



Application

04786 - 2016 Multiuse Trails and Bicycle Facilities

05419 - West St. Paul Oakdale and Marie Bicycle and Pedestrian Improvements

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
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City State/Province Postal Code/Zip

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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

000002999A1

Project Information

Project Name

West St. Paul Oakdale and Marie Trail Extension`

Primary County where the Project is Located

Dakota

Jurisdictional Agency (If Different than the Applicant):

The Oakdale and Marie Trail Extension will expand the non-motorized transportation network for the City of West St. Paul in northern Dakota County. The project will construct 10-foot bituminous trails for nearly one mile on the east side of Oakdale Avenue (CSAH 73) from Mendota Road to Wentworth Avenue (CSAH 8) and for 0.5 miles on the south side of Marie Avenue from Robert Street (TH 3) to Oakdale Avenue (CSAH 73). In addition, streetscape improvements, including a 6-foot sidewalk on the north side of Marie Avenue, pedestrian-scale lighting, vegetation, high-visibility crossings and wayfinding, are part of this project to create a safe and pleasant experience for pedestrians and bicyclists.

These improvements will contribute significantly to the City's surface transportation network. Currently there are no off-road facilities on either street. Pedestrians and bicyclists, including those using transit, need to use the street in order to reach their destination. Despite the lack of facilities, annual counts show Oakdale and Marie Avenues are already being used as non-motorized transportation routes. 2013 counts found over 295,000 pedestrians and 24,000 bicyclists annually on Oakdale Avenue (CSAH 73) and 92,000 pedestrians and 12,000 bicyclists on Marie Avenue. The Oakdale and Marie Trail Extension addresses a need identified in local and county plans regarding enhanced pedestrian and bicycle connectivity. The City's Pedestrian and Bicycle Master Plan completed in 2011 identified both connections as critical elements of the city-wide non-motorized transportation framework. The study completed for the Robert Street Improvement Project currently underway found that the trail gap on Marie is a high priority to address to support Robert Street's transformation to a pedestrian-oriented district. In 2015 the Marie Avenue & Oakdale Avenue (CSAH 73) Pedestrian & Bicycle Infrastructure Feasibility Study was completed for

Brief Project Description (Limit 2,800 characters; approximately 400 words)

the area, and the multi-use trail facilities on Oakdale Avenue and Marie Avenue were given highest priority in the area.

Local, county, and regional plans have all identified Oakdale Avenue (CSAH 73) as a bicycle route for northern Dakota County. In addition to using Oakdale to reach St. Paul, trail users on Oakdale Avenue (CSAH 73) will be able to connect with the River to River Greenway at Wentworth Avenue (CSAH 8). This is one of 8 regional greenways in Dakota County that connect to the greater regional trail system of St. Paul and Minneapolis. While commuters will be able to reach employment centers in other communities, recreational users will be able to travel east to Thompson County Park, Kaposia Park, and the Mississippi River Trail, and west to Mendota Heights, Lilydale, historic Mendota, and the Minnesota River.

Include location, road name/functional class, type of improvement, etc.

TIP Description Guidance (will be used in TIP if the project is selected for funding)

Oakdale Avenue (CSAH 63) and Marie Avenue, West St. Paul, Oakdale from Mendota Road to Wentworth and Marie from Robert Street to Oakdale, Construct Bituminous Trail, Pedestrian Ramps, Crosswalks

Project Length (Miles)

1.6

Project Funding

Are you applying for funds from another source(s) to implement this project?

No

If yes, please identify the source(s)

Federal Amount

\$1,195,360.00

Match Amount

\$298,840.00

Minimum of 20% of project total

Project Total

\$1,494,200.00

Match Percentage

20.0%

Minimum of 20%

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

Source of Match Funds

Dakota County and City of West St. Paul

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: 2020

For TDM projects, select 2018 or 2019. For Roadway, Transit, or Trail/Pedestrian projects, select 2020 or 2021.

Additional Program Years: 2019

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 07/01/2020

(Approximate) End Construction Date 11/01/2021

Name of Trail/Ped Facility: West St. Paul Oakdale and Marie Trail Extension
(i.e., CEDAR LAKE TRAIL)

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

From: Oakdale Avenue (CSAH 73) & Mendota Road E (CSAH 14)
(Intersection or Address) AND FROM Marie Avenue E & Oakdale Avenue (CSAH

To: Oakdale Avenue (CSAH 73) & Wentworth Avenue E (CSAH 8)
(Intersection or Address) AND TO Marie Avenue E & Robert Street S

DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY
IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR

Or At:

Primary Types of Work Grade, Aggregate Base, Bituminous Base, Bituminous
Surface, Multi-use trail, Pedestrian Ramps, Pedestrian-Scale
Lighting, Streetscaping

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF,
SIDEWALK, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH,
PED RAMPS, BRIDGE, PARK AND RIDE, ETC.

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.: N/A

New Bridge/Culvert No.: N/A

Structure is Over/Under
(Bridge or culvert name): N/A

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

	Cost
Mobilization (approx. 5% of total cost)	\$52,000.00

Removals (approx. 5% of total cost)	\$72,400.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$31,000.00
Striping	\$0.00
Signing	\$7,800.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$31,000.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (do not include 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	\$319,000.00
Totals	\$513,200.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$706,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$28,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00

Bicycle and Pedestrian Contingencies	\$247,000.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$981,000.00

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	\$1,494,200.00
Construction Cost Total	\$1,494,200.00
Transit Operating Cost Total	\$0.00

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, the 2040 Regional Parks Policy Plan (2015), 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 objectives and strategies that relate to the project.

Goal: Healthy Environment (pg. 66)

Objectives: C) Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities and active car-free lifestyles. (pg. 66) D) Provide a transportation system that promotes community cohesion and connectivity for people of all ages and abilities, particularly for historically under represented populations. (pg. 66)

Strategies: 1) Regional transportation partners will plan and implement a transportation system that considers the needs of all potential users, including children, senior citizens, and persons with disabilities, and that promotes active lifestyles and cohesive communities. A special emphasis should be placed on promoting the environmental and health benefits of alternatives to single-occupancy vehicle travel. (pg. 2.12

List the goals, objectives, strategies, and associated pages:

Goal: Access to Destinations (pg. 62)

Objectives: D) Increase transit ridership and the share of trips taken using transit, bicycling and walking. (pg. 62) E) Improve multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically underrepresented populations. (pg. 62)

Goal: Leveraging Transportation Investment to Guide Land Use (pg. 70)

Objectives: C - Encourage local land use design that integrates highways, streets, transit, walking, and bicycling. (pg. 70)

Strategies: 2) Local governments should include bicycle and pedestrian elements in local comprehensive plans. (pg. 2.15)

Goal: Competitive Economy (pg. 64)

Objectives: B) Invest in a multimodal transportation system to attract and retain businesses and residents.

Strategies: 1) The Council and its transportation partners will identify and pursue the level of increased funding needed to create a multimodal transportation system that is safe, well-maintained, offers modal choices, manages and eases congestion, provides reliable access to jobs and opportunities, facilitates the shipping of freight, connects and enhances communities, and shares benefits and impacts equitably among all communities and users. (pg. 2.11)

2) The Council and its partners will invest in regional transit and bicycle systems that improve connections to jobs and opportunity, promote economic development, and attract and retain businesses and workers in the region on the established transit corridors. (pg. 2.11)

(Limit 2500 characters; approximately 750 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.

The WSP Oakdale and Marie Trail Extension Project addresses a need identified in local and county plans regarding enhanced pedestrian and bicycle connectivity. The City of West St. Paul's Comprehensive Plan, adopted in 2010, identifies the need for enhancing the off-street network and increasing the range of transportation options for residents (pg. 79-80). The City began working towards the goal by completing a Pedestrian and Bicycle Master Plan in 2011. The plan specifically identifies Oakdale and Marie Avenues as critical elements of the city-wide pedestrian and bicycle framework east of the Robert Street corridor and recommends off-road trails or sidewalks for both locations (pg. E 10-13). In addition, the study for the Robert Street Improvement project completed in 2012 found that the trail gap on Marie Avenue is a high priority to address while the Oakdale Avenue gap is a medium priority (pg. 2).

List the applicable documents and pages:

In addition to West St. Paul, Dakota County's Comprehensive Plan (approved May 2009) identifies a lack of pedestrian and bicycle facilities (especially in urban areas of the county) as a problem. The plan identifies on Page 3.4.14 a scenario similar to that of Oakdale Avenue (CSAH 73): -Some urban areas of the County may not see reconstruction of County roads for a long time. Therefore, the County should evaluate which County roads in urban areas lack pedestrian infrastructure and are not scheduled for construction in a satisfactory timeframe to accommodate pedestrians. Since this language was written in 2008, the County has evaluated pedestrian and bicyclist demand and gaps in the system, as mentioned in the previous excerpt; Oakdale Avenue (CSAH 73) emerged as a priority location. The County's Comprehensive Plan also discusses the need to provide places in the County where people can live without relying on a private

automobile (pages 3.1.12, 4.1.12, 4.2.14, 4.3.14 and elsewhere). The County's Comprehensive Plan offers rationale for improving its non-motorized transportation infrastructure including sustainability, social equity, increasing regular physical activity, increasing number of non-driving trips and quality of life on pages 3.4.3 and 3.4.4.

(Limit 2500 characters; approximately 750 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 bicycle/pedestrian projects, 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 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: \$150,000 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.

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

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

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

10. The owner/operator of the facility must operate and maintain the project for the useful life of the improvement.

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

11. 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

12. 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

13. 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.

Safe Routes to School projects only:

3. 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.

4. 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

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

1468522589812_MarieOakdale_OVERVIEW_RBTN.pdf

Measure A: Population Summary

Existing Population Within One Mile (Integer Only)	27774
Existing Employment Within One Mile (Integer Only)	10625
Upload the "Population Summary" map	1468522628437_MarieOakdale_OVERVIEW_POP.pdf

Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

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

Project located in Area of Concentrated Poverty: Yes

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

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:

The WSP Oakdale and Marie Trail Extension Project is located in an area of concentrated poverty, as seen in the "Socio-Econ" map. Low-income populations are more likely to need alternatives to personal vehicle transportation. Currently, neither Oakdale nor Marie Avenues have off-street facilities for non-motorized users. This project proposes to positively benefit the community by adding off-street multi-use trails to serve bicyclists and pedestrians as well as provide off-street waiting areas and connections for transit users.

The characteristics of residents and employees in the area serve to drive demand for non-motorized transportation alternatives. According to 2008 Local Employment Dynamics data from DEED, 32% percent of jobs pay and 24% of residents earn less than \$14,400 annually in the area bounded by Robert Street (TH 3), TH 52, Thompson Avenue and Mendota Road (Oakdale is at its center). This contrasts to 24% of metro area jobs and 19% of metro area residents. Lower-income workers and residents are more dependent on transit and non-motorized transportation, making improvements along Oakdale and Marie Avenues is key to serving these populations.

The project will also provide a much needed connection for underserved populations, such as children, the elderly, and disabled populations, by providing safe, off-street facilities that connect to transit and community facilities such as the West St. Paul Sports Complex and the commercial centers of Marie Avenue and Robert Street.

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

The response should address the benefits, impacts, and mitigation for the populations affected by the project.

Upload Map

1468522654671_MarieOakdale_OVERVIEW_SE.pdf

Measure B: Affordable Housing

City/Township	Segment Length in Miles (Population)
West St. Paul	1.6
	2

Total Project Length

Total Project Length (Total Population)	1.6
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Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

City/Township	Segment Length (Miles)	Total Length (Miles)	Score	Segment Length/Total Length	Housing Score Multiplied by Segment percent
		0	0	0	0

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles)	1.6
Total Housing Score	0

Measure A: Gaps, Barriers and Continuity/Connections

Check all that apply:

Gap improvements can be on or off the RBTN and may include the following:

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

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

- Providing a safer, more protected on-street facility;

- Improving crossings at busy intersections (signals, signage, pavement markings); OR

- Improving a bike route or providing a trail parallel to a highway or arterial roadway along a lower-volume neighborhood collector or local street.

Barrier crossing improvements (on or off the RBTN) can include crossings (over or under) of rivers or streams, railroad corridors, freeways, or multi-lane highways, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. (For new barrier crossing projects, data about the nearest parallel crossing (as described above) must be included in the application to be considered for the full allotment of points under this criterion).

Closes a transportation network gap and/or provides a facility that crosses or circumvents a physical barrier Yes

Improves continuity and/or connections between jurisdictions (on or off the RBTN) (e.g., extending a specific bikeway facility treatment across jurisdictions to improve consistency and inherent bikeability)

Improves Continuity and/or Connections Between Jurisdictions Yes

The proposed Oakdale and Marie Trail Extension Project provides a Critical Bicycle Transportation Link addressing gaps types identified in the 2040 Transportation Policy Plan and connecting communities. The project will eliminate a gap in the Tier 1 RBTN by building a safe, off-street multi-use trail that connects users to the commercial and employment areas along the Robert Street Corridor, as well as to downtown and West Side St. Paul. Oakdale has been identified as a priority north-south bicycle route since Robert Street (TH 3) is unable to accommodate bicyclists safely.

The project will provide off-street trail access for bicyclists and pedestrians along Marie and Oakdale, neither of which currently has any facilities. The project will provide greater regional connectivity through its connection at Oakdale and Wentworth to the River to River Greenway, one of Dakota County's eight regional greenways that extends east-west from Lilydale to South St. Paul.

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

Oakdale Avenue has one lane in each direction, a middle turning lane, and shoulders on each side. The speed limit along the project area is 35 mph. The average daily traffic count in 2012 for Oakdale Avenue between Mendota Road and Wentworth Avenue was 8800 AADT. Marie Avenue has two lanes in each direction with a median in the center. The speed limit is 30 mph. The 2009 average daily traffic for Marie Avenue between Robert Street and Oakdale Avenue was 6,700 AADT. Both of these roads are major gaps within the bicycle transportation network because they do not offer safe bicycle or pedestrian facilities.

Even without pedestrian or bicycle facilities, Oakdale Avenue is currently being used for these non-motorized transportation methods. 2013 counts

for Oakdale Avenue found annual counts of more than 295,000 pedestrians and 24,000 bicyclist while Marie Avenue had more than 92,000 pedestrians and 12,000 bicyclists. By providing safe, off-street facilities for both pedestrians and bicyclists, this corridor will be able to serve all modes of transportation safely.

Measure B: Project Improvements

Currently there are no off-street facilities along either Oakdale or Marie Avenues. Thus, bicyclists or pedestrians must share the street with vehicles on the onemile urban segment of Oakdale Avenue. Marie Avenue lacks even a shoulder. The lack of crosswalks, signage, and other pedestrian facilities, make travel both dangerous and unpleasant. Conditions are especially problematic in snow cover, when snow storage and roadway debris increase potential hazards to the bicyclists, pedestrians, and wheelchair users travelling in the roadway. Crash data for 2011 and 2015 shows there were three vehicle crashes involving pedestrians and two vehicle crashes involving bicyclists, on Oakdale between Mendota Road and Wentworth Avenue.

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

Despite the lack of facilities, counts show Oakdale and Marie are already being used as non-motorized routes. 2013 counts found over 295,000 pedestrians and 24,000 bicyclists annually on Oakdale and 92,000 pedestrians and 12,000 bicyclists on Marie. Oakdale Avenue is the designated north-south alternative to Robert Street because of Robert Street's automobile environment and heavy traffic and lack of space for bicycle facilities. AADTs on Robert Street are more than 26,000 vehicles versus 9,300 vehicles on Oakdale. It is also one of the few north-south roads extending through the community and connecting to St. Paul. Marie is an important east-west connector between Robert Street and Oakdale, particularly serving the high-density housing, employment, and retail uses.

Proposed improvements will enhance the safety of interactions between pedestrians, bicyclists, and motor vehicles. At the signalized intersection at Mendota Road and Oakdale, pedestrian countdown timers and other treatments will be added to improve safety and visibility. Crosswalks across

Oakdale will be installed at Westview Drive, Marie Avenue, and Lothenback Avenue. Crosswalks will also be painted parallel to Oakdale at street intersections. Additional pedestrian safety options will also be assessed for their impact and potential safety benefits. These will include bump-outs associated with crossings, mid-block crossing improvements, signage directed at motorist awareness, traffic calming plantings, and measures that direct bicyclists to safe lane positions and reinforce that they are welcome street users.

Measure A: Multimodal Elements

The WSP Oakdale and Marie Trail Extension Project is a priority as although both streets have transit stops, neither have off-road facilities. Transit users must walk or bicycle in the street to reach their stops, which is particularly dangerous in the winter when transit users must wait in the street or in snowbanks. Creating 1.5 miles of off-road trails where there are none currently will be of direct benefit to users of all transportation modes. Streetscape improvements including pedestrian-scale lighting, vegetation, high visibility crossings, and wayfinding will provide a safe and pleasant experience for all users.

Response (Limit 1,400 characters; approximately 200 words)

Dakota County identified these corridors as having some of the highest pedestrian demand in the county. This area is one of only two places in the entire county lacking off-street facilities along a County road where there is high pedestrian and bicycling demand.

The project will serve two transit routes directly, Route 452 and Route 68, which connect users to St. Paul, Minneapolis, South St. Paul, Mendota Heights, and Inver Grove Heights. The project will also serve Route 75 on nearby Robert Street.

Transit Projects Not Requiring Construction

If the applicant is completing a transit or TDM 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

1) Project Scope (5 Percent of Points)

Meetings or contacts with stakeholders have occurred Yes

100%

Stakeholders have been identified

40%

Stakeholders have not been identified or contacted

0%

2) Layout or Preliminary Plan (5 Percent of Points)

Layout or Preliminary Plan completed

100%

Layout or Preliminary Plan started Yes

50%

Layout or Preliminary Plan has not been started

0%

Anticipated date or date of completion 01/31/2018

3) Environmental Documentation (5 Percent of Points)

EIS

EA

PM Yes

Document Status:

Document approved (include copy of signed cover sheet) 100%

Document submitted to State Aid for review 75% date submitted

Document in progress; environmental impacts identified; review request letters sent

50%

Document not started Yes

0%

Anticipated date or date of completion/approval 01/31/2019

4)Review of Section 106 Historic Resources (10 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%

Historic/archeological review under way; determination of no historic properties affected or no adverse effect anticipated

80%

Historic/archeological review under way; determination of adverse effect anticipated

40%

Unsure if there are any historic/archeological resources in the project area

0%

Anticipated date or date of completion of historic/archeological review: 01/31/2019

Project is located on an identified historic bridge

5)Review of Section 4f/6f Resources (10 Percent of Points)

4(f) Does the project impacts any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or public private historic properties?

6(f) Does the project impact any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or historic property that was purchased or improved with federal funds?

No Section 4f/6f resources located in the project area

100%

No impact to 4f property. The project is an independent bikeway/walkway project covered by the bikeway/walkway Negative Declaration statement; letter of support received Yes

100%

Section 4f resources present within the project area, but no known adverse effects

80%

Project impacts to Section 4f/6f resources likely coordination/documentation has begun

50%

Project impacts to Section 4f/6f resources likely coordination/documentation has not begun

30%

Unsure if there are any impacts to Section 4f/6f resources in the project area

0%

6)Right-of-Way (15 Percent of Points)

Right-of-way, permanent or temporary easements not required

100%

Right-of-way, permanent or temporary easements has/have been acquired

100%

Right-of-way, permanent or temporary easements required, offers made

75%

Right-of-way, permanent or temporary easements required, appraisals made

50%

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

Yes

25%

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

0%

Right-of-way, permanent or temporary easements identification has not been completed

0%

Anticipated date or date of acquisition

7)Railroad Involvement (25 Percent of Points)

No railroad involvement on project

Yes

100%

Railroad Right-of-Way Agreement is executed (include signature page)

100%

Railroad Right-of-Way Agreement required; Agreement has been initiated

60%

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

40%

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

0%

Anticipated date or date of executed Agreement

8)Interchange Approval (15 Percent of Points)*

**Please contact Karen Scheffing at MnDOT (Karen.Scheffing@state.mn.us or 651-234-7784) to determine if your project needs to go through the Metropolitan Council/MnDOT Highway Interchange Request Committee.*

Project does not involve construction of a new/expanded interchange or new interchange ramps

Yes

100%

Interchange project has been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee

100%

Interchange project has not been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee

0%

9)Construction Documents/Plan (10 Percent of Points)

Construction plans completed/approved (include signed title sheet)

100%

Construction plans submitted to State Aid for review

75%

Construction plans in progress; at least 30% completion

50%

Construction plans have not been started

Yes

0%

Anticipated date or date of completion

03/31/2020

10)Letting

Anticipated Letting Date

05/01/2020

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): \$1,494,200.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$1,494,200.00

Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

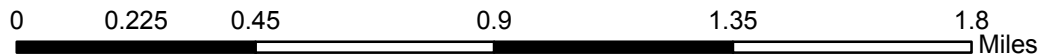
Other Attachments

File Name	Description	File Size
Attachment 1_Project Map_WSP Oakdale & Marie.pdf	Project map showing the proposed improvements for the West St. Paul Oakdale and Marie Trail Extension project	3.1 MB
Attachment 2_Streetview_WSP Oakdale & Marie_Marie Ave Facing East at Kathleen St.pdf	Google Streetview of existing conditions of section of project corridor along Marie Avenue	1.8 MB
Attachment 3_Streetview_WSP Oakdale & Marie_Oakdale Ave Facing South at Marie Ave.pdf	Google Streetview of existing conditions along section of project corridor on Oakdale Avenue	1.6 MB
Attachment 4_Letter of Support_Dakota County DOT_WSP Oakdale & Marie.pdf	Letter of Support from the Dakota County Department of Transportation regarding the West St. Paul Oakdale and Marie Trail Extension project	566 KB
Attachment 5_Resolution of Support_Dakota County_SSP Wentworth.pdf	Resolution of support from the Dakota County Board supporting the City of West St. Paul's pursuit of funding for the Oakdale and Marie Trail Extension project	177 KB

Project to RBTN Orientation



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



Created: 7/12/2016
LandscapeRSA1



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

NCompass Technologies

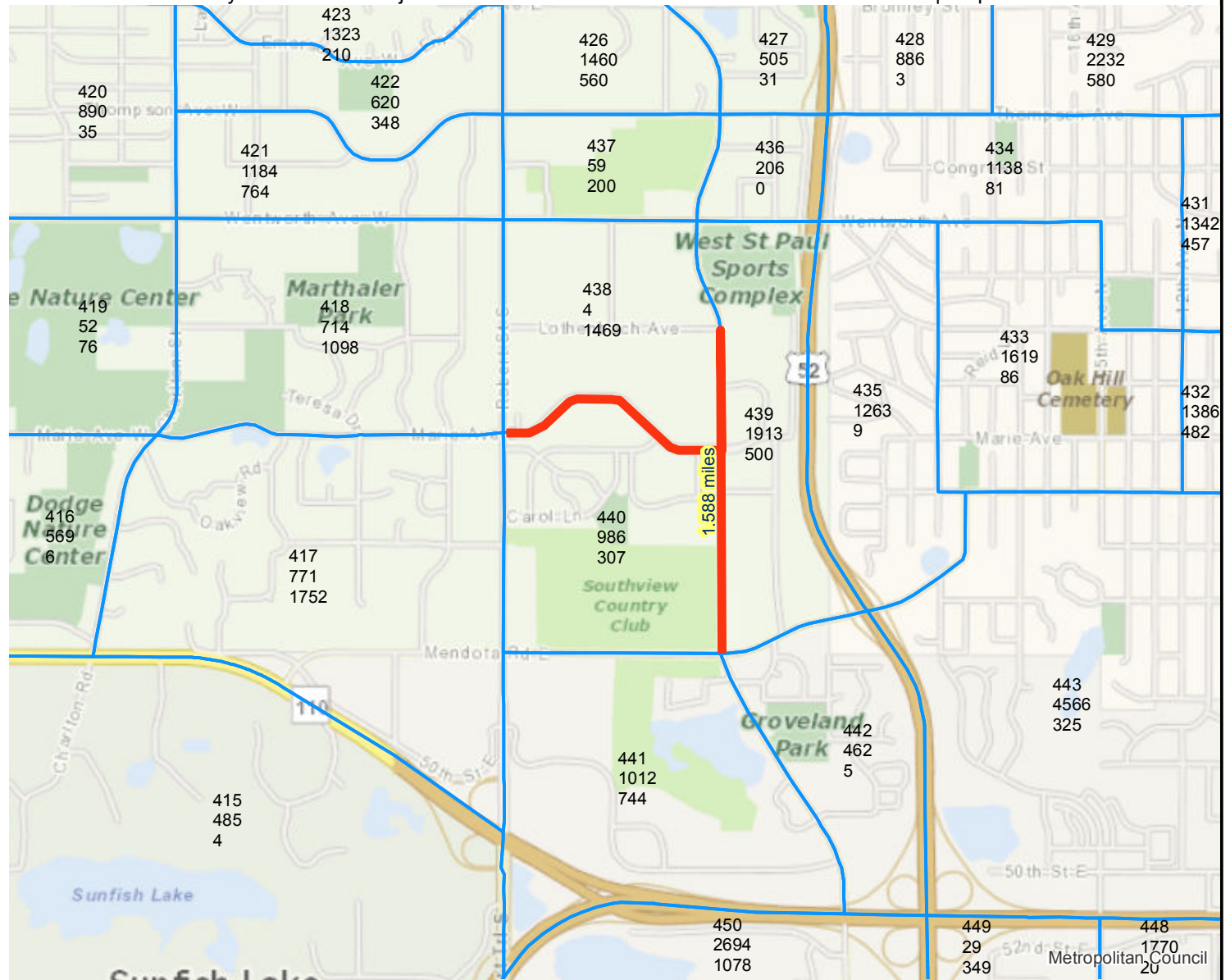


Population Summary

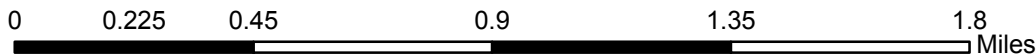
Multiuse Trails and Bicycle Facilities Project: West St. Paul Oakdale and Marie Trail Extension | Map ID: 1468353248713

Results

Within ONE Mile of project:
 Total Population: 27774
 Total Employment: 10625



Project
 2010 TAZ



Created: 7/12/2016
 LandscapeRSA4

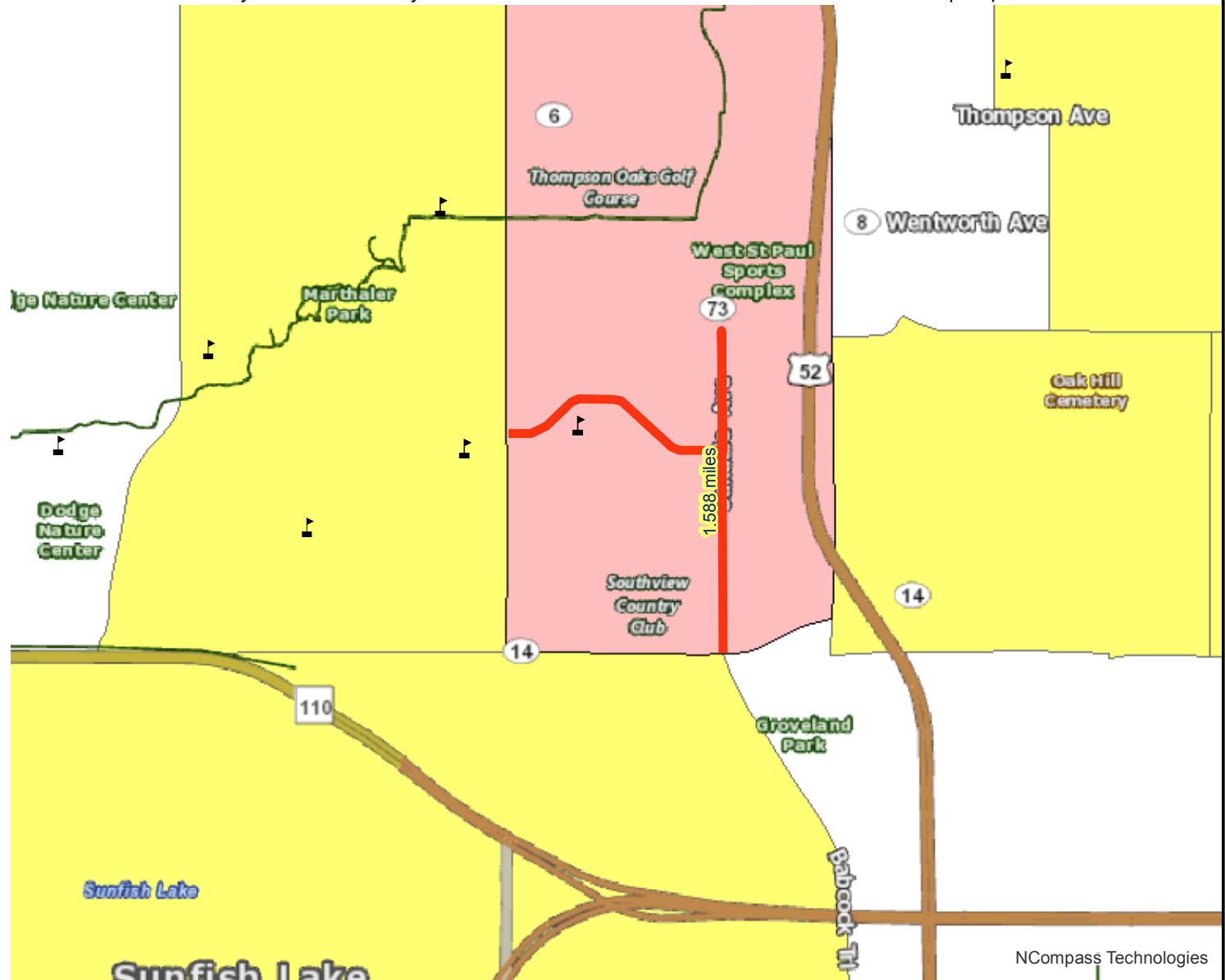


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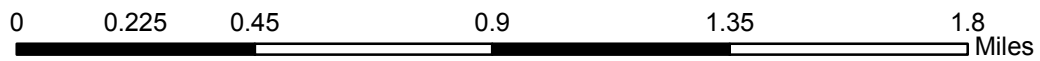


Results

Project located IN
Area of Concentrated Poverty:
(0 to 24 Points)



- Project
- Above reg'l avg conc of race/poverty
- Area of Concentrated Poverty > 50% residents of color
- Area of Concentrated Poverty
- School



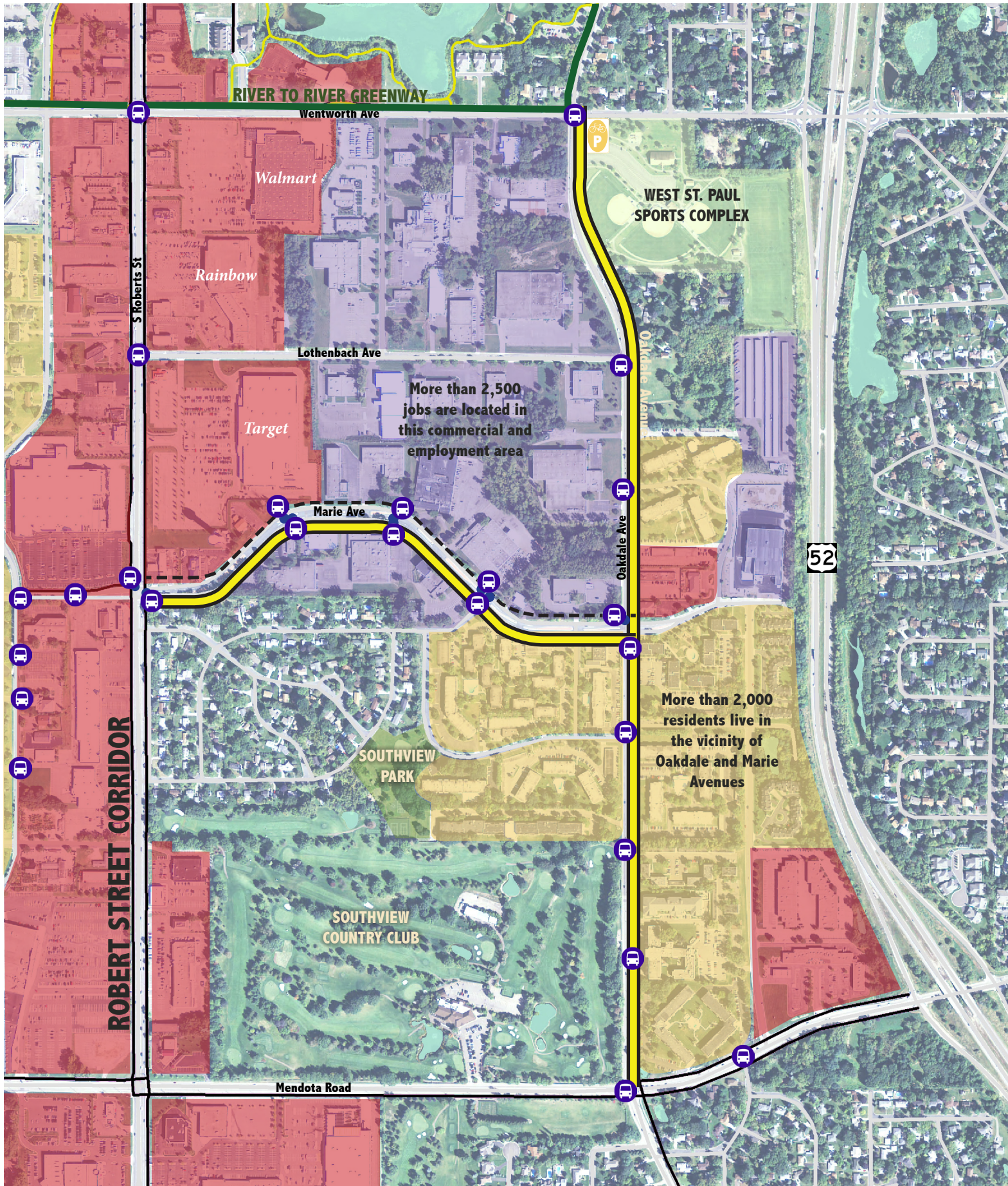
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LandscapeRSA2



For complete disclaimer of accuracy, please visit
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NCompass Technologies



- Proposed Multi-Use Trail
- Regional Trail
- Proposed Sidewalks
- Existing Sidewalks
- Local Trails
- B Bus Stops
- Higher Density Housing
- Employment Areas
- Commercial
- P Park & Ride
- P Proposed Bike Parking

West St. Paul Oakdale and Marie Trail Extension
Project Summary

©2015 Google

WAY →

Marie Ave E





County Rd 77X





July 13, 2016

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*

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

RE: Federal STBGP Letter of Funding and Maintenance for CSAH 73

Dear Ms. Koutsoukos:

The County Board of Commissioners has committed to support the proposed project for a multi-use trail along nearly one mile of CSAH 73 (Oakdale Avenue) between Mendota Road to CSAH 8 (Wentworth Avenue) and 0.55 miles on Marie Avenue between CSAH 73 (Oakdale Avenue) and TH 952 (Robert Street). This project would complete a high demand gap in the current trail facilities along Oakdale and Marie Avenues. The project will provide a direct connection to the River to River Greenway, an 8 mile regional trail connecting West St. Paul to South St Paul, Lilydale, and Mendota Heights.

Dakota County is aware of and understands the proposed project being submitted. Dakota County has jurisdiction over CSAH 73 and commits to working with the City of West St. Paul to operate and maintain the proposed facilities along CSAH 73 for its useful design life.

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,

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

**BOARD OF COUNTY COMMISSIONERS
DAKOTA COUNTY, MINNESOTA**

June 21, 2016
Motion by Commissioner Workman

Resolution No. 16-337
Second by Commissioner Holberg

Approval Of Grant Application Submittals For Transportation Advisory Board 2016 Federal Funding Solicitation Process

WHEREAS, the Transportation Advisory Board (TAB) is requesting project submittals for federal funding under the Fixing America's Surface Transportation (FAST) Act; and

WHEREAS, these federal programs fund up to 80 percent of project construction costs; and

WHEREAS, federal funding of projects reduces the burden local taxpayers for regional improvements; and

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

WHEREAS, project submittals are due on July 15, 2016; and

WHEREAS, all projects proposed are consistent with the adopted Dakota County Comprehensive Plan; and

WHEREAS, subject to federal funding award, the Dakota County Board of Commissioners would be asked to consider authorization to execute a grant agreement at a future meeting.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby approves the following County led projects for submittal to the TAB for federal funding:

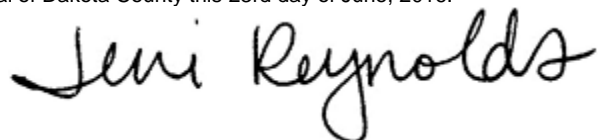
1. 179th Street Extension from ½ mile west of County State Aid Highway (CSAH) 31 to CSAH 31 and the existing 179th Street intersection with Flagstaff Avenue in Lakeville
2. CSAH 9 (Dodd Boulevard) from Heritage Way to CSAH 50 in Lakeville
3. CSAH 26 (Lone Oak Road/70th Street) from Trunk Highway (TH) 55 to TH 3 (Robert Street) in Eagan and Inver Grove Heights
4. CSAH 32 (Cliff Road) at its intersection with CSAH 31 (Pilot Knob Road) in Eagan
5. CSAH 23 (Foliage Avenue) from CSAH 86 (280th Street) to County Road 96 (320th Street) in Greenvale Township
6. CSAH 50 (202nd Street) from Holyoke Avenue to CSAH 23 (Cedar Avenue) in Lakeville
7. CSAH 86 (280th Street) from CSAH 23 (Galaxie Avenue) to TH 3 in Eureka, Greenvale, Castle Rock, and Waterford Townships
8. Minnesota River Greenway – Eagan Gap Segment in Eagan
9. River to River Greenway – TH 149 Underpass in Mendota Heights
10. River to River Greenway – Robert Street Crossing Connections in West St Paul
11. North Creek Greenway – CSAH 42 Underpass east of Flagstaff in Apple Valley; and

**STATE OF MINNESOTA
County of Dakota**

	VOTE
Slavik	Yes
Gaylord	Yes
Egan	Yes
Schouweiler	Yes
Workman	Yes
Holberg	Yes
Gerlach	Yes

I, Jennifer Reynolds, Clerk to the Board of the County of Dakota, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Dakota County, Minnesota, at their session held on the 21st day of June, 2016, now on file in the County Administration Department, and have found the same to be a true and correct copy thereof.

Witness my hand and official seal of Dakota County this 23rd day of June, 2016.



Clerk to the Board

- 12. CSAH 14 - Southview Boulevard from 20th Avenue to 3rd Avenue and 3rd Avenue from Southview Boulevard to Marie Avenue in South St. Paul; and

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners hereby supports the following submittals by others:

- 13. 117th Street from CSAH 71 (Rich Valley Boulevard) to TH 52 – Lead Agency: Inver Grove Heights
- 14. Orange Line Extension – Lead Agency: Metro Transit
- 15. CSAH 73 (Oakdale Avenue) from CSAH 14 (Mendota Road) to CSAH 8 (Wentworth Avenue) – Lead Agency: West St. Paul
- 16. TH 149 (Dodd Road) from Mendota Heights Road to Decorah Lane and from Maple Street to Smith Avenue – Lead Agency: Mendota Heights
- 17. North Creek Greenway – Farmington Gap – Lead Agency: Farmington
- 18. CSAH 8 (Wentworth Avenue) from CSAH 63 (Delaware Avenue) to Humboldt Avenue – Lead Agency: West St. Paul
- 19. CSAH 8 (Wentworth Avenue) from TH 52 to 15th Avenue – Lead Agency: South St Paul; and

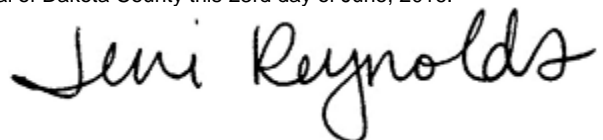
BE IT FURTHER RESOLVED, That, subject to federal funding award of the city led projects, the Dakota County Board of Commissioners will provide the local match for regional greenway projects, and for non-greenway projects will provide Dakota County’s share of the matching funds consistent with Dakota County transportation cost share policies.

**STATE OF MINNESOTA
County of Dakota**

	VOTE
Slavik	Yes
Gaylord	Yes
Egan	Yes
Schouweiler	Yes
Workman	Yes
Holberg	Yes
Gerlach	Yes

I, Jennifer Reynolds, Clerk to the Board of the County of Dakota, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Dakota County, Minnesota, at their session held on the 21st day of June, 2016, now on file in the County Administration Department, and have found the same to be a true and correct copy thereof.

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Clerk to the Board