



Application

13869 - 2020 Multiuse Trails and Bicycle Facilities

14131 - West St Paul Multi-Use Trail and Sidewalk on Oakdale Ave.

Regional Solicitation - Bicycle and Pedestrian Facilities

Status:

Submitted

Submitted Date:

05/15/2020 2:36 PM

Primary Contact

Name:*

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	City	State/Province	Postal Code/Zip

Phone:*

651-552-4130

Phone

Ext.

Fax:

What Grant Programs are you most interested in?

Regional Solicitation - Bicycle and Pedestrian Facilities

Organization Information

Name:

WEST ST PAUL, CITY OF

Jurisdictional Agency (if different):

Organization Type:

City

Organization Website:

Address:

1616 Humboldt Ave

*

West St Paul

Minnesota

55118

City

State/Province

Postal Code/Zip

County:

Ramsey

Phone:*

651-111-2000

Ext.

Fax:

PeopleSoft Vendor Number

0000002999A1

Project Information

Project Name

CSAH 73 Oakdale Multiuse Trail

Primary County where the Project is Located

Dakota

Cities or Townships where the Project is Located:

West St. Paul

Jurisdictional Agency (If Different than the Applicant):

The West St. Paul CSAH 73 Trail project will address a major gap in the pedestrian and bicycle network located in the City of West St. Paul. More importantly, the proposed 1.1 mile trail segment will address a regional gap in an existing Tier 1 RBTN alignment. This Tier 1 RBTN alignment/gap runs along the east side of CSAH 73 (Oakdale Avenue) between Butler Ave E and Wentworth Ave E. This Tier 1 RBTN alignment directly connects to the River to River Greenway, as well as to a larger network of trails that link West St. Paul to South St. Paul, Lilydale, the Mississippi River and beyond. From a local perspective, this project will link residents to job centers (e.g. Robert Street Commercial Corridor), parks (e.g. Thompson County Park, Kaposia Park), schools (e.g. St. Croix Lutheran Academy), transit routes/stations (e.g. West St. Paul Sports Complex Park & Ride), and activity centers (e.g., West St. Paul Sports Complex).

Brief Project Description (Include location, road name/functional class, type of improvement, etc.)

The West St. Paul CSAH 73 Trail gap has been recognized as a priority in both the City and County's Comprehensive Plans and Bicycle/Pedestrian Plans. This need is a result of an inadequate trail system that does not provide opportunities for pedestrians and bicyclist to travel along CSAH 73 safely. Pedestrians and bicyclists are forced to travel on the shoulder of the road, which is increasingly dangerous as the area is developed with larger multi-family developments. The proposed project includes a multiuse trail along the east side of CSAH 73 and a sidewalk along with west side, as well as intersection improvements to help bicyclists and pedestrians cross and travel along CSAH 73. The proposed trail will remove this barrier, increasing the safety of all modes of transportation by removing bicyclists and pedestrians from the road onto separated pathways.

(Limit 2,800 characters; approximately 400 words)

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
DESCRIPTION - will be used in TIP if the project is selected for funding. See MnDOT's TIP description guidance.

CSAH 73, West St. Paul, from Butler Avenue East to Wentworth Avenue East - Construct Multi-Use Trail

Project Length (Miles) 1.1

to the nearest one-tenth of a mile

Project Funding

Are you applying for competitive funds from another source(s) to implement this project? No

If yes, please identify the source(s)

Federal Amount \$1,785,600.00

Match Amount \$446,400.00

Minimum of 20% of project total

Project Total \$2,232,000.00

For transit projects, the total cost for the application is total cost minus fare revenues.

Match Percentage 20.0%

Minimum of 20%

Compute the match percentage by dividing the match amount by the project total

Source of Match Funds City of West St. Paul and Dakota County

A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources

Preferred Program Year

Select one: 2024

Select 2022 or 2023 for TDM projects only. For all other applications, select 2024 or 2025.

Additional Program Years: 2023

Select all years that are feasible if funding in an earlier year becomes available.

Project Information

County, City, or Lead Agency City of West St. Paul

Zip Code where Majority of Work is Being Performed 55118

(Approximate) Begin Construction Date 03/01/2024

(Approximate) End Construction Date 10/31/2024

Name of Trail/Ped Facility: West St. Paul CSAH 73 Oakdale Trail

(i.e., CEDAR LAKE TRAIL)

TERMINI:(Termini listed must be within 0.3 miles of any work)

From: (Intersection or Address)	Intersection of CSAH 73 and Butler Avenue East
To: (Intersection or Address)	Intersection of CSAH 73 and Wentworth Avenue East
<i>DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR</i>	
Or At:	
Miles of trail (nearest 0.1 miles):	1.1
Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles):	1.1
Is this a new trail?	Yes
Primary Types of Work	Grade, Bituminous Base, Bituminous Surface, Sidewalk, Pedestrian Ramps, Turf, Retaining Wall
<i>Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.</i>	
BRIDGE/CULVERT PROJECTS (IF APPLICABLE)	
Old Bridge/Culvert No.:	
New Bridge/Culvert No.:	
Structure is Over/Under (Bridge or culvert name):	

Requirements - All Projects

All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan (2018), the 2040 Regional Parks Policy Plan (2018), and the 2040 Water Resources Policy Plan (2015).

Check the box to indicate that the project meets this requirement. Yes

2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan goals, objectives, and strategies that relate to the project.

The proposed project is consistent with the 2040 TPP goals, objectives and strategies. More specifically, the proposed project aligns with the following TPP pedestrian and bicycle goals, objectives and strategies. Examples include:

- Goal B: Safety and Security (page 2.5) - Objective A, Strategy B6

- Goal C: Access to Destinations (page 2.10) - Objective D, Objective E, Strategy C1, Strategy C2, Strategy C4, Strategy C15, Strategy C16, Strategy C17

- Goal D: Competitive Economy (page 2.26) - Objective A, Objective B, Strategy D3

- Goal E: Healthy Environment (page 2.30) - Objective A, Objective C, Objective D, Strategy E3

- Goal F: Leveraging Transportation Investments to Guide Land Use (page 2.35) - Objective A, Objective C, Strategy F6, Strategy F7

Briefly list the goals, objectives, strategies, and associated pages:

(Limit 2,800 characters; approximately 400 words)

3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by the Minnesota Department of Transportation and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses.

- Dakota County Pedestrian and Bicycle Study: pgs. ES-4, ES-5, Appendix D: D-4

- Dakota County 2040 Comprehensive Plan: pgs. 44-45, 48-49

List the applicable documents and pages:

- River to River Greenway Master Plan: pgs. 69-70

- West St. Paul Pedestrian and Bicycle Master Plan: pgs. E9-E-11, 22, 48

- West St. Paul 2040 Comprehensive Plan: pgs. 27-28

(Limit 2,800 characters; approximately 400 words)

4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible.

Check the box to indicate that the project meets this requirement. Yes

5. Applicants that are not State Aid cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

Check the box to indicate that the project meets this requirement. Yes

6. Applicants must not submit an application for the same project in more than one funding sub-category.

Check the box to indicate that the project meets this requirement. Yes

7. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below.

Multituse Trails and Bicycle Facilities: \$250,000 to \$5,500,000

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA): \$250,000 to \$1,000,000

Safe Routes to School: \$250,000 to \$1,000,000

Check the box to indicate that the project meets this requirement. Yes

8. The project must comply with the Americans with Disabilities Act (ADA).

Check the box to indicate that the project meets this requirement. Yes

9. In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA. The plan must be completed by the local agency before the Regional Solicitation application deadline. For the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.

The applicant is a public agency that employs 50 or more people and has a completed ADA transition plan that covers the public right of way/transportation. Yes

Date plan completed:

04/15/2018

Link to plan:

<https://wspmn.gov/DocumentCenter/View/2525/ADA-Transition-Plan?bidId=>

The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public right of way/transportation.

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link

Upload as PDF

10. The project must be accessible and open to the general public.

Check the box to indicate that the project meets this requirement. Yes

11. The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017.

Check the box to indicate that the project meets this requirement. Yes

12. The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match.

Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

Check the box to indicate that the project meets this requirement. Yes

13. The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

Check the box to indicate that the project meets this requirement. Yes

14. The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.

Check the box to indicate that the project meets this requirement. Yes

Requirements - Bicycle and Pedestrian Facilities Projects

1. All projects must relate to surface transportation. As an example, for multiuse trail and bicycle facilities, surface transportation is defined as primarily serving a commuting purpose and/or that connect two destination points. A facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose.

Check the box to indicate that the project meets this requirement. Yes

Multiuse Trails on Active Railroad Right-of-Way:

2. All multiuse trail projects that are located within right-of-way occupied by an active railroad must attach an agreement with the railroad that this right-of-way will be used for trail purposes.

Check the box to indicate that the project meets this requirement.

Upload Agreement PDF

Check the box to indicate that the project is not in active railroad right-of-way. Yes

Multiuse Trails and Bicycle Facilities projects only:

3.All applications must include a letter from the operator of the facility confirming that they will remove snow and ice for year-round bicycle and pedestrian use. The Minnesota Pollution Control Agency has a resource for best practices when using salt. Upload PDF of Agreement in Other Attachments.

Check the box to indicate that the project meets this requirement. Yes

Upload PDF of Agreement in Other Attachments.

Safe Routes to School projects only:

4.All projects must be located within a two-mile radius of the associated primary, middle, or high school site.

Check the box to indicate that the project meets this requirement.

5.All schools benefitting from the SRTS program must conduct after-implementation surveys. These include the student travel tally form and the parent survey available on the National Center for SRTS website. The school(s) must submit the after-evaluation data to the National Center for SRTS within a year of the project completion date. Additional guidance regarding evaluation can be found at the MnDOT SRTS website.

Check the box to indicate that the applicant understands this requirement and will submit data to the National Center for SRTS within one year of project completion.

Requirements - Bicycle and Pedestrian Facilities Projects

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$75,000.00
Removals (approx. 5% of total cost)	\$74,250.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$117,600.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$188,500.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$152,850.00
Bridge	\$0.00
Retaining Walls	\$266,700.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00

Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$874,900.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$612,600.00
Sidewalk Construction	\$421,300.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$90,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$10,000.00
Bicycle and Pedestrian Contingencies	\$223,200.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$1,357,100.00

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Contingencies	\$0.00
Right-of-Way	\$0.00

Other Transit and TDM Elements	\$0.00
Totals	\$0.00

Transit Operating Costs

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	\$0.00
Subtotal	\$0.00
Other Costs - Administration, Overhead,etc.	\$0.00

Totals

Total Cost	\$2,232,000.00
Construction Cost Total	\$2,232,000.00
Transit Operating Cost Total	\$0.00

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor	
Tier 1, RBTN Alignment	Yes
Tier 2, RBTN Corridor	
Tier 2, RBTN Alignment	

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

OR

Project is not located on or directly connected to the RBTN but is part of a local system and identified within an adopted county, city or regional parks implementing agency plan.

Upload Map	1589296621707_RBTN Map_CSAH 73.pdf
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Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only)	37704
Existing Employment Within One Mile (Integer Only)	11381
Upload the "Population Summary" map	1589296700394_Pop-Employment Map_CSAH 73.pdf

Please upload attachment in PDF form.

Measure A: Connection to disadvantaged populations and projects benefits, impacts, and mitigation

*1. **Sub-measure:** Equity Population Engagement: A successful project is one that is the result of active engagement of low-income populations, people of color, persons with disabilities, youth and the elderly. Engagement should occur prior to and during a projects development, with the intent to provide direct benefits to, or solve, an expressed transportation issue, while also limiting and mitigating any negative impacts. Describe and map the location of any low-income populations, people of color, disabled populations, youth or the elderly within a ½ mile of the proposed project. Describe how these specific populations were engaged and provided outreach to, whether through community planning efforts, project needs identification, or during the project development process. Describe what engagement methods and tools were used and how the input is reflected in the projects purpose and need and design. Elements of quality engagement include: outreach and engagement to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in community engagement related to transportation projects; feedback from these populations identifying potential positive and negative elements of the proposed project through engagement, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.*

This trail segment was identified by the City of West St. Paul and Dakota County as a priority gap in their pedestrian and bicycle networks in the City's Bicycle and Pedestrian Plan and in their comprehensive plans after engaging with over 875 community members through open houses, pop-up sessions, online surveys, and listening sessions. Both the City and the County engaged specific populations including older adults, students, and minority and low-income populations for community engagement. These groups are more likely to utilize the trail due to its location along several multi-family residential neighborhoods and a school campus.

Response:

In preparation for this grant application, the City engaged with the surrounding population to more specifically understand the population's needs related to the trail corridor. Several meetings, including an open house held on-site on the CSAH 73 corridor, were held to solicit feedback from residents. The City also met with St. Croix Lutheran Academy, two large multi-family complexes located near the corridor, and Living Longer and Stronger, an aging initiative, to gain input about the project. Overwhelmingly, the community's response was strong support for an off-road, multiuse trail in the area. Every effort will be made to involve West St. Paul residents, property owners, and stakeholders in the design and delivery of this trail segment.

(Limit 2,800 characters; approximately 400 words)

2. Sub-measure: *Equity Population Benefits and Impacts: A successful project is one that has been designed to provide direct benefits to low-income populations, people of color, persons with disabilities, youth and the elderly. All projects must mitigate potential negative benefits as required under federal law. Projects that are designed to provide benefits go beyond the mitigation requirement to proactively provide transportation benefits and solve transportation issues experienced by Equity populations.*

a. Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to pedestrian and bicycle safety improvements; public health benefits; direct access improvements for residents or improved access to destinations such as jobs, school, health care or other; travel time improvements; gap closures; new transportation services or modal options, leveraging of other beneficial projects and investments; and/or community connection and cohesion improvements. Note that this is not an exhaustive list.

Response:

The proposed project will complete a large priority segment in the City's easternmost Main Route traveling north-south through West St. Paul. Main Routes are routes designated in the City's Pedestrian & Bicycle Master Plan which facilitate long distance travel for commuters and recreation and create connections to regional trails, adjacent communities, and regional parks. The proposed trail will serve the large residential and student population in the area and will provide off-road connections to a variety of community amenities and destinations. 17 existing rental housing developments providing 582 housing units, including one 32-unit senior housing facility, are located within ½ mile of the proposed trail. There are also several housing developments serving low-income and senior populations within a ½ mile of the proposed trail which are currently moving through the planning and construction process. Amenities located within ¼ mile of the proposed trail include the Robert Street commercial corridor and St. Croix Lutheran Academy, a school serving 500 students, 150 of whom live on-campus. Recreational opportunities including the River to River Greenway, Thompson County Park, and the West St. Paul Sports Complex are within ½ mile of the proposed trail and are connected to the proposed project via the existing trail and sidewalk network.

Examples of populations that will directly benefit from this project include:

- Populations above the regional average of race or poverty.
- A community growing in diversity. Since 2010, West St. Paul's Hispanic population has increased from 18.5% to 23% and the City's Asian population has increased from 1.3% to 4.2%.

Currently, those traveling north-south along both sides of CSAH 73 must travel along the shoulder because there are no existing facilities for bicyclists or pedestrians for the majority of the route. This is a safety concern due to the increase in pedestrians, bicyclists, and motorists as the area continues to develop. A recent traffic study found an AADT of 7,300 along CSAH 73 which is expected to rise to 8,000 as developments are completed.

Intersection improvements are also needed, especially in the northern portion of the proposed project where students from St. Croix Lutheran Academy often cross CSAH 73 to reach the Robert Street commercial corridor to the west. The proposed project would create a multiuse trail along the east side of CSAH 73 and a sidewalk along the west side. ADA-compliant intersection improvements would also be included. By separating the trail and sidewalk from the roadway itself, as well as from each other, the project would improve safety for everyone by reducing the opportunity for negative interactions between the different modes of travel.

(Limit 2,800 characters; approximately 400 words)

b. Describe any negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly created by the project, along with measures that will be taken to mitigate them. Negative impacts that are not adequately mitigated can result in a reduction in points.

Below is a list of negative impacts. Note that this is not an exhaustive list.

Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.

Increased noise.

Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.

Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.

Increased speed and/or cut-through traffic.

Removed or diminished safe bicycle access.

Inclusion of some other barrier to access to jobs and other destinations.

Displacement of residents and businesses.

Mitigation of temporary construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings.

Other

There are no known negative externalities associated with the project. The project will not displace residents or businesses, but merely provide positive outcomes by enhancing the local and regional trail network.

Response:

Standard construction mitigation measures such as limiting hours of construction and using materials which minimize dust will be utilized in compliance with the City of West St. Paul and Dakota County's standards to mitigate any short-term impacts from construction activities such as increased noise and dust.

(Limit 2,800 characters; approximately 400 words)

Select one:

3.Sub-measure: Bonus Points *Those projects that score at least 80% of the maximum total points available through sub-measures 1 and 2 will be awarded bonus points based on the geographic location of the project. These points will be assigned as follows, based on the highest-scoring geography the project contacts:*

a.25 points to projects within an Area of Concentrated Poverty with 50% or more people of color

b.20 points to projects within an Area of Concentrated Poverty

c.15 points to projects within census tracts with the percent of population in poverty or population of color above the regional average percent

d.10 points for all other areas

Project is located in an Area of Concentrated Poverty where 50% or more of residents are people of color (ACP50):

Project located in Area of Concentrated Poverty:

Projects census tracts are above the regional average for population in poverty or population of color:

Yes

Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly:

(up to 40% of maximum score)

Upload the "Socio-Economic Conditions" map used for this measure. The second map created for sub measure A1 can be uploaded on the Other Attachments Form, or can be combined with the "Socio-Economic Conditions" map into a single PDF and uploaded here.

Upload Map

1589298575550_SocioEconomic Map_CSAH 73.pdf

Measure B: Part 1: Housing Performance Score

City	Segment Length (For stand-alone projects, enter population from Regional Economy map) within each City/Township	Segment Length/Total Project Length	Score	Housing Score Multiplied by Segment percent
West St. Paul	1.1	1.0	100.0	100.0

Total Project Length

Total Project Length 1.1

Project length entered on the Project Information - General form.

Housing Performance Score

Total Project Length (Miles) or Population 1.1

Total Housing Score 100.0

Affordable Housing Scoring

Part 2: Affordable Housing Access

Reference Access to Affordable Housing Guidance located under Regional Solicitation Resources for information on how to respond to this measure and create the map.

If text box is not showing, click Edit or "Add" in top right of page.

In addition to 2 upcoming market-rate apartment developments, a senior living development, and a full-service grocery store, there are several affordable housing developments planned and in progress within a ½ mile of the proposed trail (map attached):

- Gateway Place Apartments: 54-unit affordable housing complex proposed by Dakota County CDA. Project includes 21 studio and 33 one-bedroom units was approved by the City Council in March. Project is subsidized through HUD and will be available to individuals with incomes between \$35,000 and \$42,000, (between 30% and 50% AMI limits for 2019). Housing vouchers will be accepted.

- The Winslow: 172-unit affordable senior housing development providing 109 one-bedroom units and 63 two-bedroom units. Project is subsidized through HUD and accepts housing vouchers. Development is planned to open this June or July and is available to individuals making \$52,850 or less and two people making a maximum of \$60,400 (between 50% and 60% AMI limits for 2019).

- 12-acre site near Butler Ave/Robert Street: 232 units of senior housing and 137 units of workforce housing in two buildings. Construction expected to begin in 2020.

Response:

The proposed multiuse trail and sidewalk connect to the existing network of sidewalks and trails in West St. Paul and allow trail users living and working near CSAH 73 to safely access other areas of the City, including commercial areas such as the Signal Hills Shopping Center, recreational areas such as Thompson County Park, Kaposia Park, and the West St. Paul Sports Complex, and schools like St. Croix Lutheran Academy. The proposed trail also connects to the River to River Greenway regional trail, which runs east-west through Dakota County from South St. Paul to

Lilydale. The proposed project also directly connects to several Metro Transit bus routes (68, 452) at the intersection of CSAH 73 and CSAH 6, while providing an off-road link for residents and students in the area to reach the Robert Street Transit Corridor to the west and the West St. Paul Park & Ride to the south.

(Limit 2,100 characters; approximately 300 words)

Upload map:

1589298883751_WSP Affordable Housing Map 2020.pdf

Measure A: Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project

PART 1: Qualitative assessment of project narrative discussing how the project will close a bicycle network gap, create a new or improved physical bike barrier crossing, and/or improve continuity and connections between jurisdictions.

Specifically, describe how the project would accomplish the following: Close a transportation network gap, provide a facility that crosses or circumvents a physical barrier, and/or improve continuity or connections between jurisdictions.

Bike system gap improvements include the following:

- *Providing a missing link between existing or improved segments of a local transportation network or regional bicycle facility (i.e., regional trail or RBTN alignment);*

- *Improving bikeability to better serve all ability and experience levels by:*

- *Providing a safer, more protected on-street facility or off-road trail;*

- *Improving safety of bicycle crossings at busy intersections (e.g., through signal operations, revised signage, pavement markings, etc.); OR*

- *Providing a trail adjacent or parallel to a highway or arterial roadway or improving a bike route along a nearby and parallel lower-volume neighborhood collector or local street.*

Physical bicycle barrier crossing improvements include grade-separated crossings (over or under) of rivers and streams, railroad corridors, freeways and expressways, and multi-lane arterials, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. Surface crossing improvements (at-grade) of major highway and rail barriers that upgrade the bicycle facility treatment or replace an existing facility at the end of its useful life may also be considered as bicycle barrier improvements. (For new barrier crossing projects, distances to the nearest parallel crossing must be included in the application to be considered for the full allotment of points under Part 1).

Examples of continuity/connectivity improvements may include constructing a bikeway across jurisdictional lines where none exists or upgrading an existing bicycle facility treatment so that it connects to and is consistent with an adjacent jurisdictions bicycle facility.

The proposed project will complete a critical transportation link by closing a high priority gap in the City of West St. Paul's bicycle and pedestrian network. The City's Pedestrian and Bicycle Master Plan (2011) designates this corridor as part of a roughly 2.5-mile Main Route through the City and as a priority project to complete. In its December 2018 Pedestrian and Bicycle Study, Dakota County identified this corridor as the only north-south off-road bicycle route east of the Robert Street commercial corridor and designated it as the third-highest priority trail gap in the County. In recognition of the importance of the north-south route, the project area has been designated as a Tier 1 RBTN alignment.

Response:

The proposed trail will create connections to the existing trail and sidewalk network locally within the City of West St. Paul and regionally, allowing pedestrians and bicyclists to access the Robert Street Transit Corridor ¼ mile to the west and the River to River Greenway to the south, both of which provide access to an even larger area through a network of sidewalks, trails, and transit. This area is experiencing high pedestrian and bicycle demand from nearby residents in several multi-family housing developments as well as from the 150 students living on the St. Croix Lutheran Academy campus, all of whom would benefit from the creation of a formal off-road trail.

The CSAH 73 trail project also creates a connection to the River to River Greenway regional trail which travels eight miles through Dakota County from the Big Rivers Regional Trail trailhead in the west to the Mississippi River Regional Trail in the east. The Greenway connects to key regional destinations including the Dodge Nature Center, the Robert Street commercial corridor, and Thompson County Park and provides nearby residents and employees access for both

transportation and recreation purposes. A portion of the River to River Greenway currently exists along CSAH 73. This section of the River to River Greenway, which is proposed to be reconstructed as part of this project, is currently in acceptable to poor condition with a narrow trail and boulevard, which does not meet regional trail standards. The proposed project would improve this portion of the River to River Greenway, creating a safer atmosphere for existing and future trail users.

(Limit 2,800 characters; approximately 400 words)

PART 2: Regional Bicycle Barrier Crossing Improvements and Major River Bicycle Barrier Crossings

DEFINITIONS:

Regional Bicycle Barrier Crossing Improvements include crossings of barrier segments within the Regional Bicycle Barrier Crossing Improvement Areas as updated in the 2019 Technical Addendum to the Regional Bicycle Barriers Study and shown in the RBBS online map (insert link to forthcoming RBBS Online Map). Projects must create a new regional barrier crossing, replace an existing regional barrier crossing at the end of its useful life, or upgrade an existing barrier crossing to a higher level of bike facility treatment, to receive points for Part 2.

Major River Bicycle Barrier Crossings include all existing and planned highway and bicycle/pedestrian bridge crossings of the Mississippi, Minnesota and St. Croix Rivers as identified in the 2018 update of the 2040 Transportation Policy Plan. Projects must create a new major river bicycle barrier crossing, replace an existing major river crossing at the end of its useful life, or upgrade the crossing to a higher level of bike facility treatment, to receive points for Part 2.

Projects that construct new or improve existing Regional Bicycle Barrier Crossings or Major River Bicycle Barrier Crossings will be assigned points as follows: (select one)

Tier 1

Tier 1 Regional Bicycle Barrier Crossing Improvement Area segments & any Major River Bicycle Barrier Crossings

Tier 2

Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments

Tier 3

Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments

Non-tiered

Crossings of non-tiered Regional Bicycle Barrier segments

No improvements

Yes

No Improvements to barrier crossings

If the project improves multiple regional bicycle barriers, check box.

Multiple

Projects that improve crossing of multiple regional bicycle barriers receive bonus points (except Tier 1 & MRBBCs)

Measure B: Project Improvements

Response:

The proposed project will create a paved off-road trail, sidewalk, and ADA-compliant intersection improvements in an area of high pedestrian and bicycle demand where limited facilities currently exist. On the north end of the corridor, sidewalks currently extend south 900 ft. and 200 ft. (west and east sides of CSAH 73, respectively) from Butler Ave. In the middle of the corridor, the River to River Greenway extends north from Thompson Ave roughly 950 ft. along the east side of CSAH 73 before veering off to the east. A large gap exists between the current sidewalks and trails along Butler Ave and Thompson Ave, and a second gap exists between Thompson Ave and Wentworth Ave. The northern gap in facilities extends roughly 3,500 ft. on each side of CSAH 73. The southern gap in facilities between Thompson Ave and Wentworth Ave is roughly ¼ mile long. The absence in facilities along CSAH 73 prevents residents and students from moving north-south through the corridor. The proposed project includes the reconstruction of the existing sidewalk and trail facilities on the east side of CSAH 73.

Currently, residents and employees in the area wishing to travel without a motorized vehicle must do so on the shoulder of CSAH 73. CSAH 73 in this area is classified as a major collector road. It is a two-lane roadway with a speed limit of 30 miles per hour (mph) and an AADT of 5,700 in 2018. There were no recorded bicycle and pedestrian crashes along this segment of CSAH 73 within the last 10 years. However, the community engagement completed for this grant application clearly demonstrated the desire for a trail separated from the existing roadway in this area to allow for safer, non-motorized transportation for residents, students, and employees in the area.

The paved trail and sidewalk will enhance safety for

bicycle and pedestrian users by removing them from the roadway and decreasing the potential for interaction with vehicles. The proposed project will eliminate conflict points between trail users, pedestrians, and vehicles along the length of the corridor. The proposed project also includes ADA-compliant intersection improvements at intersections along the length of the trail. Currently, CSAH 73 acts as a barrier for pedestrians and bicyclists looking to cross between the east and west sides of the street. This is especially apparent on the north end of the proposed trail, where students living on the St. Croix Lutheran Academy campus often wish to cross CSAH 73 to travel west to the nearby Robert Street commercial corridor. The intersection improvements included in this project will help to increase the safety of pedestrians and bicyclists wishing to along and across CSAH 73.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

The proposed project includes a trail along the eastern side of CSAH 73, a sidewalk along the western side of CSAH 73, and ADA-compliant intersection improvements to enhance the safety of pedestrians and bicyclists using CSAH 73. In addition to the sidewalk proposed as part of this project, this trail connects to the existing network of sidewalks and trails in West St. Paul and allows trail users living and working near CSAH 73 to access other areas of the City, including commercial areas such as the Signal Hills Shopping Center, recreational areas such as Thompson County Park, Kaposia Park, and the West St. Paul Sports Complex, and schools like St. Croix Lutheran Academy. The proposed trail also connects to the River to River Greenway regional trail, which runs east-west through Dakota County from South St. Paul to Lilydale.

Response:

Metro Transit bus routes 68 and 452 (Express) run along the southern extent of the proposed trail and have stops near the intersection of CSAH 73 and CSAH 6. Route 68 connects West St. Paul with downtown St. Paul while Route 452 connects West St. Paul with downtown Minneapolis. Both of these routes indirectly connect West St. Paul with the rest of the regional transit network through transfers. The proposed trail will make these bus routes more accessible to users by providing a safe connection from the bus stops along CSAH 73 and CSAH 6 to the residential developments and school located to the north along CSAH 73. The proposed trail is also roughly ¼ mile from the West St. Paul Sports Complex Park and Ride using the River to River Greenway, which provides additional opportunities for people to reach transit.

The proposed multiuse trail and sidewalk will increase the safety of all types of transportation users. By creating a trail and sidewalk that are

separated from the roadway, bicyclists and pedestrians traveling along the east and west sides of CSAH 73 will no longer be forced to travel in the roadway. The proposed trail will be separated from the roadway, increasing the safety of those using it. By decreasing the amount of interaction and increasing the predictability between trail users and vehicles, the safety of all modes of transportation will increase.

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

If the applicant is completing a transit application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment - Construction Projects

1)Layout (25 Percent of Points)

Layout should include proposed geometrics and existing and proposed right-of-way boundaries.

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s)). A PDF of the layout must be attached along with letters from each jurisdiction to receive points. Yes

100%

Attach Layout

1589300246858_CSAH 73 Oakdale Application Layout.pdf

Please upload attachment in PDF form.

Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points.

50%

Attach Layout

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion

03/23/2020

2)Review of Section 106 Historic Resources (15 Percent of Points)

No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge

Yes

100%

There are historical/archeological properties present but determination of no historic properties affected is anticipated.

100%

Historic/archeological property impacted; determination of no adverse effect anticipated

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

Unsure if there are any historic/archaeological properties in the project area.

0%

Project is located on an identified historic bridge

3)Right-of-Way (25 Percent of Points)

Right-of-way, permanent or temporary easements either not required or all have been acquired

100%

Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete

50%

Right-of-way, permanent or temporary easements required, parcels identified

Yes

25%

Right-of-way, permanent or temporary easements required, parcels not all identified

0%

Anticipated date or date of acquisition

01/01/2023

4)Railroad Involvement (15 Percent of Points)

No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable)

Yes

100%

Signature Page

Please upload attachment in PDF form.

Railroad Right-of-Way Agreement required; negotiations have begun

50%

Railroad Right-of-Way Agreement required; negotiations have not begun.

0%

Anticipated date or date of executed Agreement

5) Public Involvement (20 percent of points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. List Dates of most recent meetings and outreach specific to this project:

Meeting with general public: 03/05/2020

Meeting with partner agencies: 02/20/2020

Targeted online/mail outreach: 02/19/2020

Number of respondents: 15

Meetings specific to this project with the general public and partner agencies have been used to help identify the project need. Yes

100%

Targeted outreach to this project with the general public and partner agencies have been used to help identify the project need.

75%

At least one meeting specific to this project with the general public has been used to help identify the project need.

50%

At least one meeting specific to this project with key partner agencies has been used to help identify the project need.

50%

No meeting or outreach specific to this project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

25%

No outreach has led to the selection of this project.

0%

This trail segment was identified by the City of West St. Paul and Dakota County as a priority gap in its pedestrian and bicycle network in the City's Bicycle and Pedestrian Plan and Comprehensive Plan. After engaging with over 875 community members through open houses, pop-up sessions, online surveys, and listening sessions, the County also included this trail segment as a priority gap in its 2040 Comprehensive Plan update. The County targeted specific populations including older adults, students, and minority and low-income populations for community engagement. These groups, who are more likely to not own personal motor vehicles, have the highest chance to be positively impacted by the proposed trail due to the number of multi-family and senior housing developments in close proximity to the proposed trail and trail's use as both a transportation and recreational corridor.

Response (Limit 2,800 characters; approximately 400 words):

In preparation for this grant application, the City engaged with the surrounding population to more specifically understand the population's needs related to the trail corridor. The City reached out to 700 residents living near or on the trail corridor to inform them about the trail and ask for input. Several meetings, including an open house in March 2020 held on-site on the CSAH 73 corridor, were held to solicit feedback from residents. The City also met with St. Croix Lutheran Academy, two large multi-family complexes located near the corridor, Living Longer and Stronger, an aging initiative, the West St. Paul Parks & Recreation Committee, and the Responsible Owners and Managers Association (ROMA) to gain input about the project. Overwhelmingly, the community's response was strong support for an off-road, multiuse trail in the area. Every effort will be made to involve West St. Paul residents, property owners, and stakeholders in the design and delivery of this trail segment.

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$2,232,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$2,232,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

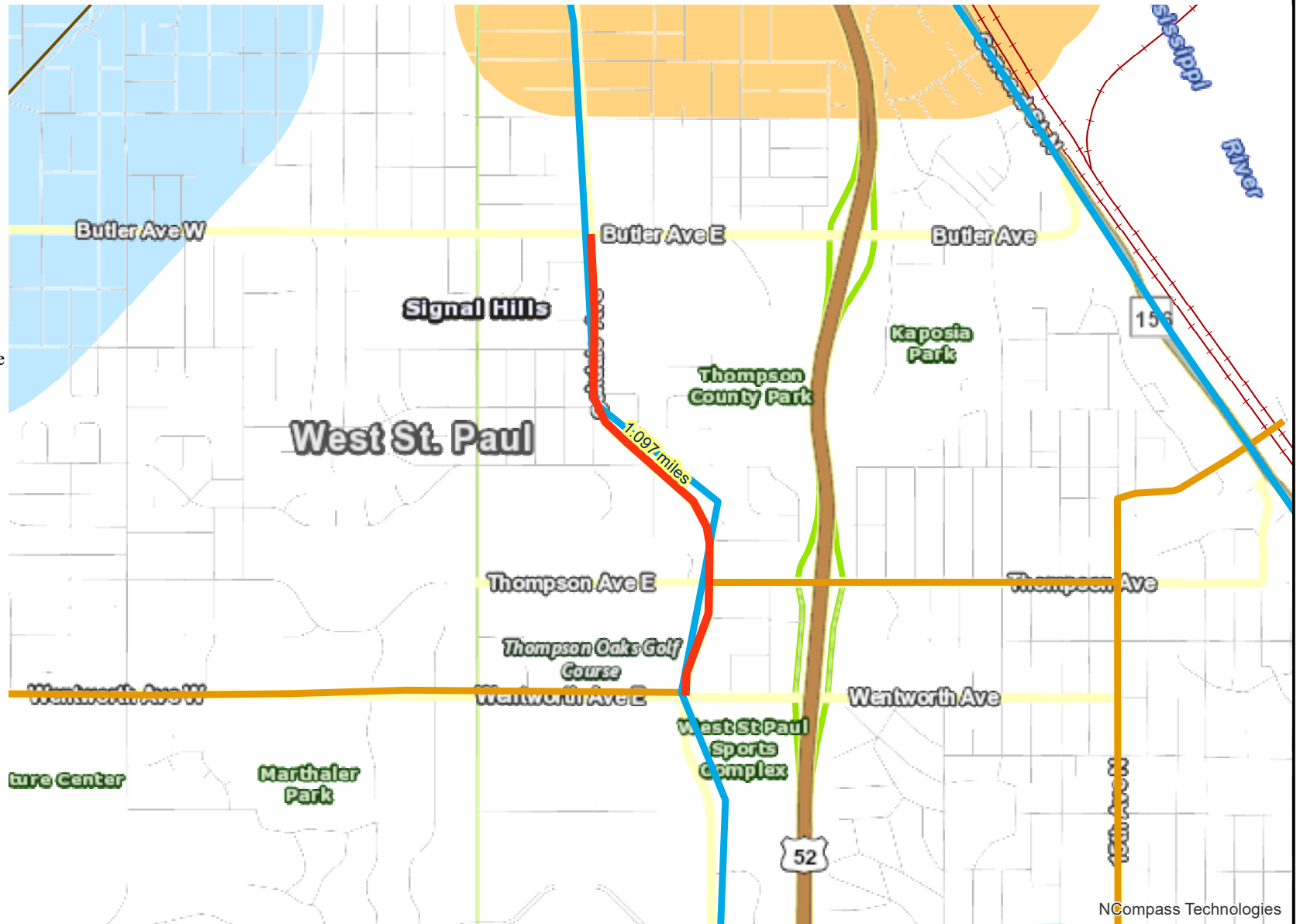
File Name	Description	File Size
20-035 Authorization of TAP Grant Application (signed).pdf	West St. Paul Authorization to Submit Application	48 KB
Existing Conditions Photos.pdf	CSAH 73 Existing Conditions Photos	457 KB
LetterofSupport_CSAH73_CR6_WSP_Trail.pdf	Dakota County Letter of Support	63 KB
One-page Project Summary_CSAH 73 Oakdale.pdf	Project Summary CSAH 73 Oakdale	1.4 MB
Project Location Map CSAH 73.pdf	Project Location Map CSAH 73 Oakdale	3.6 MB
Regional Solicitation Snow & Ice WSP.pdf	West St. Paul Snow & Ice Letter	334 KB

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: CSAH 73 Oakdale Multiuse Trail | Map ID: 1589145692801

Results

Project NOT IN Reg'n'l Bicycle
Transportation
Corridor.



- Project
- RBTN Tier 2 Alignment
- Railroads
- RBTN Corridor Centerlines
- Principal Arterials
- RBTN Tier 1
- RBTN Tier 1 Alignment
- Minor Arterials
- RBTN Tier 2

0 0.2 0.4 0.8 1.2 1.6 Miles

Created: 5/10/2020
LandscapeRSA6



For complete disclaimer of accuracy, please visit
<https://giswebsite.metc.state.mn.us/gissite/notice.aspx>



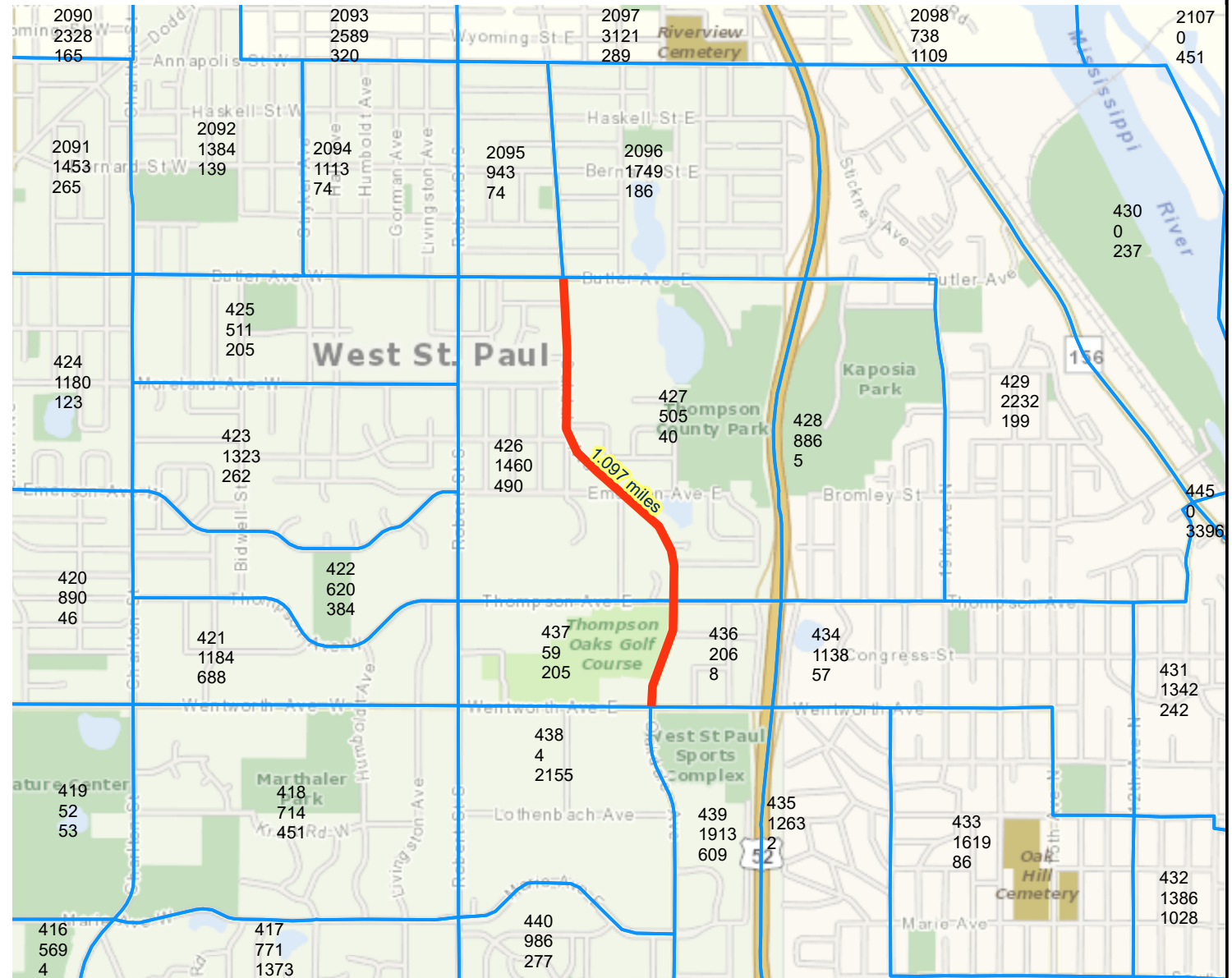
NCompass Technologies

Population/Employment Summary

Results

Within ONE Mile of project:
Total Population: 37704
Total Employment: 11381

Multiuse Trails and Bicycle Facilities Project: CSAH 73 Oakdale Multiuse Trail | Map ID: 1589145692801



○ Project Points
 Project Area
 — Project
 2016 TAZ

0 0.225 0.45 0.9 1.35 1.8 Miles

Created: 5/10/2020
LandscapeRSA4



For complete disclaimer of accuracy, please visit
<https://giswebsite.metc.state.mn.us/gissite/notice.aspx>



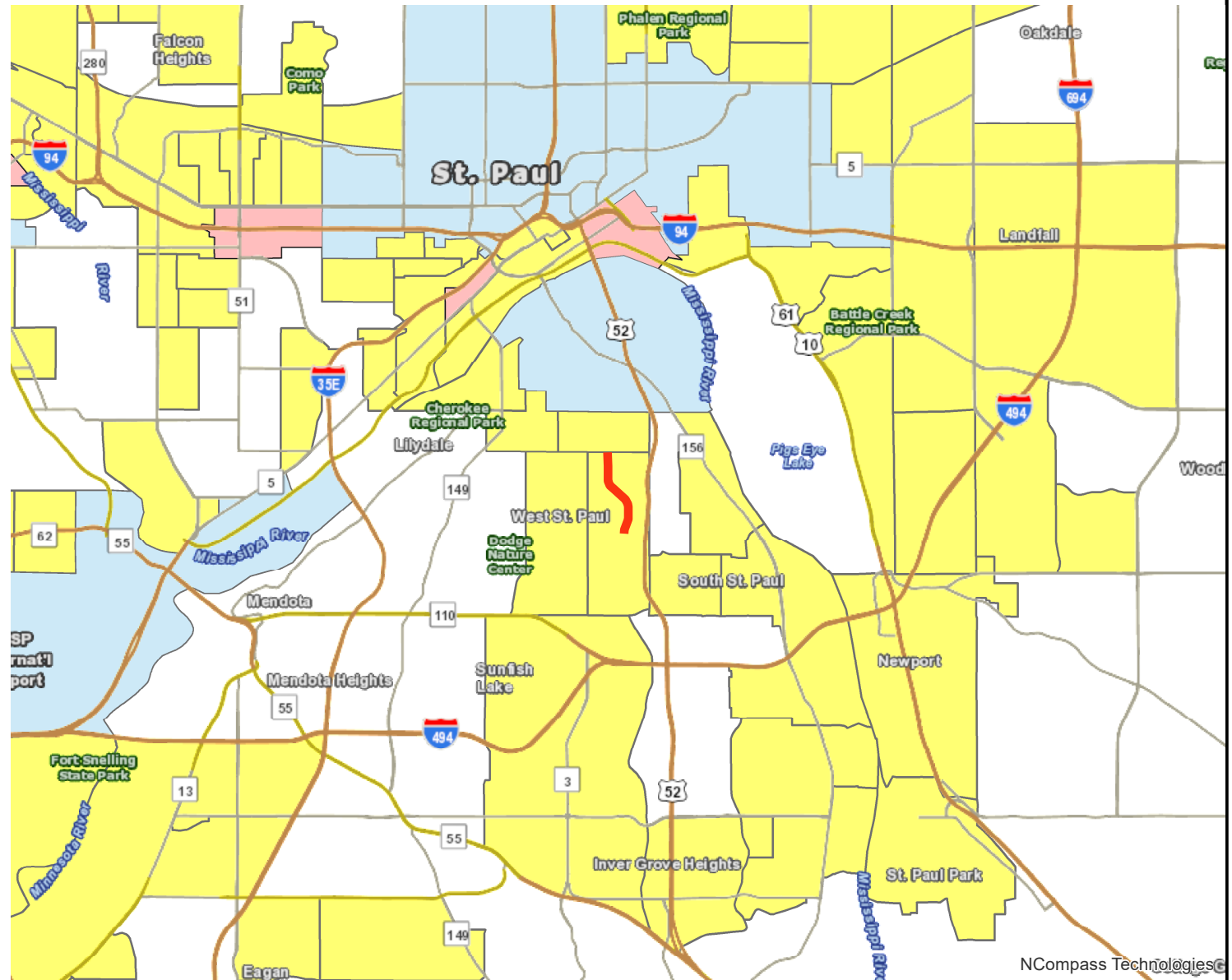
Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: CSAH 73 Oakdale Multiuse Trail | Map ID: 1589145692801

Results

Project census tracts are above the regional average for population in poverty or population of color:
(0 to 18 Points)

Tracts within half-mile:
37200 60101 60104
60105 60201 60302



— Lines



Area of Concentrated Poverty > 50% residents of color



Area of Concentrated Poverty

Above reg'l avg conc of race/poverty

0 1 2 4 6 8 Miles

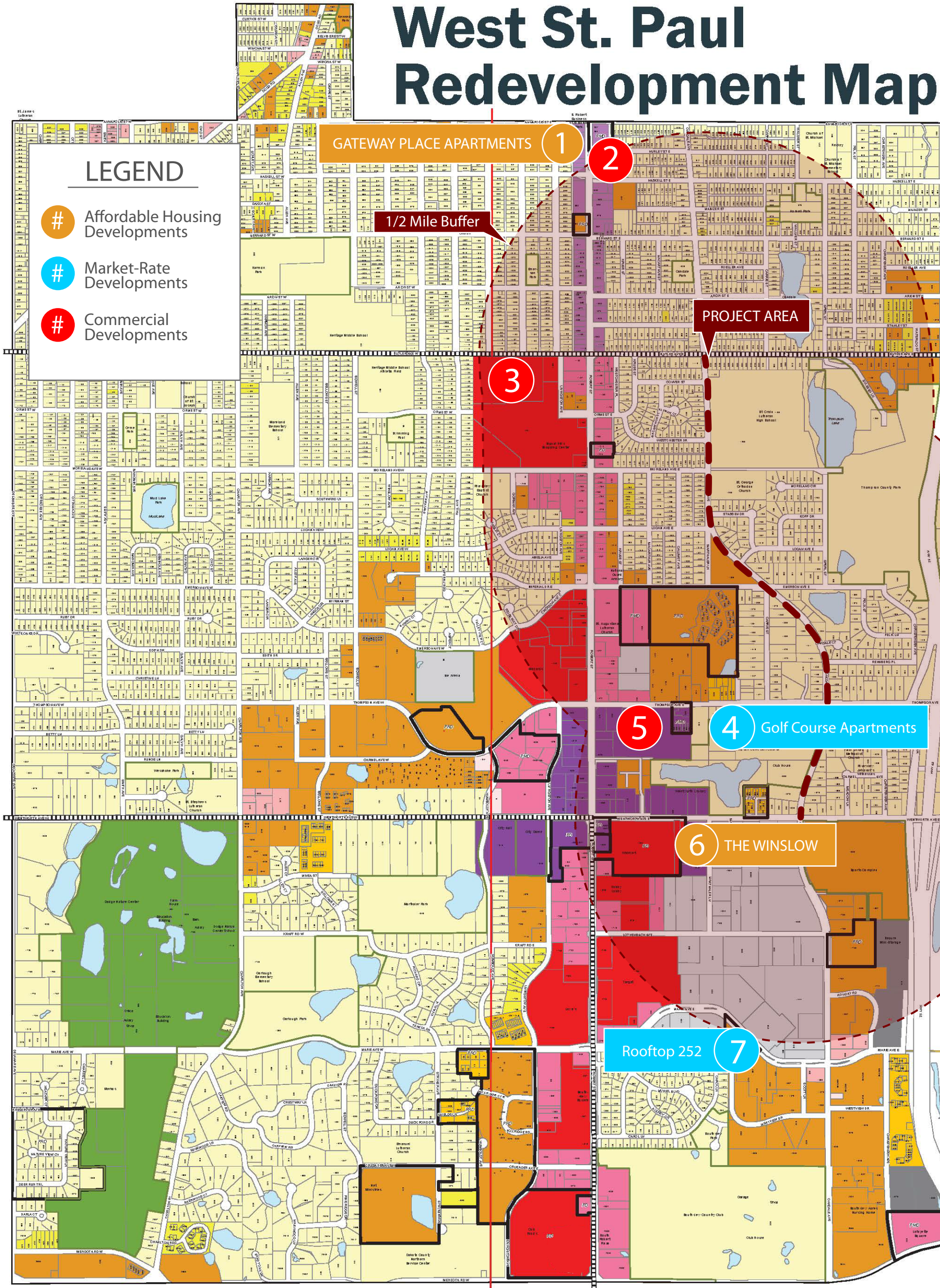
Created: 5/10/2020
LandscapeRSA2



For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gis/site/notice.aspx>



West St. Paul Redevelopment Map



Prepared for the
West St. Paul Community
Development Department by
the Dakota County Office of GIS

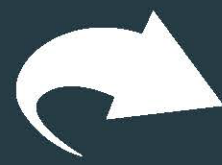
This drawing is neither a legally binding nor a survey and
does not constitute a warranty. It is provided for informational
purposes only. The user assumes all liability for any use of
this drawing. The user agrees to hold the City of West St. Paul
harmless from any and all claims, damages, losses, and
expenses, including reasonable attorney's fees, arising from
any use of this drawing.

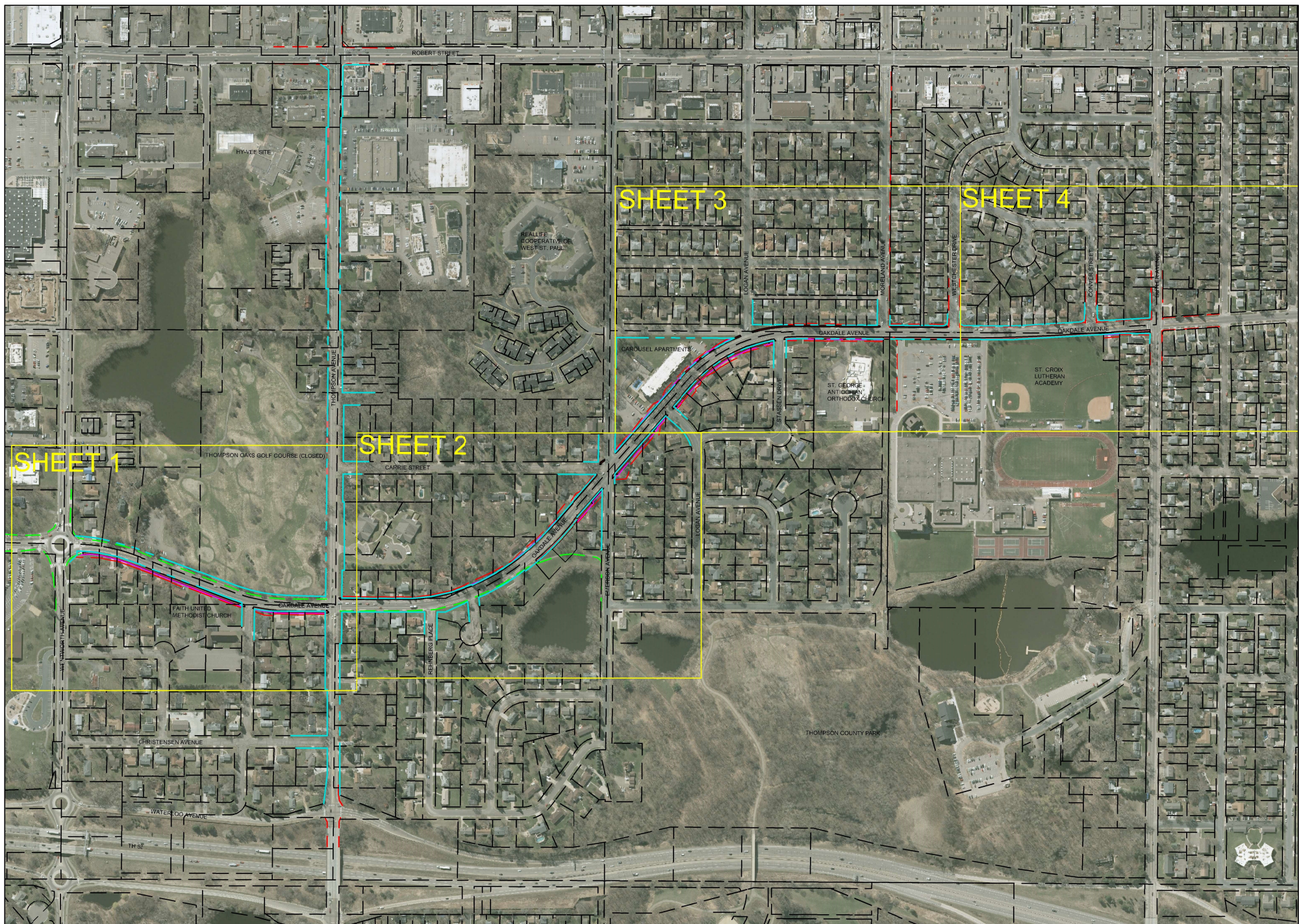
Map Dated July 19, 2019.

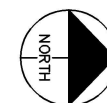
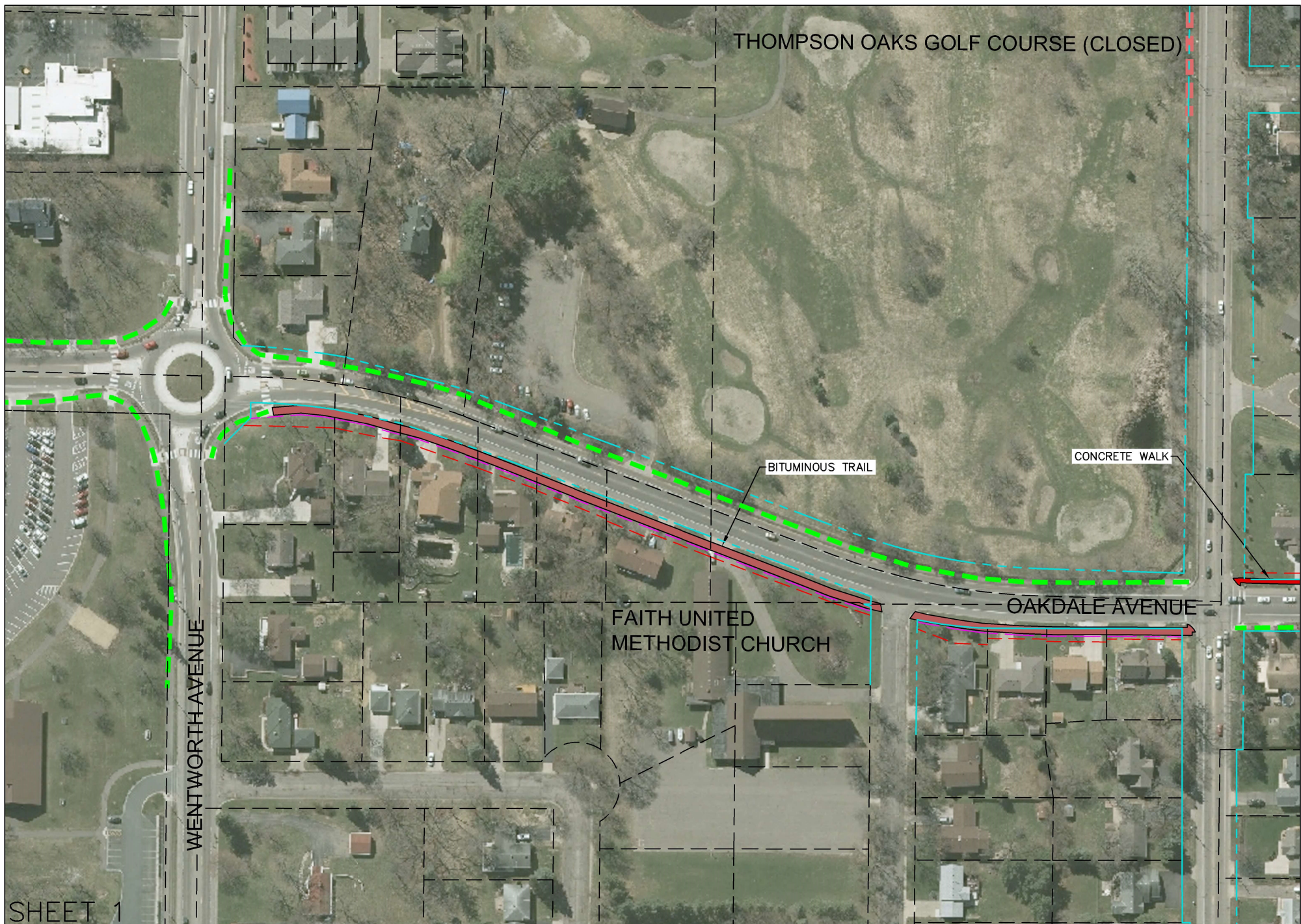
- | Residential | Commercial | Industrial | Planned Development District |
|-----------------------------------|--|--------------------------|--|
| R-1 - One Family Residential | B-1 - Limited Business | I-1 - Light Industrial | PD - Planned Development District |
| R-2 - Two Family Residential | B-2 - Neighborhood Business | I-2 - General Industrial | PMD - Planned Multi-Use Development District |
| R-3 - Townhouse Residential | B-3 - General Business | | PRD - Planned Residential Development District |
| R-4 - Multiple Family Residential | B-4 - Shopping Center | | |
| C - Conservancy District | B-5 - Gateway North Mixed-Use District | | |
| | B-6 - Town Center Mixed-Use District | | |

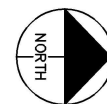
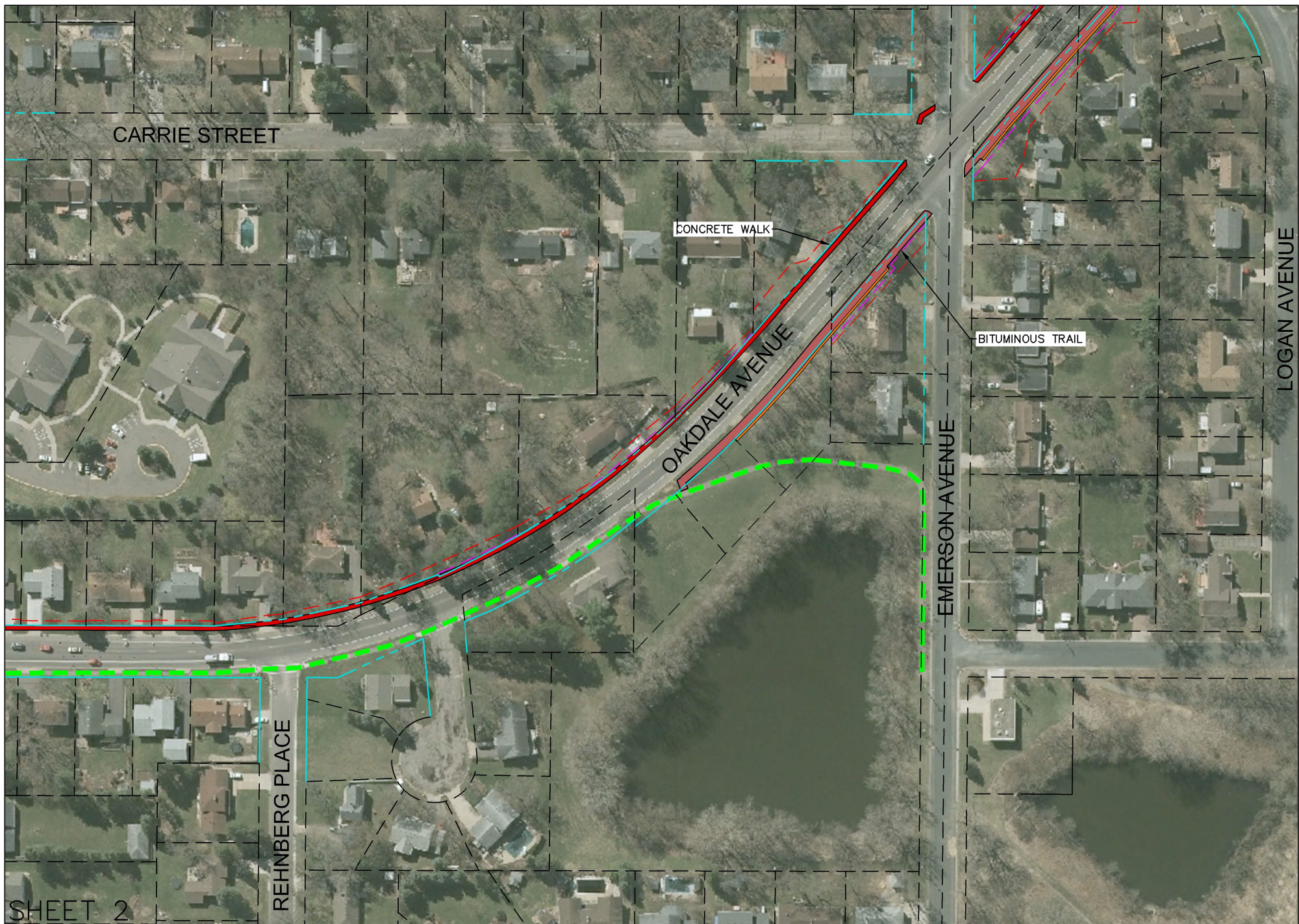


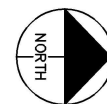
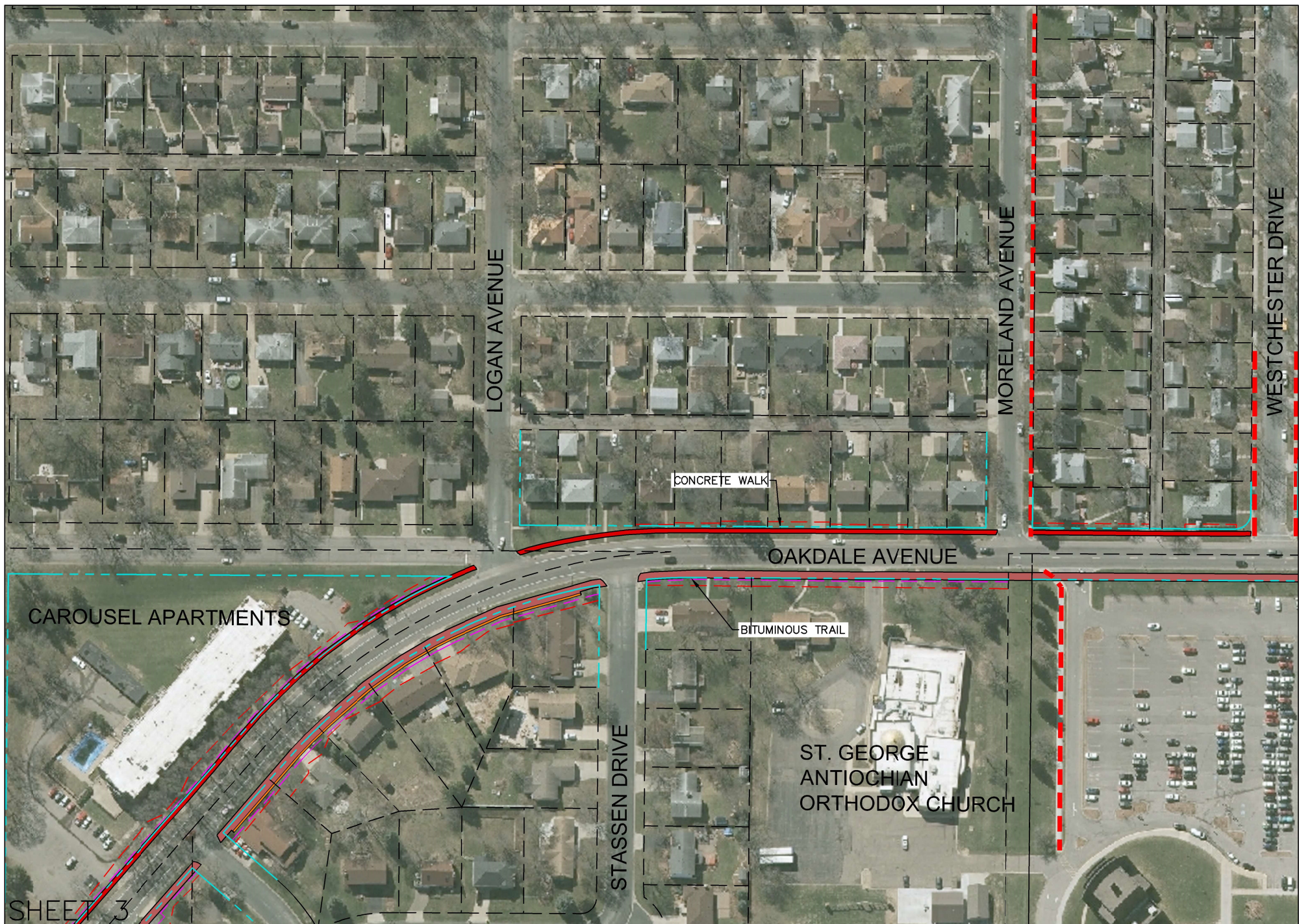
Development descriptions on reverse!

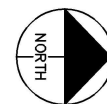
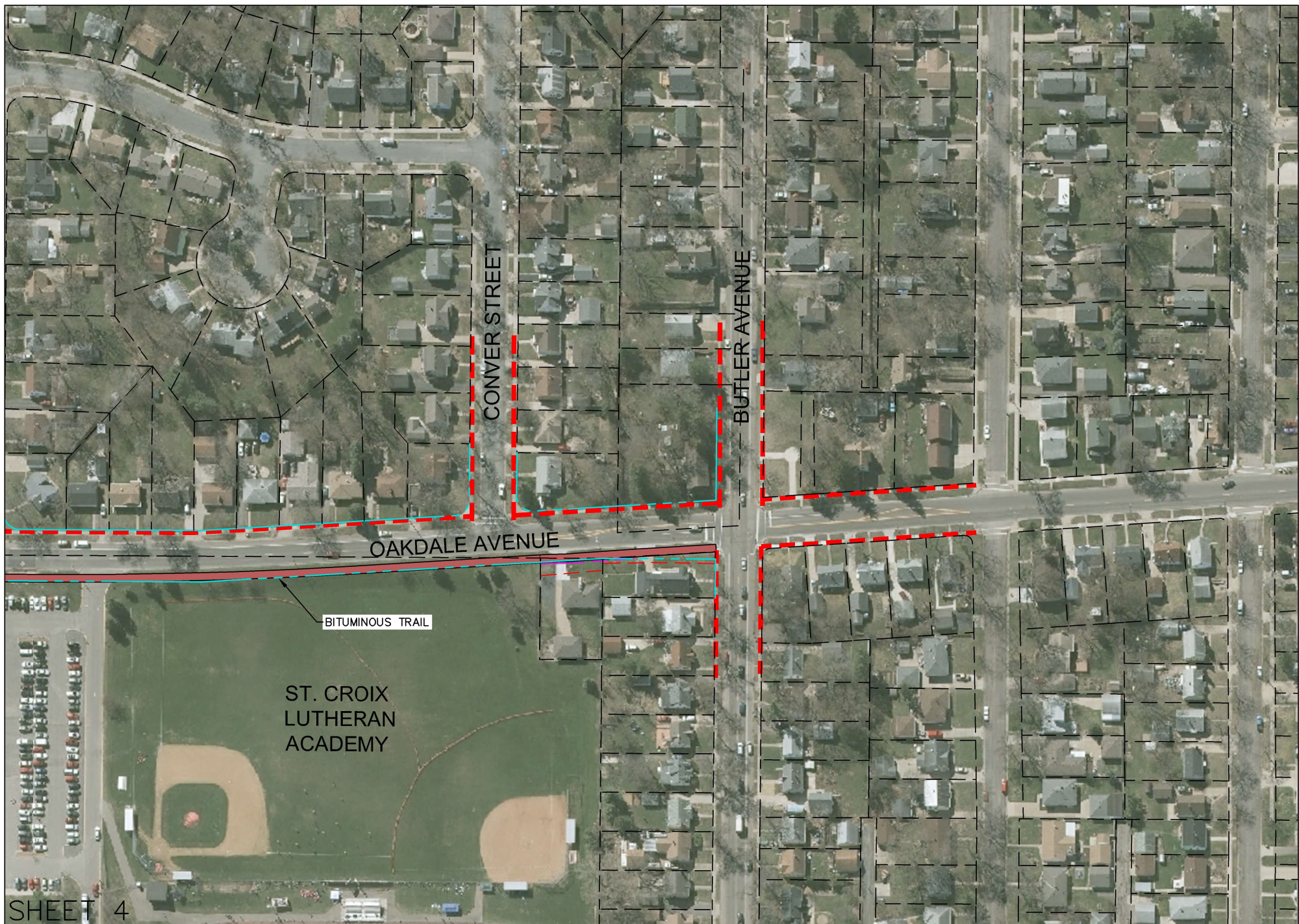












**CITY OF WEST ST. PAUL
DAKOTA COUNTY, MINNESOTA**

RESOLUTION NO. 20-035

**RESOLUTION AUTHORIZING THE SUBMISSION OF AN APPLICATION FOR
A FEDERAL TRANSPORTATION ALTERNATIVES (TAP) GRANT**

WHEREAS, the Metropolitan Council and the Transportation Advisory Board has announced a solicitation for 2024/2025 Federal Transportation Alternatives Program (TAP) funds; and

WHEREAS, the program will fund up to 80 percent of project right of way and construction costs; and

WHEREAS, non-federal funds must be at least 20 percent of the project costs; and

WHEREAS, an application must be submitted by April 15, 2020 for consideration; and

WHEREAS, City Staff has identified a combination of trail and/or sidewalk along Oakdale Avenue as a project that may qualify for funding under this program; and

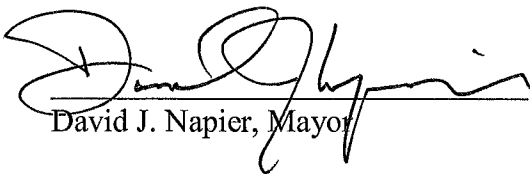
WHEREAS, the proposed project is identified in the Pedestrian and Bicycle Master Plan as well as identified as a priority gap in the Dakota County Bicycle and Pedestrian system; and

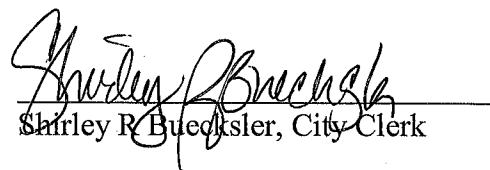
WHEREAS, the Dakota County Transportation Cost Share Policy states that matching funds may be available for the portion of the proposed project.

NOW, THEREFORE, BE IT RESOLVED that the West St. Paul City Council approved the submittal of the Federal Transportation Alternatives Program (TAP) application as described above.

Adopted by the City Council of the City of West St. Paul, Minnesota, this 23rd day of March 2020.

Attest:


David J. Napier, Mayor


Shirley R. Bueckler, City Clerk

EXISTING CONDITIONS PHOTOS
CSAH 73 – Oakdale Multiuse Trail

Looking south on CSAH 73



Looking north on CSAH 73. Existing sidewalks end, leaving a gap in the trail network.





Physical Development Division
Steven C. Mielke, Director

Dakota County
Western Service Center
14955 Galaxie Avenue
Apple Valley, Mn 55124-8579

952.891.7000
Fax 952.891.7031
www.dakotacounty.us

Environmental Resources
Land Conservation
Groundwater Protection
Surface Water
Waste Regulation
Environmental Initiatives

Office of Planning

Operations Management
Facilities Management
Fleet Management
Parks

Transportation
Highways
Surveyor's Office
Transit Office

April 24, 2020

Elaine Koutsoukos, Transportation Coordinator
Transportation Advisory Board
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101

RE: TAB Regional Solicitation Letter of Support
CSAH 73 Trail Project

Dear Ms. Koutsoukos:

Dakota County is aware of and understands that the City of West St. Paul is submitting a proposed project for Pedestrian and Bicycle facilities along CSAH 73 (Oakdale Avenue) between CSAH 8 (Wentworth Avenue) and CR 4 (Butler Avenue) for federal funding through the Transportation Advisory Board (TAB) Regional Solicitation. The County Board of Commissioners has committed to contribute to the local share of the proposed project, consistent with the County's cost participation policy.

This project would complete a high demand gap in the current trail facilities along Wentworth Avenue.

Dakota County has jurisdiction over CSAH 73 and commits to working with the City of West St. Paul to operate and maintain the trail as documented in our existing City Trail Maintenance Agreement for useful design life. The County approves the attached layout of the project.

Dakota County appreciates efforts to secure funding for trail improvements along CSAH 73 and is supportive of the City of West St. Paul moving forward with this project.

We will be happy to answer any questions you may have regarding this project.

Sincerely,

A handwritten signature in dark ink, appearing to read "Mark J. Krebsbach".

Mark J. Krebsbach, P.E.
Transportation Director/County Engineer

West St. Paul CSAH 73 Oakdale Trail

MULTI-USE TRAIL



Existing Conditions

PROJECT OVERVIEW

Length: 1.1 miles

Total Cost: \$2,232,000

Federal Amount: \$1,785,600

Match Amount: \$446,400

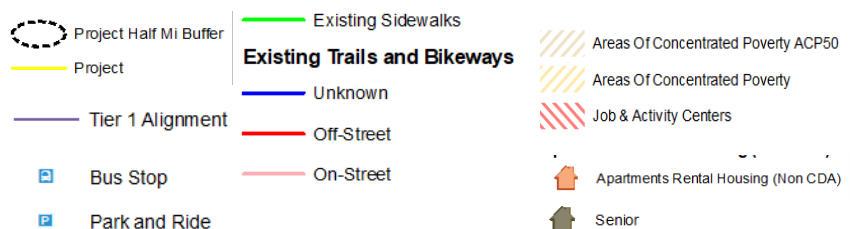
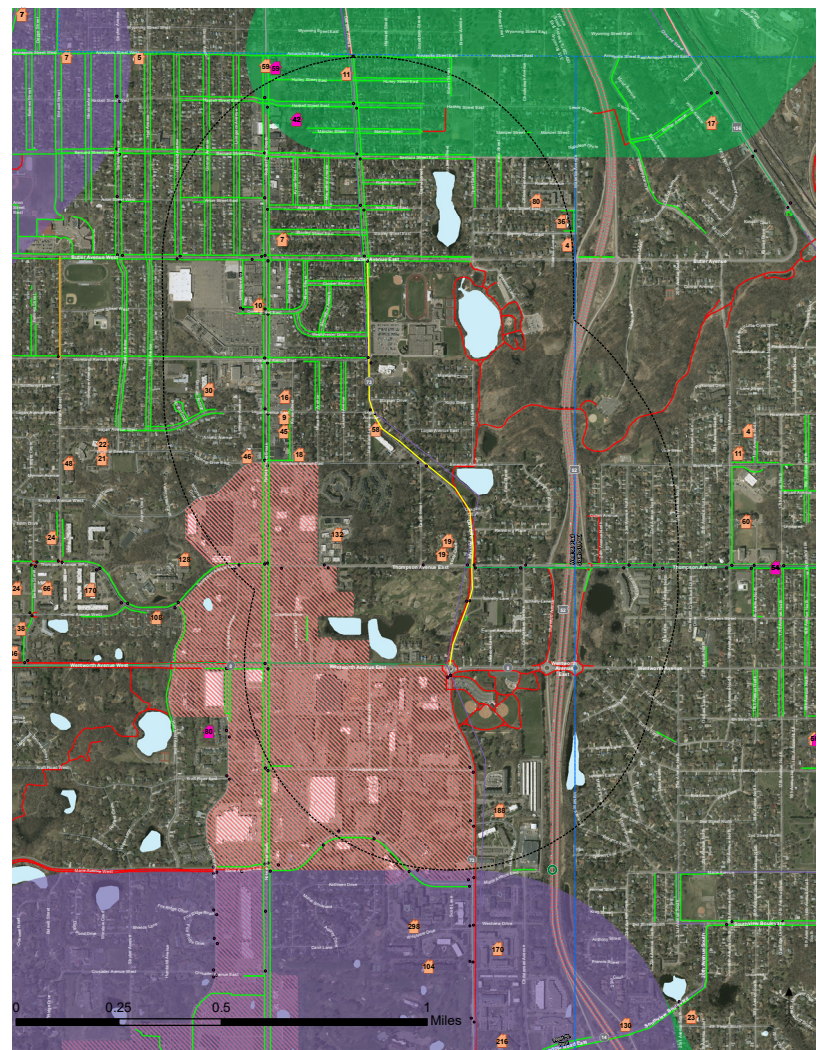
PROJECT DESCRIPTION

The West St. Paul CSAH 73 Oakdale Trail and sidewalk will complete a gap in the pedestrian and bicycle network of the City of West St. Paul and will provide safe transportation facilities in an area of high bicycle and pedestrian demand.

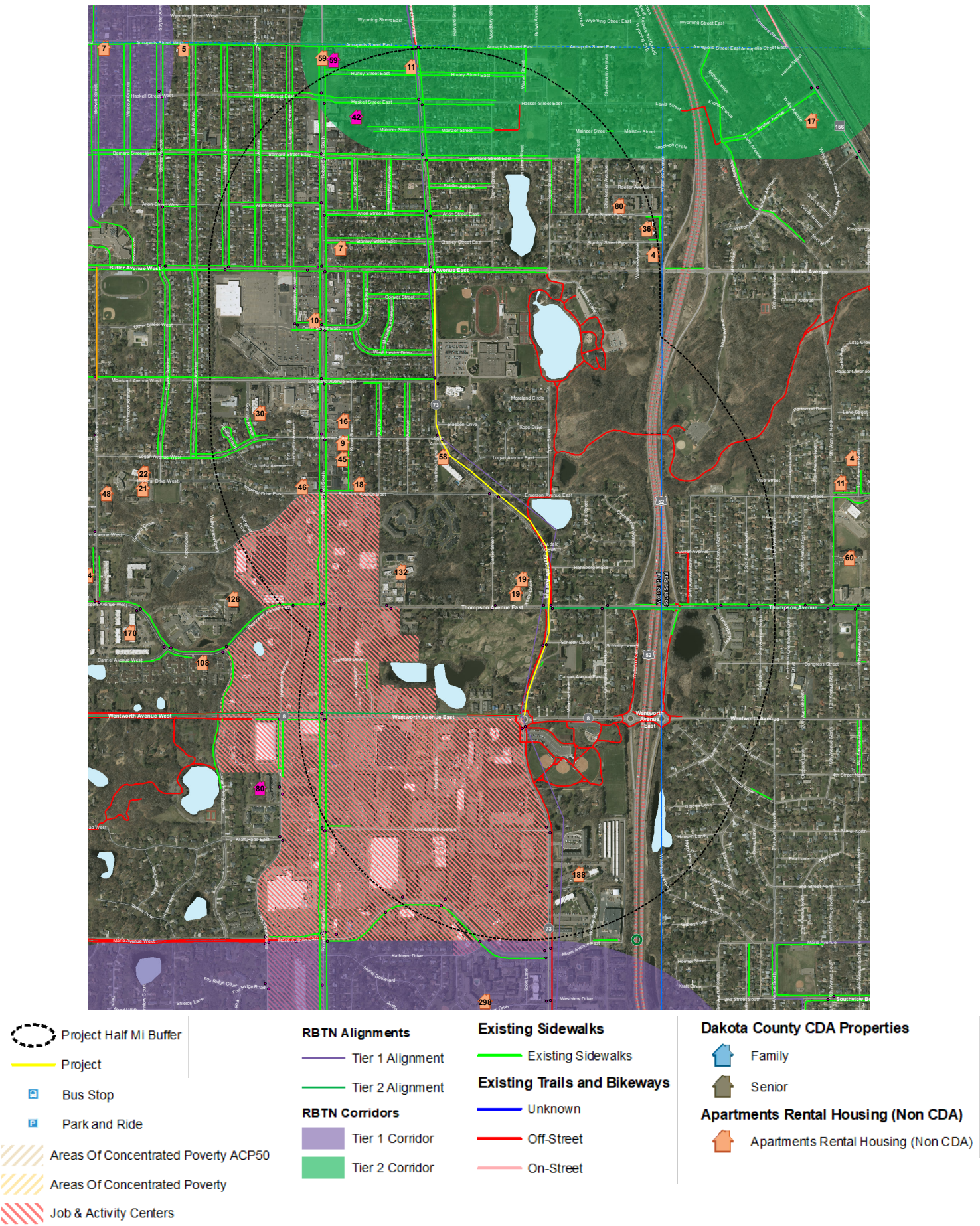
PROJECT BENEFITS

- » Provides local connections to the commercial area and transit corridor along nearby Robert Street
- » Connects to the regional River to River Greenway and improves a short segment of the Greenway
- » Fills a gap in one of the City's main north-south off-road routes which has been designated as a priority connection
- » Neighborhood residents and students at St. Croix Lutheran Academy will gain a safer area in which to travel and recreate
- » Reduces east-west barrier of CSAH 73 by providing ADA-compliant intersection crossings
- » Improves safety for pedestrians and bicyclists
- » Improves access to transit

Proposed trail route



Project Location Map - CSAH 73 Oakdale





CITY OF

WEST ST. PAUL

City Hall
1616 Humboldt Avenue
West St. Paul, MN
55118-3972
651-552-4102
FAX 651-552-4190
TDD 651-322-2323
www.wspmn.gov

May 11, 2020

Elaine Koutsoukos
TAB Coordinator
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101

Dear Ms. Koutsoukos:

The City of West St. Paul is submitting this 2020 Regional Solicitation Grant to address a 1.1 mile gap in the pedestrian and bicycle network. This gap along CSAH 73 (Oakdale Avenue) is a priority for both Dakota County and the City. If the City is awarded federal funding through the Multiuse Trails and Bicycle category, the City commits to providing snow and ice removal along the trail to support year-round bicycle and pedestrian use. The City budgets funding to remove snow and ice annually and has sufficient staff and equipment to provide this service.

Winter maintenance is a priority for the City. The need for winter maintenance was identified in the City's Pedestrian and Bicycle Plan. In addition, beyond this letter of commitment, the City has a policy regarding ice and snow removal in City Code Section 95.04.

Please contact me if you have any questions or concerns regarding this letter.

Sincerely,

Ross A. Beckwith, P.E.
Public Work & Parks Director/City Engineer