee Hive (Pollinator Resolution)
- Tree Update for City Residents
- Donation Requests (benches, trees, etc..)
- Yoga classes for all ages at City Hall



PTRC/CITY COUNCIL JOINT WORK SESSION

- ✘ Any Questions or Comments
- ✘ Thank you!

Arden Hills Parks, Trails and Open Space Plan

May 7, 2002
Arden Hills, Minnesota

Parks, Trails and Recreation Committee

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Plan Summary

The Arden Hills Parks, Trails and Open Space Plan is a guide to the future use, improvement and expansion of the Arden Hills outdoor recreation system. Parks, trails and open spaces are essential components of community quality of life and are highly valued by City residents.

This plan is intended to act as a guide to decision-making regarding recreation facilities and is based on input gathered through a public opinion survey and a series of community meetings. Key elements and recommendations are:

Trail Improvement and Connections

Arden Hills is divided by many major roads, highways and railroads. These transportation corridors provide excellent regional access and mobility, but they separate neighborhoods and separate people from parks. Trail connections across, over or under the major highways and railroads are needed to tie the City together, create a comprehensive system of parks and trails, improve safety and enhance the feeling of community.

Residents want trail improvements to existing trails, new trail segments and internal loop trails within parks. A variety of trail surfaces serving various trail functions such as walking, bikes, strollers, in-line skates, cross country skis, nature walks, running, etc., are needed to meet residents' recreation desires. The trails master plan illustrates the City's vision for a comprehensive trail network. Building this network requires assistance from other agencies (such as MNDOT and Ramsey County) and the commitment from the City to improve and create trails.

Park Renovation

Overall, residents are satisfied with Arden Hills parks. However, improvements are desired which will increase the function and usability of existing parks. These improvements range from adding a bench and shade trees near a children's play area to reconfiguration of a park access road, parking lot and shelter building to increase safety and assure long-term use of the park land. A systematic long-term approach to these park improvements is proposed.

Open Space and Park Acquisition

In general, the existing developed portion of Arden Hills is well served by parks. There are key acquisitions and enhancements needed to improve function and safety and to assure long-term use (such as changes at Perry and Cummings Park).

Use of major portions of the Twin Cities Army Ammunition Plant (TCAAP) for recreation and open space is important as TCAAP transitions from the former ammunition plant use to a mixed-use development area. Dedication of parks, open space and trails in accordance with the TCAAP Vento Re-Use Master Plan will help assure an adequate supply of recreation and open space for new residents and employees and enhanced recreation opportunities for existing Arden Hills residents.

Funding

The Parks, Trails and Open Space Plan establishes a need for park and trail improvements and acquisition over the next 20 years. A long-term commitment of funding and personnel is needed to achieve the vision of this plan and the community. Partnerships with other government agencies, schools, and the private sector will help fund and build larger improvements. The following funding sources are recommended, along with continued community and political support for parks and recreation.

- Annual City capital improvement funds
- Federal and State grants
- Cooperative funding of state and county trails
- Partnerships with community groups and institutions
- Private sector support
- Park and trail dedication from new development
- Additional set asides of open space land at TCAAP

Major Goals and Opportunities

- Complete trail connections and expand trail use opportunities
- Revitalize underutilized parks
- Advocate for dedication of public lands in TCAAP, consistent with the Vento Re-use Master Plan
- Ensure permanent access and parking for all major parks
- Enhance natural areas and opportunities for passive uses
- Secure funding to ensure that the vision is achievable
- Enhance partnerships with businesses, institutions and agencies
- Increase visibility and access to parks and trails
- Continue to evaluate and respond to changing demographic and recreational needs

Mission and Vision

Parks, Trails and Recreation Department Mission Statement

The Arden Hills Parks and Recreation Department is dedicated to serving the people of Arden Hills by providing a comprehensive, well maintained system of parks, trails and open spaces and a balanced program of affordable recreation activities.

Parks, Trails and Open Space Plan Vision

This plan envisions a comprehensive parks, trails and open space system designed to meet current and future community needs. Resources will be directed toward improving trail connections, renovating parks and acquiring open space land in a manner consistent with residents' commitment and pride in their parks, trails and open spaces. Many regional projects will be accomplished through partnerships with other units of government, business, service, education and non-profit groups and the people of Arden Hills.

Introduction

The intent of this parks, trails and open space plan is to act as a guide to parks, trails and open space decision making and improvements. The Plan is designed to address recreation needs between 2001 and 2020. The City recognizes that demographic, recreation and environmental trends will change over the next twenty years and those changes will affect parks, trails and open space user needs. However, the Plan will help set the framework for funding, operations and improvements and will increase efficiency by establishing a long-term vision and priorities.

The plan includes a park and trail system map and recommendations for renovation of existing parks, acquisition of park land and easements, trail improvements, and a funding strategy.

Arden Hills Existing Conditions

Regional Setting

Arden Hills is located in the northern portion of Ramsey County and is well served by regional parks. Tony Schmidt Regional Park is located in Arden Hills along the north shore of Lake Johanna. Long



Lindey's Triangle

Lake Regional Park is located just west of Arden Hills in New Brighton. Rice Creek Chain of Lakes Regional Park is a linear park located northeast of Arden Hills in Shoreview, Circle Pines and Lino Lakes. Snail Lake Park is located to the east in Shoreview. These parks are operated by Ramsey County Parks.

Northwestern College and Bethel College are located in Arden Hills. Both schools contain significant privately-owned open space and lakeshore within their campus. Bethel College also has a significant amount of active outdoor recreation facilities such as soccer and ballfields.

Arden Hills has numerous lakes. Lake Johanna and Lake Josephine have public access and beaches. The recreation potential of Round Lake is limited by the need to restrict public access due to pollution from former industrial activity.

Natural Resources

The area of Arden Hills located south of Trunk Highway 96 is largely developed. However, many Arden Hills neighborhoods retain tree cover, ponds and wetlands giving the City a natural and well landscaped character. There are significant areas of open space, woodlands, lakes and wetlands in the City. Ramsey County - Tony Schmidt Park, Charles Perry Park, Chatham Trails, Ramsey County open space lands, Crepeau Park, Northwestern College, Bethel College and Mounds View High School all contain natural areas of varying character and species.

The area north of Trunk Highway 96 and east of State Highway 10 is the TCAAP property. TCAAP is a former ammunition plant area and it contains a significant amount of natural resources including a lake, wetlands, woodlands, meadows, rolling terrain and excellent vistas, including the highest point in Ramsey County. The Vento Re-Use Plan for TCAAP calls for preservation of a significant amount of the former arsenal site.

Invasive species such as buckthorn (a woody non-native shrub) are a problem in many parks and open space areas in Minnesota. Several parks in Arden Hills contain buckthorn. The City has instituted a buckthorn removal program with the cooperation of numerous residents and service groups. The City plans to continue to control buckthorn on an on-going basis as needed and as resources are available.

Existing Parks and Trails

Arden Hills has 16 parks and a network of trails, located primarily on or adjacent to County Roads. The parks are well distributed throughout the City to serve the area south of Trunk Highway 96.

Major highways and roads act as barriers between residents and parks. While many residents may live within a mile of a community park, controlled access roads may prevent easy access to that nearby park. See Table A on the following page for the existing park and facility inventory.

Arden Hills Park Inventory – Table A December, 2001

PARK	ACRES	SOFTBALL/BASEBALL FIELD	SOCCER	TENNIS	BASKETBALL CT	PLAY EQUIP.	PICNIC SHELTER	WARMING HOUSE	PERMANENT RESTROOMS	HOCKEY RINK	SKATING RINK	TRAIL
Arden Major	2.5				■	■	■					
Arden Oaks	1.5				■	■						
Clatham Trails	28											
Crepal Nature Preserve	4.3											■
Clark's Pkwy	20	■■■■■				■	■	■	■	■		
Crimm Ings	12.5	■	■	■	■	■	■		■	■		■
Federal Park	20	■	■	■	■	■	■					■
Freeway	1				■	■	■		■	■	■	■
Haze Hill	12	■	■	■	■	■	■		■	■	■	■
Higley	5				■	■	■					
Lindy's Triangle	1.5											
Ronald Lake	4		▲									▲
Royal Hills	4.5	■		■	■	■	■					
Sampson	1				■	■						■
Steele	9			■								
Wabasha	3	■			■	■	■	■			■	

■ Existing facility

■ Youth only facility

▲

■ Proposed

Planning Process Summary

The City of Arden Hills wanted the Parks, Trails and Open Space Plan to accurately reflect community desires and needs. A public opinion survey was conducted and a series of public open house meetings, Parks, Trails and Recreation Committee meetings and workshop sessions were held to gather input and to prepare the Plan.

Public Opinion Survey

In February 2001 a detailed public opinion survey was sent to each Arden Hills household. Approximately 15% of the households completed the survey. The survey results are summarized in Appendix A.

Open House Meetings

Four public open house meetings were held in August 2001 to gather information about City-wide and neighborhood parks, trails and open space needs. The meetings were held in four different locations throughout the City. A community open house was held on December 18, 2001 to review the draft plan and recommendations. A summary of the meeting results is included in Appendix B.

Committee Meetings and Work Sessions

The Arden Hills Parks, Trails and Recreation Committee (PTRC) is an advisory committee appointed by the City Council to advise City staff and the Council on parks, trails, recreation and open space issues. The PTRC assisted in the preparation of the plan, provided detailed guidance and input into the process, and worked with the consulting park planners Ingraham & Associates, City staff and the community to prepare the plan recommendations.

Review of Existing Plans and Coordination with Other Jurisdictions

A number of existing plans were reviewed to help prepare this plan. The Arden Hills Comprehensive Plan, the TCAAP, Vento Re-use Master Plan, Ramsey County Parks and Trails plans, year 2000 Census data, adjacent communities parks and trails plans and the Arden Hills Gateways plan were all helpful resources.

Site Analysis and PTRC and Staff Input

City staff and the planning consultants visited each park and many trail corridors to map and document existing conditions and to plan for future improvements. PTRC members analyzed each trail segment and prepared detailed recommendations. City parks management, programming, maintenance, legal and finance staff all participated in the plan preparation or review.

It is hoped that the depth of participation in the planning process will pay dividends by creating ownership in the plan and political support for the resource allocations needed to implement the plan recommendations.

ARDEN HILLS PARKS, RECREATION & TRAILS COMMUNITY SURVEY

Please take a moment to fill out this survey and drop it in the mail by March 23, 2001. No additional postage is necessary. Your input is very important and will help guide park and recreation decisions. Thank you for your time.

1. How often do members of your household visit the Arden Hills parks or trails?

At least once a week (Please skip to question 3.) 1-3 times a month (Please skip to question 3.) 1-10 times a year (Please skip to question 3.) Never

2. If you or members of your household don't use Arden Hills parks or trails, what are the reasons? Please check all that apply.

Inadequate transportation Not aware of parks or trails Parks and trails difficult to find Prefer parks in other communities

4. In which activities have you or members of your household participated during the past three years? (in Arden Hills parks or elsewhere) Please check all that apply.

Children's Playgrounds Ice skating/hockey Walking/Hiking Organized outdoor sports (i.e. softball, baseball, football, soccer)

Picnicking Jogging/Running Golf Informal sports (i.e. playing catch, "pick up" sports games, frisbee)

Swimming Bicycling Inline skating Indoor court sports (i.e. basketball, volleyball)

Demographic and Recreational Trends

Demographics

Compared to average metro area residents, Arden Hills residents are, on average:

1. older and have fewer children in their home,
2. more likely to be a part of the “baby boomer” generation,
3. are more likely to live in single family, owner-occupied homes,
4. are more likely to live in a two wage earner household,
5. have a higher household income.

	<u>Arden Hills</u>	<u>Minnesota</u>	<u>Twin Cities Metro Area (Average)</u>
Median age (yrs.)	36.2	35.4	34.3 years
Under 18 yrs old	20.0%	26.2%	26.4%
65 yrs and over	13.9%	12.1%	35%
45-59 yrs old	21.7%	18.1%	17.3%
Housing Own/Rent	88% / 12%	75% / 25%	71.4% / 28.6%

Implications: Over the next 10-20 years a significant proportion of Arden Hills residents will retire. Some will move out of the community, some may move to a smaller home and some will stay in their current home. This probably means some degree of change in neighborhood and community demographics. The higher median home values in Arden Hills may result in a higher proportion of established families and fewer first time home buyers. Some new residents are likely to be younger and have more children than existing residents. The City should continue to monitor changes and to work with the school district to track demographic and student population changes. If the change is significant the City can restructure recreation programs and may need to re-evaluate facility supply. Discretionary time is likely to remain at a premium. Many senior citizens are active park and trail users.

Recreation Trends

Recreation interests and participation are influenced by many factors. Age, access to facilities, income, amount of leisure time, interest in the environment, new recreation technology and social trends all influence recreation participation. In general, people are looking for quality recreation close to home, but are willing to travel to obtain higher quality or more specialized activities.

Current Trends

The following recreation trends have been observed in the Twin Cities over the last ten years:

- Trail use has boomed (walking, running, biking and in-line skating)
- Non-contact recreation activities are growing
- Interest in arts and natural areas is growing
- Participation in many team sports has plateaued or in some cases declined
- More youth are specializing in one sport and training year-round
- Soccer participation has increased
- Golf has increased in popularity
- Women's sports have increased
- Off-leash dog parks are popular



Freeway Park

Implications and Future Trends

The following are likely trends based on Arden Hills demographics and the public opinion survey:

- A. Trail use will remain strong and interest in trail expansion will continue (*trail expansion and connections*)
- B. Individual activities will continue to be more popular than team or group activities (*multi-use trails and open space*)
- C. Interest in natural resources and open space will remain strong (*TCAAP area and other resource areas*)
- D. Recreation facility development and operation partnerships between government agencies, schools, organizations and corporations will be more frequent (*local partnerships*)
- E. Demand for youth activities and facilities may increase (*retain park space and flexibility to meet future needs*)

Public Input Summary

Arden Hills Parks, Recreation and Open Space Public Opinion Survey Summary

Introduction

In February 2001, the City of Arden Hills conducted a public opinion survey. The survey was designed to determine residents' attitudes about parks, recreation and open space issues and to help guide preparation of a parks, trails and open space plan for the City. The written survey was sent to 3,897 households and businesses. A total of 593 completed surveys were returned resulting in a response rate of 15%. This is a higher than normal response rate for a mail-back survey and indicates a significant level of interest in City parks, trails and open spaces. This response gives the survey results a relatively high degree of accuracy. The margin of error of the survey is plus or minus 4%. A copy of the survey results is attached in Appendix A. The following is a summary of the findings and implications for the parks and trails plan.

Survey Findings:

1. Arden Hills residents have a high level of interest in **parks, trails and open space**.
2. They are **frequent users** of the parks and trails.
3. They are **satisfied** with the existing parks, trails, maintenance and programs. The overall satisfaction level is 70% to 80%.
4. They want more **TRAILS!**
5. They also want existing **parks to be renovated, passive parks areas to be improved** and more **land acquired for passive parks** and natural areas.
6. There is some interest in an **indoor recreation facility**.
7. There is some **support for fee increases and tax increases** for park purposes.
8. There is very **little difference in attitudes among different geographic areas** of the City.

Recommendations (based on the survey results)

1. The Arden Hills **trail plan** identifies needed trail connections, pedestrian/bike bridges and new trail opportunities.
2. **Loop trails** are proposed in many existing parks.
3. **Park renovation** and revitalization recommendations for existing parks are summarized starting on page 17 and shown on maps in Appendix C.
4. Significant open space and trails are planned for the **TCAAP area**.
5. **Partnerships** to acquire land/easements and construct recreation improvements are a key to long-term success.
6. **Existing natural areas** such as Crepeau Nature Center should be enhanced.
7. Given the proximity to existing recreation centers and the population base, the **costs of an indoor recreation facility** are likely to outweigh the benefits.
8. A variety of **funding sources** are needed for desired parks, recreation and open space improvements.



Crepeau Park Trails

Goals and Key Issues

Parks, Trails and Open Space Plan Goals:

- Complete trail connections and expand trail use opportunities.
- Revitalize underutilized parks.
- Advocate for dedication of public lands in TCAAP, consistent with the Vento Re-use Master Plan.
- Ensure permanent access and parking for major parks with no access and parking easements.
- Enhance natural areas and opportunities for passive uses.
- Secure funding to ensure that the vision is achievable.
- Enhance partnerships with businesses, institutions and agencies.
- Increase visibility and access to parks and trails.
- Continue to evaluate and respond to changing demographic and recreation needs.

Parks and Recreation Facility Recommendations

Parks and Trails System Plan

Figure D shows the recommended Parks, Trails and Open Space system for Arden Hills. The map shows recommended park additions and acquisitions, new trails and trail connections. Appendix D contains maps of each park with park renovation recommendations. The Parks, Trails and Open Space Plan is based on the extensive public input and PTRC recommendations. Listed below are explanations of the recommendations by category.

Grade Separated Trail Connections

Constructing grade separated trail crossings of major roads and railroads is one of the most important actions the City (in conjunction with Ramsey County and MNDOT) can take to improve the trail network, enhance access to parks and tie the community together. Federal T-21 grants are available for many of these trail improvements. The following are recommended trail crossings:

County Road E over Highway 51

The existing bridge is very narrow and unsafe for pedestrians or bicyclists. This location is a key connection between the east and west portions of the City. The City should work with Ramsey County and MNDOT to either expand the bridge width to create adequate pedestrian/bike crossings or build a freestanding bike/walk bridge next to the vehicle bridge.



County Rd. E bridge at TH 51

Highway 96

A trail underpass should be installed at a selected location between Highway 10 and Lexington Avenue when Highway 96 is rebuilt. This grade-separated connection will provide access to City Hall and the TCAAP area. A trail crossing of Highway 10 should also be incorporated into the Highway 96/10 intersection when it is rebuilt.

Highway 10

There are two potential grade separated crossing locations along Highway 10: One, just south of Royal Hills Park and another within TCAAP, north of Highway 96. A minimum of one grade separated crossing should be built.

I-35W

There are two potential locations for pedestrian/bike bridges over I-35W. At least one crossing should be constructed. A significant option is to convert the existing railroad bridge located just north of I-694 to a pedestrian/bike trail crossing. This trail would connect the Round Lake area to the City of New Brighton trails and Long Lake Regional Park. A second trail bridge option is proposed to be located north of Highway 96 to connect the TCAAP area with Long Lake Regional Park and New Brighton.

Mpls., St. Paul & Sault St. Marie Railroad

Ramsey County proposes to construct a north-south trail crossing under the railroad tracks between the south section of Ramsey County - Tony Schmidt Park and Charles Perry Park/north section of Ramsey County - Tony Schmidt Park. This north-south trail link is very important as the railroad acts as a significant barrier between neighborhoods and park use. Railroad bridges on New Brighton Road and Old Snelling are too narrow for a widened shoulder and act as crossing barriers. These bridges should be widened to accommodate a widened shoulder or trail.

Trail Connections

Additional trails are needed to provide a comprehensive network of walk/bike ways and to connect the community together. These trails will function for recreation and as a non-motorized transportation alternative.

- A. Snelling/Old Highway 10 corridor from the Arden Hills/Roseville border to Highway 96
- B. County Road E between Old Snelling and TH51
- C. County Road E between Lake Johanna Blvd. and New Brighton Road
- D. Lake Johanna Blvd between Ramsey County -Tony Schmidt Park and the Roseville border to Northwestern College
- E. Crepeau Park on Tiller Lane to Hamline Avenue to the Roseville border
- F. Ingerson Road between Hamline Avenue and Lexington Avenue

- G. Pine Tree Drive between County Road E to Creapeau Park at Harriet Avenue
- H. Cleveland Avenue south of the Sampson/Hazelnut trail corridor to the Roseville border
- I. Along Valentine Road from Old Snelling to Mounds View High School
- J. South of Round Lake between I-35W and Old Highway 10
- K. From Floral Park on Hamline to County Road F to Lexington Avenue
- L. Along Highway 96 from I-35W to Lexington Avenue
- M. Within Ramsey County - Tony Schmidt Park
- N. Within Bethel and Northwestern Colleges
- O. Within TCAAP and along Rice Creek

Regional Trails

Three regional trail connections warrant special mention. These are key links to existing parks and trails and these connections should be implemented as soon as possible.

Ramsey County - Tony Schmidt Park Trail Underpass

The trail under the Mpls., St. Paul, Sault St. Marie railroad line is a crucial north-south connection within Ramsey County - Tony Schmidt Park. The underpass will link Ramsey County - Tony Schmidt Park with Charles Perry Park and the Ramsey County Open Space north of County Road E.

Rice Creek Park Trail Corridor

Rice Creek flows through the northwest corner of Arden Hills. Ramsey County has acquired many sections of the creek to the north and west of Arden Hills and has converted them into a linear park. The Ramsey County Parks Master Plan and the TCAAP Vento Re-use Master Plan call for incorporation of the section of Rice Creek in Arden Hills into the Regional Park. This will allow access to regional bike, walking and ski trails and canoeing on the creek.

Trail over I-35W

The existing railroad bridge over I-35W west of Round Lake should be converted into a pedestrian/bicycle bridge. The bridge is not used by the railroad and represents a rare opportunity for non-motorized crossing of I-35W. The trail bridge will link Arden Hills with New Brighton trails and Long Lake Regional Park.



Arden Oaks Park

Trail Surfacing

The choice of trail surface (i.e. bituminous, wood chips, mowed turf, gravel, etc.) affects use of the trail, cost of trail construction, trail character, aesthetics and trail maintenance. Arden Hills residents want a variety of trail surfaces. Based on responses to the public opinion survey, paved trails are the most popular trail surface, although there is considerable interest in non-paved surfaces (401 paved responses to 351 non-paved responses). The City should balance paved and unpaved trail surfacing. Trails along roads and trails making cross community or inter-City connections should be paved as should major loop or access paths within larger parks. Trails within natural areas and secondary trails should have a more natural surface (ag-lime, gravel, wood chip or mowed turf). The Arden Hills Parks and Trails Plan (Figure D) and the individual park renovation maps show the recommended trail locations and surface type.

Trail Maintenance and Replacement

Due to increased use, interest and expansion of trails, there is a need for a comprehensive trail maintenance and replacement plan. This plan would include annual maintenance (crack sealing, plowing, etc.) and scheduled pavement replacement. Winter walking is popular and there is more demand for snow plowing of trails during the winter. Equipment is needed to allow plowing of trails for winter use.

Parks and Trails Signs and Identification

Trail identification is needed as none of the trails in the City have names. Individual trails within the City should be given names and mile markers to help users find their way and assist with directions. This may also help the City with maintenance and response to emergency situations.

New park signage is also needed. Existing park signs are too small or non-existent. A common sign design should be developed and consistent parks and trails identification signs should be placed in the parks and along trail corridors.

A parks and trails system map was developed as part of the planning process. This map should be reproduced on weather and vandal resistant materials and displayed in the City parks and at major trail entrances. An overall parks and trails map will help residents find parks and trails and connect neighborhoods. Many residents are unaware of the existing parks and trails in Arden Hills. This map could also be copied as a handout guide for interested citizens.



Freeway Park

Park Renovation

The City of Arden Hills should continue to upgrade and renovate existing parks based upon a 5-10 year capital improvement plan and in an effort to meet changing demographics, public safety and the desires of the community. Maps indicating individual park improvement recommendations have been prepared based upon input received from the community through four public meetings, from service organizations and from the PTRC. The individual park maps are attached as Appendix D. The recommendations are intended to improve public safety, aesthetics, function and efficiency of individual parks. Future park improvements should be based upon these recommendations and funding supply. Individual park renovation recommendations are summarized below.

Comprehensive Approach to Renovation

The PTRC recommends that where possible, park renovation be done all at once in each park to minimize park disruption, reduce costs through efficiency of construction and improve park function. In the past, park renovation has occurred in a piecemeal fashion and has resulted in less than satisfactory results.

Park Renovation Recommendations (listed by park)

Arden Manor Park - Provide a new entrance drive, parking lot and trail connection when Highway 96 is upgraded. Add a looped trail around the pond and to the future TCAAP trails. Define edges of the park with new trees and landscaping. Add new shaded benches near park features. Add a sign and map at the park entrances to provide parks and trail identification.

Arden Oaks Park - Add a paved trail from north to south across the park to connect the park features to meet ADA accessibility requirements. Add benches and trash containers near the park features. Add trees and landscaping to provide shade, spatial definition and to improve aesthetics. Add a sign and map at the park entrances to provide park and trail identification.

Charles Perry Park – Add a bridge over the lower wetland. Move entrance drive to line up with Thom Drive. Add new warming house in close proximity to the skating rink (this will eliminate the conflict with skaters having to cross the entrance drive. Add a drinking fountain with jug filler. Pave the existing skating rink for inline skating and half court basketball). Add a new open skating area. Turn existing warming house into a storage shed. Add a paved trail connecting the parking lot to the play structure and a trail from the future picnic shelter to the unpaved trails below hill. Add a kiosk map and identification sign. Add benches and a picnic area/plaza. Realign unpaved trail onto park property. Work with Bethel College to provide access across and to the new sports complex. Add a sign and map at the park entrances to provide park and trail identification. Acquire the single family home nearest the park to accommodate future uses.

Chatham Trails – Realign trails where they cross private property. Add a sign and map at the park entrances to provide park and trail identification.

Crepeau Park - Add a new unpaved trail from Pine Tree Drive to Benton Way on the north side of the wetland. Add a new unpaved trail loop near southwest edge of Park. Add a children's play structure and picnic tables near entrance on Benton Way. Utilize the Dellwood right-of-way for an improved entrance. Add a sign and map at the park entrances to provide park and trail identification.

Cummings Park – Add a new unpaved looped trail near the lake. Add a paved trail connection to Wyncrest Circle. Provide directional signs on City streets to guide users to the park and parking area on Fair Issac’s property. Add parking/Trail Head near the City water tower south of the park. Replace the tennis courts with a parking lot with access off of Wyncrest Court. Add a bench on the new trail for lake viewing. Add a drinking fountain. Add a sign and map at the park entrances to provide park and trail identification.

Floral Park – The trail entrance in the northwest corner of the park is narrow, overgrown and in poor shape and should be reconstructed. Individual amenities within the park should be connected to trails for ADA accessibility. Additional unpaved looped trails should be constructed in the park to provide more walking and nature watching opportunities. The tennis courts should be reconstructed with a full basketball court. A new parking lot should be constructed in the center area of the park to provide better access to the ballfields and other park amenities. Add a sign and map at the park entrances to provide park and trail identification.

Freeway Park - Replace the warming house. Add a new paved parking lot off of County Road E. Add parking stalls off of Arden Place. Pave the hockey rink for year-round use. Add a paved trail and a half basketball court. Remove former street paving.

Hazelnut Park – Connect existing recreational features to paved trails for ADA accessibility. Add a trail connection to New Brighton Road. Replace the warming house with a new structure. Manage the woodlands to remove undesired species such as Buckthorn and Honeysuckle. Install shaded benches near recreational features. Add lights from parking lot to skating rink. Add a drinking fountain. Add a sign and map at the park entrances to provide park and trail identification.

Ingerson Park – Add a connecting trail to Lexington, Fernwood Court and Lake Lane, utilizing a sewer easement to Fernwood as a trail corridor and Lake Lane as a trail access point. Install a 9-hole disc golf course. Expand the parking lot. Connect all existing and future park features to paved trails for ADA accessibility. Add a sign and map at the park entrances to provide park and trail identification.

Lindey’s Triangle- Provide benches and park identification sign at the corner of Snelling and County Road E. Leave as unprogrammed open space. Install a paved trail segment connecting the Snelling cul-de-sac to County Road E.

Round Lake Park – Add a trail connecting Old Highway 10 to the trail west of Round Lake by easement or land acquisition. Add a parking lot at Parkshore Drive. Add community garden plots and soccer fields. Acquire more land for additional soccer fields as needed by the City. Add a sign and map at the park entrances to provide park and trail identification.

Royal Hills – Add a paved trail through the park. Add a tennis court adjacent to the existing court. Relocate the play equipment out of the sliding hill route. Move garden area towards the park entrance.

Sampson Park – Add landscaping within the park to provide interest and improve aesthetics. Detach the basketball court from the road pavement and replace with a trail segment. Add a sign and map at the park entrances to provide park and trail identification.

Sheehy Park – Add an unpaved trail across the park connecting Old Snelling Avenue with Ridgewood

Road. Maintain a mowed trail along Old Snelling Avenue. Add benches and create an overlook near the pond. Remove the existing damaged tennis courts.

Valentine Park – Add a looped trail around the inside of the park. Connect existing recreational features to paved trails for ADA accessibility. Reconfigure parking lot to detach park features from the parking lot pavement. Add a new warming house/picnic shelter. Move the half basketball court. Add a toilet screen and storm ponds.

Parks and Open Space Acquisitions

To improve the function of existing parks and to provide better service to certain neighborhoods, parks and open space acquisitions are recommended.

Dedication of parks, trails and open space on TCAAP is recommended in accordance with the Vento Re-use Master Plan and the City Comprehensive Plan.

Charles Perry Park - The residential property adjacent to Charles Perry should be acquired to minimize the potential conflict caused by reflected light, noise and trespassing while providing an opportunity to expand the recreational offerings in the park and to provide better park access.

Round Lake Park - The open land west of Round Lake Park should be acquired to provide adequate space for community soccer fields. The amount of property to acquire should be determined by the number and size of the fields needed. This land should be obtained by park dedication and acquisition as possible.

Round Lake Trail Easements- The remaining easements should be acquired to complete the trail around the west and south sides of Round Lake and make the trail connection to the I-35W railroad bridge (potential future trail crossing).

Cummings Park - Parking for Cummings Park currently occurs on Fair Issac's company parking lot. The City does not have a long-term agreement for continued use of that parking lot. A long-term use agreement should be obtained or the City should acquire other adjoining land to provide parking for Cummings Park.

Indoor Facilities

Although there was some interest in having indoor recreational facilities, community input determined that the facilities in surrounding communities and those provided by the Mounds View School District and Bethel and Northwestern Colleges were adequate. Within the community there was little support for spending tax dollars for a separate facility. Shoreview's Community Center and indoor swimming pool is located less than 3/4 mile to the east of Arden Hills and New Brighton's Family Service Center (gyms, exercise area and indoor children's play area) is located 1/3 mile to the west of Arden Hills.

Financing and Partnerships

Funding for the recommended improvement must come from a variety of sources, but the City of Arden Hills must take an aggressive and pro-active approach to park and trail improvement. In addition to City funds the following potential sources of funding are needed to achieve the vision established by the community and reflect in this plan. Potential funding sources are:

- City General Funds
- Park and Trail Dedication Funds
- Federal T-21 trail and pedestrian bridge funds
- Minnesota DNR Outdoor Recreation Grants
- Contributions from recreation and environmental groups
- Contributions from civic and service groups
- Cooperative projects and funding with local businesses
- Minnesota DNR Metro Greenway Grants
- Cooperative funding with Ramsey County and Ramsey County Parks
- Watershed Districts

Partnerships

Within the City of Arden Hills, there are great opportunities for public and private partnerships for shared use of parkland and private or corporate properties or partnerships with Bethel and Northwestern Colleges. In particular, it may be possible to improve upon the relationship between MSI Insurance and Crepeau Park to share parking and signage and to expand the facilities for both.

Similarly, partnerships with Bethel and Northwestern College should be made or improved to provide community use of trails and athletic facilities.

Other partnerships include working with the Rice Creek Watershed District, Ramsey County and the U.S. Army to complete missing sections of the Rice Creek Park and Trails and to hasten the release of TCAAP land. Furthermore, the City, MNDOT and Ramsey County should coordinate efforts to improve trails along county and state roads and within county parks to better respond to the community's desires.

Park Dedication Requirements and Policy

Arden Hills collects park dedications (either cash or land) from new subdivisions. The intent of the dedication requirement is to make sure that new development provides adequate park and recreation resources to meet the demand created by the new growth.

Park dedication funds are intended for park and trail land acquisition and development of new facilities. They should not be used for park facility replacement or maintenance. Arden Hills should accept cash park dedication in lieu of land for development south of TH96, except when there is the possibility and need to add land adjacent to existing parks. Park dedication north of TH96 (TCAAP) should be in accordance with the Vento Re-use Master

Because of the developed status of the City, park dedication funds are not anticipated to be a significant source of additional funding for park and trail improvements. The City may have to rely more on general funds and other revenues for needed replacement and improvements.

Implementation Recommendations 2002-2006

The following are the implementation actions recommended to the PTRC. These projects should be reviewed and adjusted annually. Funding should be secured and actions plans developed to assure implementation of these projects.

Trails

- Purchase a maintenance vehicle capable of both summer and winter trail maintenance. \$95,000.
- Railroad Bridge Crossing over I-35W. Work with MNDOT and the Railroad to utilize existing railroad bridge for a trail crossing over the interstate. (ISTEA Grant, funding from Arden Hills, New Brighton and Ramsey County). \$ to be determined.
- Assist with construction of a railroad underpass between Tony Schmidt and Perry Park (work with County and railroad). \$32,000 / City share.
- Charles Perry Park – Add a N-S trail connection with the county (pending county acquisition of underpass) from the railroad to Mounds View High School. Add a trail connection from parking lot to pump house. Replace bridge across wetland opposite pump house road. \$35,000.
- Lobby for a pedestrian/bike bridge/lanes over TH51 at County Road E. Work with county and state to move it to their priority list. \$0 - staff and committee time.
- Obtain the trail along County E built from Old Snelling to east of TH 51 (county project). \$ to be determined. City share if any of trail construction.
- Make trail connections from Tony Schmidt to the diagonal trail (trail should be named) through Sampson and Hazelnut Parks. \$20,000.
- Connect Crepeau Park to County Road E trail along Pine Tree Drive. \$30,000.
- Work with MNDOT to obtain trail crossings of TH96, including a grade separated crossing, to connect City Hall and TCAAP with the area south of TH96. \$ to be determined City share, if any.
- Work to complete a trail around the south end of Lake Johanna to Lydia Avenue. \$ to be determined.
- Round Lake Trail – Obtain remaining easements and complete the trail along west Round Lake. \$25,000.

Park Renovation

Note: Where possible, the PTRC recommends complete renovation of a park, rather than a piecemeal approach.

- Add new parks and trails signage at all parks and trails, have parks and trails system maps installed at key outdoor locations, and available at City Hall. \$22,000.
- Install ADA access upgrades (seek MnDNR grants) Connect park features with paved trails at Arden Oaks, Floral, Hazelnut, Ingerson and Valentine Parks. \$125,000.
- Charles Perry Park – Renovate the park including relocation of the access drive, a new warming house, shelter, trails, bridge, paved rink and tot lot, etc. \$350,000.
- Freeway Park – Add a parking lot and replace warming house. \$75,000.
- Hazelnut Park – Replace warming house and provide long- term parking. \$40,000.
- Ingerson Park – Add a disc golf course (partner with disc golf association. for design and partial funding). \$7,500.
- Valentine Park renovation – \$140,000.
- Cummings Park – Add directional signs to the park. Provide long-term parking. Signs \$750. Parking \$75,000.
- Add trees for shade at key locations and additional benches and picnic tables. \$10,000/year for three years.
- Crepeau Park – Work to create an integrated trail network, marked trails, defined entrance point(s) and an area trail and interpretive map/signs. \$5,000.

New parks and open space acquisition

Obtain long-term parking and access agreement for Cummings Parks (Fair Isaac). \$ if any to be determined.

TCAAP– Work with developers and the property owners to acquire trails corridors, neighborhoods and community parks and open spaces as per the park and trail master plan - as development occurs and opportunities arise. \$0 - staff and committee time.

Round Lake Park – Work with property owners to acquire additional land for multi-use athletic fields (principally soccer, lacrosse, rugby, football, etc.)

Partnerships

MNDOT & Ramsey County Transportation - Establish/enhance working relationships with MnDOT and Ramsey County Transportation and make sure the trail crossings and trail additions are in their transportation master plans, CIP's and are a priority for funding and implementation. On-going effort. Cooperate on joint funding applications (Federal T-21, etc.) Make sure trail crossings get incorporated into the TH96 reconstruction. \$0 - staff and committee time + any matching City funds for grants on a project-by-project basis.

TCAAP – Work with the land owner/manager to build trails, expand public access and build a joint athletic complex (with other partners). \$0 - staff and committee time.

Ramsey County Parks – Work with Ramsey County to get implementation of Tony Schmidt Master Plan and Rice Creek Park trails. \$0 - staff and committee time.

Mounds View School District – Work with District to improve trails on school property. \$10,000.

Bethel and Northwestern Colleges – Work to expand and enhance public trail access. \$0 - staff and committee time.

Other

- Put together a 5-year CIP, based on these initial priorities and review and adjust it annually. \$0 – staff and committee time.
- Continue and expand woodland management/buckthorn removal, etc. (Chatham, Crepeau, Hazel-nut, Perry, etc.) \$7,500/year.



Ramsey County - Tony Schmidt Park - Lake Johanna

APPENDICES

- A. Arden Hills Parks, Trails and Open Space Survey Results**
- B. Public Meeting Summaries**
- C. Trail Segment Analysis**
- D. Individual Park Maps and Renovation Recommendations**

A. Arden Hills Parks, Trails and Open Space Survey Results

Introduction

In February 2001, the City of Arden Hills conducted a public opinion survey. The survey was designed to determine residents' attitudes about parks, recreation and open space issues and to help guide preparation of a parks, trails and open space plan for the City. The written survey was sent to 3,897 households and businesses in the City. A total of 593 completed surveys were returned resulting in a response rate of 15%. This is a higher than normal response rate for a mail-back survey and indicates a high level of interest in City parks, trails and open spaces. This high response gives the survey results a relatively high degree of accuracy. The margin of error of the survey is plus or minus 4%. The following is a summary of the findings, implications for the parks and trails plan and the results for each question.

1) Visitation

Of the 593 returned surveys, 45% of the participants used Arden Hills' parks and trails on a weekly basis, 21% on a monthly basis and 26% on a yearly basis. These percents remained mostly constant when broken into the four demographic areas: north, central, southeast and southwest. The frequency of park use among survey respondents is likely to be higher than the average resident's use of parks and trails. This is due to the possibility that park users were more likely to complete and return the survey than non-park users.

2) Barriers to participation

Only 8% of those surveyed said they had never used the parks and trails system. Of this 8%, the two most frequent explanations as to why the respondent had never used a park or trail were: 1) The respondent was unaware of parks and trails; or 2) The respondent was new to the community, which might also explain why they are unaware of the existing park and trail system. Overall, few barriers exist to participation.

Barriers to participation (# of responses):

Not aware of parks	16
Prefer other parks	7
Not interested	7
Parks hard to find	5
Inadequate transportation	1

3) Parks & Trails Use

Ramsey County - Tony Schmidt Park is the most frequently visited park in Arden Hills. The survey results indicate that residents from all areas of Arden Hills use Ramsey County - Tony Schmidt Park equally. Residents from all areas of the City also frequently use Cummings, Floral, Valentine, Hazelnut and Perry. As expected, the frequency of use for each park seems to be based on their specific amenities, size and loca-

tion. A smaller park such as Sampson is frequented more often by residents who live close to the park. Trail usage ranked high among those surveyed. However, many of those surveyed commented on the need to expand or improve the current park and trail network. Several respondents said that at times, trail users are forced to walk along busy or unsafe roadways to navigate the trail system.

Park Use (# of responses in order of most to least frequented)

1	City trails	235
2	Tony Schmidt	214
3	Cummings	174
4	Valentine	121
4	Floral	121
5	Hazelnut	117
5	Perry	117
6	Crepeau	71
7	Royal Hills	61
8	Ingerson	40
9	Freeway	35
10	Arden Oaks	29
11	Lindeys	23
11	Sampson	23
12	Arden Manor	11

4) Recreation Participation (in order of most frequented activities)

Walking and biking are by far the most popular recreation activities. Use of children’s playgrounds, nature areas and picnicking and bird watching are popular activities. Popular active recreation includes swimming, running/jogging, skating and hockey and team and informal sports. Arden Hills residents seem to prefer trails and passive parks use.

1	Walk/hike	482
2	Bike	313
3	Children’s playgrounds	253
4	Nature areas	199
5	Picnic	188
6	Swim	167
7	Jog/run	165
8	Ice skate/hockey	152
9	Bird watch	143
10	Organized sports	141
11	Informal sports	140
12	Tennis	123
13	Golf	122
14	Cross country ski	117
15	Inline skate	103
16	Outdoor court sports	91
17	Indoor court sports	64
18	Alternative sports	45

5) Desired Outdoor Recreation Elements (in order of respondents requests)

The most frequently requested recreation facilities are trails and passive parks.

1	Bike/walk trails	196
2	Natural areas	112
3	Ski trails	106
4	Golf course	82
5	Interpretive/historic areas	78
6	Swimming	64
7	Soccer fields	46
8	Picnic areas	36
8	Children's play areas	36
9	Baseball/softball fields	21

6) Satisfaction/Future Priorities (sorted by priority for the future)

Survey respondents are very satisfied with trails, parks, recreation programs, communications and park maintenance. They are less satisfied with the availability of indoor recreation facilities and special events. Recommended priorities for the future are trails, park maintenance and passive parks.

	Current Rating		Future Priority	
	Satisfied	Unsatisfied	High	Low
Trails	379 (73%)	143 (27%)	419 (89%)	54 (11%)
Park maintenance	414 (90%)	46 (10%)	297 (80%)	75 (20%)
Passive parks	355 (77%)	102 (23%)	313 (78%)	89 (22%)
Indoor recreation	209 (58%)	152 (42%)	224 (59%)	153 (41%)
Communications	341 (92%)	29 (8%)	183 (56%)	145 (44%)
Active parks	327 (82%)	70 (18%)	191 (53%)	172 (47%)
Rec. programs 6-12	260 (90%)	28 (10%)	123 (41%)	179 (59%)
Special events	209 (63%)	121 (27%)	120 (36%)	209 (64%)
Rec. programs U6	264 (89%)	34 (11%)	98 (33%)	203 (67%)
Rec. programs 19-64	223 (78%)	62 (22%)	101 (33%)	205 (67%)
Rec. programs 13-18	225 (85%)	39 (15%)	91 (31%)	200 (69%)
Rec. programs 65+	227 (83%)	46 (17%)	82 (28%)	213 (72%)
Average	(80%)	(20%)	(49%)	(51%)

7) Indoor Recreation Facility Needs

Respondents are interested in a fitness center, indoor track and swimming pool.

Fitness center	264
Run/walk track	223
Swimming	194
Golf practice	117
Gyms	109
Aerobics	108
Tennis	85

Climbing wall	83
Racquetball	79
Play equipment	77
Soccer	43
Auditorium	36
Skateboard	21

8) Support for Improvements (from highest to lowest amount of support -great and marginal support totaled)

There is community support for biking and walking trail additions, renovation of existing parks, improvements to passive parks and for acquisition of passive parks and open space lands. There is little support for acquisition of land for new athletic parks or for alternative forms of recreation.

	Great	Marginal	None
Bike/walk trail additions	298 (58%)	134 (26%)	78 (15%)
Renovate existing parks	134 (28%)	266 (55%)	87 (18%)
Improve exist. passive parks	183 (37%)	213 (43%)	100 (20%)
Acquire land for passive parks	154 (32%)	170 (35%)	162 (33%)
Improve exist. athletic complexes	76 (16%)	208 (45%)	180 (39%)
Acquire land for athletic parks	73 (15%)	158 (33%)	241 (51%)
More alternative recreation	56 (12%)	131 (28%)	288 (61%)

9) Household Age Distribution (# of persons)

0-5	122
6-11	167
12-19	252
20-29	101
30-39	158
40-49	332
50-64	390
65+	160

10) Types of Trail Surface Preferred

Paved trails are the most popular trail surface, although there is considerable interest in non-paved surfaces (401 paved responses vs. 351 non-paved responses). The City should balance paved and unpaved trail surfacing. Trails along roads and trails making cross community or inter-City connections should be paved as should major loop or access paths within larger parks. Trails within natural areas and secondary trails should have a more natural surface (ag-lime, gravel, wood chip or mowed turf).

Paved	401
Woodchip	159
Mowed grass	115
Crushed rock	77

11) Neighborhood Location of Respondents

Southwest	32%
North	31%
Southeast	16%
Central	21%

12) a. Concentrate on existing facilities

Survey respondents feel that the City should concentrate its efforts on improvement of existing recreation facilities vs. adding new parks.

Strongly Agree	Agree	Not sure	Disagree	Strongly Disagree
159	236	96	51	1
(71% Strongly Agree and Agree)			(9% Disagree and Strongly Disagree)	

b. Satisfied with rec. service and facilities for tax \$

Most residents are satisfied with the recreation value they receive for their tax dollar.

Strongly Agree	Agree	Not sure	Disagree	Strongly Disagree
87	305	94	62	12
(70% Strongly Agree and Agree)			(14% Disagree and Strongly Disagree)	

b1. Satisfied with service if fee increase

Fee increases would slightly diminish people's opinion of recreation value for their tax dollars.

Strongly Agree	Agree	Not sure	Disagree	Strongly Disagree
56	204	205	59	21
(48% Strongly Agree and Agree)			(15% Disagree and Strongly Disagree)	

b2. Satisfied with service if tax increase

A property tax increase would further diminish people's opinion of recreation value for their tax dollar. However, more people would still be satisfied than unsatisfied if a tax increase occurred for park and recreation purposes. There may be sufficient support for a future bond referendum for select trail and recreation improvements.

Strongly Agree	Agree	Not sure	Disagree	Strongly Disagree
57	143	185	102	58
(37% Strongly Agree and Agree)			(29% Disagree and Strongly Disagree)	

B. Community Meeting Summaries

Community Meeting Summaries - July 9-12, 2001

(#) indicates meeting number

Introduction -

Four community meetings were held during the week of July 9-12, 2001 at various locations around the City. Approximately 80 people attended the meetings. Meeting participants provided input regarding the overall City parks, trails and open space system and individual parks and trails. The community input is summarized below. This input combined with the April 2001 public opinion survey and interviews with stakeholders and affiliates will assist the Parks, Trails and Recreation Committee with preparation of the Arden Hills Parks, Trails and Open Space Plan.

General Comments –

Need Collaboration with Ramsey County colleges and school districts. (1,2,3,4)

Picnic Facilities (3)

- Add shelter, shade structures (3)

Save/conservate open space (4)

Indoor recreation needed for swimming and indoor track, art classes and history center (4)

Nature Center (1,2,3,4)

Keeping up the existing park system will be adequate (4)

Hwy 96 barrier to movement (When will trails be ready?) (4)

Finish Tony Schmidt system (trail connections to park along Lk. Johanna Blvd., etc) (2)

Plow trails in winter (4)

When will TCAAP be ready (4)

Trail/signage connections (4)

Trail/road crossing possibility at Hamline and Snelling RR bridge (3)

Bridge over highway 10 (2)

Cooperation with the colleges (1,2,3,4)

Park and Rec info pamphlets etc. out to community (3)

Feeling of neighborhoods being landlocked (2 & 3)

Focus on non-motorized trail connections (1)

Make bridges usable for pedestrians and bikes and skaters/rollerbladers. (1,2,3)

Loop bike route around Lake Josephine (1)

Create gathering places for kids within neighborhood parks (2)

Lindeys should stay a park (2)

County removed softball backstop in Tony Schmidt (2)

Storm water pond maintenance is needed - i.e. pond by Tiller Lane and south end of Creapau Park. Siltation and debris. Need maintenance plan involving City, homeowners, county and Rice Creek Watershed. Runoff comes from Lexington Avenue (1)

Crepeau as a neighborhood park w/play structure (2)

Lack of water supply at parks is not a priority issue for users.(1&2)

Large roads are barriers which require people to drive to reach nearby parks (1&2)

People aren't aware of the City parks and trails (1)

Better park identification signs are needed & signs showing trail connections, etc. (1,2,3)

Add "children playing" or "park - slow" traffic safety sign near the parks.(1)

Need safe access from neighborhoods to parks (3)

- Ingraham & Assoc. to help facilitate county involvement in Arden hills park improvements (2)
- Explore trail options w/west Lake Johanna (2)
 - alleviate problems w/ “danger trails” (i.e. auto traffic conflicts, etc.)
 - displacement of trail users to Old Snelling and New Brighton Blvd.
- Loop trail needed to move trail users off streets (2&3)
- Skating trail/canal? (3)
- Site specific park amenities vs. generalized park amenities (3)
- Priority for a comprehensive trail system(w/ Ramsey Co. participation)
- Larger skating surfaces (3)
- Trail connections to North side of A.H. (and vice versa) (2)
- Round Lake polluted, no access (2)
- Limit Truck traffic on Johanna Lake Rd (vehicle weight limit) (2)
- Trail option south of Presbyterian homes (2)
- Fifty/fifty split for paved/ non-paved trails (2)
 - safety areas or specific use (ie biking) could be paved (2)
 - smaller/less traffic trails should be unpaved? (2)
- Emphasis on ease of use (2)
- Emphasis on connectivity (2)
- Off-leash dog park ? (2)
- No railroad gravel on trails for biking use! (2)
- Low desire for A.H. indoor recreation facility
- “Tear drops” to signify “park entrances” and usages (2)
 - used as traffic calming strategy along pedestrian thoroughfares.
- Help from Shoreview with trail connection to Shoreview (i.e. funding) (2)
- Partnerships with neighbor communities utilizing resources (3)

Site Specific Comments

Sampson Park-

- New playground structure is too small (2)
- designed for tots? (2)

Royal Hills Park -

- Trail connection to North Heights Church (4)
- Dog Waste container (4)
- B Ball Field – T ball only (4)
- Parking not sufficient / check on why no parking signs exist (4)

Valentine Park -

- Raise grade, effective drainage vs. incremental improvements (3)
- Park is integral to the community (3)
- Need path/entrance to park from neighborhood (3)
- Flooding of parking lot vs. infield/ grade issues (3)
- Picnic tables with shade (3)
- Swings (3)
- Reconsider layout of park (parking orientation parallel to Lake Valentine Road , grading etc...) (3)

Hazelnut Park -

- Need better maintenance of park land (2)
 - dead tree removal
 - trimming of trees / grasses
- Auto traffic on pedestrian trails is major problem (2)
- Hazelnut trails do not accommodate biking / roller blading, etc. (2)
- Wider trails (2)
- Need benches/seating (2)
- Invasive species problems / “Chinese elms” (2)
- Delineate sides of trail for “walkers”/ “bikers” (2)
- Fix dilapidated fencing (2)
- Hockey “dropoff” problem (2)
 - add lights from church parking to hockey rink
 - pave hockey rinks (3)
- Sledding / skating conflict (2)

Round Lake Park -

- Relocate A.H. community gardens to Round Lake (3)
- Leave as open space? (3)
- Trail link to the west (3)
 - to RR bridge and Long Lake

Charles Perry Park -

- Re-evaluate use of space during all seasons
- Off-road dirt bike trails (3)
- Portable skate parks
- Bridge easement issues / improve trails and access to park (2&3)
- Seating needed at new playground (2)
- Ages of play structures? (2)
- Water fountain? (2)
- Shelter shade structure? (2)
- Formal trail needed on south side? (2)
- Erosion problems (2)
- Road divides hockey rink and warming house (2&3)
- “No golfing” signage on west and south sides of park (2)
- Half court basketball w/backstop (2)
- Paved surface / courts inside hockey rinks for summer use (2&3)
- Park programming for Perry? (2)
- Location of play structure / safety issues / relocate closer to warming house (3)
- Add recreational skating rink? (3)
- Add bridge and trails across the swamp? (3)

Crepeau Park -

- Add a childrens play area for the Hunters Park Neighborhood (1)
- Add playground equip. by Benton Way (1)
- The wood chip trails are nice (1)
- Need Buckthorn (invasive species) removal and woodland management (1&2)

Boy Scout project (1)
-Bridge or stone crossing for wildlife (1)
- add bird houses (1)
-Re-plant prairie area (1)
MSI restricts bike and inline trail use
Water off Lexington-weeds (2)
-Water quality-erosion
-Management/maintenance of storm ponds
Add picnic tables and trash cans (1)
A trail map is needed (1)
Species diversity (2)

Ingerson Park -

Can a “back way” (easement) trail to Ingerson Park be found? (1)
Keep the sliding hill (1)
Frisbee golf might be a good use if it does not interfere with sliding (1)

Lindey’s Triangle Park -

Keep Lindey’s as a park, replace the backstop (1)
Keep it for flexible open play space (1&2)
Kites (2)
Soccer (2)
Parking issues (2)
Lacrosse (2)
Softball (2)
Add an exercise station (1&2)
Parking can be a problem on the street (1)
Need park sign. (2)
Need traffic sign for park (2)
Sitting benches on hill overlooking Lindey’s Triangle (in between crab trees) (4)

Freeway Park -

Parking is dangerous in the winter, need a barrier between the rinks and the parking area (1)
Need security lighting in the lower area (1)
Need protective fencing around the hockey rink (1)
Add a tennis court and backboard (1)
The path to the ice rink is steep and icy (1)
Pave the rink for summer use (1)
Have a full court basketball in the lower area (1)
Need guard rails between the TH51 southbound entrance ramp and the park (1)
Add park safety sign on Co. Rd. E (1)
Balance open skating and parking (1)
Barriers / guard rail for ramp (1)

Chatham Trails -

- Trail surface unpaved, but not dirt (3)
- Maintain mixed trail surfaces paved/unpaved (3)
- Trail to Venus Ave (3)
 - priority for surface upgrade
 - currently used by many groups
- Ongoing community involvement/volunteering (3)
- Lacrosse/soccer field use (3)

Cummings Park -

- No water in the park (4)
- Limited parking / need more (4)
- Signage (4)

Floral Park -

- Long walk to ball field (4)
- Parking (4)
- Water? (4)
- North / West trail connection (4)
- Water problem/ highway rain (4)
- Drainage issue on trails (4)
- More tennis courts (4)

C. Trail Segment Analysis

Individual trails within the City were rated by members of the PTRC based on a variety of criteria: (See Trail Identification Map)

Trail Segment A (Orange), North Snelling Avenue to Highway 96

Roughly a mile of bituminous trail located in a valley between residential back yards. The trail has been rated well, although it is recommended that additional resting areas be considered and landscaping to provide some separation from back yards where appropriate.

Trail Segment B (DK Blue), Lake Johanna Blvd

Lake Johanna Blvd is a paved shoulder trail on a county road. The trail is well used and the traffic levels are high. The surface condition of the trail has been rated as below average. The City should work with the county to provide adequate maintenance of the trail and to provide a detached trail where possible, work to reroute truck traffic to other roads, and maintain lower speeds. This trail has great potential as Lake Johanna Blvd. will need reconstructing in the near future. The City should partner and work with Ramsey County, Northwestern College and MNDOT to provide a looped trail around Lake Johanna.

Trail Segment C (Red), Sampson / Hazelnut Trail

The bituminous trail is well maintained with only a few cracks and damaged areas and is aesthetically pleasing. The trail terminates with a flower garden at Cleveland Avenue. The trail accesses Sampson and Hazelnut Parks where there is adequate seating and facilities. A trail sign and map is recommended at the trail ends with landscaping.

Trail Segment D (Peach) New Brighton Road to County Road E

This trail is a narrow paved shoulder. The pavement narrows at the railroad bridge and is dangerous. It is recommended that this trail be upgraded when New Brighton Road or the railroad bridge are reconstructed. Segments of this trail should be detached from the roadbed as possible. This project will require a working relationship with the railroad and Ramsey County.

Trail Segment N/A, Trail in Sampson / Hazelnut Trail

The bituminous trail received an above average rating. The surface is rough for inline skating, but has adequate width and length. Maintenance was rated as poor with erosion deposits in low areas. There are adequate resting places, however, the benches appear to be unused. Relocation of the benches should be considered. The aesthetic appearance of the trail corridor was poorly rated. Improved landscaping is recommended.

Trail Segment E (Green), Cummings to Floral Park

The bituminous trail is varied in topography, partially shaded with good views, wild in appearance with adequately spaced and located resting areas. The trail surface is cracked and the trail is slightly overgrown with vegetation. The crossing at Hamline Avenue is difficult in spite of striped crosswalk. Maintenance is relatively good.

Trail Segment F (Magenta), Lexington Ave from County Road F to Tamarack

The detached bituminous trail is in average condition with some cracks and settling. There are no planned resting areas except for bus stops along the route. Landscaping is recommended to provide screening, traffic separation and seating areas where appropriate.

Trail Segment G (Brown), Hamline Avenue - Highway 96 to W. Floral Drive

Trail Segment H (Rust), West of Round Lake

Trail Segment I (Yellow), Valentine Lake Drive

Trail Segment J (Aqua), Highway 96

TRAIL SEGMENT IDENTIFICATION MAP

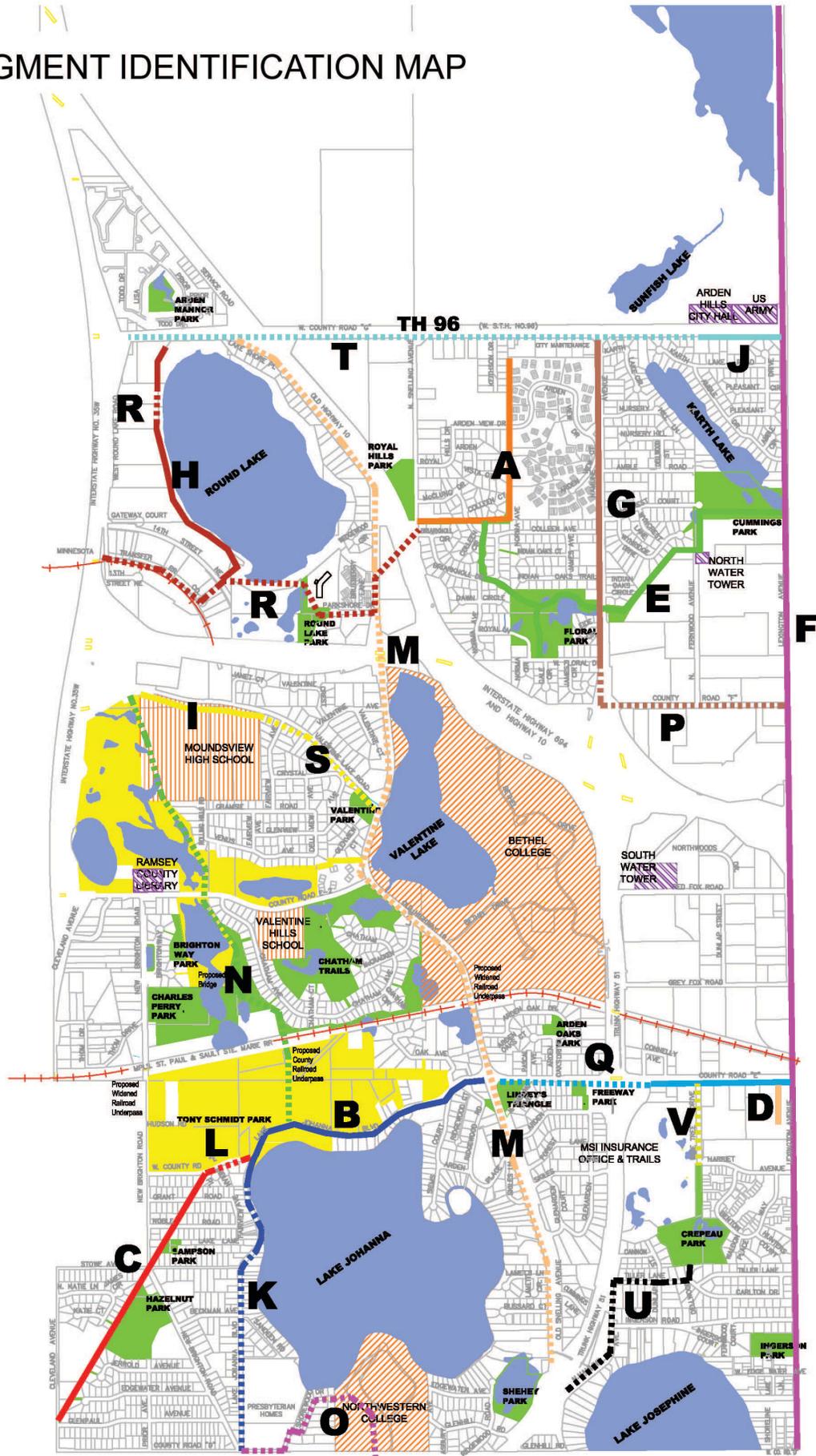
LEGEND

EXISTING TRAILS

-  TRAIL SEGMENT A
-  TRAIL SEGMENT B
-  TRAIL SEGMENT C
-  TRAIL SEGMENT D
-  TRAIL SEGMENT E
-  TRAIL SEGMENT F
-  TRAIL SEGMENT G
-  TRAIL SEGMENT H
-  TRAIL SEGMENT I
-  TRAIL SEGMENT J

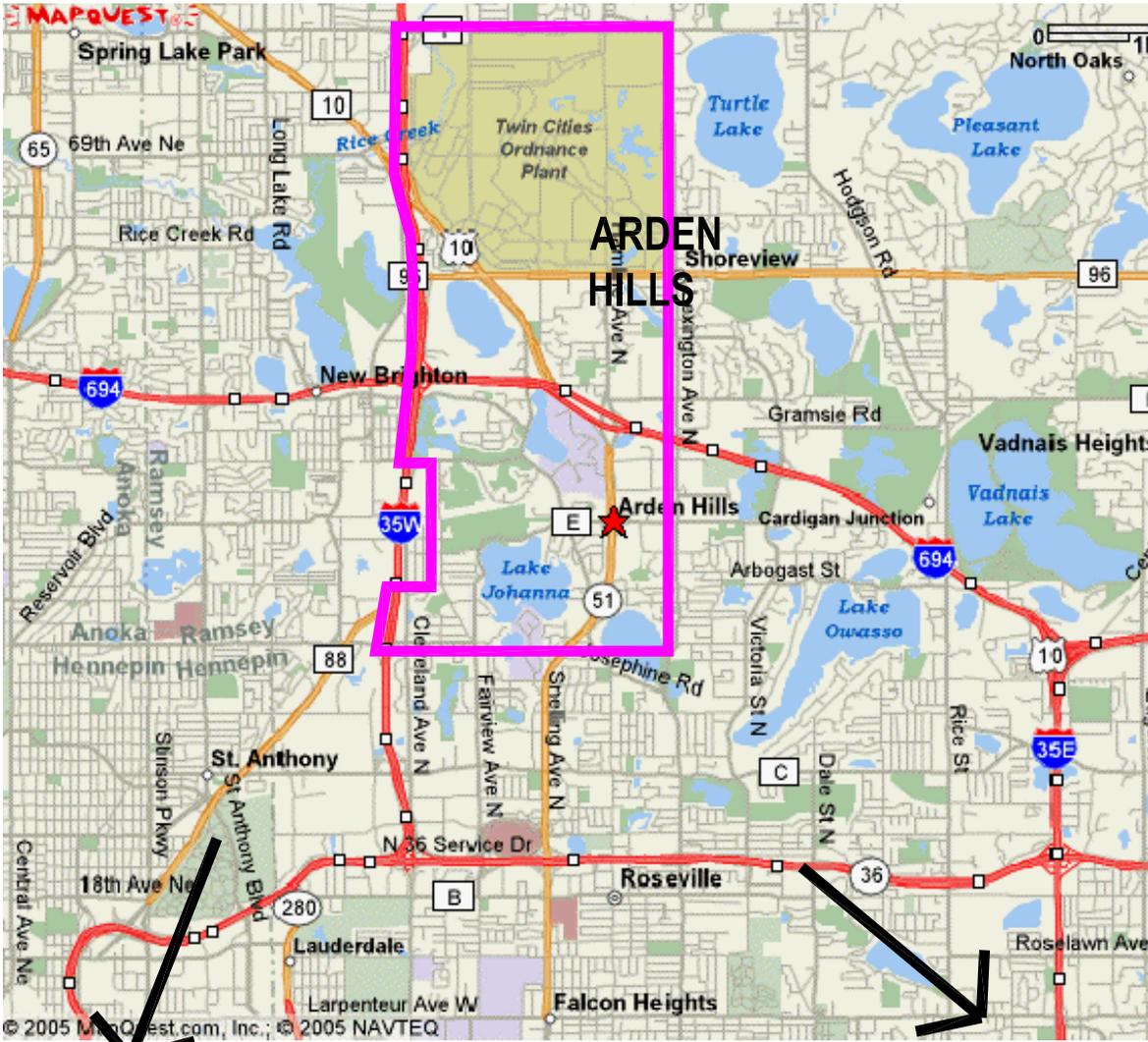
PROPOSED TRAILS

-  TRAIL SEGMENT K
-  TRAIL SEGMENT L
-  TRAIL SEGMENT M
-  TRAIL SEGMENT N
-  TRAIL SEGMENT O
-  TRAIL SEGMENT P
-  TRAIL SEGMENT Q
-  TRAIL SEGMENT R
-  TRAIL SEGMENT S
-  TRAIL SEGMENT T
-  TRAIL SEGMENT U
-  TRAIL SEGMENT V



DRAWING
NOT TO
SCALE

Figure A - City Location Map



MINNEAPOLIS

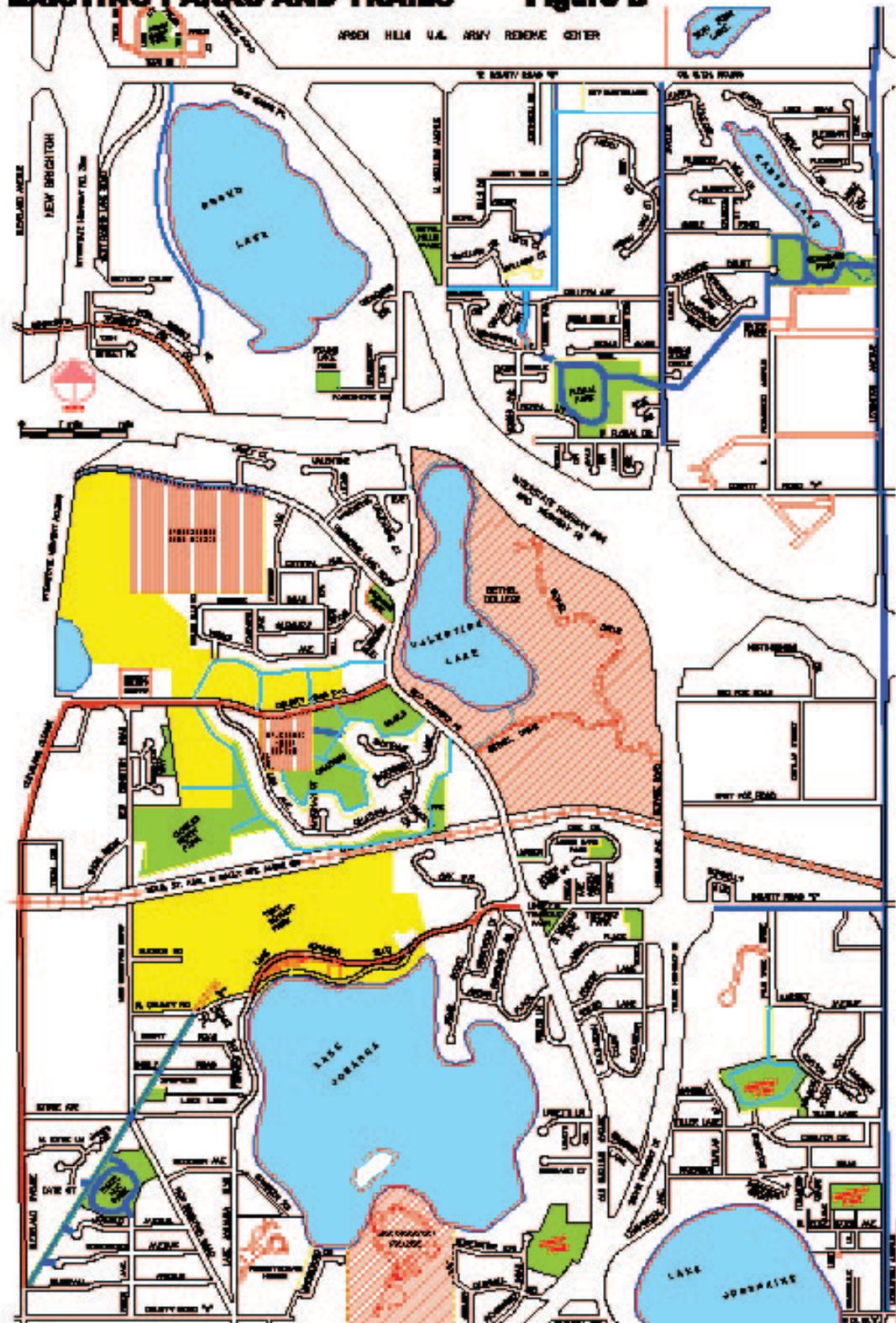
ST. PAUL



EXISTING PARKS AND TRAILS

Figure B

ARDEN HILLS U.S. ARMY RESERVE CENTER



- | | |
|---------------------------------|-----------------------------|
| City Parks | Asphalt Trails & Walks |
| Ramsey Co. Park And Open Spaces | Cross Hiking Trails |
| 621 School District | Existing On-Road Bike Lanes |
| Private Colleges | Private Road |
| | Rail Roads |

CITY OF ARDEN HILLS
PARKS AND RECREATION
PARK AND TRAIL SYSTEM



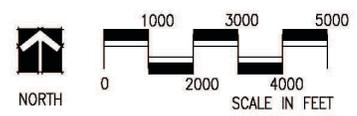
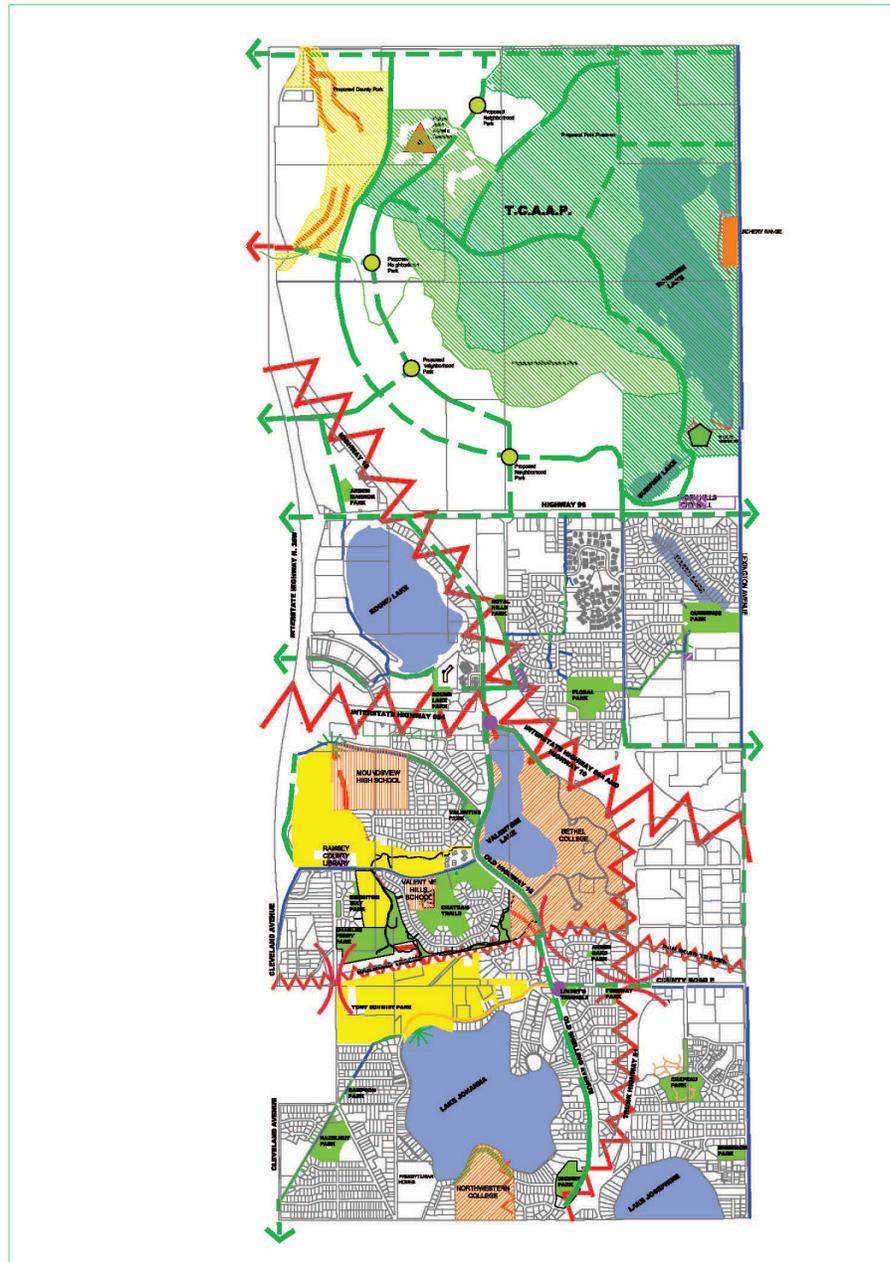
ISSUES & IDEAS MAP - Figure C

ISSUES

- 1) Highways 10, I-694, Hamline Avenue create physical barrier to movement.
- 2) Pedestrian access across TH 51 on County Road E inadequate.
- 3) Pedestrian access across major roadways difficult.
- 4) Railroad creates a physical barrier to movement.
- 5) New Brighton Road/Railroad underpass too narrow to accommodate trail access.
- 6) Park and Trail signs difficult to read or do not exist.
- 7) Trails incomplete around Valentine Lake.
- 8) Trails not interconnected.
- 9) Continued high quality of park and trail maintenance.
- 10) ADA accessibility improvements.
- 11) Park revitalization.

OPPORTUNITIES

- 1) Connect existing trails to each other and to isolated neighborhoods within the City.
- 2) Work with Ramsey County, the Rice Creek Watershed District and other stake holders to connect Rice Creek Park and Trails and to implement the T.C.A.A.P plan.
- 3) Develop consistent trail and park signage and identify individual trails.
- 4) Create trail connections to Rice Creek trails, Snail Lake Regional Park and other neighboring city trails.
- 5) Utilize railroad bridges for trail connections over Highway 10 and I-35W.
- 6) Encourage Ramsey County to implement a trail connection between Lake Valentine Road and Tony Schmidt Park.
- 7) Explore opportunities for a trail connection over Highway 10.
- 8) Work with Northwestern and Bethel Colleges to remove barriers to access trails.
- 9) Open space and environmental enhancements - ie. Crepeau Park and others.
- 10) Continual business support of parks and recreation.

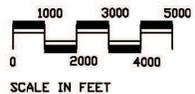
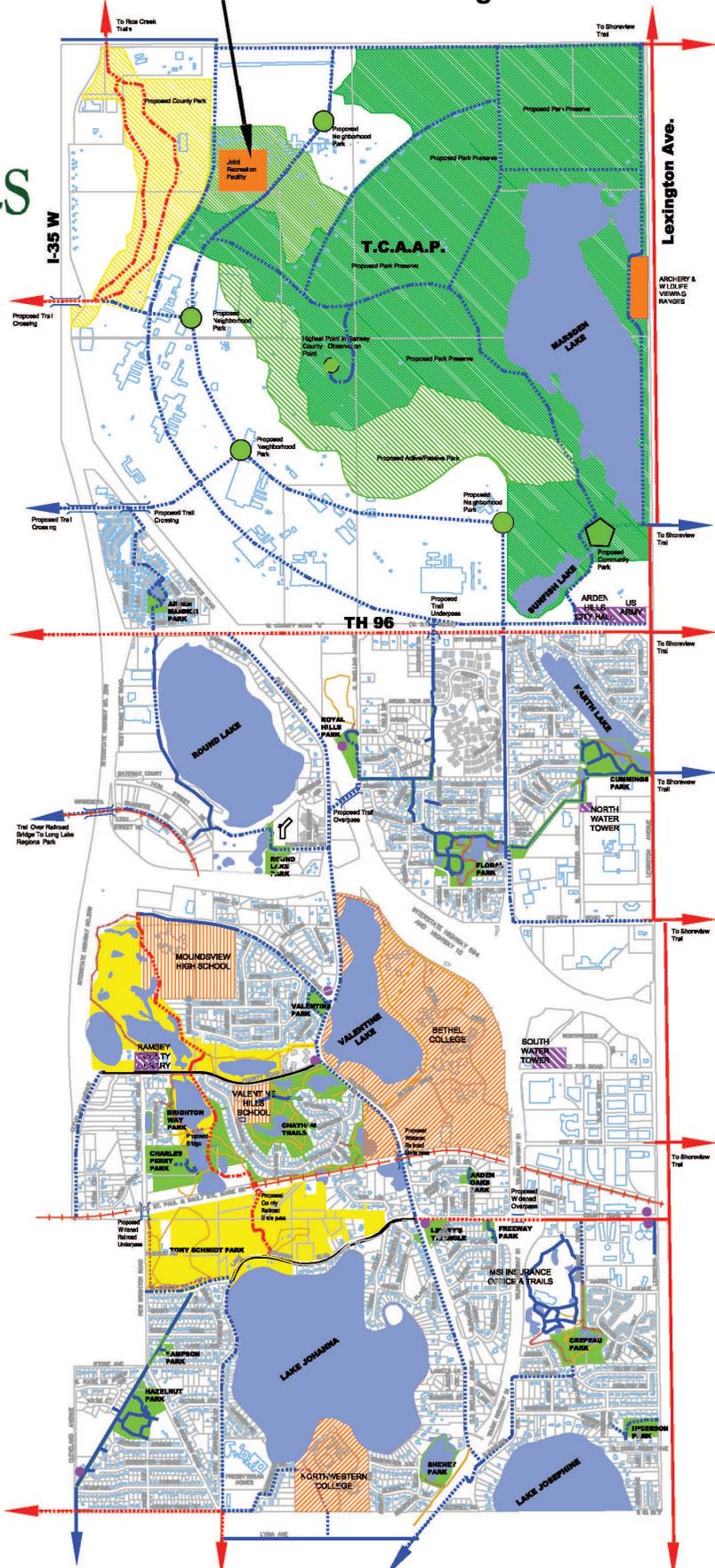


COMPREHENSIVE PARKS, TRAILS & OPEN SPACE PLAN - Figure D



LEGEND

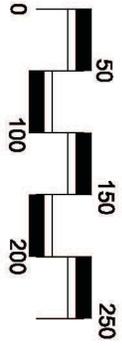
- EXISTING CITY PARK
- EXISTING COUNTY PARKS
- PROPOSED NEIGHBORHOOD PARK (TCAAP)
- PROPOSED CITY PARK PRESERVE (TCAAP)
- PROPOSED COMMUNITY PARK (TCAAP)
- PROPOSED ACTIVE/PASSIVE CITY PARK (TCAAP)
- PROPOSED COUNTY PARK
- EXISTING PAVED TRAIL - CITY
- EXISTING PAVED SHOULDER - COUNTY
- UNPAVED TRAIL
- PROPOSED UNPAVED TRAIL
- PROPOSED TRAIL - CITY
- PROPOSED TRAIL - COUNTY
- OTHER RECREATION FACILITY
- PUBLIC SCHOOLS
- PRIVATE COLLEGES
- INSTITUTIONAL PROPERTY
- COMMUNITY GARDENS



ARDEN MANNOR



NORTH



SCALE

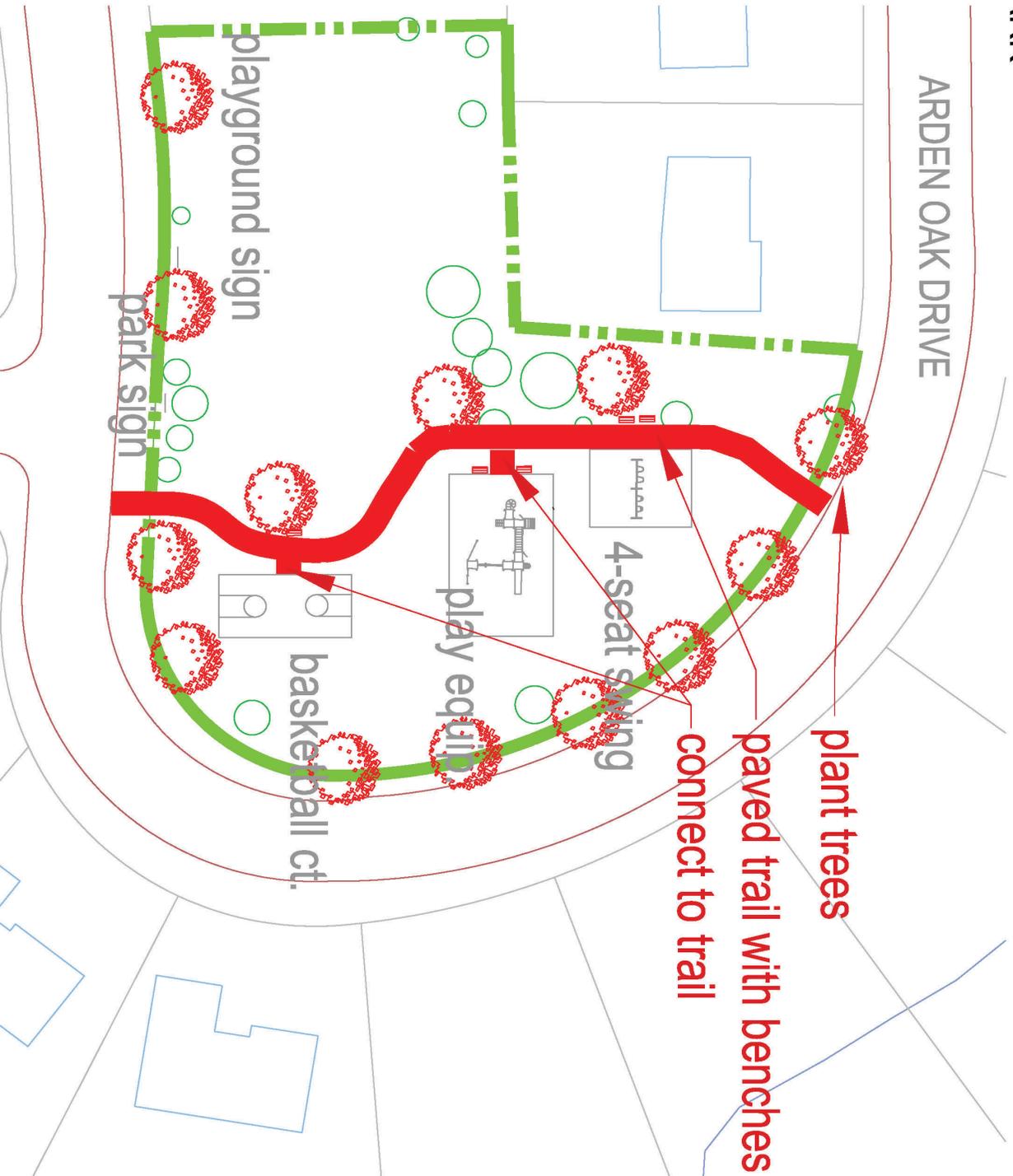
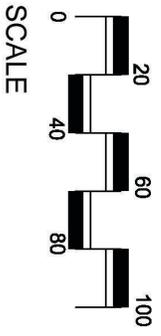


ARDEN OAKS PARK

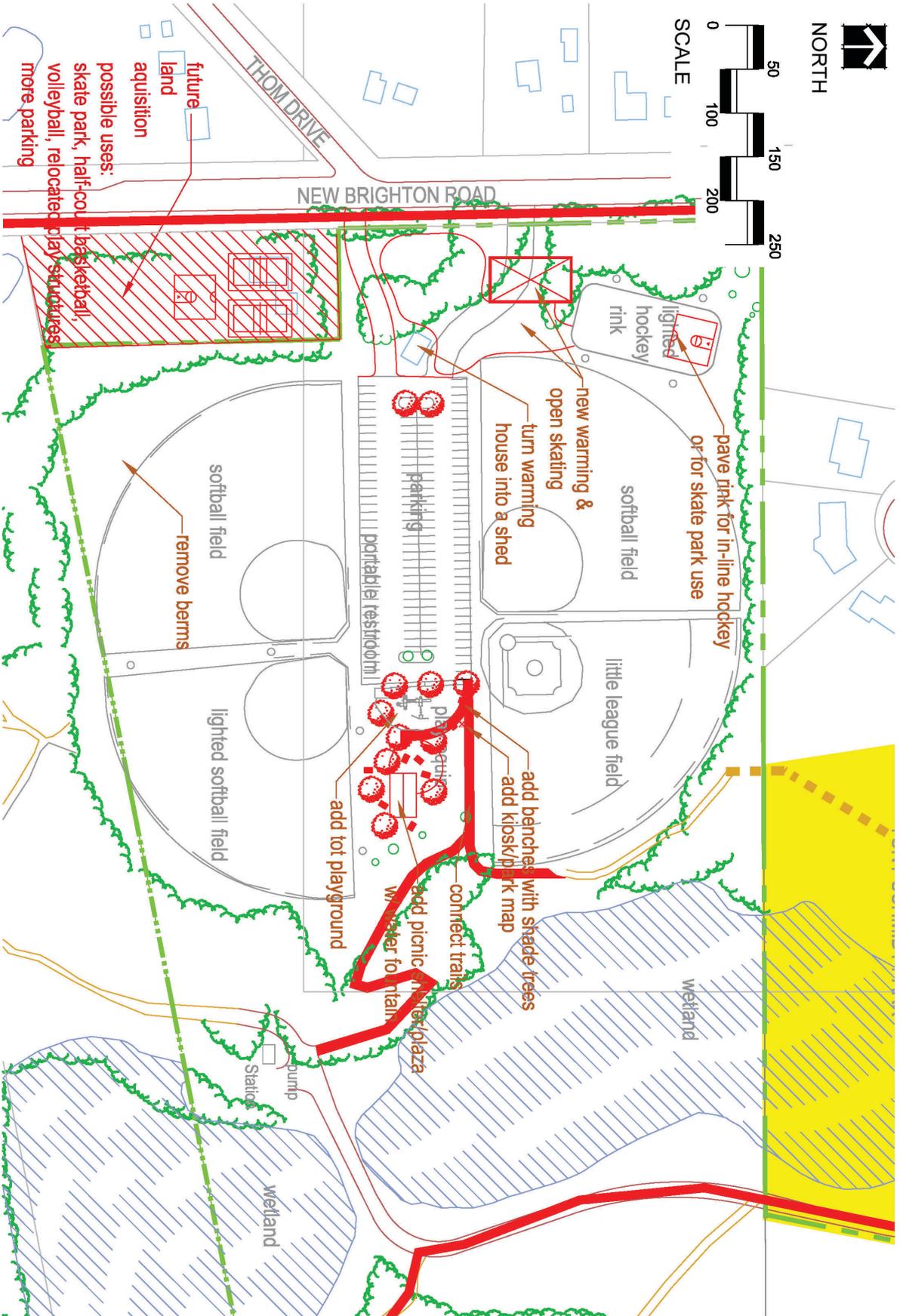
ARDEN OAK DRIVE



NORTH



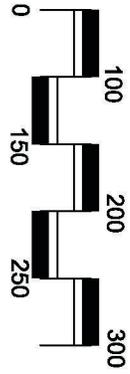
CHARLES PERRY PARK (ACTIVE AREA)



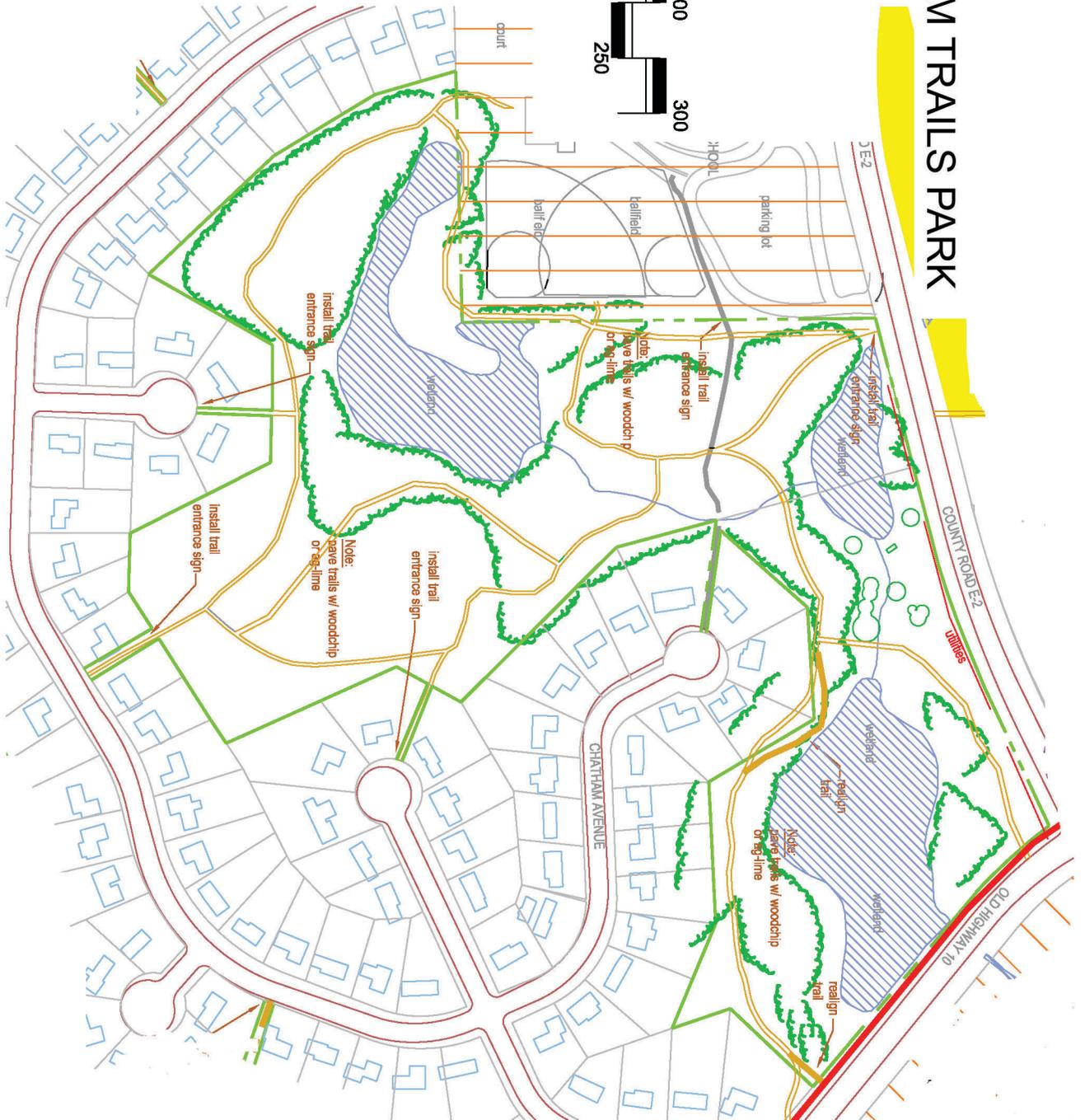
CHATHAM TRAILS PARK



NORTH



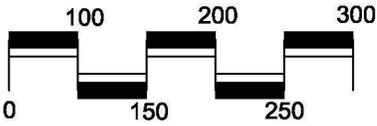
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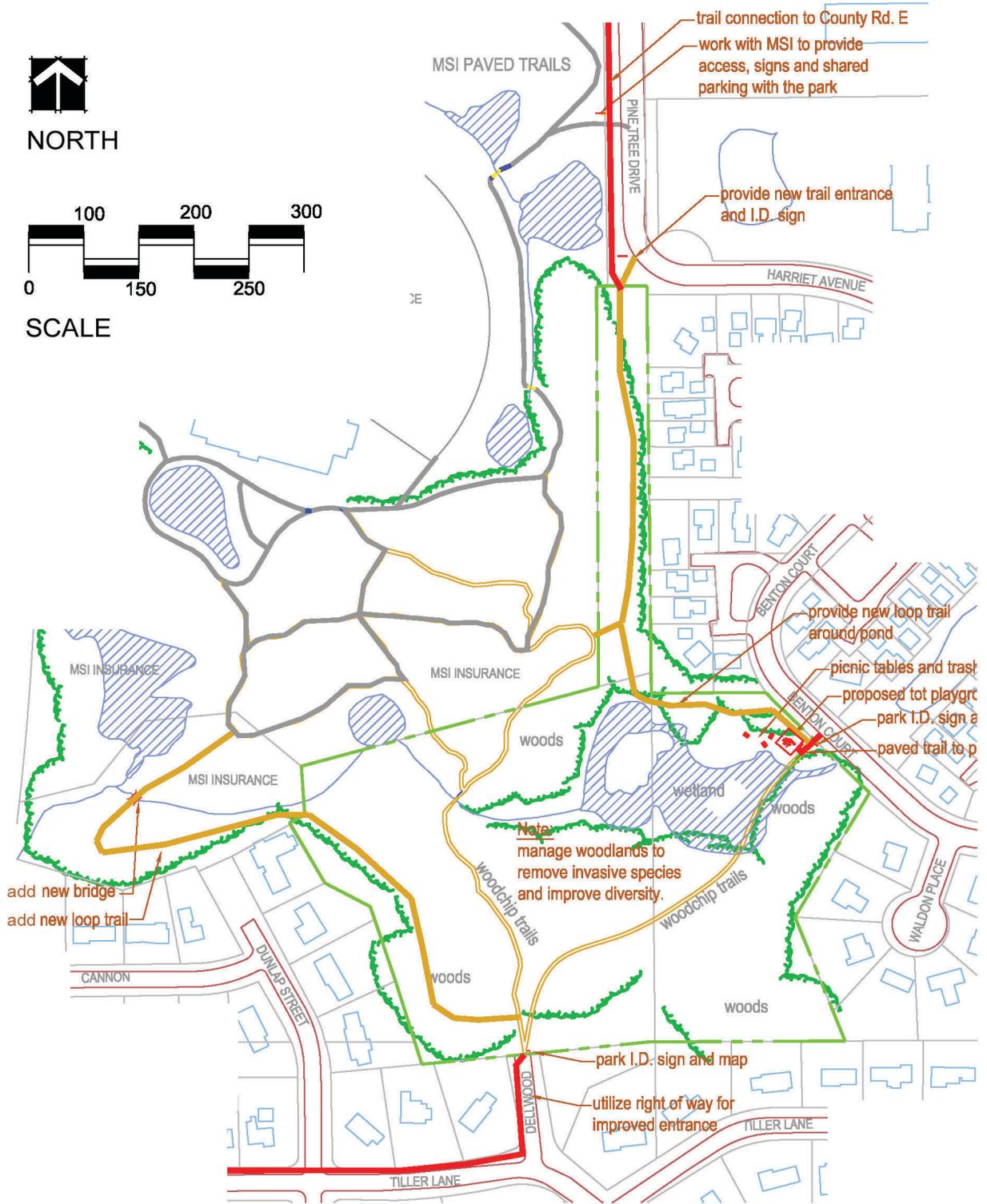
CREPEAU PARK



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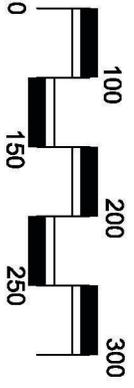
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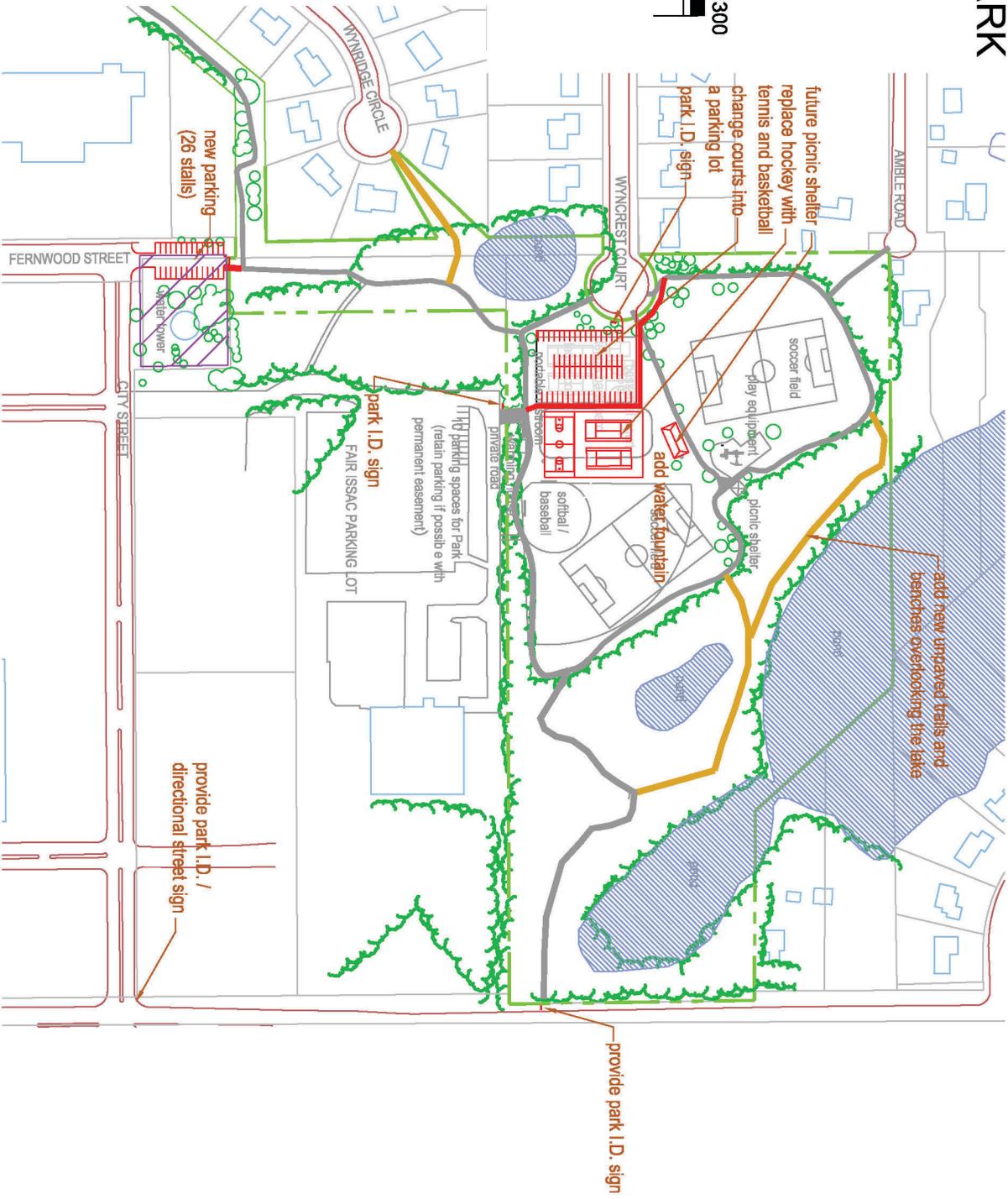
CUMMINGS PARK



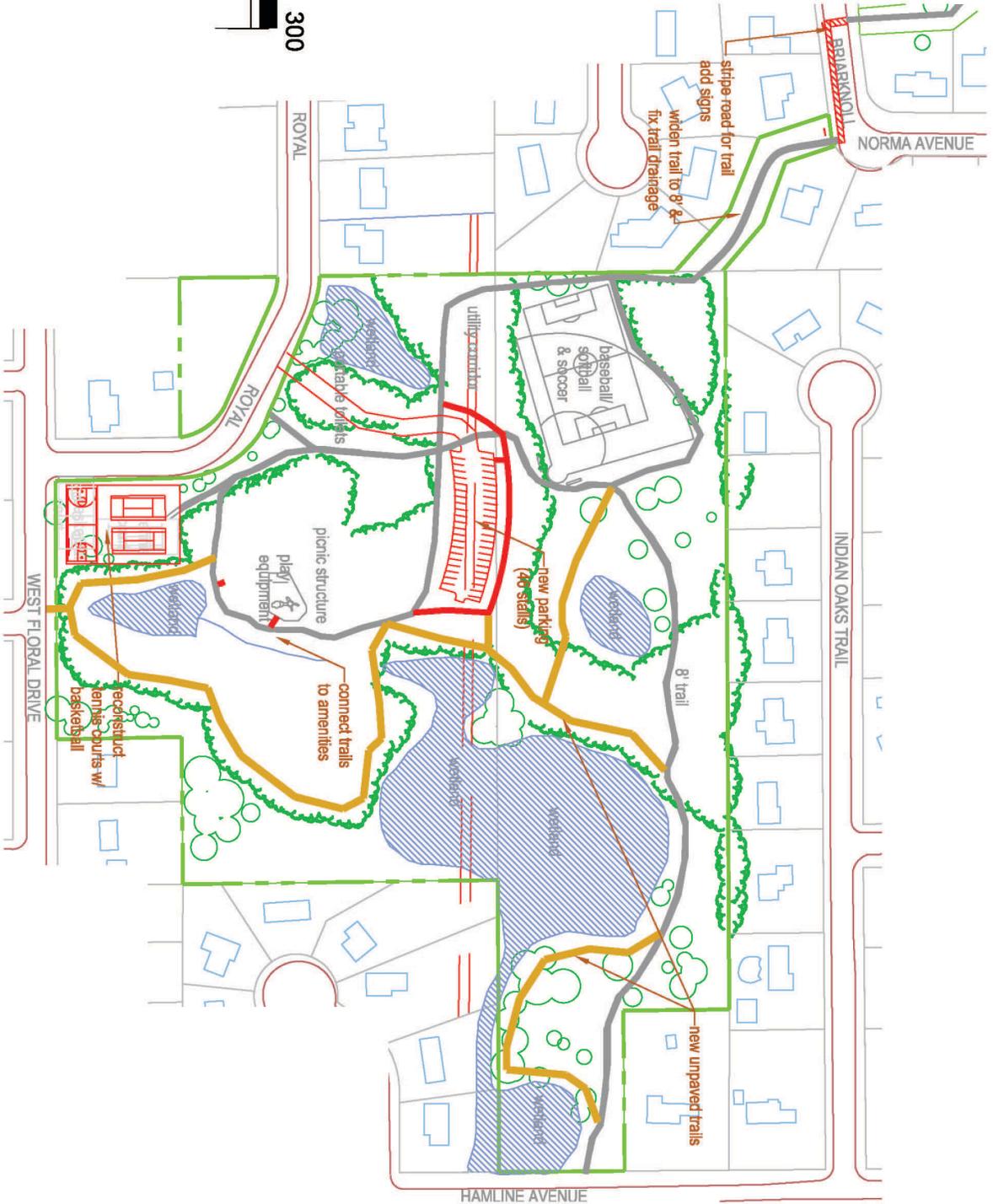
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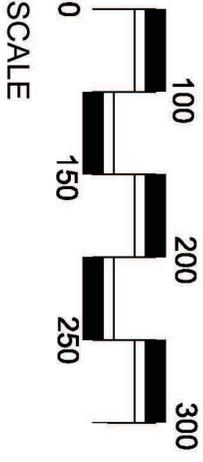
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FLORAL PARK



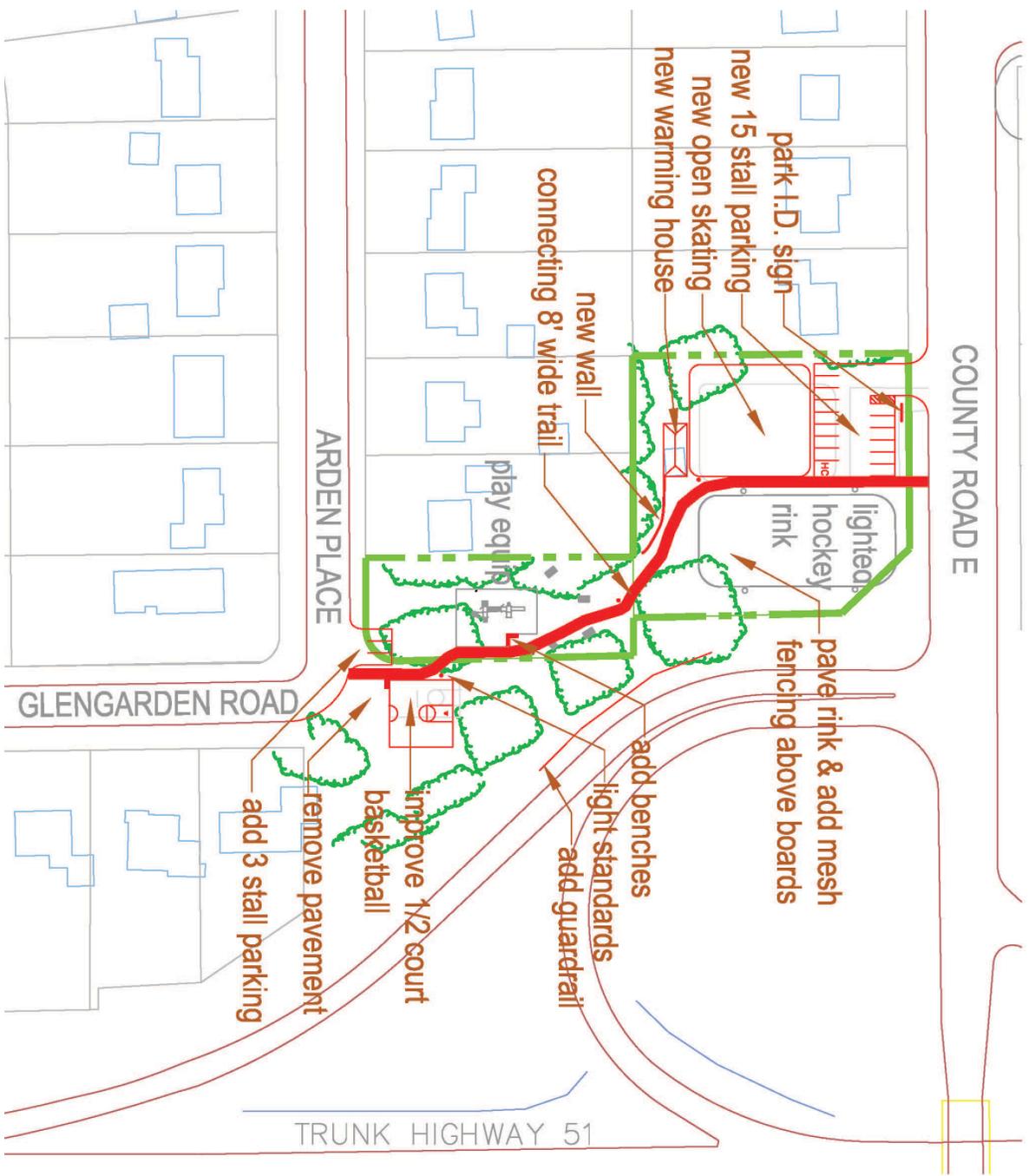
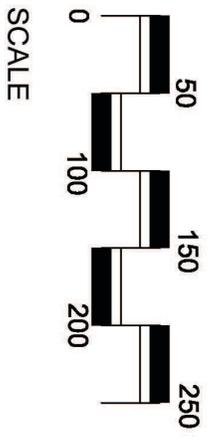
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FREEWAY PARK



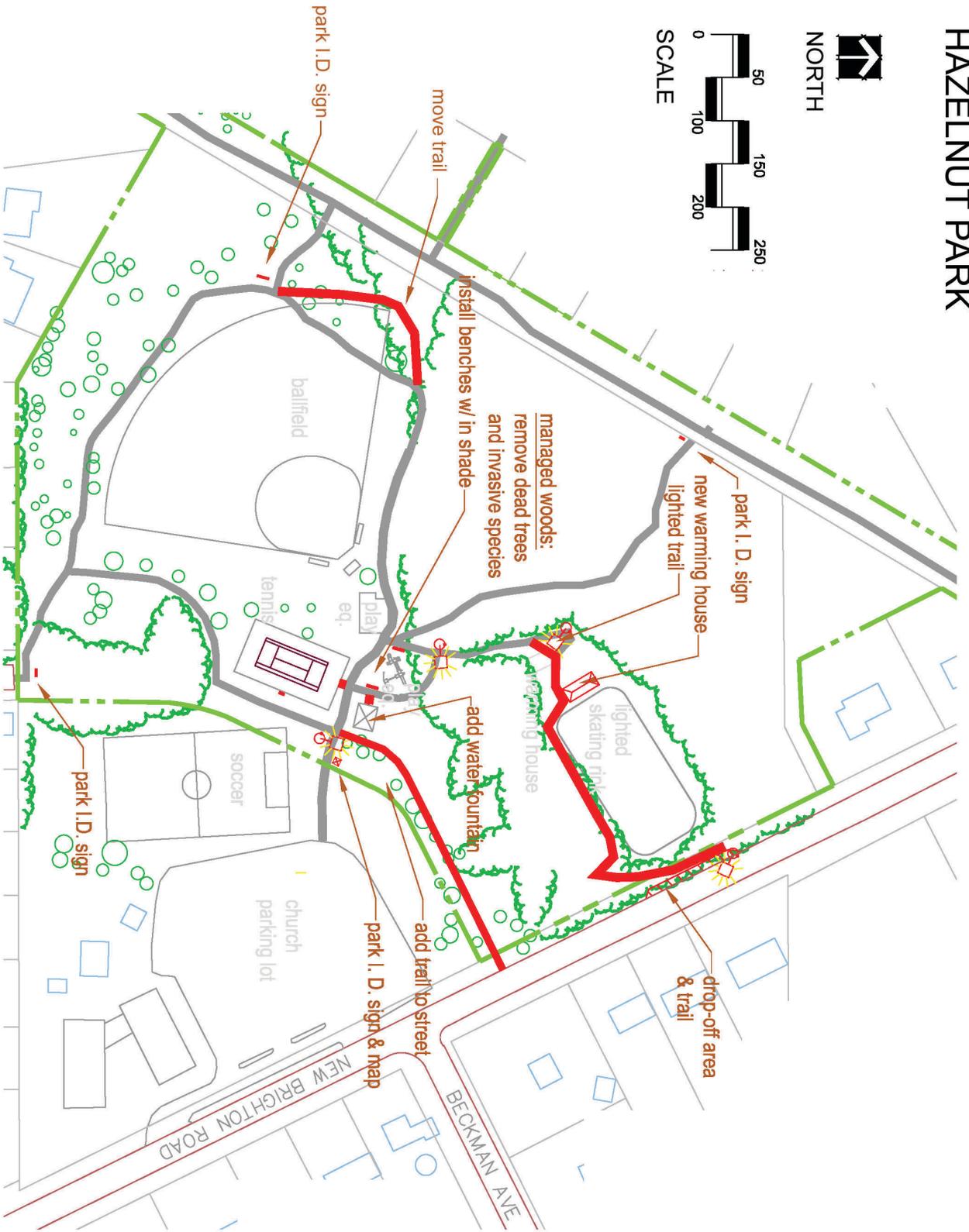
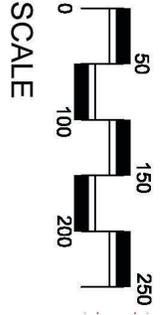
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HAZELNUT PARK



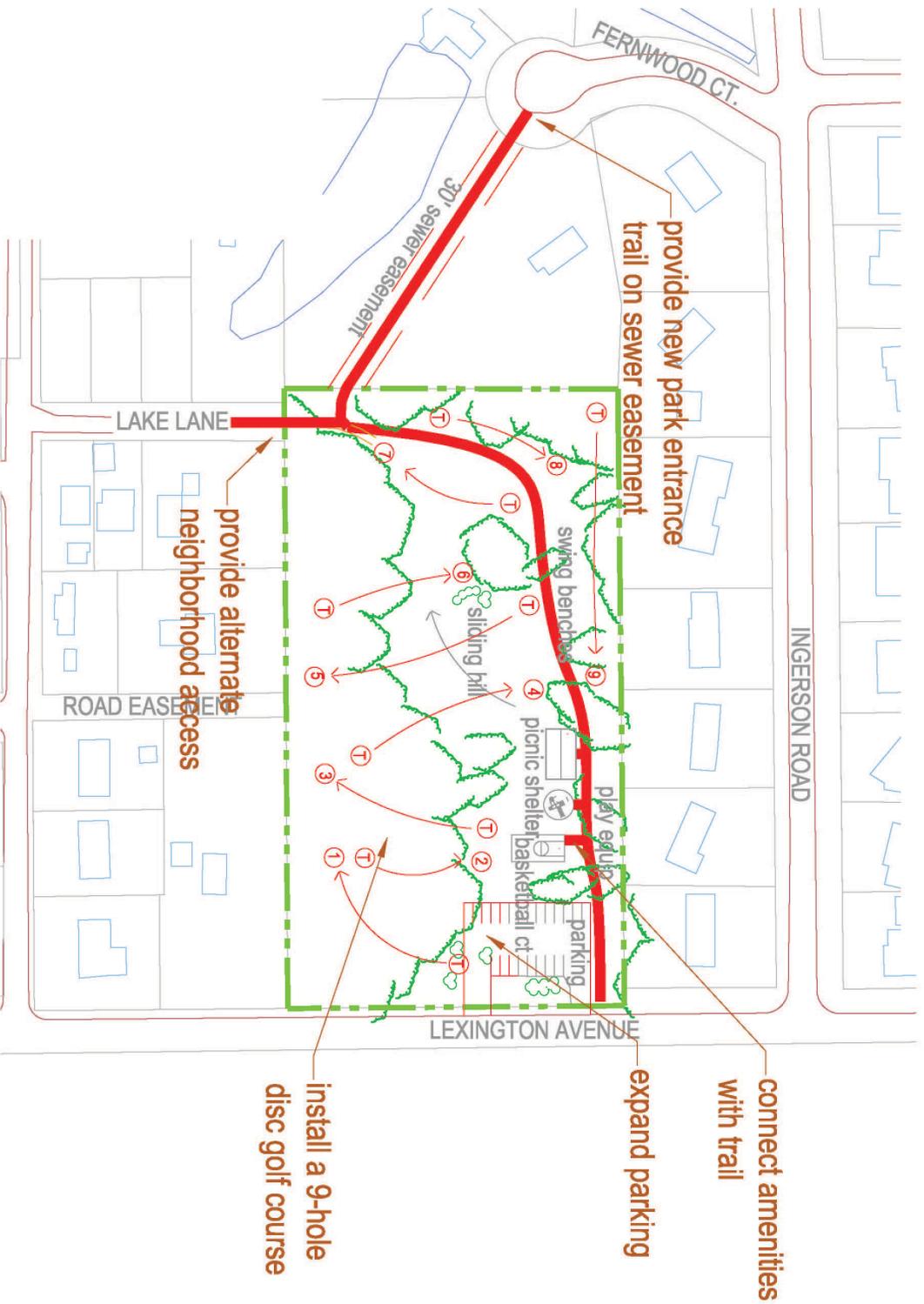
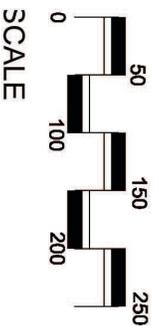
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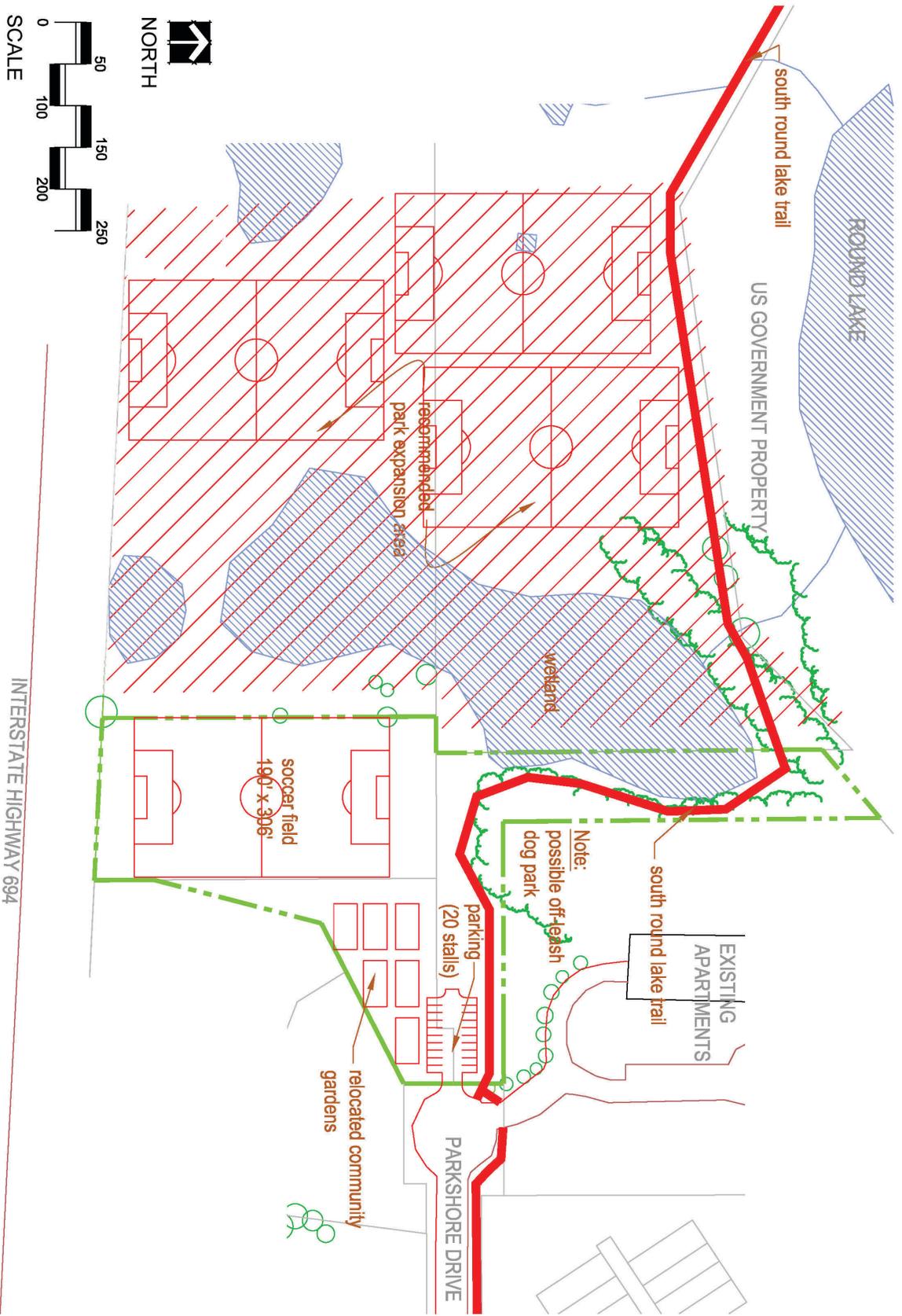
INGERSON PARK



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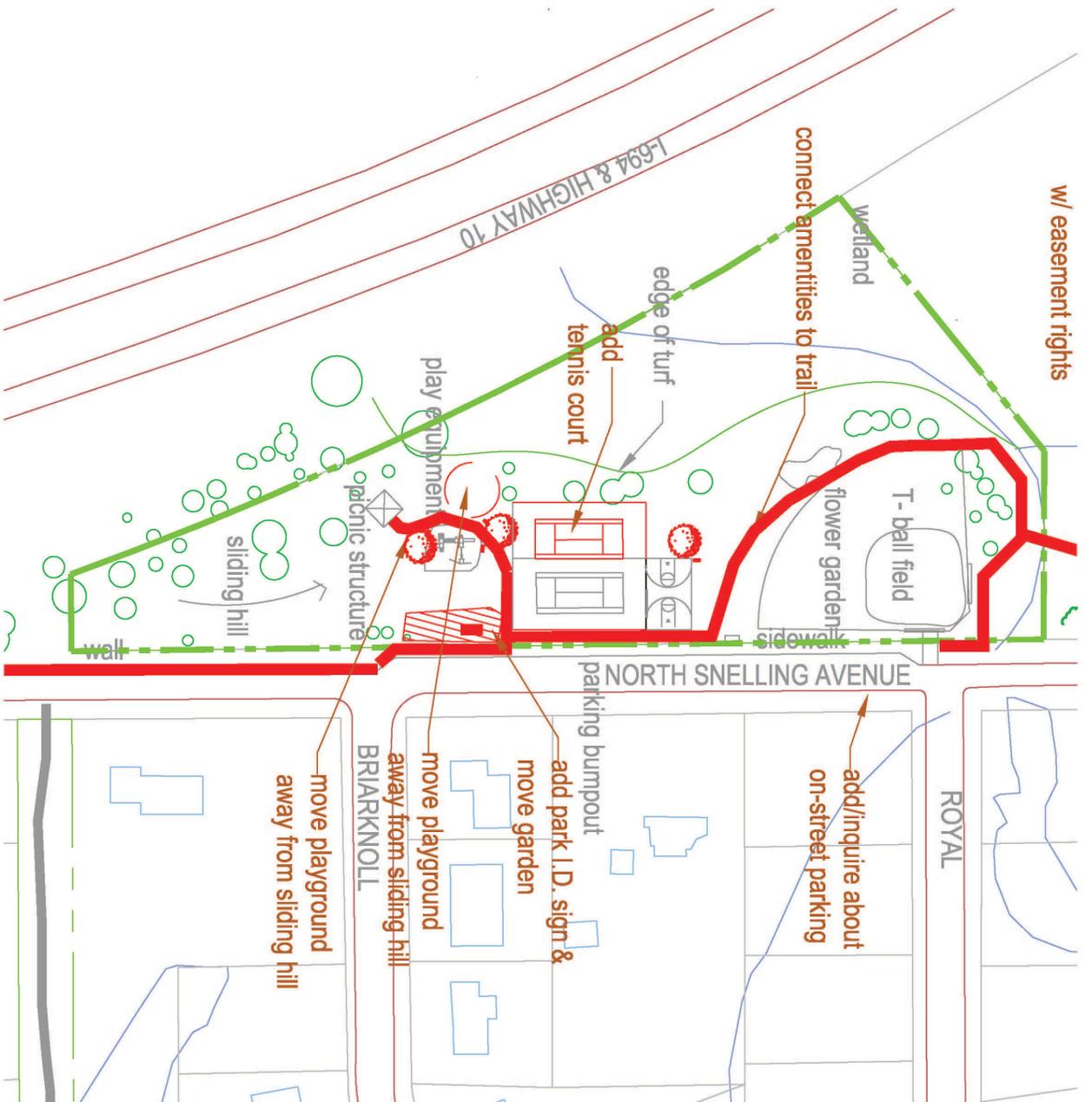
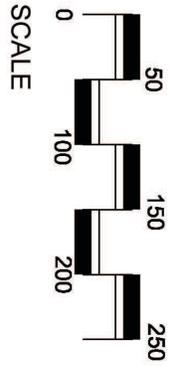
ROUND LAKE PARK



ROYAL HILLS PARK



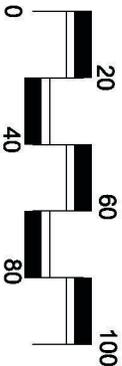
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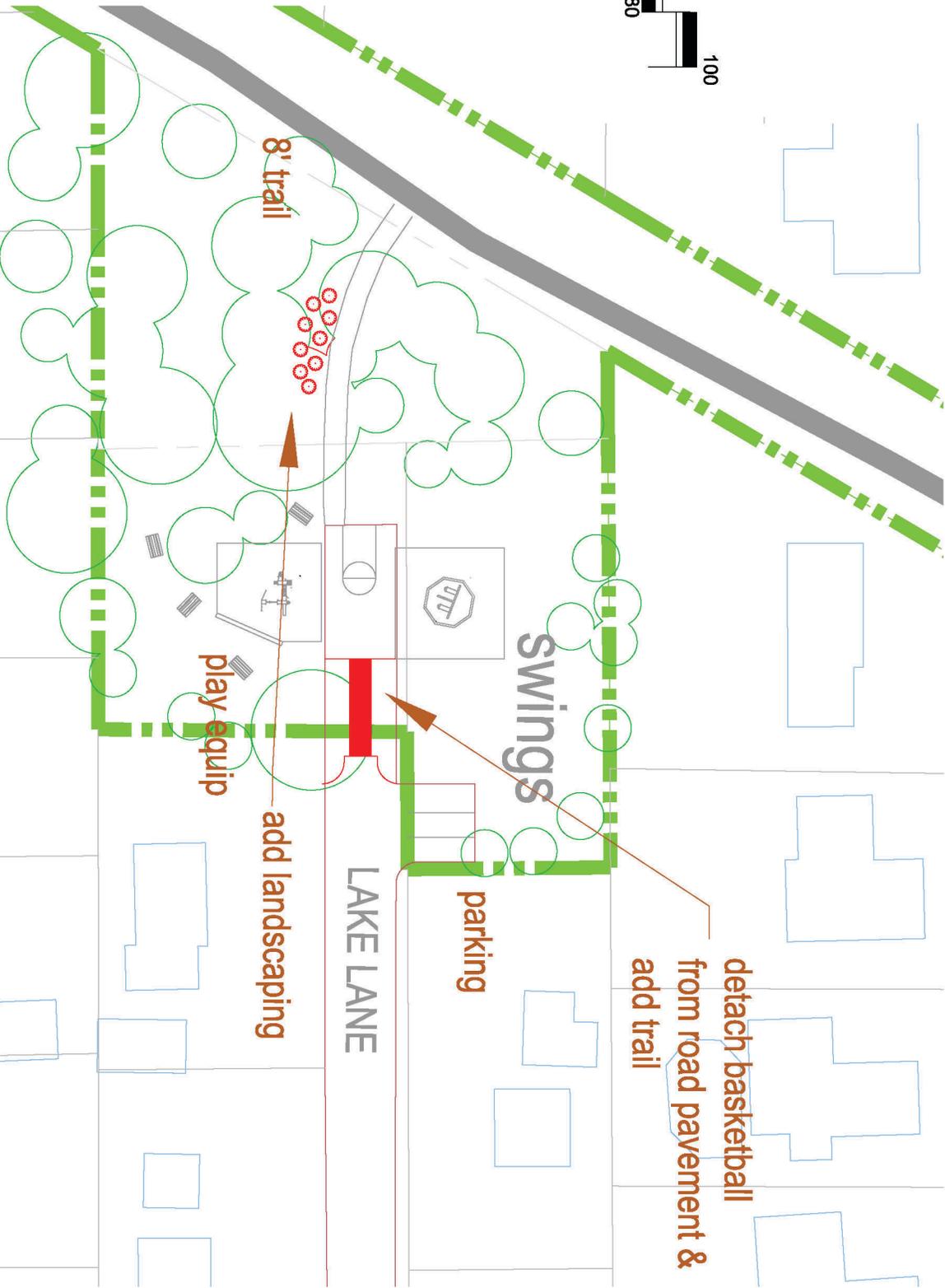
SAMPSON PARK



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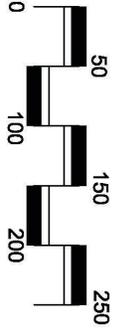
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SHEEHY PARK



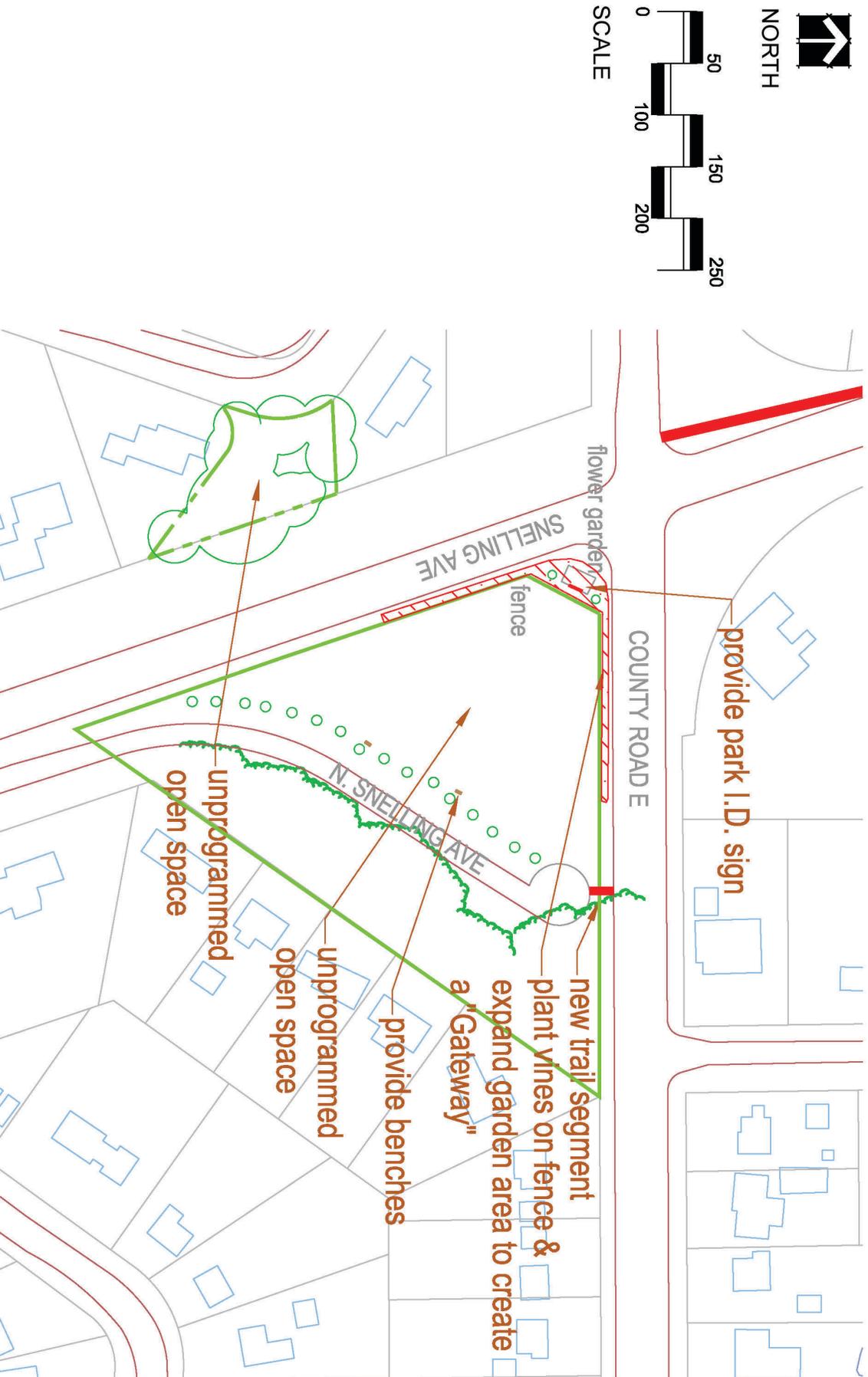
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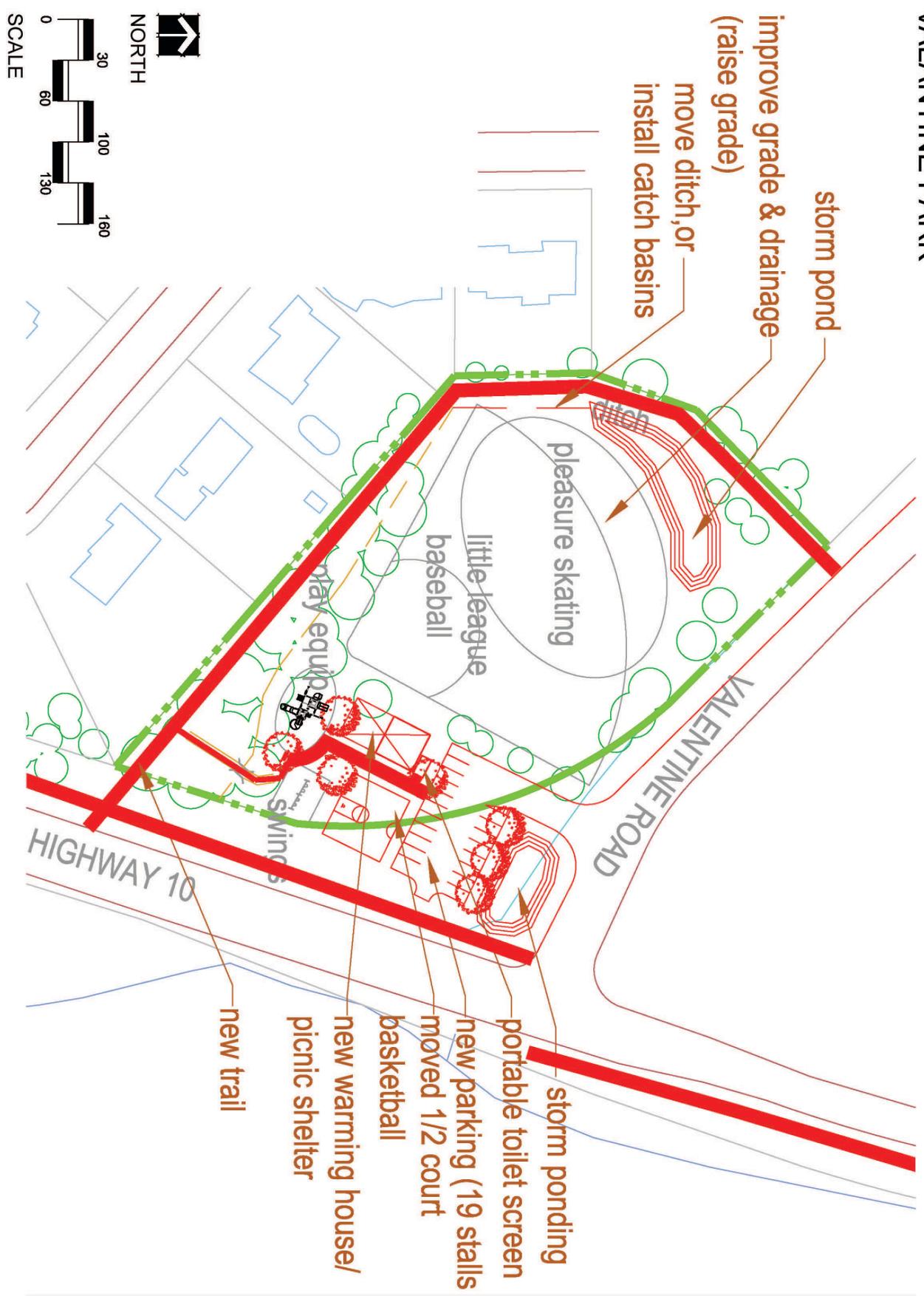
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LINDEY'S TRIANGLE PARK



VALANTINE PARK





DATE: March 21, 2016

TO: Honorable Mayor and City Councilmembers
Sue Iverson, Acting City Administrator

FROM: Ryan Streff, City Planner
Joel Jamnik, City Attorney

SUBJECT: Organized Collection Discussion – TCAAP/RCC

Requested Action

Discuss the organized collection process for the TCAAP/RCC property.

Background

During the Planning Commission 2016 Work Plan discussion on January 19, 2016, the Council requested that organized collection for TCAAP/RCC be added to the 2016 Work Plan.

City Attorney, Joel Jamnik will provide an oral review of the organized collection process during the City Council Work Session on March 21, 2016.

Attachments

- A. MN Statute 115A.94 - Organized Collection

115A.94 ORGANIZED COLLECTION.

§

Subdivision 1. **Definition.**

"Organized collection" means a system for collecting solid waste in which a specified collector, or a member of an organization of collectors, is authorized to collect from a defined geographic service area or areas some or all of the solid waste that is released by generators for collection.

§

Subd. 2. **Local authority.**

A city or town may organize collection, after public notification and hearing as required in subdivisions 4a to 4d. A county may organize collection as provided in subdivision 5. A city or town that has organized collection as of May 1, 2013, is exempt from subdivisions 4a to 4d.

§

Subd. 3. **General provisions.**

(a) The local government unit may organize collection as a municipal service or by ordinance, franchise, license, negotiated or bidded contract, or other means, using one or more collectors or an organization of collectors.

(b) The local government unit may not establish or administer organized collection in a manner that impairs the preservation and development of recycling and markets for recyclable materials. The local government unit shall exempt recyclable materials from organized collection upon a showing by the generator or collector that the materials are or will be separated from mixed municipal solid waste by the generator, separately collected, and delivered for reuse in their original form or for use in a manufacturing process.

(c) The local government unit shall invite and employ the assistance of interested persons, including persons licensed to operate solid waste collection services in the local government unit, in developing plans and proposals for organized collection and in establishing the organized collection system.

(d) Organized collection accomplished by contract or as a municipal service may include a requirement that all or any portion of the solid waste, except (1) recyclable materials and (2) materials that are processed at a resource recovery facility at the capacity in operation at the time that the requirement is imposed, be delivered to a waste facility identified by the local government unit. In a district or county where a resource recovery facility has been designated by ordinance under section [115A.86](#), organized collection must conform to the requirements of the designation ordinance.

§

Subd. 4.

[Repealed, [2013 c 45 s 7](#)]

§

Subd. 4a. **Committee establishment.**

(a) Before implementing an ordinance, franchise, license, contract, or other means of organizing collection, a city or town, by resolution of the governing body, must establish an organized collection

options committee to identify, examine, and evaluate various methods of organized collection. The governing body shall appoint the committee members.

(b) The organized collection options committee is subject to chapter 13D.

§

Subd. 4b. Committee duties.

The committee established under subdivision 4a shall:

(1) determine which methods of organized collection to examine, which must include:

(i) a system in which a single collector collects solid waste from all sections of a city or town; and

(ii) a system in which multiple collectors, either singly or as members of an organization of collectors, collect solid waste from different sections of a city or town;

(2) establish a list of criteria on which the organized collection methods selected for examination will be evaluated, which may include: costs to residential subscribers, miles driven by collection vehicles on city streets and alleys, initial and operating costs to the city of implementing the organized collection system, providing incentives for waste reduction, impacts on solid waste collectors, and other physical, economic, fiscal, social, environmental, and aesthetic impacts;

(3) collect information regarding the operation and efficacy of existing methods of organized collection in other cities and towns;

(4) seek input from, at a minimum:

(i) the governing body of the city or town;

(ii) the local official of the city or town responsible for solid waste issues;

(iii) persons currently licensed to operate solid waste collection and recycling services in the city or town; and

(iv) residents of the city or town who currently pay for residential solid waste collection services; and

(5) issue a report on the committee's research, findings, and any recommendations to the governing body of the city or town.

§

Subd. 4c. Governing body; implementation.

The governing body of the city or town shall consider the report and recommendations of the organized collection options committee. The governing body must provide public notice and hold at least one public hearing before deciding whether to implement organized collection. Organized collection may begin no sooner than six months after the effective date of the decision of the governing body of the city or town to implement organized collection.

§

Subd. 4d. Participating collectors proposal requirement.

Prior to establishing a committee under subdivision 4a to consider organizing residential solid waste collection, a city or town with more than one licensed collector must notify the public and all

licensed collectors in the community. The city or town must provide a 60-day period in which meetings and negotiations shall occur exclusively between licensed collectors and the city or town to develop a proposal in which interested licensed collectors, as members of an organization of collectors, collect solid waste from designated sections of the city or town. The proposal shall include identified city or town priorities, including issues related to zone creation, traffic, safety, environmental performance, service provided, and price, and shall reflect existing haulers maintaining their respective market share of business as determined by each hauler's average customer count during the six months prior to the commencement of the 60-day negotiation period. If an existing hauler opts to be excluded from the proposal, the city may allocate their customers proportionally based on market share to the participating collectors who choose to negotiate. The initial organized collection agreement executed under this subdivision must be for a period of three to seven years. Upon execution of an agreement between the participating licensed collectors and city or town, the city or town shall establish organized collection through appropriate local controls and is not required to fulfill the requirements of subdivisions 4a, 4b, and 4c, except that the governing body must provide the public notification and hearing required under subdivision 4c.

§

Subd. 5. County organized collection.

(a) A county may by ordinance require cities and towns within the county to organize collection.

Organized collection ordinances of counties may:

(1) require cities and towns to require the separation and separate collection of recyclable materials;

(2) specify the material to be separated; and

(3) require cities and towns to meet any performance standards for source separation that are contained in the county solid waste plan.

(b) A county may itself organize collection under subdivisions 4a to 4d in any city or town that does not comply with a county organized collection ordinance adopted under this subdivision, and the county may implement, as part of its organized collection, the source separation program and performance standards required by its organized collection ordinance.



DATE: March 21, 2016

TO: Honorable Mayor and City Councilmembers
Sue Iverson, Acting City Administrator

FROM: Ryan Streff, City Planner
Joel Jamnik, City Attorney

SUBJECT: Review of Administrative Approvals

Background

City Attorney, Joel Jamnik will provide an oral review of the City’s Administrative Approvals process during the City Council Work Session on March 21, 2016.

The administrative approvals review will primarily focus on Section 1355.06, Subd 4 of the City Code. This particular section of the code has been provided below.

1355.06, Subd 4. Amendments of Site Plans, Conditional Use Permits, Interim Use Permit, or Planned Unit Developments. An application for amendment shall be administered in the same manner as required for a new application. Such applications shall include re-applications for permits that have been denied, revoked, or have expired; renewal or temporary permits; requests for changes in conditions; and such other instances as are provided in this Code. Any structural alteration, enlargement or intensification change in site plan, or similar change not specially permitted, shall require City Council action and all procedures shall apply as if a new application were being requested; provided, however, that when such changes are deemed to be insignificant by the zoning administrator, the requirements of a public hearing may be waived.

Attachments

None.



DATE: March 21, 2016

TO: Honorable Mayor and City Councilmembers
Sue Iverson, Acting City Administrator

FROM: Ryan Streff, City Planner
Joel Jamnik, City Attorney

SUBJECT: Update on the signage decision made by the Supreme Court

Requested Action

Discuss the Supreme Court Decision (Reed vs. Gilbert) regarding signage.

Background

City Attorney, Joel Jamnik will provide an oral review during the City Council Work Session on March 21, 2016, of the decision made by the Supreme Court regarding signage and how this decision may affect the City's Sign Code.

Briefly, the U.S. Supreme Court recently found a local sign code unconstitutional because it regulated signs differently based on the content, or message, of the signs. The Town of Gilbert, Arizona, adopted a sign code that prohibits the display of outdoor signs without a permit, but exempted 23 categories of signs, including ideological signs, political signs, and temporary directional signs.

Temporary directional signs included any sign intended to provide direction to a "qualifying event." A qualifying event was defined as an "assembly, gathering, activity, or meeting sponsored, arranged, or promoted by a religious, charitable, community service, educational, or other similar nonprofit organization."

The Good News Community Church, which did not have a set meeting location and hosted Sunday services at various locations, began placing signs in the town providing directions to those services. The number, location and frequency of the signs raised concerns for the community. The town cited the church for exceeding the time limits for displaying a temporary directional sign and for failing to include an event date on the signs. The church sued, challenging the sign code under the First Amendment.

The U.S. Supreme Court held that the sign code was unconstitutional, reasoning that it was a content-based regulation that did not survive a strict-scrutiny review under which a challenged regulation must be narrowly tailored to serve a compelling state interest. The Supreme Court reasoned that the sign code is content-based on its face because it defines the categories of temporary, political, and ideological signs on the basis of their messages and subjects each category to different restrictions. *Reed v. Town of Gilbert, AZ*, 135 S. Ct. 2218 (2015). The [full opinion](http://www.supremecourt.gov/opinions/14pdf/13-502_9olb.pdf) can be reviewed at http://www.supremecourt.gov/opinions/14pdf/13-502_9olb.pdf.

Attachments

None.



DATE: March 21, 2016

TO: Honorable Mayor and City Councilmembers
Sue Iverson, Acting City Administrator

FROM: Jill Hutmacher, Community Development Director

SUBJECT: Building Permit Update

Discussion

During Council comments at a previous regular meeting, the City Council inquired about the number of open building permits, whether the number of open permits had increased, and whether staff needed additional assistance to address open permits. This memo provides information on permit history and current open permits as well as a recommendation to provide additional support for Buildings and Inspections.

Permit History

The number of permits issued varies from year-to-year and is somewhat reflective of trends in the overall economy. For example, since 2006, the highest number of permits issued was in 2006 (1,541 permits issued) and was related to the housing boom and corresponding home improvement/renovation projects. The lowest permit years were 2009 and 2010 (1,147 and 1,067 permits issued, respectively) in the midst of the Great Recession.

The number of open permits has also varied. In 2005, the City hired a full-time Building Inspector/Code Enforcement Officer which had a significant positive impact on the number of open permits. By 2008, the number of open permits was down to 741 from 1,141 and 1,320 in 2006 and 2007, respectively. Since 2008, the number of open permits has ranged from 502 to 867 with an eight-year average of 690 open permits. At the end of 2015, the City had 660 open permits.

The table below shows the ten-year history of permits – issued and open.

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Permits Issued	1541	1332	1231	1147	1067	1230	1285	1193	1196	1246
Open Permits	1141	1320	741	710	635	867	817	502	588	660

Total construction value of permits issued varies more significantly than the number of permits issued and is a better indicator of the overall workload for Building and Inspections. The following table shows the ten-year history for construction value of issued permits and total fees collected.

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Construction Value (in millions)	20.60	40.96	11.19	27.95	15.68	16.61	53.80	28.76	16.20	48.10
Total Fees	325,964	442,459	216,930	343,996	285,230	342,688	726,192	456,550	376,549	706,078

A construction value that is significantly higher than other years is likely to represent a large commercial project. For example, in 2012 permits were issued for the Presbyterian Homes Johanna Shores project. That project had a construction value of \$23.8 million. Permits issued in 2012 for the Pulte Homes Fox Ridge Development had a construction value of \$10.4 million. Together, those two projects alone comprised \$34.2 million in value, or 63.6% of the year’s total construction value.

In 2015, permits issued for the Presbyterian Homes brownstone project had a value of \$9.0 million; permits issued for renovations at Boston Scientific had a value of \$8.6 million; the Red Fox Business Center had a value of \$5.4 million, and the Bethel University wellness center had a value of \$4.8 million. Together these four projects had a value of \$27.8 million, or 57.8% of the year’s total construction value.

It is important to note that large, commercial projects are often constructed over multiple years. Permits are issued and fees are collected at the beginning of the project, but inspections continue for as many as three years. Therefore, the workload for Building and Inspections cannot be determined solely by the number of permits issued or total construction value in any given year, but must be evaluated in terms of construction trends and ongoing projects.

Open Permits

The City had 660 open permits at the end of 2015. Since then, the City has issued an additional 225 permits and closed 113 permits, so the current number of open permits is 772. Of the 772 open permits, 516 are less than one year old, 176 are one to two years old, 79 are two to three years old, and one is more than three years old. The permit that is greater than three years old is an active grading and erosion control permit. Generally, permits less than two years old are considered active, although it is not uncommon for permits to be active after two years.

Recommendation

Open permits are within the range established over the past eight years, but the number of open permits appears to be slowly increasing. Building and Inspections currently have a heavy workload as shown by the total construction value in 2015 and by the number of new permits already issued in 2016.

Permits issued January 1 through March 10

2012	2013	2014	2015	2016
169	156	120	171	225

For the past seven years, the City has contracted with Kevin White, Northstar Inspections, on an hourly basis to provide coverage, particularly in the busy summer season, when staff is out of the office or on vacation. Mr. White is familiar with the City and its processes, and staff feels that the contract rate of \$65.00 per hour is a good value for the City. The following chart shows the City's payments to Northstar Inspections over the past four years.

Payments to Northstar Inspections

2012	2013	2014	2015
\$2,048	\$1,235	\$130	\$1,105

Staff recommends that the City utilize Northstar Inspections for additional hours over the spring and summer to assist with reducing the number of open permits and to allow staff time to address administrative duties. With TCAAP and other large projects on the horizon, staff does not want to fall behind on either open permits or paperwork. Additional fees paid to Northstar Inspections would be significantly less than the cost including wages, benefits, training, etc. to hire an additional full- or part-time employee.

As TCAAP develops, the City Council will need to consider staffing in Buildings and Inspections and make appropriate decisions to maintain a high level of service to builders and contractors. In 2017, once additional information regarding the timing of specific development projects is known, staff will bring forward a TCAAP staffing plan for Council consideration. The staffing plan may consider additional full-time, part-time, temporary, or contract employees as determined to best meet City needs.