

# Western Waterfront Park & Trail Mini-Master Plan/Mud Lake Update: Parks & Recreation Commission Meeting



**WESTERN WATERFRONT TRAIL, PARK & RECREATION MASTER PLAN**

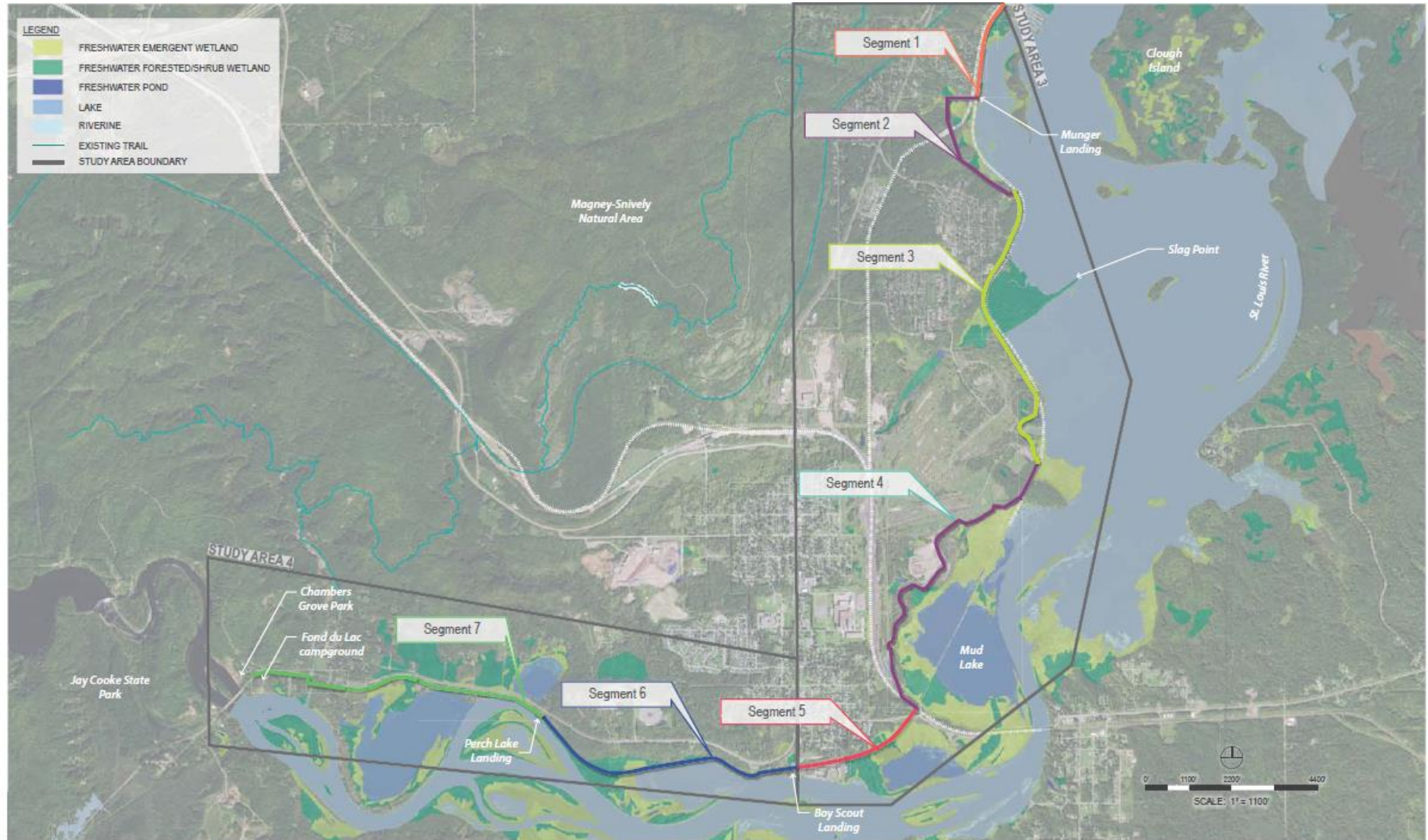
**DULUTH, MN**

ST. LOUIS RIVER CORRIDOR | July 10, 2019





# December 2017 Envisioned Trail Connection





# Reminder of Goals

- Increase connectivity to adjacent neighborhoods
- Increase recreational and development opportunities
- Enhance neighborhood quality of life
- Restore and protect natural habitat
- Determine whether to retain/improve remaining riverfront rail line and renew LS&MR lease for excursion rail trips





# Data Gathering & Public Input

- 5, 3-hour long stakeholder meetings with 39 representatives (2016/17)
- 2 public meetings (2016/17)
- 5 presentations to Parks and Recreation Commission (2016/17/18)
- 6 meetings/site visits with the LSMR (2016,2017,2018)
- Online Survey (2017)
- Randomly Sampled Phone Survey of the 5<sup>th</sup> District (2017)
- Staff and Administration field visits and rail assessment (2017)
- Natural Resource Management Group – Mud Lake Restoration Concept workshop x3 (2017)
- Mud Lake Alternatives Study – 5 meetings (2018/2019)
- All-Commission Mud Lake Workshop (2019)

# Further analysis:

- Segment 1: Spring St. to Munger Landing
- Segment 3: Blackmer Park to Boathouse Point (US Steel/EPA Clean-Up)
- Segment 4: Boathouse Point to McCuen St. (Mud Lake Alternatives Study)





# UPDATE

## Segment 1

(Spring St. to Munger Landing .5 miles)

<u>Rail with Trail</u>	<u>\$1.6 Million</u>	<u>(tight to shoreline)</u>
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- \$3.2 Million per mile
- High risk of permitting restraints because of shoreline impacts
- City staff deem this option infeasible because of the cost per linear foot and odds of receiving necessary permits to construct.

<u>Rail to Trail</u>	<u>\$388,000</u>	<u>(conversion)</u>
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- \$776,000 per mile
- Potential permissions restraints based on current easement agreement with BNSF



# UPDATE

## Segment 3 – USS/EPA





**UPDATE**

## **Segment 4 – Mud Lake**

### **Three Alternatives – Rail on Causeway, Trail on Causeway, Causeway Removal**

#### **Evaluation of Options –**

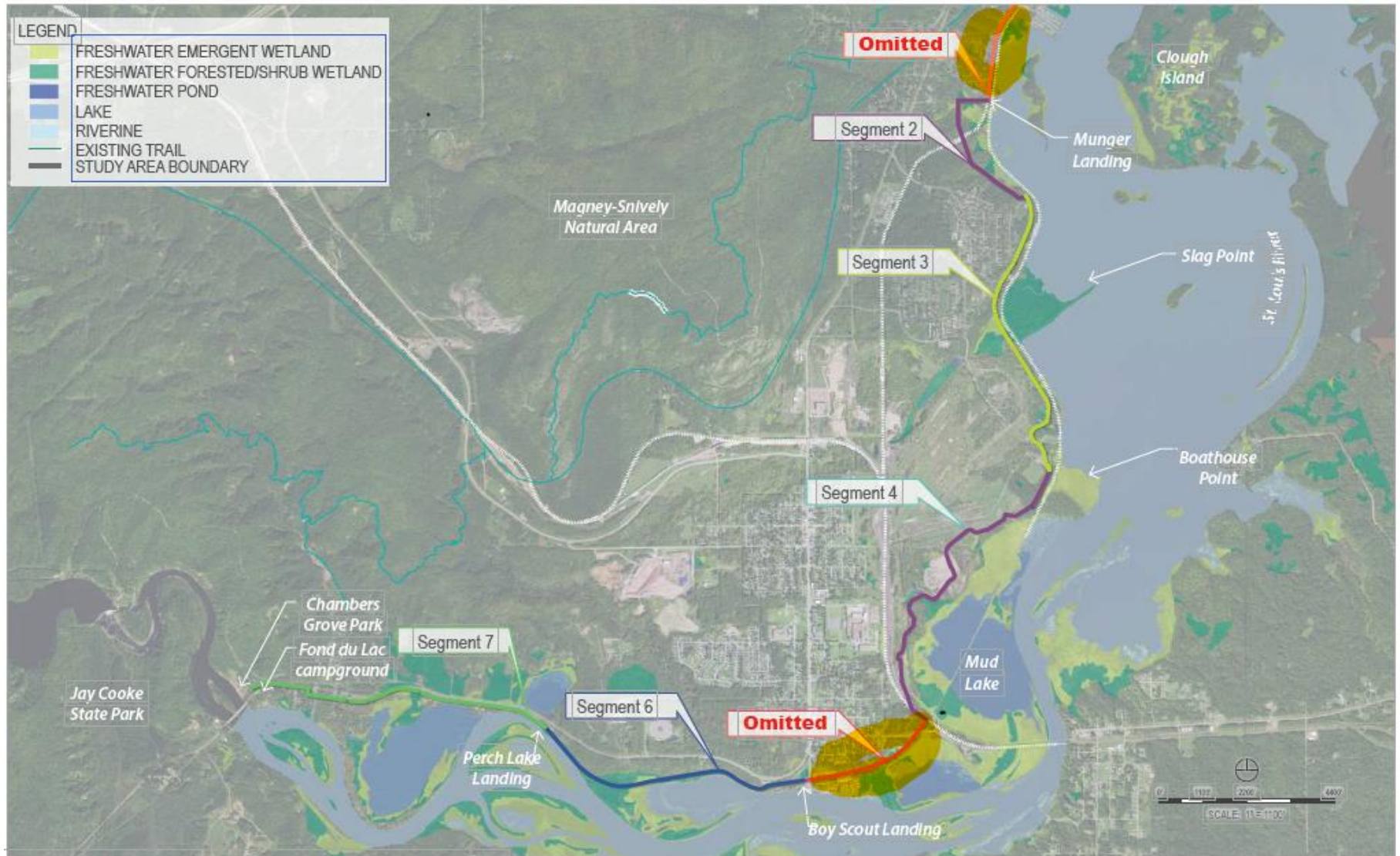
1. Causeway removal minimizes long-term City construction and maintenance costs and allows the maximum level of ecological restoration and public access but does so at the expense of those who care deeply about the LSMR rail experience and the preservation of the historic aspects of the rail corridor.
2. Rail on causeway maximally preserves the rail experience and historic rail corridor, serving those who care most about those values, but maximizes construction costs, constraints ecological restoration opportunities, and delays improved pedestrian and bicycle access.
3. The trail on the causeway allows the fastest and least expensive provision of improved pedestrian and bicycle access to the riverfront but constrains ecological restoration opportunities and imposes a heavy loss on those who care deeply about the LSMR experience and the historical rail corridor.



# Summary of Trail Options

Rail with Trail				
Cost	Cost/mile	Miles	Unbuildable Miles	Notes
\$3,556,580	\$834,878	5.93	1.18	Omits Trail Segment 1 and 5
Trail with Rail to Mud Lake				
Cost	Cost/mile	Miles	Unbuildable Miles	Notes
\$4,865,860	\$984,992	6.61	.5	Omits trail Segment 1 and causeway. Includes turnaround cost for rail.
Trail				
Cost	Cost/mile	Miles	Unbuildable Miles	Notes
\$3,800,160	\$698,558	7.11	0	Omits LSMR lease of rail and causeway

# Rail with Trail (causeway remains)







# If the Causeway Remains with Rail Service

## Segment 5

(McCuen to Boy Scout Landing .68 miles)

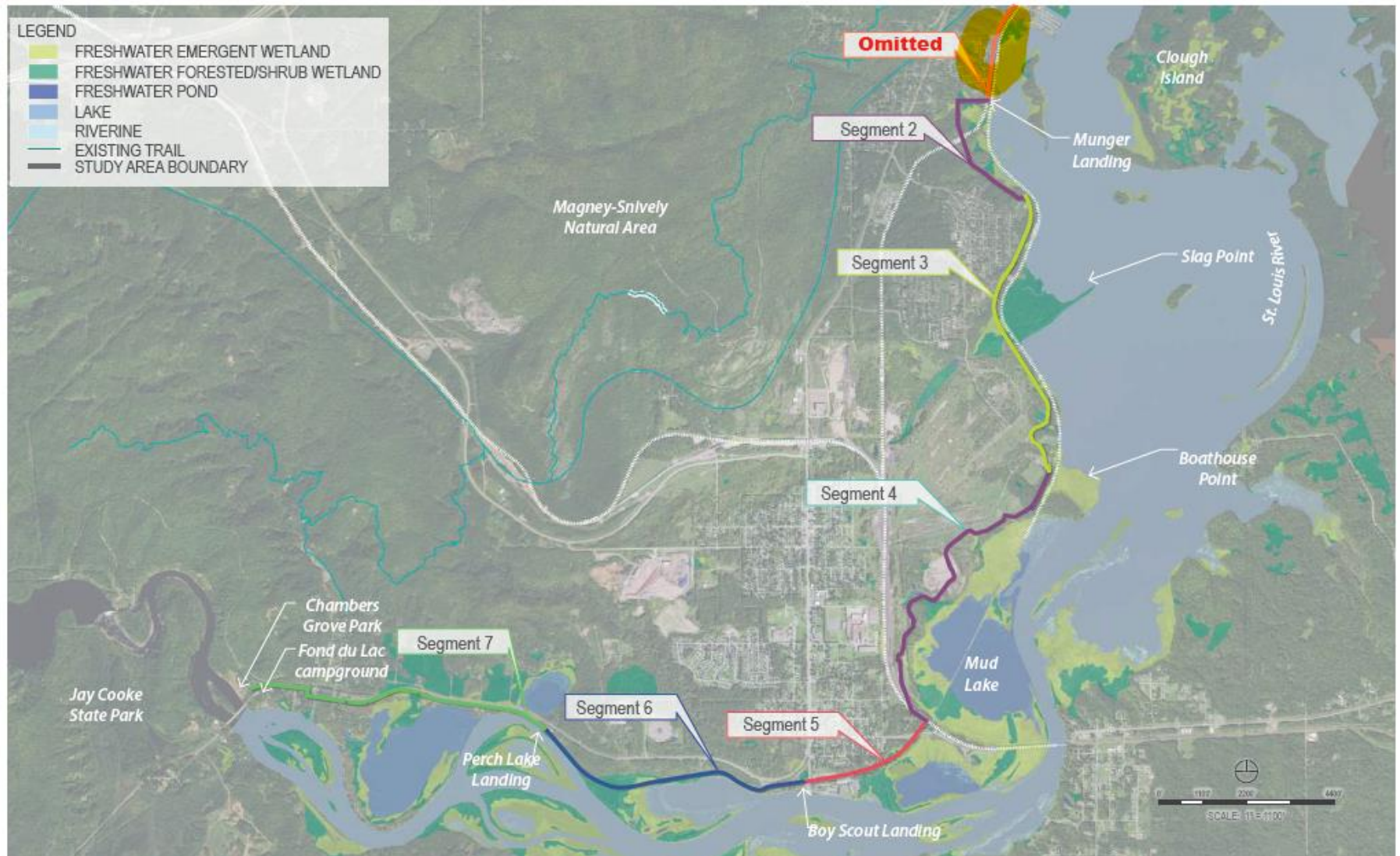
<u>Rail with Trail</u>	<u>\$940,410</u>	<u>(wetland encroachment)</u>
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- \$1.38 Million per mile
- Represents cost with train service remaining to Boy Scout Landing.
- Risk of permitting restraints because of wetland impacts
- City staff deem this option infeasible because of the cost per linear foot and odds of receiving necessary permits to construct.

<u>Rail to Trail</u>	<u>\$509,280</u>	<u>(conversion)</u>
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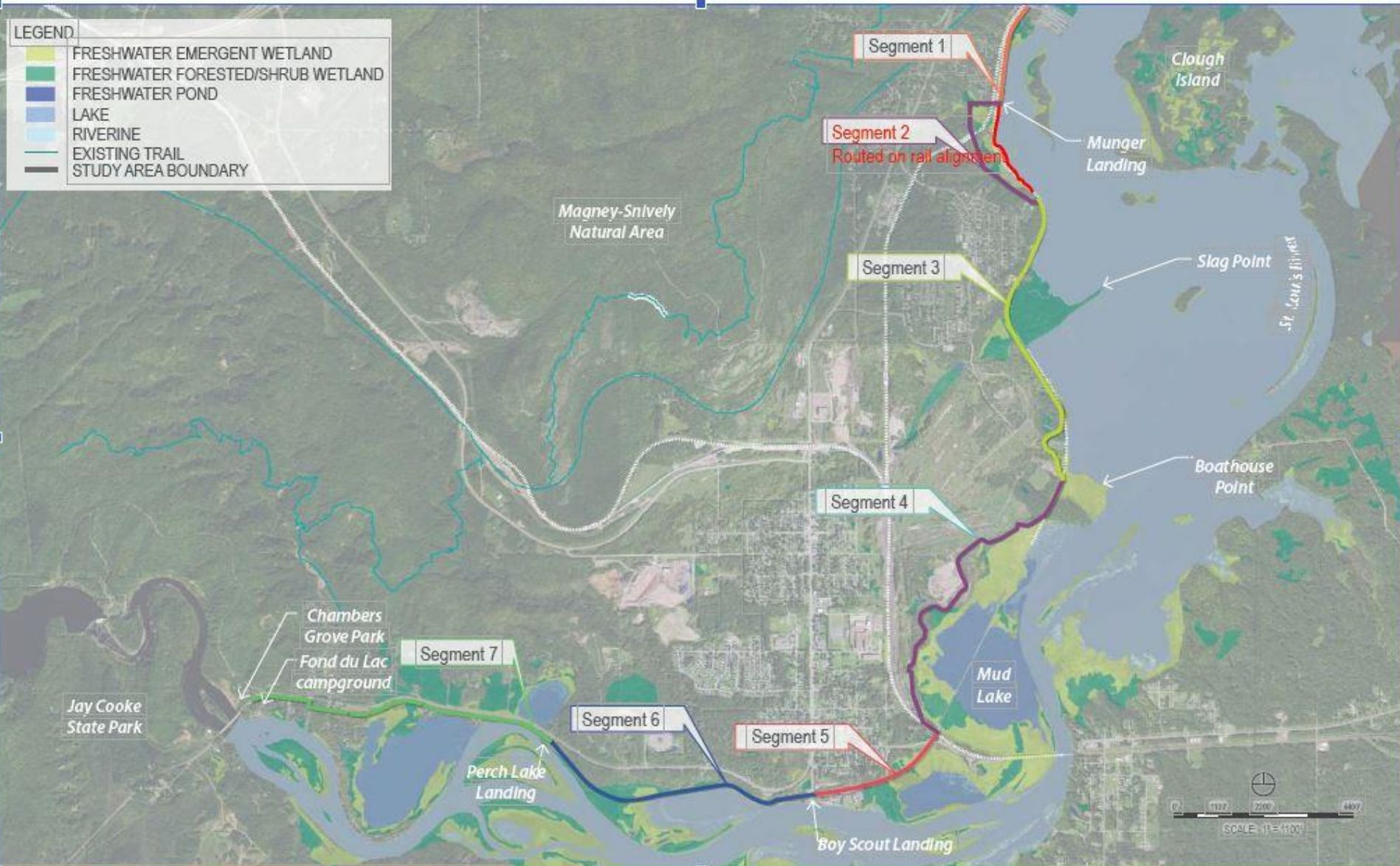
- \$749,000 per mile
- Represents the cost if rail service were to end at Mud Lake and causeway removed, or, in full rail to trail conversion option.

# Rail with Trail to Mud Lake



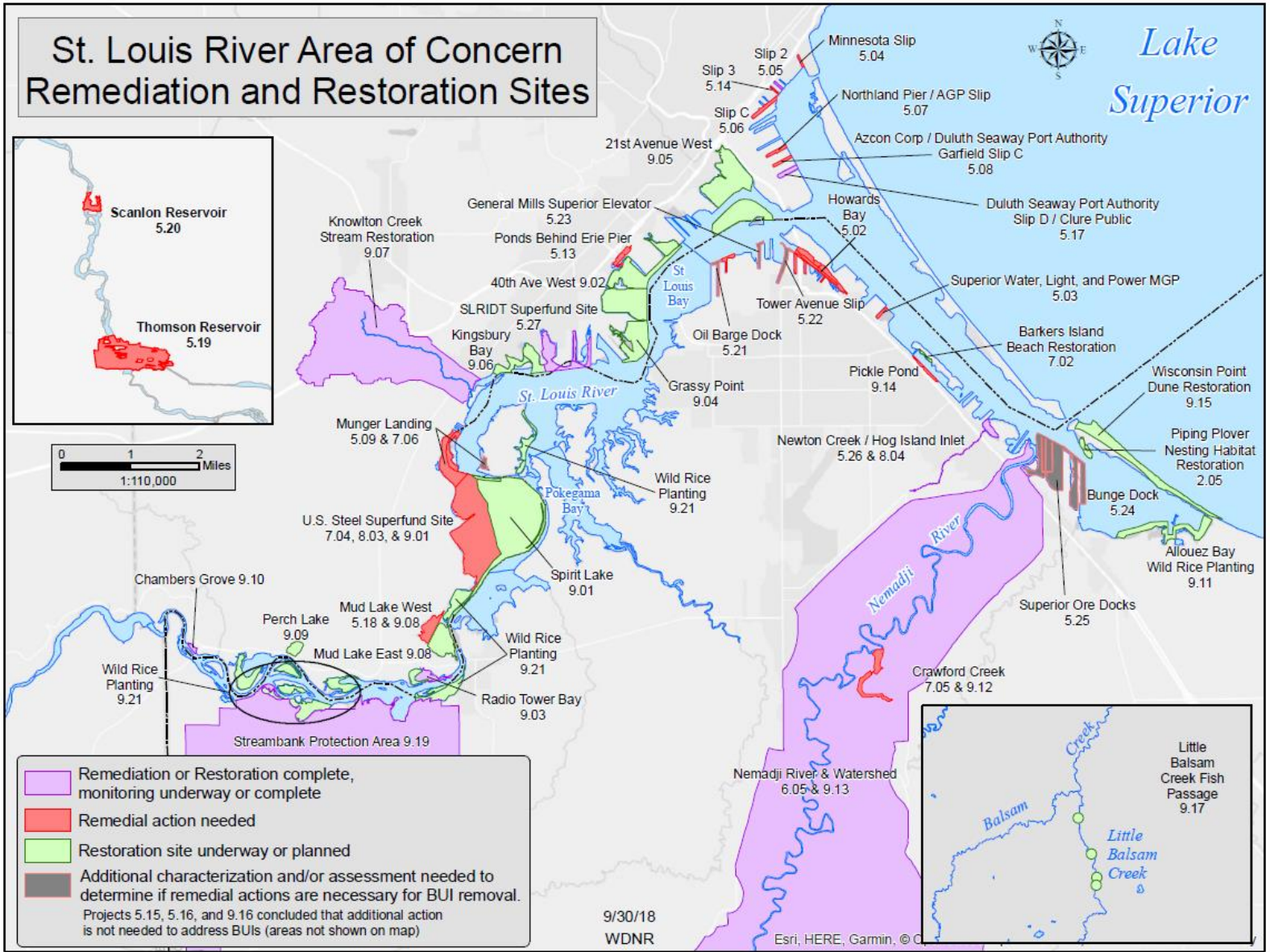


# Trail Only





# R to R to R (remediation to restoration to revitalization)







# Next Steps

August 14, 2019

Final draft Western Waterfront Mini Master Plan  
presented to Parks and Rec Commission

September 11, 2019

Action Request of Parks and Recreation Commission

Sept/Oct 2019

Proceed to City Council for approval