



Application

04787 - 2016 Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)

05090 - St. Paul Sidewalk Gap Infill Project

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 07/05/2016 9:47 AM

Primary Contact

Name:* Allan James Czaia
Salutation First Name Middle Name Last Name

Title: Technician Supervisor

Department: City of St. Paul, Public Works

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Address: 25 West 4th Street
800 City Hall Annex

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

Phone:* 651-266-6108
Phone Ext.

Fax: 651-298-4559

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

Organization Information

Name: ST PAUL, CITY OF

Jurisdictional Agency (if different):

Organization Type:

City

Organization Website:

Address:

DEPT OF PUBLIC WORKS-CITY HALL ANNEX

25 W 4TH ST #1500

*

ST PAUL

Minnesota

55101

City

State/Province

Postal Code/Zip

County:

Ramsey

Phone:*

651-266-9700

Ext.

Fax:

PeopleSoft Vendor Number

0000003222A22

Project Information

Project Name

St. Paul Sidewalk Gap Infill Project

Primary County where the Project is Located

Ramsey

Jurisdictional Agency (If Different than the Applicant):

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

The City of St. Paul proposes the construction of new pedestrian facilities to fill a critical gap in its sidewalk network and increase safety for pedestrian travelers in the Payne-Phalen area of St. Paul. The improvements will extend along Cypress St. between Case Ave. and Maryland Ave. East, Frank St. between York Ave. and Cook Ave., and Duluth St. between Case Ave. and Magnolia Ave. East. The majority of the east/west streets in the neighborhood already have sidewalks but is lacking the critical north/south sidewalks for pedestrians to get to the Phalen Lake Hmong Elementary School, the Duluth/Case Rec Center, and the Phalen Boulevard Regional Pathways. The funding will be used to construct nearly 1.4 miles of new sidewalk. the project includes construction of a five foot wide sidewalk, upgrade the PED ramps on the corners as needed to the new 2010 ADA standards, remove and replace trees as needed, and construct retaining walls for slope elevation concerns where necessary. All improvements will be accessible to people with disabilities. The area is mainly single family residential housing with apartment buildings scattered throughout.

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)

New sidewalk construction on Cypress from Case to Maryland and Frank from York to Cook and Duluth from Case to Magnolia

Project Length (Miles)

1.4

Project Funding

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

No

If yes, please identify the source(s)

Federal Amount

\$780,000.00

Match Amount

\$300,000.00

Minimum of 20% of project total

Project Total

\$1,080,000.00

Match Percentage

27.78%

Minimum of 20%

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

Source of Match Funds

City of St. Paul

A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources

Preferred Program Year

Select one:

2021

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

Additional Program Years:

2019

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

Project Information

County, City, or Lead Agency

City of St. Paul

Zip Code where Majority of Work is Being Performed

55106

(Approximate) Begin Construction Date

05/01/2021

(Approximate) End Construction Date

11/15/2021

Name of Trail/Ped Facility:

Sidewalk Infill on Cypress St., Frank St. and Duluth St.

(i.e., CEDAR LAKE TRAIL)

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

From:

(Intersection or Address)

Case Ave, and York Ave. and Case Ave.

To:

(Intersection or Address)

Maryland Ave, and Cook Ave. and Magnolia Ave.

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

Sidewalks, pedestrian ramps, curb reconstruction

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.:

none

New Bridge/Culvert No.:

none

Structure is Over/Under

(Bridge or culvert name):

none

Specific Roadway Elements

**CONSTRUCTION PROJECT ELEMENTS/COST
ESTIMATES**

Cost

Mobilization (approx. 5% of total cost)

\$0.00

| | |
|--|---------------|
| Removals (approx. 5% of total cost) | \$0.00 |
| Roadway (grading, borrow, etc.) | \$0.00 |
| Roadway (aggregates and paving) | \$0.00 |
| Subgrade Correction (muck) | \$0.00 |
| Storm Sewer | \$0.00 |
| Ponds | \$0.00 |
| Concrete Items (curb & gutter, sidewalks, median barriers) | \$0.00 |
| Traffic Control | \$0.00 |
| Striping | \$0.00 |
| Signing | \$0.00 |
| Lighting | \$0.00 |
| Turf - Erosion & Landscaping | \$0.00 |
| Bridge | \$0.00 |
| Retaining Walls | \$0.00 |
| Noise Wall (do not include in cost effectiveness measure) | \$0.00 |
| Traffic Signals | \$0.00 |
| Wetland Mitigation | \$0.00 |
| Other Natural and Cultural Resource Protection | \$0.00 |
| RR Crossing | \$0.00 |
| Roadway Contingencies | \$0.00 |
| Other Roadway Elements | \$0.00 |
| Totals | \$0.00 |

Specific Bicycle and Pedestrian Elements

| CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES | Cost |
|--|--------------|
| Path/Trail Construction | \$0.00 |
| Sidewalk Construction | \$700,000.00 |
| On-Street Bicycle Facility Construction | \$0.00 |
| Right-of-Way | \$0.00 |
| Pedestrian Curb Ramps (ADA) | \$300,000.00 |
| Crossing Aids (e.g., Audible Pedestrian Signals, HAWK) | \$0.00 |
| Pedestrian-scale Lighting | \$0.00 |
| Streetscaping | \$0.00 |
| Wayfinding | \$0.00 |

| | |
|---------------------------------------|-----------------------|
| Bicycle and Pedestrian Contingencies | \$80,000.00 |
| Other Bicycle and Pedestrian Elements | \$0.00 |
| Totals | \$1,080,000.00 |

Specific Transit and TDM Elements

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

Transit Operating Costs

| | |
|--|--------|
| Number of Platform hours | 0 |
| Cost Per Platform hour (full loaded Cost) | \$0.00 |
| Subtotal | \$0.00 |
| Other Costs - Administration, Overhead, etc. | \$0.00 |

Totals

| | |
|------------------------------|----------------|
| Total Cost | \$1,080,000.00 |
| Construction Cost Total | \$1,080,000.00 |
| Transit Operating Cost Total | \$0.00 |

Requirements - All Projects

All Projects

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

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

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

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

Phalen Lake Hmong Elementary School,
Duluth/Case Rec Center, Bruce Vento Trail system.
To help connect these facilities in the Payne/Phalen neighborhood.

pages - 2.10,3.29,3.30,7.21,7.23,7.24

(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:

City of St. Paul Comprehensive Plan

Transportation Plan - Adopted 2009

pages - 14,17,19,20

(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

Requirements - Bicycle and Pedestrian Facilities Projects

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

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

Multiuse Trails on Active Railroad Right-of-Way:

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

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

Safe Routes to School projects only:

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

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

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

Measure A: Project Location Relative to Jobs and Post-Secondary Education

Existing Employment:

29439

Existing Post-Secondary Enrollment:

11580

Upload Map

1466090452421_MAP REGION ECON.pdf

Measure A: Usage

Existing Population Within One-Half Mile

30178

Upload Map

1465907954791_MAP POP SUM.pdf

Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

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

This areas lack of north/south connector sidewalks creates problems for pedestrians traveling through the neighborhood to their destinations. Pedestrians will need to take routes out of their way to stay on city walks or have to start walking in the street. Destinations like Phalen Lakes Hmong School, the Duluth/Case Rec Center, and the Bruce Vento Regional Trail are more difficult to get to due to the missing sidewalks. Getting to the MTC transit on Maryland Avenue is also a concern.

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

The properties affected by the new construction will lose some mature trees to accommodate the new walk. Some properties will have small retaining walls installed to solve slope issues. Those properties will also have to shovel the walks in the winter.

Many of the PED ramps are over twenty years old and need to be updated to the newer ADA standards. This improvement will help people with disabilities traveling throughout the neighborhood.

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

Upload Map

1465908096728_MAP SOCIO-ECON.pdf

Measure B: Affordable Housing

| City/Township | Segment Length in Miles (Population) |
|---------------|--------------------------------------|
| Saint Paul | 1.4 |
| | 1 |

Total Project Length

| | |
|---|-----|
| Total Project Length (Total Population) | 1.4 |
|---|-----|

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) | 1.4 |
| Total Housing Score | 0 |

Measure A: Gaps, Barriers and Continuity/Connections

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

The direct connections to the Bruce Vento Trail in this area are at Wells St., Earl St., Frank St., the parking lot of Duluth/Case Rec Center, and Magnolia Ave. The majority of this neighborhood has to rely on accessing the trail mainly using Frank St. and Duluth St. These connectors are fragmented. Sidewalk infill on Frank Street and Duluth Street will reduce the risks associated with the need of traveling on the streets. There is no direct connection to the MTC transit on Cypress Street. People with disabilities will have safer pathways due to the infill of the sidewalk gaps and also with the improved updated PED ramps.

Measure B: Project Improvements

Total crashes inclusive of boundary streets for all years is 2005-2015 is 1,613 crashes. 54 of the 1,613 were pedestrian related.

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

Total crashes inclusive of boundary streets for 2013-2015 (most recent 3 years is) 410. 11 of the 410 were pedestrian related.

This information is for the area in question and not for any particular intersections. No other information is available.

Measure A: Multimodal Elements and Connections

There are no transit or bicycle elements as part of this application. Nearest transit routes are on Arcade Street and Maryland Avenue. The Bruce Vento Regional Trail runs along south and east side of this neighborhood.

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

The sidewalk infill helps connect the pedestrian travelers on the north/south connections. This will help them get to the transit routes on Maryland Ave. as well as connecting to the Bruce Vento trail.

Transit Projects Not Requiring Construction

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

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

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment

1) Project Scope (5 Percent of Points)

Meetings or contacts with stakeholders have occurred

100%

Stakeholders have been identified Yes
40%

Stakeholders have not been identified or contacted
0%

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

Layout or Preliminary Plan completed
100%

Layout or Preliminary Plan started Yes
50%

Layout or Preliminary Plan has not been started
0%

Anticipated date or date of completion 12/31/2018

3)Environmental Documentation (5 Percent of Points)

- EIS
- EA
- PM

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 12/31/2018

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

No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge Yes
100%

Historic/archeological review under way; determination of no historic properties affected or no adverse effect anticipated
80%

Historic/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 Yes

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

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

50%

Construction plans have not been started Yes

0%

Anticipated date or date of completion 12/31/2018

10) Letting

Anticipated Letting Date 12/30/2020

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): \$1,080,000.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$1,080,000.00

Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

Other Attachments

| File Name | Description | File Size |
|-------------------------|--|-----------|
| St. Paul Map Infill.pdf | The attached map helps highlight the Bruce Vento Trail, the Duluth Playground, and the Phalen Lake Hmong School. Also included is the nearest MTC Transit lines. | 40 KB |

Regional Economy

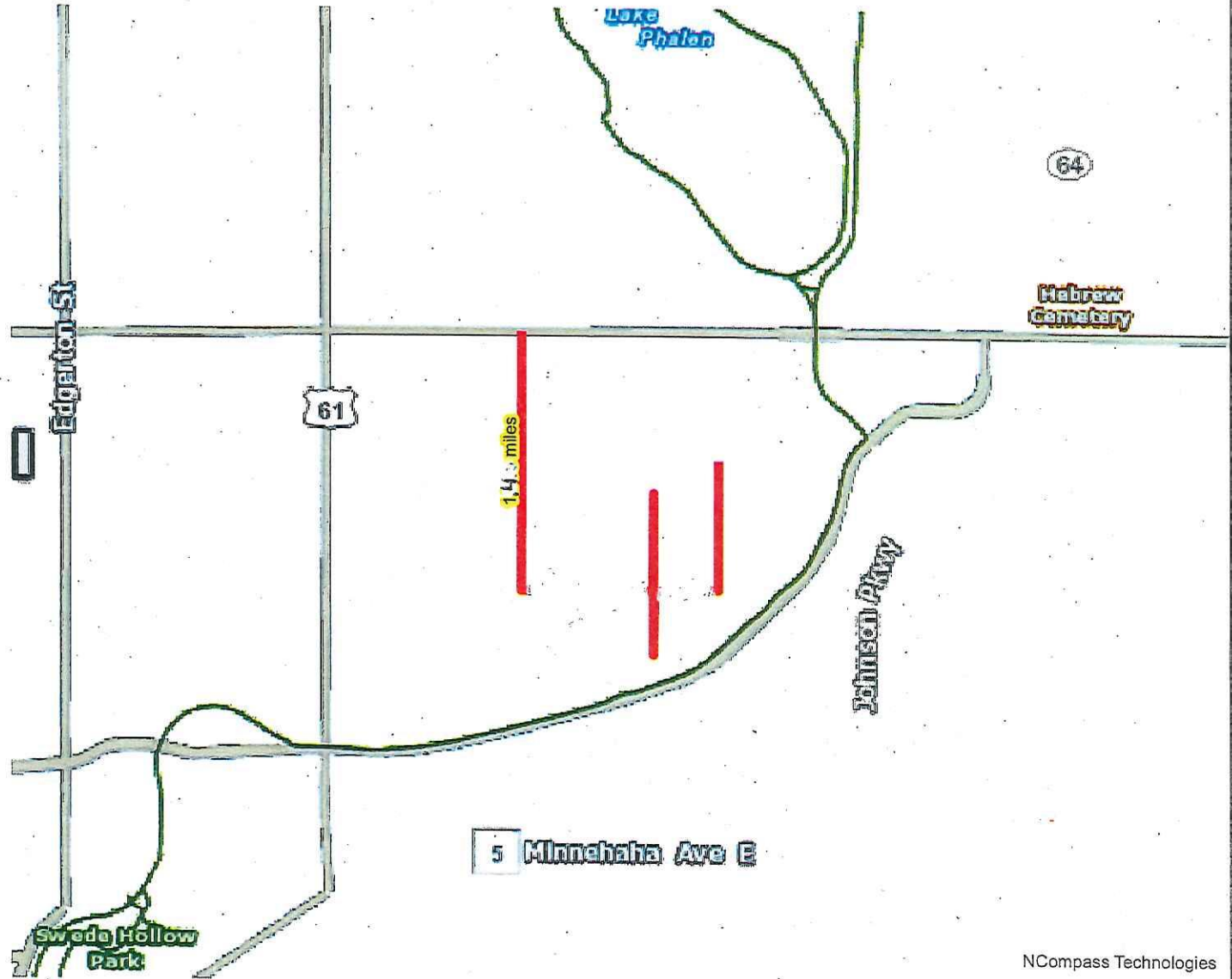
Pedestrian Facilities Project: St. Paul Sidewalk Infill | Map ID: 1465561848885

Results

WITHIN ONE MI of project:

Total Population: 62764
Total Employment: 29439
Mfg and Dist Employment: 1282

Postsecondary Students:
11580



- Project
- PostSecondary Education Centers
- Manufacturing/Distribution Centers
- Job Concentration Centers



Created: 6/10/2016
LandscapeRSA5



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



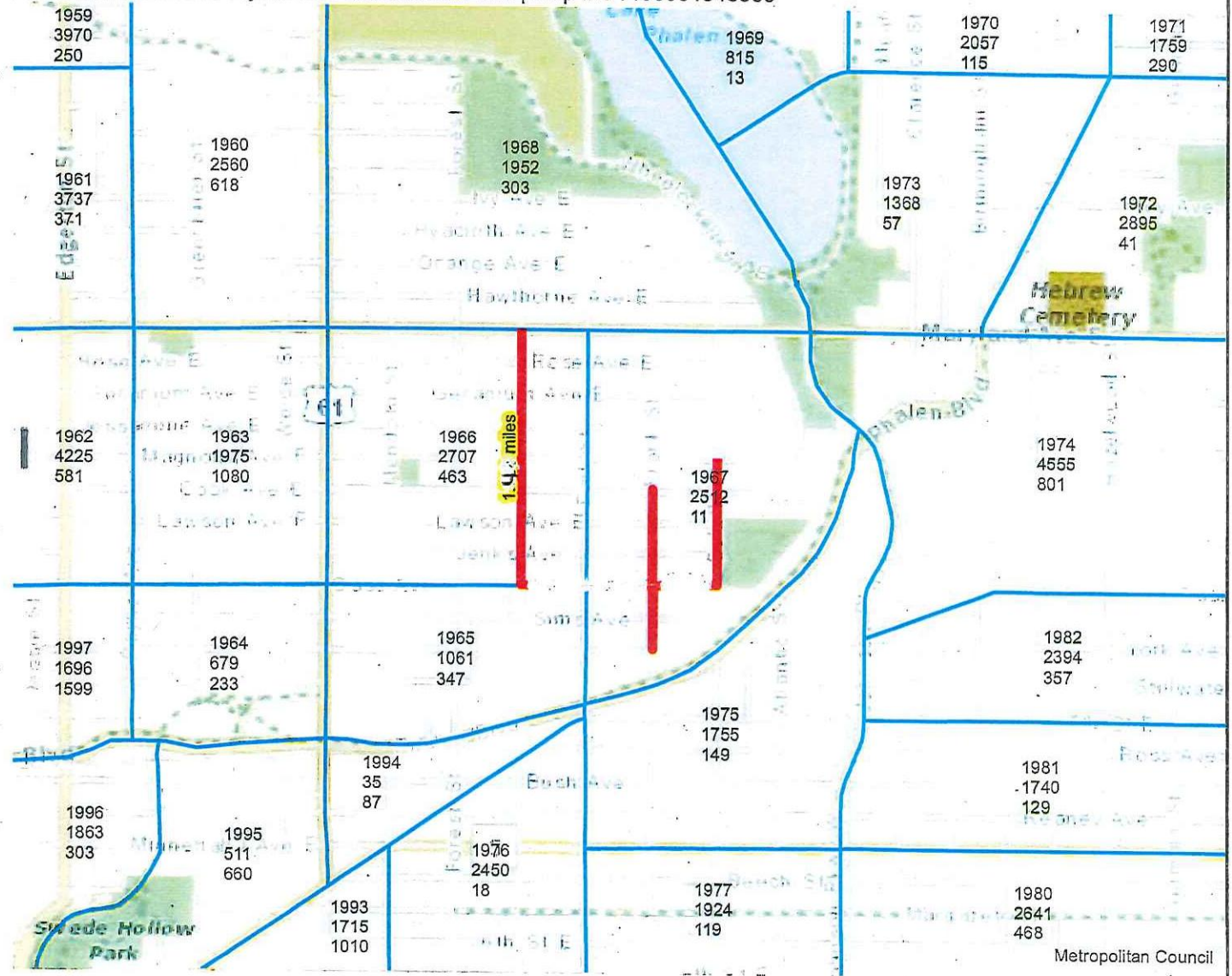
NCompass Technologies

Population Summary

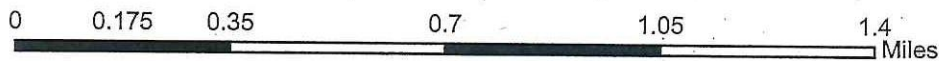
Pedestrian Facilities Project: St. Paul Sidewalk Infill | Map ID: 1465561848885

Results

Within HALF Mile of project:
 Total Population: 30178
 Total Employment: 5432



Project
 2010 TAZ



Created: 6/10/2016
 LandscapeRSA4

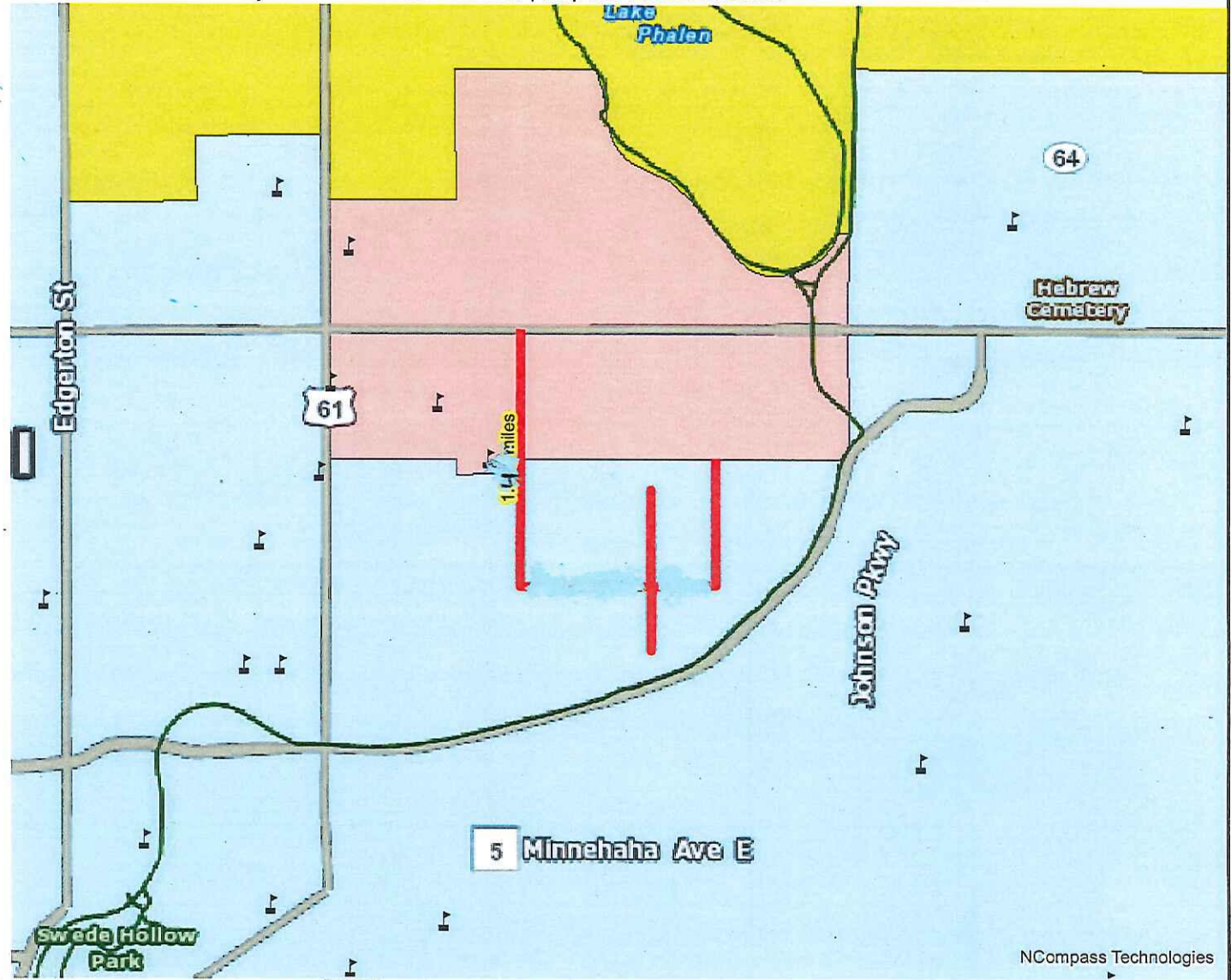


For complete disclaimer of accuracy, please visit
<http://giswebsite.metro.state.mn.us/gis/tenew/notice.aspx>



Results

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



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



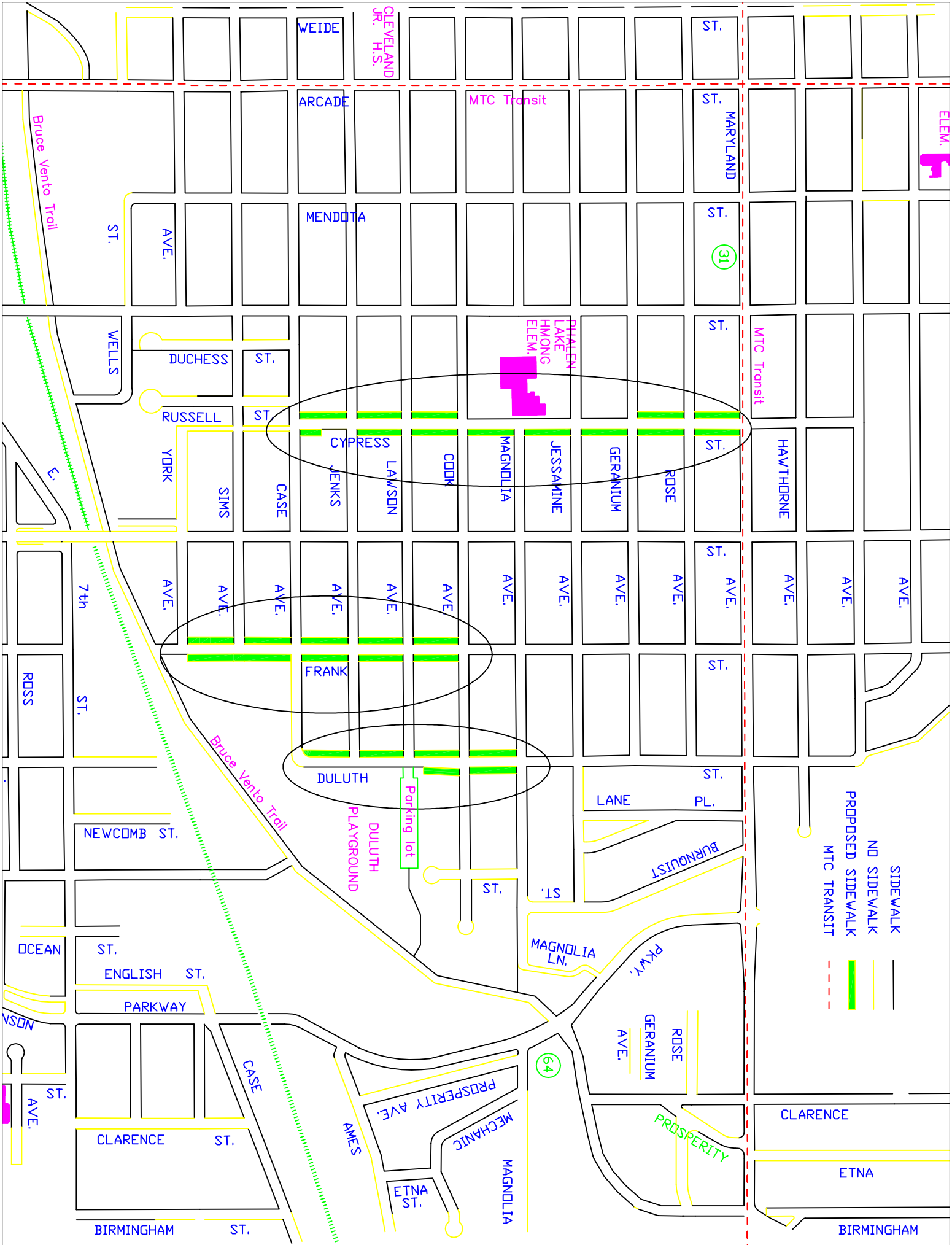
Created: 6/10/2016
 LandscapeRSA2



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



NCompass Technologies



SIDEWALK
 NO SIDEWALK
 PROPOSED SIDEWALK
 MTC TRANSIT

ELEM.

31

64

CLEVELAND JR. H.S.

MTC Transit

MTC Transit

Parking lot

DULUTH PLAYGROUND

Bruce Vento Trail

Bruce Vento Trail