



# GARLOUGH / MARTHALER PARKS RIVER TO RIVER TRAIL REALIGNMENT STUDY

FOR:

THE CITY OF WEST ST. PAUL

AUGUST 28, 2017

PREPARED BY:

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**Appendices****A. Cost Estimate****B. Meeting Minutes**

ROMA Meeting Minutes  
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## 1. EXECUTIVE SUMMARY

Garlough Park and Marthaler Park serve as two of the City of West St. Paul's primary parks and are located adjacent to City Hall. Garlough Park is a less developed park with a large portion preserved in its natural state and a strong connectivity to the Garlough Environmental Magnet School and Dodge Nature Center. Marthaler Park has naturalized areas as well as recreational opportunities including a destination sledding hill, highly utilized tennis courts, picnic areas, playground area, and hard surface play spaces. Both parks are surrounded almost entirely by residential property. The two parks are currently connected by a park level trail system with an on-street trail crossing on West Kraft Road. The regional trail currently extends through Mendota Heights and portions of West St. Paul ending at the newly constructed tunnel underpass entering Garlough Park on the western edge.

This report assesses the feasibility of constructing a regional trail which meets Dakota County Regional Greenway Trail Standards and passes through both Garlough Park and Marthaler Park, ending at the corner of Humboldt Avenue and Wentworth Avenue. The intent of this trail segment is to connect with other local trails, a planned regional trail, public and recreational facilities, local businesses, public transportation, and surrounding residential neighborhoods.

Garlough Park and Marthaler Park were identified as ideal areas for the River to River Trail due to the sites being existing city parks. This not only provides public land for the regional trail, but also allows for a preferable experience to trail users versus an on-street or within right-of-way trail segment. The parks also provide additional opportunities for users to participate in a variety of activities ranging from active recreational programs to relaxing in a natural setting adjacent to the trail. A park master plan project is planned for Marthaler Park, which will incorporate the proposed regional trail as well as provide additional opportunities to trail users including potential trail head parking, modern restrooms, picnic areas, recreational uses, and a park trail system.

Alignment options within the parks were developed to accommodate a variety of trail configurations. **Figure 4** includes preferred and potential alignment options that allow for an implemental trail segment within the assumed project limits. Also, identified in these options is the amount of disturbance necessary for grading and development within the project area.

The trail can be constructed using a variety of widths and paving materials. While this study looked at multiple options during early stages, a 12-foot-wide asphalt trail is recommended as the preferred option. The newly constructed trail to the west is a 10-foot-wide asphalt trail. A wider trail will provide additional space for varying modes of travel including walking, running, rollerblading, and biking for a variety of user types and skill levels. Concrete trails are less desirable for running and biking and have a high construction cost, though they have a lower maintenance cost in comparison to asphalt trails.

A finalized alignment has been prepared, including preliminary engineering plans and cost estimate, for the trail segment starting at the newly constructed trail and tunnel to the west and extending to the western edge of an existing parking lot within Marthaler Park.

A preliminary estimate of project costs for the trail alignment study is \$400,000 in 2017 dollars. This estimated cost does not include any land acquisitions or permanent easements.

## 2. INTRODUCTION

The City of West St. Paul, in collaboration with Dakota County, is preparing a realignment study assessing potential trail improvement and/or realignment options for the existing trail through Garlough Park and Marthaler Park. The existing trail extending between does not meet regional trail standards as outlined in the 2010 Dakota County Regional Greenway Guidebook and the 2015 Dakota County River to River Greenway Master Plan. The study area has been identified as a priority project in the City's Pedestrian and Bike Master Plan as a trail meeting regional standards is expected to attract upwards of 123,000 annual visitors. This would help to better incorporate active living initiatives throughout Northern Dakota County, in addition to providing a vital corridor to link to many desirable locations. The study area has also been identified as a priority project in the 2015 Dakota County River to River Greenway Master Plan.

The City of West St. Paul received a \$20,000 grant to conduct this study from the Minnesota State Health Improvement Program (SHIP) through the Dakota County Active Living Partnership and the Dakota County Public Health Department. In 2009, City staff began working with the Dakota County Active Living Partnership. This group included representatives from Dakota County, Independent School District 196, communities within the County, as well as a mix of interested private sector stakeholders. The primary focus of this group was to assess the active living conditions in the partnering communities and suggest policy changes that would encourage increased physical activity throughout daily routines. One of the major findings was the need for West St. Paul to develop a pedestrian and bicycle master plan to help coordinate the City's land use, transportation, and parks and recreation plans around the active living vision. Thus, through a separate SHIP grant from Dakota County Active Living, the City of West St. Paul Pedestrian and Bicycle Master Plan was developed in 2011.

Through input gathered from key stakeholders and the public, the goal of the study is to identify preferred pedestrian and bicycle improvements for the connection of both park segments as well as evaluate benefits and impacts to SHIP priority populations (people 60 or older, children, people with low incomes or others experiencing a health disparity).

In conjunction with this study, the City will also be completing a Marthaler Park Master Plan Update in 2017 with budgeted dollars for park improvements slated for 2018. The City will also be undertaking a street reconstruction project on Humboldt Avenue in 2017. One, or both, of these projects may have funds allocated to the development of a specified portion of the proposed trail improvements.

### 2.1. River to River Greenway

The River to River Greenway is approximately eight miles in length and travels from the Lilydale trailhead of the Big Rivers Regional Trail (part of the Minnesota River Greenway) to Kaposia Landing and the Mississippi River Regional Trail. It passes through parks, residential, and commercial areas within the communities of Mendota Heights, West St. Paul, and South St. Paul. The River to River Greenway links, or is planned to link, destination points including: Valley Park, Village at Mendota Heights, Henry Sibley High School, Dodge Nature Center, Garlough Park and Elementary School, Marthaler Park, West St. Paul City Hall, Robert Street commercial corridor, Wentworth Library, West St. Paul YMCA, Thompson Oaks Golf Course, Thompson County Park, and Kaposia Park.

The River to River Greenway area contains a rich cultural history with stories of key historical figures, movement corridors, and open space preservation areas. Cultural sites that can be highlighted along the greenway include Dodd Road, Dodge Nature Center, Kaposia Park, the historic Wentworth house, and other city parks and schools.



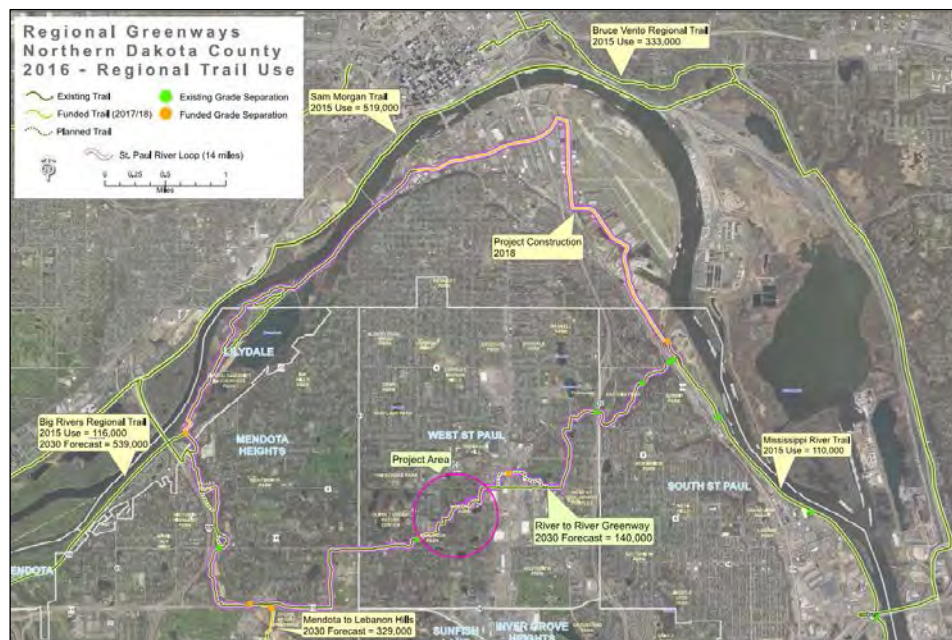
The River to River Greenway links the Mississippi River at two points, one just downstream of where the Minnesota River flows into it the Mississippi River, and another where the Mississippi flows along Kaposia Landing Park in South St. Paul. Between these two connection points of the river lies an urban and suburban landscape full of residential neighborhoods, commercial corridors, and parks and open spaces.

Image 2.0: Dakota County Parks, Lakes, Trails, and Greenways Vision Map. The River to River Greenway is shown in red with the study area indicated by a yellow dot



As per the River to River Greenway Master Plan Report, an estimated 20,300 visits were made in 2012 to the River to River Greenway Trail's precursor, the North Urban Regional Trail. The 2030 population of the communities touching the Greenway's three-mile service area is expected to be 13 percent greater than in 2013. Assuming use rates are stable and a conservative assumption – in 2030, annual visitation can be expected to be at least 140,000.

Image 2.1: Dakota County Parks, Lakes, Trails, and Greenways Status Map. The Garlough / Marthaler Greenway segment is noted and circled within the graphic



Marthaler Park was identified as a destination point in the River to River Greenway Master Plan Report. Located adjacent to City Hall / Police Station and near the West St. Paul Sport Dome, the park serves a wide range of users. The park has been identified as one of the potential trailhead and wayfinding signage locations for the River to River Trail. The City of West St. Paul is also proposing park improvements to occur in the summer of 2018 including improved picnic areas, play areas, winter activities, parking, and trail improvements. Proposed park improvements as well as regional trail improvements are expected increase the number and diversity of park users.

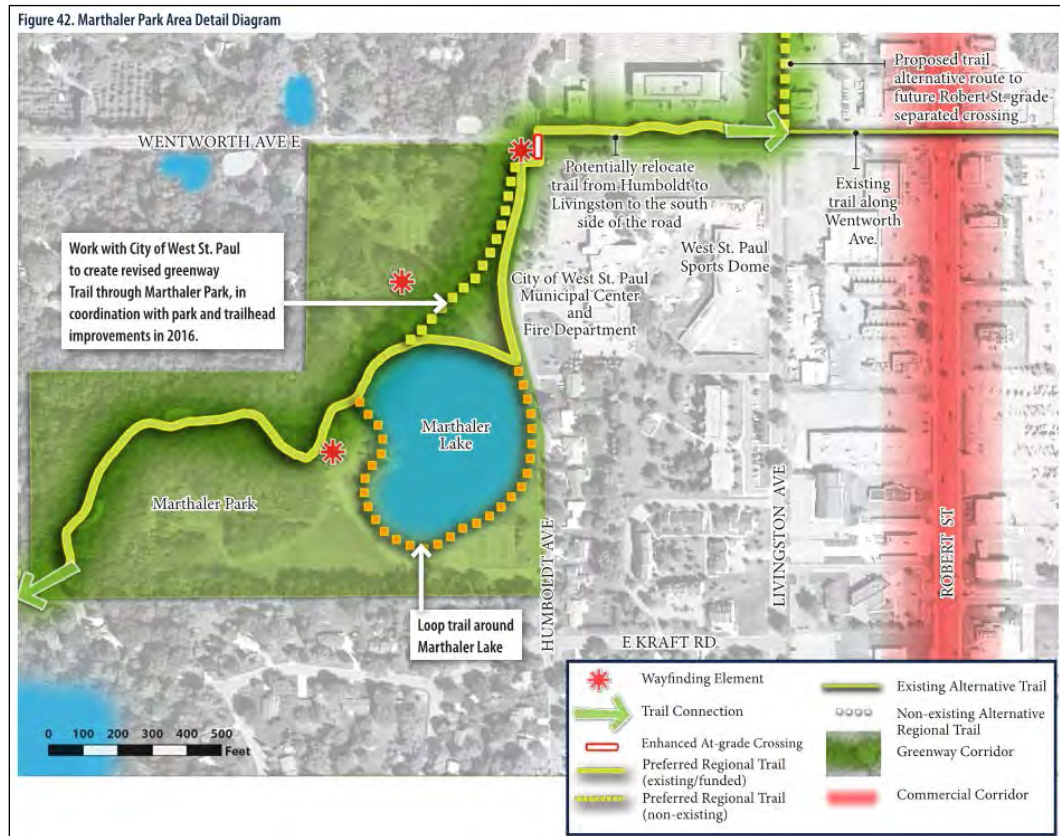


Image 2.2.  
Marthaler Park  
Area Detail  
Diagram included  
in The River to  
River Greenway  
Master Plan

### 3. TRAIL REALIGNMENT STUDY PLANNING PROCESS

The trail realignment planning process was a collaborative effort of multiple agencies and jurisdictions. The City of West St. Paul, in collaboration with Dakota County, led the process with advice from a city-organized Technical Advisory Group (TAG). Multiple alignment options were explored in both Garlough Park and Marthaler Park, each providing separate advantages and disadvantages.

#### 3.1. Study Objectives

Existing park trails through Garlough Park and Marthaler Park do not meet regional trail standards. The goals of the trail realignment study are:

- Identify preferred pedestrian and bicycle improvements for the connection of both park segments.
- Evaluate benefits and impacts to SHIP priority population.
- Complete 30 percent preliminary engineering plans for preferred alignment.
- Develop cost estimate associated with preferred alignment.

#### 3.2. Stakeholder Input

A technical advisory group met periodically during the master planning process to provide guidance, provide insight into technical questions, explore of options, identify partnership opportunities, and discuss concurrent projects. In addition to providing specific guidance, the TAG led a collaborative planning process to establish a preferred trail alignment and prepare preliminary design documents and cost estimate for future implementation.

#### 3.3. SHIP Priority Populations Input

Specific outreach was made to engage and get input from SHIP priority populations. These populations include people over 55 years old, children, people with lower median income, and people with mobility issues. The following outreach efforts were made along with key remarks and questions addressed by attendees:

- ROMA (Responsible Owners and Managers Association) Stakeholder Meeting held on February 9, 2017
  - ❖ Question about safety and lighting along trail after sunset and in early morning.
  - ❖ Question regarding overall need for improvements, why not keep trail as it is today.
  - ❖ Concerns about vandalism within the parks due to increase in users.
  - ❖ Question regarding how is the trail being funded; local, county, state, etc. Still tax dollars in the end, what is the price tag?
  - ❖ Question if there is a website to find out more about the project and the greater goal.
  - ❖ Question if the City/County will install security cameras or “Blue emergency phones” along the trail.
- Living Longer and Strong (an initiative by nonprofit organizations, businesses and city and county government to plan and prepare for the needs of an aging population, driven by people who live and work in the community) meeting held on February 9, 2017
  - ❖ Funding: SHIP study is grant funded; Marthaler park improvements in 2018 would include trail improvements; Garlough would seek future grant funds
  - ❖ Signs and wayfinding are important to link to regional system



- ❖ Safety concern – lights, proximity to road
- ❖ Prefer flatter trail, less slope (better for older people)
- ❖ Alignment D preferred: goes around pond, but then follows road a longer way; tennis courts would have to be relocated; access to parking lot would be a plus
- ❖ Alternative: Alignment C for regional trail, local spur to parking lot (avoid removing/relocation of tennis courts)
- ❖ Amenities: safety, lighting, benches, bathrooms (trailhead, at parking lot with Alignment D), information stations/kiosks, maps, history
- ❖ Hand out surveys at the dome, residents walk there a lot during winter (100 or more per day in the mornings)

### 3.4. Public Input

In addition to stakeholder and SHIP Priority Populations input, two additional engagement sessions were conducted. One was with Garlough Elementary School, which anchors the western edge of the project study area. The school and nearby residents are key day-to-day users and play a vital role in how local users will use the trail. The school relies on the trail for walking classes to nearby field trip destinations as well as outdoor classroom activities. The school also provides a destination point for nearby residents whose children use the trail to walk to school daily as well as families that use the school playground and other facilities. The school provided the following remarks:

- Garlough Elementary School Stakeholder Meeting held on February 9, 2017
  - ❖ Save natural play area near kindergarten doors - impacts on play area (big issue with teachers)
  - ❖ Try to avoid wetlands—impacts on turtles and frogs
  - ❖ Keep existing park trail to east as a walk for kids / classes (possibly a local trail)
  - ❖ Marthaler alignment options: Alignment D along the street is less favorable. Alignment B or C is more interesting as it is within more of the park
  - ❖ Potential to get feedback from parents as well, have provided lots of input on past studies
  - ❖ Link to Garlough's musical playground would be an option
  - ❖ Need for trail easement on school property

A public open house was also conducted to gather input from city residents that reside in the community and would be potential trail users. Comments and questions were provided by the community during the evening open house. Below is a summary of remarks and questions:

- Open House at City Hall held on February 9, 2017
  - ❖ Trail crossing at Wentworth is a hard road to cross, will there be a light or other protection?
  - ❖ Hill at Marthaler is steep, difficult in the winter to walk up and down.
  - ❖ Bring trail along south limits of Marthaler (north of residential properties) to avoid large hill.
  - ❖ Trailhead at park.
  - ❖ Classes walk to library from Garlough Elementary and a safe crossing would be beneficial.
  - ❖ Wayfinding signage needed throughout trail.
  - ❖ Restoration area near school needs to be protected.
  - ❖ Alignment B is secluded, safety concerns?
  - ❖ Alignment C preferred, D to be used as a park trail
  - ❖ Lighting along trail and within park.

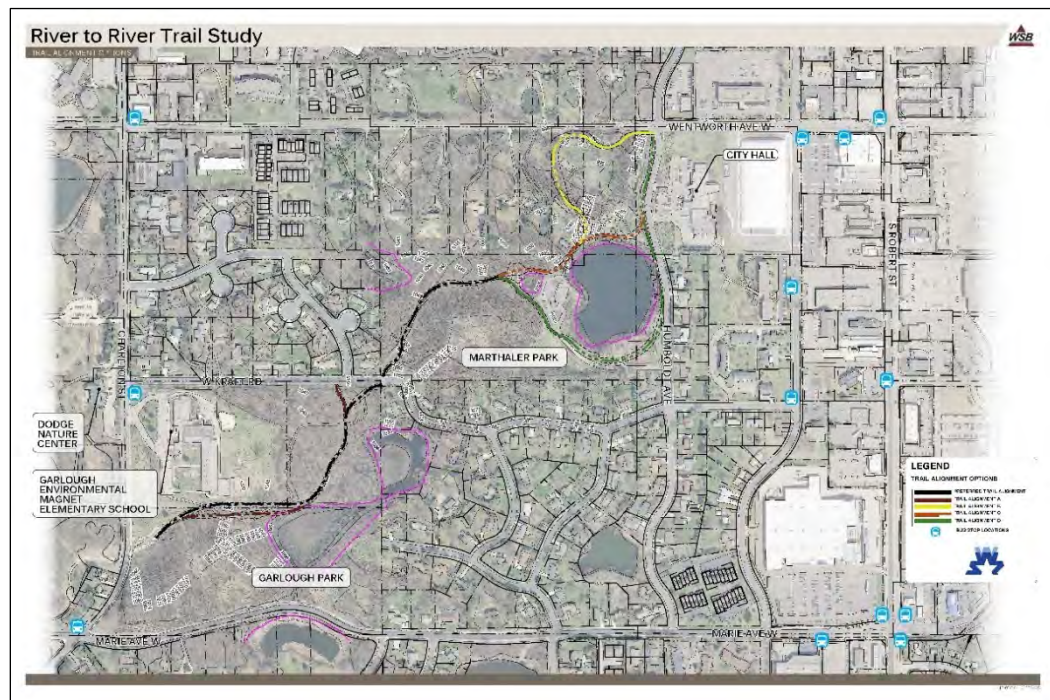


- ❖ Traffic counts on Humboldt Avenue? Suitable for a regional trail or stay within park?
- ❖ Drinking fountains / jug fillers.
- ❖ Avoid wetland disturbance and wetland habitat.
- ❖ Alignment D to go around north side of parking lot then around pond.
- ❖ Will bring more people to West St. Paul, improve property values and economic development.
- ❖ Restrooms and bike repair stations.
- ❖ Save wooded trails at both parks.
- ❖ Are there any impacts to the disc golf at Garlough Park?
- ❖ Could there be a bike lane along Humboldt?
- ❖ Alignment 'B' is currently steep, if this option is built would the slopes be less than they currently are?
- ❖ Will the proposed trail be wide enough for walkers, caregivers, dog walkers, bikers, etc.?
- ❖ Could bike traffic be routed around the parks along the roadways?

### 3.5. Preliminary Plan Development

Following the community outreach sessions, TAG reviewed comments associated with the proposed alignment options. The preferred trail alignment is shown in black; it extends from the existing trail end at the Charlton Street tunnel to the west and the existing Marthaler Parking lot to the east. This is alignment selected to conduct design documentation and cost estimating.

Image 3.0:  
Master Plan  
Graphic with  
alternate trail  
alignments.



Four alternative alignment options were explored along the alignment corridor. One alternative trail alignment was explored within Garlough Park. This alignment, Trail Alignment Option A, would follow the existing Garlough Park trail. This alignment is less desirable as it will require removals of specimen trees, relocation of the Garlough Elementary's outdoor nature play area, as well as wetland impacts.

The current preferred alignment would require acquisition of a trail easement on the school's south property. This alignment would avoid trees, play area, and wetlands noted in Alignment Option A. A site meeting was conducted with Mark Fortman, a school district representative, to review both alternatives. It was agreed that it would be more desirable to have the trail on school property to help preserve the outdoor play area, existing trees, and wetland disturbances within the park. If an easement was needed for the trail improvements, the school and school district would be in support of any necessary easements to better the project.

In addition to Trail Alignment Option A within Garlough Park, three trail alignment options, Trail Alignments B, C, and D, were explored in order to extend the east terminus of the proposed trail alignment at the Marthaler Park parking lot to the intersection of Humboldt Avenue and Wentworth Avenue. These three alignment options will be further explored as part of the Marthaler Park Master Plan update in the near future. One alignment option, Trail Alignment Option B, will follow a northern route meandering down steep slopes toward Wentworth Avenue and continuing east to Humboldt Avenue. This alignment will require some large grading areas to meet slope requirements which will result in the removal of tree groupings.

The second alignment option, Trail Alignment Option C, will extend through the center of Marthaler Park north of the pond area and connect to the on-street trail. It will follow the on-street trail extending north along the western edge of Humboldt terminating at Wentworth. This trail alignment would also have an area of steep grades that would require grading to meet slope design standards. The grading area will have less of an impact in comparison to Trail Alignment Option B.

The last alignment option, Trail Alignment Option D, is proposed to wrap around the south side of the pond at Marthaler Park, extending north along the western right-of-way of Humboldt Avenue north to Wentworth. The trail segment is the longest of the three alignment options. It would require wetland delineation at the eastern pond shoreline at a minimum. This alignment is the flattest of the three options with the steepest grades along northern most section of Humboldt Avenue. This alignment would also require the removal of the existing tennis courts located at the southeastern corner of Marthaler Park.

### 3.6. At Grade Road Crossings

West Kraft Road separates Garlough Park from Marthaler Park. When possible, grade separated crossings are preferred to ensure safe separation of vehicles and trail users. Kraft Road is a local residential street with an existing mid-block trail crossing. In some instances, mid-block crossings may be appropriate if they are designed with pedestrian / cyclist safety and visibility in mind, as shown in Image 3.2 below. On lower volume, local roads, crossings might not be controlled with traffic lights or stop signs. In these cases, features such as pavement marking, refuge islands, and bump outs could be applied to reduce crossing distances for trail users and increase visibility for trail users and road users. Rectangular Rapid-Flashing Beacons (RRFB), as shown below, are a type of pedestrian crossing warning device which are typically mounted to pedestrian warning signs and similar in operation to emergency flashers on police vehicles. They can be activated via pedestrian pushbuttons discussed in the previous section. It is proposed that an at-grade crossing continue to be utilized at this location with improved signage, bump outs, pavement markings, and rapid flashing beacons.

*Image 3.1:  
Existing at-grade  
crossing at Kraft  
Road*



*Image 3.2:  
Example of Rapid  
Flashing Beacons*



### 3.7. Tree Inventory

Both Garlough and Marthaler Park have sections of dense forest within their boundaries. Large oaks and other hardwoods help create the wooded environments. Implementation of the proposed trail will require removal of select trees both for construction and final implementation. It is recommended that during final design a tree inventory be conducted along the proposed trail corridor to identify specimen trees that should be saved and protected. Trail realignments may be necessary to preserve identified specimen trees as well as the use of retaining walls to minimize impacts to adjacent root systems of nearby trees.

### 3.8. Lighting

As recommended in the River to River Greenway Master Plan, “lighting is an essential component for safety and to make the greenway functional as a transportation corridor in the winter and fall months when the days are short.” Lighting concerns were also brought up during public and stakeholder input meetings. As a response to concerns heard during meetings as well as safety and navigation purposes, lighting is recommended at all major greenway access points, trailheads, neighborhood connections, and other connecting trail locations. It is recommended that low level pedestrian scale lighting be incorporated into preliminary design and construction estimate for both parks.



### 3.9. Site Furnishings

The addition of benches was also a common request during public and stakeholder meetings. The use of benches intermittently along the trail as well as key resting areas at sloped trail segments areas will add value to the trail. In response, benches along with other site furnishings will be provided along the trail.

The River to River Greenway Master Plan identified the need for a full range of site furnishings along the trail corridor. Maintaining a consistent design signature for site furnishings is essential in creating a trail corridor identity. Other supporting furnishings might include trash receptacles, drinking fountains, bike racks, bike repair stations, and lighting. Below are examples of site furnishings included in Greenway Master Plan.

#### Greenway Site Furnishings Examples



Image 3.3: Site Furnishings identified in the River to River Greenway Master Plan

### 3.10. Wayfinding

Wayfinding signage was one of the key trail elements requested at the open house. Well-designed wayfinding will aid in the way people navigate from place to place along the trail corridor. A consistent wayfinding system for the River to River Greenway Trail and Dakota County is essential for orientation, navigation, and safety. Maintaining a consistent look and appearance across the trail system will help guide greenway users to variety of local services, cultural destinations, transportation connections, activity centers, recreation destinations, cities, neighborhoods, and other key landmarks. Examples shown below were provided in the River to River Greenway Master Plan of potential wayfinding signage utilized at other Dakota County Trail Facilities.



Image 3.4: Wayfinding Signage examples included in the River to River



## 4. SUMMARY

The trail realignment planning process studied trail routing options with considerations to impacts to the environment within the park and trail user safety. Preliminary design (30%) plans for a 12-foot-wide trail have been prepared for the preferred alignment, which begins at the western end near the existing tunnel at Charlton Street. The trail continues east utilizing the south property edge of Garlough Elementary School. This route helps preserve existing trees within the park and an outdoor learning area adjacent to the school. As the trail continues to the east it will remain north of an existing wetland before turning northeast. The alignment will continue along an existing mulch trail to help preserve trees within the wooded area. A newly developed segment is proposed to provide an acceptable alignment with clear sight lines and slopes to the W. Kraft Road Crossing. An improved crossing is proposed with a Rapid Flashing Beacon System and new pavement markings. From the street crossing, the trail will continue along the existing alignment with improvements to slopes and added width for regional trail users. The trail alignment study will terminate west of the existing parking lot with continued alignment pending the Marthaler Park Master Plan Update.

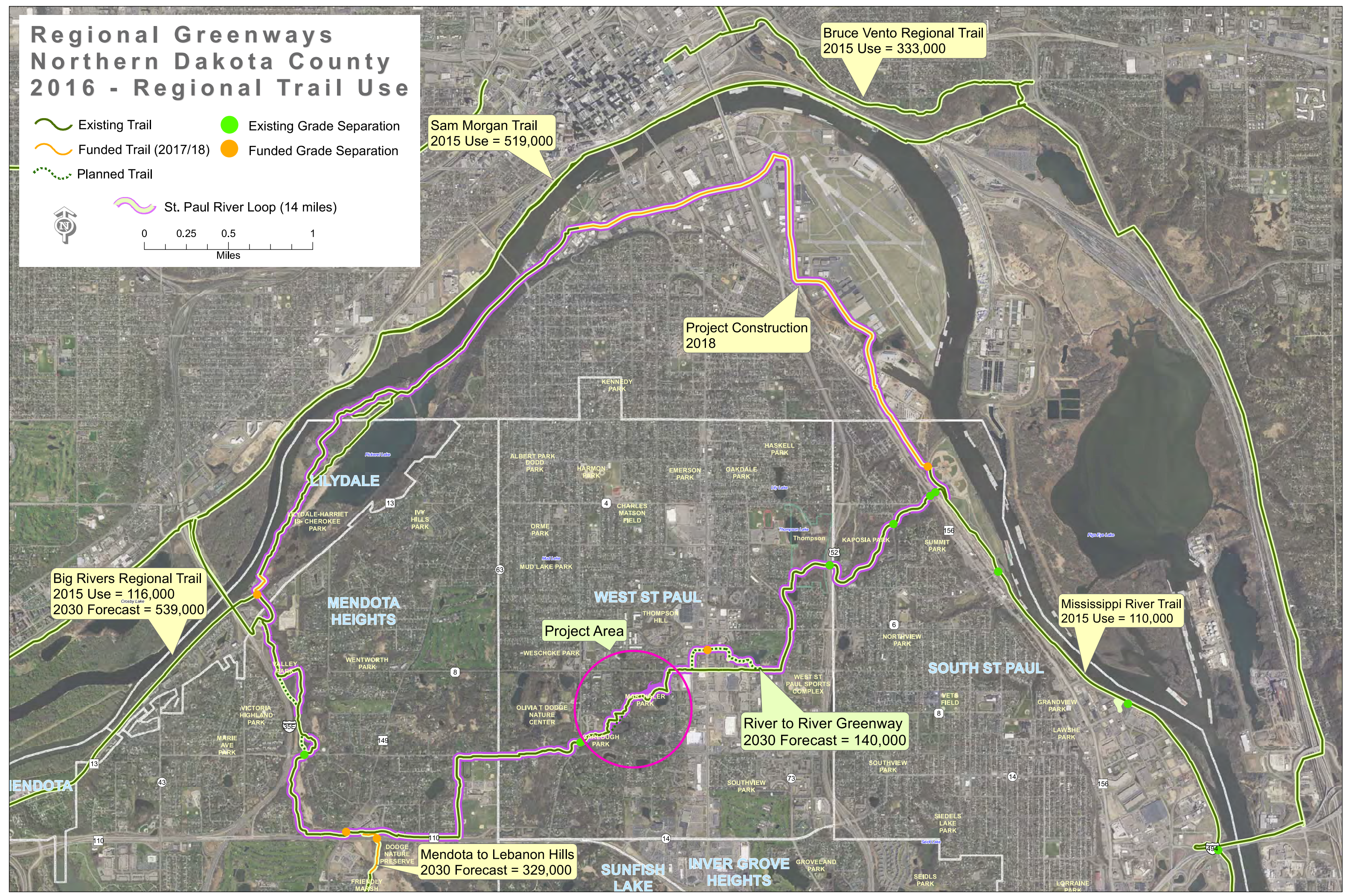
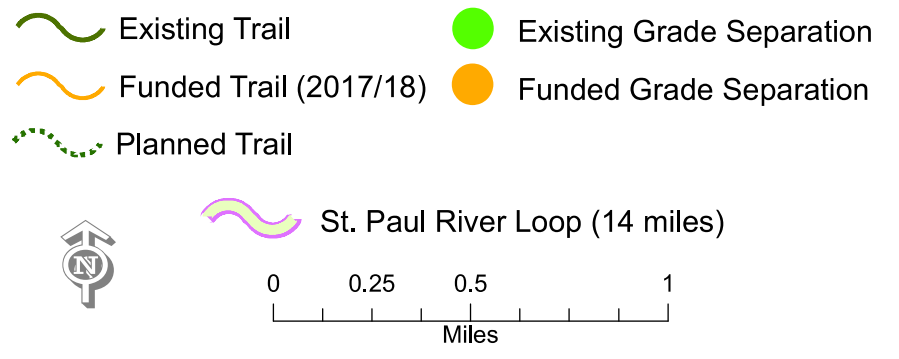
### 4.1. Project Costs

Project costs have been developed for the 30 percent preliminary design plans. The costs have been broken into two sections. Section 1 includes the trail improvements within Garlough Park including the Rapid Flashing Beacon System and roadway markings at W. Kraft Road. Section 2 includes trail improvements from W. Kraft Road to the area west of the existing Marthaler Park parking lot. The total project estimate is \$400,000 dollars. The cost estimate is included as Appendix A.1 for a further breakdown.

## FIGURES



# Regional Greenways Northern Dakota County 2016 - Regional Trail Use



Bruce Vento Regional Trail  
2015 Use = 333,000

Sam Morgan Trail  
2015 Use = 519,000

Project Construction  
2018

Big Rivers Regional Trail  
2015 Use = 116,000  
2030 Forecast = 539,000

Mississippi River Trail  
2015 Use = 110,000

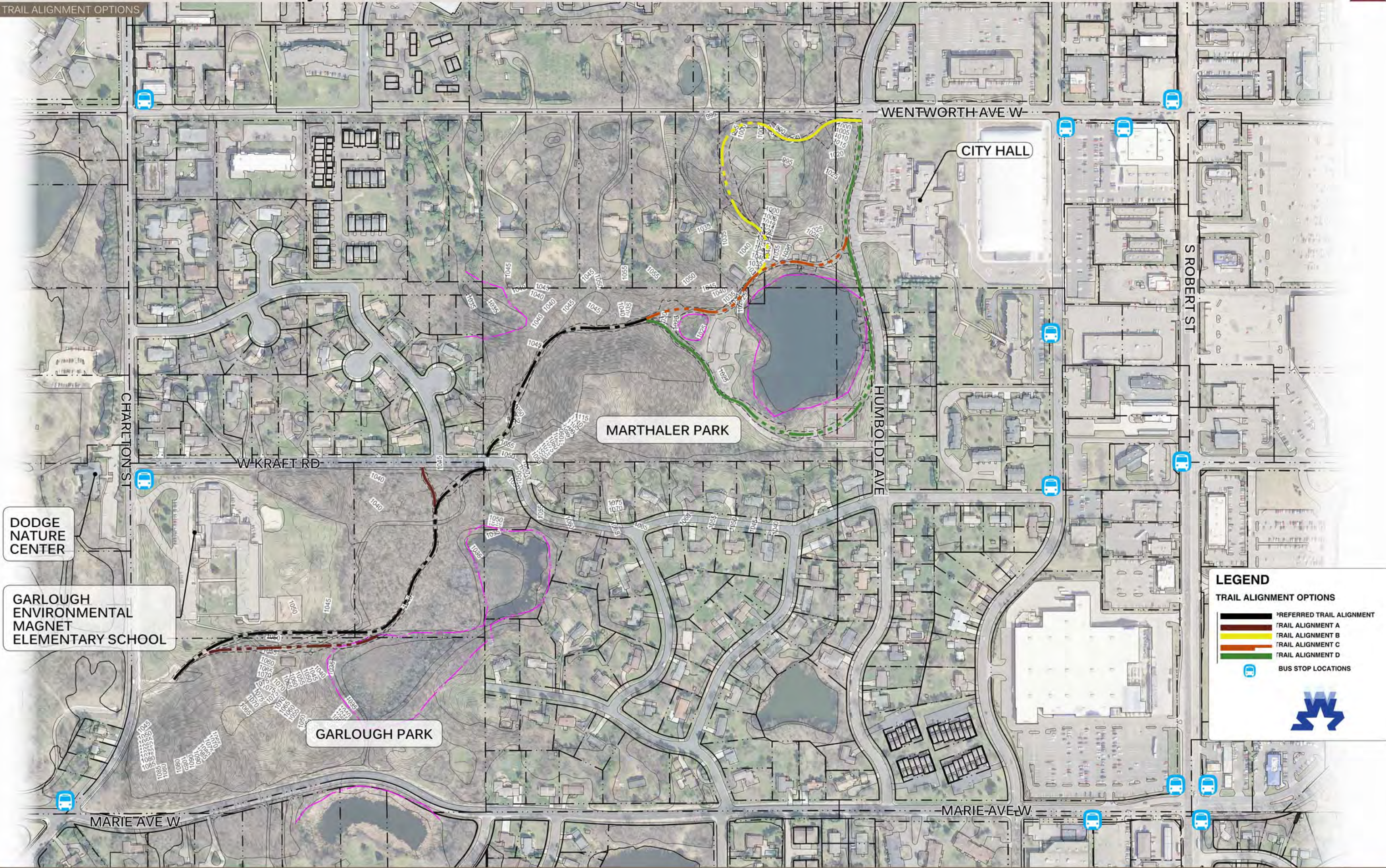
River to River Greenway  
2030 Forecast = 140,000

Mendota to Lebanon Hills  
2030 Forecast = 329,000



# River to River Trail Study

TRAIL ALIGNMENT OPTIONS





## APPENDIX A – COST ESTIMATE

DESCRIPTION	UNITS	UNIT COST	SEGMENT 'A'		UNIT COST	SEGMENT 'B'	
			ESTIMATED QUANTITY	ESTIMATED COST		ESTIMATED QUANTITY	ESTIMATED COST
MOBILIZATION	LUMP SUM	\$10,000.00	1	\$10,000.00	\$10,000.00	1	\$10,000.00
CLEARING AND GRUBBING	LUMP SUM	\$16,000.00	1	\$16,000.00	\$10,000.00	1	\$10,000.00
CURB AND GUTTER REMOVAL	LIN FT	\$6.00	20	\$120.00	\$6.00	20	\$120.00
PAVEMENT REMOVAL INCLUDING SAWCUTTING	SQ YD	\$10.00	1,285	\$12,850.00	\$10.00	1,100	\$11,000.00
COMMON EXCAVATION	LUMP SUM	\$15,000.00	1	\$15,000.00	\$12,000.00	1	\$12,000.00
COMMON BORROW	CU YD	\$12.00	660	\$7,920.00	\$12.00	500	\$6,000.00
12' WIDE TRAIL WITH AGGREGATE BASE	SQ YD	\$35.00	2,210	\$77,350.00	\$35.00	1,250	\$43,750.00
18" RC PIPE SEWER CLASS III (INCLUDES FES)	LIN FT	\$80.00	110	\$8,800.00	\$80.00		
RANDOM RIPRAP CLASS III	CU YD	\$100.00	60	\$6,000.00	\$100.00		
GEOTEXTILE FILTER TYPE IV	SQ YD	\$10.00	100	\$1,000.00	\$10.00		
6" CONCRETE WALK	SQ FT	\$8.00	144	\$1,152.00	\$8.00	124	\$992.00
CONCRETE CURB & GUTTER DESIGN B612	LIN FT	\$20.00	20	\$400.00	\$20.00	20	\$400.00
TRUNCATED DOMES	SQ FT	\$65.00	24	\$1,560.00	\$65.00	24	\$1,560.00
TRAFFIC CONTROL	LUMP SUM	\$5,000.00	1	\$5,000.00	\$5,000.00		
RAPID FLASH PEDESTRIAN SIGNAL	LUMP SUM	\$15,000.00	1.0	\$15,000.00	\$15,000.00		
DECIDUOUS TREE 2.5" CAL B&B	TREE	\$550.00	32	\$17,600.00	\$550.00	19	\$10,450.00
SILT FENCE, TYPE MS	LIN FT	\$4.00	1,670	\$6,680.00	\$4.00	1,040	\$4,160.00
STABILIZED CONSTRUCTION EXIT	LUMP SUM	\$2,500.00	1	\$2,500.00	\$2,500.00	1	\$2,500.00
SEED MIXTURE 36-711	ACRE	\$5,000.00	0.8	\$4,000.00	\$5,000.00	0.3	\$1,250.00
SEED MIXTURE 25-131	ACRE	\$5,000.00	0.1	\$500.00	\$5,000.00	0.1	\$500.00
EROSION CONTROL BLANKETS CATEGORY 2	SQ YD	\$3.00			\$3.00		
4" SOLID LINE WHITE-EPOXY	LIN FT	\$1.00	1,530	\$1,530.00	\$1.00	880	\$880.00
CROSSWALK MARKING - POLY PREFORM - GR IN	SQ FT	\$6.00			\$6.00	420	\$2,520.00
SUBTOTAL				\$210,962			\$118,082
CONSTRUCTION CONTINGENCIES (20%)				\$42,192			\$23,616
TRAIL SEGMENT TOTAL				\$253,154			\$141,698
TRAIL LINEAR FOOT COST				\$166.22			\$160.29
GRAND TOTAL							\$394,853

## APPENDIX B – MEETING MINUTES



## ***Garlough / Marthaler River to River Trail***

**Date:** 12:00 p.m. on February 9, 2017

**Re:** **ROMA Stakeholder Meeting / Minutes**  
**WSB Project No. 1722-12**

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### **Agenda:**

1. Introductions
2. Overview of Comprehensive River to River Trail Project / Goals
3. Schedule
  - a. City Trail Alignment Review Meeting (January, 2017)
  - b. Gather community input & programming elements (February, 2017)
  - c. Schematic Design Plans (February / March 2017)
  - d. Prepare draft document (March / April 2017)
  - e. Finalize document / plans (April / May 2017)
  - f. Park Board / City Council Approval (May / June 2017)
4. Neighborhood Map Overview (Bus Stops, destination points, etc.)
5. Overview of Project Area Map
  - a. Regional connectivity to parks, trails, and destination points
  - b. Regional trail design standards (minimum width, slope, radii, resting areas, etc)
  - c. Improved crossing at Kraft
6. Engagement Questions
  - a. Project Goals / Measures of Success
  - b. Places of Interest / Amenities (interpretive areas, benches, trash, bike repair station, etc.)
  - c. Preferred Alignment: Pros / Cons

### **PREFERRED TRAIL ALIGNMENT / TRAIL ALIGNMENT A:**

#### **PROS**

- Proposed alignment minimizes tree impacts by utilizing existing trails within the parks
- Avoids wetland impacts
- Much of the alignment grades are under 5% slope
- Utilizes existing street crossing at Kraft

#### **CONS**

- Potential easements on school property
- Bridge / culvert required at drainage crossing
- Some tree clearing required for widening and grading

### **TRAIL ALIGNMENT B:**

#### **PROS**

- Trail is within park, no right-of-way requirements
- Potential connectivity to park program uses
- Avoids wetland disturbance
- Preserves developable park space by staying near park boundaries

#### **CONS**

- Major grading / rest areas required at northeast corner of Marthaler Park
- Largest impact to park trees and vegetation
- Segment of trail near private property



**TRAIL ALIGNMENT C:**

**PROS**

- Avoids wetland disturbance
- Provides good opportunity for adjacent uses and access to areas of the parks
- Trail is mostly within park, small right-of-way requirements
- Potential connectivity to park program uses

**CONS**

- Trail segment within right-of-way
- Playground and picnic area will require improvements
- Steep grades along Humboldt may require retaining walls

**TRAIL ALIGNMENT D:**

**PROS**

- Minimizes tree impacts
- Minimum tree removals required
- Provides scenery around pond

**CONS**

- Wetland disturbance possible at Humboldt
- Long trail segment within right-of-way
- Option requires parking lot, tennis court, and drive relocation

**7. Comments / Questions / Discussion Items**

- Question about safety and lighting along trail for users after sunset and early morning.
- Question regarding overall need for improvements, why not keep trail as it is today.
- Questions and concerns about Robert Street crossing, street crossing should **not** be an option.
- Concerns about vandalism within the parks due to increase in users.
- How is the trail being funded; local, county, state, etc. Still tax dollars in the end, what is the price tag?
- Is there a website to find out more about the project and the greater goal?
- Will the City/County install security cameras or "Blue emergency phones" along the trail?



## ***Garlough / Marthaler River to River Trail***

**Date:** 2:00 p.m. on February 9, 2017

**Re:** **LLS Stakeholder Meeting / Minutes**  
**WSB Project No. 1722-12**

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### **Agenda:**

1. Introductions
2. Overview of Comprehensive River to River Trail Project / Goals
3. Schedule
  - a. City Trail Alignment Review Meeting (January, 2017)
  - b. Gather community input & programming elements (February, 2017)
  - c. Schematic Design Plans (February / March 2017)
  - d. Prepare draft document (March / April 2017)
  - e. Finalize document / plans (April / May 2017)
  - f. Park Board / City Council Approval (May / June 2017)
4. Neighborhood Map Overview (Bus Stops, destination points, etc.)
5. Overview of Project Area Map
  - a. Regional connectivity to parks, trails, and destination points
  - b. Regional trail design standards (minimum width, slope, radii, resting areas, etc)
  - c. Improved crossing at Kraft
6. Engagement Questions
  - a. Project Goals / Measures of Success
  - b. Places of Interest / Amenities (interpretive areas, benches, trash, bike repair station, etc.)
  - c. Preferred Alignment: Pros / Cons

### **PREFERRED TRAIL ALIGNMENT / TRAIL ALIGNMENT A:**

#### **PROS**

- Proposed alignment minimizes tree impacts by utilizing existing trails within the parks
- Avoids wetland impacts
- Much of the alignment grades are under 5% slope
- Utilizes existing street crossing at Kraft

#### **CONS**

- Potential easements on school property
- Bridge / culvert required at drainage crossing
- Some tree clearing required for widening and grading

### **TRAIL ALIGNMENT B:**

#### **PROS**

- Trail is within park, no right-of-way requirements
- Potential connectivity to park program uses
- Avoids wetland disturbance
- Preserves developable park space by staying near park boundaries

#### **CONS**

- Major grading / rest areas required at northeast corner of Marthaler Park
- Largest impact to park trees and vegetation
- Segment of trail near private property

**TRAIL ALIGNMENT C:**

**PROS**

- Avoids wetland disturbance
- Provides good opportunity for adjacent uses and access to areas of the parks
- Trail is mostly within park, small right-of-way requirements
- Potential connectivity to park program uses

**CONS**

- Trail segment within right-of-way
- Playground and picnic area will require improvements
- Steep grades along Humboldt may require retaining walls

**TRAIL ALIGNMENT D:**

**PROS**

- Minimizes tree impacts
- Minimum tree removals required
- Provides scenery around pond

**CONS**

- Wetland disturbance possible at Humboldt
- Long trail segment within right-of-way
- Option requires parking lot, tennis court, and drive relocation

**7. Comments / Questions / Discussion Items**

- Funding: SHIP study is grant funded; study sets up for grants. Link to transportation funding? Regional solicitation program? Marthaler park improvements in 2018 would include trail improvements, Garlough would seek grant funds
- Signs and wayfinding are important - to link to regional system
- Safety concern - tunnel; lights; proximity to road (likes alignment D)
- Prefer flatter trail, less slope (better for older people)
- Alignment D preferred: goes around pond, but then follows road a longer way; tennis courts would have to be relocated; access to parking lot would be a plus
- Alternative: alignment C for regional trail, local spur to parking lot (avoid removing/relocation of tennis courts)
- Amenities:
  - Safety, lighting
  - Benches
  - Bathrooms (trailhead, at parking lot with alignment D)
  - Information stations/kiosks, maps, history
- LLS Board meeting is 3rd Wednesday of the month (Ben will attend next meeting)
- Hand out surveys at the dome, residents walk there a lot during winter (100 or more per day in the mornings)



## ***Garlough / Marthaler River to River Trail***

**Date:** 3:30 p.m. on February 9, 2017

**Re:** Garlough Elementary Stakeholder Meeting / **Minutes**  
WSB Project No. 1722-12

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### **Agenda:**

1. Introductions
2. Overview of Comprehensive River to River Trail Project / Goals
3. Schedule
  - a. City Trail Alignment Review Meeting (January, 2017)
  - b. Gather community input & programming elements (February, 2017)
  - c. Schematic Design Plans (February / March 2017)
  - d. Prepare draft document (March / April 2017)
  - e. Finalize document / plans (April / May 2017)
  - f. Park Board / City Council Approval (May / June 2017)
4. Neighborhood Map Overview (Bus Stops, destination points, etc.)
5. Overview of Project Area Map
  - a. Regional connectivity to parks, trails, and destination points
  - b. Regional trail design standards (minimum width, slope, radii, resting areas, etc)
  - c. Improved crossing at Kraft
6. Engagement Questions
  - a. Project Goals / Measures of Success
  - b. Encroachment on school property (tree and wetland preservation)
  - c. Schools program uses within the park
  - d. Long range or potential program uses within park
  - e. Site and/or park trail connectivity to regional trail
  - f. Places of Interest / Amenities (interpretive areas, benches, trash, bike repair station, etc.)
  - g. Preferred Alignment: Pros / Cons

### **PREFERRED TRAIL ALIGNMENT / TRAIL ALIGNMENT A:**

#### **PROS**

- Proposed alignment minimizes tree impacts by utilizing existing trails within the parks
- Avoids wetland impacts
- Much of the alignment grades are under 5% slope
- Utilizes existing street crossing at Kraft

#### **CONS**

- Potential easements on school property
- Bridge / culvert required at drainage crossing
- Some tree clearing required for widening and grading



**TRAIL ALIGNMENT B:**

**PROS**

- Trail is within park, no right-of-way requirements
- Potential connectivity to park program uses
- Avoids wetland disturbance
- Preserves developable park space by staying near park boundaries

**CONS**

- Major grading / rest areas required at northeast corner of Marthaler Park
- Largest impact to park trees and vegetation
- Segment of trail near private property

**TRAIL ALIGNMENT C:**

**PROS**

- Avoids wetland disturbance
- Provides good opportunity for adjacent uses and access to areas of the parks
- Trail is mostly within park, small right-of-way requirements
- Potential connectivity to park program uses

**CONS**

- Trail segment within right-of-way
- Playground and picnic area will require improvements
- Steep grades along Humboldt may require retaining walls

**TRAIL ALIGNMENT D:**

**PROS**

- Minimizes tree impacts
- Minimum tree removals required
- Provides scenery around pond

**CONS**

- Wetland disturbance possible at Humboldt
- Long trail segment within right-of-way
- Option requires parking lot, tennis court, and drive relocation

**7. Comments / Questions / Discussion Items**

- Save natural play area near kindergarten doors - impacts on play area (big issue with teachers)
- Try to avoid wetlands; impacts on turtles and frogs
- Keep existing park trail to east as a walk for kids / classes (local trail)
- Marthaler alignment: doesn't like alignment 'D' along the street. Alignment 'B' or 'C' is more interesting as it is within more of the park
- Potential to get feedback from parents as well, have provided lots of input on past studies
- Link to Garlough's musical playground would be an option
- Send link to website to parents
- Discussions on trail easement on school property should start with Mark Fortman, Director of Operations (Office: 651-403-7326; [mark.fortman@isd197.org](mailto:mark.fortman@isd197.org))



## ***Garlough / Marthaler River to River Trail***

**Date:** 5:00 p.m. on February 9, 2017

**Re:** Open House Agenda / Minutes  
WSB Project No. 1722-12

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### **Agenda:**

1. Introductions
2. Overview of Comprehensive River to River Trail Project / Goals
3. Schedule
  - a. City Trail Alignment Review Meeting (January, 2017)
  - b. Gather community input & programming elements (February, 2017)
  - c. Schematic Design Plans (February / March 2017)
  - d. Prepare draft document (March / April 2017)
  - e. Finalize document / plans (April / May 2017)
  - f. Park Board / City Council Approval (May / June 2017)
4. Neighborhood Map Overview (Bus Stops, destination points, etc.)
5. Overview of Project Area Map
  - a. Regional connectivity to parks, trails, and destination points
  - b. Regional trail design standards (minimum width, slope, radii, resting areas, etc)
  - c. Improved crossing at Kraft
6. Engagement Questions
  - a. Project Goals / Measures of Success
  - b. Places of Interest / Amenities (interpretive areas, benches, trash, bike repair station, etc.)
  - c. Preferred Alignment: Pros / Cons

### **PREFERRED TRAIL ALIGNMENT / TRAIL ALIGNMENT A:**

#### **PROS**

- Proposed alignment minimizes tree impacts by utilizing existing trails within the parks
- Avoids wetland impacts
- Much of the alignment grades are under 5% slope
- Utilizes existing street crossing at Kraft

#### **CONS**

- Potential easements on school property
- Bridge / culvert required at drainage crossing
- Some tree clearing required for widening and grading

### **TRAIL ALIGNMENT B:**

#### **PROS**

- Trail is within park, no right-of-way requirements
- Potential connectivity to park program uses
- Avoids wetland disturbance
- Preserves developable park space by staying near park boundaries

#### **CONS**

- Major grading / rest areas required at northeast corner of Marthaler Park
- Largest impact to park trees and vegetation
- Segment of trail near private property

**TRAIL ALIGNMENT C:**

**PROS**

- Avoids wetland disturbance
- Provides good opportunity for adjacent uses and access to areas of the parks
- Trail is mostly within park, small right-of-way requirements
- Potential connectivity to park program uses

**CONS**

- Trail segment within right-of-way
- Playground and picnic area will require improvements
- Steep grades along Humboldt may require retaining walls

**TRAIL ALIGNMENT D:**

**PROS**

- Minimizes tree impacts
- Minimum tree removals required
- Provides scenery around pond

**CONS**

- Wetland disturbance possible at Humboldt
- Long trail segment within right-of-way
- Option requires parking lot, tennis court, and drive relocation

**7. Comments / Questions / Discussion Items**

- Trail crossing at Wentworth is a hard road to cross, will there be a light or other protection?
- Hill at Marthaler is steep, difficult in the winter to walk up and down.
- Bring trail along south limits of Marthaler (north of residential properties) to avoid large hill. Continue south on Humboldt to Kraft and go east to postal credit union. Cross at post office to Lothenbach Avenue, north on Marthaler Lane to new park, to Emerson and then to Thompson / Kaposia Park.
- Trail head at Library / new park.
- Tunnel or bridge needed at Robert, no on grade crossing.
- Safe crossing at Robert to allow children to get to library from west side of Robert. Classes walk to library from Garlough Elementary and a safe crossing would be beneficial.
- Wayfinding signage needed throughout trail.
- Restoration area near school needs to be protected.
- Alignment 'B' is secluded, safety concerns?
- Alignment 'C' preferred, 'D' to be used as a park trail
- Don't like trail along Humboldt, not safe with young kids.
- Lighting along trail and within park.
- Traffic counts on Humboldt? Suitable for a regional trail or stay within park?
- Drinking fountains / jug fillers.
- Avoid wetland disturbance and wetland habitat.
- Alignment 'D' to go around north side of parking lot then around pond.
- Will bring more people to WSP, improve property values and economic development.
- Restrooms and bike repair stations
- Save wooded trails at both parks.
- Are there any impacts to the disc golf at Garlough?
- Could there be a bike lane along Humboldt?
- Alignment 'B' is currently steep, if this option is built would the slopes be less than they currently are?
- Will the proposed trail be wide enough for walkers, caregivers, dog walkers, bikers, etc?  
Could bike traffic be routed around the parks along the roadways?



## ***Garlough/Marthaler River to River Trail Realignment Project***

**Date:**        **October 24, 2016**

**Re:**        **Project Kick-off Meeting**  
**WSB Project No. 1722-12**

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### **Agenda:**

1. Introductions
2. Main Project Contacts:
  - City of West St. Paul:
    - a. Bed Boike – Asst. Comm. Dev. Director
    - b. Melissa Sonnek – Comm. Dev. Coordinator
    - c. Dave Schletty – Asst. Park and Rec. Director
    - d. Darin Rezac – City Engineer
  - Dakota County:
    - a. Lil Leatham – Dakota County
  - Consultant:
    - a. Bob Slipka – WSB, Project Manager / Sr. Landscape Architect
    - b. Erin Perdu – WSB, Community Engagement Specialist
    - c. John Powell – Engineer
    - d. Tanya Gytri – Transportation Engineer / Regional Trail Expert
3. Project Schedule Overview (attached schedule):
  - a. Review prior plans, reports, or program elements
    - o City to provide WSB with past plans/reports
    - o City to provide GIS files for base mapping
    - o Dakota County to try and obtain pdf and/or digital files of concept plan and past constructed trail segment
    - o 5' walk to be installed as part of roadway improvements along Humboldt improvements in 2017, wider walkways may be necessary if trail route follow roadway and/or inner park trail around pond merits widening for more park like feel and scale
    - o 2018 improvements planned for Wentworth
    - o Future Marthaler Park Master Plan to be conducted identify park improvements including parking and inner park trail improvements
  - b. Discuss goals and measures of success
    - o Need to ensure SHIP priority populations meeting is conducted as part of the grant requirements
    - o Meet with Living Longer Stronger Group as stakeholder group
  - c. Site analysis & review
    - o WSB to utilize desktop review for wetlands mapping, delineation work would be required as part of the construction plan phase
  - d. Gather community input & programming elements
    - i. Community Open House Meeting
    - ii. Stakeholder Meetings
  - e. Schematic Design Plan

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- Currently proposal includes that layout and grading plans to be utilized for preliminary design documents. At time of development it will be determined if plan and profile sheets will be used instead.
  - f. Monthly review meetings during development of plan
  - g. Prepare draft document
  - h. Finalize document / plans
    - Break cost out from existing trail to Kraft, Kraft to Marthaler parking lot, and Marthaler parking lot to corner of Humboldt and Wentworth
    - Include cost for lighting of trail
  - i. Park Board / City Council Approval
- 4. Community Open House and Public Engagement:
  - a. Goal: discuss overall needs, ideas, and concerns that need to be incorporated into the process
    - Talk about what is most special about the area – what are the best things that should be preserved
    - Identify challenges and opportunities
  - b. Meeting Format:
    - Open house with topics and questions posted around the room
    - Informational presentation at the beginning of the meeting (brief)
    - Attendees can provide ideas using maps, notes and small group discussions with the project team
    - Reconvene everyone at the end of the meeting – facilitator will share common threads
    - Attendees can share ideas, questions, concerns with the group
    - Wrap up with next steps and other opportunities to provide input
    - Prepare alignment options and review with City prior to engaging in public meetings. Approved alignment(s) to be utilized for review and comment during public meetings.
  - c. Possible Dates?
    - Target late January/early February for Open House
    - Neighbors near the proposed trail could be invited to a Park Board Meeting as a means of public outreach
  - d. Also in Public Engagement:
    - Meeting with adjacent property owners directly affected by the proposed trail realignment
    - There may be a need to meet to two or three property owners near the on street crossing at Kraft as well as adjacent property owner at northeast corner of Marthaler Park pending alignment options.
    - Meet with stakeholder groups including SHIP priority populations and ROMA
    - Collaborate with Dakota County
- 5. Site Visit:
  - a. Review key site items to be saved and/or protected
  - b. Current maintenance items to be addressed
  - c. Tree preservation and minimizing impact
    - To save and preserve trees, explore options to possibly align trail within school property. Permanent easements would be required for this but certainly can be explored if alignment aids in tree preservation.





# GARLOUGH/MARTHALER RIVER TO RIVER TRAIL REALIGNMENT PROJECT

WSB PROJECT NO. 1722-12

## PROJECT KICK-OFF MEETING SIGN-UP FORM

√	Name	Representing	Complete Mailing Address	Phone (Include Area Code)	Cell/Pager (Include Area Code)	E-mail Address
	Bob Slipka	WSB & Associates, Inc.	701 Xenia Avenue South Suite 300 Minneapolis, MN 55416	763-231-4888	612-201-5949	<a href="mailto:bslipka@wsbeng.com">bslipka@wsbeng.com</a>
	Erin Perdu	WSB & Associates, Inc.	701 Xenia Avenue South Suite 300 Minneapolis, MN 55416	763-287-8316		<a href="mailto:eperdu@wsbeng.com">eperdu@wsbeng.com</a>
	Darin Rezak	City of West St. Paul	1616 Humboldt Avenue W. St. Paul, MN 55118	651-552-4131	651-347-8991	<a href="mailto:drezac@wspmn.gov">drezac@wspmn.gov</a>
	Melissa Sonnek	City of West St. Paul	1616 Humboldt Avenue W. St. Paul, MN 55118	651-552-4144		<a href="mailto:msonnek@wspmn.gov">msonnek@wspmn.gov</a>
	Ben Boike	City of West St. Paul	1616 Humboldt Avenue W. St. Paul, MN 55118	651-552-4134	651-485-8727	<a href="mailto:bboike@wspmn.gov">bboike@wspmn.gov</a>
	Dave Schletty	City of West St. Paul	1616 Humboldt Avenue W. St. Paul, MN 55118	651-552-5152	651-707-2451	<a href="mailto:dschletty@wsp.gov">dschletty@wsp.gov</a>
	Lil Leatham	Dakota County	14955 Galaxie Avenue Apple Valley, MN 55124	952-891-7159		<a href="mailto:Lil.leatham@co.dakota.mn.us">Lil.leatham@co.dakota.mn.us</a>

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## **Garlough/Marthaler River to River Trail Realignment Project**

**Date:** January 17, 2017

**Re:** City Review Meeting / **Minutes**  
WSB Project No. 1722-12

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### **Agenda:**

1. Review Alignment Options
  - a. **At Garlough Park, merge options to provide “preferred” alignment to parallel school property line to avoid oak tree grouping, staying along north side or wetland at southeast school property corner, and continuing along blue alignment to Kraft. Other two options to be shown as lighter color and/or dashed.**
  - b. **Explore crossing options at Kraft to ensure safety of trail users.**
  - c. **Preliminary trail design to extend through Marthaler Park from Kraft to western edge of wetland near parking lot. This alignment to be consistent for all three options.**
  - d. **Delete red trail alignment at northeast corner of Marthaler due to slopes and grading extents.**
  - e. **Add trail option (relocate red alignment) around south side of pond and extend along Humboldt right-of-way. City to provide engineering plans of proposed roadway to verify ability to implement due to limited space between pond and roadway at northeast corner or pond. Some wetland mitigation may be required for this option.**
  - f. **For blue trail, adjust alignment to at parking lot to follow red trail north of wetland instead of extending through parking lot.**
  - g. **It was discussed to explore option of widening trail from proposed width of 10’ to 12’ to account for park users in addition to regional trail users.**

### **TRAIL ALIGNMENT A**

#### **PROS**

- Proposed alignment minimizes tree impacts by utilizing existing trails within the parks
- Avoids easements on school property
- Much of the alignment grades are under 5% slope

#### **CONS**

- Potential wetland impacts
- Impacts to existing parking lot due to proposed alignment
- Within Humboldt right-of-way (grading and/or retaining walls required)
- Bridge / culvert required at drainage crossing

### **TRAIL ALIGNMENT B**

#### **PROS**

- Minimizes tree impacts at Garlough Park by utilizing existing trails and school site
- Provides separation from Humboldt
- Shortest option of all three
- Avoids wetland disturbance

#### **CONS**

- Easement required on school property
- Trail utilizes existing trail along Kraft Road
- More significant tree clearing than Alignment A
- Major grading required at northeast corner of Marthaler Park

### TRAIL ALIGNMENT C

#### PROS

- Minimizes tree impacts at Garlough Park by utilizing existing trails and school site
- Avoids wetland disturbance
- Provides greatest opportunity for adjacent uses and access to areas of the parks

#### CONS

- Easement required on school property
- Bridge / culvert required at drainage crossing
- Option requires the most significant tree removal and grading requirements

#### 2. Project Schedule Overview (attached schedule):

- a. City Review Meeting (today)
- b. Gather community input & programming elements (February 9, 2017)
  - i. Community Open House Meeting
  - ii. Stakeholder Meetings
- c. Schematic Design Plans (February / March 2017)
- d. Prepare draft document (March / April 2017)
- e. Finalize document / plans (April / May 2017)
  - i. Break cost out from existing trail to Kraft, Kraft to Marthaler parking lot, and Marthaler parking lot to corner of Humboldt and Wentworth
  - ii. Include cost for lighting of trail
- f. Park Board / City Council Approval (May / June 2017)

#### 3. Community Open House and Public Engagement (RECAP):

- a. Goal: discuss overall needs, ideas, and concerns that need to be incorporated into the process
  - Talk about what is most special about the area – what are the best things that should be preserved
  - Identify challenges and opportunities
- b. Meeting Format:
  - Open house with topics and questions posted around the room
  - Informational presentation at the beginning of the meeting (brief)
  - Attendees can provide ideas using maps, notes and small group discussions with the project team
  - Reconvene everyone at the end of the meeting – facilitator will share common threads
  - Attendees can share ideas, questions, concerns with the group
  - Wrap up with next steps and other opportunities to provide input
  - Prepare alignment options and review with City prior to engaging in public meetings. Approved alignment(s) to be utilized for review and comment during public meetings.
- c. Possible Dates?
  - Target late January/early February for Open House
  - Neighbors near the proposed trail could be invited to a Park Board Meeting as a means of public outreach
  - **ROMA 2/9/17 – Noon, location TBD**
  - **Living Longer Stronger 2/9/17 – 2:00, location WSP City Hall**
  - **Garlough Elementary 2/9/17 – 3:30, location WSP City Hall**
  - **Public Open House 2/9/17 – 5:00 to 7:00, location WSP City Hall**
- d. Also in Public Engagement:
  - Meeting with adjacent property owners directly affected by the proposed trail realignment.

- There may be a need to meet to two or three property owners near the on street crossing at Kraft as well as adjacent property owner at northeast corner of Marthaler Park pending alignment options.
- Meet with stakeholder groups including SHIP priority populations and ROMA.
- Collaborate with Dakota County.



# GARLOUGH/MARTHALER RIVER TO RIVER TRAIL REALIGNMENT PROJECT

WSB PROJECT NO. 1722-12

## CITY REVIEW MEETING SIGN-UP FORM

√	Name	Representing	Complete Mailing Address	Phone (Include Area Code)	Cell/Pager (Include Area Code)	E-mail Address
x	Bob Slipka	WSB & Associates, Inc.	701 Xenia Avenue South Suite 300 Minneapolis, MN 55416	763-231-4888	612-201-5949	<a href="mailto:bslipka@wsbeng.com">bslipka@wsbeng.com</a>
x	Erin Perdu	WSB & Associates, Inc.	701 Xenia Avenue South Suite 300 Minneapolis, MN 55416	763-287-8316		<a href="mailto:eperdu@wsbeng.com">eperdu@wsbeng.com</a>
	Ryan Ruttger	WSB & Associates, Inc.	701 Xenia Avenue South Suite 300 Minneapolis, MN 55416	612-258-2304		<a href="mailto:rruttger@wsbeng.com">rruttger@wsbeng.com</a>
x	Darin Rezak	City of West St. Paul	1616 Humboldt Avenue W. St. Paul, MN 55118	651-552-4131	651-347-8991	<a href="mailto:drezac@wspmn.gov">drezac@wspmn.gov</a>
x	Melissa Sonnek	City of West St. Paul	1616 Humboldt Avenue W. St. Paul, MN 55118	651-552-4144		<a href="mailto:msonnek@wspmn.gov">msonnek@wspmn.gov</a>
x	Ben Boike	City of West St. Paul	1616 Humboldt Avenue W. St. Paul, MN 55118	651-552-4134	651-485-8727	<a href="mailto:bboike@wspmn.gov">bboike@wspmn.gov</a>
x	Dave Schletty	City of West St. Paul	1616 Humboldt Avenue W. St. Paul, MN 55118	651-552-5152	651-707-2451	<a href="mailto:dschletty@wsp.gov">dschletty@wsp.gov</a>
x	Lil Leatham	Dakota County	14955 Galaxie Avenue Apple Valley, MN 55124	952-891-7159		<a href="mailto:Lil.leatham@co.dakota.mn.us">Lil.leatham@co.dakota.mn.us</a>
x	John Mertens	Dakota County	14955 Galaxie Avenue Apple Valley, MN 55124	952-891-7036		<a href="mailto:john.mertens@co.dakota.mn.us">john.mertens@co.dakota.mn.us</a>