

TO: TAC Funding & Programming Committee
FROM: Heidi Schallberg, Metropolitan Council
DATE: February 14, 2014
RE: Transportation Alternatives Program Solicitation Qualifying Review

Metropolitan Council and TAB staff reviewed the qualifying criteria and policy consistency for all projects submitted in the Transportation Alternatives Program (TAP) Solicitation for 2017. Staff also consulted with FHWA staff about questions of federal eligibility for receiving funds in any of the federal transportation funding programs of the solicitation. The FHWA response regarding eligibility is not yet available but is expected by the Funding and Programming Committee meeting date.

The contact person for each of the following applications was sent an email regarding the qualifying issues. We have also included the application cover pages and pages relevant to the qualifying issue at hand for your review and consideration at the TAC Funding & Programming Committee meeting.

1. **Minneapolis – 40th Street Pedestrian Bridge Over I-35W** (No indication of coordination with MnDOT regarding work over I-35W.)
2. **Minneapolis – Midtown Corridor Bridge Preservation Program Phase II** (Funds not provided for studies, design, etc.; project not well-defined enough because it does not define which bridges would be rehabilitated and the costs for each.)
3. **Nice Ride Minnesota – Focus Area Densification and Infill Initiative** (Nonprofit organization is not an eligible project sponsor under federal regulations without a partner from an eligible entity; support letter from the City of Minneapolis was general and did not indicate willingness to sponsor the application; requested verification from FHWA regarding federal eligibility of items in cost estimate; planning services would not be covered under TAP funds.)
4. **Richfield – 63rd Street Greenway** (Requested verification from FHWA regarding federal eligibility of roadway section work referenced in the application, separate from work related to non-motorized project portion; requested clarification on cost estimate for non-motorized portion of work.)
5. **Saint Paul – Two applications, Wheelock Parkway Bicycle and Streetscape Improvements Phases I and II** (Requested verification from FHWA regarding federal eligibility of roadway section work referenced in the application, separate from work related to non-motorized project portion; requested clarification on cost estimate for non-motorized portion of work.)

Metropolitan Council staff will provide a revised packet for discussion at the meeting. If staff feels that the applicant has clarified the issue at hand to an acceptable degree or has provided the necessary documentation that was missing from the application, these applications will be removed from discussion and the applicant will be notified that they do not need to be present for the meeting. The revised packet will only include those applications for which outstanding issues remain unresolved. Other qualifying issues, such as those for which applicants have not been able to provide an adequate response or those with federal eligibility problems, may result in disqualification and will require committee deliberation. Applicants can either choose to withdraw their application or provide information to make their case for why their application

meets the requirements. The F&P Committee will vote to disqualify those applications that do not meet the requirements of the Qualifying Criteria and General Policies for TAP funds.

Federal Transportation Alternatives Program (TAP) Application

INSTRUCTIONS: Complete and return completed application by uploading it to the Metropolitan Council's FTP site. Please go to the solicitation page on the Metropolitan Council's web site for instructions. For questions contact Heidi Schallberg at Heidi.Schallberg@metc.state.mn.us. Applications must be received by 4:00 PM at the Metropolitan Council FTP site on January 31, 2014.	Office Use Only
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I. GENERAL INFORMATION

1. APPLICANT: City of Minneapolis – Department of Public Works – Engineering Services			
2. JURISDICTIONAL AGENCY (IF DIFFERENT): Minnesota Department of Transportation			
3. MAILING ADDRESS: 309 2 nd Avenue South			
CITY: Minneapolis	STATE: MN	ZIP CODE: 55401	4. COUNTY: Hennepin
5. CONTACT PERSON: Jack Yuzna, PE	TITLE: Principal Professional Engineer	PHONE NO. (612) 673-2415	
CONTACT E-MAIL ADDRESS: jack.yuzna@minneapolismn.gov			

II. PROJECT INFORMATION

6. PROJECT NAME: 40 th Street Pedestrian Bridge over I-35W, Bridge No. 9618
7. BRIEF PROJECT DESCRIPTION for database (Include location, road name, type of improvement, school(s) for SRTS projects, etc. A more complete description must be submitted later in the application):
<p>Bridge 9618 is a shared-use overpass carrying pedestrians and bicyclists over I-35W in south Minneapolis at 40th Street. The proposed project would widen the deck of the bridge, raise the bridge, and improve its aesthetics. Constructed in 1965, the bridge is a primary link connecting two phases of the RiverLake Greenway; an earlier phase on the west and Phase 3 on the east. It is the sole connection over I-35W between 38th Street and 42nd Street. Neighborhood recreational facilities (Martin Luther King Park and the Dr. Martin Luther King Recreation Center) are located at the west end of the bridge.</p> <p>The bridge is functionally obsolete and marginally serves its current purpose. As a primary bicycle artery for Minneapolis, the bridge should meet current geometric standards for a shared-use facility to safely convey pedestrians and bicyclists over I-35W. According to the bridge's inventory report, the current bridge has only 15 feet of vertical clearance over southbound I-35W traffic. To minimize the chance of an overheight vehicle impacting a pedestrian bridge, current design standards provide a vertical clearance of at least 17'-4".</p> <p>The bridge is heavily used by both pedestrians and bicyclists. MnDOT's Bikeway Facility Design Manual (MBFDM) recommends connections between neighborhoods over high-volume, high-speed arterial roadways when the spacing between signalized crossings is more than 450 feet. The distance between 38th Street and 42nd Street is approximately 2500 feet. Consequently, Bridge 9618 is the convenient crossing over I-35W for a large area of south Minneapolis. .</p> <p>The current bridge has a width between handrails of less than 8 feet. The MBFDM has a minimum recommended width of 12 feet for a shared-use overpass.</p> <p>The connection on the east does not align well with Bicycle Boulevard requiring bicyclists to navigate an offset to enter the bridge. The proposed work will not eliminate the offset, but providing a wider deck will significantly improve the safety of the movement for bicyclists.</p> <p>In addition, the narrow width of the bridge combined with the presence of noise walls at each end of the bridge limits the sight distance that bicyclists have for cross trail bicycle traffic on the west and vehicular traffic on 2nd Avenue on the east. The proposed work will improve the sight distances for bicyclists as the exit the bridge at both ends.</p> <p>This project would raise the bridge and modify the superstructure to provide between 12 and 14 feet of clear distance between railings on the rehabilitated bridge. The aesthetics of the bridge would be improved by removing the chain link fencing and utilizing a more attractive railing on the renovated bridge.</p>

8. TAP PROJECT CATEGORY – Check only one project category in which you wish your project to be considered. See page 9 for details.

- Bicycle/Pedestrian Safe Routes to School Infrastructure Environmental Historic/Archaeological
 Streetscape

9. PROJECT LENGTH (in miles) 0.05

III. PROJECT FUNDING

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

If yes, please identify the source(s):

11. FEDERAL AMOUNT: \$1,000,000

14. SOURCE OF MATCH FUNDS: City Property Taxes

12. MATCH AMOUNT: \$250,000

15. MATCH % OF PROJECT TOTAL: 20%
(Minimum of 20%)

13. PROJECT TOTAL: \$1,250,000

16. PROGRAM YEAR: 2017 ONLY

Federal Transportation Alternatives Program (TAP) Application

INSTRUCTIONS: Complete and return completed application by uploading it to the Metropolitan Council's FTP site. Please go to the solicitation page on the Metropolitan Council's web site for instructions. For questions contact Heidi Schallberg at Heidi.Schallberg@metc.state.mn.us. Applications must be received by 4:00 PM at the Metropolitan Council FTP site on January 31, 2014.	Office Use Only
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I. GENERAL INFORMATION

1. APPLICANT: City of Minneapolis – Department of Public Works – Engineering Services			
2. JURISDICTIONAL AGENCY (IF DIFFERENT): Minnesota Department of Transportation			
3. MAILING ADDRESS: 309 2 nd Avenue South			
CITY: Minneapolis	STATE: MN	ZIP CODE: 55401	4. COUNTY: Hennepin
5. CONTACT PERSON: Jack Yuzna, PE	TITLE: Principal Professional Engineer	PHONE NO. (612) 673-2415	
CONTACT E-MAIL ADDRESS: jack.yuzna@minneapolismn.gov			

II. PROJECT INFORMATION

6. PROJECT NAME: Midtown Corridor Bridge Preservation Program Phase II
<p>7. BRIEF PROJECT DESCRIPTION for database (Include location, road name, type of improvement, school(s) for SRTS projects, etc. A more complete description must be submitted later in the application):</p> <p>The Chicago, Milwaukee & St. Paul Grade Separation (HGS, also known as the Midtown Greenway) is currently listed on the National Register of Historic Places. It extends parallel to 29th Street from Humbolt Avenue South to just east of Cedar Avenue. Between 1912 and 1916, a trench and 37 bridges were built between Humbolt and Longfellow Avenues South to accommodate the railway and the swiftly developing urban population.</p> <p>The City's bridge system over the Chicago Milwaukee & St. Paul Grade Separation is a cultural resource and is a critical component of the City's transportation network. The proposed Project will provide funds for the improvements or modifications on two of the locally classified bridges.</p> <p>There are 20 historic bridges with Local Roadway classification remaining and these include: Fremont, Colfax, Bryant, Aldrich, Harriet, Grand, Pleasant, Pillsbury, Stevens, Oakland, Columbus, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th and 18th Avenues South. It should be noted that these bridges constitute 10% of all of the historic bridges in Minnesota.</p> <p>Each bridge has nearly the same geometric and aesthetic attributes with slight variation in skew, abutment configuration and slope of embankments, depending on the rail corridor that existed below the bridge. Typical of each bridge is a 32' roadway width with an 8' sidewalk on both sides. Span configuration is typically 30.75'-31.5'-30.75'.</p> <p>In addition to rehabilitating two bridges as part of Phase II, the project will extend the work that was completed in Phase I. Phase I funding is rehabilitating the 15th and 16th Avenue bridges. The rehabilitation of these bridges required the development of details to rehabilitate stub abutments, tee-beam superstructures, and railings.</p> <p>Phase II work will preserve additional structures, develop details for the rehabilitation of bridges within the corridor with tall abutments and produce a short report documenting the preliminary design effort associated with the Phase I bridges.</p> <p>Due to the number of historic bridges in this corridor and the limited funds available for their rehabilitation, it is important that the prior design work be documented such that future projects can benefit from prior decisions made by the City, MnDOT State Aid, MnDOT CRU and SHPO.</p>

8. TAP PROJECT CATEGORY – Check only one project category in which you wish your project to be considered. See page 9 for details.

- Bicycle/Pedestrian Safe Routes to School Infrastructure Environmental Historic/Archaeological
 Streetscape

9. PROJECT LENGTH (in miles) 0.05

III. PROJECT FUNDING

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

If yes, please identify the source(s):

11. FEDERAL AMOUNT: \$1,000,000

14. SOURCE OF MATCH FUNDS: Net Debt Bonds

12. MATCH AMOUNT: \$250,000

15. MATCH % OF PROJECT TOTAL: 20% for Construction
(Minimum of 20%)

13. PROJECT TOTAL: \$1,250,000

16. PROGRAM YEAR: 2017 ONLY

A. TRANSPORTATION ALTERNATIVES PROJECTS – PROJECT DESCRIPTION

Please provide the following general information about your proposed project.

Describe the opportunity that the proposed project is taking advantage of or the nature of the problem that it aims to address.

The City's bridge system over the Chicago Milwaukee & St. Paul Historic Grade Separation Corridor (HGS) is a historic cultural resource and is a critical component of the City's transportation network. The goal is to preserve City's street grid system over the HGS, while preserving a historic cultural resource by maximizing the bridges' useful life. This goal is congruent with the original intent of the Corridor, which is to safely transport people and goods through a densely populated urban area.

As the floor of the HGS becomes an appealing option for multi-modal transit, with the current Midtown Greenway Commuter Route, a bicycle and pedestrian facility and the potential for future rail transit, it is anticipated that the residential and business communities located adjacent to the Corridor will grow; creating even a greater need to address the historic bridges as they are deteriorating and presenting safety issues to the traveling public.

In 2007 the City of Minneapolis completed the "The Midtown Corridor Historic Bridge Study" (Study). This document served as a catalyst in putting together a preservation plan for these structures. The Study involved evaluating the historic bridges within the HGS from a structural and historical perspective. The Study will be used as a guide when making determinations on preservation methods and on which bridges to include in the preservation program. The Study was a collaborative effort between the City of Minneapolis, Hennepin County Public Works Transportation Department, Hennepin County Regional Railroad Authority (HCRRA), the State Historic Preservation Office (SHPO) and MnDOT Cultural Resources (MnDOT CRU). The Executive Summary of this study can be found in Appendix A. The June Study can be viewed at: http://www.ci.minneapolis.mn.us/council/2007meetings/20070615/Docs/10_Historic_Bridge_Study_Revised_June_11.pdf

Provide a description (no more than one page) of the project. **Include information about how the project is related to surface transportation.** To comply with Federal guidelines for eligibility there are two basic considerations:

- Is the proposed action one of the listed activities in the TAP definition in MAP-21?
- How does the proposed action relate to surface transportation?

The applicant must provide a clear statement describing this linkage. Failure to provide this information will result in the application being disqualified. More information about the relationship to surface transportation is provided in the solicitation instructions.

This project is eligible for TAP funding under Section 1.3.ii "historic preservation and rehabilitation of historic transportation facilities". The HGS bridge system serves pedestrian, bicycle and vehicular commuters.

The Phase II project will provide funds for the betterments of up to two locally classified bridges. In addition to making structural betterments, the program will take the opportunity to bring structures into ADA compliance and up to code with respect to current safety requirements such as railing height.

CRITERIA USED FOR PRIORITIZING PRESERVATION CANDIDATES

The criteria taken into consideration follow:

1. Built between 1912 and 1916

2. Local roadway classification
3. Concurrence from the HCRRA
4. Fiscal responsibility

The 17 candidate bridges for rehabilitation are: Colfax, Bryant, Aldrich, Harriet, Grand, Pleasant, Pillsbury, Stevens, Oakland, Columbus, 10th, 11th, 12th, 13th, 14th, 17th and 18th Avenues. Figure 1 shows the project location in a regional context and the project limits are presented in Figure 2.

B. TRANSPORTATION ALTERNATIVES PROJECTS - QUALIFYING CRITERIA

The applicant must show that the project meets each of the following qualifying criteria to qualify for scoring under the prioritizing criteria. Answer each criterion in a numbered sequence. **Failure to respond to any of the qualifying criteria will result in a recommendation to disqualify your project.**

1. **Qualifying Activities.** The applicant must show that the proposed project falls under at least one of the following list of qualifying activities and must state the specific category(ies) the project qualifies under. The list of qualifying TAP activities provided in 23 U.S.C. 101(a)(29) of MAP-21 is intended to be exclusive, not illustrative. That is, **only** those activities listed therein are eligible as TAP activities.
 - a. Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).
 - b. Construction of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
 - c. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
 - d. Construction of turnouts, overlooks, and viewing areas.
 - e. Community improvement activities, including—
 - i. inventory, control, or removal of outdoor advertising;
 - ii. historic preservation and rehabilitation of historic transportation facilities;
 - iii. vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
 - iv. archaeological activities relating to impacts from implementation of a transportation project eligible under this title.
 - f. Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to—
 - i. address storm water management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133 (b)(11), 328 (a), and 329; or
 - ii. reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
2. The recreational trails program under section 206 of title 23. *[NOTE: This program is administered through a separate process for the State of Minnesota and is ineligible for funding in this solicitation.]*
3. The safe routes to school program eligible projects and activities listed at section 1404(f) of the SAFETEA-LU:
 - i. Infrastructure-related projects.

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I. GENERAL INFORMATION

1. APPLICANT: Nice Ride Minnesota			
2. JURISDICTIONAL AGENCY (IF DIFFERENT):			
3. MAILING ADDRESS: 2701 36th Avenue South, Minneapolis, MN 55406-1759			
CITY: Minneapolis	STATE: MN	ZIP CODE: 55406	4. COUNTY: Hennepin
5. CONTACT PERSON: Bill Dossett	TITLE: CEO / Executive Director	PHONE NO. (612) 436-2074	
CONTACT E-MAIL ADDRESS: bdossett@niceridemn.org			

II. PROJECT INFORMATION

6. PROJECT NAME: Nice Ride Focus Area Densification and Infill Initiative
7. BRIEF PROJECT DESCRIPTION for database (Include location, road name, type of improvement, school(s) for SRTS projects, etc. A more complete description must be submitted later in the application): The Nice Ride Focus Area Densification and Infill Initiative will add bikeshare stations and system resources in the areas where bikeshare is already showing greatest ridership, use, and impact on decreasing auto dependency. Moneys requested under this grant will be dedicated to the densification of the system in Minneapolis CBD and nearby higher-density residential districts.
8. TAP PROJECT CATEGORY – Check only one project category in which you wish your project to be considered. See page 9 for details. <input checked="" type="checkbox"/> Bicycle/Pedestrian <input type="checkbox"/> Safe Routes to School Infrastructure <input type="checkbox"/> Environmental <input type="checkbox"/> Historic/Archaeological <input type="checkbox"/> Streetscape
9. PROJECT LENGTH (in miles) Focus area is 13.5 square miles, centered around the Minneapolis CBD and nearby higher-density residential districts (please see map in Attachment 1).

III. PROJECT FUNDING

10. Are you applying for funds from another source(s) to implement this project? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> If yes, please identify the source(s): Blue Cross and Blue Shield of Minnesota	
11. FEDERAL AMOUNT: \$480,000	14. SOURCE OF MATCH FUNDS: Blue Cross and Blue Shield of Minnesota
12. MATCH AMOUNT: \$240,000	15. MATCH % OF PROJECT TOTAL: 33% (Minimum of 20%)
13. PROJECT TOTAL: \$720,000	16. PROGRAM YEAR: <input checked="" type="checkbox"/> 2017 ONLY

Project Elements and Estimate of Construction Costs

Fill out the scoping sheet below and provide the cost estimate for each element. You may add additional eligible costs (construction costs) that are not accounted for in the blank spaces at the bottom of the table. Applicants may instead use the more exhaustive checklist of the MnDOT scoping sheet in lieu of this checklist. The total cost should match the total cost reported for the project on the first page of this application. Please use 2013 cost estimates; the TAB may apply an inflation factor to awarded projects.

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES		
Check all that apply	ITEM	COST
<input type="checkbox"/>	Mobilization (approx. 5% of total cost)	\$
<input type="checkbox"/>	Removals (approx. 5% of total cost)	\$
<input type="checkbox"/>	Roadway (grading, borrow, etc.)	\$
<input type="checkbox"/>	Roadway (aggregates and paving)	\$
<input type="checkbox"/>	Subgrade Correction (muck)	\$
<input type="checkbox"/>	Storm Sewer	\$
<input type="checkbox"/>	Ponds	\$
<input type="checkbox"/>	Concrete Items (curb & gutter, sidewalks, median barriers)	\$
<input type="checkbox"/>	Pedestrian Curb Ramps (ADA)	\$
<input type="checkbox"/>	Path/Trail Construction	\$
<input type="checkbox"/>	Traffic Control	\$
<input type="checkbox"/>	Striping	\$
<input type="checkbox"/>	Signing	\$
<input type="checkbox"/>	Lighting	\$
<input type="checkbox"/>	Turf - Erosion & Landscaping	\$
<input type="checkbox"/>	Bridge	\$
<input type="checkbox"/>	Retaining Walls	\$
<input type="checkbox"/>	Noise Wall	\$
<input type="checkbox"/>	Traffic Signals	\$
<input checked="" type="checkbox"/>	Consultant: Planning Services	\$7,600
<input checked="" type="checkbox"/>	Contractor: Station Deployment	\$21,600
<input checked="" type="checkbox"/>	Lease: Warehouse for Assembly	\$3,200
<input checked="" type="checkbox"/>	Bike stations	\$518,421
<input checked="" type="checkbox"/>	Bikes	\$159,437
<input checked="" type="checkbox"/>	Permits	\$1,200
<input checked="" type="checkbox"/>	Maps, web and printing	\$2,702
<input checked="" type="checkbox"/>	Trailer	\$4,800
<input checked="" type="checkbox"/>	Tools	\$1,040
<input type="checkbox"/>	Contingencies	\$
	TOTAL CONSTRUCTION COST	\$720,000

Attachment 4

Proof of Coordination and Support



Minneapolis
City of Lakes

**Office of the
City Coordinator**

Paul Aasen
City Coordinator

350 South 5th Street – Room 301M
Minneapolis MN 55415-1393

Office 612 673-3992
Fax 612 673-3250
TTY 612 673-2157

Paul.Aasen@minneapolismn.gov

January 31, 2014

Heidi Schallberg, Senior Planner
Metropolitan Council
390 North Robert Street
St. Paul, MN 55101

RE: Metropolitan Council Transportation Alternatives Funding Application
by Nice Ride Minnesota

Dear Ms. Shallberg:

The City of Minneapolis has been a strong supporter of Nice Ride since its launch in June 2010 and has celebrated its growth and expansion each spring when the bikes return to the streets. The growth and expansion of the Nice Ride system has been the result of a partnership of both the private and public sector working together and thus we support this grant application.

As the City of Minneapolis works to implement the strategies and initiatives contained in the Downtown 2025 Plan and the Minneapolis Bike Master Plan, Nice Ride Minnesota is a key player at the table as we all work to decrease automobile dependency. As we continue to develop higher-density residential development downtown and along the Blue and Green Lines, an expansion and infill of Nice Ride stations fits well within the City's overall comprehensive plans.

If you should have any questions, please feel free to contact Gayle Prest at 612-673-2931 or Gayle.Prest@minneapolismn.gov.

Best regards,

Paul Aasen,
City Coordinator



www.ci.minneapolis.mn.us
Affirmative Action Employer

Federal Transportation Alternatives Program (TAP) Application

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I. GENERAL INFORMATION

1. APPLICANT: City of Richfield			
2. JURISDICTIONAL AGENCY (IF DIFFERENT):			
3. MAILING ADDRESS: 6700 Portland Avenue			
CITY: Richfield	STATE: MN	ZIP CODE: 55423	4. COUNTY: HENN
5. CONTACT PERSON: Jeff Pearson	TITLE: Transportation Engineer	PHONE NO. (612)861-9791	
CONTACT E-MAIL ADDRESS: jpearson@cityofrichfield.org			

II. PROJECT INFORMATION

6. PROJECT NAME: 63 rd Street Greenway
7. BRIEF PROJECT DESCRIPTION for database (Include location, road name, type of improvement, school(s) for SRTS projects, etc. A more complete description must be submitted later in the application): Remove existing roadway along 63 rd Street between Taft Park (16th Avenue) and Veteran Memorial Park (11 th Avenue) and install new 18' roadway section with a separated multi-use trail, a sidewalk, and significant landscaping in the remainder of the right-of-way.
8. TAP PROJECT CATEGORY – Check only one project category in which you wish your project to be considered. See page 9 for details. <input checked="" type="checkbox"/> Bicycle/Pedestrian <input type="checkbox"/> Safe Routes to School Infrastructure <input type="checkbox"/> Environmental <input type="checkbox"/> Historic/Archaeological <input type="checkbox"/> Streetscape
9. PROJECT LENGTH (in miles) 0.4

III. PROJECT FUNDING

10. Are you applying for funds from another source(s) to implement this project? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
If yes, please identify the source(s):	
11. FEDERAL AMOUNT: \$591,268	14. SOURCE OF MATCH FUNDS: City Funds
12. MATCH AMOUNT: \$147,817	15. MATCH % OF PROJECT TOTAL: 20% (Minimum of 20%)
13. PROJECT TOTAL: \$739,085	16. PROGRAM YEAR: <input checked="" type="checkbox"/> 2017 ONLY

Project Elements and Estimate of Construction Costs

Fill out the scoping sheet below and provide the cost estimate for each element. You may add additional eligible costs (construction costs) that are not accounted for in the blank spaces at the bottom of the table. Applicants may instead use the more exhaustive checklist of the MnDOT scoping sheet in lieu of this checklist. The total cost should match the total cost reported for the project on the first page of this application. Please use 2013 cost estimates; the TAB may apply an inflation factor to awarded projects.

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES		
Check all that apply	ITEM	COST
<input checked="" type="checkbox"/>	Mobilization (approx. 5% of total cost)	\$33,500
<input checked="" type="checkbox"/>	Removals (approx. 5% of total cost)	\$34,500
<input checked="" type="checkbox"/>	Roadway (grading, borrow, etc.)	\$9,600
<input checked="" type="checkbox"/>	Roadway (aggregates and paving)	\$111,560
<input type="checkbox"/>	Subgrade Correction (muck)	\$--
<input checked="" type="checkbox"/>	Storm Sewer	\$84,660
<input type="checkbox"/>	Ponds	\$--
<input checked="" type="checkbox"/>	Concrete Items (curb & gutter, sidewalks, median barriers)	\$114,275
<input checked="" type="checkbox"/>	Pedestrian Curb Ramps (ADA)	\$9,940
<input checked="" type="checkbox"/>	Path/Trail Construction	\$53,475
<input checked="" type="checkbox"/>	Traffic Control	\$20,000
<input checked="" type="checkbox"/>	Striping	\$6,600
<input checked="" type="checkbox"/>	Signing	\$5,100
<input checked="" type="checkbox"/>	Lighting	\$154,200
<input checked="" type="checkbox"/>	Turf - Erosion & Landscaping	\$10,500
<input type="checkbox"/>	Bridge	\$--
<input type="checkbox"/>	Retaining Walls	\$--
<input type="checkbox"/>	Noise Wall	\$--
<input type="checkbox"/>	Traffic Signals	\$--
<input type="checkbox"/>	Wetland Mitigation	\$--
<input type="checkbox"/>	Other Natural and Cultural Resource Protection	\$--
<input type="checkbox"/>	RR Crossing	\$--
<input checked="" type="checkbox"/>	Additional Landscaping/Raingardens	\$50,000
<input checked="" type="checkbox"/>	Deciduous Tree	\$6,175
<input type="checkbox"/>		\$
<input type="checkbox"/>		\$
<input type="checkbox"/>		\$
<input type="checkbox"/>		\$
<input checked="" type="checkbox"/>	Contingencies	\$35,000
	TOTAL CONSTRUCTION COST	\$739,085

A. TRANSPORTATION ALTERNATIVES PROJECTS – PROJECT DESCRIPTION

Please provide the following general information about your proposed project.

Describe the opportunity that the proposed project is taking advantage of or the nature of the problem that it aims to address.

The area in and around Taft Park in Northeast Richfield is scheduled for several major improvements in the coming years. Many of these improvements create increased opportunity for bicycle and pedestrian connections. Specifically, the proposed projects are:

- Installation of bike lanes on Bloomington Avenue. (2011)**
- Extension Richfield Parkway to connect to Bloomington Avenue. (2013)**
- Construction of the Three Rivers Park District Intercity Regional Trail. (2014)**

The 63rd Street Greenway will connect to all of these facilities at Bloomington Avenue creating a bicycle and pedestrian connection from Taft Park and the Regional Trail into Richfield at the heavily used Veterans Memorial Park.

Provide a description (no more than one page) of the project. **Include information about how the project is related to surface transportation.** To comply with Federal guidelines for eligibility there are two basic considerations:

- Is the proposed action one of the listed activities in the TAP definition in MAP-21?
- How does the proposed action relate to surface transportation?

The applicant must provide a clear statement describing this linkage. Failure to provide this information will result in the application being disqualified. More information about the relationship to surface transportation is provided in the solicitation instructions.

The 63rd Street Greenway would provide a direct bike and pedestrian connection from Taft Park, located in Northeast Richfield, to Veterans Memorial Park, located along 66th Street and Portland Avenue.

The project would involve removing the existing 36' street and replacing it with a much narrower street section that, while still allowing residents access to their driveways, would discourage thru traffic and high speeds. Although an 18' street is proposed, the exact dimension and design of the street section would be determined in coordination with residents in the neighborhood to assure the goals of traffic and speed reduction are balanced with resident's needs. A concept sketch showing an 18' roadway, a multi-purpose trail, sidewalk and landscaping in a typical block is attached. In the remaining right-of-way space, a multi-use trail and a pedestrian sidewalk would be constructed. Additionally, increased landscaping and elements such as raingardens would pull the recreational feel into the corridor to make it more like the park bookends.

The benefits of such a connection would be numerous. Besides providing a recreational link between the two parks, the greenway would connect the future Intercity Regional Trail in Taft Park to popular activities in Veterans Park. Those activities include the Richfield Farmers Market, the Honoring All Veterans Memorial, the Richfield Municipal Pool, and the annual Fourth of July Celebration. Additionally, the company that is currently contracted to run the mini-golf course located in Veterans Park also rents bicycles. The greenway would give bike rental customers direct access to the future Regional Trail at Taft Park and it's connection into the larger trail system at Lake Nokomis.

Federal Transportation Alternatives Program (TAP) Application

INSTRUCTIONS: Complete and return completed application by uploading it to the Metropolitan Council's FTP site. Please go to the solicitation page on the Metropolitan Council's web site for instructions. For questions contact Heidi Schallberg at Heidi.Schallberg@metc.state.mn.us. Applications must be received by 4:00 PM at the Metropolitan Council FTP site on January 31, 2014.	Office Use Only
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I. GENERAL INFORMATION

1. APPLICANT: City of Saint Paul			
2. JURISDICTIONAL AGENCY (IF DIFFERENT): N/A			
3. MAILING ADDRESS: 1500 City Hall Annex, 25 West 4 th Street			
CITY: Saint Paul	STATE: MN	ZIP CODE: 55102	4. COUNTY: Ramsey
5. CONTACT PERSON: Paul Kurtz	TITLE: Division Manager, Capital & Transportation Planning	PHONE NO. (651) 266-6203	
CONTACT E-MAIL ADDRESS: paul.kurtz@ci.stpaul.mn.us			

II. PROJECT INFORMATION

6. PROJECT NAME: Wheelock Parkway Bicycle and Streetscape Improvements Phase I – Como to Dale
7. BRIEF PROJECT DESCRIPTION for database (Include location, road name, type of improvement, school(s) for SRTS projects, etc. A more complete description must be submitted later in the application): The project limits for the project proposed in this application are from East Como Boulevard to Dale Street North on West Wheelock Parkway in Saint Paul. The project length is approximately 2,640 feet. The current street width is thirty feet and is offset on a one hundred and twenty foot right-of-way. The project will propose to reconstruct Wheelock full width and implement the following: curb and gutter, roadway, an off-street bicycle and pedestrian path, on-street bicycle facilities, sidewalk improvements, pedestrian ramps, ornamental street lighting, landscaping, and infiltration trenches and parking bays where conditions permit.
8. TAP PROJECT CATEGORY – Check only one project category in which you wish your project to be considered. See page 9 for details. <input checked="" type="checkbox"/> Bicycle/Pedestrian <input type="checkbox"/> Safe Routes to School Infrastructure <input type="checkbox"/> Environmental <input type="checkbox"/> Historic/Archaeological <input type="checkbox"/> Streetscape
9. PROJECT LENGTH (in miles)

III. PROJECT FUNDING

10. Are you applying for funds from another source(s) to implement this project? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
If yes, please identify the source(s):	
11. FEDERAL AMOUNT: \$1,000,000	14. SOURCE OF MATCH FUNDS: City-issued Street Improvement Bonds
12. MATCH AMOUNT: \$600,000	15. MATCH % OF PROJECT TOTAL: 37.5% (Minimum of 20%)
13. PROJECT TOTAL: \$1,600,000	16. PROGRAM YEAR: <input checked="" type="checkbox"/> 2017 ONLY

Project Elements and Estimate of Construction Costs

Fill out the scoping sheet below and provide the cost estimate for each element. You may add additional eligible costs (construction costs) that are not accounted for in the blank spaces at the bottom of the table. Applicants may instead use the more exhaustive checklist of the MnDOT scoping sheet in lieu of this checklist. The total cost should match the total cost reported for the project on the first page of this application. Please use 2013 cost estimates; the TAB may apply an inflation factor to awarded projects.

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES		
Check all that apply	ITEM	COST
<input type="checkbox"/>	Mobilization (approx. 5% of total cost)	\$150,000
<input type="checkbox"/>	Removals (approx. 5% of total cost)	\$150,000
<input type="checkbox"/>	Roadway (grading, borrow, etc.)	\$146,000
<input type="checkbox"/>	Roadway (aggregates and paving)	\$280,000
<input type="checkbox"/>	Subgrade Correction (muck)	\$ -
<input type="checkbox"/>	Storm Sewer	\$100,000
<input type="checkbox"/>	Ponds	\$ -
<input type="checkbox"/>	Concrete Items (curb & gutter, sidewalks, median barriers)	\$130,000
<input type="checkbox"/>	Pedestrian Curb Ramps (ADA)	\$120,000
<input type="checkbox"/>	Path/Trail Construction	\$50,000
<input type="checkbox"/>	Traffic Control	\$25,000
<input type="checkbox"/>	Striping	\$20,000
<input type="checkbox"/>	Signing	\$20,000
<input type="checkbox"/>	Lighting	\$170,000
<input type="checkbox"/>	Turf - Erosion & Landscaping	\$50,000
<input type="checkbox"/>	Bridge	\$ -
<input type="checkbox"/>	Retaining Walls	\$ -
<input type="checkbox"/>	Noise Wall	\$ -
<input type="checkbox"/>	Traffic Signals	\$ -
<input type="checkbox"/>	Wetland Mitigation	\$ -
<input type="checkbox"/>	Other Natural and Cultural Resource Protection	\$ -
<input type="checkbox"/>	RR Crossing	\$ -
<input type="checkbox"/>		\$
<input type="checkbox"/>		\$
<input type="checkbox"/>		\$
<input type="checkbox"/>		\$
<input type="checkbox"/>		\$
<input type="checkbox"/>		\$
<input type="checkbox"/>	Contingencies	\$189,000
	TOTAL CONSTRUCTION COST	\$1,600,000

A. TRANSPORTATION ALTERNATIVES PROJECTS – PROJECT DESCRIPTION

Please provide the following general information about your proposed project.

Describe the opportunity that the proposed project is taking advantage of or the nature of the problem that it aims to address.

RESPONSE: The project as proposed in this application seeks to implement essential non-motorized transportation facilities along West Wheelock Parkway while correcting safety issues associated with speeding and decreased pedestrian and bicyclist safety. Identified in the 2010 Saint Paul Park and Recreation System Plan as a missing link in the historic Grand Round scenic parkway, Wheelock Parkway is an integral component in facilitating efficient and effective non-motorized transportation throughout Saint Paul. Existing conditions, however, fail to provide adequate, safe provisions for non-motorized transportation along the parkway. The curvilinear nature of the roadway coupled with high-recorded traffic speeds and an absence of dedicated bicycling infrastructure makes for a corridor that is inviting only to motorists. Providing an environment in which all users feel comfortable and able to use the facility is one of the charges of this municipality. With initial connections to Como Regional Park, and future connections with the Trout Brook Regional Trail, Bruce Vento Regional Trail, Gateway State Trail, and Phalen Regional Park, Wheelock Parkway provides some of the most important transportation and recreation connections in all of the Twin Cities, linking some of the most utilized cultural amenities in the metropolitan region. The public improvements proposed in this application seek to accommodate and incentivize non-motorized transportation on Wheelock Parkway, completing another missing link in the historic Grand Round scenic parkway, while safely accommodating all users of the facility.

The project limits for the project proposed in this application are from East Como Boulevard to Dale Street North on West Wheelock Parkway in Saint Paul. The project length is approximately 2,640 feet. The current street width is thirty feet and is offset on a one hundred and twenty foot right-of-way. The project will propose to reconstruct Wheelock full width and implement the following: curb and gutter, roadway, an off-street bicycle and pedestrian path, on-street bicycle facilities, sidewalk improvements, pedestrian ramps, ornamental street lighting, landscaping, and infiltration trenches and parking bays where conditions permit.

Provide a description (no more than one page) of the project. **Include information about how the project is related to surface transportation.** To comply with Federal guidelines for eligibility there are two basic considerations:

- Is the proposed action one of the listed activities in the TAP definition in MAP-21?
- How does the proposed action relate to surface transportation?

The applicant must provide a clear statement describing this linkage. Failure to provide this information will result in the application being disqualified. More information about the relationship to surface transportation is provided in the solicitation instructions.

RESPONSE: Identified in the 2010 Saint Paul Park and Recreation System Plan as a missing link in the historic Grand Round scenic parkway, Wheelock Parkway is an integral component in facilitating efficient and effective non-motorized transportation throughout Saint Paul. The project as proposed in this application seeks to implement essential non-motorized transportation facilities along West Wheelock Parkway while correcting safety issues associated with speeding and decreased pedestrian and bicyclist safety.

The existing West Wheelock Parkway, between East Como Boulevard and Dale Street North, is classified as a “Collector” in the Saint Paul Transportation Plan. It is located in the northwest side of Saint Paul, and is directly adjacent to Lake Como and the Como Regional Park. It is designated as a “Class A Parkway” in the Saint Paul Parks and Recreation System Plan, and is identified as a component of the historic Grand Round Scenic Parkway. Extant conditions in the proposed project area on Wheelock Parkway consist of a 30’ roadway offset in a 120’ public right-of-way, and sidewalk facilities north and south of the roadway. The pedestrian ramps in place do not meet current City or ADA standards and are proposed for replacement as part of this application. The street is curvilinear and runs largely diagonal to the adjoining north-south street grid. While denoted and signed as a bicycle route, no additional infrastructure provisions exist to accommodate bicycle transportation. ADT’s range from approximately 2500 to 5500, and nearby speed studies show 85th percentile speeds at 37 miles per hour, with a posted speed limit of 30 mph.

The project proposed in this application meets the following listed activities in the TAP definition in MAP-21: Item No. 1 a., “Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.),” and Item No. 1 b., “Construction of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.”

The purpose of the proposed project is to improve the pedestrian and bicycle environment as it relates to safety, accessibility, connectivity, walkability, and bikeability of the roadway. The proposed project calls for the full re-construction of the roadway, implementing on-road bicycle lanes and off-road shared-use trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation along Wheelock Parkway between the Phase I boundaries of East Como Boulevard and Dale Street North. These improvements will serve a direct transportation and recreation purpose, facilitating efficient non-motorized travel through Saint Paul, and connecting all users of the parkway to highly utilized recreational and cultural amenities. Improved pedestrian infrastructure will be implemented, correcting skewed intersection geometry and improving pedestrian safety through decreasing the pedestrian crossing distance. New and improved roadway pavement will improve the conditions for motorists and bicyclists alike, removing the severely degraded existing pavement and replacing it with a smoother, safer surface. Uniform improved street lighting will improve night visibility and safety, and the historic lantern lighting will increase the visibility of all non-motorized users. Improved wayfinding and signage will improve and enhance the experience for all users of Wheelock Parkway. Providing on-street bicycle lanes, an off-street shared-use trail, and additional pedestrian facilities will provide safe routes for non-drivers and users of all abilities, including children, older adults, and individuals with disabilities. All construction and improvements will achieve compliance with the Americans with Disabilities Act of 1990. Infiltration trenches, where utilities and soils permit, reduce storm water run off and provide an opportunity for rainwater infiltration.

It is proposed to complete the improvements on Wheelock Parkway over multiple phases:

Phase I – East Como Boulevard to Dale Street North (0.5 miles) – 2016/2017 (construction)
Phase II – Dale Street North to Arlington Avenue West (0.6 miles) – 2016/2017 (construction)
Future Phases – Arlington Avenue West to Phalen Regional Park – 2018 +

Federal Transportation Alternatives Program (TAP) Application

INSTRUCTIONS: Complete and return completed application by uploading it to the Metropolitan Council's FTP site. Please go to the solicitation page on the Metropolitan Council's web site for instructions. For questions contact Heidi Schallberg at Heidi.Schallberg@metc.state.mn.us. Applications must be received by 4:00 PM at the Metropolitan Council FTP site on January 31, 2014.	Office Use Only
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I. GENERAL INFORMATION

1. APPLICANT: City of Saint Paul			
2. JURISDICTIONAL AGENCY (IF DIFFERENT):			
3. MAILING ADDRESS: 1500 City Hall Annex, 25 West 4 th Street			
CITY: Saint Paul	STATE: MN	ZIP CODE: 55102	4. COUNTY: Ramsey
5. CONTACT PERSON: Paul Kurtz	TITLE: Division Manager, Capital & Transportation Planning	PHONE NO. (651) 266-6203	
CONTACT E-MAIL ADDRESS: paul.kurtz@ci.stpaul.mn.us			

II. PROJECT INFORMATION

6. PROJECT NAME: Wheelock Parkway Bicycle and Streetscape Improvements Phase II – Dale to Arlington
7. BRIEF PROJECT DESCRIPTION for database (Include location, road name, type of improvement, school(s) for SRTS projects, etc. A more complete description must be submitted later in the application): The project limits for the project proposed in this application are from Dale Street North to Arlington Avenue West on West Wheelock Parkway in Saint Paul. The project length is approximately 3,168 feet. The current street width is thirty feet and is offset on a one hundred and twenty foot right-of-way. The project will propose to reconstruct Wheelock full width and implement the following: curb and gutter, roadway, an off-street bicycle and pedestrian path, on-street bicycle facilities, sidewalk improvements, pedestrian ramps, ornamental street lighting, landscaping, and infiltration trenches and parking bays where conditions permit.
8. TAP PROJECT CATEGORY – Check only one project category in which you wish your project to be considered. See page 9 for details. <input checked="" type="checkbox"/> Bicycle/Pedestrian <input type="checkbox"/> Safe Routes to School Infrastructure <input type="checkbox"/> Environmental <input type="checkbox"/> Historic/Archaeological <input type="checkbox"/> Streetscape
9. PROJECT LENGTH (in miles)

III. PROJECT FUNDING

10. Are you applying for funds from another source(s) to implement this project? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
If yes, please identify the source(s):	
11. FEDERAL AMOUNT: \$1,000,000	14. SOURCE OF MATCH FUNDS: City-issued Street Improvement Bonds
12. MATCH AMOUNT: \$800,000	15. MATCH % OF PROJECT TOTAL: 44.4% (Minimum of 20%)
13. PROJECT TOTAL: \$1,800,000	16. PROGRAM YEAR: <input checked="" type="checkbox"/> 2017 ONLY

PROJECT INFORMATION FORM

(To be used to assign State Project Number after project is selected)

Please fill in the following information as it pertains to your proposed project. Items that do not apply to your project, please label N/A. **Do not send this form to the State Aid Office. For project solicitation package only.**

COUNTY, CITY, OR LEAD AGENCY

CITY OF SAINT PAUL

FUNCTIONAL CLASS OF ROAD **COLLECTOR**

ROAD SYSTEM **CITY STREET** (TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)

NAME OF ROAD **WEST WHEELOCK PARKWAY** (Example; 1st ST., MAIN AVE)

ZIP CODE WHERE MAJORITY OF WORK IS BEING PERFORMED

55117

APPROXIMATE BEGIN CONSTRUCTION DATE (MO/YR)

JULY 2016

APPROXIMATE END CONSTRUCTION DATE (MO/YR)

JULY 2017

LOCATION: From: **DALE STREET NORTH**

To: **ARLINGTON AVENUE WEST**
(DO NOT INCLUDE LEGAL DESCRIPTION)

TYPE OF WORK

ROADWAY (GRADE, BORROW, AGGREGATE BASE, PAVING, ETC.), STORM SEWER, CONCRETE ITEMS (CURB & GUTTER, SIDEWALKS), PEDESTRIAN CURB RAMPS (ADA), BIKE/PED PATH/TRAIL CONSTRUCTION, STRIPING (INCLUDING BIKE LANES), SIGNING, LIGHTING, TURF (LANDSCAPING), REMOVALS

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

BRIDGE/CULVERT PROJECTS

OLD BRIDGE /CULVERT NO. **N/A**

NEW BRIDGE/CULVERT NO. **N/A**

STRUCTURE IS OVER **N/A**

Project Elements and Estimate of Construction Costs

Fill out the scoping sheet below and provide the cost estimate for each element. You may add additional eligible costs (construction costs) that are not accounted for in the blank spaces at the bottom of the table. Applicants may instead use the more exhaustive checklist of the MnDOT scoping sheet in lieu of this checklist. The total cost should match the total cost reported for the project on the first page of this application. Please use 2013 cost estimates; the TAB may apply an inflation factor to awarded projects.

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES		
Check all that apply	ITEM	COST
<input type="checkbox"/>	Mobilization (approx. 5% of total cost)	\$150,000
<input type="checkbox"/>	Removals (approx. 5% of total cost)	\$150,000
<input type="checkbox"/>	Roadway (grading, borrow, etc.)	\$175,000
<input type="checkbox"/>	Roadway (aggregates and paving)	\$324,000
<input type="checkbox"/>	Subgrade Correction (muck)	\$ -
<input type="checkbox"/>	Storm Sewer	\$120,000
<input type="checkbox"/>	Ponds	\$ -
<input type="checkbox"/>	Concrete Items (curb & gutter, sidewalks, median barriers)	\$128,000
<input type="checkbox"/>	Pedestrian Curb Ramps (ADA)	\$90,000
<input type="checkbox"/>	Path/Trail Construction	\$54,000
<input type="checkbox"/>	Traffic Control	\$25,000
<input type="checkbox"/>	Striping	\$20,000
<input type="checkbox"/>	Signing	\$20,000
<input type="checkbox"/>	Lighting	\$200,000
<input type="checkbox"/>	Turf - Erosion & Landscaping	\$75,000
<input type="checkbox"/>	Bridge	\$ -
<input type="checkbox"/>	Retaining Walls	\$ -
<input type="checkbox"/>	Noise Wall	\$ -
<input type="checkbox"/>	Traffic Signals	\$ -
<input type="checkbox"/>	Wetland Mitigation	\$ -
<input type="checkbox"/>	Other Natural and Cultural Resource Protection	\$ -
<input type="checkbox"/>	RR Crossing	\$ -
<input type="checkbox"/>		\$
<input type="checkbox"/>		\$
<input type="checkbox"/>		\$
<input type="checkbox"/>		\$
<input type="checkbox"/>		\$
<input type="checkbox"/>		\$
<input type="checkbox"/>	Contingencies	\$269,000
	TOTAL CONSTRUCTION COST	\$1,800,000

A. TRANSPORTATION ALTERNATIVES PROJECTS – PROJECT DESCRIPTION

Please provide the following general information about your proposed project.

Describe the opportunity that the proposed project is taking advantage of or the nature of the problem that it aims to address.

RESPONSE: The project as proposed in this application seeks to implement essential non-motorized transportation facilities along West Wheelock Parkway while correcting safety issues associated with speeding and decreased pedestrian and bicyclist safety. Identified in the 2010 Saint Paul Park and Recreation System Plan as a missing link in the historic Grand Round scenic parkway, Wheelock Parkway is an integral component in facilitating efficient and effective non-motorized transportation throughout Saint Paul. Existing conditions, however, fail to provide adequate, safe provisions for non-motorized transportation along the parkway. The curvilinear nature of the roadway coupled with high-recorded traffic speeds and an absence of dedicated bicycling infrastructure makes for a corridor that is inviting only to motorists. Providing an environment in which all users feel comfortable and able to use the facility is one of the charges of this municipality. With initial connections to Como Regional Park, and future connections with the Trout Brook Regional Trail, Bruce Vento Regional Trail, Gateway State Trail, and Phalen Regional Park, Wheelock Parkway provides some of the most important transportation and recreation connections in all of the Twin Cities, linking some of the most utilized cultural amenities in the metropolitan region. The public improvements proposed in this application seek to accommodate and incentivize non-motorized transportation on Wheelock Parkway, completing another missing link in the historic Grand Round scenic parkway, while safely accommodating all users of the facility.

The project limits for the project proposed in this application are from Dale Street North to Arlington Avenue West on West Wheelock Parkway in Saint Paul. The project length is approximately 3,168 feet. The current street width is thirty feet and is offset on a one hundred and twenty foot right-of-way. The project will propose to reconstruct Wheelock full width and implement the following: curb and gutter, roadway, an off-street bicycle and pedestrian path, on-street bicycle facilities, sidewalk improvements, pedestrian ramps, ornamental street lighting, landscaping, and infiltration trenches and parking bays where conditions permit.

Provide a description (no more than one page) of the project. **Include information about how the project is related to surface transportation.** To comply with Federal guidelines for eligibility there are two basic considerations:

- Is the proposed action one of the listed activities in the TAP definition in MAP-21?
- How does the proposed action relate to surface transportation?

The applicant must provide a clear statement describing this linkage. Failure to provide this information will result in the application being disqualified. More information about the relationship to surface transportation is provided in the solicitation instructions.

RESPONSE: Identified in the 2010 Saint Paul Park and Recreation System Plan as a missing link in the historic Grand Round scenic parkway, Wheelock Parkway is an integral component in facilitating efficient and effective non-motorized transportation throughout Saint Paul. The project as proposed in this application seeks to implement essential non-motorized transportation facilities along West Wheelock Parkway while correcting safety issues associated with speeding and decreased pedestrian and bicyclist safety.

The existing West Wheelock Parkway, between Dale Street North and Arlington Avenue West, is classified as a “Collector” in the Saint Paul Transportation Plan. It is located in the northwest side of Saint Paul, and connects to Lake Como and the Como Regional Park via the Wheelock Parkway Phase I improvements from Dale Street North to Como Boulevard East. It is designated as a “Class A Parkway” in the Saint Paul Parks and Recreation System Plan, and is identified as a component of the historic Grand Round Scenic Parkway. Extant conditions in the proposed project area on Wheelock Parkway consist of a 30’ roadway offset in a 120’ public right-of-way, and sidewalk facilities north and south of the roadway between Dale Street North and Mackubin Street. From Mackubin Street to Arlington Avenue West, no sidewalk or pedestrian facilities exist. The pedestrian ramps in place do not meet current City or ADA standards and are proposed for replacement as part of this application. The street is curvilinear and runs both diagonally and perpendicular to the adjoining north-south street grid. While denoted and signed as a bicycle route, no additional infrastructure provisions exist to accommodate bicycle transportation. ADT’s range from approximately 3325 to 5525, and speed studies show 85th percentile speeds between 35 and 37 miles per hour, with a posted speed limit of 30 mph.

The project proposed in this application meets the following listed activities in the TAP definition in MAP-21: Item No. 1 a., “Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.),” and Item No. 1 b., “Construction of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.”

The purpose of the proposed project is to improve the pedestrian and bicycle environment as it relates to safety, accessibility, connectivity, walkability, and bikeability of the roadway. The proposed project calls for the full re-construction of the roadway, implementing on-road bicycle lanes and off-road shared-use trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation along Wheelock Parkway between the Phase II boundaries of Dale Street North and Arlington Avenue West. These improvements will serve a direct transportation and recreation purpose, facilitating efficient non-motorized travel through Saint Paul, and connecting all users of the parkway to highly utilized recreational and cultural amenities. Improved pedestrian infrastructure will be implemented, correcting skewed intersection geometry and improving pedestrian safety through decreasing the pedestrian crossing distance. New and improved roadway pavement will improve the conditions for motorists and bicyclists alike, removing the severely degraded existing pavement and replacing it with a smoother, safer surface. Uniform improved street lighting will improve night visibility and safety, and the historic lantern lighting will increase the visibility of all non-motorized users. Improved wayfinding and signage will improve and enhance the experience for all users of Wheelock Parkway. Providing on-street bicycle lanes, an off-street shared-use trail, and additional pedestrian facilities will provide safe routes for non-drivers and users of all abilities, including children, older adults, and individuals with disabilities. All construction and improvements will achieve compliance with the Americans with Disabilities Act of 1990. Infiltration trenches, where utilities and soils permit, reduce storm water run off and provide an opportunity for rainwater infiltration.

It is proposed to complete the improvements on Wheelock Parkway over multiple phases:

- Phase I – East Como Boulevard to Dale Street North (0.5 miles) – 2016/2017 (construction)
- Phase II – Dale Street North to Arlington Avenue West (0.6 miles) – 2016/2017 (construction)
- Future Phases – Arlington Avenue West to Phalen Regional Park – 2018 +