Application

13869 - 2020 Multiuse Trails and Bicycle Facilities
14335 - Kellogg Blvd - Capital City Bikeway Phase II
Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 05/15/2020 1:43 PM

Primary Contact

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*, Saint Paul Minnesota 55102
City State/Province Postal Code/Zip
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Phone Ext.
Fax:

What Grant Programs are you most interested in? Regional Solicitation - Bicycle and Pedestrian Facilities

Organization Information

Name: ST PAUL, CITY OF
Jurisdictional Agency (if different):
Organization Type: City
Organization Website: 
Address: 15 W KELLOGG BLVD
700 CITY HALL

*, ST. PAUL Minnesota 55102
City State/Province Postal Code/Zip
County: Ramsey
Phone:* 651-266-8797 Ext.
Fax: 
PeopleSoft Vendor Number 0000003222A33

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**Project Information**

**Project Name**
Kellogg Blvd Capital City Bikeway - St. Peter to 7th Street

**Primary County where the Project is Located**
Ramsey

**Cities or Townships where the Project is Located:**
Saint Paul

**Jurisdictional Agency (If Different than the Applicant):**
The Kellogg Boulevard Capital City Bikeway Phase II project will construct a protected bikeway along Kellogg Boulevard from Saint Peter Street to W 7th Street in downtown Saint Paul. Kellogg Boulevard is an A Minor Reliever roadway carrying between 14,000 and 22,000 vehicles per day.

This project will be particularly challenging due to construction in a constrained downtown environment, a complex web of underground utilities, and several large cultural institutions and attractions nearby, including the historic central library, District Energy, Science Museum of Minnesota, RiverCentre, and the Xcel Energy Center. While it isn’t obvious at first glance, much of Kellogg Boulevard is bridge structure, as the roadway was cantilevered over the river bluffs many years ago. In particular, Kellogg Boulevard in front of the Xcel Energy Center is actually a bridge structure almost 600 feet in length that will require modification to carry the bikeway.

The scope of work will include shifting the curbline on the north side of Kellogg Boulevard, modifications to (or replacement of) of several traffic signal systems, and substantial reconstruction of the sidewalk on the north side of the street adjacent to the bikeway. The scope will include relocation of significant utility systems, meeting stormwater requirements, refurbishing or replacing street lighting, and ADA compliance.

The project is part of the Capital City Bikeway, a network of approximately 4 miles of off-street trails throughout downtown that connects the many cultural, entertainment, and employment opportunities downtown with residential locations throughout downtown and across the City.
Improving bicycle connectivity into and throughout downtown was identified as the top priority citywide for bicycle improvements.

The first leg of the Capital City Bikeway was constructed along Jackson Street beginning in 2016. Completed in 2018, this groundbreaking investment connected the Samuel Morgan Regional Trail along the Mississippi River with the Gateway State Trail that extends to Stillwater and beyond. The Kellogg Boulevard leg of the Capital City Bikeway will be constructed in three phases. Phase I of the Kellogg Boulevard leg of the Capital City Bikeway, which received federal funding in a previous round of the Regional Solicitation and is scheduled for construction in 2023, will construct the protected bikeway along Kellogg Boulevard between Jackson Street and Saint Peter Street. The current project proposal, Phase II, will extend the bikeway further west along Kellogg Boulevard from Saint Peter Street to W 7th Street. A third and final phase of the Kellogg Boulevard leg of the Capital City Bikeway will extend the bikeway along Kellogg Boulevard to John Ireland Boulevard and Summit Avenue.

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

Project Length (Miles)

to the nearest one-tenth of a mile

| Project Length (Miles) | 0.4 |

Project Funding

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

If yes, please identify the source(s)

Federal Amount $5,500,000.00

Match Amount $1,444,759.00
Minimum of 20% of project total

**Project Total**  
$6,944,759.00

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

**Match Percentage**  
20.8%

Minimum of 20%

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

**Source of Match Funds**  
State Aid, Local

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:  
2025

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

**Additional Program Years:**

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

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**Project Information**

**County, City, or Lead Agency**  
City of Saint Paul

**Zip Code where Majority of Work is Being Performed**  
55102

**Approximate Begin Construction Date**  
05/01/2025

**Approximate End Construction Date**  
10/31/2027

**Name of Trail/Ped Facility:**  
Kellogg Boulevard Capital City Bikeway  
(i.e., CEDAR LAKE TRAIL)

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

From:  
(Intersection or Address)  
Kellogg Boulevard/St. Peter Street

To:  
(Intersection or Address)  
Kellogg Boulevard/ 7th Street

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

Or At:

**Miles of trail (nearest 0.1 miles):**  
0.4

**Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles):**  
0.4

**Is this a new trail?**  
Yes

**Primary Types of Work**  
GRADE, AGG BASE, BIT, BIT SURF, SIDEWALK, BIT TRAIL, SIGNALS, BRIDGE, LIGHTING, SIGNING, STRIPING

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)**
Requirements - All Projects

All Projects

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

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

2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan goals, objectives, and strategies that relate to the project.
The project implements a bikeway along a RBTN Tier 1 alignment as described on page 7.11 of the 2040 Transportation Policy Plan. The project will improve and facilitate improvements to make walking and biking a more feasible and attractive mode of transportation.

The project is also consistent with the TPP guiding goals and strategies:

Strategy C1. Regional transportation partners will continue to work together to plan and implement transportation systems that are multimodal and provide connections between modes. The Council will prioritize regional projects that are multimodal and cost-effective and encourage investments to include appropriate provisions for bicycle and pedestrian travel.

Strategy C2. Local units of government should provide a system of interconnected arterial roads, streets, bicycle facilities, and pedestrian facilities to meet local travel needs using Complete Streets principles.

Strategy C15. Regional transportation partners should focus investments on completing Priority Regional Bicycle Transportation Corridors and on improving the larger Regional Bicycle Transportation Network.

Strategy D3. 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.

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 2008 Comprehensive Plan Transportation Chapter identifies several strategies that support investment in bikeways in downtown on pages T-16-17:

3.4 Develop and maintain a complete and connected bikeway system

3.6 Fill gaps in the bikeway system.

The project is identified in the Saint Paul Bicycle Plan, which was adopted by the City Council in 2015 and last updated in 2017. This plan calls for the development of a network of downtown bicycle facilities and identifies investment in bikeways downtown as one of two top investment priorities for the City. The Capital City Bikeway is described on pages 62-64.

The project is described in detail in the Capital City Bikeway Network Study and Design Guide, which was approved by City Council in 2017. This study identified the nearly four miles of planned bikeway alignments within and around downtown and developed concept level layouts of the proposed bikeways.

The City’s 2040 Comprehensive Plan, which has been approved by the City Council but is still in process of seeking Metropolitan Council approval, has several policies related to promoting multimodal transportation:

Policy T-22. Shift mode share towards walking, biking, public transit, carpooling, ridesharing and carsharing in order to reduce the need for car ownership.
Policy T-24. Implement the Bicycle Plan to make bicycling safe and comfortable throughout the city, and to increase bicycling mode share.
The project is explicitly referenced in The Capital City Bikeway Network Study and Design Guide, approved by City Council in 2017. Excerpts of that study are included in this application as an attachment.

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

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

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

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

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

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

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

Multiuse Trails and Bicycle Facilities: $250,000 to $5,500,000
Pedestrian Facilities (Sidewalks, Streetscoping, and ADA): $250,000 to $1,000,000
Safe Routes to School: $250,000 to $1,000,000

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

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

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

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

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

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

Date plan completed: 01/13/2016

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

Date self-evaluation completed:
10. The project must be accessible and open to the general public. 

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

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

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

12. The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match. Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy. 

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

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

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

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

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

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

Multiuse Trails on Active Railroad Right-of-Way:

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

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

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

Multiuse Trails and Bicycle Facilities projects only:

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

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

Safe Routes to School projects only:
4. All projects must be located within a two-mile radius of the associated primary, middle, or high school site.

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

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

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

### Requirements - Bicycle and Pedestrian Facilities Projects

#### Specific Roadway Elements

<table>
<thead>
<tr>
<th>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mobilization (approx. 5% of total cost)</td>
<td>$150,000.00</td>
</tr>
<tr>
<td>Removals (approx. 5% of total cost)</td>
<td>$120,902.00</td>
</tr>
<tr>
<td>Roadway (grading, borrow, etc.)</td>
<td>$259,314.00</td>
</tr>
<tr>
<td>Roadway (aggregates and paving)</td>
<td>$379,015.00</td>
</tr>
<tr>
<td>Subgrade Correction (muck)</td>
<td>$0.00</td>
</tr>
<tr>
<td>Storm Sewer</td>
<td>$92,200.00</td>
</tr>
<tr>
<td>Ponds</td>
<td>$0.00</td>
</tr>
<tr>
<td>Concrete Items (curb &amp; gutter, sidewalks, median barriers)</td>
<td>$0.00</td>
</tr>
<tr>
<td>Traffic Control</td>
<td>$26,250.00</td>
</tr>
<tr>
<td>Striping</td>
<td>$100,000.00</td>
</tr>
<tr>
<td>Signing</td>
<td>$50,000.00</td>
</tr>
<tr>
<td>Lighting</td>
<td>$0.00</td>
</tr>
<tr>
<td>Turf - Erosion &amp; Landscaping</td>
<td>$28,864.00</td>
</tr>
<tr>
<td>Bridge</td>
<td>$1,300,000.00</td>
</tr>
<tr>
<td>Retaining Walls</td>
<td>$0.00</td>
</tr>
<tr>
<td>Noise Wall (not calculated in cost effectiveness measure)</td>
<td>$0.00</td>
</tr>
<tr>
<td>Traffic Signals</td>
<td>$1,200,000.00</td>
</tr>
<tr>
<td>Wetland Mitigation</td>
<td>$0.00</td>
</tr>
<tr>
<td>Other Natural and Cultural Resource Protection</td>
<td>$0.00</td>
</tr>
<tr>
<td>RR Crossing</td>
<td>$0.00</td>
</tr>
<tr>
<td>Roadway Contingencies</td>
<td>$218,885.00</td>
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<tr>
<td>Other Roadway Elements</td>
<td>$0.00</td>
</tr>
</tbody>
</table>
## Specific Bicycle and Pedestrian Elements

<table>
<thead>
<tr>
<th>CONSTRUCTION PROJECT ELEMENTS/COST</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Path/Trail Construction</td>
<td>$1,914,988.00</td>
</tr>
<tr>
<td>Sidewalk Construction</td>
<td>$243,751.00</td>
</tr>
<tr>
<td>On-Street Bicycle Facility Construction</td>
<td>$0.00</td>
</tr>
<tr>
<td>Right-of-Way</td>
<td>$0.00</td>
</tr>
<tr>
<td>Pedestrian Curb Ramps (ADA)</td>
<td>$0.00</td>
</tr>
<tr>
<td>Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)</td>
<td>$0.00</td>
</tr>
<tr>
<td>Pedestrian-scale Lighting</td>
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<tr>
<td>Streetscaping</td>
<td>$0.00</td>
</tr>
<tr>
<td>Wayfinding</td>
<td>$0.00</td>
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<tr>
<td>Bicycle and Pedestrian Contingencies</td>
<td>$656,654.00</td>
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<tr>
<td>Other Bicycle and Pedestrian Elements</td>
<td>$103,936.00</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td><strong>$3,019,329.00</strong></td>
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</table>

## Specific Transit and TDM Elements

<table>
<thead>
<tr>
<th>CONSTRUCTION PROJECT ELEMENTS/COST</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fixed Guideway Elements</td>
<td>$0.00</td>
</tr>
<tr>
<td>Stations, Stops, and Terminals</td>
<td>$0.00</td>
</tr>
<tr>
<td>Support Facilities</td>
<td>$0.00</td>
</tr>
<tr>
<td>Transit Systems (e.g. communications, signals, controls, fare collection, etc.)</td>
<td>$0.00</td>
</tr>
<tr>
<td>Vehicles</td>
<td>$0.00</td>
</tr>
<tr>
<td>Contingencies</td>
<td>$0.00</td>
</tr>
<tr>
<td>Right-of-Way</td>
<td>$0.00</td>
</tr>
<tr>
<td>Other Transit and TDM Elements</td>
<td>$0.00</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td><strong>$0.00</strong></td>
</tr>
</tbody>
</table>

## 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**

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Cost</td>
<td>$6,944,759.00</td>
</tr>
<tr>
<td>Construction Cost Total</td>
<td>$6,944,759.00</td>
</tr>
<tr>
<td>Transit Operating Cost Total</td>
<td>$0.00</td>
</tr>
</tbody>
</table>

**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 1588695285203_RBTN Map.pdf
*Please upload attachment in PDF form.*

**Measure A: Population Summary**

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing Population Within One Mile (Integer Only)</td>
<td>41193</td>
</tr>
<tr>
<td>Existing Employment Within One Mile (Integer Only)</td>
<td>80954</td>
</tr>
</tbody>
</table>

Upload the “Population Summary” map 1588695457234_PopEmp Map.pdf
*Please upload attachment in PDF form.*

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

The outreach efforts included collaboration with organizations such as Cycles for Change who work directly with new or inexperienced cyclists in low income communities to advocate, educate, and encourage self dependency through cycling. The process of prioritizing protected bikeways is a direct effort to make the resulting facility as attractive and accessible to all populations, regardless of cycling experience or background. The proposed alignment along Kellogg Boulevard is an effort to connect the bikeway to locations where low income populations frequent, including the Ramsey County Government Center which houses the Social Services staff and programs. The alignment also provides access to City Hall, a location that can be intimidating to many people of color, immigrants, or of low income, as well as to the George Latimer Central Library. The project is located one block away from Catholic Charities Higher Ground facility offering emergency shelter to homeless or otherwise distressed people.

The project will result in substantial ADA improvements for people using wheelchairs. Much of the existing sidewalk within the project area is comprised of brick pavers, a material that is problematic for anyone on wheels, but especially for wheelchair users and those with spinal injuries that are sensitive to bumps and vibration while using a wheelchair.
2. **Sub-measure**: Equity Population Benefits and Impacts: A successful project is one that has been designed to provide direct benefits to low-income populations, people of color, persons with disabilities, youth and the elderly. All projects must mitigate potential negative benefits as required under federal law. Projects that are designed to provide benefits go beyond the mitigation requirement to proactively provide transportation benefits and solve transportation issues experienced by Equity populations.

   a. Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to pedestrian and bicycle safety improvements; public health benefits; direct access improvements for residents or improved access to destinations such as jobs, school, health care or other; travel time improvements; gap closures; new transportation services or modal options, leveraging of other beneficial projects and investments; and/or community connection and cohesion improvements. Note that this is not an exhaustive list.
The project benefits low income populations by providing intuitive and safe bicycling facilities and improved sidewalks to expand transportation options. Downtown Saint Paul is a hub for many social services and transportation needs. It is a hub for transit services where many transfers occur and bus routes start and stop. The Union Depot is a regional transit hub and the eastern terminus of the Green Line. Yet driving and parking are challenging and costly in downtown. By improving bicycling and walking accessibility in and around downtown, low income populations are able to access the services, jobs, and transit opportunities that downtown can offer. The bikeway is purposely designed to be protected from traffic, hoping to encourage additional bicycle ridership among those less experienced, including children and elderly populations.

The project will also address ADA concerns along the corridor to facilitate use by disabled populations. The project will narrow Kellogg Boulevard and make it easier to cross for people walking or biking. Improved traffic signals will improve safety and accessibility for all, especially those not in cars. The project will connect the bikeway to locations where low income populations frequent, including the George Latimer Central Library, a hub of resources and services to low income populations, as well as access to City Hall, a location that can be intimidating to many people of color, immigrants, or of low income. The project aims to break down barriers that have in the past made downtown Saint Paul feel inaccessible to diverse populations, in part because the need to drive and pay for parking to visit downtown inherently discouraged some from ever attempting to come downtown. The bikeway enables low income populations and people of color an opportunity to feel welcomed into downtown, and
will provide high quality urban public spaces accessible to everyone.

The project is part of a larger vision to connect diverse segments of the City together. Topography as well as railroads and freeway construction has resulted in a challenging landscape where traveling by bike or foot between the western and eastern half of the city is difficult, leaving the two halves of the city disconnected from each other, and highlighting economic disparities and demographic differences. This project addresses that by constructing Phase II of a high-quality bikeway through downtown connecting the two sides of the city together.

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

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

- Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.
- Increased noise.
- Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
- Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.
- Increased speed and/or cut-through traffic.
- Removed or diminished safe bicycle access.
- Inclusion of some other barrier to access to jobs and other destinations.
- Displacement of residents and businesses.
- Mitigation of temporary construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings.
- Other
Construction of the off-street trail along the north side of Kellogg Boulevard will have several design challenges that will need to be carefully managed to avoid negative impacts. The project will result in some loss of on-street parking near many popular cultural destinations, including Rice Park, The Ordway, The RiverCentre, The Xcel Energy Center, Science Museum of Minnesota, City Hall, and the George Latimer Central Library. While this will be perceived by many to be a negative impact, this project is intentionally choosing to prioritize the needs of those lower income populations who may not be able to afford to drive or park in downtown.

Space is very constrained along Kellogg Blvd and despite narrowing the roadway where possible to provide space for the bikeway, there will be impacts to existing sidewalks in some areas as well, which is undesirable given the high number of pedestrians accessing the Xcel Energy Center for events such as Wild games or concerts. The bikeway is proposed to be a two-way bikeway on the north side of the street at the same elevation as the adjacent sidewalk. Our experience with the recently completed segment of the Capital City Bikeway on Jackson Street has highlighted a few challenges, most notably that the sidewalk elevation bikeway is frequently used by pedestrians. While the project will also include an improved sidewalk adjacent to the trail, we have found that many pedestrians continue to walk on the bikeway. To address these concerns, the design of the bikeway will need to incorporate appropriate signage, appropriate buffer design, and other visual cues to help pedestrians and bicycles to understand where to be, or to ensure that the trail can safely accommodate both people walking and bicycling as a shared use facility where necessary.
It will also be critical to directly engage with the Xcel Center and RiverCentre to ensure that the proposed design continues to allow their operations to continue.

Select one:

3. **Sub-measure: Bonus Points** Those projects that score at least 80% of the maximum total points available through sub-measures 1 and 2 will be awarded bonus points based on the geographic location of the project. These points will be assigned as follows, based on the highest-scoring geography the project contacts:
   a. 25 points to projects within an Area of Concentrated Poverty with 50% or more people of color
   b. 20 points to projects within an Area of Concentrated Poverty
   c. 15 points to projects within census tracts with the percent of population in poverty or population of color above the regional average percent
   d. 10 points for all other areas

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

Project located in Area of Concentrated Poverty:

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

Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly: (up to 40% of maximum score)

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

Upload Map

Measure B: Part 1: Housing Performance Score

<table>
<thead>
<tr>
<th>City</th>
<th>Segment Length (For stand-alone projects, enter population from Regional Economy map) within each City/Township</th>
<th>Segment Length/Total Project Length</th>
<th>Score</th>
<th>Housing Score Multiplied by Segment percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>St. Paul</td>
<td>0.4</td>
<td>1.0</td>
<td>100.0</td>
<td>100.0</td>
</tr>
</tbody>
</table>

Total Project Length

| Total Project Length | 0.4 |

Project length entered on the Project Information - General form.
Housing Performance Score

Total Project Length (Miles) or Population 0.4
Total Housing Score 100.0

Affordable Housing Scoring

Part 2: Affordable Housing Access

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

If text box is not showing, click Edit or “Add” in top right of page.
There are 13 affordable housing developments within 0.5 miles of the proposed project, 12 of which are existing, one of which has been approved for construction. The thirteen projects provide a total of 1,494 affordable units out of a total of 1,651 units in the developments, over 90% of the units in these buildings.

The development projects provide a range of unit sizes, including 570 studio, 759 one bedroom, 131 two bedroom, and 34 three bedroom units. The development projects also provide a range of affordability levels, with 643 units available at 30% AMI, 211 units available at 50% AMI, and 640 units available at 60% AMI. The affordable housing is funded through a variety of financing mechanisms, including LIHTC 4%, LIHTC 9%, HUD Public Housing, MHFA EDHC, and MHFA HTF. A full list of affordable developments, unit sizes, and financing is provided as an attachment.

The project will provide substantial benefits for residents of affordable housing developments by providing low-cost connectivity to transit, retail, commercial opportunities, and recreational opportunities. The project is designed to prioritize the needs of those who can't afford to drive or park in downtown. By providing safe and affordable transportation options to residents, the project allows residents of affordable developments to spend a smaller portion of their resources on transportation.

Many affordable housing developments are concentrated in downtown Saint Paul, since these residents benefit the most from the density of destinations, services, and transportation options that converge in downtown. The proposed project will help residents access transit stations that
Residents in affordable housing developments will also benefit from improved sidewalks and ADA compliance.

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

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

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

Bike system gap improvements include the following:

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

• Improving bikeability to better serve all ability and experience levels by:
  • Providing a safer, more protected on-street facility or off-road trail;
  • Improving safety of bicycle crossings at busy intersections (e.g., through signal operations, revised signage, pavement markings, etc.); OR
  • Providing a trail adjacent or parallel to a highway or arterial roadway or improving a bike route along a nearby and parallel lower-volume neighborhood collector or local street.

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

Examples of continuity/connectivity improvements may include constructing a bikeway across jurisdictional lines where none exists or upgrading an existing bicycle facility treatment so that it connects to and is consistent with an adjacent jurisdictions bicycle facility.
The proposed project along Kellogg Boulevard helps close a gap in the Tier 1 Regional Bicycle Transportation Network and greatly improves safety along Kellogg Boulevard. The proposed project will connect directly to the Kellogg Boulevard Capital City Bikeway Phase I project scheduled for 2023 (which is an RBTN Tier 1 alignment and connects directly to Jackson Street and the Wabasha Bridge over the Mississippi River, both of which are Tier 1 alignments). The eastern terminus of the project, Saint Peter Street, is also a Tier 1 alignment. The project terminates at the western end at W 7th Street, which is the centerline of a Tier 1 Search Corridor, and Phase III of the Kellogg Boulevard project will complete the connection along Kellogg Boulevard to Summit Avenue, John Ireland Blvd, and Marshall Avenue, all three of which are Tier 1 or 2 RBTN alignments.

There is currently no way for bicyclists on Summit Avenue, the City's most heavily used bikeway, to safely connect into downtown Saint Paul. Kellogg Boulevard is the preferred route for that connection, and is the most heavily route used today by bicyclists, despite the lack of accommodations for them. There are no continuous east/west bikeways in downtown Saint Paul today. The proposed project is Phase II of a three phase project to establish an east/west bikeway in downtown Saint Paul, and would vastly improve safety and comfort on Kellogg Boulevard. Kellogg Boulevard carries between 14,000 and 22,000 vehicles per day. People using bicycles currently connecting between Summit Avenue and downtown destinations are sharing the road with vehicles (bicycling on the sidewalk is generally prohibited in downtown Saint Paul). Only the bravest and most confident cyclists will currently ride in these conditions. The proposed project establishes a high-quality protected bicycle facility - a two-way off street trail as part of the
Capital City Bikeway network that separates pedestrians, bicyclists, and drivers from each other and beautifies the corridor as well.

This project will also connect to multiple important destinations, including City Hall, the George Latimer Central Library, the Science Museum of Minnesota, the Saint Paul River Centre, and the Xcel Energy Center. Future phases of the Capital City Bikeway along Kellogg Boulevard will continue further west to connect to destinations such as the Minnesota History Museum, and will connect to Summit Avenue, the most heavily used bikeway in the City.

(Limit 2,800 characters; approximately 400 words)

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

DEFINITIONS:
Regional Bicycle Barrier Crossing Improvements include crossings of barrier segments within the Regional Bicycle Barrier Crossing Improvement Areas as updated in the 2019 Technical Addendum to the Regional Bicycle Barriers Study and shown in the RBBS online map (insert link to forthcoming RBBS Online Map). Projects must create a new regional barrier crossing, replace an existing regional barrier crossing at the end of its useful life, or upgrade an existing barrier crossing to a higher level of bike facility treatment, to receive points for Part 2. Major River Bicycle Barrier Crossings include all existing and planned highway and bicycle/pedestrian bridge crossings of the Mississippi, Minnesota and St. Croix Rivers as identified in the 2018 update of the 2040 Transportation Policy Plan. Projects must create a new major river bicycle barrier crossing, replace an existing major river crossing at the end of its useful life, or upgrade the crossing to a higher level of bike facility treatment, to receive points for Part 2. Projects that construct new or improve existing Regional Bicycle Barrier Crossings or Major River Bicycle Barrier Crossings will be assigned points as follows: (select one)

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

Tier 2
Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments

Tier 3
Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments

Non-tiered
Crossings of non-tiered Regional Bicycle Barrier segments

No improvements
Yes
No Improvements to barrier crossings

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

Multiple
Projects that improve crossing of multiple regional bicycle barriers receive bonus points (except Tier 1 & MRBBCs)
Measure B: Project Improvements
From 2011 to 2015, there have been 137 recorded crashes within the project area, approximately 18% of which resulted in injuries or possible injuries. Rear end crashes were the most common type of crash, followed by same-direction sideswipe crashes, which is typical of congested urban environments with frequent traffic signals. Left turning and angle crashes were also prevalent, accounting for over 25% of the crashes, both of which are common for signalized intersections. There were 3 crashes involving bicyclists and 7 crashes involving pedestrians within this time period. Nine of the 10 pedestrian/bicycle crashes resulted in injuries or possible injuries. At least two of the three bicycle crashes are of a crash type that may be mitigated by the proposed project.

In 2014, a 28 year old bicyclist was riding on the sidewalk approaching the intersection of Kellogg Boulevard and West 7th Street, and was struck by an SUV driven by a police officer, who was making a right-turn movement and failed to see the bicyclist. No citations were issued in the crash, and the narrative in the police report suggests both parties shared some blame in causing the incident. This crash resulted in a possible injury to the bicyclist. While it is technically illegal to operate a bicycle on a sidewalk in most areas of downtown Saint Paul, it is far too common. Many bicyclists do not feel safe riding in the street, especially on streets like Kellogg Boulevard, which carries over 20,000 vehicles per day and does not have any bicycle accommodations. It is not surprising that many bicyclists choose to ride on the sidewalk instead. However, motorists are generally not looking for bicyclists on the sidewalk.

The proposed project will result in a safe and dedicated space for bicyclists, separate from the roadway. The intersections will be designed with
appropriate treatments to encourage additional visibility between people driving, biking, and walking. The proposed project will provide dedicated off-street space for bicyclists to operate, limiting interaction with motorists to intersections. The proposed project provides an opportunity to improve the intersections to mitigate the risk of crashes and to more deliberately control turning movements. Signalization, signage, and pavement marking strategies can be used to control and highlight conflict points and provide improved visibility of cyclists on the trail.

Measure A: Multimodal Elements
The proposed project will benefit transit users, pedestrians, and drivers in addition to bicyclists. The proposed project includes reconstruction of the sidewalk on the north side of Kellogg Boulevard. This sidewalk reconstruction will be a significant improvement over the existing conditions, where the sidewalk is in poor condition with cracked panels, heaved panels, and other non-ADA compliant conditions, such as brick pavers. The proposed project will address ADA deficiencies along the corridor to improve conditions for persons with disabilities. The project will also ensure Accessible Pedestrian Signals at the signalized intersections.

Drivers will benefit from the project as well by providing safe and attractive space for bicyclists to operate within the right-of-way. Bicyclists using the right-of-way today share travel lanes with motorists, which can create stress and conflict between modes. People driving will benefit by knowing that people using bicyclists have a dedicated, safe, and predictable space to operate.

Transit riders will benefit from the project through increased multimodal accessibility to transit, allowing transit users to use a bicycle for first/last mile connections to destinations. Downtown Saint Paul is a major transit hub and some of Metro Transit’s most heavily used routes begin and end in Downtown Saint Paul. The proposed project extends the Capital City Bikeway to make bicycling to and from transit easy and accessible. The intersection of Kellogg Boulevard and West 7th Street is an important transit hub, and the bikeway will directly connect to bus routes 54, 70, and 74, in addition to being a quick two-block walk to other significant transit options such as the Green Line, and dozens of other local bus routes connecting to
Transit Projects Not Requiring Construction

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

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

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment - Construction Projects

1) Layout (25 Percent of Points)

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

Yes

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

100%

Attach Layout

1589518592145_Kellogg Phase II Layout 8.5x11.pdf

Please upload attachment in PDF form.

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

50%

Attach Layout

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion

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

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

100%

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

Yes

100%

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

80%
Historic/archeological property impacted; determination of adverse effect anticipated
40%

Unsure if there are any historic/archaeological properties in the project area.
0%

Project is located on an identified historic bridge

3) Right-of-Way (25 Percent of Points)
Right-of-way, permanent or temporary easements either not required or all have been acquired
Yes
100%
Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete
50%
Right-of-way, permanent or temporary easements required, parcels identified
25%
Right-of-way, permanent or temporary easements required, parcels not all identified
0%

Anticipated date or date of acquisition

4) Railroad Involvement (15 Percent of Points)
No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable)
Yes
100%

Signature Page
Please upload attachment in PDF form.

Railroad Right-of-Way Agreement required; negotiations have begun
50%
Railroad Right-of-Way Agreement required; negotiations have not begun.
0%

Anticipated date or date of executed Agreement

5) Public Involvement (20 percent of points)
Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. List Dates of most recent meetings and outreach specific to this project:

Meeting with general public: 10/27/2016

Meeting with partner agencies:

Targeted online/mail outreach:
Number of respondents:

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

100%

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

75%

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

50%

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

50%

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

25%

No outreach has led to the selection of this project.

0%
The conceptual layout was approved by the Saint Paul City Council in mid 2017 after two years of community engagement and conversation about the Capital City Bikeway. The project planning was guided by a Community Advisory Committee (CAC) appointed by the Mayor in early May 2015. The committee consists of 26 individuals who live and/or work downtown, represent downtown businesses, or represent community groups in Saint Paul. The CAC met throughout the planning and design process to inform bikeway route alternatives, bikeway design elements, and draft layouts.

A four day Discovery Workshop was held in May 2015. The purpose of the workshop was to hear from stakeholders, community members, and City staff regarding the desires, concerns, likes, and dislikes related to establishing a downtown bikeway network. The workshop week began with a site tour of the possible alignments of the Capital City Bikeway and was followed by a facilitated public workshop.

In June 2015, the City facilitated a four day Design Workshop. The purpose of the workshop was to work with stakeholders to refine the Capital City Bikeway network, and generate initial design concepts and layouts for the Capital City Bikeway routes, including Kellogg Boulevard. On the final day of the design workshop, the design team prepared preliminary design concepts and bikeway alignment recommendations to share with the community at an evening public open house.

The design team held four pop-up events to gather additional input on the project. Events were held at Mears Park, Pedro Park, and Rondo Days,
including a bike ride at Rondo Days with the NiceRide Neighborhood Group and Major Taylor Bicycling Club. During the pop-up events participants provided input on the project including suggestions for the name of the bikeway, location of the bikeway routes, and how the City could encourage more people to bike.

The final conceptual designs for Kellogg Boulevard were presented to the public and downtown stakeholders at an Open House on October 27, 2016. Since approval of the plan by City Council in 2017, City Staff has focused additional engagement on the Capital City Bikeways through additional Open Houses and community meetings focused on the Saint Peter, 10th Street, and 9th Street legs of the bikeway network.

### Measure A: Cost Effectiveness

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Project Cost (entered in Project Cost Form):</td>
<td>$6,944,759.00</td>
</tr>
<tr>
<td>Enter Amount of the Noise Walls:</td>
<td>$0.00</td>
</tr>
<tr>
<td>Total Project Cost subtract the amount of the noise walls:</td>
<td>$6,944,759.00</td>
</tr>
</tbody>
</table>

### Cost Effectiveness Points Awarded in Previous Criteria

<table>
<thead>
<tr>
<th>Description</th>
<th>Points Awarded</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cost Effectiveness</td>
<td>$0.00</td>
</tr>
</tbody>
</table>

### Other Attachments

<table>
<thead>
<tr>
<th>File Name</th>
<th>Description</th>
<th>File Size</th>
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<tbody>
<tr>
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<td>Capital City Bikeway Study - Kellogg Section</td>
<td>1.2 MB</td>
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<tr>
<td>CCB Network Map Final.pdf</td>
<td>CCB network map</td>
<td>1.7 MB</td>
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<tr>
<td>Kellogg CCB Ph II Summary.pdf</td>
<td>One page summary</td>
<td>303 KB</td>
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<tr>
<td>Kellogg-CCB-Phase II.pdf</td>
<td>project location map</td>
<td>2.4 MB</td>
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<tr>
<td>RES 20-146 Reg Sol Projects.pdf</td>
<td>City Council resolution authorizing application and snow clearance</td>
<td>93 KB</td>
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</tbody>
</table>
City of Saint Paul
Department of Public Works
Americans with Disabilities Act
Transition Plan
Revised January 13, 2016
Introduction

The American’s with Disabilities Act (ADA) of 1990 was signed into law on July 26, 1990. The ADA elevated the civil rights protection of people with disabilities to the same level as those protections in place based on race, color, sex, religion and national origin provided through the Civil Rights Act of 1964.

The ADA required public entities with more than 50 employees to develop a transition plan by July 26, 1992. The Public Works Department did not meet this plan deadline, but is fulfilling this important obligation now (Summer 2009). The Transition Plan must identify all structural modifications that are necessary for buildings and facilities to ensure that programs, services and activities are accessible to people with different abilities. This Transition Plan will identify the steps that we must take to complete the modifications and the estimated date the modifications will be complete.

Public Works has jurisdiction over streets and walkways in the City, and therefore must include in this Transition Plan our schedule for accessibility standards related to infrastructure. This plan addresses pedestrian curb ramps, appropriate access to right-of-way, accessible pedestrian traffic signals and vertical connections throughout the City.

Self Evaluation

During the summer of 2009 all divisions of the Department of Public Works performed a self assessment of their facilities in accordance with most recent guidance on ADA compliance.

The Public Works Department used a workbook created by the Minnesota State Council on Disability. Copies of our self assessments are available upon written request.

Cost Information

It is important to note that all costs listed in this document are in estimated 2014 dollars unless the project listed is already complete. That cost information will remain printed as of the completion date. As revisions are made to this transition plan, every effort will be made to update cost information as well.
Facilities

City Hall Annex
25 West 4th Street
Saint Paul, Minnesota 55102

The City Hall Annex provides downtown office space for several departments of City government. The Public Works Department has offices on the 7th through 10th and 15th floors of the building.

The City Hall Annex is technically owned by the Real Estate Group of the Office of Financial Services, but since we use five floors of this building for our administrative offices, we are including it in this transition plan.

<table>
<thead>
<tr>
<th>Necessary Structural Changes</th>
<th>Applicable ADAAG Standard</th>
<th>Action to be taken</th>
<th>Projected Completion</th>
<th>Projected Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Handrail Skyway Stairs to City Hall</td>
<td>4.8.5</td>
<td>Handrail changes</td>
<td>12/31/2020</td>
<td>$5,000</td>
</tr>
<tr>
<td>Rooms 701 &amp; 704 signs on hinge side</td>
<td>4.30.6</td>
<td>Move room signs</td>
<td>6/30/2015</td>
<td>$50</td>
</tr>
<tr>
<td>7th Floor Counter*</td>
<td>7.2.2</td>
<td>No 36” section</td>
<td>12/31/2010</td>
<td>$2,500</td>
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<tr>
<td>8th Floor Office (Pagel’s Office)</td>
<td>4.30.6</td>
<td>No room # or sign</td>
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<td>8th Floor Counter</td>
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<tr>
<td>9th Floor Conference room*</td>
<td>4.30.6</td>
<td>No room # or sign</td>
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<tr>
<td>East Stairway</td>
<td>4.8.5</td>
<td>Handrail changes</td>
<td>12/31/2020</td>
<td>$10,000</td>
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<tr>
<td>West Stairway</td>
<td>4.8.5</td>
<td>Handrail changes</td>
<td>12/31/2020</td>
<td>$10,000</td>
</tr>
<tr>
<td>Renovate 9th Floor Restrooms</td>
<td>4.13-4.19</td>
<td>Complete renovation</td>
<td>12/31/2015</td>
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<td>10th Floor Counter</td>
<td>7.2.2</td>
<td>No 36” section</td>
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</tr>
</tbody>
</table>

* Completed as of December 31, 2010
The Street Maintenance building provides office space for the division as well as a staging and shop area for operations.

<table>
<thead>
<tr>
<th>Necessary Structural Changes</th>
<th>Applicable ADAAG Standard</th>
<th>Action to be taken</th>
<th>Projected Completion</th>
<th>Projected Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking Lot</td>
<td>4.6.3</td>
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<td>Parking Lot</td>
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<td>Front Counter*</td>
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<tr>
<td>Building Alarms</td>
<td>4.28.3</td>
<td>Visual lacking</td>
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<td>ADA compliant Renovation **</td>
<td></td>
<td></td>
<td>12/31/2020</td>
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<tr>
<td>Men’s Room Stalls**</td>
<td>4.22.1</td>
<td>Need 1-5’</td>
<td></td>
<td></td>
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<tr>
<td>Men’s Room**</td>
<td>4.22.3</td>
<td>Several clearance &amp; misc issues</td>
<td></td>
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<tr>
<td>Shower Stalls (W &amp; M)</td>
<td>4.21.3</td>
<td>No seat</td>
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<tr>
<td>Break Room</td>
<td>4.2.4</td>
<td>Clearances</td>
<td></td>
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<tr>
<td>Drinking Fountain</td>
<td>4.15.3-5</td>
<td>Clearances</td>
<td>12/31/2015</td>
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</tr>
</tbody>
</table>

* Completed March 2012
** Completed April 2013

Additionally automatic door access was added at the main entrance with the March 2012 project.
Public Works Equipment
891 North Dale Street
Saint Paul, Minnesota 55103

Public Works Equipment operates a main maintenance building and a service station/car wash building. The main maintenance building provides office space for the division as well as a maintenance bays for heavy equipment maintenance and welding.

<table>
<thead>
<tr>
<th>Necessary Structural Changes</th>
<th>Applicable ADAAG Standard</th>
<th>Action to be taken</th>
<th>Projected Completion</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Parking Lot*</td>
<td>4.6.3</td>
<td>Van Accessible Space Needed</td>
<td>5/31/2010</td>
<td>$500</td>
</tr>
<tr>
<td>Parking Lot*</td>
<td>4.6.6</td>
<td>Disability Transfer zone needed</td>
<td>5/31/2010</td>
<td>$300</td>
</tr>
<tr>
<td>Room signs**</td>
<td>4.30.6</td>
<td>Not 60” latch side</td>
<td>6/30/2010</td>
<td>$50</td>
</tr>
<tr>
<td>Door hardware**</td>
<td>4.13.9</td>
<td>Lever door handles +/- 10</td>
<td>12/31/2011</td>
<td>$1,000</td>
</tr>
<tr>
<td>Stairways***</td>
<td>4.8.5</td>
<td>Handrail Changes</td>
<td>12/31/2017</td>
<td>$15,000</td>
</tr>
<tr>
<td>2&lt;sup&gt;nd&lt;/sup&gt; floor toilet stalls***</td>
<td>4.22.1</td>
<td>Unisex accessible</td>
<td>12/31/2017</td>
<td>$25,000</td>
</tr>
</tbody>
</table>

* Completed October 14, 2011
** Completed December 31, 2011
*** Capital Maintenance budget request under development for 2016/2017 cycle.

Additionally automatic door access was added at the north front Dale Street entrance and the hallway leading to the 2<sup>nd</sup> floor meeting room (accessible by existing elevator).
Traffic Operations Office Building and Shop
899 North Dale Street
Saint Paul, Minnesota 55103

The Traffic Operations building provides office space for the division as well as a staging and shop area for operations.

<table>
<thead>
<tr>
<th>Necessary Structural Changes</th>
<th>Applicable ADAAG Standard</th>
<th>Action to be taken</th>
<th>Projected Completion</th>
<th>Projected Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking Lot*</td>
<td>4.6.3</td>
<td>Van Accessible Space Needed</td>
<td>05/31/2010</td>
<td>$500</td>
</tr>
<tr>
<td>Drinking Fountain*</td>
<td>4.15.2</td>
<td>Spout not 36”</td>
<td>12/31/2010</td>
<td>$1,500</td>
</tr>
<tr>
<td>Drinking Fountain*</td>
<td>4.15.3</td>
<td>Water Flow</td>
<td>see above</td>
<td>see above</td>
</tr>
<tr>
<td>Drinking Fountain*</td>
<td>4.15.5</td>
<td>Knee space</td>
<td>see above</td>
<td>see above</td>
</tr>
</tbody>
</table>

*All actions listed above were completed by January 24, 2011. In addition, automated entrance door improvements were completed in 2011.
The Sewer Utility Maintenance building provides office space for the division as well as a staging and shop area for operations.

<table>
<thead>
<tr>
<th>Necessary Structural Changes</th>
<th>Applicable ADAAG Standard</th>
<th>Action to be taken</th>
<th>Projected Completion</th>
<th>Projected Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking Lot*</td>
<td>4.6.3</td>
<td>One Add’l Handicapped space needed</td>
<td>5/31/2010</td>
<td>$500</td>
</tr>
<tr>
<td>Parking Lot*</td>
<td>4.6.6</td>
<td>Disability Transfer Zone Needed</td>
<td>5/31/2010</td>
<td>$300</td>
</tr>
<tr>
<td>Room signs*</td>
<td>4.30.6</td>
<td>Not at 60”</td>
<td>5/31/2010</td>
<td>$100</td>
</tr>
<tr>
<td>Front Counter*</td>
<td>7.2.2</td>
<td>No 36” section</td>
<td>12/31/2010</td>
<td>$2,500</td>
</tr>
</tbody>
</table>

*All actions listed above were completed by December 20, 2011.
Public Infrastructure

Pedestrian Curb Ramps

Saint Paul Public Works takes equal access for all very seriously, regardless of the physical abilities of the person visiting our facilities or traveling within or through the City by way of our transportation systems.

Saint Paul Public Works has been very proactive implementing accessibility features. We began installing corner quadrant pedestrian ramps in the early 1970s, and are continuing that spirit today by updating our pedestrian infrastructure as necessary when we reconstruct our streets and sidewalks or perform major maintenance through mill and overlay projects.

At this time (2009) we have five known corner quadrants out of approximately 30,000 that do not have pedestrian ramps.* Most of our ramps are exposed aggregate ramps lacking the current truncated dome technology.

The City of Saint Paul is required to comply with the accessibility requirements of the Americans with Disabilities Act, Section 504 of the Rehabilitation Act, and the Minnesota Human Rights Act when it completes alterations of city streets. “Alterations” are defined by law and include projects such as new construction, reconstruction and mill and overlay projects. These laws state that whenever the City completes an alteration of a city street, it must install a new curb ramp that meets current accessibility standards at locations where no curb ramp exists, and bring all existing curb ramps into compliance with current accessibility standards.

When the City alters city streets, the City will comply with the following procedure:

1. The City will identify all intersections on altered streets that do not contain a curb ramp, and will identify all existing curb ramps on altered streets that do not comply with the accessibility standards in place at the time of the alteration.

2. The City will install new curb ramps that comply with the accessibility standards in place at the time of the alteration at any corner that does not contain a curb ramp.

3. The City will bring all existing curb ramps on altered streets into compliance with the accessibility standards in place at the time of the alteration.

Some of our pedestrian ramps are on Minnesota Department of Transportation State Aid routes or Trunk Highways. Other ramps are found on Ramsey County roadways. Saint Paul Public Works will coordinate with those agencies as appropriate as part of their reconstruction and transition plans.

<table>
<thead>
<tr>
<th>Necessary Structural Changes</th>
<th>Applicable PROWDG Standard</th>
<th>Action to be taken</th>
<th>Projected Completion</th>
<th>Projected Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>One arterial Pedestrian Ramp*</td>
<td>3.4</td>
<td>Ramp and Truncated Dome</td>
<td>12/31/2013</td>
<td>$1,000</td>
</tr>
<tr>
<td>Four residential Ramps</td>
<td>3.4</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Pedestrian Truncated Domes 12/31/2013 $4,000

Arterial Pedestrian Ramps 3.4 Need Truncated Domes 12/31/2030 $10,000,000

Residential Pedestrian Ramps 3.4 Need Truncated Domes 12/31/2050 $25,000,000

* Completed by December 31, 2013, but we do still continue to find the occasional missed corner pedestrian ramp in the City. These are corrected within the year found if the construction season permits. If too late in the season they are reconstructed in the following year.

Records of the Public Works Sidewalk Division indicate that there have been at least 3,527 pedestrian ramp corners reconstructed between 2010 and 2013. These ramps were completed by MnDOT, Ramsey County, City Residential Street Vitality Program projects, Citywide Sidewalk Projects, Utility Companies, and private permit holders. When work like this is performed, pedestrian ramp corners are updated to current ADA standards.
Equal Access to Public Rights-of-Way

Saint Paul Public Works is tasked with ensuring safe and accessible travel for all citizens and visitors, regardless of differences in mode, method or ability. As such it is particularly important that we adequately review, advise and permit uses that may partially obstruct the public way. Sidewalk cafes, advertising and other obstructions must be placed and managed in a way that enables all system users free access to the right-of-way.

Property owners or right-of-way users are required to maintain an accessible pedestrian path past their property of four (4) feet (or 48 inches). Property owners or right-of-way users that do not provide this minimum path are inappropriately restricting accessible routes and therefore will risk revocation of City approval for their specific use of the public right-of-way.

After snow events, it is the responsibility of property owners that have adjoining sidewalk right-of-way to clear those sidewalks within 24 hours and to provide a four (4) foot (or 48 inch) minimum accessible path throughout and at corner quadrants. It is important for property owners to remember that they may need to provide additional snow removal at corner quadrants after City snow plows clear streets. It is also important for safe public transportation use that the Metropolitan Council and bus stop/bus shelter franchisees clear snow from bus stops and shelters.

It is the responsibility of contractors and utilities working in the public right-of-way to maintain accessible pathways in construction projects and permitted projects. Please refer to the “Construction Guidance” section of the Minnesota Department of Transportation page at http://www.dot.state.mn.us/ada/ and http://www.workzonesafety.org/training/record/9856
Accessible Pedestrian Traffic Signals

The City of St. Paul Public Works Traffic and Lighting Division operates and maintains 385 Traffic Signals within City of St. Paul. Each signalized intersection typically has 4 pedestrian crossings. These signals are located on roadways under jurisdiction of Minnesota Department of Transportation (MnDOT), Ramsey County and the City of St. Paul. Of all the approach legs at the signals, approximately 12% are MnDOT Trunk Highways, 28% are Ramsey County State Aid Highways (CSAH), 44% are City of St. Paul Municipal State Aid (MSA) Routes and the remaining 16% are City of St. Paul local streets. The Trunk Highways and County State Aid Streets are typically higher volume arterial streets and the St. Paul MSA and local streets are lower volume collector type streets. Under maintenance agreements with MnDOT and Ramsey County, the City of St. Paul operates and maintains the traffic signals for the governmental unit which has jurisdiction of the roadway.

An Accessible Pedestrian Signal (APS) is a device that communicates information about pedestrian signal timing in a non-visual format such as audible tones, speech messages, and/or vibrating surfaces.

The Traffic and Lighting Division is in the process of formalizing a written policy for the installation of APS based on MN MUTCD, NCHRP 117A Accessible Pedestrian Signals: A Guide to Best Practices, along with the Draft PROWAG.

The general guidance for installation states:

New Construction, Alterations/Reconstruction and Retrofits

- All new traffic signals and traffic signal replacement projects at intersections that include pedestrian facilities will be evaluated for APS along with curb ramps in compliance with the MnMUTCD and as advised by draft NCHRP Best Practice and/or Draft PROWAG for location conditions.

- All projects that are reconstructing curb ramps at signalized intersections shall give consideration to upgrading the traffic signals with APS under the project, and at a minimum, the traffic signals shall be upgraded to “APS ready” and meet the requirements given in the MnMUTCD and as advised by NCHRP Best Practice and/or Draft PROWAG for location conditions. If a future project, with traffic signal work as part of the scope, is programmed, then the APS signal upgrades will not be required and will be constructed with the future programmed project.

In some cases APS should not be installed because of the adverse effect it could have on pedestrian safety as a result of the overall traffic circulation pattern of an area, or unusual geometric conditions where an APS would not provide the safety benefits necessary for the blind or visually impaired individuals to cross a street.
It should also be noted that some traffic signals cannot be retrofitted with APS without major costly modifications. Retrofitting of traffic signals shall be subject to approval by the City traffic Engineer. For these circumstances:

- The construction project process shall include documentation on the evaluation of location conditions for APS, in particular, when the results do not include full installation of APS under MnMUTCD, and as advised under NCHRP Best Practice and/or Draft PROWAG. This documentation serves to ensure
  
  - consistent application of standards,
  - the most complete understanding of the circumstances that limited full application of APS, and
  - provides the intended construction sequence for a phased implementation of APS

Any individual requests will be evaluated in the same manner to be incorporated in either the annual programs or projects.

Since the City of Saint Paul original submitted our transition plan we have increased the number of signalized intersections where all or some of the pedestrians crossing include APS from 16 signalized intersections to 135 signalized intersection with APS out of 385 Traffic Signals.

<table>
<thead>
<tr>
<th>Necessary Structural Changes</th>
<th>Applicable PROWDG Standard</th>
<th>Action to be taken</th>
<th>Projected Completion</th>
<th>Projected Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Signalized Intersections</td>
<td>3.5</td>
<td>Install as Appropriate</td>
<td>TBD</td>
<td>$50,000 Per intersection</td>
</tr>
</tbody>
</table>
City of Saint Paul  
Department of Public Works  
Vertical Connections (Stairways)

Stairways in Saint Paul provide valuable connections between assets at differing heights. Whether they are placed on bluffs, between bridges or in parks, they are an important connection to our geography and our history.

Our intention is to maintain the integrity of historic structures whenever possible, opting to rehabilitate stairway structures if at all possible. If the existing asset in place has deteriorated to such a degree that rehabilitation is not a possibility, then the ADA becomes applicable during reconstruction planning.

For those stairway structures that are not replaced but rehabilitated, Saint Paul Public Works will do a thorough investigation of the alternate accessible route, ensure the route’s reasonableness and review all related ADA appropriate measures.

<table>
<thead>
<tr>
<th>Necessary Structural Changes</th>
<th>Applicable PROWDG Standard</th>
<th>Action to be taken</th>
<th>Projected Completion</th>
<th>Projected Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian Stairway</td>
<td></td>
<td>If rehabbing review &amp; ensure reasonable alt route</td>
<td>As needed</td>
<td>$1,000 Per location</td>
</tr>
<tr>
<td>Pedestrian Stairway</td>
<td></td>
<td>If reconstructing engage Mayor’s Comm* to create process</td>
<td>As needed</td>
<td>Unknown</td>
</tr>
</tbody>
</table>

* Mayor’s Advisory Committee for People with Disabilities
This Grievance Procedure is established to meet the requirements of Title II of the Americans with Disabilities Act of 1990 (“ADA”). It may be used by anyone who wishes to file a complaint alleging discrimination on the basis of disability in the provision of services, activities, programs, or activities by the City of Saint Paul (“The City”). The City’s Personnel Policy governs employment-related complaints of disability discrimination. A grievant also has the option to file directly with the Department of Justice or other appropriate federal agency within 180 days from the date of the incident.

An individual in need of access to services, programs, or activities should complete and submit a “Request for Access” form to:

Alyssa Wetzel-Moore, ADA Coordinator
Fax: (651) 266-8962
Mail: 240 City Hall
15 West Kellogg Blvd.
Saint Paul, MN 55102

Alternatively, an individual may make an oral request by contacting the ADA Coordinator at (651) 266-8965. The Coordinator will put this request in writing to be signed by the requestor.

In the event that this request for access to services, programs, or activities cannot be resolved, an individual may file a grievance orally or in writing. A written grievance should be filed on the ADA Grievance Form. If it is not filed on the Grievance Form, it should be in writing and contain all of the following information:

• The name, address, and telephone number of the person filing the grievance.
• The name, address, and telephone number of the person alleging the ADA violation, if other than the person filing the grievance.
• A description of the alleged violation and the remedy sought.
• Information on whether a complaint has been filed with the Department of Justice or other federal or state civil rights agency or court.
• If a complaint has been filed, the name of the agency or court where the complaint was filed, the date the complaint was filed, and the name, address and telephone number of a contact person with the agency with which the complaint was filed.
An oral grievance can be filed by contacting the Coordinator at the address listed above or at (651) 266-8965. The ADA Coordinator, using the ADA Grievance Form, will put the oral grievance in writing to be signed by grievant. Alternative means of filing complaints will be made available for persons with disabilities upon request.

The complaint should be submitted by the grievant and/or her/his designee as soon as possible but no later than 60 calendar days after the alleged violation to the address listed above. The grievance will be either responded to or acknowledged within 20 working days of receipt.

Within 60 calendar days of the receipt, the Coordinator will conduct the investigation necessary to determine the validity of the alleged violation. If appropriate, the Coordinator will arrange to meet with the grievant to discuss the matter and attempt to reach an informal resolution to the grievance. Any informal resolution of the grievance will be documented in the City’s ADA Grievance File.

If an informal resolution of the grievance is not reached, the Coordinator shall issue a written determination of the validity of the complaint and a description of the resolution no later than 90 days from the date of the City’s receipt of the grievance. A copy will be forwarded to the grievant.

The grievant may request reconsideration if he/she is dissatisfied with the written determinations. The request for reconsideration shall be in writing and filed with the City Legislative Hearing Office, 15 West Kellogg Blvd., Room 310, Saint Paul, MN 55102 within 30 days after the Coordinator’s determination has been mailed to the grievant. The Legislative Hearing Officer shall review the request for reconsideration and make a final determination within 90 days from the filing of the request. If the grievant is dissatisfied with City’s handling of the grievance at any point, the grievant may file a complaint directly with the U.S. Department of Justice or other appropriate state or federal agency. Use of the City’s grievance procedure is not a prerequisite to the pursuit of other remedies.

Because of the varying circumstances in any specific grievance, the City’s resolution of a grievance does not create precedent that binds the City or upon which other complaining parties may rely.

Any written complaints received by Coordinator or her designee, appeals to the Legislative Hearing Officer, and responses from these two offices will be retained by Saint Paul for at least three years.

http://www.stpaul.gov/DocumentCenter/Home/View/13516
City of Saint Paul
Americans with Disabilities Act Grievance Form

Complainant:

Name

Address

City _____________________________, State ___________ ZIP Code _____________

Telephone No. ____________________ Other Phone __________________________

E-mail

Aggrieved Individual (if other than Complainant):

Name

Address

City _____________________________, State ___________ ZIP Code _____________

Telephone No. ____________________ Other Phone __________________________

E-mail

Nature of the Complaint:

City Department Involved: __________________________ Date(s) of Occurrence: ________________

Description of Violation: __________________________________________________________

________________________________________________________________________________

________________________________________________________________________________

________________________________________________________________________________

________________________________________________________________________________

Requested Action of City to Correct Alleged Violation: ____________________________

________________________________________________________________________________

________________________________________________________________________________

________________________________________________________________________________

~ Please see next page for additional questions ~

Page 17 of 21
Has the complaint been filed with another bureau of the Department of Justice or any other Federal, State, or local civil rights agency or court?

Yes____ No____ If yes: Date Filed:_____________________ Agency or Court: __________________________

Contact Person:_________________________________________ Phone No.__________________________

Address: _______________________________________________ Apt._______________________________

City_________________________ State_______ Zip Code________________

Do you intend to file with another agency or court?

Yes____ No____ If yes: Agency or Court: __________________________________________________________

Contact Person:_________________________________________ Phone No.__________________________

Address: _______________________________________________ Apt._______________________________

City_________________________ State_______ Zip Code________________

Additional Comments:
_________________________________________________________________________________________
_________________________________________________________________________________________
_________________________________________________________________________________________
_________________________________________________________________________________________
_________________________________________________________________________________________

Signature: _____________________________________________ Date: _________________________________

Return to: Alyssa Wetzel-Moore, ADA Coordinator
Department of Human Rights and Equal Economic Opportunity (HREEO)
240 City Hall
15 West Kellogg Blvd.
St. Paul, MN 55102
Telephone: (651) 266-8965 Fax: (651) 266-8962
E-mail: ADACoordinator@ci.stpaul.mn.us
February 24, 2010

Bruce Beese, Director of Public Works
1500 City Hall Annex
25 West Fourth Street
Saint Paul, MN 55102

Re: MACPD Feedback to Public Works’ Transition Plan

Dear Mr. Beese,

The Mayor’s Advisory Committee for People with Disabilities (MACPD) would like to thank you for sharing your transition plan with us. We appreciate the hard work and thoroughness invested by the Department of Public Works to develop it. Over the past month, the MACPD has reviewed and discussed the Transition Plan. Based on what we have read, we have no revisions to suggest at this time.

Again, the MACPD appreciates you and department staff taking the time to meet with us and seeking our input. Please contact us through Alyssa Wetzel-Moore at 651-266-8965 or Alyssa.Wetzel-Moore@ci.stpaul.mn.us if you have questions or would like to discuss this further.

Sincerely,

Scott Coleman, Chair

James Thayer, Vice Chair

An Affirmative Action Equal Opportunity Employer
DATE: April 7, 2010

TO: Whom it May Concern

FROM: Robert L. Humphrey, Business Review Council Staff


Please note that at this morning’s Full Business Review Council there was a unanimously passed motion approving the Department of Public Works’ Americans with Disabilities Act Transition plan dated January 6, 2010, with the amendment titled “Equal Access to the Public Right of Way, Page 10 of 18” striking the original page 10 of 18 language.

On behalf of Chair Mike Skillrud, and the entire Business Review Council, we thank Bruce Bese and Paul St. Martin for their patience and willingness to cover this matter in detail before our Council.

Feel free to contact me if you have any questions.
RESOLUTION
CITY OF SAINT PAUL, MINNESOTA

Presented by:

Whereas, the American’s with Disabilities Act (ADA) of 1990 elevated the civil rights protection of people with disabilities to the same level as those protections in place based on race, color, religion and national origin provided through the Civil Rights Act of 1964; and

Whereas, the ADA was signed into law on July 26, 1990 [28 CFR 35.150]; and

Whereas, the ADA required public entities with more than 50 employees to develop a transition plan by July 26, 1992; and

Whereas, this transition plan must identify all structural modifications that are necessary for buildings and facilities to ensure that programs, services and activities are accessible to people with different abilities; and

Whereas, this transition plan must identify the steps to complete the modifications, the estimated date of completion and the cost associated with each modification; and

Whereas, the Saint Paul Public Works Department did not meet the July, 1992 deadline, but has prepared the attached transition plan for review and implementation; and

Whereas, the Mayor’s Advisory Committee for People with Disabilities has reviewed the transition plan and has accepted it in its entirety; and

Whereas, the Business Review Council has reviewed the transition plan and will be making their comments by April, 21, 2010; and

Therefore, be it resolved, that the City Council of Saint Paul adopts the Public Works ADA Transition Plan and directs Public Works to follow the steps elaborated toward the goal of making Public Works’ buildings and infrastructure accessible to all people.

![Table]

<table>
<thead>
<tr>
<th></th>
<th>Years</th>
<th>Nays</th>
<th>Absent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bostrom</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>Carter</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>Harris</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>Helgen</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>Lantry</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>Stark</td>
<td>✔</td>
<td>✔</td>
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</tr>
<tr>
<td>Thune</td>
<td>✔</td>
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<td>✔</td>
</tr>
</tbody>
</table>

Adopted by Council: Date 4/27/2010

Adoption Certified by Council Secretary
By: 

Approved by Mayor: Date 4/27/2010

By: 

Requested by Department of Public Works:
By: Public Works Director

Approved by the Office of Financial Services:
By: 

Approved by City Attorney:
By: 

Approved by Mayor for Submission to Council:
By: 

Page 21 of 21
Project IN TIER 1
Bicycle Transport Corridor.
Results

Within ONE Mile of project:
Total Population: 41193
Total Employment: 80954
Results

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

Tracts within half-mile:
33700 34000 34201
34202 35500 35800
35900 36000 36100
37100 42800

For complete disclaimer of accuracy, please visit http://giswebsite.metc.state.mn.us/gissite/notice.aspx
<table>
<thead>
<tr>
<th>Map #</th>
<th>Name</th>
<th>Address</th>
<th>City</th>
<th>State</th>
<th>Development Stage</th>
<th>Key Funding Source(s)</th>
<th>0BR</th>
<th>1BR</th>
<th>2BR</th>
<th>3BR</th>
<th>30% AMI</th>
<th>50% AMI</th>
<th>60% AMI</th>
<th>Total Affordable Units</th>
<th>Total Units in Buildings</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Straus Apartments</td>
<td>350 Sibley St N</td>
<td>St Paul</td>
<td>MN</td>
<td>Existing</td>
<td>LIHTC 4%</td>
<td>7</td>
<td>17</td>
<td>9</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>34</td>
<td>34</td>
<td>49</td>
</tr>
<tr>
<td>2</td>
<td>Minnesota Place / Minnesota Vistas</td>
<td>46 4th St E</td>
<td>St Paul</td>
<td>MN</td>
<td>Existing</td>
<td>LIHTC 4% &amp; 9%</td>
<td>23</td>
<td>111</td>
<td>3</td>
<td>0</td>
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<td>14</td>
<td>111</td>
<td>137</td>
<td>137</td>
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<tr>
<td>3</td>
<td>Commerce Building Phases I &amp; II</td>
<td>8 4th St E</td>
<td>St Paul</td>
<td>MN</td>
<td>Existing</td>
<td>LIHTC 4% &amp; 9%</td>
<td>0</td>
<td>77</td>
<td>23</td>
<td>0</td>
<td>11</td>
<td>44</td>
<td>45</td>
<td>100</td>
<td>100</td>
</tr>
<tr>
<td>4</td>
<td>Pioneer Press Building (Press Apartments)</td>
<td>345 Cedar St</td>
<td>St Paul</td>
<td>MN</td>
<td>Existing</td>
<td>LIHTC 4%</td>
<td>17</td>
<td>101</td>
<td>25</td>
<td>0</td>
<td>0</td>
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<td>143</td>
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</tr>
<tr>
<td>5</td>
<td>Exchange Hi-Rise</td>
<td>10 Exchange St W</td>
<td>St Paul</td>
<td>MN</td>
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<td>HUD Public Hsg</td>
<td>0</td>
<td>194</td>
<td>0</td>
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<td>194</td>
<td>194</td>
</tr>
<tr>
<td>6</td>
<td>Central Towers</td>
<td>20 Exchange St E</td>
<td>St Paul</td>
<td>MN</td>
<td>Existing</td>
<td>LIHTC 4% &amp; 9%</td>
<td>67</td>
<td>128</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>197</td>
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<tr>
<td>7</td>
<td>Wabasha Hi-Rise</td>
<td>545 Wabasha St N</td>
<td>St Paul</td>
<td>MN</td>
<td>Existing</td>
<td>HUD Public Hsg</td>
<td>0</td>
<td>71</td>
<td>0</td>
<td>0</td>
<td>71</td>
<td>0</td>
<td>71</td>
<td>71</td>
<td>71</td>
</tr>
<tr>
<td>8</td>
<td>Higher Ground Phase I</td>
<td>435 Dorothy Day Pl</td>
<td>St Paul</td>
<td>MN</td>
<td>Existing</td>
<td>LIHTC 4%</td>
<td>193</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>193</td>
<td>0</td>
<td>193</td>
<td>193</td>
<td>193</td>
</tr>
<tr>
<td>9</td>
<td>Dorothy Day Residence</td>
<td>183 Old 6th St W</td>
<td>St Paul</td>
<td>MN</td>
<td>Existing</td>
<td>LIHTC 4%</td>
<td>177</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>92</td>
<td>85</td>
<td>0</td>
<td>177</td>
<td>177</td>
</tr>
<tr>
<td>10</td>
<td>West Side Flats Apartments</td>
<td>84 Wabasha St S</td>
<td>St Paul</td>
<td>MN</td>
<td>Existing</td>
<td>MHFA EDHC</td>
<td>6</td>
<td>20</td>
<td>10</td>
<td>0</td>
<td>0</td>
<td>36</td>
<td>0</td>
<td>36</td>
<td>36</td>
</tr>
<tr>
<td>11</td>
<td>Cathedral Hill Homes</td>
<td>276 Dayton Ave</td>
<td>St Paul</td>
<td>MN</td>
<td>Existing</td>
<td>LIHTC 4% &amp; 9%</td>
<td>0</td>
<td>21</td>
<td>16</td>
<td>23</td>
<td>0</td>
<td>0</td>
<td>60</td>
<td>60</td>
<td>60</td>
</tr>
<tr>
<td>12</td>
<td>Saint Christoph Place (Guild Hall)</td>
<td>286 Marshall Ave</td>
<td>St Paul</td>
<td>MN</td>
<td>Existing</td>
<td>MHFA HTF</td>
<td>70</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>70</td>
<td>0</td>
<td>0</td>
<td>70</td>
<td>70</td>
</tr>
<tr>
<td>13</td>
<td>West Side Flats Phase III</td>
<td>55 Livingston Ave</td>
<td>St Paul</td>
<td>MN</td>
<td>Approved</td>
<td>LIHTC 4%</td>
<td>10</td>
<td>19</td>
<td>43</td>
<td>10</td>
<td>0</td>
<td>32</td>
<td>50</td>
<td>82</td>
<td>82</td>
</tr>
</tbody>
</table>

**Totals >**

| Unit Size | 570 | 759 | 131 | 34 | 643 | 211 | 640 | 1494 | 1651 |

Source: HousingLink Streams, Accessed 5/14/2020. All affordable housing units listed have affordability restricted by terms of funding.

By virtue of their respective funding sources, all projects are required to accept vouchers and meet Fair Housing Marketing Plan requirements.
CONCEPTUAL DESIGN ➔ KELLOGG BOULEVARD
Project Begins at Kellogg Blvd and W 7th Street.

Roadway geometry shown is conceptual and subject to final design.
Roadway geometry shown is conceptual and subject to final design.
Roadway geometry shown is conceptual and subject to final design.
Excerpts relating to Kellogg Boulevard
**Kellogg Boulevard & 4th Street Market District**

**Street Alternatives**
Kellogg Boulevard is the recommended east–west bikeway segment on the south side of downtown. The bikeway is recommended to follow Kellogg Boulevard from John Ireland Boulevard to Sibley Street. Along with Kellogg Boulevard, the design team also analyzed 4th and 5th Streets as potential streets for the major bikeway. The option of locating the bikeway on 5th Street was eliminated due to existing transit conflicts, daily traffic volumes, and a lower level of comfort. Figure 7 describes some of the impacts, differences, pros, and cons of locating the major bikeway on Kellogg Boulevard, 4th Street, or 5th Street. A description of each route evaluation criteria is provided on pages 4-5.

**Bikeway Location on Kellogg Boulevard**
The feasibility of locating the bikeway on the north/east and south/west sides of Kellogg Boulevard were evaluated. A two-way protected bikeway on the south side was evaluated due to the proximity of the Science

<table>
<thead>
<tr>
<th>Evaluation Criteria</th>
<th>Kellogg Boulevard</th>
<th>4th Street</th>
<th>5th Street</th>
</tr>
</thead>
<tbody>
<tr>
<td>Neighborhood/Trail Connectivity</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Micro/Cultural Connectivity</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Level of Comfort</td>
<td>Medium</td>
<td>High</td>
<td>Medium</td>
</tr>
<tr>
<td>Legibility/Wayfinding</td>
<td>High</td>
<td>High</td>
<td>Medium</td>
</tr>
<tr>
<td>Transit Conflicts</td>
<td>No</td>
<td>Yes (LRT)</td>
<td>Yes (Bus)</td>
</tr>
<tr>
<td>Placemaking Opportunities</td>
<td>Yes</td>
<td>Yes</td>
<td>Maybe</td>
</tr>
<tr>
<td>Economic Development Potential</td>
<td>Short and Long-Term</td>
<td>Short-Term</td>
<td>Short-Term</td>
</tr>
<tr>
<td>Preserve On-Street Parking</td>
<td>1 Side</td>
<td>Future Study Needed</td>
<td>1 Side</td>
</tr>
<tr>
<td>Control of Right-of-Way</td>
<td>Yes - North side</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Right-of-way needed for fully protected facility on south side</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Traffic Volumes (2014 MnDOT)</td>
<td>16,200-26,700</td>
<td>1,700-2,250</td>
<td>3,650-16,000</td>
</tr>
</tbody>
</table>

Figure 7: Evaluation criteria for determining which street(s) to locate the bikeway.

*Described in detail on page 4-5. Good, Fair, Poor, Information Only.
Museum of Minnesota and Kellogg Mall Park. However, pinch points due to the bridge structures limit the ability to provide a continuous two-way sidewalk level bikeway similar to the rest of the Capital City Bikeway network. Additionally, modifying bridge structures to increase the right-of-way width is impractical.

Because of the significant challenges related to locating the bikeway on the south side of Kellogg Boulevard, a north side, two-way protected bikeway concept from 7th Street to Jackson Street was developed. A north side protected bikeway has more street crossings; however, it also allows for a wider bikeway, additional green space (depending on existing utilities), and separated bicycle and pedestrian facilities along the majority of the corridor. It connects to the shared trail segment of the Capital City Bikeway on the north side of Kellogg Boulevard at Jackson Street. After reviewing both options, the recommendation is to locate the bikeway on the east/north side of Kellogg Boulevard.

Figure 8 compares various community priorities and design criteria* for a bikeway on the west/south side versus the east/north side of Kellogg Boulevard.

4th Street Market District

4th Street is recommended to be a significant biking and walking corridor in downtown that will complement the Capital City Bikeway. Public preference was split between 4th Street and Kellogg Boulevard. Implementing both routes is recommended, though each will have a distinct character. Establishing a working team is recommended to further develop the 4th Street Market District concept. Additional study is needed on 4th Street to evaluate operations, parking ramp access, and potential impacts of future rail alignments. The vision for 4th Street is a “shared street” between transit, bicyclists, pedestrians, and motor vehicles. The concept of a shared street emerged during the discovery workshop in May 2015, and local business owners led a visioning process to explore the idea and published the results in November 2015. More information on the conceptual design recommendation for 4th Street is described in the Implementation Plan section. Figure 7 describes some of the impacts, differences, pros, and cons between locating the bikeway on Kellogg Boulevard, 4th Street, and 5th Street.

* Figure 8 compares various community priorities and design criteria for a bikeway on the west/south side versus the east/north side of Kellogg Boulevard.
### Kellogg Boulevard

<table>
<thead>
<tr>
<th>Community Priorities</th>
<th>Decision Criteria</th>
<th>South/West Side</th>
<th>North/Bast Side</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Connectivity</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Macro Connectivity:</td>
<td>Connections to overall bicycle network</td>
<td>North of 7th St: Provides connection to Summit Ave and east out of downtown via planned bikeways</td>
<td>North of 7th St: Provides connection to Summit Ave and east out of downtown via planned bikeways</td>
</tr>
<tr>
<td>Micro Connectivity:</td>
<td>Connections to key destinations and neighborhoods</td>
<td>South of 7th St: Connects via Eagle Pkwy to Sam Morgan Trail</td>
<td>South of 7th St: Connects to future 10th St bikeway, provides alternative connections to downtown core</td>
</tr>
<tr>
<td><strong>Level of Comfort</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Driveways:</td>
<td>Increases conflicts between bicyclists and motor vehicles</td>
<td>North of 7th St: 1 ramp</td>
<td>North of 7th St: 0</td>
</tr>
<tr>
<td></td>
<td></td>
<td>South of 7th St: 1 ramp, 1 loading zone</td>
<td>South of 7th St: 5 ramp driveways, 3 pullout loading zones, 3 regular loading zones, 1 driveway</td>
</tr>
<tr>
<td><strong>Bikeway Facility:</strong></td>
<td>Proposed type</td>
<td>Sidewalk level, 2-way bikeway</td>
<td>Sidewalk level, 2-way bikeway</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Shared use path near Exchange St</td>
<td>Shared use path between Kellogg Blvd and Sibley St</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Street level, 2-way bikeway on bridge structures with flexible posts</td>
<td></td>
</tr>
<tr>
<td><strong>Legibility &amp; Wayfinding</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Directness / Complex Intersections:</td>
<td>Straightforward route that reduces conflicts with motor vehicles at intersections</td>
<td>North of 7th St: Facility must cross complex intersections at the I-35E on and off ramps (likely could not protect bike movement from turning movement)</td>
<td>North of 7th St: Bicyclists along Summit Ave would cross Kellogg Blvd to the bikeway</td>
</tr>
<tr>
<td></td>
<td></td>
<td>South of 7th St: Skewed intersection at Eagle Pkwy and entrance to 2nd St</td>
<td>South of 7th St: Overall, more intersections to cross and coordinate with signals</td>
</tr>
<tr>
<td><strong>Pavement Quality</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parking Spacing:</td>
<td>Maximize the number of on-street parking spaces</td>
<td>71 parking spaces preserved</td>
<td>42 parking spaces preserved</td>
</tr>
<tr>
<td>Loading Zones:</td>
<td>Maintain loading zones where feasible for business and residential use</td>
<td>4 loading zones preserved</td>
<td>4 loading zones preserved</td>
</tr>
<tr>
<td>Other Zones (e.g., police parking, parking for people with disabilities):</td>
<td>Maintain other zones where feasible to retain functionality</td>
<td>2 bus loading zones preserved</td>
<td>2 bus loading zones preserved</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1 parking zone for people with disabilities preserved</td>
<td>1 parking zone for people with disabilities preserved</td>
</tr>
<tr>
<td><strong>Placemaking Opportunities</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Placemaking:</td>
<td>Opportunities to provide new public spaces or utilize existing plazas</td>
<td>North of 7th St: limited within right-of-way</td>
<td>North of 7th St: Cleveland Circle Redevelopment Private Plaza at History Center</td>
</tr>
<tr>
<td></td>
<td></td>
<td>South of 7th St: Open space by Science Museum, River Balcony/Park area, Ramsey County Jail site redevelopment Private plazas at Science Museum of Minnesota, Ramsey County Government Center East</td>
<td>South of 7th St: Limited within right-of-way Private plazas at Xcel Energy Center, RiverCentre, James J. Hill Reference Library, City Hall and County Courthouse, Kellogg Square, Federal Courts Building</td>
</tr>
<tr>
<td><strong>Green Space</strong></td>
<td>Opportunities to provide trees or other vegetation</td>
<td>North of 7th St: Existing green field south of Summit Ave</td>
<td>North of 7th St: Green space by History Center</td>
</tr>
<tr>
<td></td>
<td></td>
<td>South of 7th St: Greater offset to buildings</td>
<td>South of 7th St: Existing green space by Central Library</td>
</tr>
<tr>
<td><strong>Transit Conflicts</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bus Stops:</td>
<td>Increases conflicts between pedestrians and bicyclists</td>
<td>Existing stop at SW corner of Kellogg Blvd/Mulberry St</td>
<td>Existing stop at SE corner of Kellogg Blvd/Mulberry St, relocate to NE corner</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Existing stop at SW corner of Kellogg Blvd/Mulberry St</td>
<td>Existing stop at NE corner of Kellogg Blvd/Mulberry St</td>
</tr>
<tr>
<td><strong>Economic Development Potential</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Surface Parking Lots:</td>
<td>Redevelopment potential</td>
<td>North of 7th St: 2 surface parking lots</td>
<td>North of 7th St: 1 surface parking lot</td>
</tr>
<tr>
<td>Building Setbacks:</td>
<td>Opportunities for activating street level land uses</td>
<td>Summit Park, Apartments, Science Museum of Minnesota, Ramsey County Government Center West, Kellogg Mall, Ramsey County Government Center East</td>
<td>History Center, Xcel Energy Center, RiverCentre, Saint Paul Central Library, Ramsey County Courthouse, Federal Courts Building</td>
</tr>
<tr>
<td>Street Level Land Use:</td>
<td>Opportunities to stop and enjoy street level businesses</td>
<td>Gv/cultural/institutional, parking, park/plaza/courtyard</td>
<td>Gv/cultural/institutional, commercial/office, parking, residential/hotel</td>
</tr>
</tbody>
</table>

Figure 8: Evaluation matrix showing the community priorities and decision criteria for a bikeway on the south/west and north/east Kellogg Boulevard.
Kellogg Boulevard
Long Term Conceptual Design
This Capital City Bikeway segment provides a connection from the far northwestern edge of downtown to and through the southern portion of downtown. The bikeway on Kellogg Boulevard is recommended to be on the east side of the street from John Ireland Boulevard to 7th Street and on the north side of the street from 7th Street to Sibley Street.

The design of the bikeway respects and accommodates the loading and drop off areas along Kellogg Boulevard, which are located near the Xcel Energy Center, the River Centre, and the InterContinental Hotel. Two westbound travel lanes are provided throughout the corridor, with left turn lanes at Robert Street and Wabasha Street. Removing parking and the dedicated right turn lanes on the north side of Kellogg Boulevard is necessary to provide the space for the two-way, sidewalk level protected bikeway. The right-of-way along Kellogg Boulevard varies significantly. Detailed 30-scale design drawings are shown in Appendix E.
Proposed Conditions

8'-12' sidewalk
0'-6' buffer
8'-10' bikeway
2'-4' buffer
0'-8' parking
11'-12' travel lane
11'-12' travel lane
11'-12' median
11'-12' travel lane
8'-20' parking
8'-20' existing sidewalk
The development of a network of bicycle facilities in the downtown core is the top priority for encouraging bicycle ridership and economic development in Saint Paul. - Saint Paul Bicycle Plan

Figure A: Capital City Bikeway Network Map.

Jackson Street Segment from University Avenue to Sam Morgan Regional Trail Constructed 2016-2018. (Included one block of Kellogg east of Jackson)

Kellogg Boulevard Phase I
St. Peter Street to Jackson Street
Kellogg Boulevard Capital City Bikeway Phase II

Project Summary

Applicant: City of Saint Paul

Project Summary: The City of Saint Paul is proposing to construct a new off-street bikeway along the north side of Kellogg Boulevard from West 7th Street to Saint Peter Street. The bikeway will be part of the Capital City Bikeway, an iconic network of off-street trails throughout downtown Saint Paul. The project will be an extension of the bikeway constructed on Jackson Street in 2016-2018, and an extension of the Kellogg Boulevard Capital City Bikeway Phase I project, which will construct the bikeway between Jackson Street and Saint Peter Street in 2023. The scope of work will include revisions to curbs, gutters, sidewalks, traffic signals, lighting, and other streetscape elements as needed to ensure safety and ADA compliance within the project area.

Cost: $5,500,000 federal; $1,444,759 local; $6,944,759 total

Project Location:

Existing Conditions:
This image shows Kellogg Boulevard, including a bicyclist operating in the street in mixed traffic.
Kellogg Boulevard Capital City Bikeway Phase II

Project Location
File Number: RES 20-146

Authorizing the Departments of Public Works and Parks and Recreation to submit nine project applications for federal funding into the 2020 Metropolitan Council Regional Solicitation Program and to authorize the commitment of a twenty percent local funding match plus engineering for any project that is awarded federal funding.

WHEREAS, The Departments of Public Works and Parks and Recreation are proposing to submit nine project applications for federal funding into the 2020 Metropolitan Council Regional Solicitation Program for funding in years 2024 and 2025; and

WHEREAS, there is a required twenty percent local funding match to any project awarded to an agency under the Regional Solicitation Program; and

WHEREAS, the City commits to ensuring that all sidewalks and bikeways included in these project applications will be fully open for use and cleared of snow throughout the winter, either by City staff or by adjacent property owners per existing City ordinances; and

WHEREAS, the projects to be submitted by the City under the Metropolitan Council Regional Solicitation are as follows:

- Kellogg/3rd Street Bridge Replacement
- Capital City Bikeway Construction - Kellogg Blvd from St. Peter to John Ireland
- Robert Street Reconstruction - Kellogg to 11th
- University Avenue Reconstruction - 35E to Lafayette
- Crossroads Elementary Safe Routes to School Project
- Burns/Suburban Sidewalk Infill Project
- Saint Paul Traffic Signal Enhancement and Modernization Phase 5
- Sam Morgan Regional Trail Segments 1 & 4 Reconstruction
- Point Douglas Regional Trail Phase 1 Construction

WHEREAS, these projects fall within appropriate funding categories and meet the conditions and requirements specified for eligibility of federal funding; now, therefore, be it

RESOLVED, that the Council of the City of Saint Paul authorizes submission of the project applications for possible award of federal transportation funds through the Metropolitan Council
Regional Solicitation Program; and be it

FURTHER RESOLVED, that the Council of the City of Saint Paul authorizes the commitment of local funds on a twenty percent match basis plus engineering for any project awarded federal funding under the Regional Solicitation Program.

Resolution RES 20-146 Passed Mayor’s Office passed Signed 2/18/2020 2/12/2020 Signed DAY THAT a meeting of the on, this Resolution was Signed.

Yea: 7 Councilmember Brendmoen, Councilmember Thao, Councilmember Tolbert, Councilmember Noecker, Councilmember Prince, Councilmember Jalali, and Councilmember Yang

Nay: 0

Vote Attested by Council Secretary

Trudy Moloney

Date 2/12/2020

Approved by the Mayor

Melvin Carter III

Date 2/18/2020