

TRANSPORTATION

Regional Context

The City of South St. Paul's transportation system; a combination of streets, highways, transit, and trails/sidewalks, must be considered within the regional context with which it is connected. This regional context includes both Dakota County and the Metropolitan Council. Both have established policies that affect South St. Paul's transportation goals and objectives. The City is active in the review of both of these agencies policies as they affect the City and its transportation system.

Metropolitan Council Policies

The Metropolitan Council has established the following policies based on the forecasts discussed in their Regional Development Framework. There is limited roadway expansion planned, therefore congestion will likely increase. Currently, any point within the region is accessible within 60 minutes. By the end of the planning window of 2030, only 60-70 percent of the region will be accessible within 60 minutes. In order to reduce congestion levels, the following policies have been established:

1. Reduce Travel Demand
2. Increase Transportation Capacity through Better System Management
3. Replace and Improve the Existing Highway System
4. Improve the Transit System
5. Expand Highway Capacity

Street System - Local Roads

There are 86 miles of pavement in the City's street system. In addition, there are 24 miles of alleys that contribute to the movement of vehicles and residents through the City. The City's street system includes local roads, County roads, and State Highways as illustrated in (**Map 9**). Each type of road contributing to the City's road system has its own unique character and function.

As mentioned in the Policy Plan, the city believes that developing and preserving a complete and connected network of local streets is essential in accomplishing:

- Reduced trips through signalized intersections, reducing delay
- Reduced exposure to crashes in general
- Reduced need to access higher speed and higher volume roadways, thereby reducing the likelihood of injury crashes
- Reduced trip lengths, travel times, and fuel usage
- Reduced emergency response times by police, fire and ambulance
- Increased options for travelers as issues arise (such as construction, traffic congestions, and emergency street closures)
- Increased options for pedestrian and bicycle trips

TRANSPORTATION

The potential redevelopment of the Dawn Way Landfill will present an opportunity for a transportation link between South Street and Concord Street South. It is anticipated that this could be a main road connection for this portion of the City and would complete a direct route along Upper 55th Street/South Street from Trunk Highway 52 easterly to Concord Street (CSAH 56).

Functional/Jurisdictional Classification

The majority of the City streets in the City are classified as local roads, with one exception of 7th Avenue South being classified a minor arterial street. These streets are used to provide access to residential housing units and local businesses. There are two County State Aid Highway, Southview Boulevard, and Concord Street south of I-494, and four County Roads: Thompson Avenue, Butler Avenue, South Concord Street, and Wentworth/15th Avenue. Some of these County roads serve as minor arterials that connect the City to adjacent communities and the region.

The City of South St. Paul uses the same functional classification system as the Metropolitan Council:

Principal Arterial: Connect the region with the other areas in the state or connect metro centers to regional business concentrations. The emphasis is on mobility as opposed to land access.

Minor Arterial: Connect the urban service area to cities and towns inside and outside the region. They interconnect the rural growth centers to one another. The emphasis is on mobility with land accesses.

Collector: Roadways provide connection between neighborhoods and to minor business concentrations. Mobility and land access are equally important.

Local: Roadways connect streets and land parcels. The primary emphasis is on land access.

In South St. Paul there are two principal arterials:

- Interstate 494 (I-494)
- State Trunk Highway 52

There are also four minor arterials in South St. Paul:

- Concord Street (TH 156), north of I-494
- Concord Street (CSAH 56), south of I-494
- 7th Avenue South, south of I-494
- Wentworth Avenue (B-Minor), from TH52 to TH156 (a part of which is proposed)

TRANSPORTATION

In addition to the County roadways, the City has identified several street segments as Municipal State Aid Roads. They serve as inter-community connectors that provide quick access to all parts of the City. Many of them also provide connections to the City's industrial park and to other communities. The local roads are on a regular maintenance schedule of mill/overlay, and reconstruction. No additional roads are anticipated within the planning time frame. No additional lanes are planned for either the A-minor arterials or the principal arterials within the City. Local roads are typically controlled by traffic signals and stop signs. The City has an established policy on approving stop signs. This policy uses several factors in stop sign placement including the number and spacing of four-way stops in the City (**Map 14**). The City has instituted a residential stop sign policy for all new placements.

Highways

The City has access to three State Highways: 156, 52, and Interstate 494. State Highway 156 (Concord Street) is in the turnback process from the State to the County, with the segment south of I-494 already under the County's jurisdiction (CSAH 56).

The City has begun a process of redefining the Concord Street corridor. As part of the reconstruction of South Concord Street, the City has installed ornamental street lighting, special median treatments and pedestrian friendly trails and sidewalks. The City has also developed a comprehensive vision for the north section of Concord Street. Through planning/zoning changes, special districts have been created with specific design standards and acceptable uses. The standards are attempting to create a more pedestrian oriented street environment. An ultimate 'plan' has been created for North Concord Street, which includes streetscaping, sidewalks/trails, removal of billboards, underground utilities and buffering for railroad tracks.

The Wakota Bridge on I-494 crosses the Mississippi River. The expansion of the bridge began in 2002 and is proposed to be completed in 2010. The expansion provides added capacity and will reduce, if not eliminate, rush hour congestion. The local system has experienced some temporary congestion points as part of the Wakota Bridge construction. Once all of the ramps and lanes are open, the local system will return to its intended use. The Wakota Bridge has several elements to which the City has been a vital part. A bicycle/pedestrian trail with overlooks and decorative lighting on the north side, a connector trail to the Mississippi River Regional Trail (MRRT) and special aesthetic treatments brought forth by the I-494/TH-61 Aesthetic Design Committee, of which the City was a part.

Traffic Safety and Demand Management Program

In order to address existing and future concerns within the City's transportation roadway system, the following program elements shall be undertaken:

TRANSPORTATION

(TABLE 6.01)

Traffic Safety and Demand Management

Interstate 494	<p>Dakota County has classified this Roadway to be currently deficient in handling current traffic volumes. Therefore the City supports efforts to control and preserve reasonable traffic flows and measures. Further, the City continues to support the upgrade and expansion of the Wakota Bridge as mentioned earlier.</p> <p>Also, the City is supportive of Mn/DOT efforts to add a third lane in each direction on I-494 from TH 61 to I-94, thus improving the access into South St. Paul from the east.</p> <p>In addition, the City is working with Mn/DOT to improve the safety of I-494 and the 5th/7th Avenue access points. Two of these intersections are scheduled for modification in 2009. The other two intersections will continue to be monitored for needed modification 2015 or earlier as funds become available.</p>
State Highway #156	<p>As opportunities arise, the City will push to reduce, consolidate, and close driveways and other access points onto this corridor, thus improving traffic safety. A comprehensive vision for the upgrade of TH 156 north of Wentworth Avenue has been completed and will be implemented as opportunities arise. The City is entering into a five-year re-signalization plan for TH 156 from I-494 to Wentworth Avenue. The new signals should offer a more efficient traffic management, a safer pedestrian experience and fully ADA-compliant crossing systems.</p>
State Highway #52	<p>It is projected, that at some time over the next twenty years, this corridor will be deficient in regard to usage and traffic volume levels. The City will continue to support access management, while preserving appropriate traffic flows. Further, the City will work to support and assist in the coordination of pedestrian overpasses, where feasible, between West St. Paul and South St. Paul. The City is currently working with Mn/DOT and Dakota County to upgrade the access points of TH 52 at Thompson Avenue (CR6) and Wentworth Avenue (CR8). Traffic signals are proposed for Thompson Avenue ramps and roundabouts as are proposed for the Wentworth Avenue ramps.</p>
Pedestrian Ways	<p>A continued City priority is to make sidewalk and trail improvements and to insure their development is consistent with the Comprehensive Plan. The improvements noted earlier along South Concord Street, Wakota Bridge and North Concord Street will enhance the pedestrian ways.</p> <p>The City is working with Dakota County on the connection of the regional trail into Inver Grove Heights. This is scheduled for 2009. The City is also eliminating a barrier in the current trail system in Simon's Ravine at 19th Avenue North. By installing a tunnel underpass the City is eliminating a non-ADA compliant barrier along the regional trail. The City is working with St. Paul and Inver Grove Heights on other trail connections to access the regional trail.</p> <p>The Pedestrian Walkability map (Map 17) shows the gaps and needs in our system. The City is committed to completing this system to best fit the needs of the community and users. The funding for this is through assessments, CIP, and park dedication funds.</p>
Intersections	<p>Continue to maintain and improve adequate and proper visibility and traffic controls at high volume and other critical intersections. By working with Dakota County and Mn/DOT, the City hopes to respond to needs as they are identified. The intersection controls proposed at I-494 and 5th/7th, TH 52 and Wentworth, and TH 52 and Thompson, and all along TH 156</p>

TRANSPORTATION

Reduce Travel Demand	<p>demonstrate the City’s responsiveness.</p> <p>Work to reduce travel demand within the community through the following policies:</p> <ul style="list-style-type: none"> ▪ Support and assist in the coordination of transit line upgrades and improvement. ▪ Work with Met Council and other communities on commuter rail planning in the Capitol Corridor. ▪ Support mix-used redevelopment projects, with residential and essential service commercial in combination or close proximity. ▪ Continued development of pedestrian trail/bikeway development system, with regional coordination a priority.
Minimize Arterial Access	<p>Work to eliminate driveway and roadway access onto arterial roadways.</p>
Pavement Management	<p>The City has a four-stage pavement management program:</p> <p><u>Sealcoating</u> (Stage 1) Every seven years the City sealcoats and crack-seals roadways in the City system. The sealcoating program is funded out of the general fund. There are no assessed costs.</p> <p><u>Mill & Overlay</u> (Stage 2) After 15 – 20 years roadway are often ready to be milled and overlaid with a fresh layer of asphalt. Through a pavement inspection program, candidates are evaluated and ranked. All costs for the mill and overlay program are assessed.</p> <p><u>Bituminous Removal & Replacement</u> (Stage 3) If roadways need more extensive repairs than a mill & overlay, but the curbing and underground infrastructure is stable. The driving surface will be completely removed and a new pavement section installed. These costs are also assessed back to the adjacent proper owners.</p> <p><u>Street Reconstruction</u> (Stage 4) If a roadway has significant pavement distress, curbing failure, storm sewer needs, or other underground facilities that need to be upgraded, then a street would have to be reconstructed. The cost of street reconstruction is partially assessed and partially funded by the City’s Capital Improvement Program (CIP). The City has committed over \$500,000 annually to this program.</p>

Traffic Analysis Zones

The City is divided into eight Traffic Analysis Zones (TAZ’s) (**Map 15**). The purpose of these traffic analysis zones are to allocate levels of traffic to roadways based on land uses within each TAZ. Based on the amount of vacant developable land within each TAZ, portions of the household, population, and employment forecasts are also allocated to each TAZ.

All of the City’s eight traffic analysis zones are projected to generally see equal increases in traffic by the year 2030. Traffic levels on the City local, county, and state roads are projected to increase by approximately 25% by the year 2030 (**Maps 12 and 13**). These forecasts are

TRANSPORTATION

based on data included in Dakota County’s Comprehensive Transportation Plan as part of the 2030 Comprehensive Plan Update.

Overall, the City contains only small, scattered areas of vacant land suitable for residential development. Additionally there are some areas of the city planned for mixed-use residential development. The total combined acreage would only provide 400-700 new housing units. Limited impact will be felt on adjacent roadways from this proposed residential development.

A traffic impact will occur from commercial and industrial development in TAZs 284 and 285. These two areas encompass the BridgePoint Business Park area and the industrial area south of 494, including the Danner site which is being prepared for redevelopment. The primary roads affected by development in TAZs 284 and 285 will be Concord Street and Interstate 494, with a lesser impact on Hardman Avenue. With the improvements currently underway on TH156, CSAH 56, and I-494 traffic demands should be met. One transit route serves this area, Route 71, with some limited service extension of the route along Armour Avenue, Hardman Avenue, and Grand Avenue (**Map 16**). Mixed-Use redevelopment of Concord Exchange area in far eastern edge of TAZs 286 and 288 would increase traffic in that area but the transportation infrastructure should be sufficient. As development continues to increase in these areas, the City should work with local businesses, the Chamber of Commerce, and Metropolitan Council to increase transit services and implement traffic demand management strategies.

(TABLE 6.02)

2010, 2020 AND 2030 POPULATION, HOUSEHOLDS, AND EMPLOYMENT PROJECTIONS BY TRAFFIC ANALYSIS ZONES

TAZ	POPULATION				HOUSEHOLDS				EMPLOYMENT			
	2000	2010	2020	2030	2000	2010	2020	2030	2000	2010	2020	2030
283	3685	3635	3635	3785	1408	1433	1483	1558	186	188	195	200
284	126	126	126	126	60	60	60	60	382	384	390	400
285	0	0	0	0	0	0	0	0	4029	4224	4365	4440
286	3588	3538	3538	3688	1554	1579	1629	1704	402	432	452	462
287	2914	2900	2900	2964	1124	1149	1199	1224	234	240	245	260
288	6788	6688	6788	6978	2774	2828	2953	3153	1870	2000	2015	2070
289	3	0	0	0	2	0	0	0	227	237	237	247
290	3063	3013	3013	3159	1201	1251	1276	1301	367	395	401	421
TOTALS	20,167	19,900	20,000	20,700	8,123	8,300	8,600	9,000	7,708	8,100	8,300	8,500

*TAZ 291 is primarily in West St. Paul however it includes approximately 20 homes on the east side of Waterloo Avenue which are within the South St. Paul boundary. TAZ 293 is primarily in West St. Paul and has its access from West St. Paul or Inver Grove Heights but includes some undeveloped property that is within the South St. Paul boundary. The results of TAZ 291 and 293 were included in the West St. Paul numbers.

TRANSPORTATION



Transit

The City is located in Transit Market 2 (as established by the Metropolitan Council) and is served by two transit routes; Routes 68 and 71 (**Map 16**). Both of the routes are regular service routes, and there is also the limited service branch off of Route 71. These routes are supplemented by the DARTS service, an on-call service administered by Dakota County. Currently, transit service within the City is adequate. As discussed earlier, transit may need to be increased in the Bridge Point Business Park, to provide extended regular route service as opposed to limited service.

(TABLE 6.03)

Metro Transit Daily Ridership

Transit Routes Operating in South St. Paul	2008 Daily Passengers
Route #68	3,490 Persons
Route # 71	2,041 Persons

*Ridership numbers are for all trips on these routes and are not specific to South St. Paul

Source: Metro Transit

The City of South St. Paul will continue to support the efforts of DARTS in their efforts to provide transit services. Also, the City of South St. Paul will continue to support the efforts and initiatives of Metro Mobility.

In the next several years new transit options may be developed on the Robert Street Corridor. Those options may include Bus Rapid Transit (BRT), Light Rail Transit (LRT), streetcar or express bus service to link St. Paul with parts of Dakota County. The Robert Street Corridor Committee, of which the City was a member, explored options for the best alignment and best type of transit to service the area. The main alignments in the northern portion of Dakota County ran along Robert Street or Trunk Highway 52. The City recognizes the potential benefits that the additional transit service could provide to the community and supports better interconnectivity of transit options to coordinate with the Robert Street Corridor transit. In particular, the development of new transit options in the Robert Street Corridor offers an opportunity to explore different types of transit and better transit technologies and services.

The Robert Street Corridor study provided options for BRT lines along Mendota Road/Highway 110 to connect with the Hiawatha LRT line in Minneapolis. Conceivably that would provide an opportunity to connect to South St. Paul via Southview Boulevard (which becomes Mendota Road in West St. Paul). This would provide new transit options for commuters, reverse commuters, and others seeking alternative transportation options between Minneapolis/Bloomington and communities in northern Dakota County such as South St. Paul. Transit lines along Concord Street offer another opportunity to provide interconnectivity to the

TRANSPORTATION

Robert Street corridor via St. Paul. New technologies should also encourage additional transit transportation in South St. Paul. These technologies provide things like real-time bus location information (automatic vehicle locators) to the transit rider about the location of the transit vehicle and can therefore increase the reliability and desirability of transit. Better transit stops or shelters at designated locations should also be explored with Metropolitan Council as opportunities arrive and can be coordinated with redevelopment. The transit lines can also encourage the redevelopment of property through Mixed-Use or Transit Oriented Development principles, such as the planned Mixed-Use development area along Concord Exchange Street.



Trails

The City and Dakota County have entered into a joint powers agreement for the planning, acquisition, development and future operation/maintenance of the Mississippi River Regional Trail (MRRT). The vast majority of the MRRT is complete in South St. Paul except for the final segment that runs from Richmond Street south into Inver Grove Heights which is planned for 2009. The trail runs along the Mississippi River for the majority of its length. At the northern end of the MRRT, it passes through a planned park development called Kaposia Landing. The City has developed just under two miles of trail within Kaposia Landing as the first element of the park. An off-leash dog park has been constructed at Kaposia Landing and is accessible just off of the MRRT trail.

Going westward from Kaposia Landing, the regional trail is currently known as the North Urban Regional Trail (NURT). *(Please note that Dakota County is considering a name change for this regional trail as the current name could be misunderstood to be in the northern portion of the metropolitan area rather than in the northern portion of Dakota County. However at present the trail is referred to as the NURT).* This Dakota County trail connects to the MRRT and runs into West St. Paul over TH52. The NURT continues in Simon's Ravine, a drainage ravine owned by South St. Paul. South St. Paul has developed trailheads in two locations along the NURT. In 2008, the City completed constructing a pedestrian underpass at 19th Avenue to remove the non-ADA compliant section of the NURT. In 2009 and beyond, the City/County will be developing lighting and safety plans for the NURT and MRRT and the trails within Kaposia Landing. The City will be installing historical signage along the MRRT to be completed in 2011. The current MRRT has two overpasses over the Union Pacific Railroad facility. On the overpass at Grand Avenue, a viewing platform has been installed to watch eagles and herons at their nesting areas across the river in St. Paul. As previously mentioned the reconstructed Wakota Bridge provided a sidewalk connection that will meet up with the MRRT near the DNR boat launch site. This provides another pedestrian way and connection across to the other side of the river.

TRANSPORTATION

Trail System Needs

The City has identified the following trail system needs:

- Trail around Seidl's Lake
- Trail easements
- An off-road trail from 19th Avenue to Bromley Street and from Bromley to the ravine/NURT.
- Completion of the south segment of the MRRT to connect to Inver Grove Heights.
- A trail connection from Simon's Ravine to the City's northern in the area of North Concord Street.
- Pedestrian connections to trail access points; i.e. need for trail/sidewalk along Grand Avenue east of Concord Street, and Villaume/Verderosa from Concord Street to the boat launch site.

Trail Access Points

The following are the points where the regional trails can be accessed in South St. Paul:

- Kaposia Park
- 19th Avenue
- Simon's Ravine Trailhead
- Kaposia Landing park and at Bryant Avenue in Kaposia Landing
- The Spiral Bridge at Grand Avenue East and Hardman Avenue
- The DNR Boat Launch site off of Verderosa Avenue
- Richmond Street at Hardman Avenue

Sidewalk System

Other than the trails, the City has an extensive sidewalk system (**Map 17**). There are, however, areas that need improved sidewalk facilities:

- Southview Boulevard from 20th Street to West St. Paul border.
- North Concord Street from Grand Avenue to St. Paul border.
- 19th Avenue North from Bromley Street to Butler Avenue.
- 7th Avenue South from I-494 to Inver Grove Heights border.
- East-West trail/sidewalk connections between Lorraine Park and Roosevelt Parks and the existing (mostly) North-South network of sidewalks.

The addition of these sidewalk segments would allow pedestrian access to all facilities, schools, neighboring cities, and commercial access in and near the City.

The City has established a maintenance program for its sidewalks. This program replaces segments in need of repair and assesses the cost to the adjacent homeowner. A program has not been established to implement new segments of sidewalk as identified above. The City will work with Dakota County to develop a maintenance program for the regional trail.

TRANSPORTATION



Aviation /Airport

History

South St. Paul's Fleming Field Airport was built in 1939 and was first used by a flying club. In 1942, the US Navy purchased the land and existing hangars and spent 1 million dollars on improvements such as a control tower (which has since been removed) and additional hangars. While owned by the Navy, the airport served as a primary training base. At the end of World War II, the airport was deemed surplus property and the City of South St. Paul claimed the land which came with a deed restriction that the land must be used as an airport, otherwise, the airport land would return to the Navy. The City began using Fleming Field airport in 1946 for general aviation and then in the 1970's began leasing land at the airport to individuals for private hangars. The City built the first of its own hangars in 1978.

In the 1980's The Metropolitan Airport Commission (MAC) conducted a study of Fleming Field airport to determine if they wanted to add the airport to their system. The MAC's study determined that acquisition of the airport would not be in the MAC's interest as they would likely lose money. In 1992 the MAC dropped consideration of the airport altogether.

The airport was named Fleming Field in honor of Captain Richard E. Fleming of the US Marine Corps Reserve, a native of St. Paul and graduate of St. Thomas Academy and the University of Minnesota. Captain Fleming received the Congressional Medal of Honor for his bravery and heroics as a flight officer in a Marine scout bombing squadron in the Pacific during World War II.

Purpose

Today, Fleming Field continues to operate as a general aviation airport and caters primarily to recreational pilots though there has been an increase in business travel. In addition to public and private hangars for general aviation there are also several aviation related businesses at the airport including Wipaire (aircraft float manufacturing company), Ballistic Recovery Systems/BRS (a company that makes whole airplane parachute systems), Hotel Sierra (rebuilds old airplanes), and Spectrum Medical Services (a company that brings specialist doctors to rural areas). Lysdale Flying Service (aircraft sales), which was one of the original airport tenants in the post Navy era, is still in operation at Fleming Field airport.

The City added a terminal building in 1997 to serve as the hub for the airport, a neighborhood meeting space, and to provide inviting quarters to cater to the growing business use of the airport. The terminal offers a 24-hour pilot's lounge. Fleming Field airport continues to be an important facility to the community of South St. Paul and an important hub of commerce.

TRANSPORTATION

There are approximately 265 full-time employees and 325 people working daily at the airport and the businesses located there.

Aviation/Airport Plan

Purpose

Fleming Field Airport is designed to serve South St. Paul and the surrounding regional area. The airport sits on 204 acres of land and has one 4,001 x 100 foot paved runway. It is an active airport with approximately 53,000 landings and takeoffs per year. Locally, it is ranked #8 in the state and within the top 800 in the United States. Approximately 200 aircraft are based at the airport.

The airport serves 2 main purposes: business and recreation. Most of the activity occurs between 7 a.m. and 9 p.m. weekdays and on weekends. The economic impact from airport related activities totals approximately 41 million dollars.

Helicopters / Helipad (none)

While there is no helipad there are 10 helicopters that operate out of Fleming Field Airport. The flight path (approach) for helicopters is from the Wakota Bridge to the windsock on the Fleming Field tarmac and back out the reverse way. This flight path accommodates the needs helicopter use at the airport while offering the least disruption to neighboring residential properties.

Safety - Landing Aides

There is no air traffic control tower at the Fleming Field airport. The tower that had been built after the Navy left has long since been removed. The type and quantity of air traffic do not warrant an air traffic control tower. Fleming Field currently uses; pilot controlled lighting (remote controlled via radio), a Non-Precision Global Positioning System (GPS) and localizer (World War II Era instrument) landing aid for the Runway 34 approach (from the south heading north), and Precision Approach Path Indicator (PAPI) (visual landing aid [red boxes]) for both Runway 34 and Runway 16 approach (from the north heading south). In 2009 the City will work with the FAA to acquire Precision GPS aides for both runway approaches which should help to decrease the safe viewing height to the runway and increase the ability for planes to land in bad weather safely.

- pilot controlled lighting (remote controlled via radio)
- PAPI for both runways
- GPS and NDB instrument approaches

Airport - Future Land Use

In 2007 the 25 acres on the west side of the airport was platted and the access roads to the site were installed. The City has a waiting list and is currently working with people on the waiting

TRANSPORTATION

list to arrange construction of new hangars on this portion of the airport.

The only other area remaining for expansion of the airport is within the city limits of neighboring Inver Grove Heights where 6 hangar lots were created; 2 of those lots were developed and 4 lots are still available.

In 1999, the most recent Airport Layout Plan (ALP) was completed and approved by the Federal Aviation Administration in 2000. A new ALP will be created in 2009 and submitted for review to the FAA, MnDOT/Aeronautics, and the Metropolitan Council.

Airspace Protection Regulatory Control / Airport Zoning

The cities of South St. Paul, Inver Grove Heights, and Newport have adopted an airport zoning ordinance which is managed by an Airport Zoning Board. The ordinance provides airspace protection for the airport by regulating the type of uses, type and manner of lighting used on properties in the area, and height of structures in the respective safety zones in and around the airport. The City has continued to enforce airport zoning regulations on properties within its boundaries. The Metropolitan Council has indicated that the airport zoning ordinance has not been changed since the 1970's and should be updated. However, since the Airport Zoning Board has not been active for some time, and the board (which is made up of representatives from several communities) would be required for changes to the existing ordinance, it would prove to be a substantial undertaking and may not be completed until at least 2010. The City acknowledges that the ordinance will need to be updated and will work with MnDOT Aeronautics and the Metropolitan Council to develop an updated airport zoning ordinance. The City also understands that MnDOT has been working on a model airport zoning ordinance which should be completed soon and this model ordinance may provide the City with necessary framework for updating the City's airport zoning ordinance.

Permits

Per Minnesota State Statute 360.83, the city will also notify MnDOT Aeronautics for any construction or alteration that would exceed a height of 200 feet above ground level at the site, or any construction or alteration of greater height than an imaginary surface extending upward and outward at a slope of 40:1 from the nearest point of the nearest runway of a public airport.

Airport on Influence on Land Uses

Runway Clear Zones

The airport's land use safety zone extends north and south of the airport property itself (**Map 18**). Land uses within these zones are predominantly residential in nature, specifically single family. A softball complex, community park, and community gardens are located directly adjacent to the airport. In the future, the airport may be required to acquire additional properties to increase the amount of vacant land within the safety zone. The City has identified 6 homes along South Street and 3 apartment buildings on Elrose Court that currently encroach into the safety zones. The City has opted to work with

TRANSPORTATION

property owners when acquisition of property is necessary and to acquire the properties when the owners are ready to sell. The Federal Aviation Administration (FAA) has stated that since Fleming Field is in a built-up urban zone and therefore allows the City great leeway since many of the buildings have been in the clear zones for around 50 years

In addition the airport may need to acquire aviation easements over properties at the north (and south) ends of the safety/clear zones and remove substantial trees which currently encroach into the runway clear zones. The City is working with the FAA to arrange tree removal, which would likely begin within the next year and continue for several years.

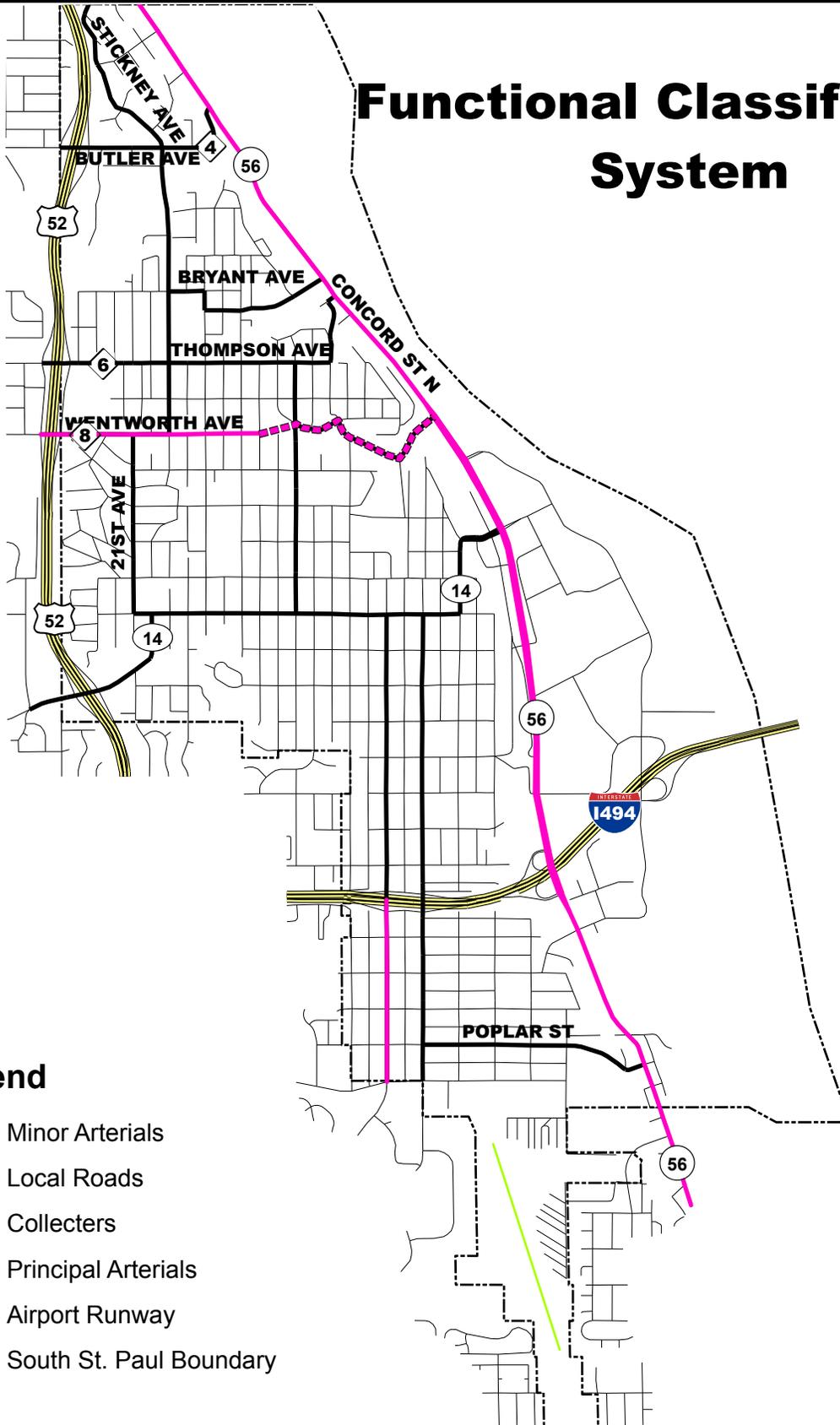
FAA Notification

The City will work with the FAA and provide notice as required of changes to the airport, and particularly regarding runway clear zones.

Noise

The noise generated by South St. Paul's municipal airport is not to an extent which would require soundproofing or other corrective measures. One way the City has attempted to control noise is by having the set approach areas for airplanes and helicopters. This minimizes noise impacts to the residential properties around the airport.

Functional Classification System



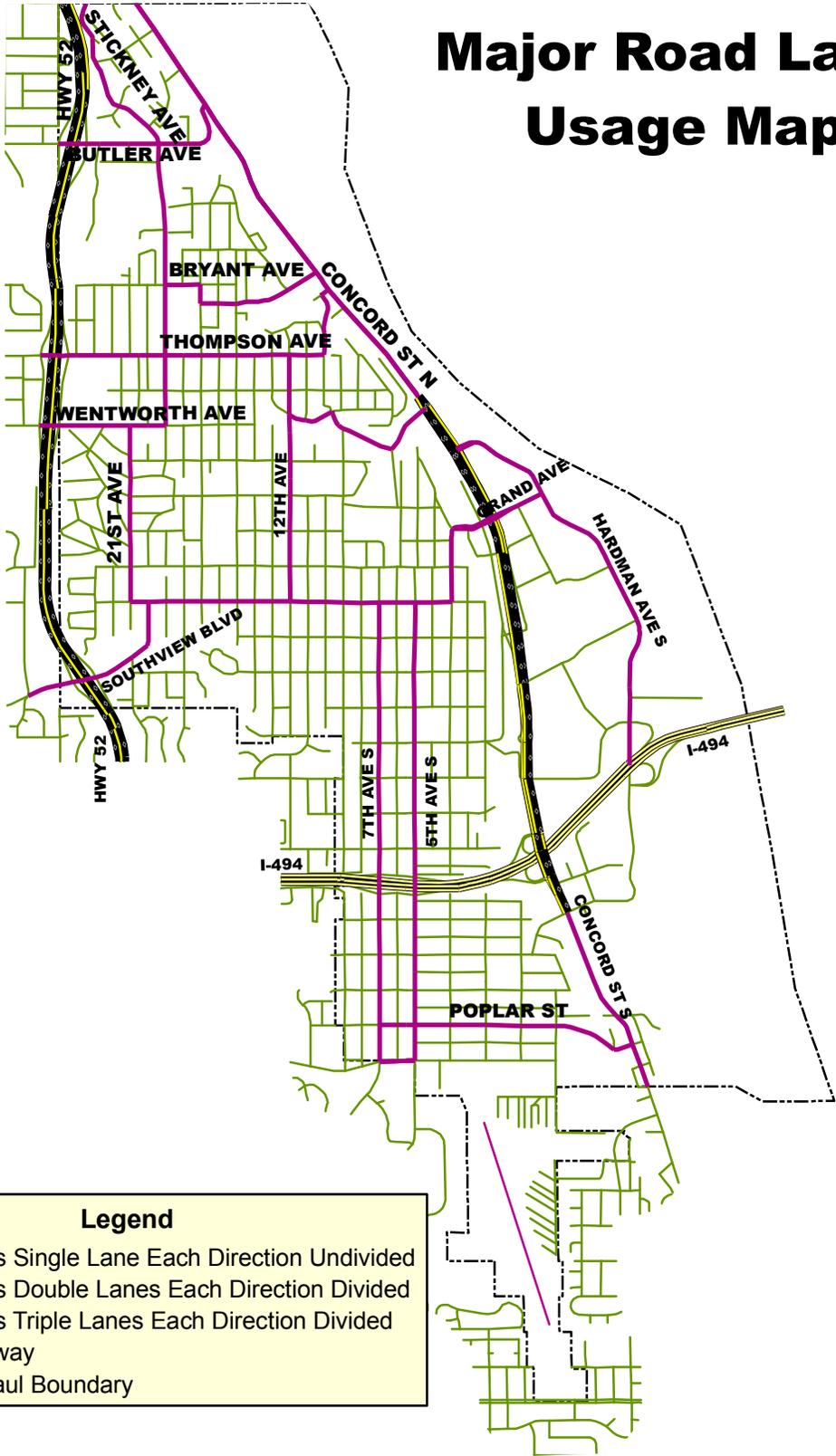
Legend

- Minor Arterials
- Local Roads
- Collectors
- = Principal Arterials
- Airport Runway
- South St. Paul Boundary

South St. Paul
Comprehensive Municipal Plan



Major Road Lane Usage Map



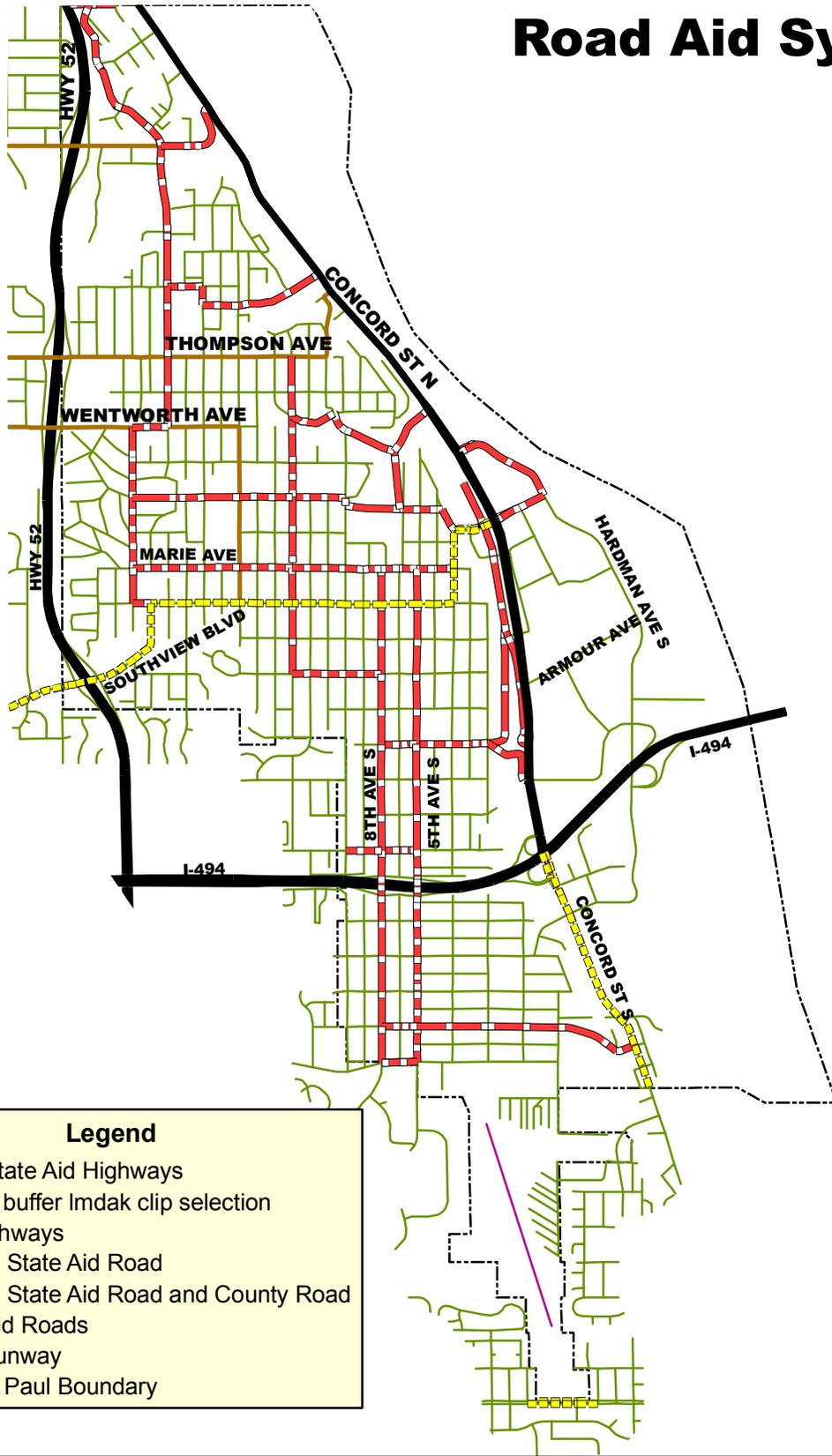
Legend

- Major Roads Single Lane Each Direction Undivided
- Major Roads Double Lanes Each Direction Divided
- Major Roads Triple Lanes Each Direction Divided
- Airport Runway
- South St. Paul Boundary

South St. Paul
 Comprehensive Municipal Plan



Road Aid System



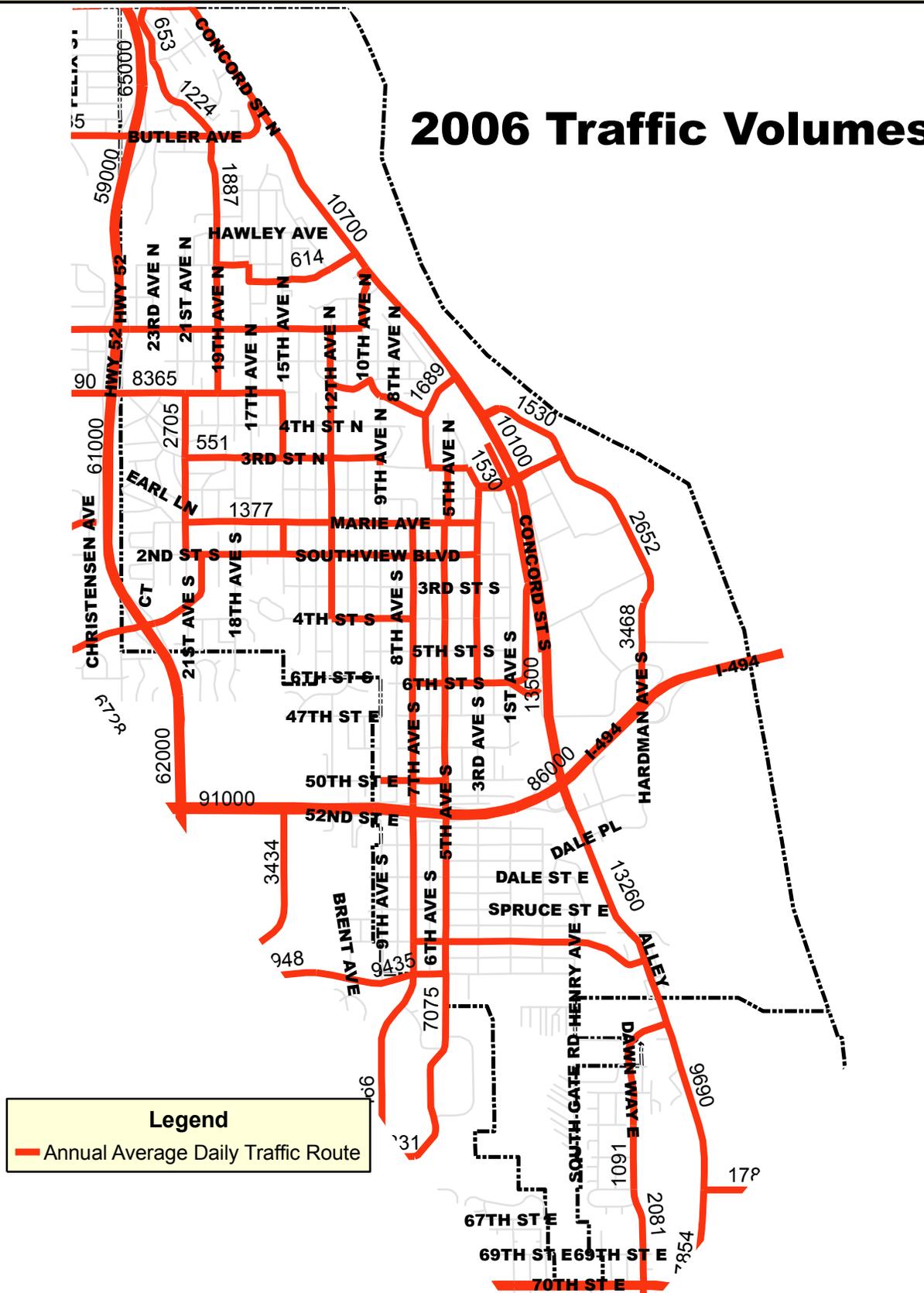
Legend

- County State Aid Highways
- ssp 1000 buffer lmdak clip selection
- State Highways
- - - Municipal State Aid Road
- Municipal State Aid Road and County Road
- County Aid Roads
- Airport Runway
- - - South St. Paul Boundary

South St. Paul
 Comprehensive Municipal Plan



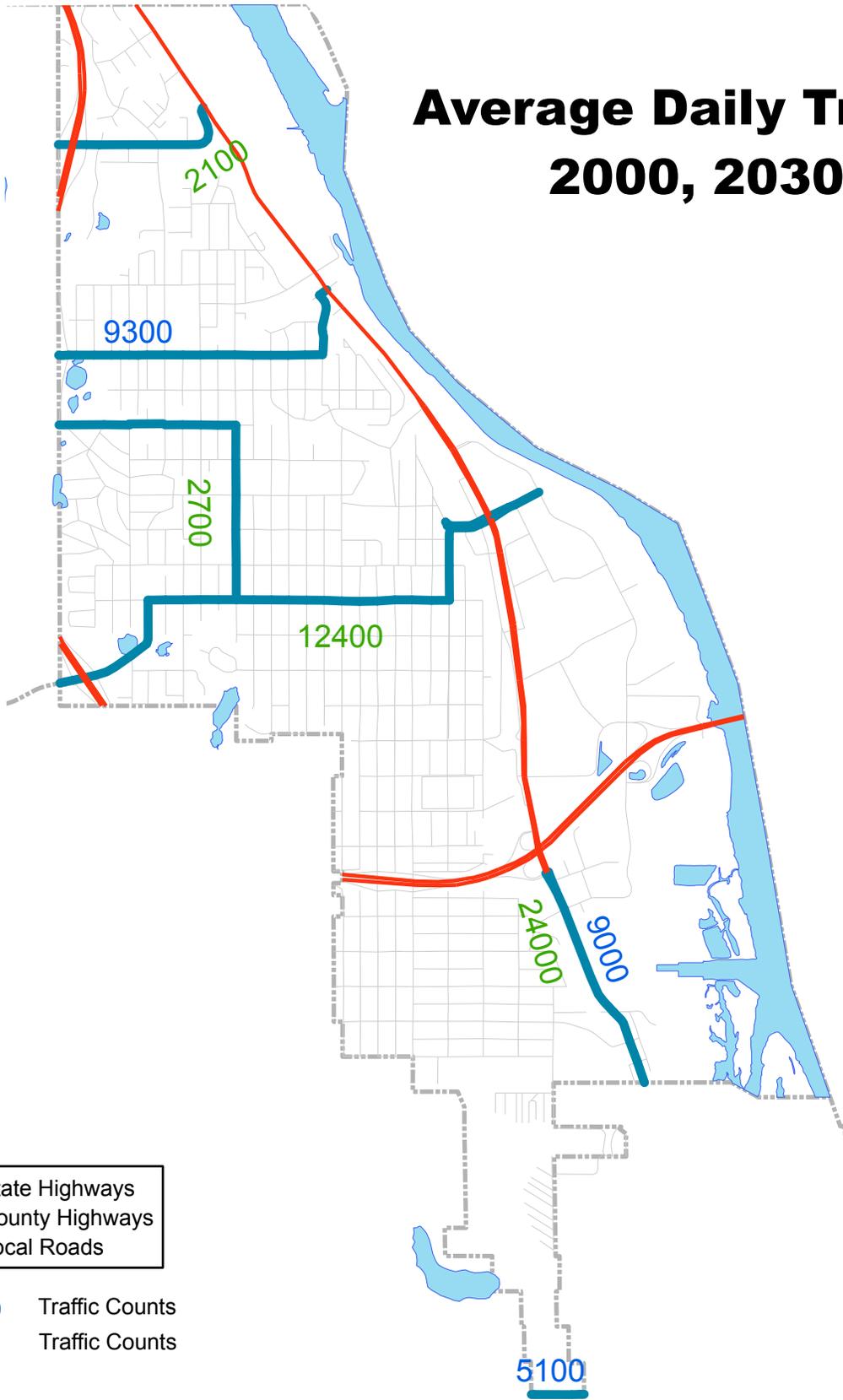
2006 Traffic Volumes



Legend
 — Annual Average Daily Traffic Route



Average Daily Traffic 2000, 2030

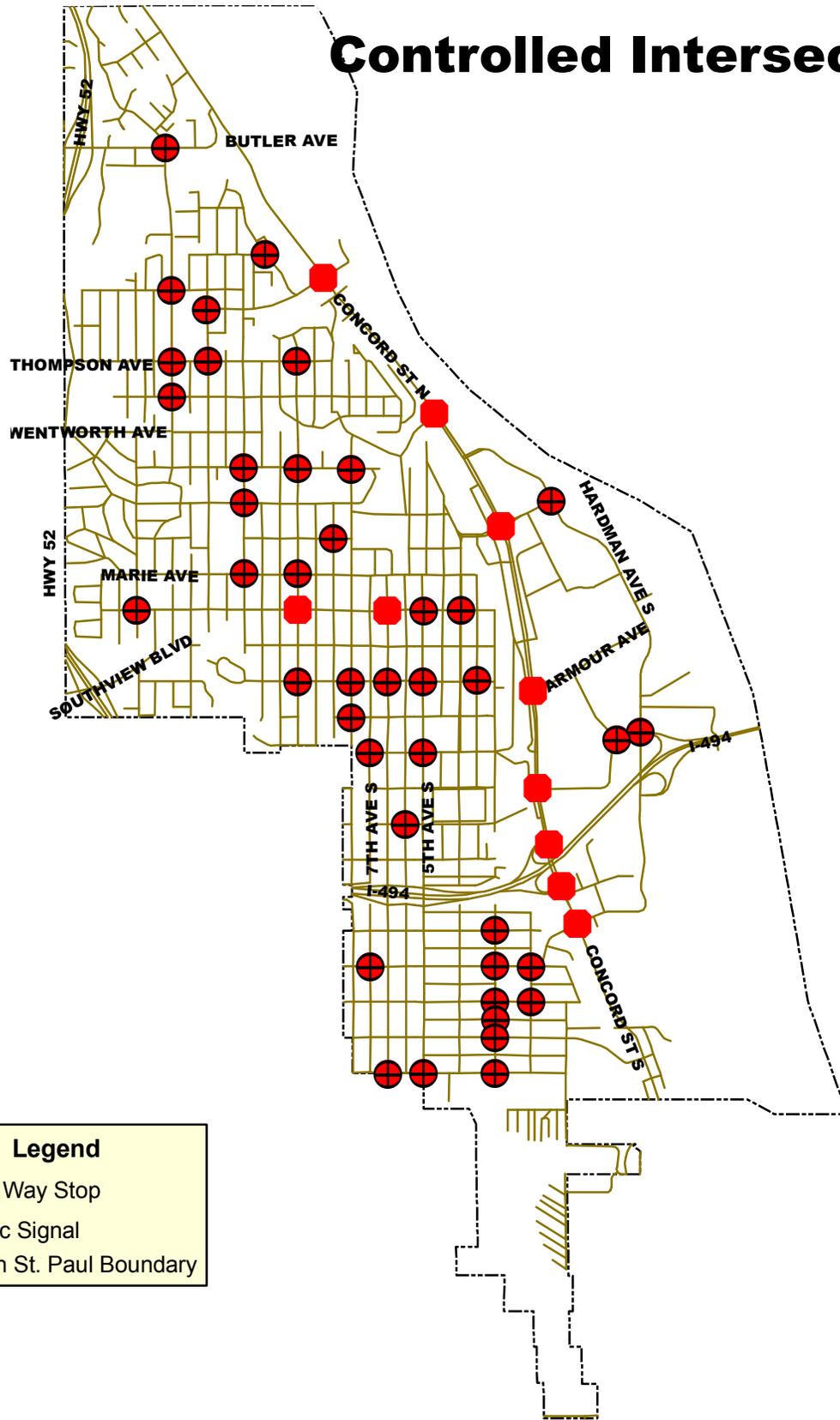


- State Highways
- County Highways
- Local Roads

2000 Traffic Counts
2030 Traffic Counts



Controlled Intersections

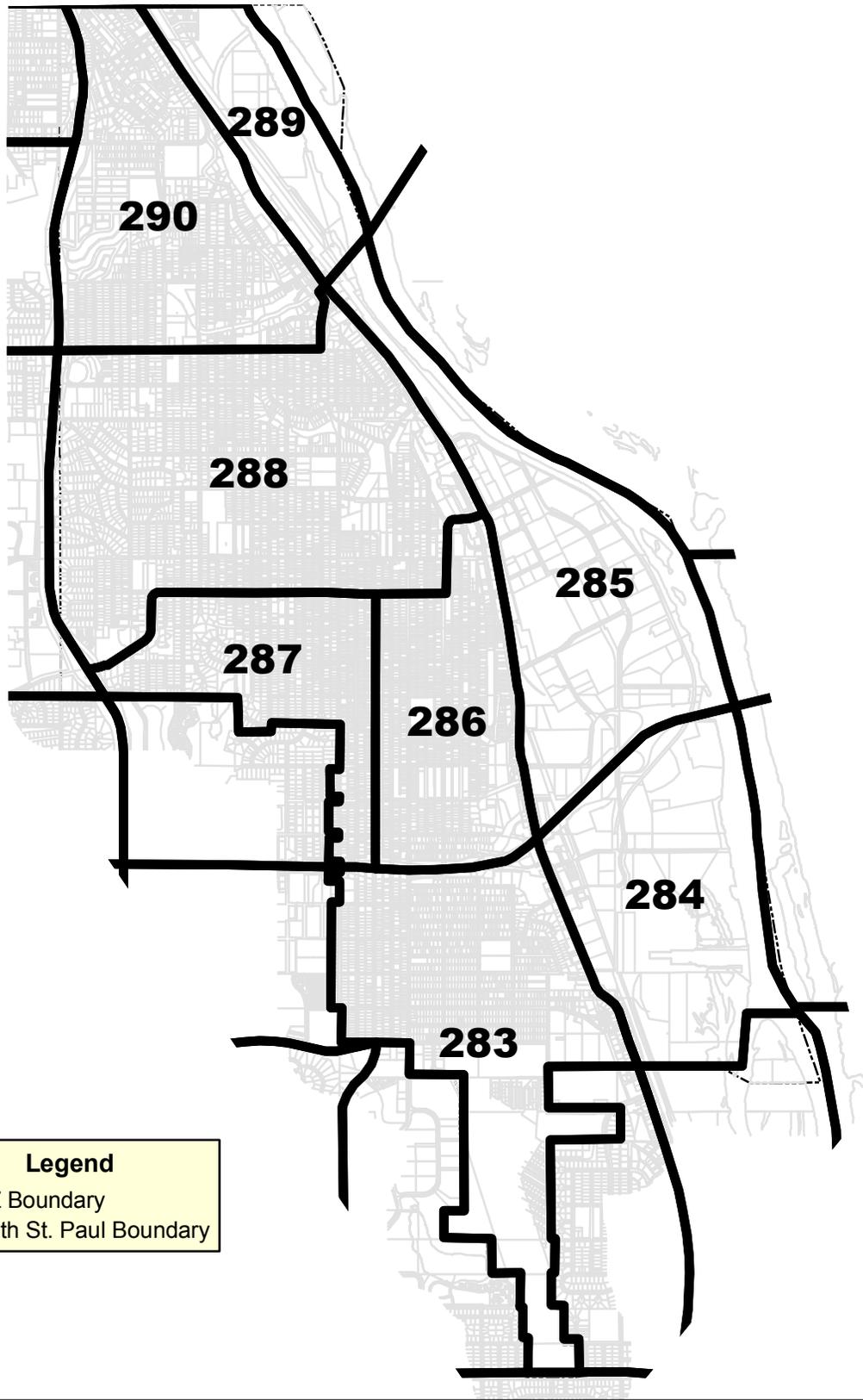


Legend

- ⊕ Four Way Stop
- Traffic Signal
- South St. Paul Boundary



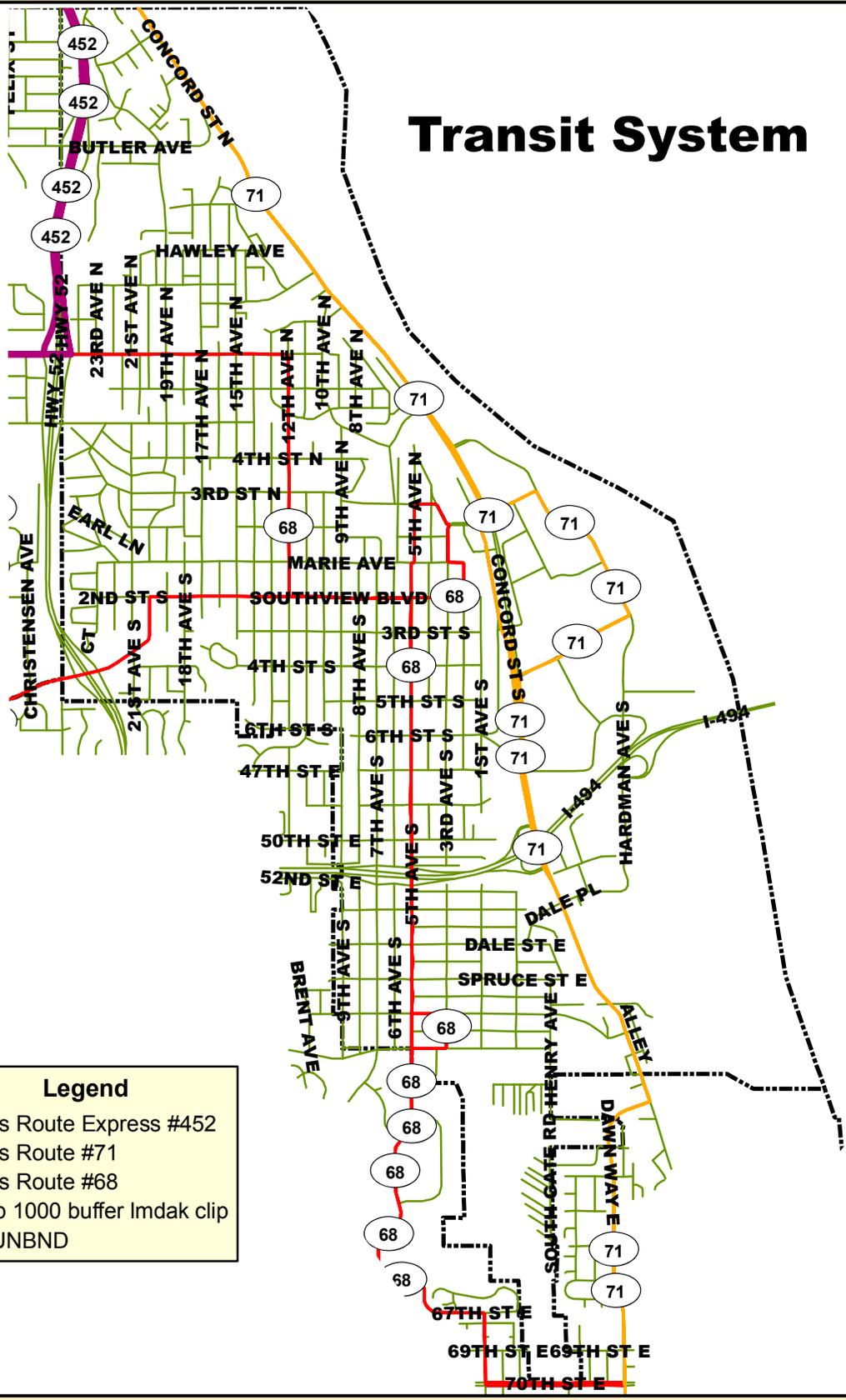
Transportation Analysis Zones (TAZ)



South St. Paul
Comprehensive Municipal Plan



Transit System



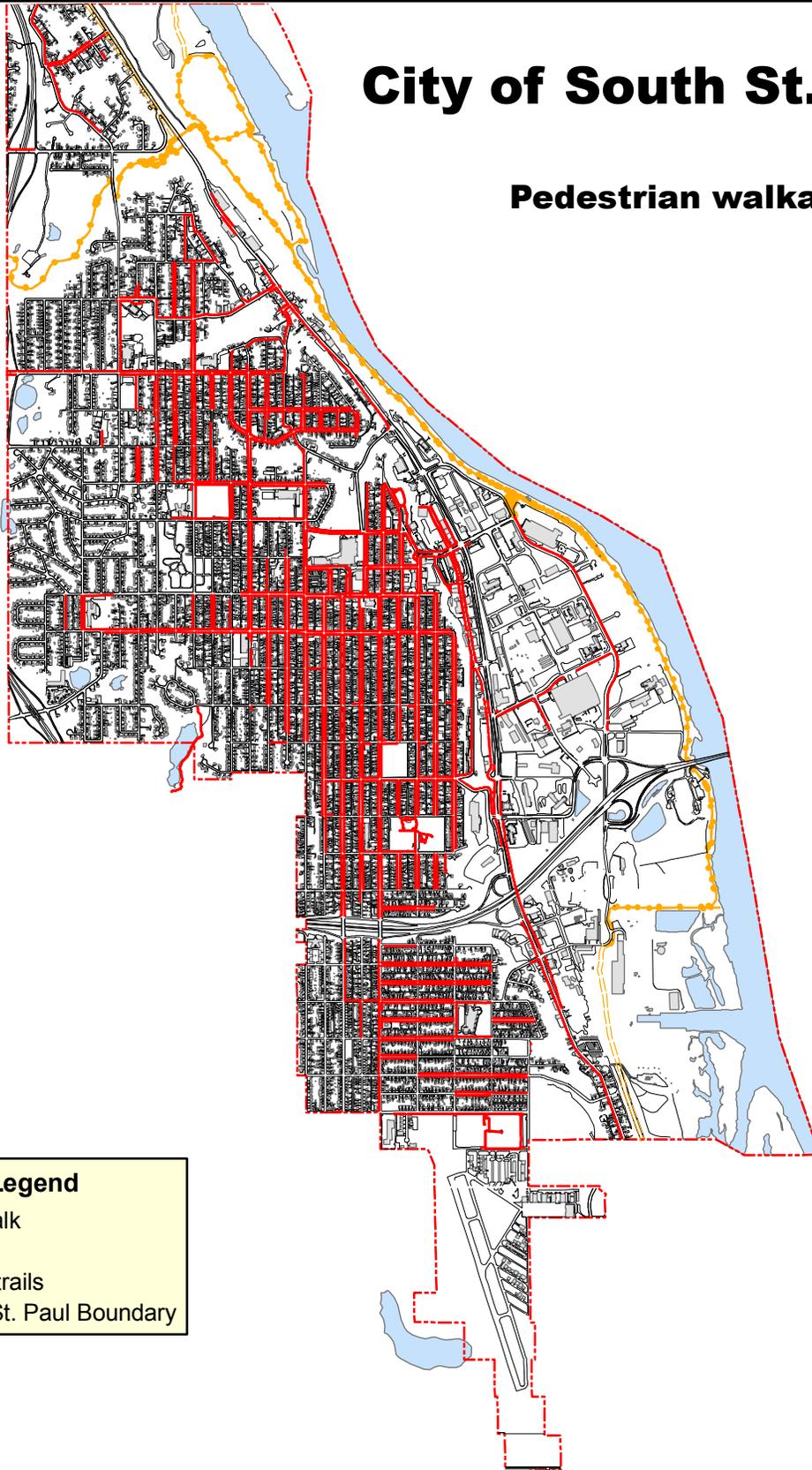
Legend

- Bus Route Express #452
- Bus Route #71
- Bus Route #68
- ssp 1000 buffer lmdak clip
- MUNBND



City of South St. Paul

Pedestrian walkability



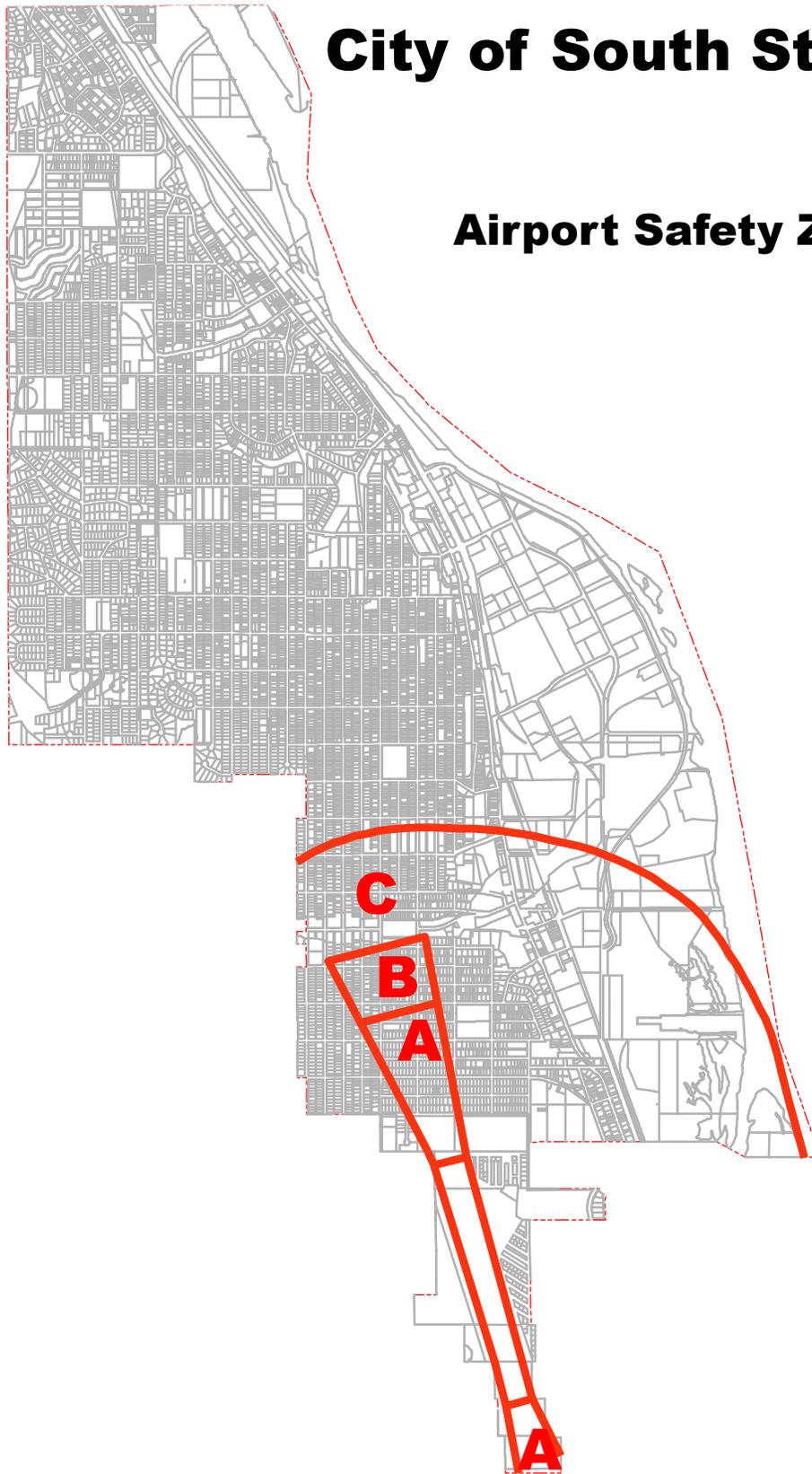
Legend

- Sidewalk
- Trail
- Future trails
- South St. Paul Boundary



City of South St. Paul

Airport Safety Zones



South St. Paul
Comprehensive Municipal Plan

