



Application

01971 - 2014 Multiuse Trails and Bicycle Facilities

02160 - Indian Mounds Regional Park Trail

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted  
Submitted Date: 12/01/2014 3:34 PM

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## Primary Contact

**Name:\*** Mr. Mike Kimble  
Salutation First Name Middle Name Last Name

**Title:** Management Assistant III

**Department:** Parks and Recreation

**Email:** mike.kimble@ci.stpaul.mn.us

**Address:** 400 City Hall Annex  
25 West 4th St.

**\*** Saint Paul Minnesota 55102  
City State/Province Postal Code/Zip

**Phone:\*** 651-266-6417  
Phone Ext.

**Fax:**

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

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## Organization Information

**Name:** ST PAUL, CITY OF

**Jurisdictional Agency (if different):**

**Organization Type:** City  
**Organization Website:**  
**Address:** 400 CITY HALL ANNEX  
25 W 4TH ST  
  
\* ST PAUL Minnesota 55102  
City State/Province Postal Code/Zip  
**County:** Ramsey  
**Phone:\*** 651-266-6400  
Ext.  
**Fax:**  
**PeopleSoft Vendor Number** 0000003222A15

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## Project Information

**Project Name** Indian Mounds Regional Park Trail  
**Primary County where the Project is Located** Ramsey  
**Jurisdictional Agency (If Different than the Applicant):**

Indian Mounds Regional Park trail is a unit of the Metro regional system of parks and trails. The trail is approximately 1.9 miles in length and is located on the eastern edge of downtown St. Paul. The Indian Mounds trail links to the Bruce Vento Regional Trail, the Sam Morgan Regional Trail, Battle Creek Trail, and the Grand Round bikeway system. The trail also provides a key connection to businesses and residents on the eastern part of the City of Saint Paul and eastern suburbs to the central business district, the Union Depot, and the Lowertown Ballpark downtown. This project involves complete redesign and reconstruction due to its deteriorated condition as evidenced by cracking and frost heave bumps, resulting in a path that is unwelcoming, difficult and/or unusable by some populations.

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

Indian Mounds Park and Trail has been a part of the Metropolitan Councils Regional Parks and Trails system since 1974 and receives over 344,000 visits annually, part of the over 9.4 million visits to regional parks and trails in Saint Paul, according to the Metropolitan Councils most recent Annual Use Estimate of the Metropolitan Regional Parks System for 2013 (released in July, 2014). The nearby Battle Creek Regional Park receives over 761,000 estimated visits annually. The Sam Morgan and Bruce Vento Trails that link to Indian Mounds receive a combined estimated 676,000 annual visits, and the planned Trout Brook Regional Trail, which will terminate near the west end of the park had an estimated 40,200 annual visits in the Metropolitan Councils 2007 User Survey. Indian Mounds will also connect to the Grand Round parkway system in Saint Paul, a system of multi-modal transit, including bikeways and trails, that will ring the City. One of those parkways, Johnson Parkway, connects to Indian Mounds at the intersection of Mounds Boulevard

and Johnson Parkway. This project will have bike and pedestrian links to major regional trails, bringing people to homes, jobs, and recreation. These attributes will enable bike commuting from and to other areas of the City, and from other cities and counties adjacent to Saint Paul.

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

**Project Length (Miles)**

1.9

**Connection to Local Planning:**

*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 MnDOT 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. List the applicable documents and pages.*

The Battle Creek-Indian Mounds Regional Park Trail is part of the Regional Park System, the 2030 Regional Parks Policy Plan (2013), p. 3-63 and Fig. 3-1, p. 3-67. The trail and links are shown in the Draft Saint Paul Bicycle Plan, p. 32, 33, 34, 52, 57, 65 and 96; and the Saint Paul Parks System Comp Plan, Transp. Plan, p. T-18, and Parks and Recreation Plan, p. PR-32. Saint Pauls Great River Passage Master Plan also references the trail on pp. 133, 149 and 151. In March, 2009 the City Council adopted a complete streets policy, that promotes walking, biking and transit usage. Ultimately, combined existing and future bicycle trails are planned to total 348 miles of both on and off street facilities. This project meets goals in the Metropolitan Councils Thrive MSP 2040 Plan, pp. 25, 38, 67-70 . It conforms to the 2030 Transportation Policy Plan, Ch. 9, p. 168-181, and the 2030 Water Resources Management Policy Plan (2005), Reg. Framework for Accommodating Growth, Pol. 2, p. 6.

**Connection to Local Planning**

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**Project Funding**

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

Yes

If yes, please identify the source(s)

Met Council CIP and Legacy Park and Trail

<b>Federal Amount</b>	\$1,326,400.00
<b>Match Amount</b>	\$331,600.00
<i>Minimum of 20% of project total</i>	
<b>Project Total</b>	\$1,658,000.00
<b>Match Percentage</b>	20.0%
<i>Minimum of 20%</i>	
<i>Compute the match percentage by dividing the match amount by the project total</i>	
<b>Source of Match Funds</b>	Met Council CIP and Legacy Park and Trail
<b>Preferred Program Year</b>	
<b>Select one:</b>	2019

## Project Information

<b>County, City, or Lead Agency</b>	City of Saint Paul Parks and Recreation Dept.
<b>Zip Code where Majority of Work is Being Performed</b>	55106
<b>(Approximate) Begin Construction Date</b>	04/01/2019
<b>(Approximate) End Construction Date</b>	11/01/2019
<b>LOCATION</b>	
<b>From:</b> <b>(Intersection or Address)</b>	Mounds Blvd. & Plum St./Commercial & Euclid
<i>Do not include legal description; Include name of roadway if majority of facility runs adjacent to a single corridor.</i>	
<b>To:</b> <b>(Intersection or Address)</b>	Mounds Blvd. & US Hwy. 61, and County Hwy. 36/Warner Rd. bike-ped bridge
<b>Type of Work</b>	Grading, aggregate base, bituminous base & surface, bicycle/ped path, per ADA ramps, signage, lighting & electrical, benches, drinking fountain.

*Examples: grading, aggregate base, bituminous base, bituminous surface,  
sidewalk, signals, lighting, guardrail, bicycle path, ped ramps, bridge,  
Park & Ride, etc.)*

## BRIDGE/CULVERT PROJECTS

### (If Applicable)

<b>Old Bridge/Culvert?</b>	No
<b>New Bridge/Culvert?</b>	No
<b>Structure is Over/Under</b> <b>(Bridge or culvert name):</b>	N/A

## Specific Roadway Elements

**CONSTRUCTION PROJECT ELEMENTS/COST  
ESTIMATES**

**Cost**

Mobilization (approx. 5% of total cost)	\$48,000.00
Removals (approx. 5% of total cost)	\$75,000.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$71,000.00
Storm Sewer	\$0.00
Ponds	\$36,000.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$154,000.00
Traffic Control	\$0.00
Striping	\$59,000.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$40,000.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$24,000.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
<b>Totals</b>	<b>\$507,000.00</b>

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## Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$238,000.00
Sidewalk Construction	\$59,000.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$62,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$203,000.00
Streetscaping	\$121,000.00

Wayfinding	\$117,000.00
Bicycle and Pedestrian Contingencies	\$285,000.00
Other Bicycle and Pedestrian Elements	\$66,000.00
<b>Totals</b>	<b>\$1,151,000.00</b>

## Specific Transit and TDM Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Transit and TDM Contingencies	\$0.00
Other Transit and TDM Elements	\$0.00
<b>Totals</b>	<b>\$0.00</b>

## Transit Operating Costs

<b>OPERATING COSTS</b>	<b>Cost</b>
Transit Operating Costs	\$0.00
<b>Totals</b>	<b>\$0.00</b>

## Totals

<b>Total Cost</b>	\$1,658,000.00
<b>Construction Cost Total</b>	\$1,658,000.00
<b>Transit Operating Cost Total</b>	\$0.00

## Requirements - All Projects

### All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2030 Transportation Policy Plan (amended 2013), the 2030 Regional Parks Policy Plan (amended 2013), and the 2030 Water Resources Management Policy Plan (2005).

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

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

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

3. 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**

4. 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. Multiuse trails & bicycle facilities must be between \$125,000 and \$5,500,000. Pedestrian facilities and Safe Routes to School must be between \$125,000 and \$1,000,000.

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

5. The project must comply with the Americans with Disabilities Act.

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

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

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

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

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

8. 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**

9. 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**

10. The project applicant must send written notification regarding the proposed project to all affected communities and other levels and units of government prior to submitting the application.

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

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## 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**

2. The project must exclude costs for study completion, preliminary engineering, design, construction engineering, or other similar costs (eligible costs include construction and materials, right-of-way, and land acquisition).

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

3. The project must exclude work which is required as a condition of obtaining a permit or concurrence for a different transportation project.

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



4. Seventy percent of the project cost must fall under one of the following eligible activities:

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

#### **For Safe Routes to School Projects Only**

5. 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.**

6. All schools benefiting from the SRTS program must conduct after-implementation surveys. These include the student 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 project meets this requirement.**

7. The applicant must have a Safe Routes to School plan or planning process established to be eligible for funding. MnDOT staff will notify Metropolitan Council staff of all agencies eligible for funding. If an applicant has a new Safe Routes to School plan and has not previously notified MnDOT Safe Routes to School staff of the plan, the applicant should contact Nicole Campbell (Nicole.M.Campbell@state.mn.us; 651-366-4180) prior to beginning an application to discuss the plan and confirm eligibility. MnDOT staff will send updated applicant eligibility information to Metropolitan Council staff, if necessary.

**Check the box to indicate that the applicant understands this requirement and will contact MnDOT Safe Routes to School staff, if necessary, to confirm funding eligibility.**

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## **Other Attachments**



Existing trail conditions - 1

3.4 MB



Existing trail conditions - 2

182 KB



Existing trail conditions - 3

401 KB

File Name	Description	File Size
Bruce Vento Bridge Council Res Legislation Text 11-24-14.pdf	Saint Paul City Council resolution	87 KB
Existing Conditions.pdf	Existing conditions plan	13.3 MB
Indian Mounds Concept_All.pdf	Indian Mounds Regional Park Master Plan	3.9 MB

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## Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor Yes

Tier 2, RBTN Corridor

*(Tier 1 or Tier 2)*

Direct connection to the RBTN

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 or city plan

Upload Map MC reg sol Ind Mds trail RBTN Tier 1.pdf

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## Measure A: Cost Effectiveness

Existing Population Within One Mile (Integer Only) 40466

Existing Employment Within One Mile (Integer Only) 30352

Completed by Metropolitan Council Staff

Total Project Cost \$1,658,000.00

Cost Effectiveness for Population \$40.97

Cost Effectiveness for Employment \$54.63

Upload Map MC reg sol Ind Mds trail Pop-Empl.pdf

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## Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

Project located in Racially Concentrated Area of Poverty Yes

Project located in Concentrated Area of Poverty

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

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

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

This project positively impacts low-income populations, people of color, children, people with disabilities, and the elderly. The rebuilt trail helps to improve access to major local and regional trails enabling improved access to commercial and government jobs areas including downtown, the Lowertown area, and others along East 7th Ave., southwesterly and across the Mississippi River to airport and industrial areas. Major trail corridors include the Sam Morgan and Bruce Vento regional trails, local on street trails, Johnson Parkway, and the Harriet Island to Dakota County Mississippi River Trail link, now in the planning and design stage. This will encourage bike commuter use, plus healthier outdoor habits that can improve health and wellness. It provides a safer, accessible, welcoming, higher quality connection that helps to mitigate the existing poor access to area jobs and amenities with a single solution. The rebuilt trail will connect to existing commercial, entertainment, parks and trails safely and efficiently, becoming woven into Saint Pauls extensive, multi-modal transportation system. The entire trail will be designed to meet the Americans with Disabilities Act (ADA) standards, with gentle longitudinal and cross slopes. Indian Mounds Regional Park is also a scenic destination so its likely that this rehabilitated trail will draw even more visitors over time.

Upload Map

MC reg sol Ind Mds trail Soc-Econ.pdf

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## Measure B: Affordable Housing

City/Township	Segment Length (Miles)
City of Saint Paul	1.9
	2

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## Total Project Length

Total Project Length 1.9

## Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

City/Township	Segment Length (Miles)	Total Length (Miles)	Score	Segment Length/Total Length	Housing Score Multiplied by Segment percent
City of Saint Paul	1.9	1.9	98.0	1.0	98.0
		2	98	1	98

## Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles) 1.9  
 Total Housing Score 98.0

## Measure A: Gaps, Barriers and Continuity/Connections

### Check all that apply:

*Closes a Gap on or off the RBTN including improving bikeability for all age/experience levels within urban, high demand corridors that may already have a continuous bikeway facility (in urban high-demand corridors, this could include adding an off-road trail where there is only an on-street bike lane or adding a bike lane where only a trail exists)*

**Closes a Gap** Yes

*Provides a Facility That Crosses or Circumvents a Physical Barrier (bridge or tunnel; on or off the RBTN) including a river or stream, railroad corridor, freeway, or multi-lane highway*

**Provides a Facility That Crosses or Circumvents a Physical Barrier**

*Improves Continuity and/or Connections Between Jurisdictions (on or off the RBTN) (e.g., extending a specific bikeway facility treatment across jurisdictions to improve consistency and inherent bikeability)*

**Improves Continuity and/or Connections Between Jurisdictions** Yes

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

This project, once complete will close a gap consisting of an existing deficient section of trail that acts as a physical barrier for some populations (e.g., elderly, people with disabilities), and bicycle commuter visits to commercial and entertainment areas, that needs to be upgraded to current standards. The project will enable improved access to the downtown, Lowertown, East 7th, and southerly areas along and across the river, to other commercial and industrial areas. This will also improve continuity between jurisdictions for the residents of the area and the City as a whole, since the Saint Paul system of trails has existing and planned links to other communities. Metro area residents who access this rehabilitated trail will be able to more easily connect to other trail systems in Ramsey and Dakota Counties, and from there, further jurisdictions. Once this project and other links in the planning and design stages are complete, bicycle and pedestrian (via multi-modal transit) access commuter access to commercial and entertainment districts will be greatly enhanced, providing many more options for job seekers.

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## Measure B: Project Improvements



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

This trail is off-road, and within a regional park, there are no crash related data. The project will correct existing safety deficiencies according to current standards, including, but not limited to, smoother paved surface, grading for proper drainage, signage, benches, Americans with Disabilities Act, sightlines, and others that may apply. The trail has been subjected to numerous asphalt upheavals and swelling due to expansive soils. The upheavals also occur in an area of increased slope, which make the trail less desirable for bike users. The reconstruction of the trail will remediate the underlying soil condition. It will also provide trail connections at intersections, ADA accessible ramps, and necessary signage.

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## Measure A: Transit Connections

Existing Routes Directly Connected to the Project	70, 294, 350, 351, 353, 355, 361, 364, 365, 375
Planned Transitways Directly Connected to the Project (alignment and mode determined and identified in the 2030 TPP)	N/A
Existing Routes Indirectly Connected Within One Mile of the Project	N/A
Planned Transitways Indirectly Connected Within One Mile of the Project (alignment and mode determined and identified in the 2030 TPP)	Robert Street BRT, East 7th Street BRT
Upload Map	MC reg sol Ind Mds trail Transit Conn.pdf

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## Response

*Met Council Staff Data Entry Only*

Route Ridership Directly Connected	1235000.0
Transitway Ridership Directly Connected	0
Route Ridership Indirectly Connected	0
Transitway Ridership Indirectly Connected	4684800.0

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## Measure B: Pedestrian Connections

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

The Indian Mounds Regional Park Trail has pedestrian links to the Sam Morgan and the Battle Creek Regional Park Trail via a designated bike/pedestrian bridge over Warner Road just west of Highway 61 near the DNR Headquarters. The Indian Mounds Regional Park Trail connects to the Bruce Vento Regional Trail near the intersection of Mounds Blvd., Commercial Street, and Interstate 94 and provides a direct connection to downtown Saint Paul, the Union Depot, and CHS Field (Lowertown Ballpark) through Lowertown. The trail also connects to the Grand Round Parkway at Johnson Parkway and Mounds Boulevard and to the planned bikeway along Burns Ave./Upper Afton Road. The Johnson Park and Burns/Upper Afton Road make the Indian Mounds Park trail a crucial link as part of an off-road trail network that gets users from eastern suburbs to downtown Saint Paul. These are all designed to include pedestrians as well as bicyclists, or have separate trails or walks. The result is that from this trail, one can walk to numerous businesses, government agencies, and entertainment venues. These areas are illustrated in the Saint Paul zoning map, the Land Use chapter of the City's 2010 Comprehensive Plan, and the Draft Saint Paul Bikeway Plan.

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## Measure C: Multimodal Facilities

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

This trail is part of a multi-modal bike and pedestrian oriented corridor, with other connections via bus, LRT, and auto. The project will improve the travel experience with a safer, reconstructed trail that meets current standards. The trail will link with other trails, as well as bus/transit routes, such as the proposed Gateway corridor bus route, future Grand Round parkway segments, neighborhood sidewalks, commercial and entertainment areas, and other local to regional trails. With parking and parking lots adjacent to the trail, access by auto is also integrated into the multi-modal whole for the trail and the park. This will enable safer, more well-connected links to parks, commercial, government and entertainment areas, with quick and convenient options for modes of travel. It will also have links to the Union Depot, a recently renovated historic facility that integrates multi travel modes, including bus, train, and light rail (the Green Line) that connects downtown Saint Paul to downtown Minneapolis, passing through the University of Minnesota campus.

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## Transit Projects Not Requiring Construction

*If the applicant is completing a transit or TDM application, only Park-and-Ride and other construction projects require completion of the Risk Assessment below. Check the box below if the project does not require the Risk Assessment fields, and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.*

**[Check Here if Your Transit Project Does Not Require Construction](#)**

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## Measure A: Risk Assessment

### 1)Project Scope (5 Percent of Points)

**Meetings or contacts with stakeholders have occurred** Yes

100%

**Stakeholders have been identified**

40%

**Stakeholders have not been identified or contacted**

0%

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

Layout or Preliminary Plan completed Yes

100%

Layout or Preliminary Plan started

50%

Layout or Preliminary Plan has not been started

0%

Anticipated date or date of completion

## 3)Environmental Documentation (10 Percent of Points)

EIS

EA

PM

Yes

Document Status:

Document approved (include copy of signed cover sheet)

100%

Document submitted to State Aid for review

75%

Document in progress; environmental impacts identified

50%

Document not started

Yes

0%

Anticipated date or date of completion/approval

10/02/2017

## 4)Review of Section 106 Historic Resources (15 Percent of Points)

No known potential for archaeological resources, no historic resources known to be eligible for/listed on the National Register of Historic Places located in the project area, and project is not located on an identified historic bridge

100%

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

80%

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

40%

Unknown impacts to historic/archaeological resources

Yes

0%

Anticipated date or date of completion of historic/archeological review:

06/01/2018

Project is located on an identified historic bridge

**5)Review of Section 4f/6f Resources (15 Percent of Points)**

*(4f is publicly owned parks, recreation areas, historic sites, wildlife or waterfowl refuges; 6f is outdoor recreation lands where Land and Water Conservation Funds were used for planning, acquisition, or development of the property)*

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

100%

**Project is an independent bikeway/walkway project covered by the bikeway/walkway Negative Declaration statement; letter of support received** Yes

100%

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

80%

**Adverse effects (land conversion) to Section 4f/6f resources likely**

30%

**Unknown impacts to Section 4f/6f resources in the project area**

0%

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

**Right-of-way or easements not required** Yes

100%

**Right-of-way or easements has/have been acquired**

100%

**Right-of-way or easements required, offers made**

75%

**Right-of-way or easements required, appraisals made**

50%

**Right-of-way or easements required, parcels identified**

25%

**Right-of-way or easements required, parcels not identified**

0%

**Right-of-way or easements identification has not been completed**

0%

**Anticipated date or date of acquisition**

**7)Railroad Involvement (25 Percent of Points)**

**No railroad involvement on project** Yes

100%

**Railroad Right-of-Way Agreement is executed (include signature page)** 100%

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

60%

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

40%

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

0%

**Anticipated date or date of executed Agreement**

**8)Construction Documents/Plan (10 Percent of Points)**

**Construction plans completed/approved (include signed title sheet)**

100%

**Construction plans submitted to State Aid for review**

75%

**Construction plans in progress; at least 30% completion**

50%

**Construction plans have not been started**

Yes

0%

**Anticipated date or date of completion**

07/01/2019

**9)Letting**

**Anticipated Letting Date**

03/01/2019



## Legislation Text

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**File #:** RES 14-1921, **Version:** 2

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Authorizing the Department of Public Works to prepare and submit project applications into the Metropolitan Council's Regional Solicitation Process for potential federal funding for projects in years 2018 and 2019, and to commit the local funding match requirement if the Department is awarded the federal funding.

WHEREAS, the Metropolitan Council has released its Regional Solicitation for project applications for potential federal funding in years 2018 and 2019, and

WHEREAS, the Department of Public Works is proposing to submit ~~six~~ seven project applications into the Metropolitan Council's Regional Solicitation process, and

WHEREAS, the ~~six~~ seven project applications being proposed are:

- Replacement of the Kellogg Boulevard/3rd Street Bridge #62080
- Trout Brook Road Extension from Prince Street to Lafayette/Kittson
- Pierce Butler East Extension Ph. II - Arundel to east of Western
- Margaret Street Bicycle Boulevard - Forest Street to McKnight Road
- Rehabilitation of Indian Mounds Park Trail - T.H. 61 to Bruce Vento Trail
- Saint Paul Downtown Traffic Signal Enhancements Program
- The Samuel H. Morgan to Bruce Vento Nature Sanctuary Bicycle and Pedestrian Bridge, and

WHEREAS, if any of the above named projects get selected to receive federal funding the City is prepared to commit to a local funding match of 20% of the total project(s) cost which is a requirement to securing the federal funds, and

WHEREAS, the Mayor, pursuant to Section 10.07.1 of the Charter of the City of Saint Paul, does certify that there will be funds made available for appropriation in future Capital Improvement Budgets if federal funds are awarded to any of the projects listed above; so

THEREFORE BE IT RESOLVED, by the Council of the City of Saint Paul to authorize the Department of Public Works to prepare and submit project applications for federal funding through the Metropolitan Council's Regional Solicitation Process as referenced in this resolution, and

BE IT FURTHER RESOLVED, by the Council of the City of Saint Paul that local funding will be made available as a match to any and all federal funds that are awarded to any of the projects referenced in this resolution. These funds will be identified and made available in future years capital improvement budgets.

### 1 WESTERN ENTRANCE

- Park lacks formal entrance
- Trail to Bruce Vento Nature Sanctuary, Swede Hollow, Downtown
- Circuitous route to BVNS
- Newly acquired parcel at Plum and Mounds not used
- New trees along Commercial in poor condition



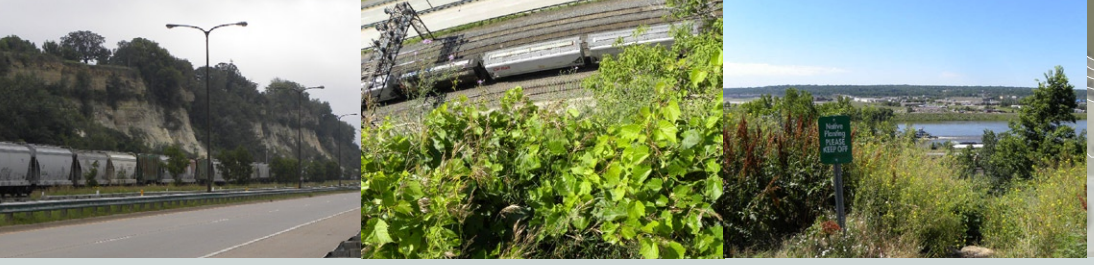
### 2 SAND CASTLE AREA

- Dangerous foot trails from Carver's Cave Overlook
- High erosion from foot traffic
- Sand piles at bottom of bluff
- Graffiti, hang out spot



### 3 BLUFF

- 125' sheer drop in some areas
- Vegetation hard to maintain due to location
- Unobstructed views of natural sandstone bluffs



### 4 CARVERS CAVE OVERLOOK

- Renovated in 1996
- Planting beds between parking lot and walk removed
- Graffiti on monument
- Weeds growing through cracks
- Native planting area in poor condition



### PRAIRIE PLANTING

- Moderate quality
- Many small trees and invasive weeds
- Mostly forbs, with Kentucky Bluegrass the predominate grass



### 5 VIEWS

- Some views overgrown
- Excellent view down Mounds boulevard framed by trees
- A main use of the park is the viewshed



### TENNIS COURTS

- Restored in 2005
- In fair condition



### TRAILS

- Installed in 1996
- Many cracks
- Overgrown edges



# INDIAN MOUNDS REGIONAL PARK MASTER PLAN

City of Saint Paul Department of Parks and Recreation Design Section

September 16, 2010

## Existing Conditions West





- 1 PICNIC AREA**
- Worn area about 10' out around picnic shelters
  - Some grills missing, in poor condition
  - Play area installed in 1988
  - Play area not ADA compliant
  - 25 + Picnic tables
  - Restroom installed in 2001
- 2 INDIAN MOUNDS/ AIRWAY BEACON**
- Vegetation varies from brome to a mix of native plantings
  - Fencing in good condition
  - Signage may need updating
  - Beacon in good condition
  - Random foot trails down slope



- 4 PLAY FIELD**
- Open field used more for soccer, volleyball/katow and tujlub
  - backstop rarely used
  - WPA Stone wall in good condition

- 5 SOUTH PICNIC AREA**
- Stormwater overflow
  - Area can be wet
  - 19 picnic tables
  - Views overgrown
  - Some dead trees



- 7 EASTERN ENTRANCE**
- No signage denoting a park on the eastern portion of the park
  - What does trail link?

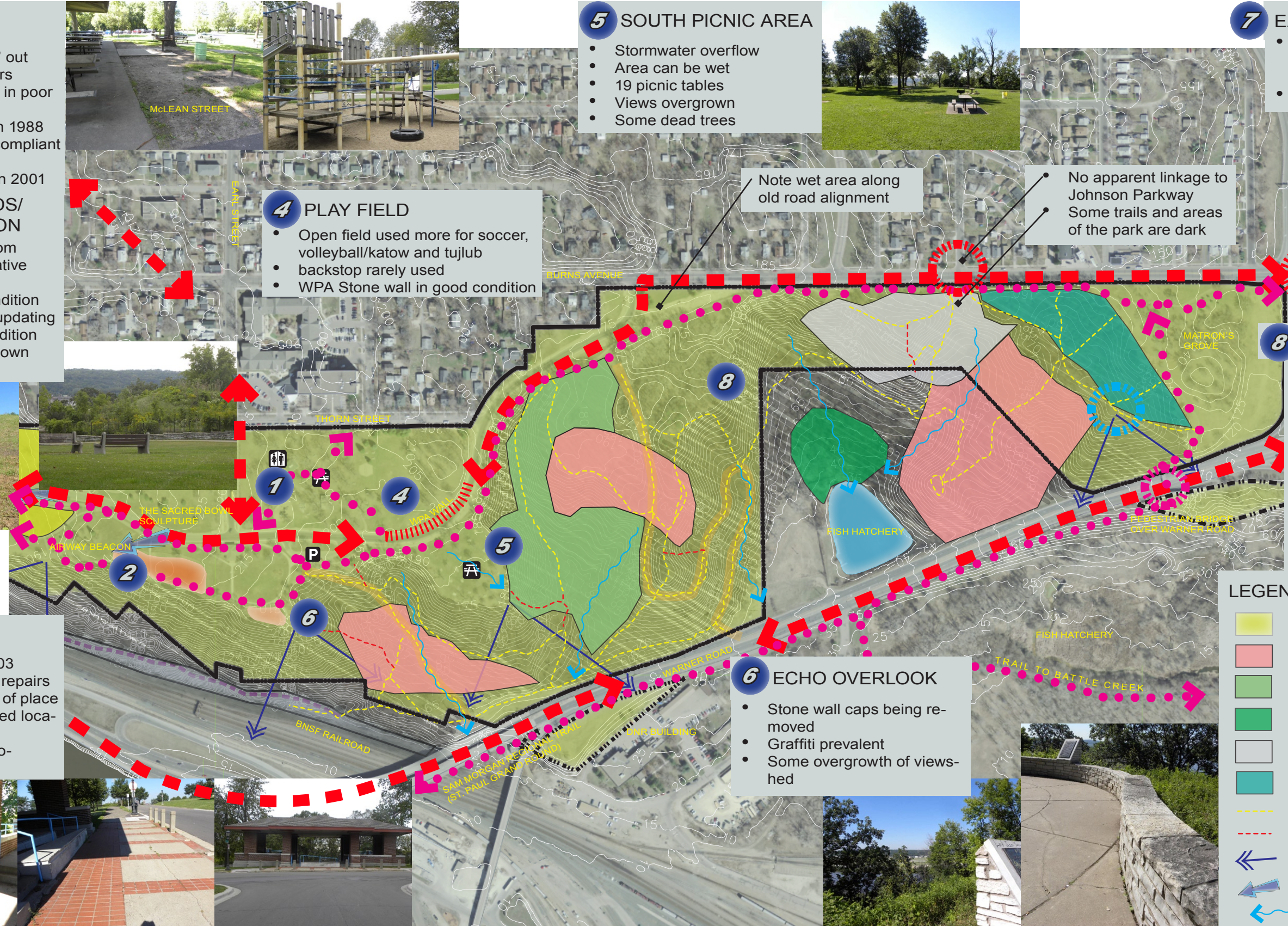


- 8 MUNICIPAL FOREST**
- Colored areas show native vegetation
  - Other vegetation mainly disturbed deciduous forest
  - Steep slopes hard to manage
  - Extensive invasive species removal since 2008
  - Many foot trails, no actively managed trails
  - No interpretive signage

- 3 PAVILION**
- Roof replaced in 2003
  - Structure in need of repairs
  - Blue handrailing out of place
  - Ramp in poorly placed location
  - Pavilion not used/programmed



- 6 ECHO OVERLOOK**
- Stone wall caps being removed
  - Graffiti prevalent
  - Some overgrowth of views



**LEGEND**

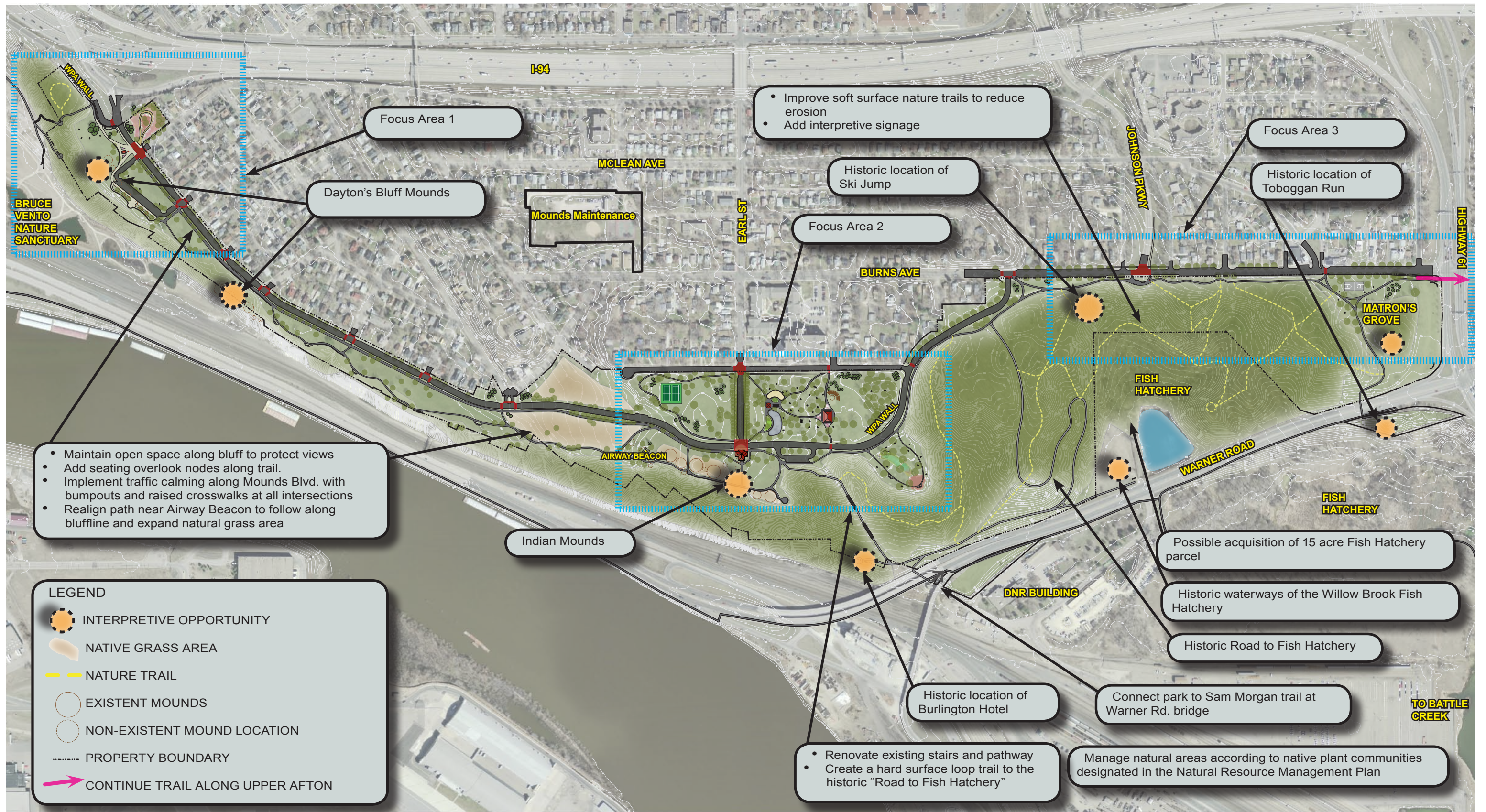
- Restored prairie
- Oak woodland-brushland
- Oak forest
- Wet ash swamp
- Oak savanna
- Planted coniferous trees
- Foot Trails
- Foot Trails (erosion prone)
- Views
- Views (from car)
- Water run-off

# INDIAN MOUNDS REGIONAL PARK MASTER PLAN

City of Saint Paul Department of Parks and Recreation Design Section

September 16, 2010

Existing Conditions East



# INDIAN MOUNDS REGIONAL PARK MASTER PLAN

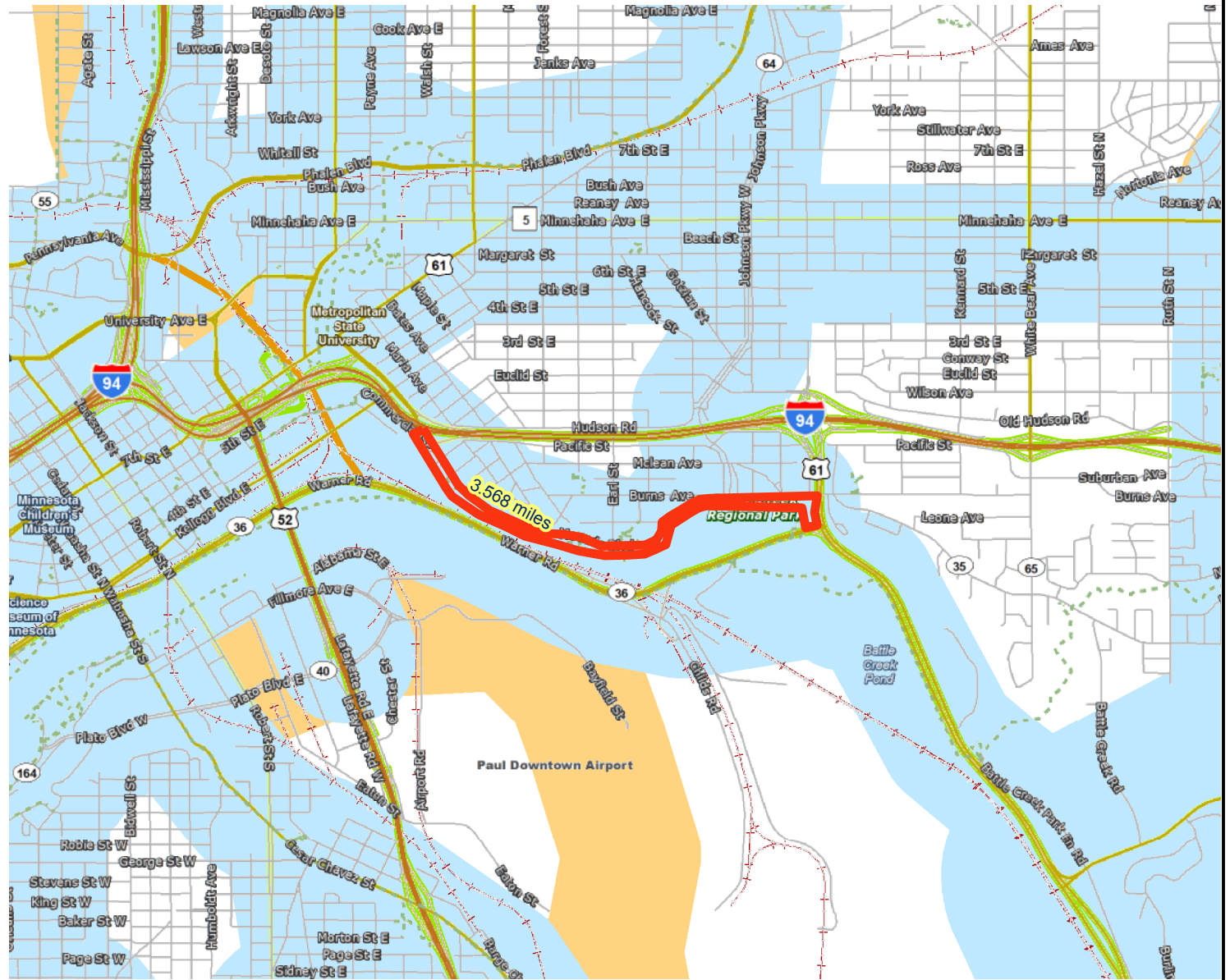


# RBTN Evaluation and Major Barriers

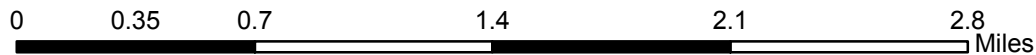
Multituse Trails and Bicycle Facilities Project: Indian Mounds Regional Park Trail | Map ID: 1415626871507

## Results

Project IN TIER 1 Bicycle Transport Corridor.



- Project
- Principal Arterials
- Minor Arterials
- RBTN Tier 1
- Principal Planned Arterial
- RBTN Tier 2
- - - Railroads



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LandscapeRSA1

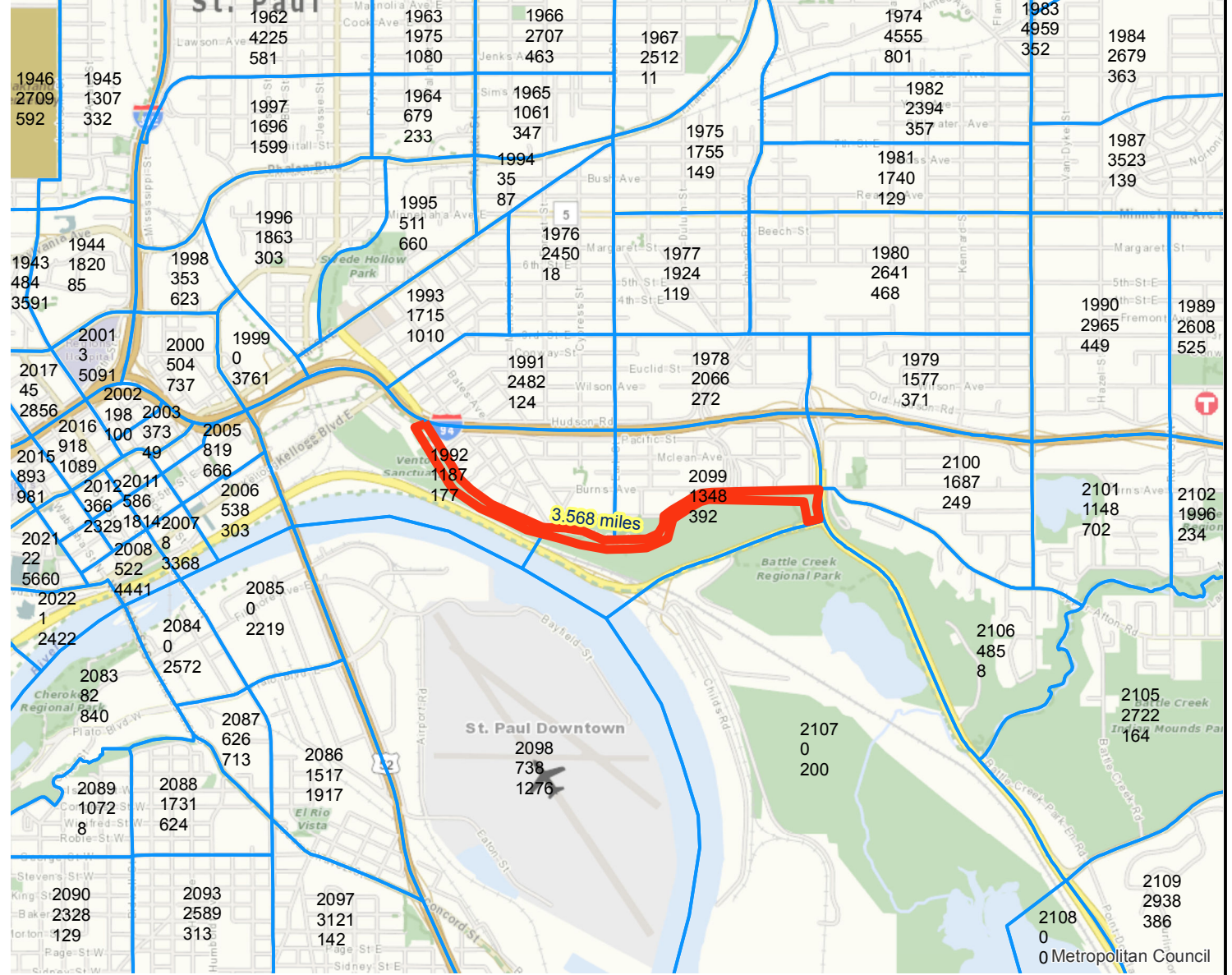


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<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



# Population Summary

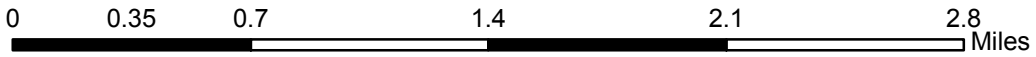
Multiuse Trails and Bicycle Facilities Project: Indian Mounds Regional Park Trail | Map ID: 1415626871507



## Results

Within ONE Mile of project:  
 Total Population: 40466  
 Total Employment: 30352

-  Project
-  2010 TAZ



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 LandscapeRSA4



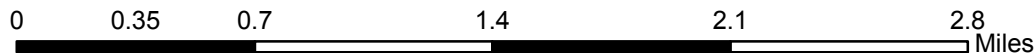
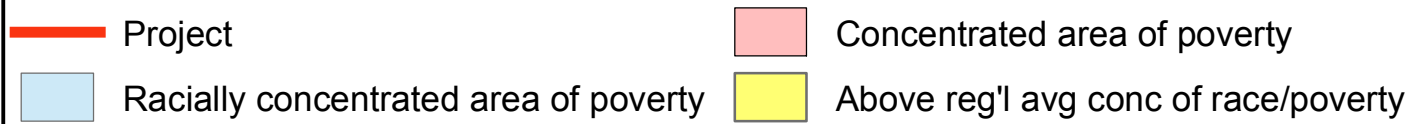
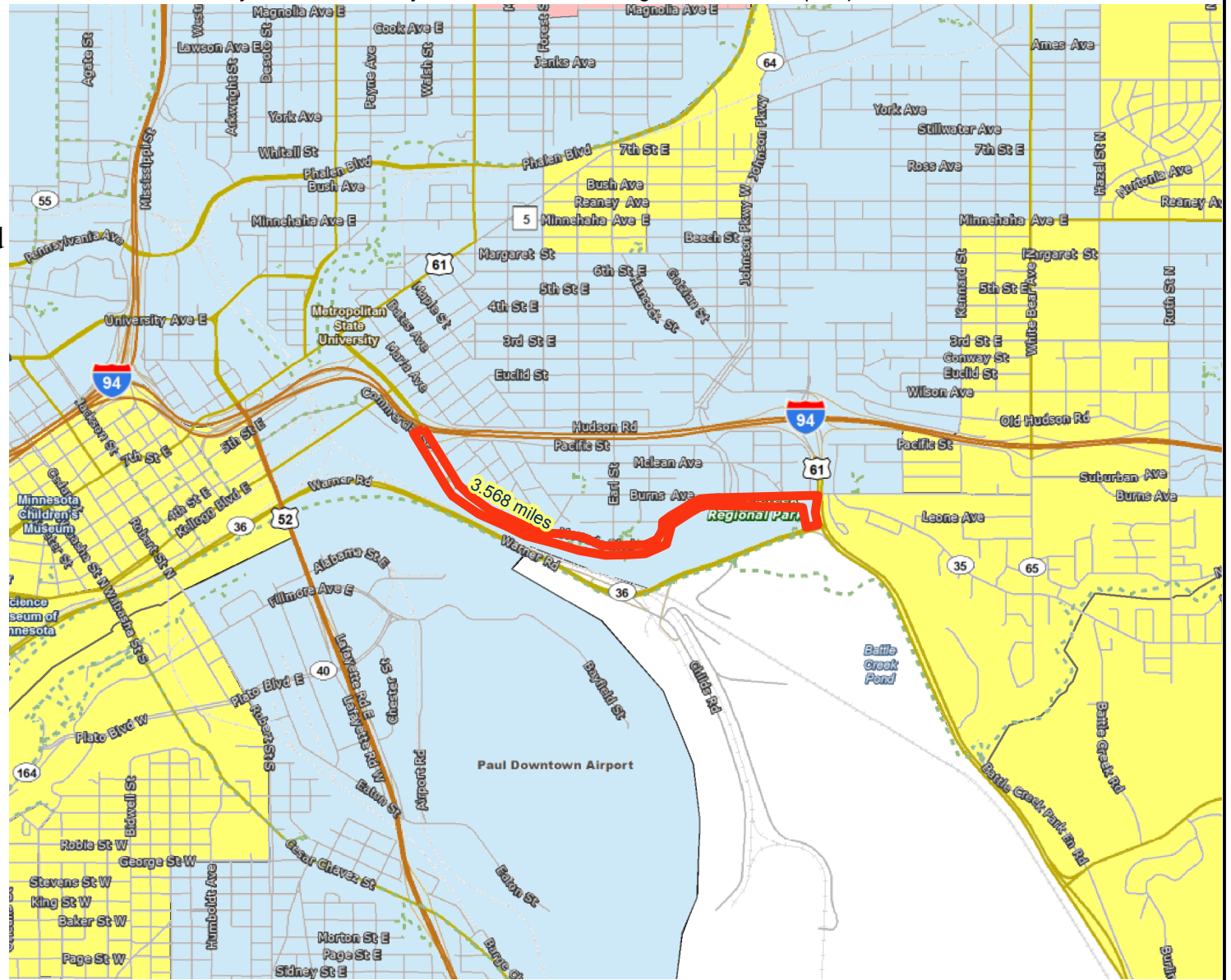
For complete disclaimer of accuracy, please visit  
<http://giswebsite.metc.state.mn.us/gisitenew/notice.aspx>



# Socio-Economic Conditions Multiuse Trails and Bicycle Facilities Project: Indian Mounds Regional Park Trail | Map ID: 1415626871507

## Results

Project IN a racially concentrated area of poverty.



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LandscapeRSA2



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# Transit Connections

Multiuse Trails and Bicycle Facilities Project: Indian Mounds Regional Park Trail | Map ID: 1415626871507

## Results

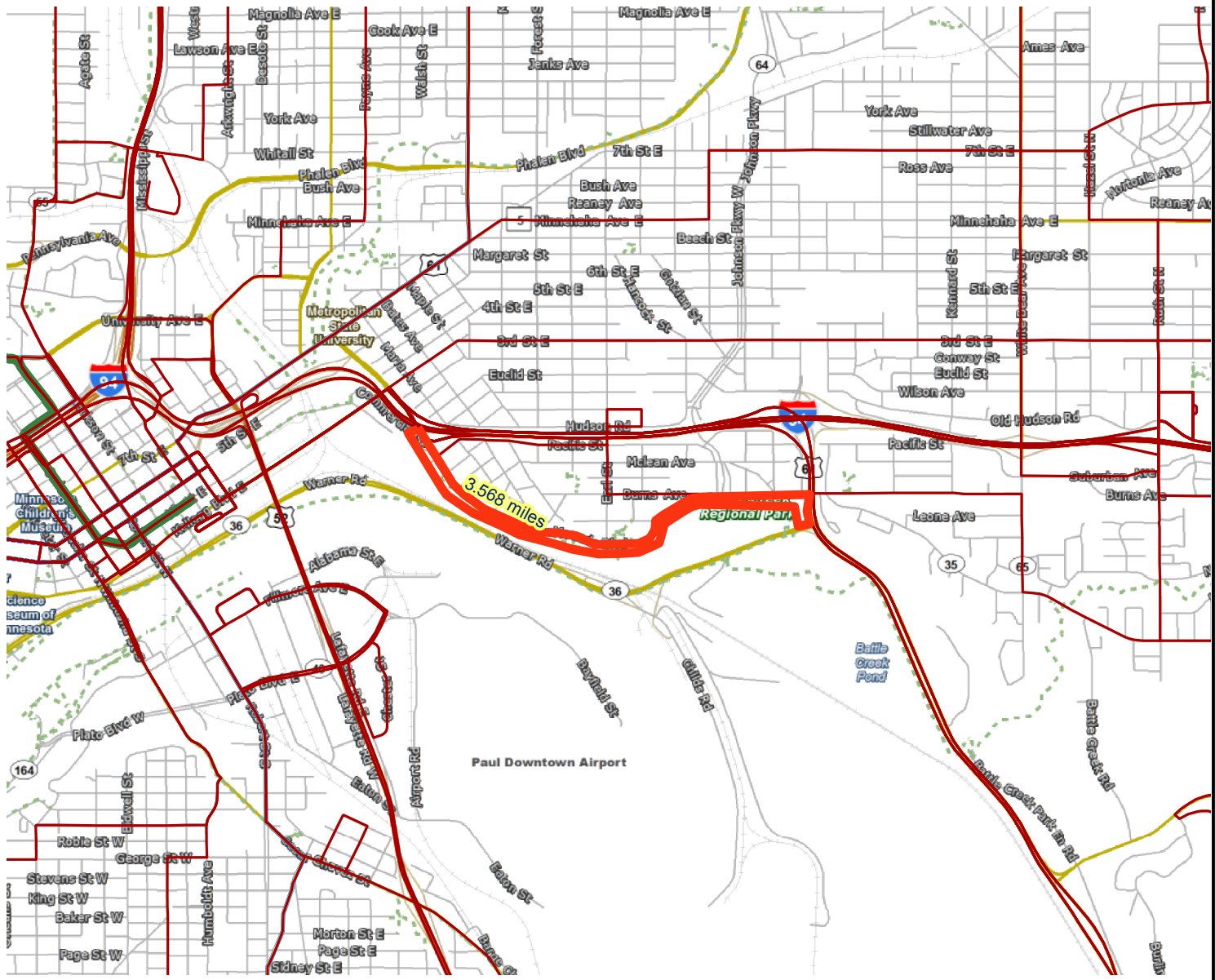
Transit with a Direct Connection to project:  
70 294 350 351 353 355 361 364 365 375

Transit within QTR mile of project:  
70 294 350 351 353 355 361 364 365 375

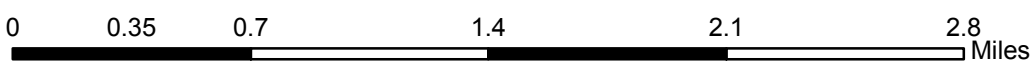
Transit within HALF mile of project:  
61 63 70 71 74 294 350 351 353 355 361  
364 365 375  
\*East 7th

Transit within ONE mile of project:  
21 53 54 61 63 64 68 70 71 74 80  
94 262 265 275 285 294 350 351 353 355 361  
364 365 375 417 452 480 484 489 860 902  
\*East 7th  
\*Robert  
\*B Line

\*indicates Planned Alignments



— Project     
 — Transit Routes     
 — Transitway     
 — Green Line     
 — Planned Alignments     
 — Arterial BRT



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LandscapeRSA3



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<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

