Delaware North

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August 23, 2019

City of St. Paul
Department of Safety & Inspections
375 Jackson Street, Suite 220
St. Paul, MN 55101
Attn: Kristina Schweinler

Re: Liquor – Permanent Extension of Service Area (Allianz Field)

Dear Ms. Schweinler:

Enclosed is an outdoor Service Area (Private Patio) license application to permanently extend our Liquor service area premises under our 'Minnesota Soccer Sportservice, LLC' City Liquor License, #20180004243, into the Great Lawn area across from Shields Avenue.

Also enclosed are supporting documents including the following:

- Letter requesting permanent extension with detailed security points and details on proposed operations (Section 1);
- Site Plan diagram (Section 3);
- Temporary Certificate of Occupancy (Section 5) in lieu of a building permit along with a Transportation Management Plan; and
- Application fees in the amount of $76.00 should be deducted from our balance on hand (DSI Account).

Additionally, we understand that this application will result in a 45-day notification requirement. Please contact me when the notice period has started as well as the decision of either a recommendation of approval or hearing upon completion.

If you have any questions, or need further documentation, please call me directly at (716) 858-5047 or email me at eyoung@delawarenorth.com.

Sincerely yours,

Erin M. Young
Licensing Paralegal

DEPARTMENT OF SAFETY AND INSPECTIONS
Ricardo X. Cervantes, Director

CITY OF SAINT PAUL
Christopher Coleman, Mayor

375 Jackson St, Suite 220
Saint Paul, Minnesota 55101-1806

Telephone: 651-266-8989
Facsimile: 651-266-9124
Web: www.stpaul.gov/dsi

Liquor – Outdoor Service Area (Private Patio) license
APPLICATION REQUIREMENTS

This application is subject to review by the public and requires City Council Action

January, 2016

The procedures for obtaining a Liquor - Outdoor Service Area (Private Patio) license are listed below. **Items #1-4 must be submitted with all requests, or they will be returned as incomplete.**

1. A letter requesting that a Liquor – Outdoor Service Area (Private Patio) license be added to your existing licenses. Please include specific details on how you will operate the outdoor service area (e.g., how you will control the service of liquor and/or wine/beer in this area, the hours the patio is open, etc.). Submit this letter with payment for annual license fee of $760.00.

2. A consent petition from the owners of all private residences, dwellings and apartment houses located within three hundred (300) feet of the property* where the proposed outside service area is located. Measurements shall be determined from the property line of the licensed premises to the property line of the residential uses; provided, however, where the licensed premises is located within a shopping mall or shopping center the measurements shall be determined from the nearest corner of the building in which the licensed premises is located to the property line of the residential uses. *Establishments within the downtown development district are exempt from the petition requirement.*

**A map of properties and list of property owners within of 300 feet from your property line is available upon request.*

Depending on the number of signatures you obtain, the following additional information will be required:

- A petition containing 90% of the possible signatures - If the applicant obtains the signatures of ninety (90) percent or more of such persons, the council may grant the license.

- A petition containing 60-89% of the possible signatures - If the applicant obtains the signatures of sixty (60) percent to eighty-nine (89) percent of such persons, the following additional information must be submitted with your petition:
  - A demonstration in writing that the applicant made a good faith effort to fulfill all petition requirements.

- Consent of less than 60% of owners and occupants within three hundred feet. If the applicant fails to obtain the signatures of sixty (60) percent of such persons, the following additional information must be submitted with your petition:
  - A demonstration in writing that the applicant made a good faith effort to fulfill all petition requirements.
  - A demonstration in writing that the results of the petition attempt showed a generally favorable disposition from the surrounding community toward the proposed extension of the liquor service area to the patio area.
  - **Written confirmation from the district council representing the area showing support for the request to extend the liquor service area to the patio.**

NOTE: For applications having a petition showing less than ninety (90) percent support, the Council may only grant a license application upon finding that issuance of the license would not interfere with the reasonable use and enjoyment of neighboring property and residences and would not bear adversely on the health, safety, morals and general welfare of the community.

3. Attach a site plan showing the patio area. The site plan should show information including, but not necessarily limited to the following: the placement of tables and chairs, placement of any perimeter barriers delineating the boundaries of the liquor and/or food service (e.g., chain and bollards, fencing etc.). If location of the patio displaces any off-street parking, additional (new) parking spaces must be developed or provided to off-set the space lost to the patio structure. In circumstances where off-street parking cannot be accommodated either on the lot or by other arrangements (e.g. shared parking agreement), a variance of the parking may be considered by the Board of Zoning Appeals (BZA). Request for variance of the zoning code require a public hearing before the BZA. Property owners within 350 feet are notified of the public hearing. There is an additional application fee for this review, and the process takes between 4 -6 weeks to complete. Request for variances or other zoning action will cause delays in the processing and issuance of this business license.

4. If food or beverages are prepared outdoors, contact the Minnesota Department of Health (MDH) at 651-201-4500 about any State requirements.

5. A building permit must be obtained to construct the patio. Construction of the patio shall comply with all applicable provision of the Minnesota State Building Code. Construction plans must be drawn to scale (e.g. ¼" = 1foot), dimensioned and; sufficiently detailed to illustrate the scope of work, to be performed and the method of construction. The additional seating provided in this outdoor area is subject to a Service Availability Charge (SAC). This charge is a onetime fee imposed by MCES (Metropolitan Council Environmental Services) for new connections or increased volume discharged to the metropolitan wastewater system. In the case of restaurants, the charge is based on the number of seats. Each municipality, in the Seven County Metro Area must collect this fee at time of permit or license issuance. SAC is a separate fee over and above the permit or license fee. Note: The SAC can be a significant dollar amount to the overall project cost of the patio. *See the Metro Council website for further information: www.metrocouncil.org/Wastewater-Water/Funding-Finance/Rates-Charges.aspx*

6. PROCESSING TIME / NOTIFICATION REQUIREMENT: The average processing time for a Liquor–Outdoor Service Area (private patio) license is 90 days. A forty-five (45) day notification period is required to the community organization and residents within three hundred (300) feet of the property where the proposed outside service area is located. If objections are received, a hearing will be scheduled before a legislative hearing officer. You will receive notice of the time, place and date of this hearing. The hearing officer will take testimony from all interested persons and will make a recommendation to the City Council. **The City Council will take the hearing officer's recommendation under advisement and has final authority to grant or deny all license application requests.**

7. If you have any questions or require assistance in completing the application and submitting the required supporting documents, please contact a DSI Project Facilitator at 651-266-9103.

EXAMPLE - Petition N/A

We, the undersigned, consent to the waiver relating to distance and have no objections to the approval of the issuance of the following listed license(s) to _____(Business Name)_____ located at _____(Business Address)_____.

List license(s):_____

_____

_____

_____

_____

City of Saint Paul Legislative Code Section 310.02(g) - Waiting period after filing of petition

Any petition required to be filed with the application for any license shall not be considered as officially filed and irrevocable until seven (7) working days after a petition is received in the inspector's office. During the seven-day waiting period, any signator of any petition may withdraw his name therefrom by written request, and such request shall be appended to the subject petition and made a part thereof. After the seven-day waiting period, signatures may not be withdrawn unless it is shown they were obtained by fraud or duress. Signatures withdrawn or obtained by fraud or duress shall not be counted in determining the sufficiency of the petition. This subdivision shall apply in any case where the applicant for a license must present a statement in writing signed by a specified number or percentage of persons that they have given their consent to the grant of the license.

Printed Name	Address (include Apartment # / Unit #) and Daytime Phone Number	Signature

N/A

5. **Conventions for Counting Signatures**

If two (2) signatures are obtained from a dwelling that offset each other, the AYes@ vote counts as a signature obtained.

If a single unit / single-family home has two (2) or more residents, only one (1) signature is necessary.
If a duplex, two (2) signatures are necessary (residents).
If a triplex, three (3) signatures are necessary (residents).
If a four-plex, four (4) signatures are necessary (residents).
If a five-plex, five (5) signatures are necessary (residents).
If six and above, the property owner=s signature is necessary.

Owners and occupants = residents of dwellings with 1-5 units, owner of building if more than 5 units

Vacant units = signature of owner

Nursing homes are not considered to be residential property.

Petition signatures are official and irrevocable seven (7) working days after a petition is received by DSI per City of Saint Paul Legislative Code Section 310.02(g) - Waiting period after filing of petition.

Any petition required to be filed with the application for any license shall not be considered as officially filed and irrevocable until seven (7) working days after a petition is received in the inspector's office. During the seven-day waiting period, any signator of any petition may withdraw his name therefrom by written request, and such request shall be appended to the subject petition and made a part thereof. After the seven-day waiting period, signatures may not be withdrawn unless it is shown they were obtained by fraud or duress. Signatures withdrawn or obtained by fraud or duress shall not be counted in determining the sufficiency of the petition. This subdivision shall apply in any case where the applicant for a license must present a statement in writing signed by a specified number or percentage of persons that they have given their consent to the grant of the license.

Measurement - City of Saint Paul Legislative Code Section 409.06(g)(1)

Measurements shall be determined from the property line of the licensed premises to the property line of the residential uses; provided, however, that where the licensed premises is located within a shopping mall or shopping center the measurements shall be determined from the nearest corner of the building in which the licensed premises is located to the property line of the residential uses.

Minnesota Soccer Sportservice, LLC
Request for Permanent Extension of Premises
City Liquor License #20180004243

Details for Extension of Premises:

Location of Extended Liquor Service: Allianz Field, 400 Snelling Ave. N., St. Paul, MN 55104 -Great Lawn area across from the Allianz building north gates over Shields Avenue (see attached diagram). This area is recognized by PID Numbers: West Side: 34292332002 & East Side: 342923320019. Please advise if more formal architectural drawings are required by DSI Fire and Building Code and/or Met Council for SAC determination.

Proposed Operations: Concession service for purchase of alcoholic beverages at eight refreshment stands located on the lawn area. No permanent tables or seating will be available for patrons to consume beverages on the outdoor lawn space. Area will be open for consumption and flow within controlled perimeters.

Days/Hours of Operation: Sunday – Saturday, open daily for soccer and non-soccer related events. Days and Times of open service will vary based on schedule and type of function. The area will be activated mostly for special events on non-game days; however, we do not want to limit the activation of the area to just special events.

Type of Security:

- Special Event Permit/Block Party Permits will be applied for and obtained from the St. Paul Police Department for all events activating the Lawn area. Permit #19-242 for the 10/19 event has been obtained by Sgt. Ryan Murphy.
- Road Closure approvals will be applied for and obtained from Public Works and Community Service Department for all events activating the Lawn area.
- Entrance & Egress into the proposed and extended licensed area is not scanned nor does it have a bag check; however, security personnel is there to ensure guests are acting responsibly and ensuring no liquor/alcohol product leaves the permitted area.
- The temporary perimeter will be created with steel bike racks (stanchions) - the control points will be North-east, North-west, South-east, and South-west corners.
- Guests will be able to move freely over Shields Avenue to enter Stadium and Brewhall at secure checkpoints.

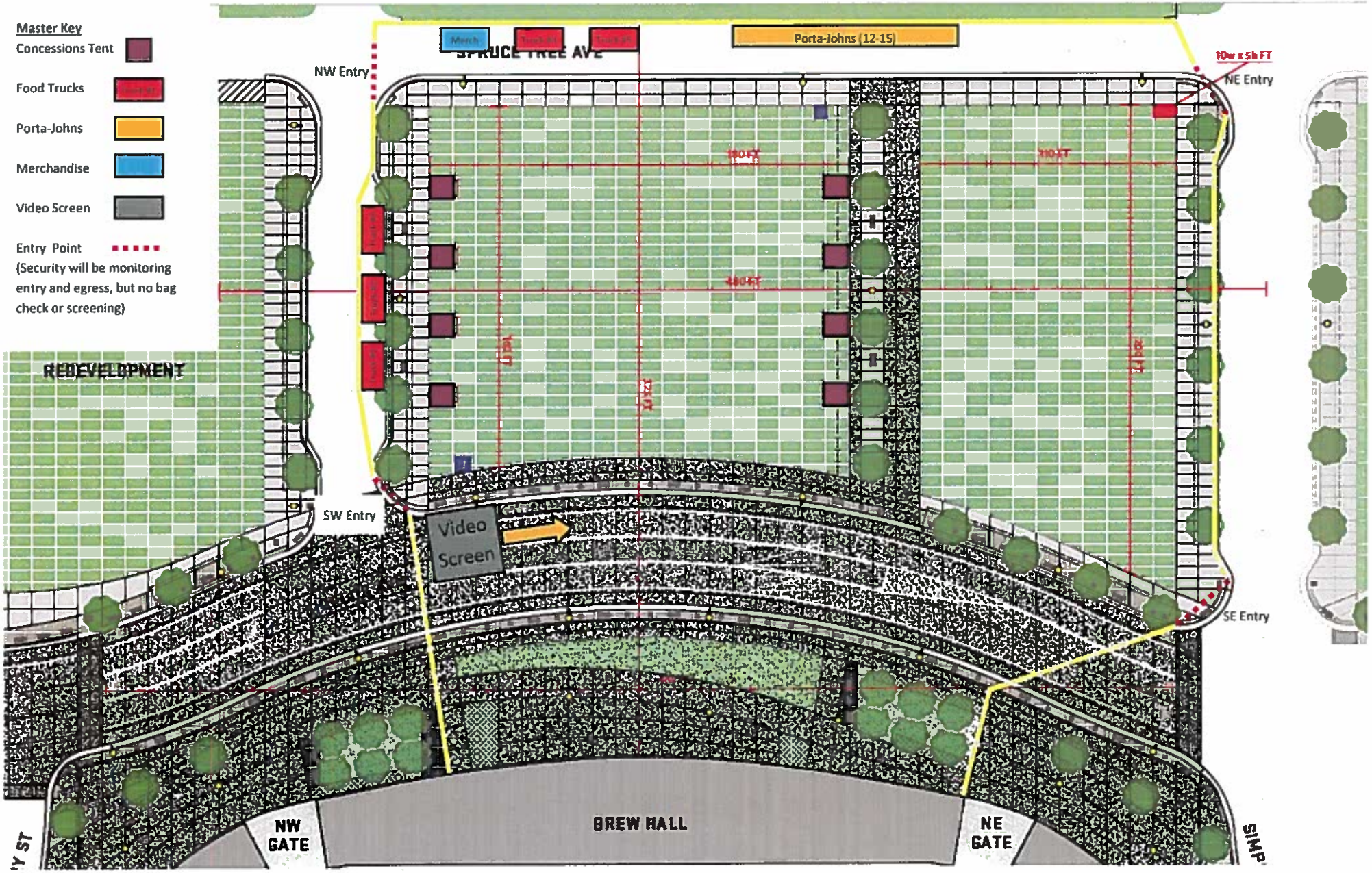
Notice: A 45-day notification requirement is required with council meeting. There are no residential neighbors within 300 feet to receive promotional/advertising material or notice.

Dated 8-23-2019

Minnesota Soccer Sportservice, LLC

By:

Nicholas D. Liberto, Vice President -Finance


Master Key
Concessions Tent
Food Trucks
Porta-Johns
Merchandise
Video Screen
Entry Point
(Security will be monitoring entry and egress, but no bag check or screening)
Porta-Johns (12-15)
NW Entry
NE Entry
SW Entry
SE Entry
Video Screen
REDEVELOPMENT
BREW HALL
NW GATE
NE GATE

DEPARTMENT OF SAFETY AND INSPECTIONS
Ricardo X. Cervantes, Director

CITY OF SAINT PAUL

375 Jackson Street, Suite 220
St Paul, Minnesota 55101-1806

Telephone 651-266-8989
Facsimile 651-266-9099
Web www.stpaul.gov/dsi

May 30, 2019

MORTENSON CONSTRUCTION
700 MEADOW LANE N
MINNEAPOLIS MN 554 22C

Certificate of Occupancy

Property Address	400 SNELLING AVE N - SOCCER STADIUM DEVELOPMENT		
Property Owner	MUSC HOLDINGS LLC		
Owner's Address	4150 OLSON MEMORIAL HWY UNIT 300 GOLDEN VALLEY MN 55422 USA		
Use of Building	A - 5		
Automatic Sprinkler	Sprinklered		
Building Permit #	17 027264	**Occupancy Classification**	A-5
Construction Type	II-B	**Applicable Building Code**	2015 MSBC
If occupancy is restricted, describe the portion of the building approved for occupancy or any conditions limiting use of the building in the box below:			
Occupancy allowed:	**SPORT/GAME DAY EVENTS: 22,451** **END STAGE CONFIGURATION EVENTS 25,446**		

To Whom It May Concern:

The above described building or portion of building has been inspected and is in compliance with applicable code requirements for the occupancy classification and use listed above.

All commercial/industrial buildings, all multi-family dwellings of three units or more and all non-owner occupied one and two family dwellings also require a Fire Certificate of Occupancy issued by the DSI-Fire Safety Inspection Division. When required, the Fire Certificate of Occupancy has been issued concurrent with this Building Official's Certificate of Occupancy. Inspections for the required renewal of the Fire Certificate of Occupancy will occur on a schedule established by the Fire Safety Inspection Division.

Sincerely,

Steve J. Ubl
Building Official

Allianz Field

Transportation Management Plan

Prepared for

City of St. Paul

March 22, 2019

SRF No. 01810224.01

Table of Contents

Introduction **1**

Soccer Stadium Events **1**

Traffic Analysis Event Assumptions 1

Transportation Mode 1

Event Background **3**

Auto Occupancy 3

Event Traffic Characteristics 3

Event Attendees Origin/Destination Information 4

Event Conditions **4**

Roadway/Access Closures 4

Timing of Closures and Fencing 11

Police Traffic Control Stationing 13

LRT and BRT Queuing Areas 13

Fencing Plan 16

Pedestrian Plan 20

Bicycle Plan 20

Local Bus 20

Bar Shuttle/Charter Bus/Taxi/Ride-Share 20

On-Site Parking 24

Off-Site Parking 27

Shuttle Buses to Remote Parking 27

Communications and Outreach/Neighborhood Parking **32**

ADA Accommodations **32**

Other Events **33**

Periodic Review of Transportation Management Plan **36**

Future Development under Master Plan **36**

List of Figures

Figure 1. Event Distribution 5
Figure 2A. Match Day Road Closures – Morning 6
Figure 2B. Match Day Road Closures – Pre-Match 7
Figure 2C. Match Day Road Closures – Post-Match 8
Figure 3. Transit Queuing 17
Figure 4A. Temporary Fencing Plan - Pre-Match 18
Figure 4B. Temporary Fencing Plan – Post-Match 19
Figure 5. Pedestrian Routing Plan 21
Figure 6. Bicycle Routing Plan 22
Figure 7. Bus Routing 23
Figure 8. Vehicle Storage 25
Figure 9. Year of Opening On-Site Parking 26
Figure 10. Year of Opening Off-Site Parking 28
Figure 11. Shuttle Operations 30
Figure 12. Park and Ride Lot Routing 31

List of Tables

Table 1. Person Trip Generation Estimates – 19,500 Patrons 3
Table 2. Percent of Event Traffic to Arrive/Depart During Peak Hour 3
Table 3. Closure and Fencing Summary 12
Table 4. Event TMP Measure Matrix 35

Introduction

A transportation management plan was completed for the newly constructed professional soccer stadium (Allianz Field) located in the southeast quadrant of the University Avenue/Snelling Avenue intersection in Saint Paul, Minnesota. The main objective of this management plan is to provide a manual for match day transportation following order to ensure safe and efficient operations. The management plan includes pedestrians, bicyclists, ride share, charter/bar shuttles, transit service (LRT, A-Line and regular bus service), shuttle service, and passenger vehicle operations. In general, assumptions made for purposes of this management plan were made using the best available data and goals set forth in the Snelling Midway Soccer Stadium AUAR. **As game day events occur and on-site development occurs, it is expected that the transportation management plan will need to be updated accordingly.**

Management plan partners include The City of Saint Paul PED and Public Works, Ramsey County Public Works, Minnesota Department of Transportation, Metro Transit, Metropolitan Council, FHWA, City of St. Paul Police and Emergency Management, Minnesota United, and SRF Consulting Group.

Soccer Stadium Events

The proposed stadium will have a capacity of 19,500 patrons for year of opening in spring of 2019. It is expected that there will be approximately 20 to 25 capacity sporting events per year at Allianz Field, mainly for MLS Soccer matches. The assumptions for the management plan are based on locations of parking, transit options provided, data from other sporting events within the Twin Cities, and expected event patron locations of origin.

Traffic Analysis Event Assumptions

Traffic Volumes - For the study area, intersection traffic counts were collected for when MLS matches would occur: weekday evening (7:00 p.m. start time), weekend afternoon (2:00 p.m. or later start time) and a weekend evening (7:00 p.m. start time). Typical soccer matches last for approximately two hours. Based on a review of the traffic volumes collected, the weekend afternoon background volume was significantly higher than the other two scenarios and is assumed to be a "worst case" scenario for vehicular traffic within the study area.

Transportation Mode

The year 2019 event transportation mode share is presented below based on a capacity event. Efforts to meet the estimated mode share will be made through the communications and outreach plans by Minnesota United to ticket holders to its matches and other events in the stadium. The actual transportation mode share will be reviewed during 2019 matches to assist in future planning.

- Walk/Bike -2,500 event patrons (13 percent)
- Local Bus – 250 event patrons (1 percent)
- Charter Bus/Bar Shuttle – 750 event patrons (4 percent)
- Taxi/Ride Share – 1,000 event patrons (5 percent)
- Drive to Site - On-Site Parking (Available for event only) Approximately 400 vehicles may be able to park on-site, which will equate to approximately 1,100 event patrons (5.5 percent)
- Drive to Near Site - Off-Site Parking (Available for event only) takes into account parking not on site, but within walking distance of the stadium. These are parking spaces in the public Spruce Tree Parking Ramp and the privately-owned parking area at Health East located a few blocks west of the Stadium that Minnesota United is seeking to secure for the exclusive parking for capacity events at the Stadium. An estimation was made that a minimum of approximately 760 parking spaces are available at these locations, accommodating 2,090 event patrons, or 11 percent of total patrons. There is additional off-street parking potentially available for match day use within walking distance of the Stadium that was not evaluated or considered under this Transportation Management Plan. Availability and feasibility of this parking for match day use will be evaluated during the 2019 Minnesota United season.
- Green Line LRT – 6,300 event patrons (32 percent) - The LRT mode share was determined on available capacity of the LRT during the peak hours and the available crush load of approximately 540 people per three car train. Metro Transit has been requested to run three-car trains during all game times. When available, during post-game operations Metro Transit is considering running two additional trains in each direction to reduce the waiting time to clear all event patrons.
- A-Line BRT – 1,200 event patrons (6 percent). It is expected that in addition to normal 10-minute headways, additional northbound and southbound A-Line buses will be available as needed based on discussions with Metro Transit.
- Shuttle Buses to Remote Parking. 4,310 event patrons (22 percent). Event patron shuttle to remote parking location. Minnesota United is making arrangements for remote parking and for shuttle buses serving the remote parking location to and from the stadium for the 2019 season.

The capacity of the stadium is expected to be approximately 19,500 patrons in year 2019. The trip generation estimates, shown in **Table 1** (person trips, not vehicle trips), were developed using the described mode share.

Table 1. Person Trip Generation Estimates – 19,500 Patrons

Modes	Number of People	Percent of Total
Walk/Bike/Local Bus/Bar Shuttle/Charter Bus/Taxi/Ride-Share	4,500	23.0%
On-Site Parking	1,100	5.5%
Off-Site Parking Adjacent (walking distance)	2,090	11.0%
LRT/BRT	7,500	38.5%
Off-Site Shuttles	4,310	22%
Totals	19,500	100.0%

Event Background

Auto Occupancy

Based on prior experience with travel behavior characteristics for sports stadia around Twin Cities and around the country, an estimate of 2.75 event patrons per vehicle would be used for average auto occupancy.

Event Traffic Characteristics

It is assumed that not 100 percent of the event traffic is expected to arrive or depart the stadium area during the one-hour analysis periods. Based on previous experience with sports stadia in the Twin Cities, a certain percentage of attendees will arrive or depart outside of the analysis hour, depending on the time of day, available activities within the area, and day of the week. **Table 2** shows the percent of patrons arriving/departing for an event. These assumptions are slightly more intense than the other stadium event studies completed in the Twin Cities Metro because of the current limited restaurant and pre-game/post-game entertainment options currently surrounding the stadium. As redevelopment occurs within the superblock and surrounding area, it is expected that the arrival/departure percentages will decrease in intensity.

Table 2. Percent of Event Traffic to Arrive/Depart During Peak Hour

Scenario	Weekday		Weekend	
	2019	2035	2019	2035
Arrival	85%	70%	75%	65%
Departure	95%	95%	95%	90%

Event Attendees Origin/Destination Information

Event attendees' origin/destination information is based on zip codes collected from current season ticket holders. The zip codes were mapped and assigned to the most efficient travel shed / route to the stadium. The event directional distribution for an event based on season ticket holder information is shown in **Figure 1**.

Event Conditions

In order to achieve the safest and most efficient operations for all modes of travel, plans to accommodate each travel mode were developed. The plans included road closures, police officer control areas, queueing areas, fencing, road closures, parking locations, and shuttle/taxi/rideshare operations. These plans are subject to change based on actual experience for Stadium events and as future superblock redevelopment occurs.

Roadway/Access Closures

A series of roadway and access closures are necessary to achieve safety within the stadium site and for public transportation. These closures protect pedestrians from vehicular traffic and allow for efficient pedestrian flow during pre- and post-game. It is recommended that roadway closures be completed using either public safety vehicles or pyramid barriers to prevent vehicular traffic from entering the closed space. There should be gaps left within the barriers to allow for pedestrian movement. For a full capacity event, the roadway and access closures are shown in **Figure 2A, B, and C** depending on the time of day or pre/post-match. Note that post-match cones, barrels, and signs are assumed to be deployed at approximately halftime of the match. These closures are based on the current configuration of the development on the Snelling-Midway superblock outside of the stadium and will need to be revised as the redevelopment envisioned by the City-approved Master Plan occurs.

- Internal vehicle access to the site will be restricting the morning of events, with access to Shields Avenue and the Great Lawn internally restricted. It is expected that this closure would occur between 8:00 a.m. and 12:00 noon.
- All internal parking within the closed off Stadium area will be signed no parking during event days This will be signed 24 hours prior to the event day to ensure motorists are given a forewarning and ability to move their vehicles. Any vehicles left on-site will be towed.
- All vehicles parking within the lots on the west side of the stadium are to enter/exit via Central Avenue, which is right-in/right-out only onto Snelling Avenue.
- All vehicles parking within the on-site lot to the north of the Great Lawn will enter/exit eastbound on University Avenue.
- Pascal Street is proposed to be closed south of the shopping center access to all thru traffic. There will be partial access to the loading bays along Pascal Street and access to the MidPointe Even Center. Bike lanes will remain open during the course of the events to all bicycle traffic, outside of charter bus staging time approximately 15 minutes prior to event end, during which time bikes can utilize the vehicle lanes.

Figure 1. Event Distribution

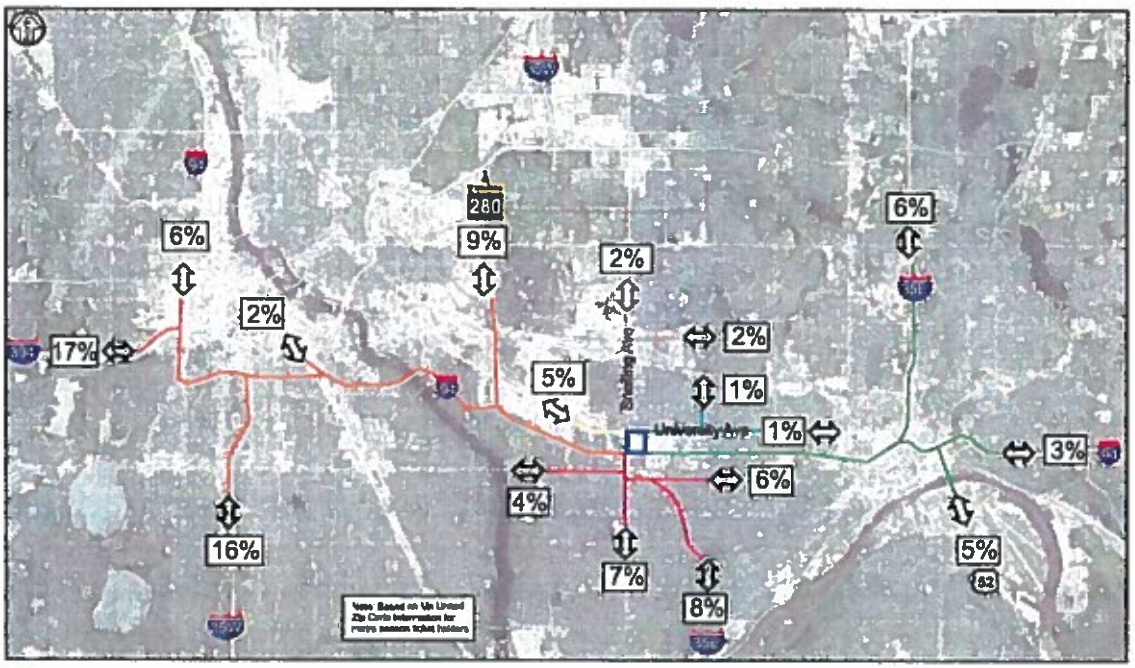
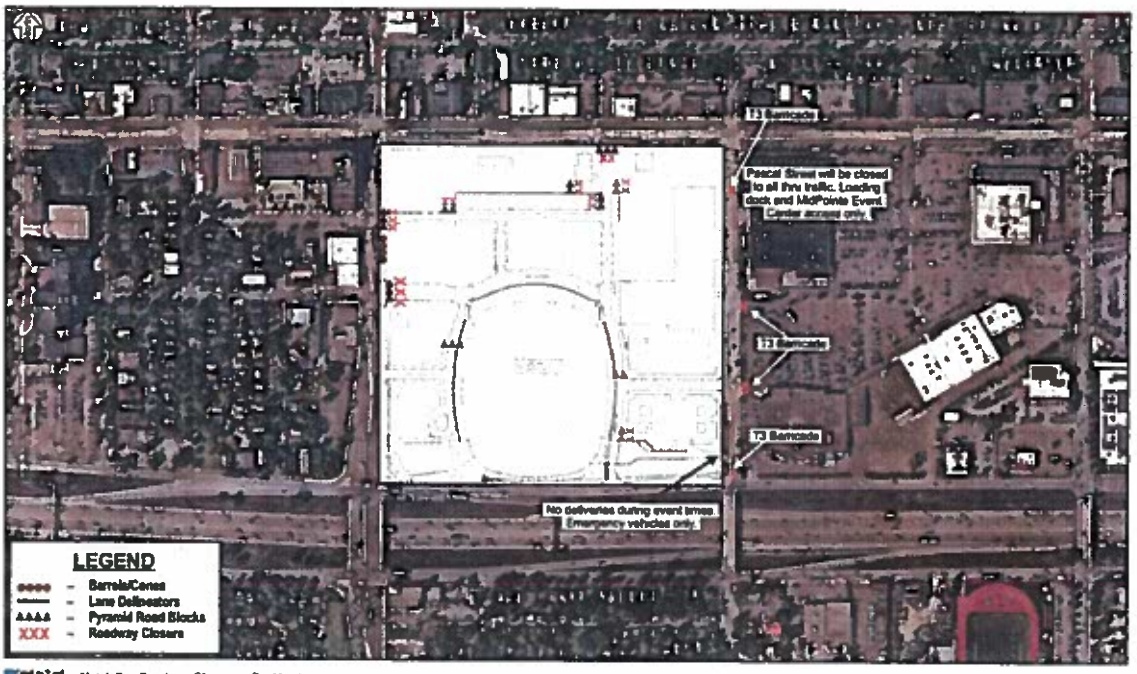


Figure 2A. Match Day Road Closures – Morning

Match Day Roadway Closures - Morning Timeframe
Allianz Field Transportation Management Plan
City of St. Paul

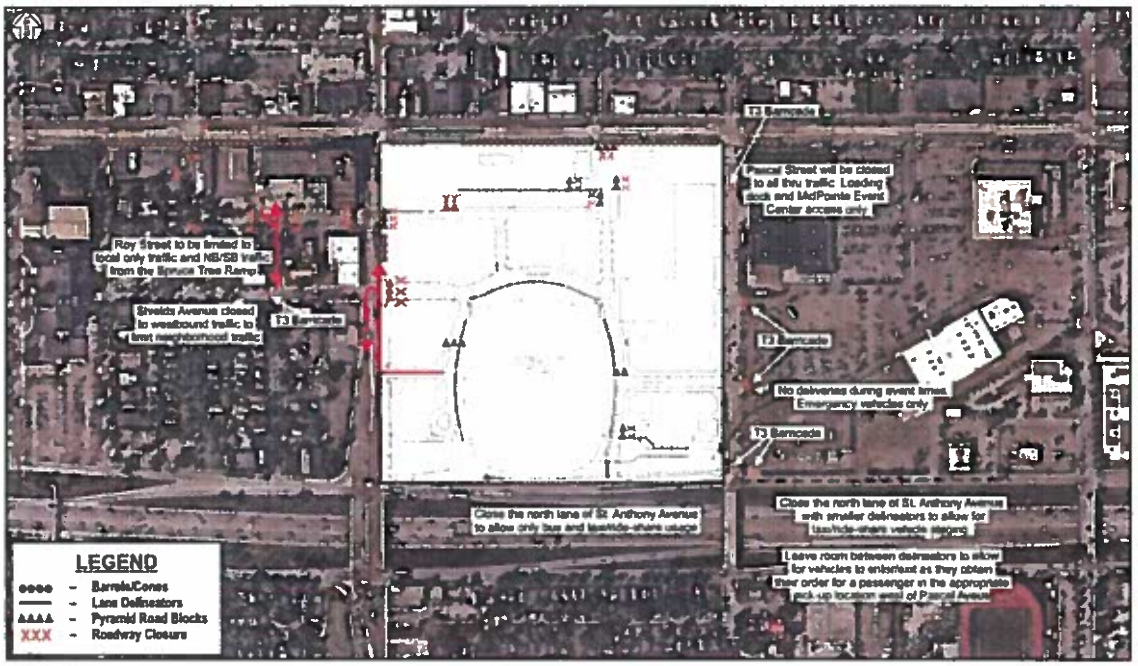
Figure 2A

Figure 2B. Match Day Road Closures – Pre-Match



Match Day Roadway Closures - Pre Match
Allianz Field Transportation Management Plan
City of St. Paul

Figure 2C. Match Day Road Closures – Post-Match



Match Day Roadway Closures - Post Match
Allianz Field Transportation Management Plan
City of St. Paul

Figure 2C

- The southbound curbside lane of Pascal Street is expected to be used to store charter buses 15 minutes prior to the end of the match until they are loaded. The parking area on the southside of the Midway Shopping Center serving the Midpointe Event Center and north of Central Avenue will remain open with restricted access provided from Pascal Street for those users of the event center. Pascal Street is expected to be closed to thru traffic during match time activities, approximately one and half (1.5) hours before the event, during the event, and one and half (1.5) hours after the event ends, depending on police incident commander discretion.
- Spruce Tree Avenue/Fry Street is closed to all motorists except vehicles entering/exiting the Spruce Tree Center parking ramp via Roy Avenue. This closure would occur beginning around halftime of a match and go until approximately one and a half (1.5) hours after the match, or based on police incident commander discretion.
- The curbside lane of eastbound University Avenue is closed beginning at Aldine Street to east of Pascal Street. This closure will be a cone/barrel set up between Aldine Street and Fry Street and include Metro Transit buses, operations vehicles, police vehicles, and St. Paul police vehicles between Fry Street and Pascal Street. This closure would occur beginning around halftime of a match and go until approximately one and a half (1.5) hours after the match or less, based on police incident commander discretion.
- The curbside lane of westbound St. Anthony Avenue will be closed to "thru" traffic and utilized as a taxi/Uber/Lyft queueing area, prior to those vehicles using the designated pick-up area west of Pascal Avenue. This lane will be closed west of the Flannery Construction/Hardee's driveway to Pascal Street. This is expected to be closed using lane delineators and leaving access in between for vehicles to enter/exit as they receive fares. This is only expected to be needed approximately one and a half (1.5) hours after the match or less, based on police incident commander discretion.
- The curbside lane of St. Anthony from Pascal to Simpson will be closed to "thru traffic so taxi/Uber/Lyft can pick-up in the designated ride share area to the west of Pascal. At Simpson, the curbside lane will be open to allow for free flow movements of both remote shuttle buses and tax/Uber/Lyft vehicles. This is only expected to be needed approximately one and a half (1.5) hours after the match or less, based on police incident commander discretion.
- Additional on-site roadway and access closures will be necessary within the stadium site to ensure vehicles and event patrons do not cross pre- and post-match. Pre-match and post-match arrival or departure of food truck vendors will not conflict with pre-match entrance of crowds into the stadium or post-match exiting crowds from the stadium.
- All vehicles parking within the lot on the east side of the stadium to enter/exit via Pascal Street. Minnesota United is expected to communicate these road closures to event patrons who are authorized to park at these on-site lots.

Currently it is planned for a dynamic messaging sign to be in place prior to the intersection of University Avenue and Prior Avenue to alert motorists of both the eastbound lane closure and expected event congestion ahead. In conjunction with those warnings, the sign should direct eastbound motorists to use Prior Avenue and Marshall Avenue as a "soft detour" to avoid congestion and eastbound lane closures. No formal detour signs are expected to be installed. It is recommended that this dynamic message sign be placed near the intersection of University Avenue and Montgomery

Street (just west of Cleveland Avenue) on the south side of the intersection. This provides an advanced warning before Prior Avenue.

If congestion occurs during the initial match days, additional dynamic messaging signs may be necessary to encourage more diversion from University Avenue. These signs should be active approximately one and half (1.5) hours before the event, during the event, and one and half (1.5) hours after the event ends.

Other locations were considered for potential dynamic message signs at westbound University Avenue prior to Lexington Avenue, northbound Snelling Avenue prior to I-94 or Selby Avenue/Marshall Avenue, and southbound Snelling Avenue prior to Pierce Butler Route or Minnehaha Avenue. Based on initial traffic modeling, there is not expected to be significant event congestion for these locations. However, conditions should continue to be monitored during events to determine if congestion occurs to unacceptable levels. If it is determined that messaging signs be installed, the following locations are recommended:

- Westbound University Avenue prior to Oxford Avenue within the hatched area west of the on-street parking stalls.
- Northbound Snelling Avenue in the southeast corner of Laurel Avenue, giving motorists a chance to divert to either Selby Avenue or Marshall Avenue to access other local north/south routes. Right-of-way constraints north of Laurel Avenue make placement prior to diversion routes difficult.
- Northbound Snelling Avenue in the southeast corner of Snelling Avenue and Iglehart Avenue, giving motorists a chance to detour from Snelling Avenue on I-94 to Lexington Avenue or TH 280.
- Southbound Snelling Avenue in the grassy area in between the southbound exit and entrance ramps at Energy Park Drive, giving motorists the opportunity to divert using Pierce Butler Route to other north/south routes.
- Southbound Snelling Avenue in the northwest corner of Snelling Avenue and Englewood Avenue in the Hamline Elementary green space near the corner of the intersection. This gives motorists and opportunity to divert at Minnehaha Avenue to other north south routes.

Prior to utilizing any of the dynamic sign locations, the City will need to determine if easements or permissions are required to use the locations identified. It is recommended that static, orange construction signs be used at first to alert motorists of Event Congestion Ahead.

In addition to local message signs, the changeable message signs along I-94 should be utilized, if they are available, to warn drivers of event congestion ahead prior to the I-94 and Snelling Avenue interchange in both the eastbound and westbound direction. City and Minnesota United staff should work in conjunction with MnDOT to ensure signs are utilized on match days. Based on information provided by MnDOT, the I-94 mainline changeable message signs will be limited to the following restrictions:

- Signs operated only during normal Freeway Operations hours of operations: Monday thru Friday 4:30 a.m. to 9:00 p.m., weekends 10:00 a.m. to 8:00 p.m. Freeway Operations is closed on the State-observed major holidays.
- The priority of sign messaging usage is weighted towards benefits to mainline traffic flow.
- The decision whether to deploy the congestion message is at the discretion of the Freeway Operations operators and will be based on observed congestion levels on the ramp. This is similar to the current event congestion messaging for Xcel Energy Center. The threshold is typically when traffic reaches to the mainline, either causing a safety concern due to speed differentials or a mainline congestion issue.
- Only a general message of, or similar to, "Event Congestion, Ramp to Snelling, Expect Delays". Expect Delays may be substituted by Use Alternate or Use Caution at the discretion of the Freeway Operations operator. A specific directive like "Use Hamline Avenue" or "Use Lexington Parkway" is allowable, but the instruction to activate that message must be made by the City representative in consultation with Freeway Operations. Whether this is a blanket strategy (like Xcel Energy Center) or if this is by-event can be discussed.
- The travel time message will generally not be overridden for ramp congestion.
- The use of the signs for freeway incident management takes priority over any ramp congestion messaging.
- The maintenance, repair, and replacement priority of freeway DMS's falls within Freeway Operations discretion.
- Freeway operations sign locations:
  - Westbound I-94 at Dale Street – 30 foot full DMS. Travel times from 5:00 a.m. to until 7:00 p.m. Monday to Friday. Located prior to Hamline diversion option.
  - Westbound I-94 at Hamline Avenue – 18 foot DMS. Currently out of service. No travel times. Located prior to Snelling Avenue ramp.
  - Westbound I-94 at Prior Avenue – 18 foot DMS. No travel times. Located prior to Cretin ramp.
  - Eastbound I-94 at 25th Avenue – 30 foot full DMS. Travel times 5:00 a.m. until 7:00 p.m. Monday to Friday. Located prior to Cretin Avenue, Snelling Avenue, and Lexington Parkway ramps.
  - Southbound TH 280 at Energy Park Drive – 30 foot DMS. Travel times 5:00 a.m. until 7:00 p.m. Monday to Friday. Located prior to Snelling Avenue ramps.

A detailed plan on signage expected to be provided by the traffic control contractor is supplied within the Appendix.

Timing of Closures and Fencing

The roadway closures and exact timing previously described and shown in Figures 2A, B, and C and the timing for the elements of the fencing plan shown in Figures 4A and B are summarized within Table 3. The police incident commander has discretion to shorten or lengthen post-match traffic control.

Table 3. Closure and Fencing Summary

Closure/Fencing	Morning of Match	Pre-Match (90 min)	During the Match (120 min)	Post-Match (90 min)
Parking inside stadium areas (posted 24 hours prior)	X	X	X	X
Roadway Closures inside stadium areas	X	X	X	X
On-Site Transit Queuing Fencing/Wayfinding*				X
Remote Shuttle Fencing		X	X	X
Snelling Avenue Fenci3g		X	X	X
Pascal Street Closure to Thru Traffic		X	X	X
Pascal Street Business Access Closures on East Side		X	X	X
Simpson Avenue/North Match Day Parking Area Fencing				X
Spruce Tree Avenue/Fry Street Closure				X
Roy Street Two-Way Traffic				X
Eastbound University Avenue Closure				X
Eastbound University Avenue Dynamic Message Sign		X		X
I-94 Dynamic Message Signs		X		X
St. Anthony Avenue Ride-Share Queuing Area				X
Shields Avenue Closure to Westbound Traffic				X
Police Officer Traffic Control		X		X

*Note that on site fencing may be need during pre-match depending on the programming on the Great Lawn.

For closures indicated as Morning of Match in Table 3, it is expected that the traffic control contractor will have the roadway closures inside the stadium site as shown on Figure 2A in place by noon of the event.

For closures, the Eastbound University dynamic message sign and fencing indicated as Pre-Match in Table 3, it is expected that the traffic control contractor will have barricades for roadway closures shown on Figure 2B, the Eastbound University dynamic message sign and the fencing shown on Figure 4A in place one and half (1.5) hours prior to the event.

For the closures indicated as Post-Match in Table 3, it is anticipated that the traffic control contractor will have the additional roadway closures in place and the barrels and cones placed curbside for deployment as shown on Figures 2C no later than 30 minutes prior to the end of the match. St. Paul Police will place the barrels and cones as needed and may move the cones/barrels back to the curbside once the police incident commander provides the message to end police traffic control and roadway closures.

It is expected that once the message from the incident commander is received to begin removal of traffic control that the traffic control devices (cones, barrels, barricades, pyramids) will be removed within one (1) hour by the traffic control contractor.

Fencing along the eastside of Simpson Street and the southside of the north parking area as shown in Figure 4B is not expected to be necessary prior to the event times. Therefore, these fencing areas do not need to be deployed until halftime of the match, depending on the time needed by the contractor for set up. Fencing must be in place 15 minutes prior to the end of the match. (Matches are assumed to take approximately two (2) hours from the start time).

Any other portion of the roadway closure plan/fencing plan that is only to be set up for post-match operations in Table 3 will be set-up beginning at halftime of the match. Other types of events will need to be reviewed on a case by case basis to determine the appropriate time.

Police Traffic Control Stationing

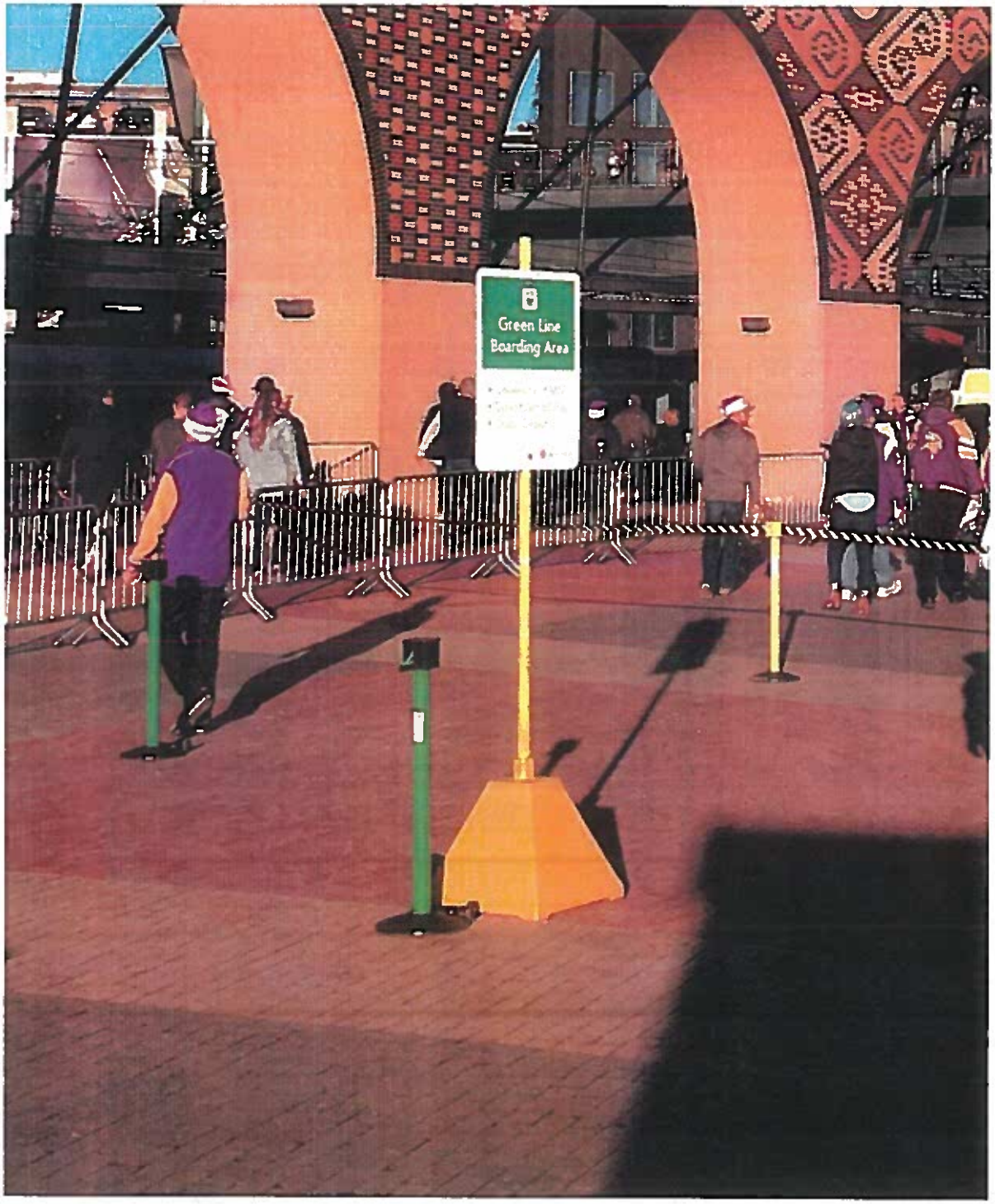
Traffic control officers are expected to be stationed at intersections within the surrounding area to safely and efficiently move pedestrians, transit vehicles, and passenger cars. Traffic signals will control the intersections, but officers will be at these intersections to ensure pedestrian and vehicular movements do not overlap to enforce a safe operation. Additionally, if congestion occurs, officers will be in-place to restrict movements during pre-and post-event times to ensure safety.

Efforts will be made by control officers to minimize the impact of the pre- and post-match traffic on the mainline of I-94 as a result of the I-94 and Snelling Avenue off-ramp queues. The officer locations were developed by the St. Paul Police Department in conjunction with MnDOT, Ramsey County, Met Council, Metro Transit, City of St. Paul Planning and Public Works, Minnesota United, and SRF Consulting Group.

LRT and BRT Queuing Areas

Queuing areas for both the LRT (eastbound and westbound) and "A-Line" BRT (northbound and southbound) were determined with Metro Transit, Minnesota United, and City staff. The LRT queueing areas are sized based on the assumption they must be able to contain the expected full load of passengers assumed in the mode split. This is necessary in case of an emergency event in which the LRT becomes disabled due to unforeseen circumstance. Currently, it is assumed that approximately 3,000 event patrons are destined eastbound and 3,300 event patrons are destined westbound. It was assumed that a minimum of eight (8) square feet per patron, based on values described in the Highway Capacity Manual for level of service F conditions for a pedestrian, must be supplied within the queueing areas. This dictates that a minimum of 24,000 square feet be supplied for eastbound and 26,400 square feet must be supplied for westbound. The area for eastbound is supplied within the closed Simpson Street right-of-way, while the westbound is located along Spruce Tree Avenue. In a typical event, in which the LRT is operating efficiently, the queueing areas would likely not be used to their full capacity. Fencing around the queueing area is expected to be bike rack style fencing. Any delineation within the queuing areas will likely by pylons with nylon extending belts interconnecting.

It is recommended that wayfinding signs be placed near the entrance/exit of the queueing areas to direct patrons to the correct queue. These signs would be erected and taken down by Metro Transit or the contractors during the time of the queuing area set up/take down. The portable sign shown in the following picture is an example from US Bank Stadium. If feasible or necessary in the future, develop overhead banners for wayfinding.



Picture 1: Metro Transit Wayfinding Signs

There was an assumed crush load of 540 patrons per full three car train. This assumes approximately 60 existing people would already be on the train as they arrive at the station. (i.e. ~200 people per train car). It should be noted that Metro Transit, pending availability, may be able to provide an extra train in each direction being empty and starting at the Snelling Avenue platform to load post-match. This extra train will be able to reduce waiting time, queuing space and improve efficiency of the transit system. It should be noted that the Net Ground Lease between the City and Metropolitan Council provides: Metropolitan Council shall work with Team and Tenant to provide additional transit during events.

Based on comments from Metro Transit and observation of other sporting event in the Twin Cities, it is expected that most event patrons using LRT will arrive or depart one hour before or after the match. It is expected that the full hour before or after events LRT will be fully utilized for both eastbound and westbound trains. LRT will be utilized by some patrons along the corridor, but will mainly be used by patrons parking their cars along the line parking in ramps or lots at the University of Minnesota, Downtown Minneapolis, and Downtown St. Paul. These parking locations are expected to be different locations than the one(s) identified for the remote parking shuttle users. Based on the event distribution, a more event patrons are anticipated to be coming from west of the site. Communication and outreach strategies will need to influence patrons arriving via LRT to utilize stations to the east. The most likely candidates to consider this option would be patrons in the north and south metro who may otherwise come from I-35W to potentially use I-35E and arrive east of the site and utilizing parking in downtown Saint Paul or the capitol area.

Based on discussions with Metro Transit, there is an assumed crush load of 70 people within a BRT bus with 10-minute headways in both directions during the events. However, Metro Transit may provide additional BRT buses staged near the Snelling Station. The queuing areas are shown in **Figure 3**.

Fencing Plan

Fencing is to be installed within the superblock site in order to delineate pedestrian walkways, queuing areas and ensure pedestrians have adequate access to off-site sidewalk facilities. Additionally, fencing along Snelling Avenue is to be installed to ensure pedestrian crossings occur at police officer controlled locations. This is necessary for public safety within the area. The fencing plan can be found in **Figures 4A and B** for pre-and post-match fencing needs. It is expected that the fencing will be temporary bike-rack style that can be installed and torn-down quickly before and after matches. Adequate width along sidewalks will need to be maintained to allow for passage on sidewalks for non-event patrons and ADA accessible.

Figure 3. Transit Queuing

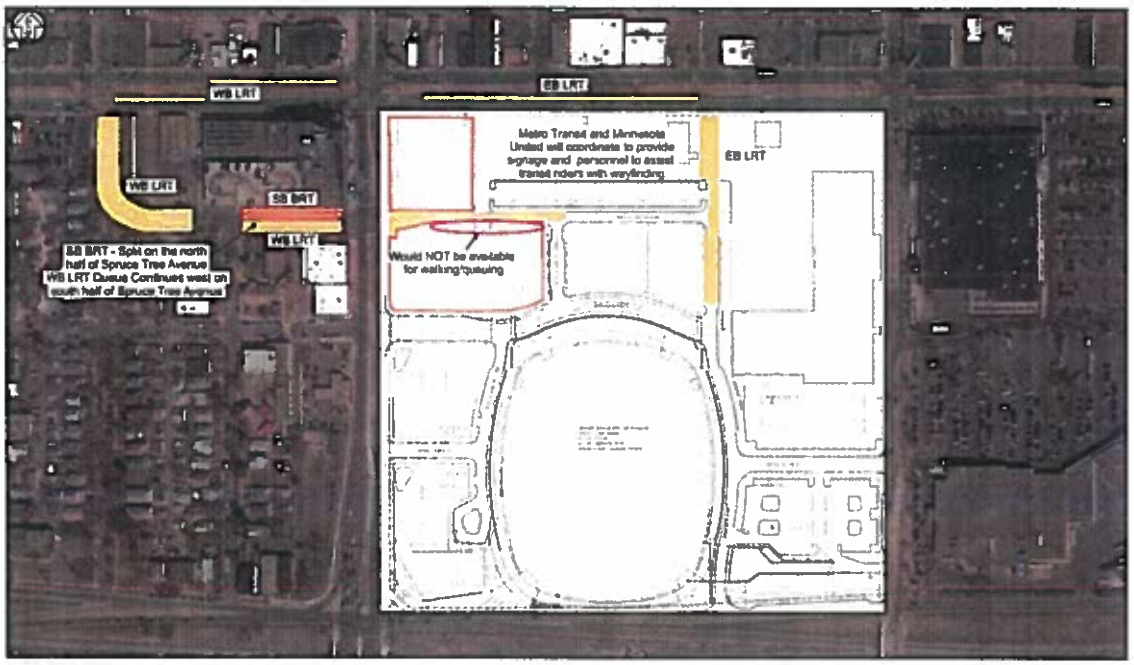
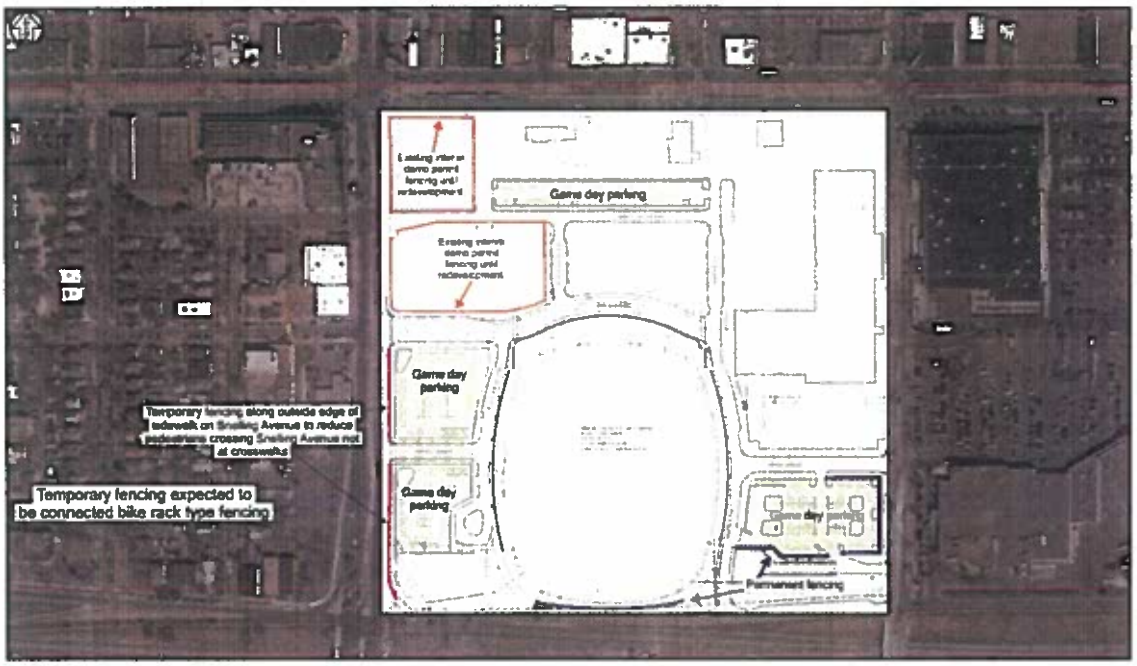


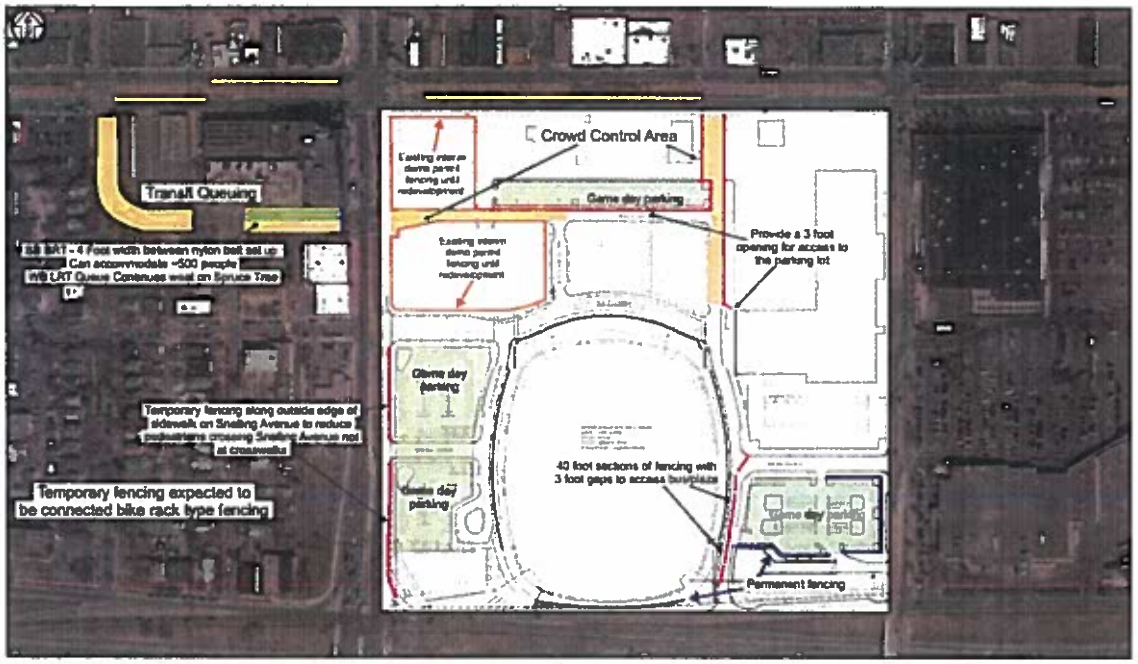
Figure 4A. Temporary Fencing Plan - Pre-Match



Temporary Fencing Plan - Pre Match
Allianz Field Transportation Management Plan
City of St. Paul

Figure 4A

Figure 4B. Temporary Fencing Plan – Post-Match



Temporary Fencing Plan - Post Match
Allianz Field Transportation Management Plan
City of St. Paul

Figure 4B

Pedestrian Plan

A pedestrian plan, **Figure 5**, was developed to delineate which routes pedestrians are encouraged to utilize to reach destinations outside of the superblock. Pedestrians destined to the Health East lots are discouraged from using Shields Avenue to reduce interruption in the neighborhood. It is understood that event patrons that live nearby or park nearby may need to utilize Shields Avenue. These directions are recommended to be presented with the parking passes. Minnesota United will provide directions to assigned off-site parking areas arranged by Minnesota United to encourage patrons to use these routes and pathways. This information should also be posted on Minnesota United's website. Sidewalks were planned to be clear of transit queues, ensuring that pedestrians have safe and efficient access.

Bicycle Plan

A bicycle plan, **Figure 6**, was developed to encouraged bicycle users to utilize pre-existing on-street bicycle facilities within the surrounding area. Currently there are approximately 400 bicycle rack stalls surrounding the stadium. It is expected that bike usage will be heavy during events. Under this plan, bicyclists are encouraged to utilize bike lanes on Pascal Street or the pedestrian/bicycle bridge over I-94 at Aldine Street to proceed north and south of the stadium. Users originating or destined to the west of the site are encouraged to utilize the bikeway on St. Anthony Avenue, which begins/ends at Pierce Street. Users should utilize Pierce Street and Shields Avenue to access the stadium site. Users destined to the east are encouraged to use Pascal Street to access either Charles Avenue or Marshall Avenue bike facilities. Biking information should be posted on the Minnesota United website, with maps of the bike routes and bike rack locations. Additionally, matchday wayfinding signs to bike routes, likely sandwich board style, should be placed around the stadium grounds near bike racks. If feasible, Minnesota United will provide volunteers on match day to direct fans using bikes to appropriate routes.

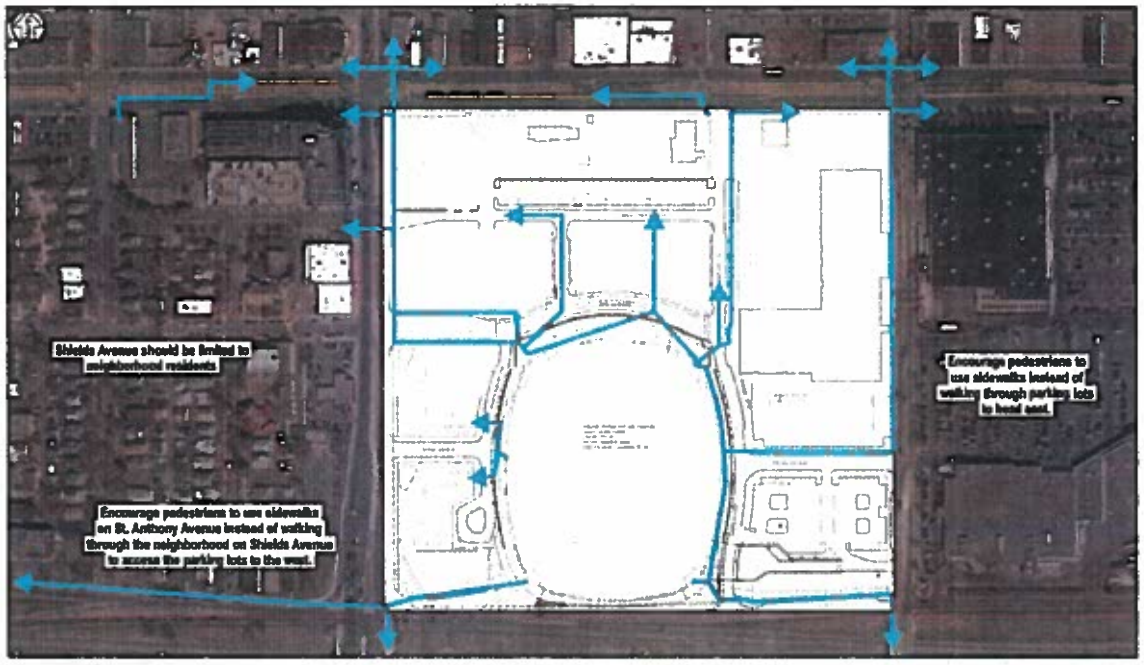
Local Bus

Local buses are expected to be in operation before and after events. Bus routes, expected frequency, and stops are shown in **Figure 7**.

Bar Shuttle/Charter Bus/Taxi/Ride-Share

Charter bus usage for events can vary, depending on weekday versus weekend match times. Based on estimates from MLS matches at TCF Bank Stadium, there were approximately three (3) to five (5) charter buses. Certain events, such as a match played during the USA Cup at the National Sports Center in mid-July may have higher than normal charter bus usage. Patrons from Mankato, Rochester, St. Cloud, and Duluth would be likely candidates to use charter buses. Charter buses are currently expected to load/unload along Pascal Street north of the Midpointe Event Center access.

Figure 5. Pedestrian Routing Plan



Encouraged Pedestrian Routing Plan
Allianz Field Transportation Management Plan
City of St. Paul

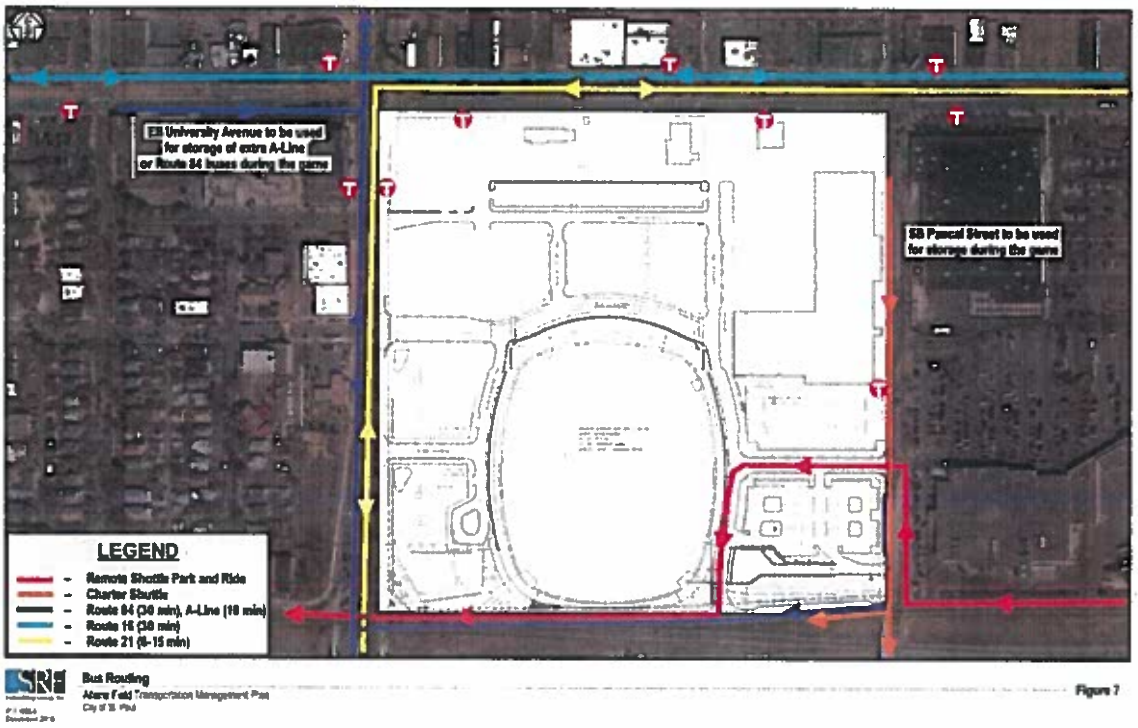
Figure 5

Figure 6. Bicycle Routing Plan

Encouraged Bicycle Routing Plan
Allianz Field Transportation Management Plan
City of St. Paul

Figure 6

Figure 7. Bus Routing



Bus Routing
Allianz Field Transportation Management Plan
City of St. Paul

Figure 7

In addition to charter buses, private shuttle buses will bring patrons to the match. These include local businesses/bars that may run shuttles to events from their business. Depending on the number of businesses offering this service, this may vary by match and match time. Based on St. Paul Police experience, bar shuttles may load and unload further away from the stadium to avoid congestion. It is recommended for bar shuttles to utilize Pascal Street between Concordia Avenue and Marshall Avenue to drop-off/pick-up patrons. This will be monitored during the first few matches to determine if the load/unloading zone is used.

It is expected that a number of patrons will use either a taxi or ride-sharing service to arrive and depart from Allianz Field. Currently, taxi and ride-sharing vehicles are expected to perform loading and unloading maneuvers within the vehicle cut-out area along St. Anthony Avenue west of Pascal Street. This cut-out area can accommodate approximately 12 passenger vehicles.

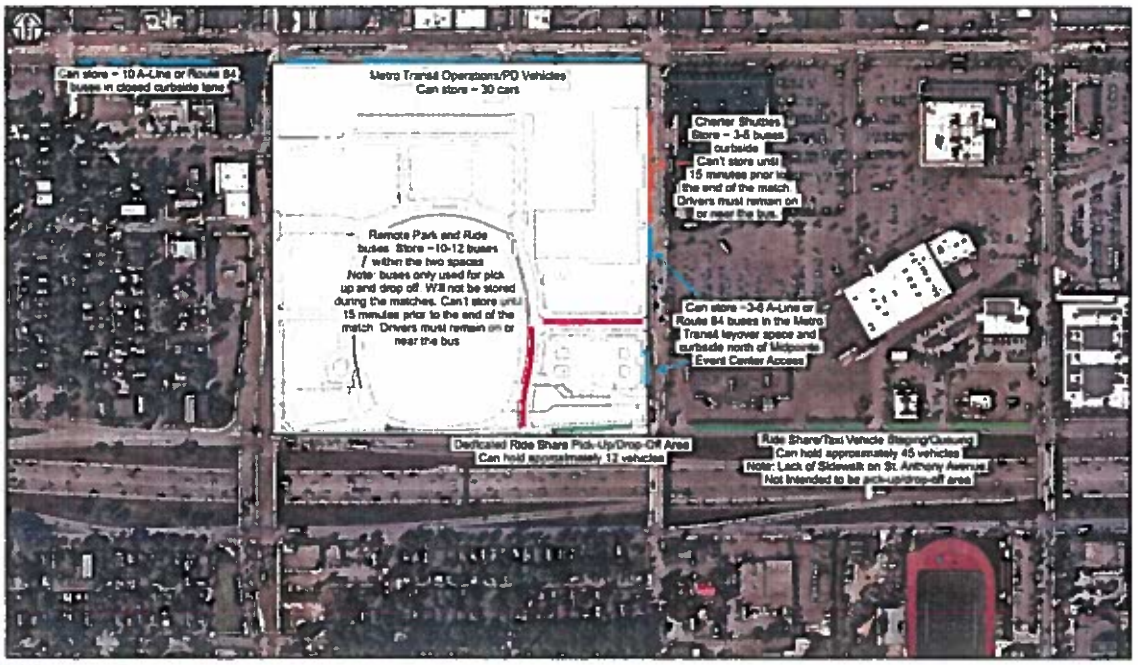
Additional queuing area for taxi and ride-share vehicles is expected to be available along St. Anthony Avenue east of Pascal Street and Concordia Avenue east of Pascal Street. This area is NOT intended to be used for pick-up/drop-off activities and only to accommodate queuing. If this area was desired to be used for pick-up/drop-off, a sidewalk would need to be constructed on the north side of St. Anthony Avenue. Further discussions between the City and the taxi/ride-share companies should occur to ensure drivers are knowledgeable about match-day operations. The queuing areas are shown in **Figure 8**.

Also, shown in **Figure 8** is the expected area in which Metro Transit is planning to store extra A-Line buses for both southbound and northbound routes and Metro Transit operations vehicles and extra remote shuttle buses. Taxi and ride-sharing services will be encouraged to avoid Concordia Avenue between Snelling Avenue and Pascal Street due to the residential character of the street.

On-Site Parking

Limited (pre-purchased) on-site parking will be available during matches in multiple lots surrounding the stadium, as shown in **Figure 9**. The two lots on the west side of the stadium, the one lot in the southeast corner of the stadium site, and the lot north of the great lawn are expected to be used for fan parking. Additionally, the parking lot behind the Midpointe Event Center is currently in discussions over use on match day when the event center does not have an event. However, this on-site parking plan is temporary and will change over time to accommodate future site development. Access to the VIP drop-off on the west side of the stadium will be controlled by traffic control officers to ensure other users are not utilizing it. City public works and police staff request that Minnesota United provide a list of VIP users prior to matches. It is expected that this turnaround will be low usage as ingress/egress from Central Avenue is expected to be officer controlled. It is recommended that parking permit checks occur along Central Avenue as close to Asbury Street as possible to reduce queuing potential on Snelling Avenue. It is recommended that temporary signing be placed at the Central Avenue access from Snelling Avenue advising patrons that the lots are permit only to reduce the potential of patrons looking for general public parking.

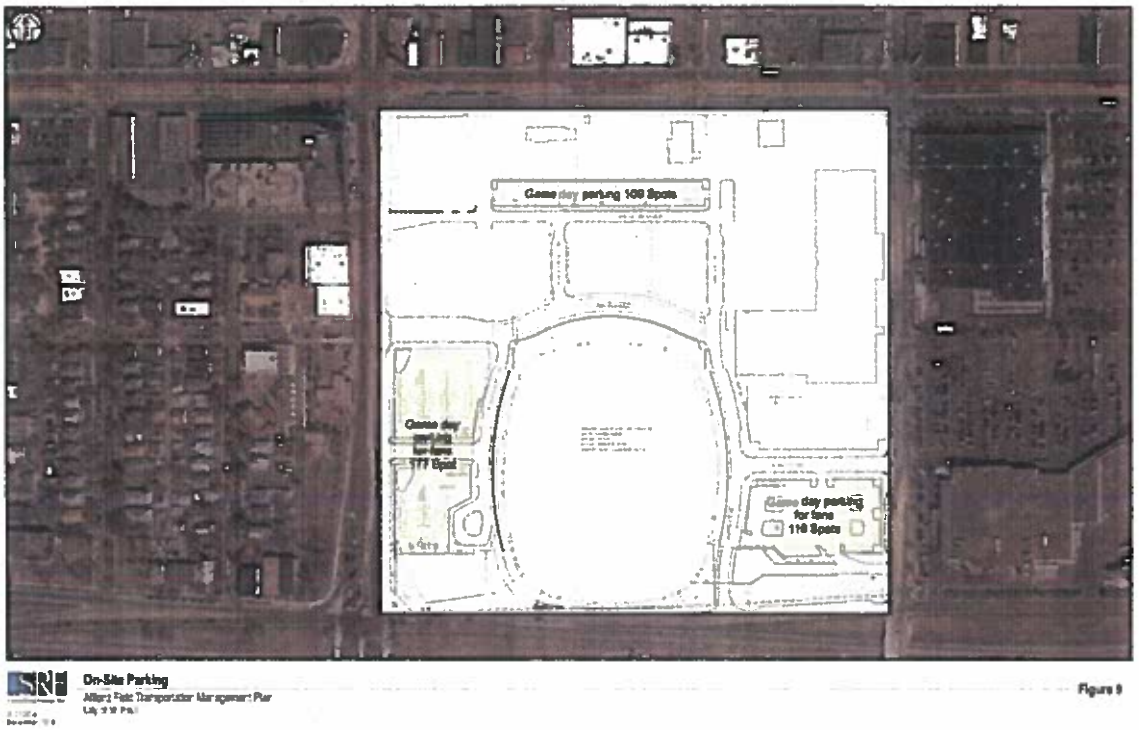
Figure 8. Vehicle Storage



Vehicle Staging
Allianz Field Transportation Management Plan
City of St. Paul

Figure 8

Figure 9. Year of Opening On-Site Parking



Off-Site Parking

Minnesota United is in conversations with the owners of certain parking areas nearby the stadium, including those areas shown in **Figure 10**. The parking locations identified would be used by event patrons and stadium staff. It is anticipated that additional lots may be identified during the 2019 season and added to the initial parking plan. The future availability of additional off-street parking may reduce the future need for remote parking and shuttle operation.

It is recommended that all parking passes be pre-sold prior to events to reduce any congestion from patrons driving around looking for a parking space. Saint Paul Public Works and Saint Paul Police will advise on preferred routing to and from any additional parking locations, and Saint Paul Police may require additional traffic control at parking ingress/egress points and/or nearby intersections. Preferred routing should be communicated at time of parking sales.

Shuttle Buses to Remote Parking

A shuttle bus service to off-site parking is planned at the Minnesota State Fairground parking area or and an alternate location when the Minnesota State Fairground parking is not available to facilitate off-site parking at the remote parking location. Currently, Minnesota United is negotiating an agreement for the Minnesota State Fairground parking area to allow for up to 2,500 parking spaces south of Como Avenue to be used for match day parking and an alternate site when the Minnesota State Fairground parking is not available. In future years, the amount of remote parking and associated private shuttle service to and from the stadium may be reduced or eliminated as feasible alternatives for safe and efficient transportation to the stadium are identified and implemented/secured.

Shuttle buses from and to the remote parking location would drop-off and pick up patrons along Simpson Street immediately east of the stadium. The west half of the roadway would be used to store patrons waiting for pick-up, separated from the east half of the roadway by fencing, as shown in **Figures 4B and 8.** The east half of the roadway would be used by buses heading southbound to perform drop-off and pick-up operations. Additional buses would be expected to be queued along the southbound curbside lane of Pascal Street as shown in **Figure 8.** Note that shuttle buses would not be allowed to arrive until 15 minutes prior to the end of the regulation time, per Minnesota United's Emergency Evacuation Plan. Drivers would be required to be near the shuttle buses prior to the end of the match.

Note that buses would only queue along Central Avenue, they would not perform any drop-off or pick-up maneuvers until they reach Simpson Street. As noted in **Figure 8**, approximately 11 buses can store in this segment, which is broken down to six (6) buses on Simpson Street and five (5) buses on Central Avenue. Based on discussions with Emergency Management and Life Safety, buses would not store on these roadways during matches, as this area must remain clear in case of evacuation. Buses would be allowed to queue within these streets approximately 10 to 15 minutes prior to the end of a match.

Figure 10. Year of Opening Off-Site Parking

Minnesota United is contracting with a local bus operator to provide shuttle service from the remote parking location to Allianz Field before matches and returning patrons to the remote parking area following the conclusion of matches. The remote parking shuttle from the parking area at the Minnesota State Fairgrounds, along with the proposed shuttle bus routes, are shown in **Figure 11**. To provide a smoother operation and enhance patron experience, it is recommended that event patrons pre-purchase a parking pass for this location. This will reduce the potential of patrons not knowing where they are going on match day and searching for parking. If these routes are not utilized on matchday, any other routing must be checked and confirmed by City public works and police staff. Shuttle routes will not be allowed to use Snelling Avenue (south of Minnehaha Avenue), commercial nodes, and neighborhood streets to minimize impacts on the local neighbors.

It is recommended that when pre-purchasing parking at this location, patrons are given directions to the site that avoid utilizing Snelling Avenue at I-94 and driving near the stadium. Given the significant amount of pedestrian, bicyclists, and transit operations activity around the stadium area. Patrons from the north are recommended to utilize I-35W, TH 36, TH 280, and Snelling Avenue north of TH 36 to access the parking lots. Patrons from the west are recommended to utilize I-394, I-94, TH 36, TH 280, and Energy Park Drive/Como Avenue to access the parking lots. Patrons from the east are recommended to use I-94, TH 36, TH 280, and Energy Park Drive/Como Avenue to access the parking lots. Patrons from the south are recommended to use I-35E, I-35W, TH 52, TH 61, I-94, TH 280, and Energy Park Drive/Como Avenue to access the parking lots. Routes are shown in **Figure 12**. It is recommended to have an interactive map on Minnesota United's website for patrons to plan their trip.

Figure 11. Shuttle Operations

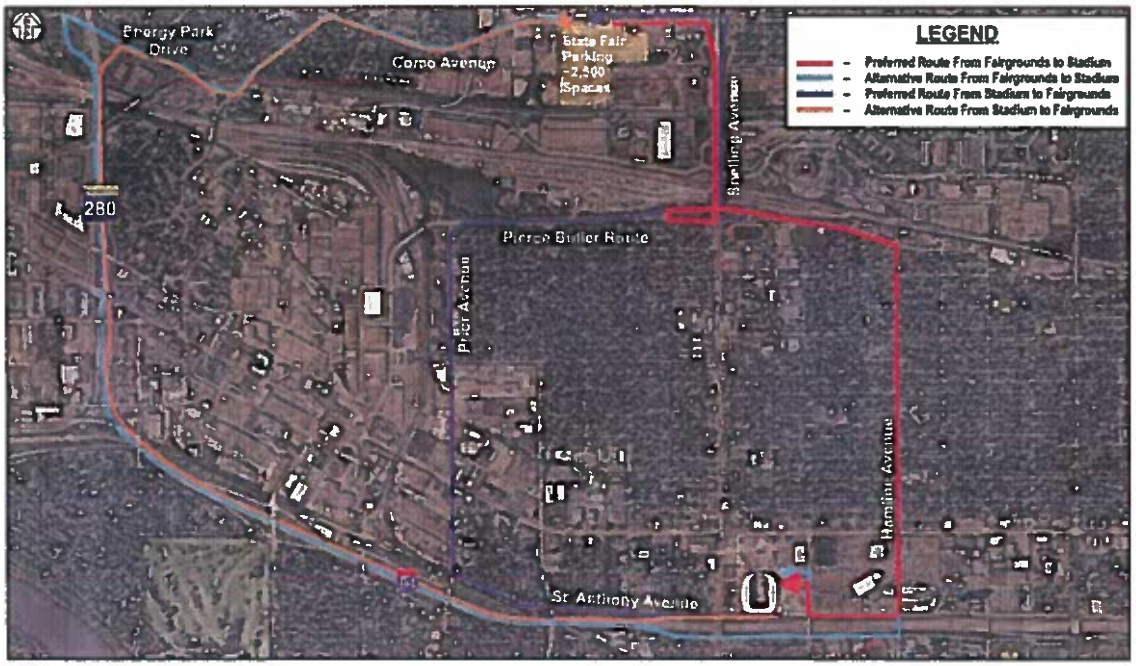
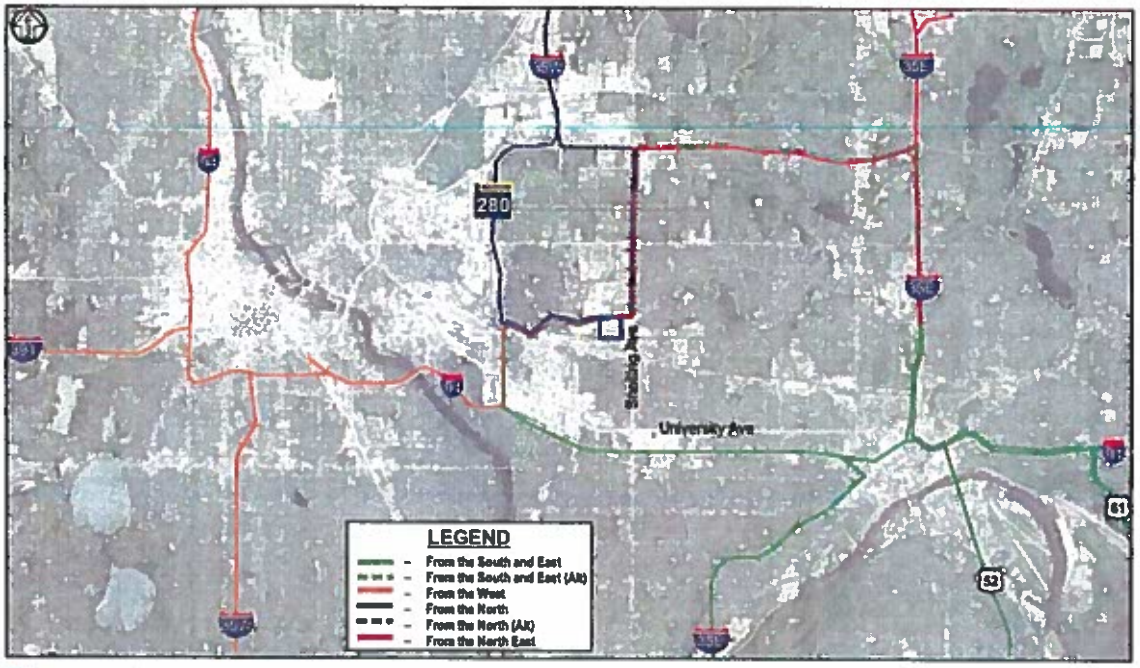


Figure 12. Park and Ride Lot Routing



Communications and Outreach/Neighborhood Parking

A communications and outreach plan will be developed to educate fans about the transportation options for Allianz Field matches. This plan should include information about pre-purchasing parking passes at certain locations, transit information, and remote shuttle information. The goal of the communications plan is to reduce any unnecessary circulation of vehicles around Allianz Field and the surrounding neighborhood by ensuring that all fans coming to a match at Allianz Field know where they are parking ahead of time.

Included within the communication plan about the parking would be routing information to parking areas from specific portions of the metro, off-site parking information, and discussion regarding neighborhood parking. It should be stressed that parking within the immediately adjacent neighborhood is not a reliable source of parking and will cause additional strain on the transportation network. On-street parking near the stadium is a limited and unpredictable source of parking. Additionally, the neighborhood surrounding the stadium is not zoned to allow for parking within resident's yards. Event patrons circulating around the site looking for parking will cause unnecessary congestion, safety concerns and frustrations that may result missing part of the event. The Transportation Management Plan is intended to ensure that enough available parking and transit capacity is available such that neighborhood street parking is not needed to accommodate events.

In its communications to its ticket holders, Minnesota United will stress the locations of the known available parking, including the remote parking location with shuttle bus service to and from the stadium and the available parking in the vicinity of the stadium currently arranged that is available to event attendees on a pre-sold basis. These communications are planned to be distributed to season ticket holders via email or mailings and posted on Minnesota United's webpage.

ADA Accommodations

Accommodations for handicapped and disable patrons has been provided throughout the stadium site. It is expected that handicap/disabled fans can be dropped off on the east side of the stadium via Central Avenue to Simpson Street next to the stadium. Unless these fans have a parking pass for the adjacent parking lot, the drivers must park elsewhere. Traffic control officers will be checking for handicap stickers/tags to ensure compliance.

Accommodations for handicapped/disable transit users have been made. These fans are instructed to use the platform entrances near Snelling Avenue, and not enter the general transit queue and entrances along University Avenue, to ensure a safe and efficient boarding process. Traffic control officers will be staged near the Snelling Avenue platform ramps to ensure ADA users are accommodated and patrol usage from other fans. Sidewalks are planned to remain free from transit queueing to allow for safe and efficient flow of both local pedestrians and ADA transit users. It is encouraged for Minnesota United to provide information regarding the ADA transit and drop-off/pick-up information on their website.

Appropriate sidewalk connections have been provided for handicapped/disabled fans using ride-share/taxi, charter bus/bar bus, and remote shuttle modes. All of these modes are drop-off/pick-up via curbside service, as currently planned.

Other Events

A matrix was developed to understand the level of traffic management techniques that should be implemented for events other than MLS or other capacity sporting events at Allianz Stadium based on the level of attendance at the event. Each event will need to be reviewed by City staff (public works and police) and Metro Transit to determine appropriate staffing levels. After submission by Minnesota United, the review time by City staff (public works and police) and Metro Transit should not exceed 30 days. Additionally, the target audience for any other event needs to be considered in any review, e.g. a high school championship soccer tournament where many attendees will arrive via charter school buses, meaning public transportation and parking needs will differ from other events. The Matrix in Table 4 will be evaluated and revised as appropriate based on the actual experiences of events at the levels of event attendees set forth in Table 4.

As noted within the matrix, shown in Table 4, there is desire to use off-site parking for certain levels of events. If additional off-site parking cannot be established for non-soccer match events, other transportation alternatives will need to be considered

The following presents a few key notes for the additional events based on the information currently available (note that on-site parking will be expected to change as future redevelopment around the stadium and nearby parking lots occurs):

- Events under approximately 4,000 attendees will not require additional transportation management.
- Note that events with a higher number of younger people (i.e. high school soccer) may be staffed different to ensure pedestrian safety.
- With the gate open in the median of Snelling Avenue, additional police officer control will be necessary at this location.
- Each event will need to be reviewed with the police department to determine where police officers should be staged. The additional off-site parking may influence officer locations.
- Additional off-site/adjacent parking will need to be identified prior to events over 4,000 attendees.
- The additional on-site fencing/barricades for events larger than 7,500 attendees would include blocking off Shields Avenue and areas around the Great Lawn.
    - Discussions on the types of events and their site parameters will need to be cleared with City staff (public works and police) to determine appropriate fencing.
- Additional fare checks at the transit facilities are at the discretion of Metro Transit for events larger than 7,500 attendees.

- Events over 10,000 attendees will require a full transportation management plan, unless additional adjacent parking can be identified.

It should be noted that the TMP requirements for events such as high school soccer championship, college matches, or other public service events within the Stadium may have effect of restricting the use of the Stadium for these types of events due to the cost of implementing the necessary traffic management measures that the event sponsor would need to incur.

Table 4. Event TMP Measure Matrix

Event Attendance Size	On-site Parking and Existing Transit	Gate Opening at Spruce Tree	Additional Police Officer Traffic Control	Additional Off-Site or Adjacent Parking	Additional On-site Fencing/ Barricades	Additional Transit Fare Checks	Full Fencing Plan	Full Remote Shuttle Operation	Full TMP Plan
0-4,000	X								
4,000-7,500	X	X	X	X					
7,500-10,000	X	X	X	X	X	X			
10,000+	X	X	X	X	X	X	X	X	X

Periodic Review of Transportation Management Plan

The Transportation Management Plan will need to be periodically reviewed and revised based on observations of actual event-day transportation behavior, changing conditions, and redevelopment in the area surrounding the stadium. For this purpose, the City of Saint Paul will establish a Stadium Transportation Management Committee (Stadium TMC) to guide this process. Potential participants include City of Saint Paul; Minnesota United; owners of real property located within the boundary of Snelling Avenue, University Avenue, Pascal Street and St. Anthony Avenue; Metro Transit and Metropolitan Council; Ramsey County; MnDOT, and community representatives.

Semi-annual meetings will be scheduled to review and revise, if appropriate, the Transportation Management Plan. Additional meetings of the Stadium TMC may be convened at the discretion of the City of Saint Paul. During 2019, the City, the Metropolitan Council, and Minnesota United will monitor and assess the Transportation Management Plan contained in this document and may make revisions based on actual experience.

Future Development under Master Plan

The City has adopted the Snelling Midway Redevelopment Site Master Plan (Master Plan) that includes the new professional soccer stadium and substantial commercial development in the rest of the redevelopment site. The Transportation Management Plan will need to be revised to accommodate such future commercial development outside of the Stadium Site in accordance with the Master Plan based on the following guiding principles:

- The City and the developer(s) will meet and confer regarding proposed modifications to the Transportation Management Plan that may be beneficial to facilitate the commercial development contemplated in the Master Plan. The City will reasonably cooperate with the developer(s) in evaluating revisions to the Transportation Management Plan when and as such development is planned and constructed.
- Transit queuing areas will be on the Stadium Site, or in streets or other public right of way/public access areas (or where , by agreement, public right of way/public access areas are planned but not yet dedicated) or in green space dedicated for public use.
- The developer(s) will need to recognize that there will be traffic and crowd management before and after events in the Stadium and that there may be certain access limitations during these periods.

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