



Application

04786 - 2016 Multiuse Trails and Bicycle Facilities

05238 - Johnson Parkway Trail (Grand Round)

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted  
Submitted Date: 07/15/2016 2:11 PM

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## Primary Contact

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**\*:** St. Paul Minnesota 55102  
City State/Province Postal Code/Zip

**Phone:\*** 651-266-6146  
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:** 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** Johnson Parkway Trail (Grand Round)  
**Primary County where the Project is Located** Ramsey  
**Jurisdictional Agency (If Different than the Applicant):** Ramsey County

The proposed project will construct an off-street bicycle and pedestrian trail on the east side of Johnson Parkway between Burns Avenue and Phalen Boulevard. Johnson Parkway is classified as a collector roadway between Burns Avenue and 3rd Street East, and a B-minor arterial between 3rd Street East and Phalen Boulevard. The posted speed limit is 30 mph, and ADT between 2,550 and 17,325 vehicles/day was measured within the project limits. Johnson Parkway is identified as a Tier 1 alignment in the RBTN, and the proposed trail closes a critical gap in the regional trail network. As a component of the Saint Paul Grand Round, a 26-mile network of off-street trails that encircles the city, the trail will serve as a premier transportation and recreation resource, connecting all users of the parkway to Saint Paul's neighborhoods, employment centers, and recreational and cultural amenities.

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

The proposed off-street trail will provide people bicycling with physical separation from the roadway, decreasing conflict points with vehicular traffic while encouraging predictable riding behavior and a more comfortable riding environment. Where appropriate, geometric enhancements to intersections will significantly reduce modal conflict points with vehicular traffic. The trail will also eliminate a 1-mile gap in pedestrian facilities along Johnson Parkway, providing contiguous ADA-compliant pedestrian accessibility for the length of the project. This project includes constructing new lighting along Johnson Parkway, promoting increased visibility for all roadway and trail users.

At some locations, accommodating the construction of the trail requires narrowing Johnson Parkway. This will require impacts to curb and gutter and replacement and reconfiguration of some pavement markings. This will not include roadway

reconstruction, and only includes modifications required to construct the trail or meet ADA requirements.

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

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

Construct new off-street bicycle and pedestrian trail

**Project Length (Miles)**

1.9

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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)**

2016 Tiger VIII Grant

**Federal Amount**

\$5,500,000.00

**Match Amount**

\$1,549,115.00

*Minimum of 20% of project total*

**Project Total**

\$7,049,115.00

**Match Percentage**

21.98%

*Minimum of 20%*

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

**Source of Match Funds**

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:**

2020

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

**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**

55106

**(Approximate) Begin Construction Date**

04/01/2020

**(Approximate) End Construction Date**

12/01/2020

**Name of Trail/Ped Facility:**

Johnson Parkway Trail (Grand Round)

*(i.e., CEDAR LAKE TRAIL)*

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

**From:**  
**(Intersection or Address)**

Burns Avenue

**To:**  
**(Intersection or Address)**

Phalen Boulevard

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

**Or At:**

**Primary Types of Work**

Bike/Ped path, ped ramps, lighting, landscaping, signage

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

### **BRIDGE/CULVERT PROJECTS (IF APPLICABLE)**

**Old Bridge/Culvert No.:**

**New Bridge/Culvert No.:**

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

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## **Specific Roadway Elements**

### **CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES**

	<b>Cost</b>
Mobilization (approx. 5% of total cost)	\$292,677.00
Removals (approx. 5% of total cost)	\$459,799.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$280,875.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$339,381.00
Traffic Control	\$165,666.00
Striping	\$84,000.00
Signing	\$11,550.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$521,091.00
Bridge	\$0.00
Retaining Walls	\$472,500.00
Noise Wall (do not include in cost effectiveness measure)	\$0.00
Traffic Signals	\$346,500.00
Wetland Mitigation	\$0.00

Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$742,976.00
Other Roadway Elements	\$0.00
<b>Totals</b>	<b>\$3,717,015.00</b>

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## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$683,270.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$238,984.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$1,029,000.00
Streetscaping	\$404,250.00
Wayfinding	\$309,750.00
Bicycle and Pedestrian Contingencies	\$666,846.00
Other Bicycle and Pedestrian Elements	\$0.00
<b>Totals</b>	<b>\$3,332,100.00</b>

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## 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
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
<b>Totals</b>	<b>\$0.00</b>

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## 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

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## Totals

Total Cost	\$7,049,115.00
Construction Cost Total	\$7,049,115.00
Transit Operating Cost Total	\$0.00

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## Requirements - All Projects

### All Projects

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

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

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

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

Pg 7.6 Consistent with the RBTN, attractive to wide range of users, supplements existing and planned investments, increases mode share, overcome system gaps, connects to larger regional trail network

(Limit 2500 characters; approximately 750 words)

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

List the applicable documents and pages:

Saint Paul Comprehensive Plan, Transportation and Parks Chapters (2010). Saint Paul Bicycle Plan (2015). Ramsey County Countywide Bicycle & Pedestrian Plan (2016). Saint Paul Grand Round Master Plan (2000). Saint Paul Grand Round Design and Implementation Plan (2016).

(Limit 2500 characters; approximately 750 words)

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

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

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

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

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

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

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

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

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

**Safe Routes to School:** \$150,000 to \$1,000,000

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

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

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

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

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

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

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

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

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

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

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

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

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

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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**



### Multiuse Trails on Active Railroad Right-of-Way:

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

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

### Safe Routes to School projects only:

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

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

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

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

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## Requirements - Bicycle and Pedestrian Facilities Projects

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### 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  1467246444783\_RBTN Map.pdf

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### Measure A: Population Summary

Existing Population Within One Mile (Integer Only)  63221

Existing Employment Within One Mile (Integer Only)  10043

Upload the "Population Summary" map  1468608103859\_Population Map.pdf

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

**Select one:**

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

**Project located in Area of Concentrated 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:**

The project lies entirely within an area of concentrated poverty where 50% or more of residents are people of color. The proposed off-street trail will substantially improve the environment for bicycling and walking along Johnson Parkway, affording East Side residents greater transportation options and choice. With roughly 12% of Saint Paul residents lacking reliable access to a motor vehicle, developing an multi-use off-street trail along Johnson Parkway will support walking and bicycling as a safe and practical ways to access employment, schools, businesses, and recreational destinations. With measured ADT exceeding 17,000 vehicles/day, the existing bicycle lanes on Johnson Parkway may dissuade many users who are not comfortable bicycling in the roadway with heavy traffic. Providing an off-street trail that is physically separated from vehicular traffic will provide safe routes for non-drivers and users of all abilities, including children, older adults, and individuals with disabilities.

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

The development of the multi-use trail will also eliminate a nearly mile-long gap in pedestrian facilities along Johnson Parkway. One of the barriers preventing those with mobility issues from engaging in non-motorized transportation is a lack of assigned, safe space on or off the roadway. The project as proposed will eliminate that barrier. New ADA curb ramps and enhanced crossing treatments will encourage safe and predictable crossing movements at intersecting side streets, and will afford pedestrians that rely on assistive devices equal access to Johnson Parkway. Direct connections to regional transit routes on Burns Avenue (route 70), 3rd Street (route 63), and 7th Street (route 74) will enhance the effective mobility of residents who rely on biking, walking, and transit for transportation. The trail is also located within a half mile of the proposed Gateway Corridor/Gold

Line stations at Etna Street and Earl Street. This project will also provide contiguous trail connections between two regional Parks, connect to existing regional trails on both ends, and provide improved non-motorized access to local destinations like the Hmong Village shopping center and nearby Parkway Montessori School. The proposed trail will improve transportation choice and access for low-income populations, people of color, children, people with disabilities, and the elderly, and will not result in negative impacts to any of these populations.

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

**Upload Map**

1467246732990\_Socio Economic Map.pdf

### Measure B: Affordable Housing

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

### Total Project Length

Total Project Length (Total Population)	1.9
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### Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

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

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

Total Project Length (Miles)	1.9
Total Housing Score	0

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

### Check all that apply:

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

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

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

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

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

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

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

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

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

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

The proposed trail part is an important missing link in the regional trail system that will provide much-improved bicycle and pedestrian access across physical barriers on Saint Paul's East Side.

Interstate 94 represents a major physical barrier to north-south bicycle and pedestrian travel in the area. The proposed trail will take advantage of the existing grade separation of Johnson Parkway under Interstate 94 to provide new off-street trail access across this barrier. To the west, the next parallel crossing across Interstate 94 is located 0.3 miles away at Earl Street, which currently lacks any existing bicycle facilities. To the east, the next parallel crossing for bicycle and pedestrian traffic is 0.6 miles away at the pedestrian bridge located just west of Hazelwood Street. This crossing lacks connecting bicycle facilities, is non-ADA compliant and only accessible by stairs, and the area's disjointed street grid and U.S. 61 requires circuitous and inefficient connections for people bicycling or walking.

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

The railroad corridor south of Phalen Boulevard presents another significant barrier to north-south bicycle and pedestrian access. The proposed trail will create new off-street bicycle access under the railroad corridor at the existing bridge located between Case Avenue and Ames Avenue. The next closest parallel crossing is located on Atlantic Street 0.1 miles to the west, though this location lacks bicycle facilities and does not provide an opportunity to travel north of Phalen Boulevard. To the east, the next crossing opportunity is located 1 mile away at Ames Avenue, which also lacks bicycle facilities and provides poor connectivity to the existing and planned bicycle network.

The proposed trail also closes a critical gap in the

RBTN. Johnson Parkway is identified as a Tier 1 alignment, and provides direct connectivity to existing Tier 1 corridors, such as the trail within Indian Mounds Regional Park that connects to the Sam Morgan Regional trail, the Margaret Street Bicycle Boulevard in the middle of the project limits, and the Bruce Vento Regional Trail to the north. Providing direct connections to these existing Tier 1 bikeways will greatly enhance bicycle access for East Side residents looking to travel to the East Metro's largest employment centers, recreational destinations, and to points outside of the city. Connecting to the Bruce Vento Regional Trail allows for contiguous trail access between jurisdictions, connecting to Maplewood and points further north. This project directly links Indian Mounds Regional Park and Phalen Regional Park, and will serve as the eastern segment of the Saint Paul Grand Round.

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## **Measure B: Project Improvements**

Between 2011 and 2015, there were five documented crashes involving bicycles and pedestrians along Johnson Parkway within the project area. Three of these crashes involved motor vehicles failing to yield right-of way to pedestrians while making a left turn. One passenger car-bicycle crash resulted from driver inattention/distraction, and the remaining passenger car-bicycle crash lacked an apparent contributing factor. Two of these crashes were after sunset or in dark conditions. The proposed project seeks to improve these safety deficiencies by providing a trail facility physically separated from the roadway that reduces modal conflict points, and by providing improved lighting for increased visibility at dusk/night. Improved crossing treatments at intersections will increase visibility for all non-motorized users, and geometric modifications to intersections where appropriate will significantly reduce conflict points between non-motorized and vehicular traffic.

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

The proposed trail will expand and enhance the existing bicycle and pedestrian network, correcting existing safety deficiencies while reducing modal conflict points within the project area. Johnson Parkway (2,500-17,000 ADT) currently maintains northbound and southbound in-street bicycle lanes within the project area. The proposed off-street trail will provide people bicycling with physical separation from the roadway, decreasing conflict points with vehicular traffic while encouraging predictable riding behavior and a more comfortable riding environment. Providing on- an off-street shared-use trail will provide safe routes for non-drivers and users of all abilities, including children, older adults, and individuals with disabilities.

Johnson Parkway lacks sidewalk facilities for approximately 1-mile within the project limits, requiring people to either walk in the street, or walk in the grassy boulevard between the adjacent



frontage roads where sidewalk is absent. The proposed off-street trail will eliminate this gap in pedestrian facilities, ensuring contiguous pedestrian accessibility for the full project length. Narrowing Johnson Parkway at some locations will improve pedestrian safety by decreasing the crossing distance across the roadway, and geometric intersection enhancements at appropriate locations will significantly reduce modal conflict points with vehicular traffic. Uniform street lighting improves night visibility and safety, and the lantern lighting will increase the visibility for all non-motorized users. The off-street trail will also construct ADA-compliant curb ramps and designated crosswalks, improving accessibility for pedestrians who rely on assistive devices, and increasing visibility for all users of the trail.

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## **Measure A: Multimodal Elements**

The proposed multi-use trail along Johnson Parkway will provide direct connections to bus routes 63, 70, and 74. The project is also within a half mile of the proposed Gateway Corridor/Gold Line stations at Etna Street and Earl Street, and overlaps with some alignments of the future Rush Line transit corridor.

Johnson Parkway lacks sidewalk facilities for approximately a mile within the project limits, requiring people to either walk in the street, or walk in the grassy boulevard between the adjacent frontage roads to access transit by foot. The proposed bicycle and pedestrian trail will greatly enhance pedestrian access to transit and improve safety deficiencies, filling a mile-long gap in pedestrian facilities and ensuring ADA-compliant access to the existing bus stops along Johnson Parkway. Enhanced crossing treatments at intersecting streets will provide ADA-compliant pedestrian curb ramps and designated crosswalks, facilitating more visible and predictable crossings of intersecting streets. At some locations, enhancements to intersection geometry will significantly reduce conflict points with vehicular traffic. The proposed off-street trail will allow for physical separation from vehicular traffic, supporting the efficient and safe integration of bicycle, pedestrian, and vehicular traffic on Johnson Parkway.

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

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## Transit Projects Not Requiring Construction

*If the applicant is completing a transit or TDM application that is operations only, check the box and do not complete the remainder of the form.*

*These projects will receive full points for the Risk Assessment.*

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

**Check Here if Your Transit Project Does Not Require Construction**

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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 (5 Percent of Points)

EIS

EA

PM

Yes

Document Status:

Document approved (include copy of signed cover sheet)

100%

Document submitted to State Aid for review

75%

date submitted

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

50%

Document not started

Yes

0%

Anticipated date or date of completion/approval

06/01/2019

### 4)Review of Section 106 Historic Resources (10 Percent of Points)

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

100%

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

Yes

80%

**Historic/archaeological review under way; determination of adverse effect anticipated**

40%

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

0%

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

**Project is located on an identified historic bridge**

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

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

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

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

100%

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

Yes

100%

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

80%

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

50%

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

30%

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

0%

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

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

Yes

100%

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

100%

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

75%

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

50%

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

25%

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

0%

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

0%

**Anticipated date or date of acquisition**

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

**No railroad involvement on project** Yes

100%

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

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

60%

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

40%

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

0%

**Anticipated date or date of executed Agreement**

### **8)Interchange Approval (15 Percent of Points)\***

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

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

100%

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

100%

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

0%

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

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

100%

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

75%

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

50%

**Construction plans have not been started**

0%

**Anticipated date or date of completion** 08/01/2019

**10) Letting**

**Anticipated Letting Date** 11/01/2019

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**Measure A: Cost Effectiveness**

**Total Project Cost (entered in Project Cost Form):** \$7,049,115.00

**Enter Amount of the Noise Walls:** \$0.00

**Total Project Cost subtract the amount of the noise walls:** \$7,049,115.00

**Points Awarded in Previous Criteria**

**Cost Effectiveness** \$0.00

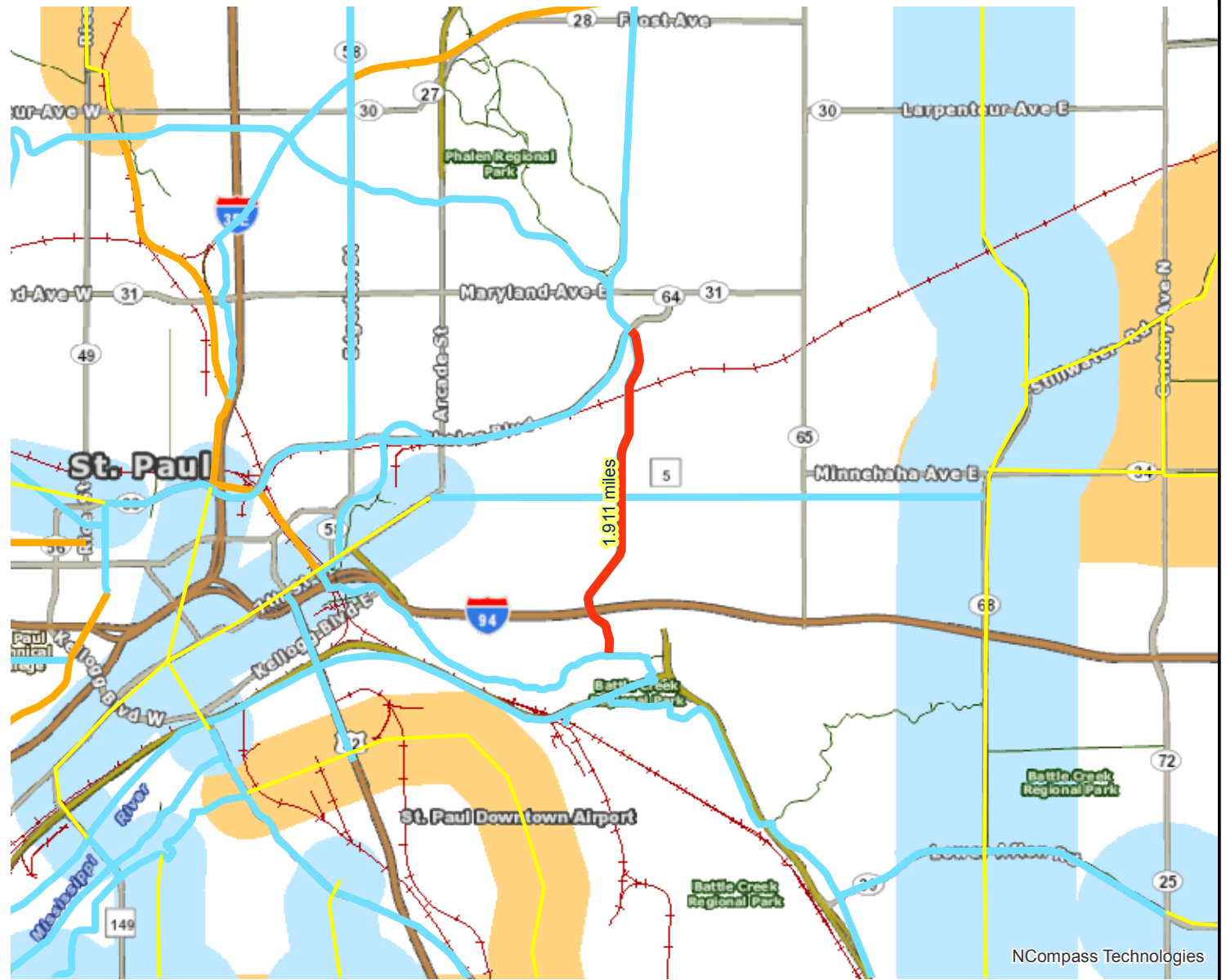
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**Other Attachments**

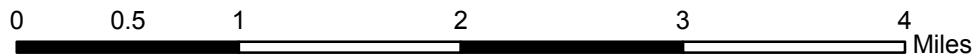
<b>File Name</b>	<b>Description</b>	<b>File Size</b>
4f negative Declaration_signed.pdf	4f Negative Declaration	227 KB
Grand Round Implementation Plan_Johnson Parkway.pdf	Grand Round Implementation Plan: Johnson Parkway	7.9 MB
Ramsey County Letter of Support.pdf	Ramsey County Letter of Support	91 KB
RES 16-1053 SignatureCopy12-Jul-2016-03-18-08.pdf	Saint Paul City Council Resolution	118 KB

# Project to RBTN Orientation

Multiseuse Trails and Bicycle Facilities Project: Johnson Parkway Trail (Grand Round) | Map ID: 1467245107947



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



Created: 6/29/2016  
LandscapeRSA1



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



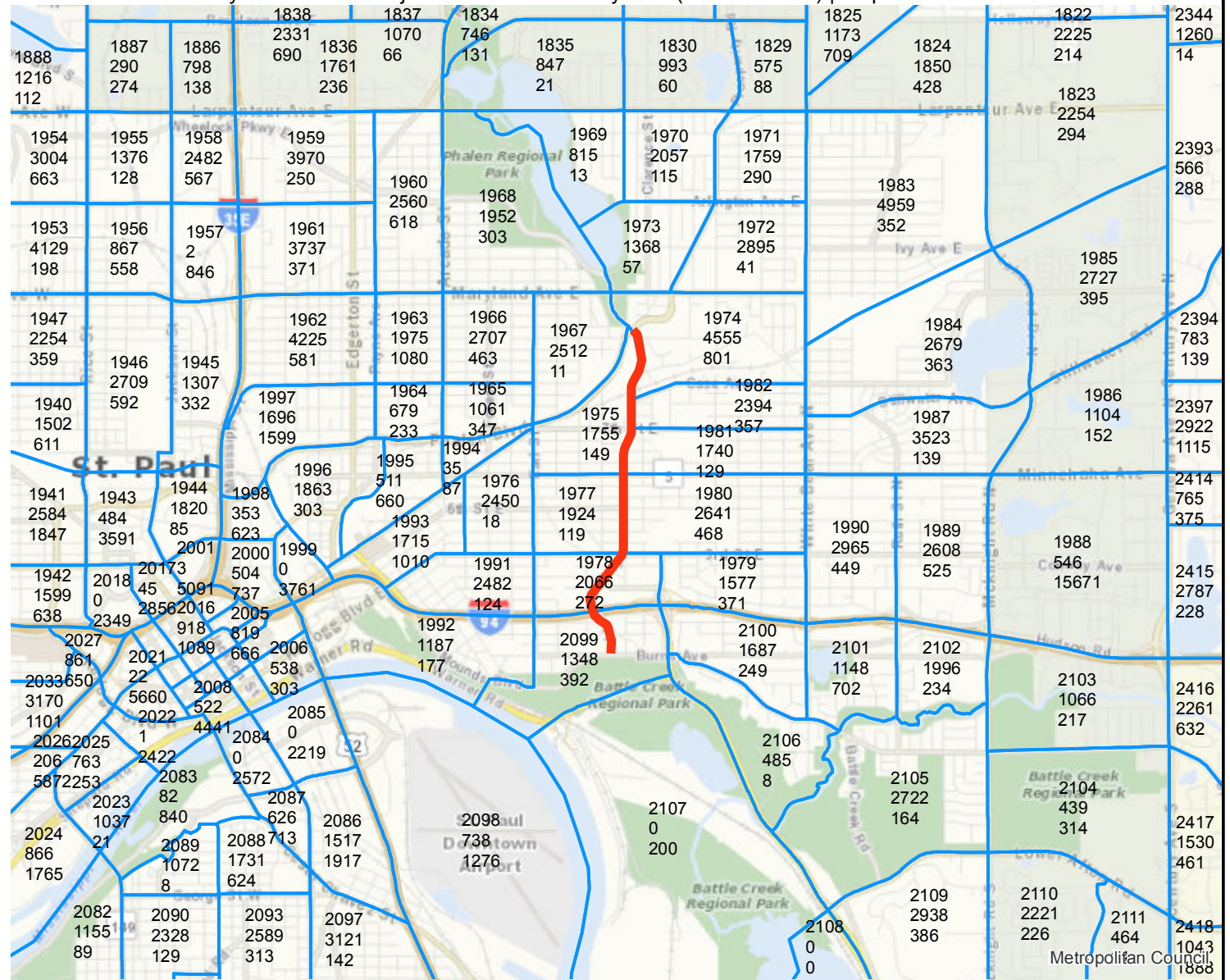
NCompass Technologies

# Population Summary

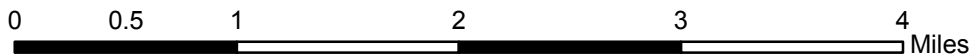
Multiuse Trails and Bicycle Facilities Project: Johnson Parkway Trail (Grand Round) | Map ID: 1467245107947

## Results

Within ONE Mile of project:  
 Total Population: 63221  
 Total Employment: 10043



 Project  
 2010 TAZ



Created: 6/29/2016  
 LandscapeRSA4



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

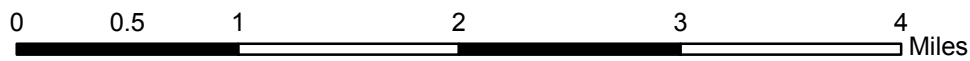
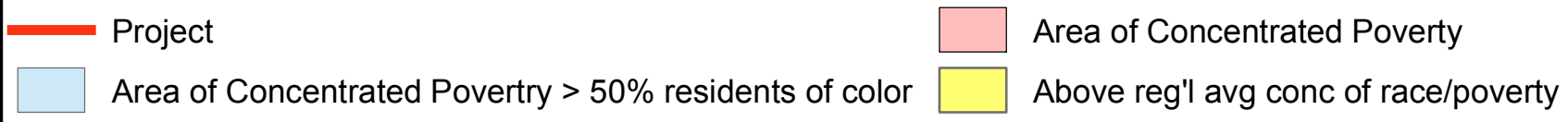
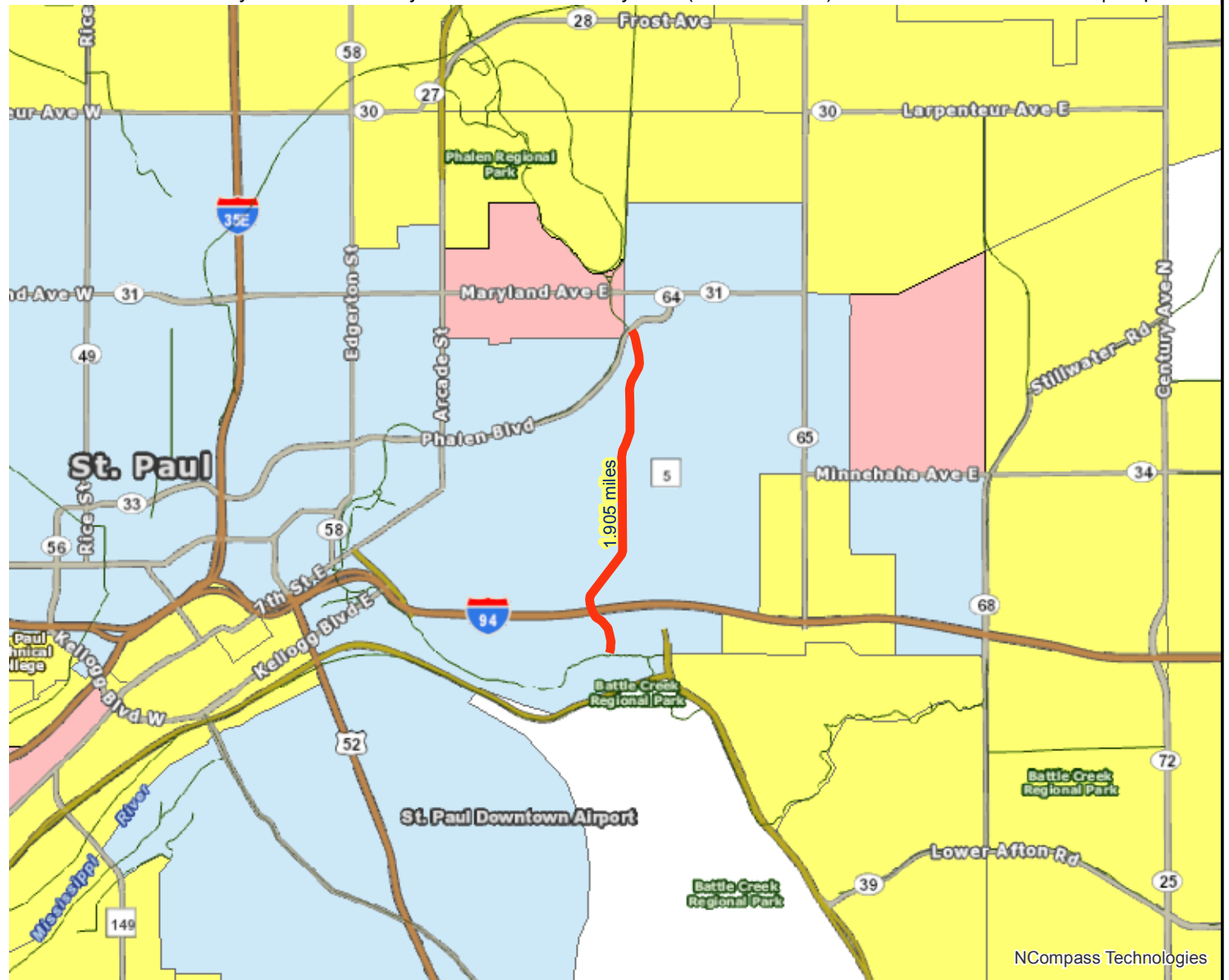




# Socio-Economic Conditions Multiuse Trails and Bicycle Facilities Project: Johnson Parkway Trail (Grand Round) – Burns Avenue to Phalen | Map ID: 146611

## Results

Project located **IN**  
 Area of Concentrated Poverty  
 with 50% or more of residents  
 are people of color (ACP50):  
 (0 to 30 Points)



Created: 6/16/2016  
 LandscapeRSA2



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



NCompass Technologies



**CITY OF SAINT PAUL**  
Mayor Christopher B. Coleman

400 City Hall Annex  
25 West Fourth Street  
Saint Paul, Minnesota 55102  
[www.ci.stpaul.mn.us/depts/parks](http://www.ci.stpaul.mn.us/depts/parks)

Telephone: 651-266-6400  
Facsimile: 651-292-7405  
TTY: 651-266-6378

July 8, 2016

Ms. Elaine Koutsoukos  
TAB Coordinator  
Metropolitan Council  
390 Robert St. North  
St. Paul, MN 55101-1805

Subject: 4F Negative Declaration  
Regional Solicitation Grant Applications:  
Johnson Parkway Trail  
Bruce Vento Bridge/Trail Connection.  
Fish Hatchery Trail Reconstruction

Dear Ms. Koutoukas:

I have reviewed the three projects listed above submitted for the 2016 Regional Grant Solicitation. In all of the listed projects, the proposed work will have no adverse effects on any City of Saint Paul park property.  
It is my strong belief that these projects will be an enhancement to the parklands they occupy.

Sincerely,

Mike Hahm, Director  
Saint Paul Parks and Recreation.



CAPRA Accreditation

AA-ADA-EEO Employer



National Gold Medal Award

# MAP 23 - JOHNSON PARKWAY PHALEN BOULEVARD TO EAST 7TH STREET

## EXISTING CONDITIONS

Johnson Parkway from North Prosperity Avenue / Phalen Boulevard to East 7th Street is characterized as a hybrid of a designed corridor through the business district and a naturalistic corridor in the remaining area. The roadway is flanked on both sides by sidewalks; a wider sidewalk exists on the west side of the roadway. The parkway width through this areas varies; most of the parkway is planted with grass and trees. No on-street parking is allowed through this area. The existing street lighting has been updated to reflect the typical Saint Paul Lantern style lighting.

Johnson Parkway from North Prosperity Avenue / Phalen Boulevard to East 7th Street is an existing 38 foot wide roadway within a 180 foot parkway. The roadway is a two lane roadway with bike lanes striped on both sides. The parkway or right-of-way narrows to 60 feet wide from the Railroad Bridge to East 7th Street; the roadway in this area is 44 feet wide and is striped for two travel lanes, a center turn lane and bike lanes.

## PROPOSED IMPROVEMENTS

### Roadway & Corridor Improvements

To be consistent with the Grand Round it is recommended that when improvements are completed along Johnson Parkway is to reconstruct the two travel lanes to 26 feet wide and provide center turn lanes at East Ames Avenue and at East 7th Street.

### Wayfinding Improvements

Corridor reinforcement, branding, and operational signs will be placed along Johnson Parkway.

### Trail & Sidewalk Improvements

Improvements along the east side of Johnson Parkway from North Prosperity Avenue / Phalen Boulevard to the Railroad Bridge include reconstructing the existing sidewalk to a 10 foot

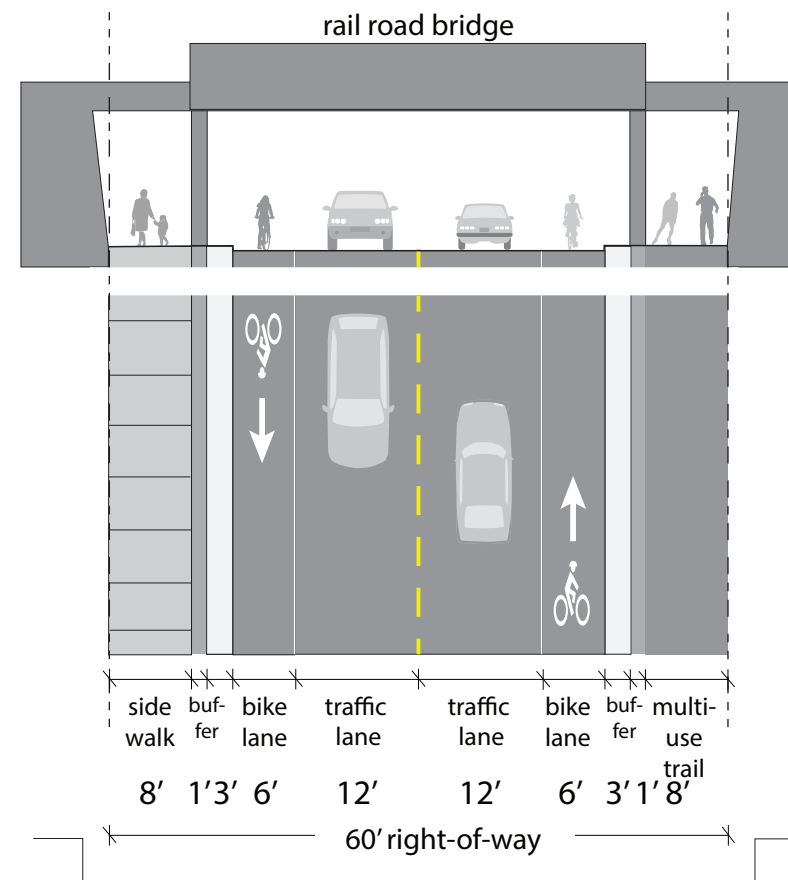
wide bike trail and a 5 foot wide sidewalk; this can be completed independently of any roadway reconstruction. Boulevard areas north of the railroad bridge will be ample sized to accommodate grass and tree plantings.

Improvements from the Railroad Bridge to East 7th Street include converting the sidewalk to a multi-use trail until the roadway is reconstructed. When the roadway is reconstructed bike trail and sidewalk improvements will include converting the multi-use trail to an off-road bike trail and sidewalk with smaller buffers between each facility. The crosswalk at Johnson Parkway and East Ames Avenue and the entrance to Hmong Village Shopping Center will

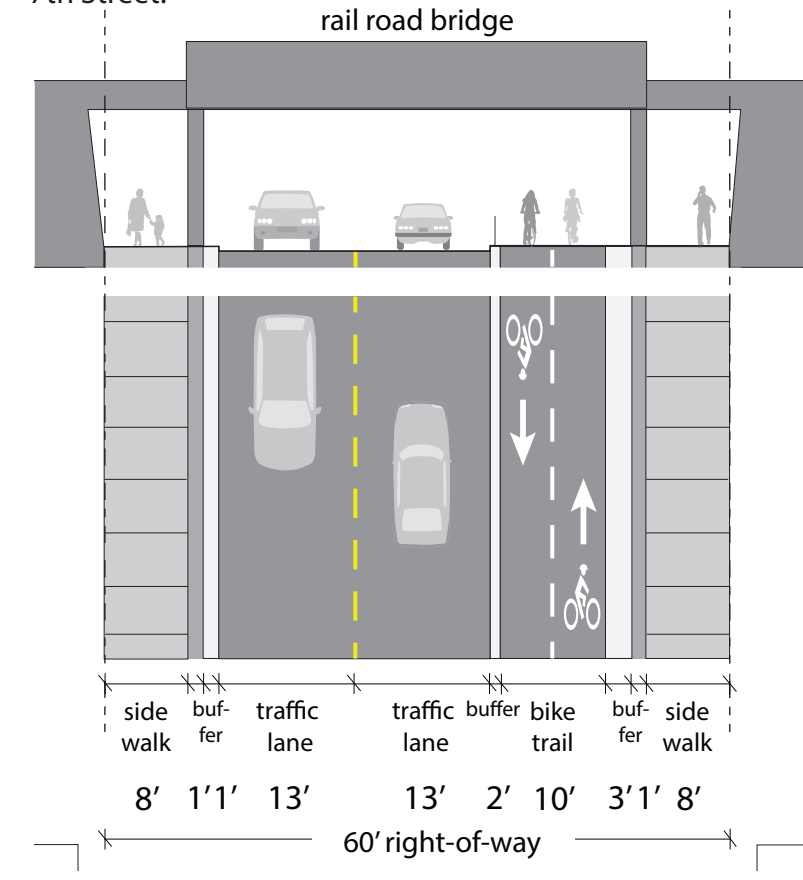
remain. Additional study of this intersection maybe required due to the high use into and out of the Hmong Village Shopping Center.

### Parkway Amenities and Public Art Improvements

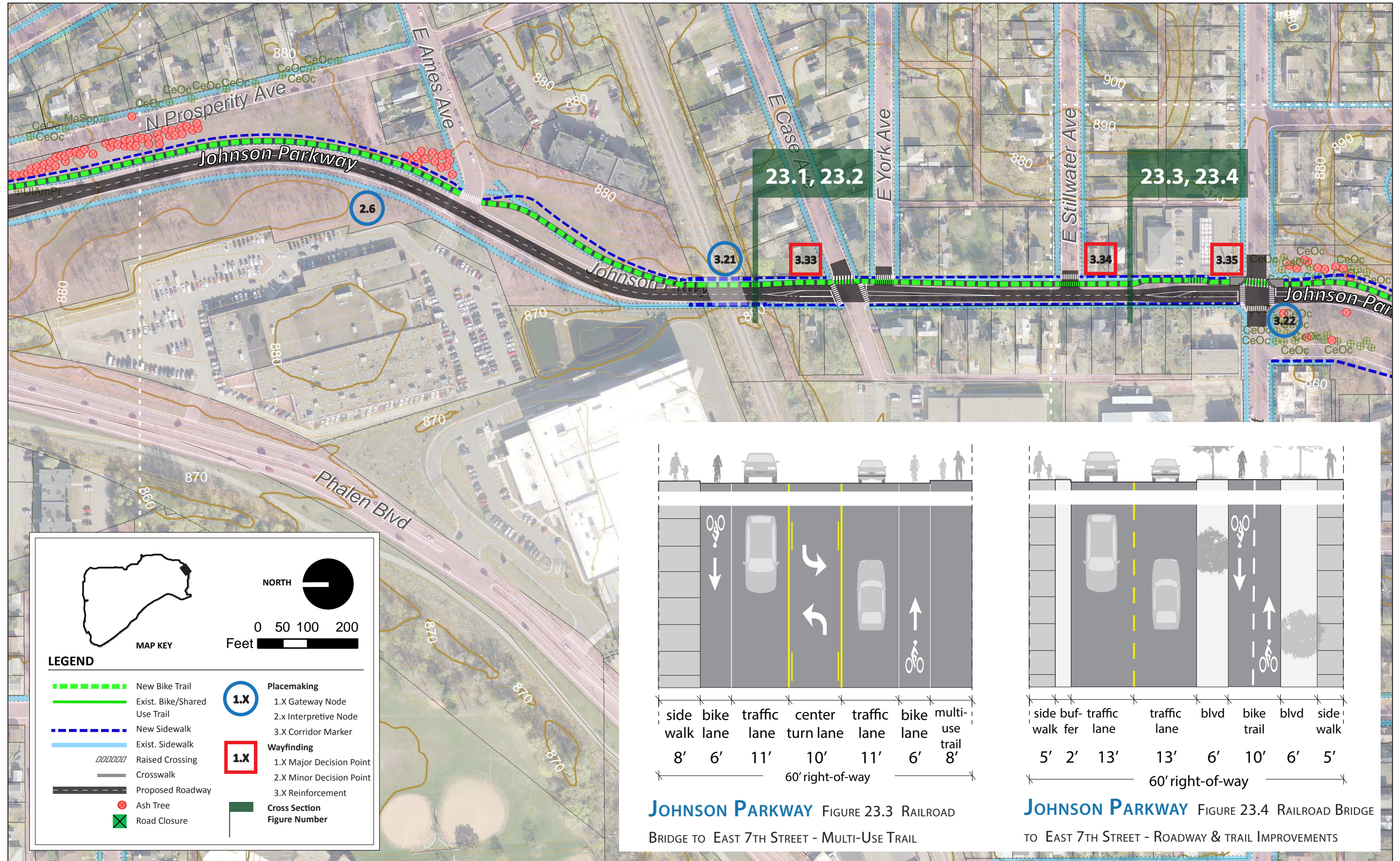
An interpretive node (P.2.6) that might include picnic amenities, bike racks, and public art could be placed on the west side of Johnson Parkway. This will provide both Grand Round and Hmong Village Shopping Center users a place to stop and shop and enjoy refreshments in a park setting. An opportunity for public art (P.3.21) also exists below the railroad bridge. A corridor marker (P.3.22) is programed for the southwest corner of Johnson Parkway and East 7th Street.



JOHNSON PARKWAY FIGURE 23.1 RAILROAD BRIDGE - MUTLI-USE TRAIL IMPROVEMENTS



JOHNSON PARKWAY FIGURE 23.2 RAILROAD BRIDGE - ROADWAY & TRAIL IMPROVEMENTS



**MAP KEY**

**LEGEND**

- New Bike Trail
- Exist. Bike/Shared Use Trail
- New Sidewalk
- Exist. Sidewalk
- Raised Crossing
- Crosswalk
- Proposed Roadway
- Ash Tree
- Road Closure

**Placemaking**

- 1.X Gateway Node
- 2.X Interpretive Node
- 3.X Corridor Marker

**Wayfinding**

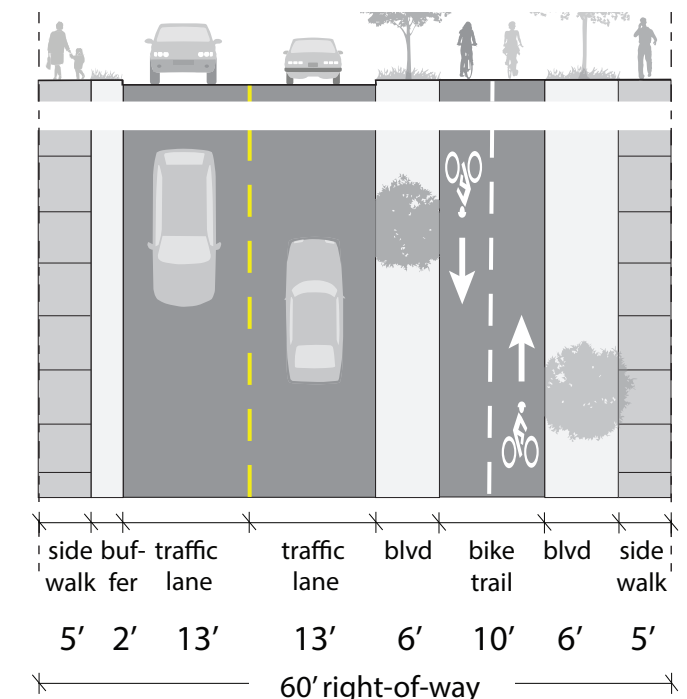
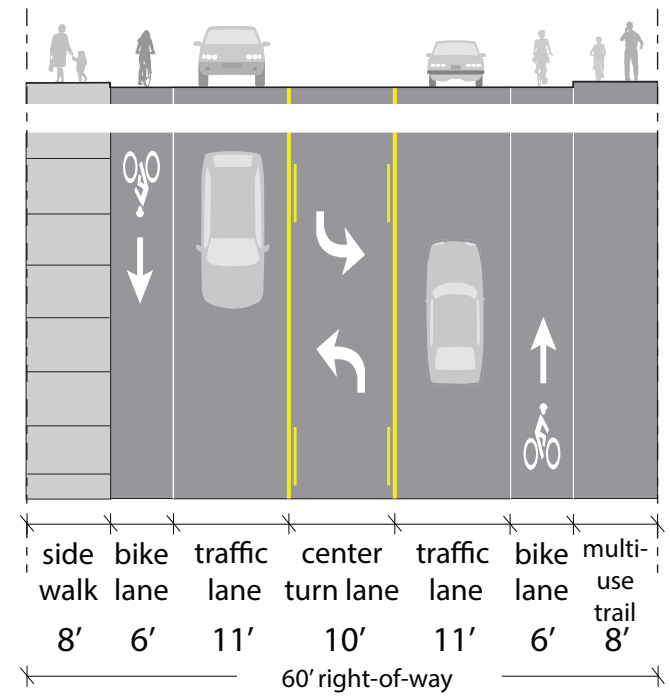
- 1.X Major Decision Point
- 2.X Minor Decision Point
- 3.X Reinforcement

**Cross Section Figure Number**

**MAP KEY**

**NORTH**

0 50 100 200 Feet



# MAP 24 - JOHNSON PARKWAY EAST 7TH STREET TO MARGARET STREET

## EXISTING CONDITIONS

Johnson Parkway from East 7th Street to East Margaret Street is characterized as a hybrid of a naturalistic corridor within the medians and formal corridor within the boulevard along the frontage roads. A sidewalk does exist along the east side of Johnson Parkway from East 7th Street to Bush Avenue; they do not exist along the rest of the corridor. The roadway is typically flanked on both sides by wide medians and frontage roads, with the exception from East 7th Street to Bush Avenue where the frontage road only exists on the west side. No on-street parking is along the mainline of Johnson Parkway; parking is allowed along the frontage roads. The existing street lighting has not been updated to reflect the typical Saint Paul Lantern style lighting.

Johnson Parkway, mainline, from East 7th Street to East Margaret Street is an existing 38 foot wide roadway within a 180 foot parkway. The roadway is a two lane roadway with bike lanes striped on both sides.

## PROPOSED IMPROVEMENTS

### Roadway & Corridor Improvements

To be consistent with the Grand Round when road reconstruction of Johnson Parkway is planned, it is recommended to reconstruct the two travel lanes to 26 feet wide.

### Wayfinding Improvements

Corridor reinforcement, branding, and operational signs will be placed along Johnson Parkway. Directional signage is programmed for Johnson Parkway and East Margaret Street for destinations along East Margaret Street Bike Boulevard.

## Trail & Sidewalk Improvements

Improvements along Johnson Parkway can be completed in different stages and they are:

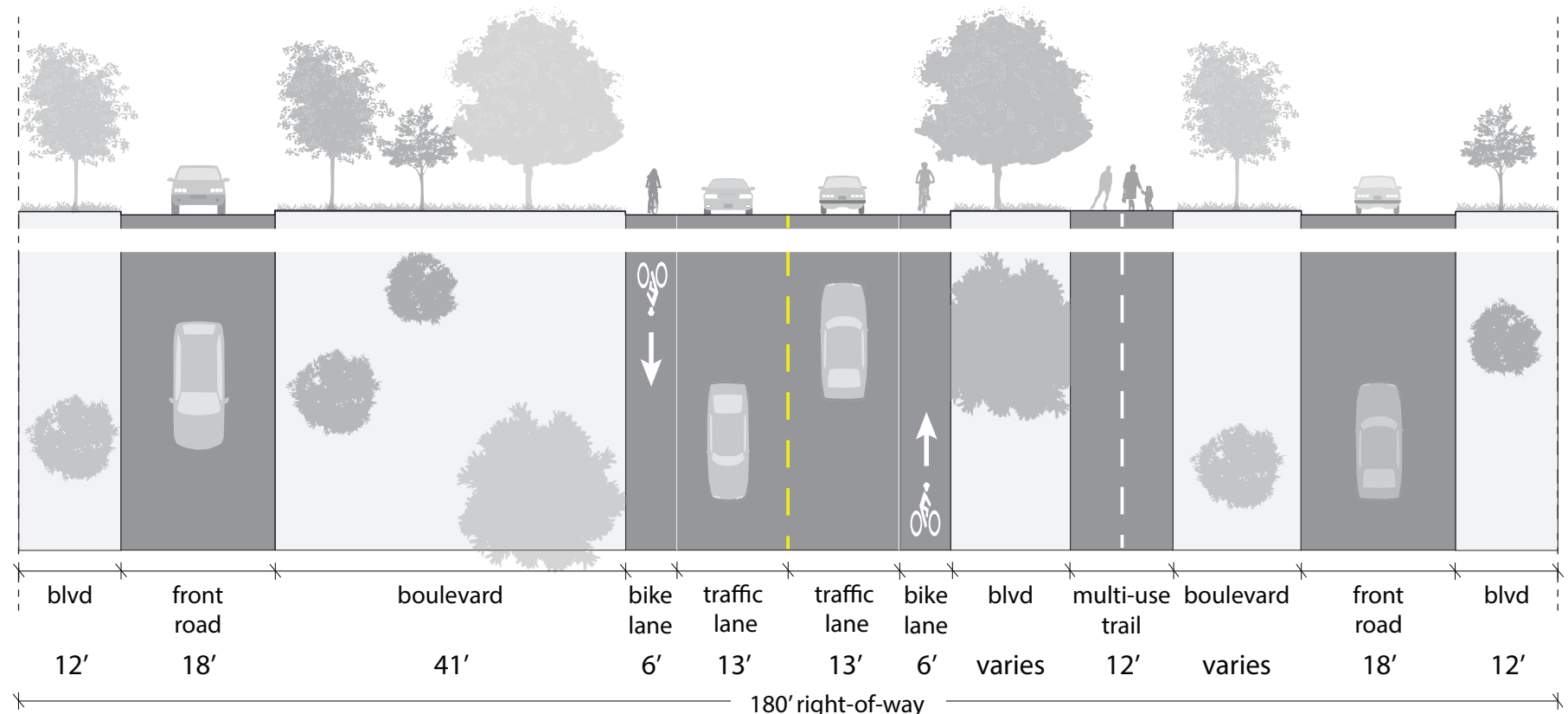
Trail Improvements will provide a 12 foot wide multi-use trail along the east side of Johnson Parkway from East 7th Street to East Margaret Street. Roadway closures for the safety of pedestrians and bicyclists are recommended for East Ross Avenue, East Bush Avenue, East Reaney Avenue, and East Margaret Street. However, it is recommended that a study of any road closure be completed prior to final design of the trail improvements.

5 foot wide sidewalks can be added along the outer side of the frontage roads, more than likely completed at the time of roadway

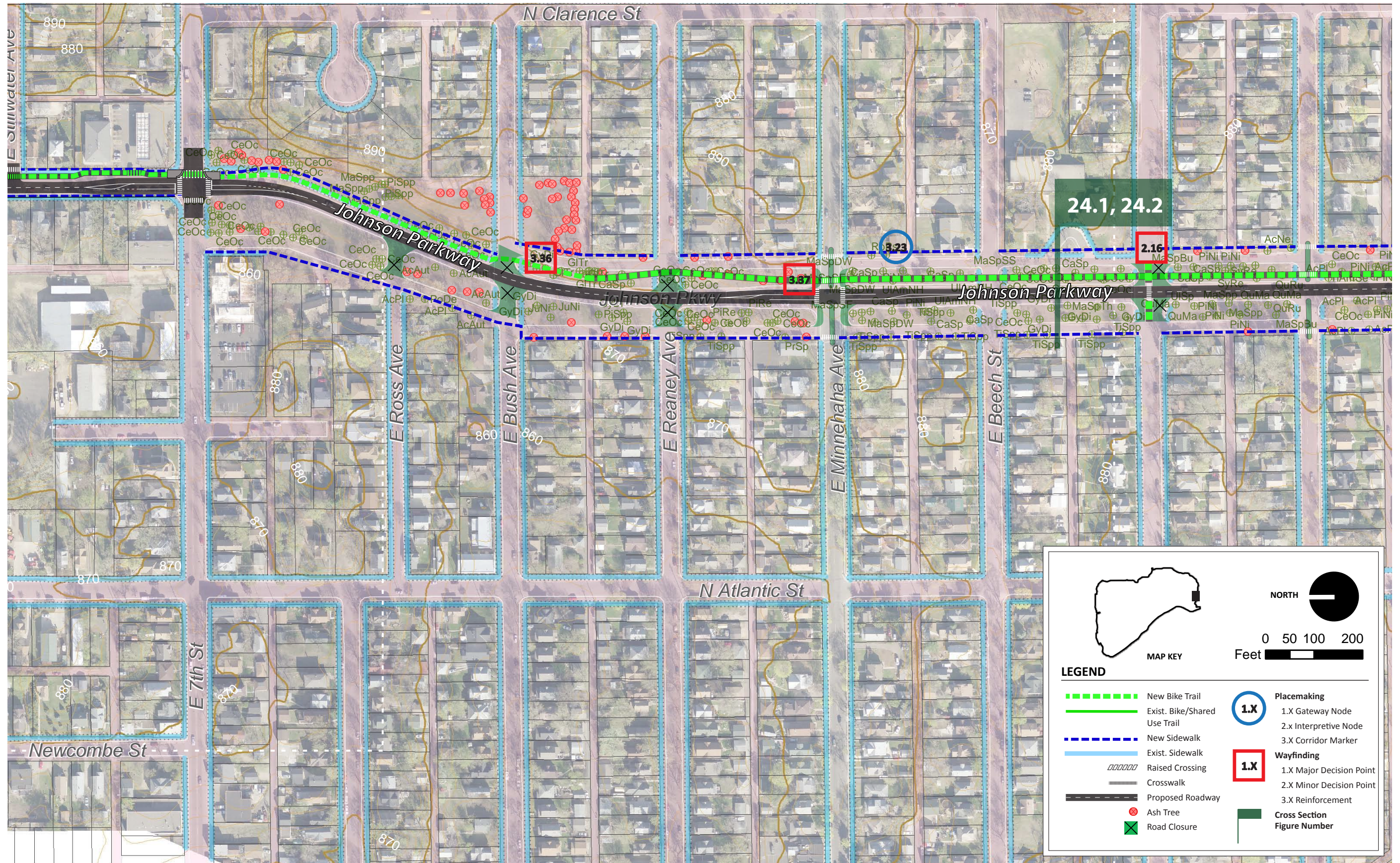
reconstruction. At the time of adding sidewalks the multi-use trail should be converted to a bike only trail.

## Parkway Amenities and Public Art Improvements

A corridor marker (P.3.23) is programmed for the southeast corner of Johnson Parkway and East Minnehaha Avenue.



JOHNSON PARKWAY FIGURE 24.1 EAST 7TH STREET TO WAKEFIELD AVENUE - TRAIL IMPROVEMENTS



MAP 24 - JOHNSON PARKWAY EAST 7TH STREET TO MARGARET STREET

# MAP 25 - JOHNSON PARKWAY MARGARET STREET TO EUCLID STREET

## EXISTING CONDITIONS

Johnson Parkway from East Margaret Street to East Euclid Street is characterized as a hybrid of a naturalistic corridor within the medians and formal corridor within the boulevard along the frontage roads. Sidewalks do not exist along the corridor. The roadway is flanked on both sides by wide medians and frontage roads. No on-street parking is along the mainline of Johnson Parkway; parking is allowed along the frontage roads. The existing street lighting has not been updated to reflect the typical Saint Paul Lantern style lighting.

Johnson Parkway, mainline, from East Margaret Street to East Euclid Street is an existing 38 foot wide roadway within a 180 foot parkway. The roadway is a two lane roadway with bike lanes striped on both sides.

## PROPOSED IMPROVEMENTS

### Roadway & Corridor Improvements

To be consistent with the Grand Round when road reconstruction of Johnson Parkway is planned, it is recommended to reconstruct the two travel lanes to 26 feet wide.

### Wayfinding Improvements

Corridor reinforcement, branding, and operational signs will be placed along Johnson Parkway.

### Trail & Sidewalk Improvements

Improvements along Johnson Parkway can be completed in different stages and they are:

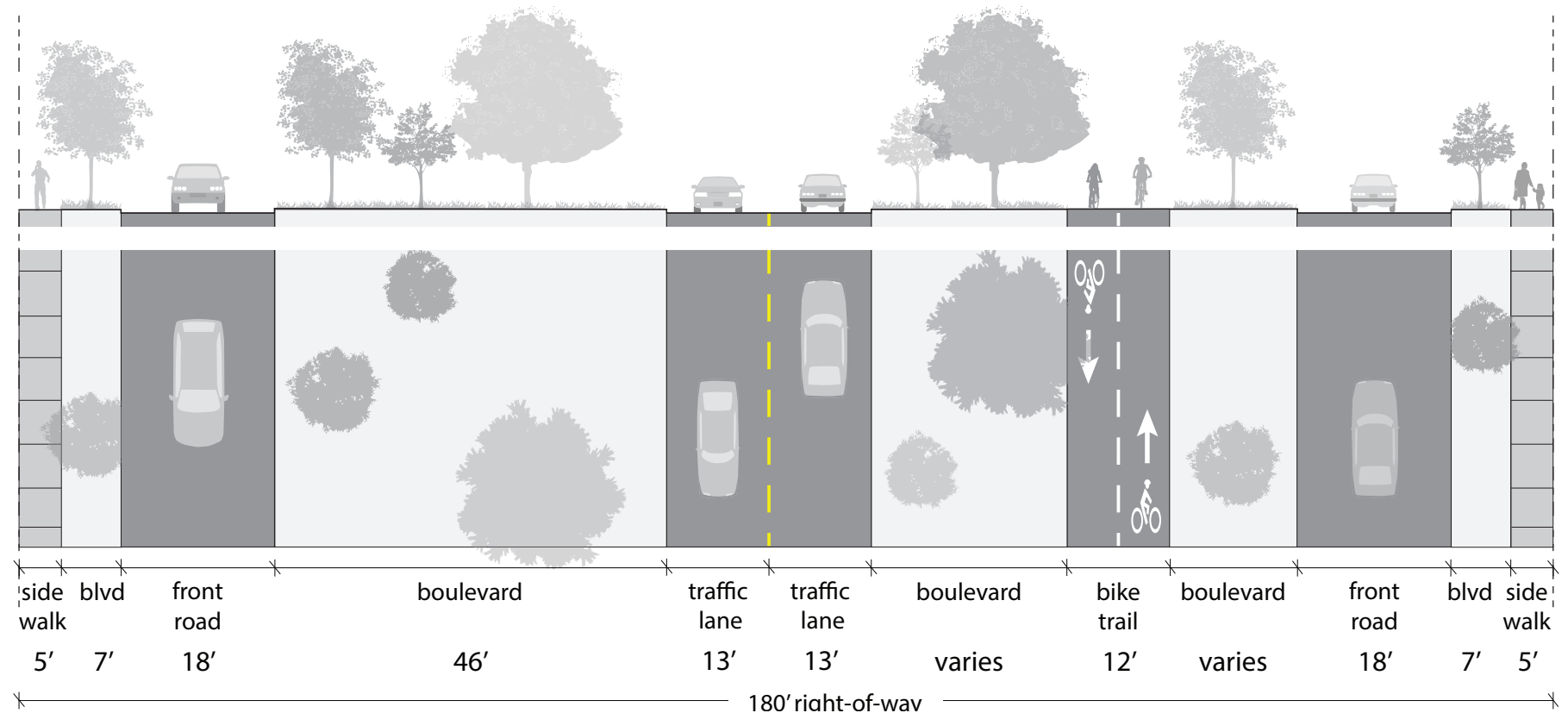
Trail Improvements will provide a 12 foot wide multi-use trail along the east side of Johnson Parkway from East Margaret Street to East Euclid Street. Roadway closures for the safety of pedestrians and bicyclists are recommended for East 5th Street, East Fremont

Avenue, East Conway Street. However, it is recommended that a study of any road closure be completed prior to final design of the trail improvements.

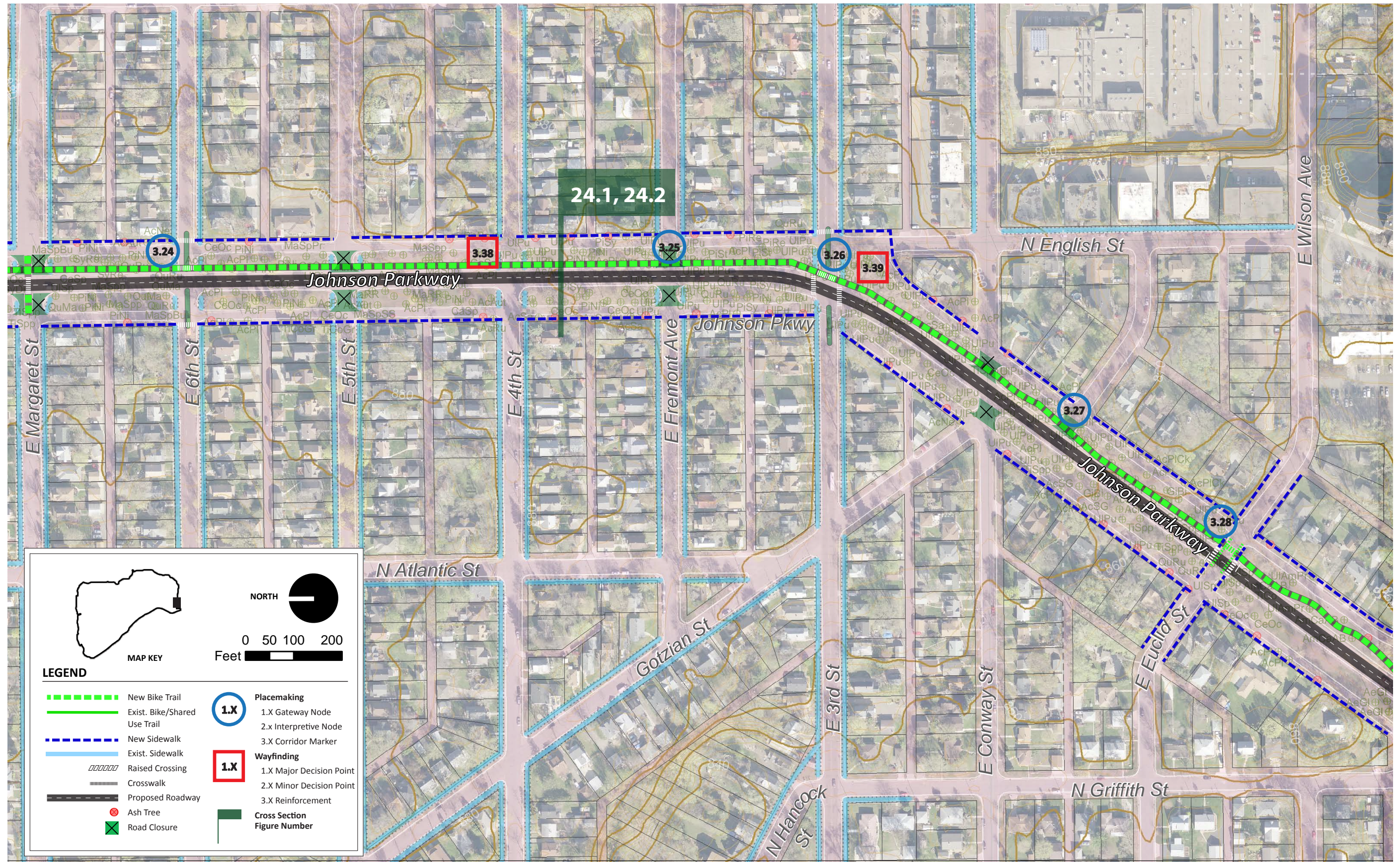
5 foot wide sidewalks will be added along the outer side of the frontage roads. The use of the multi-use trail should be analyzed at the time of adding sidewalk to consider converting the multi-use trail to a bike only trail.

## Parkway Amenities and Public Art Improvements

A corridor marker is programed for the northeast corner of Johnson Parkway and East 6th Street, the southeast corner of Johnson Parkway and East 3rd Street, and the northeast corner of Johnson Parkway and East Wilson Avenue. The intersections of Johnson Parkway and East 6th Street and East Fremont Avenue and also at Euclid Street provide opportunities for public art; these are the intersections that are also recommended to be closed thereby allowing additional parkland for the public art.



JOHNSON PARKWAY FIGURE 24.2 EAST 7TH STREET TO WAKEFEILD AVENUE - ROAD IMPROVEMENTS



MAP 25 - JOHNSON PARKWAY MARGARET STREET TO EUCLID STREET



# MAP 26 - JOHNSON PARKWAY EUCLID STREET TO BURNS STREET

## EXISTING CONDITIONS

Johnson Parkway from East Euclid Street to East Burns Street is characterized as a hybrid of a naturalistic corridor within the medians and formal corridor within the boulevard along the frontage roads. Sidewalks only exist on both sides of Johnson Parkway, below the I94 Bridge, between Wakefield Avenue and Hudson Road. Johnson Parkway on both sides of the I94 Bridge is flanked on both sides by wide medians and frontage roads. No on-street parking is along the mainline of Johnson Parkway; parking is allowed along the frontage roads. The existing street lighting has not been updated to reflect the typical Saint Paul Lantern style lighting.

Johnson Parkway, mainline, from East Euclid Street to East Burns Street is an existing 38 foot wide roadway within a 180 foot parkway. The roadway is a two lane roadway with bike lanes striped on both sides.

## PROPOSED IMPROVEMENTS

### Roadway & Corridor Improvements

To be consistent with the Grand Round when road reconstruction of Johnson Parkway is planned, it is recommended to reconstruct the two travel lanes to 26 feet wide.

### Wayfinding Improvements

Corridor reinforcement, branding, and operational signs will be placed along Johnson Parkway.

### Trail & Sidewalk Improvements

Improvements along Johnson Parkway can be completed in different stages and they are:

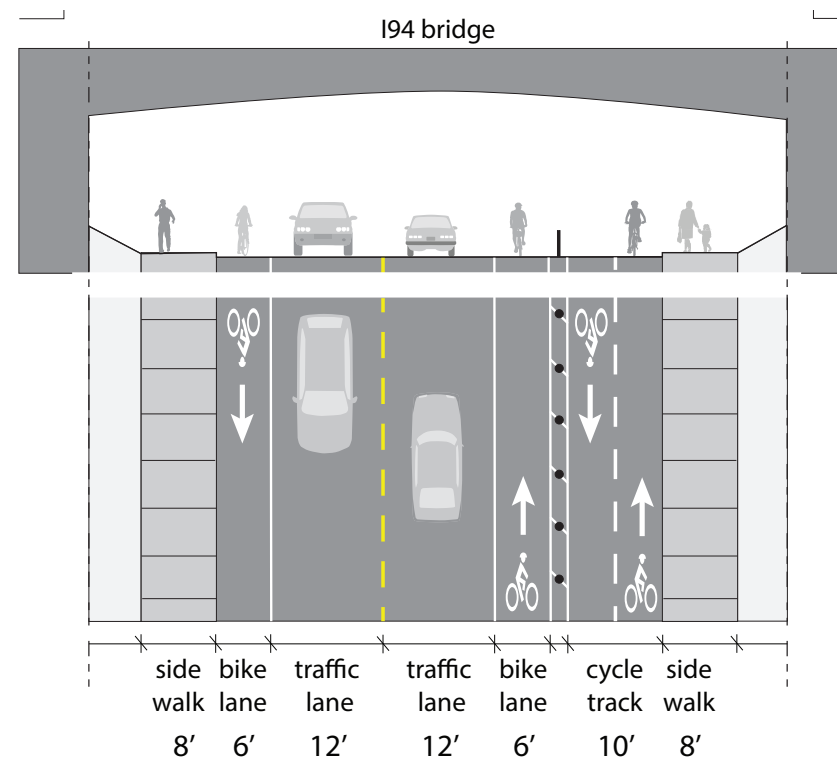
Trail Improvements will provide a 12 foot wide multi-use trail along the east side of Johnson Parkway from East Euclid Street to

East Burns Street. Roadway closure for the safety of pedestrians and bicyclists is recommended for Wakefield Avenue. However, it is recommended that a study of any road closure be completed prior to final design of the trail improvements. A 10 foot wide cycle track is proposed below the I94 Bridge to provide separation for pedestrians and bicyclists.

5 foot wide sidewalks can be added along the outer side of the frontage roads, to be completed at the time of roadway reconstruction. At the time of adding sidewalks the multi-use trail should be converted to a bike only trail.

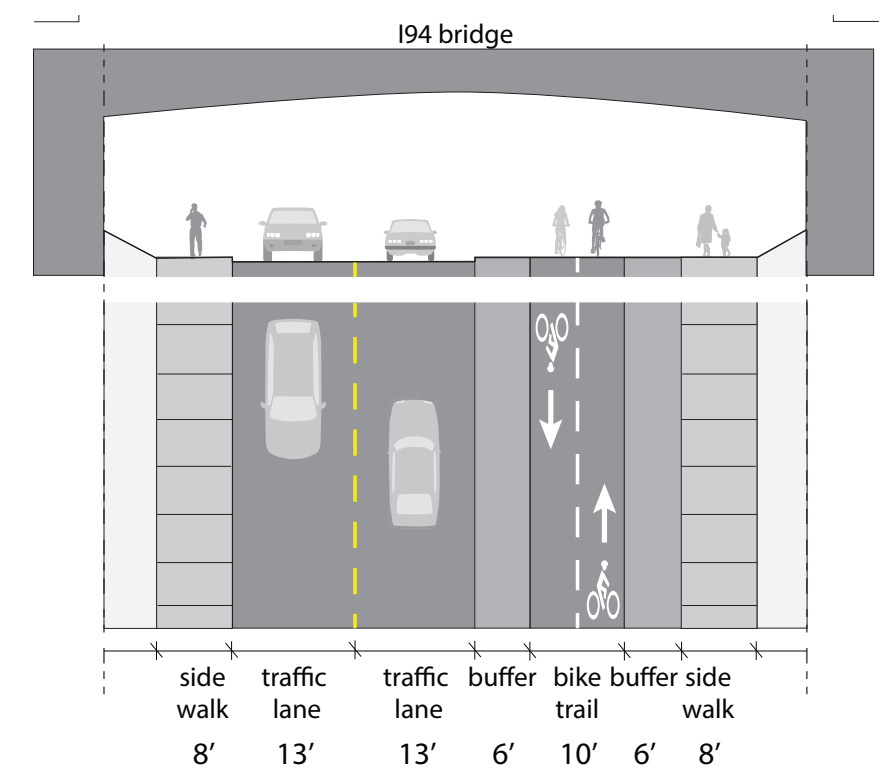
## Parkway Amenities and Public Art Improvements

The areas below the I-94 Bridge provides an opportunity for public art (P.3.29). A Gateway Node (P.1.10) that will serve as a welcome to Indian Mounds Regional Park is programmed for the south side of Johnson Parkway and East Burns Street. There is an existing Kiosk located within this area, coordination as to the repositioning of this kiosk will need to occur. The completed Gateway Node will include a plaza with kiosk that will have interpretive and map panels, seating, bike repair station, potential drinking fountain, waste receptacles, and public art and a corridor marker. The corridor marker will be placed on the northwest corner of Johnson Parkway and East Burns Street. This node can be constructed independently of any other work.



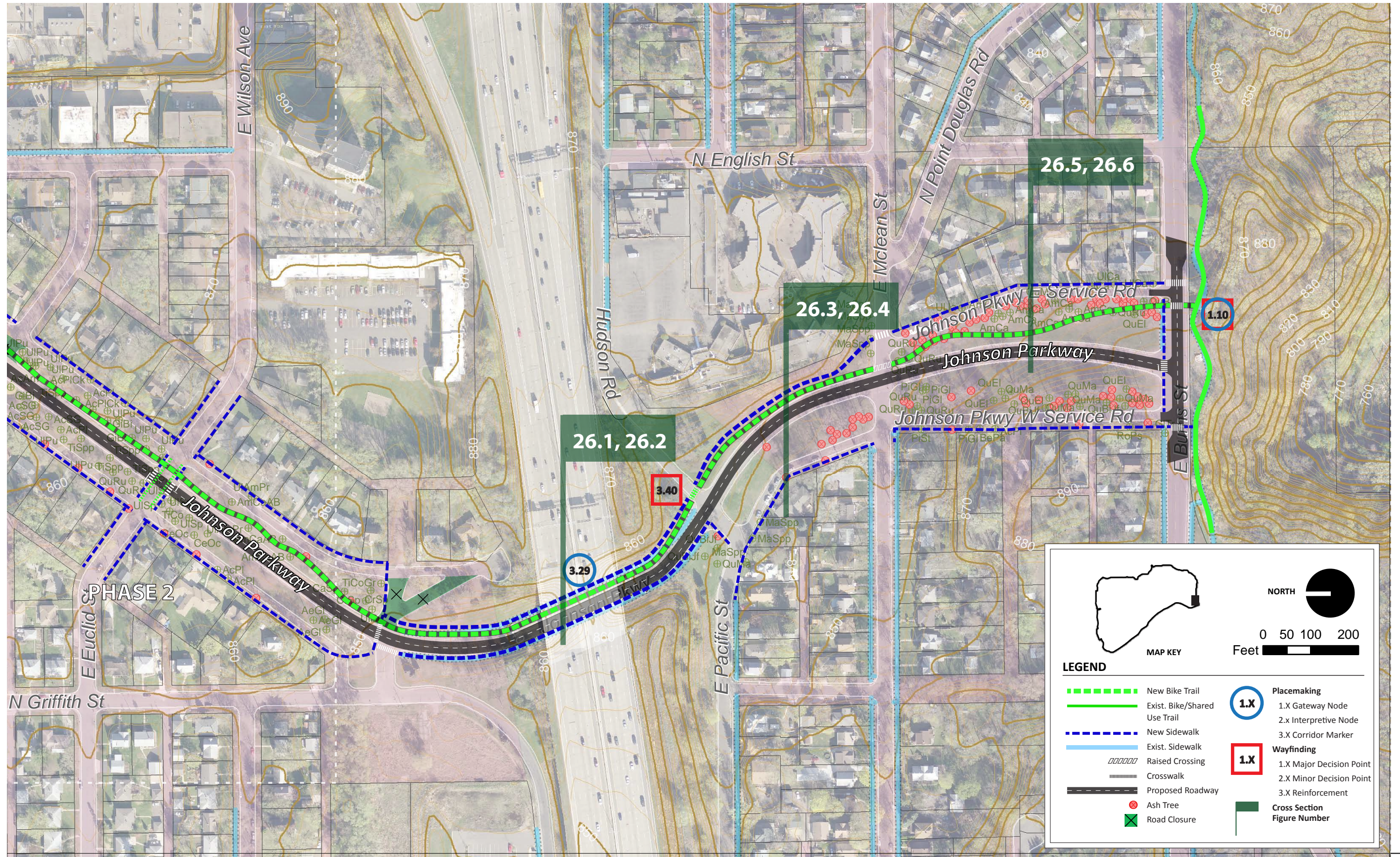
JOHNSON PARKWAY

FIGURE 26.1 I-94 BRIDGE - TRAIL IMPROVEMENTS



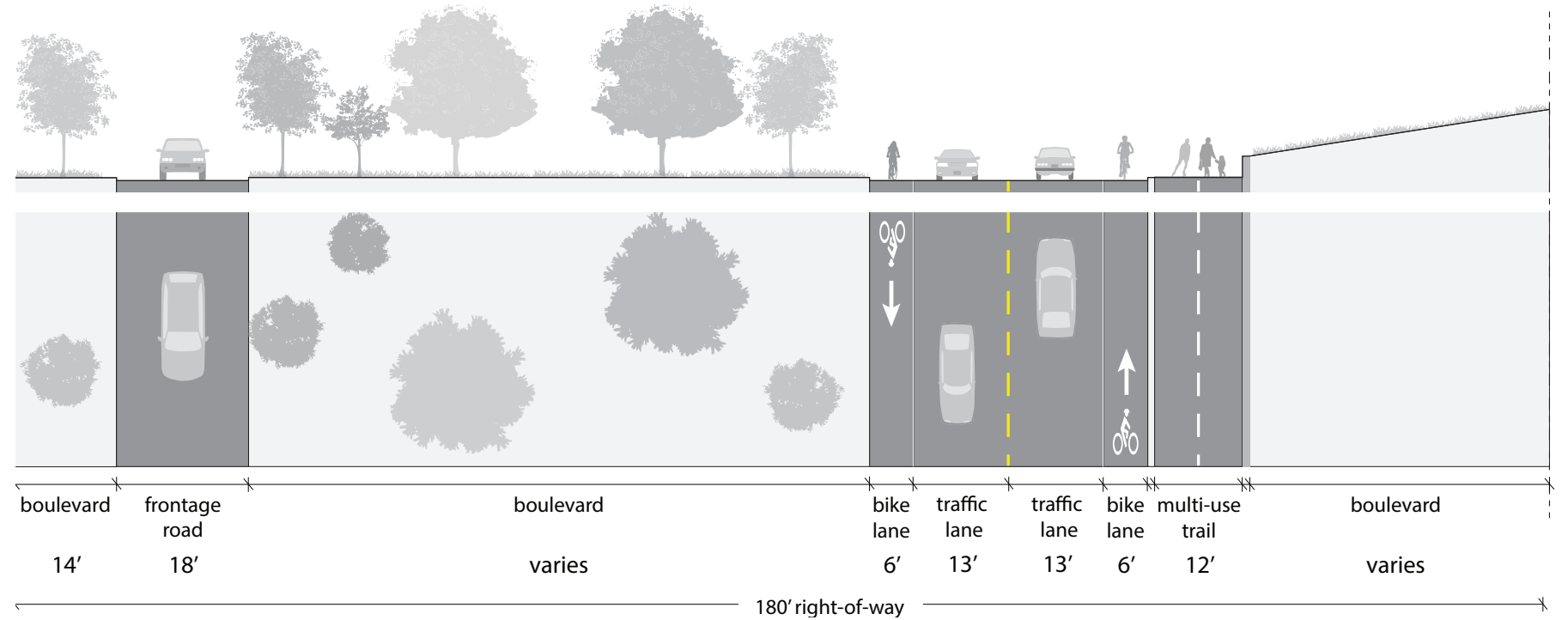
JOHNSON PARKWAY

FIGURE 26.2 I-94 BRIDGE - ROADWAY IMPROVEMENTS

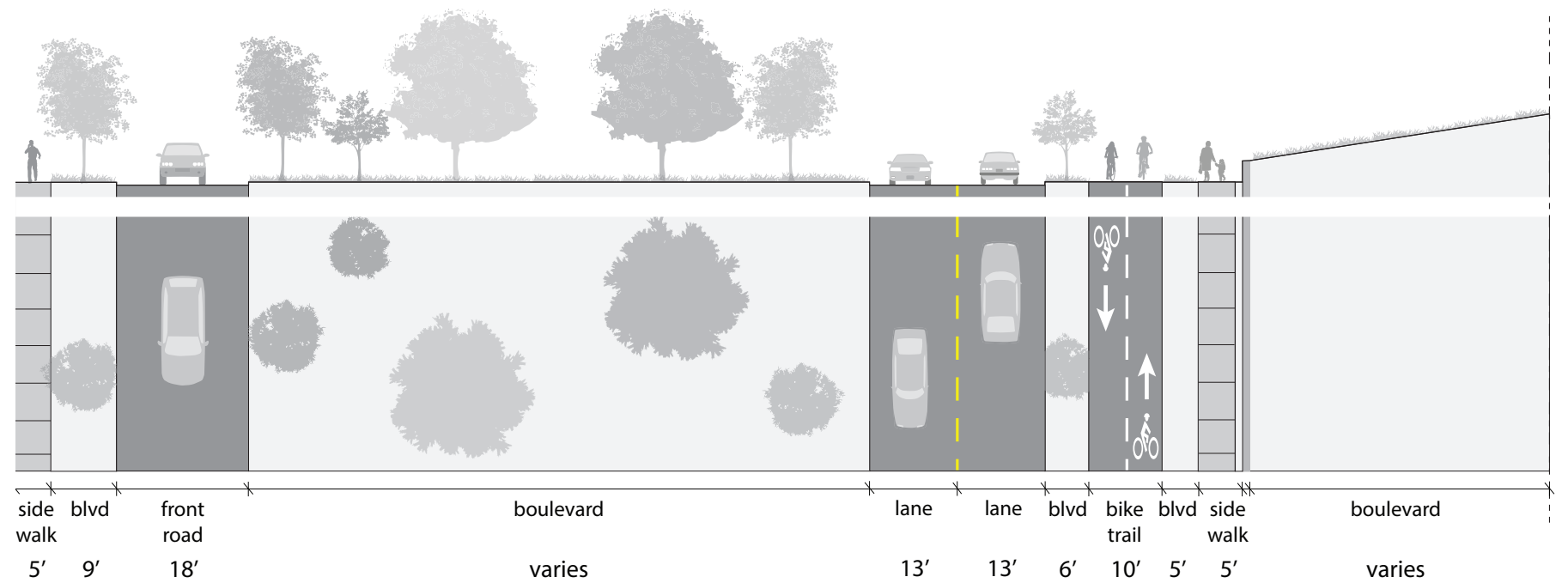


MAP 26 - JOHNSON PARKWAY EUCLID STREET TO BURNS STREET

# MAP 26 - JOHNSON PARKWAY EUCLID STREET TO BURNS STREET

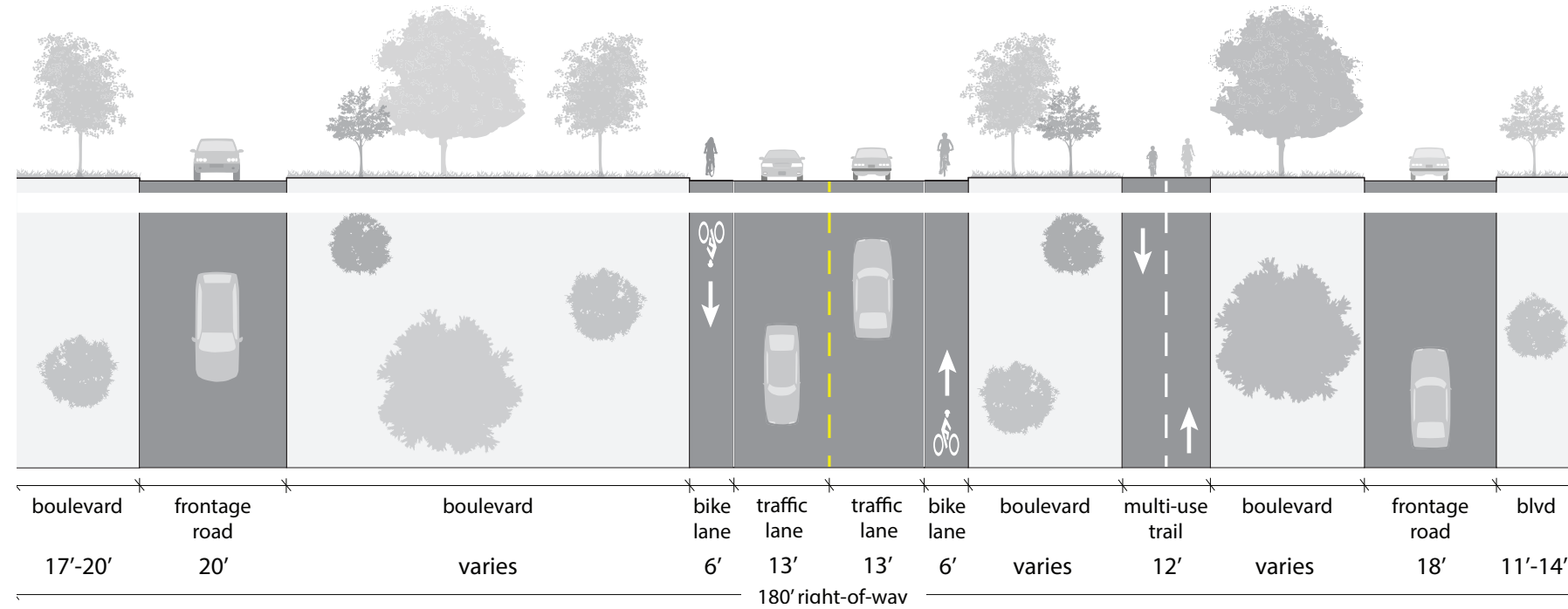


**JOHNSON PARKWAY** FIGURE 26.3 HUDSON ROAD TO EAST MCLEAN STREET - TRAIL IMPROVEMENTS

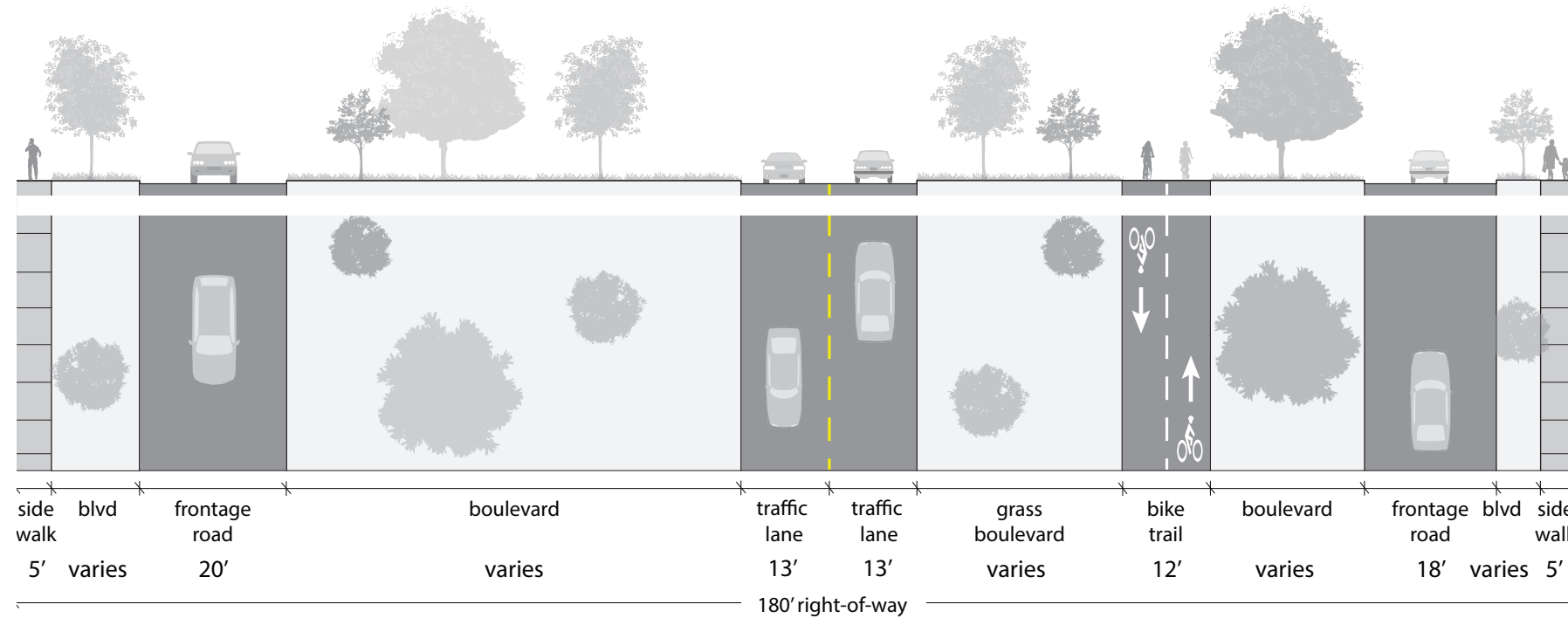


**JOHNSON PARKWAY** FIGURE 26.3 HUDSON ROAD TO EAST MCLEAN STREET - ROADWAY IMPROVEMENTS

# MAP 26 - JOHNSON PARKWAY EUCLID STREET TO BURNS STREET



**JOHNSON PARKWAY** FIGURE 26.5 EAST McLEAN STREET TO EAST BURNS AVENUE - TRAIL IMPROVEMENTS



**JOHNSON PARKWAY** FIGURE 26.6 EAST McLEAN STREET TO EAST BURNS AVENUE- ROADWAY IMPROVEMENTS

July 13, 2016

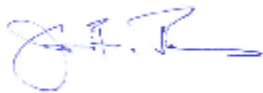
Kathy Lantry  
Public Works Director  
City of Saint Paul  
1500 City Hall Annex  
25 W. 4<sup>th</sup> St.  
Saint Paul, MN 55102

**FEDERAL SURFACE TRANSPORTATION PROGRAM BICYCLE AND PEDESTRIAN  
FUNDING APPLICATION FOR JOHNSON PARKWAY, INCLUDING A SEGMENT OF RAMSEY  
COUNTY STATE AID HIGHWAY 64**

Dear Ms. Lantry:

Ramsey County supports the City of Saint Paul's efforts to secure funding for the segment of the Grand Round that is along Johnson Parkway. We look forward to working with City staff as we finalize the design of the difficult area between Seventh Street and the Union Pacific Railroad bridge to complete this important bike and pedestrian route.

Sincerely,



Director of Public Works/County Engineer



# City of Saint Paul

City Hall and Court  
House  
15 West Kellogg  
Boulevard  
Phone: 651-266-8560

## Signature Copy

**Resolution: RES 16-1053**

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**File Number: RES 16-1053**

Authorizing the Departments of Public Works and Parks and Recreation to submit 14 project applications for federal funding into the 2016 Metropolitan Council Regional Solicitation Program and to authorize the commitment of a 20% local funding match for any project(s) that get awarded federal funding.

WHEREAS, The Departments of Public Works and Parks and Recreation are proposing to submit 14 project applications for possible federal transportation funding in years 2020 and 2021 under the Metropolitan Council Regional Solicitation Process, and

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

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

- Freight Connection from Pierce Butler to I-94 via Transfer, Ellis and Vandalia
- University Avenue Reconstruction - I35E to Lafayette Road
- Sidewalk Infill, Replacement and ADA Compliance - Area Bounded by Maryland-Case-Forest-Duluth
- Tedesco Street Reconstruction - University Avenue to Payne Avenue
- Como Avenue Trail Construction - Raymond Avenue to Hamline Avenue
- Troutbrook Road Connection - Kittson Street to Lafayette/University
- Eastbound Kellogg Boulevard Bridge near the RiverCentre Ramp
- Johnson Parkway Trail (Grand Round) - Burns Avenue to Phalen Boulevard
- Bruce Vento Bicycle and Pedestrian Bridge - connects Sam Morgan Trail with Bruce Vento Trail
- Pierce Butler East Extension - Grotto to Arundel
- Battle Creek to Sam Morgan Regional Trail Rehabilitation
- Arterial Corridor Management (Snelling and Lexington) - Implement Technology to Improve Traffic Flow & Safety (Fiber Optics, Detection, ADA Upgrades)
- Safe Routes to School (SRTS) - Washington Magnet School Area and Ran-Ham Schools (Cretin, Holy Spirit Elementary and Expo Elementary)
- Lafayette Bridge reconstruction from University to Otsego

WHEREAS, these projects all fall within appropriate funding categories and all meet the conditions and requirements specified for eligibility of federal funding, and so

THEREFORE BE IT RESOLVED, by the Council of the City of Saint Paul to authorize submission of the thirteen project applications for possible award of federal transportation funds through the Metropolitan Council Regional Solicitation Program, and

BE IT FURTHER RESOLVED, by the Council of the City of Saint Paul to authorize the commitment of local funds on a twenty percent match basis for any project(s) awarded federal funding under

the Regional Solicitation Program.

At a meeting of the City Council on 7/6/2016, this Resolution was Passed.

**Yea:** 6 Councilmember Bostrom, Councilmember Brendmoen, Councilmember Tolbert, City Council President Stark, Councilmember Noecker, and Councilmember Prince

**Nay:** 0

**Absent:** 1 Councilmember Thao

**Vote Attested by** \_\_\_\_\_  
**Council Secretary** Trudy Moloney

**Date** 7/6/2016

**Approved by the Mayor**   
Chris Coleman

**Date** 7/8/2016