



Application

10350 - 2018 Multiuse Trails and Bicycle Facilities

10929 - Kellogg Boulevard Capital City Bikeway Phase I

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted

Submitted Date: 07/13/2018 12:49 PM

Primary Contact

Name:* Mr. Reuben R Collins
Salutation First Name Middle Name Last Name

Title: Transportation Engineer

Department: Public Works

Email: reuben.collins@ci.stpaul.mn.us

Address: 25 W Fourth St; CHA 800

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

Phone:* 651-266-6059
Phone Ext.

Fax:

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

Organization Information

Name: ST PAUL, CITY OF

Jurisdictional Agency (if different):

Organization Type: City
Organization Website:
Address: 15 W KELLOGG BLVD
700 CITY HALL

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

Project Information

Project Name Kellogg Boulevard Capital City Bikeway Phase I
Primary County where the Project is Located Ramsey
Cities or Townships where the Project is Located: Saint Paul
Jurisdictional Agency (If Different than the Applicant):

Brief Project Description (Include location, road name/functional class, type of improvement, etc.)

The project will install a protected bicycle facility on one of the busiest streets in downtown Saint Paul, creating the only existing east/west bicycle facility through downtown. Phase I of this project will construct the bikeway between Jackson Street and Saint Peter Street. Kellogg Boulevard is an A Minor Reliever roadway carrying between 14,000 and 22,000 vehicles per day. The proposed bikeway will directly connect to the Jackson Street leg of the Capital City Bikeway on the east end of the project, and will terminate at Saint Peter Street on the west, which is a future planned leg of the Capital City Bikeway. Future phases of the Kellogg Boulevard segment of the Capital City Bikeway will extend the bikeway along Kellogg Boulevard to John Ireland Boulevard and Summit Avenue.

While the right of way is wide, and space for the 10 foot wide sidewalk-level bikeway can be created by removing existing travel lanes, the project will require a substantial scope of work to consolidate the appropriate space for bikeways and buffers on the northern half of the right-of-way. The scope of work will include shifting the roadway median to the south, replacement of several antiquated traffic signal systems, and full reconstruction of the sidewalk on the north side of the street adjacent to the bikeway. The scope will include relocation of significant utility systems, meeting stormwater requirements, refurbishing or replacing street lighting, and ADA compliance.

The project is part of the Capital City Bikeway, a network of approximately 4 miles of off-street trails throughout downtown that connects the many cultural, entertainment, and employment opportunities downtown with residential locations throughout downtown and across the City.

Improving bicycle connectivity into and throughout downtown was identified as the top priority citywide for bicycle improvements.

The first leg of the Capital City Bikeway was

constructed along Jackson Street beginning in 2016. Anticipated to be completed mid-summer 2018, this groundbreaking investment connected the Samuel Morgan Regional Trail along the Mississippi River with the Gateway State Trail that extends beyond the City's northern border to as far as Stillwater and beyond. The Kellogg Boulevard segment will connect directly to the Jackson street leg to establish the first east-west expansion to the Capital City Bikeway, eventually connecting to John Ireland Boulevard and Summit Avenue, the most heavily used bike route in the city.

(Limit 2,800 characters; approximately 400 words)

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

Kellogg Boulevard Bikeway Construction - Saint Peter Street to Jackson Street

Project Length (Miles)

0.4

to the nearest one-tenth of a mile

Project Funding

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

No

If yes, please identify the source(s)

Federal Amount

\$5,312,000.00

Match Amount

\$1,328,000.00

Minimum of 20% of project total

Project Total

\$6,640,000.00

Match Percentage

20.0%

Minimum of 20%

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

Source of Match Funds

Local, State Aid

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:

2023

Select 2020 or 2021 for TDM projects only. For all other applications, select 2022 or 2023.

Additional Program Years:

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

Project Information

County, City, or Lead Agency City of Saint Paul
Zip Code where Majority of Work is Being Performed 55101
(Approximate) Begin Construction Date 05/01/2023
(Approximate) End Construction Date 11/01/2023
Name of Trail/Ped Facility: Kellogg Boulevard Capital City Bikeway Phase I

(i.e., CEDAR LAKE TRAIL)

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

From: Kellogg Boulevard and Saint Peter Street
(Intersection or Address)

To: Kellogg Boulevard and Jackson Street
(Intersection or Address)

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

Grading, sidewalk, ped ramps, curb, gutter, bike path, signals,
lighting, landscaping

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):

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 (2015), 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 goals, objectives, and strategies that relate to the project.

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

The project implements a bikeway along a RBTN Tier 1 alignment as described on page 7.11 of the 2040 Transportation Policy Plan. The project will improve and facilitate improvements to make walking and biking a more feasible and attractive mode of transportation.

(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.

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

3.4 Develop and maintain a complete and connected bikeway system

3.6 Fill gaps in the bikeway system.

List the applicable documents and pages:

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

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

(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 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 (ADA).

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

9. In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have, or be substantially working towards, completing a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA.

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

01/01/2010

Date plan adopted by governing body

The applicant is a public agency that employs 50 or more people and is currently working towards completing an ADA transition plan that covers the public rights of way/transportation.

Date process started

Date of anticipated plan completion/adoption

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

Date self-evaluation completed

The applicant is a public agency that employs fewer than 50 people and is working towards completing an ADA self-evaluation that covers the public rights of way/transportation.

Date process started

Date of anticipated plan completion/adoption

(TDM Applicants Only) The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.

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

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

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

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

12. The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match.

Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

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

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

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

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

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

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

Multiuse Trails on Active Railroad Right-of-Way:

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

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

[Upload Agreement PDF](#)

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

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

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

	Cost
Mobilization (approx. 5% of total cost)	\$278,880.00
Removals (approx. 5% of total cost)	\$332,000.00
Roadway (grading, borrow, etc.)	\$296,296.00
Roadway (aggregates and paving)	\$789,111.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$577,680.00
Ponds	\$0.00

Concrete Items (curb & gutter, sidewalks, median barriers)	\$280,000.00
Traffic Control	\$225,000.00
Striping	\$152,720.00
Signing	\$75,000.00
Lighting	\$425,000.00
Turf - Erosion & Landscaping	\$50,000.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$1,100,000.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$40,000.00
RR Crossing	\$0.00
Roadway Contingencies	\$905,000.00
Other Roadway Elements	\$0.00
Totals	\$5,526,687.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$342,000.00
Sidewalk Construction	\$192,000.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$192,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$200,000.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$187,313.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$1,113,313.00

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	\$6,640,000.00
Construction Cost Total	\$6,640,000.00
Transit Operating Cost Total	\$0.00

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

1529697481687_RBTN-Map.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 42562

Existing Employment Within One Mile (Integer Only) 83729

Upload the "Population Summary" map 1529697664218_Population-Employment-Map.pdf

Please upload attachment in PDF form.

Measure 2B: Snow and ice control

Maintenance plan or policy for snow-removal for year-round use: Yes

(50 Points)

Response: If yes, please include a link to and/or description of maintenance plan.

The City of Saint Paul routinely clears most trails throughout the City during the winter, and performs full snow removal throughout the downtown area. The attached resolution from City Council commits the City to snow removal throughout winter.

Upload Maintenance Plan (if no link is available)

1531427317328_Kellogg Resolution.pdf

Please upload attachment in PDF form.

Measure A: Connection to disadvantaged populations and projects benefits, impacts, and mitigation

Select one:

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

(up to 100% of maximum score)

Project located in Area of Concentrated Poverty:

(up to 80% of maximum score)

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

Yes

(up to 60% of maximum score)

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

(up to 40% of maximum score)

1.(0 to 3 points) A successful project is one that has actively engaged low-income populations, people of color, children, persons with disabilities, and the elderly during the project's development with the intent to limit negative impacts on them and, at the same time, provide the most benefits.

Describe how the project has encouraged or will engage the full cross-section of community in decision-making. Identify the communities to be engaged and where in the project development process engagement has occurred or will occur. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; residents or users identifying potential positive and negative elements of the project; and surveys, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.

Response:

The proposed project is the result of a two year planning process that included outreach to minority and low income populations. The project was guided by a Community Advisory Committee whose members were selected by the Mayor's Office with a mindful effort to include people of color, people of all ages, and people across the economic spectrum. The outreach efforts included collaboration with organizations such as Cycles for Change who work directly with new or inexperienced cyclists in low income communities to advocate, educate, and encourage self-dependency through cycling. The process of prioritizing protected bikeways is a direct effort to make the resulting facility as attractive and accessible to all populations, regardless of cycling experience or background. The proposed alignment along Kellogg Boulevard is an effort to connect the bikeway to locations where low income populations frequent, including the Ramsey County Government Center which houses the Social Services staff and programs. The alignment also provides access to City Hall, a location that can be intimidating to many people of color, immigrants, or of low income.

(Limit 1,400 characters; approximately 200 words)

2.(0 to 7 points) Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial projects and investments; and/or community cohesion. Note that this is not an exhaustive list.

The project benefits low income populations by providing intuitive and safe bicycling facilities and improved sidewalks to expand transportation options. Downtown Saint Paul is a hub for many social services and transportation needs. It is a hub for transit services where many transfers occur and bus routes start and stop. The Union Depot is a regional transit hub and the eastern terminus of the Green Line. Yet driving and parking are challenging and costly in downtown. By improving bicycling and walking accessibility in and around downtown, low income populations are able to access the services, jobs, and transit opportunities that downtown can offer. The bikeway is purposely designed to be protected from traffic, hoping to encourage additional bicycle ridership among those less experienced or ?fearless?, including children and elderly populations.

Response:

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

public spaces accessible to everyone. The project also provides a direct connection to Creative Arts Secondary School, a unique urban grades 6-12 public school with an enrollment of over 400 students, only 21.6% of whom identify as Caucasian, and 82.2% of whom qualify for free and reduced lunch.

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

(Limit 2,800 characters; approximately 400 words)

3. (-3 to 0 points) Describe any negative externalities created by the project along with measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.

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

Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.

Increased noise.

Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.

Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.

Increased speed and/or cut-through traffic.

Removed or diminished safe bicycle access.

Inclusion of some other barrier to access to jobs and other destinations.

Displacement of residents and businesses.

Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.

Other

Construction of the off-street trail bikeway along the north side of Kellogg Boulevard will have several design challenges that will need to be carefully managed to avoid negative impacts. The bikeway is proposed to be a two-way bikeway on the north side of the street at the same elevation as the adjacent sidewalk. Our experience with the recently completed segment of the Capital City Bikeway on Jackson Street has highlighted a few challenges, most notably that the sidewalk elevation bikeway is frequently used by pedestrians. While the project will also include a widened and improved sidewalk adjacent to the trail, we have found that many pedestrians continue to walk on the bikeway, which can cause conflicts between people walking and people biking. Our best strategy to minimizing walking on the bikeway is by planting substantial landscaping buffers between the bikeway and the sidewalk. While that solves one issue, it exacerbates another, which is that people parking on Kellogg adjacent to the bikeway will exit their vehicles and must cross the bikeway to get to the sidewalk. The landscaped buffers need to allow pedestrians to pass through them. Two of the adjacent properties have somewhat active curbside uses that will result in pedestrians having to navigate across the bikeway. First, the InterContinental Hotel at Kellogg and Wabasha typically offers valet parking services on Kellogg. Second, the Creative Arts Secondary School provides school bus queueing on Kellogg. While both uses will be able to continue after the bikeway is in place, valet patrons and students will need to frequently cross the bikeway and could result in pedestrian/bicycle conflicts. To address these concerns, the design of the bikeway will need to incorporate appropriate signage, buffer design, and other visual cues to invite pedestrians and bicycles to understand where to be. It will also be critical to directly engage with the hotel and school to ensure that the proposed design continues to allow their

Response:

operations to continue. The project will reduce the width and number of lanes on Kellogg Boulevard, which could result in increased travel times or delay for motorists, though our initial traffic analysis suggests such impacts will be minimal. The project will also cause temporary construction impacts such as noise, dust, and odor. It is common today to see vehicles ?double parked? on eastbound Kellogg between Robert Street and Jackson Street adjacent to the Ramsey County Social Services building, a behavior facilitated by the wide traffic lanes. The proposed project will narrow the roadway such that ?double parking? will be much less feasible. Those who currently ?double park? may feel it is a negative impact.

(Limit 2,800 characters; approximately 400 words)

Upload Map

1531428611640_Socio-Economic-Conditions-Map.pdf

Measure B: Affordable Housing

City	Segment Length (For stand-alone projects, enter population from Regional Economy map) within each City/Township	Segment Length/Total Project Length	Score	Housing Score Multiplied by Segment percent
------	--	-------------------------------------	-------	---

Total Project Length

Total Project Length (as entered in the "Project Information" form) 0

Affordable Housing Scoring

Total Project Length (Miles) or Population 0
 Total Housing Score 0

Affordable Housing Scoring

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

The proposed project along Kellogg Boulevard closes a gap in the Tier 1 Regional Bicycle Transportation Network and greatly improves safety along Kellogg Boulevard. There are two existing segments of the RBTN that do not connect to each other. Wabasha Street is a Tier 1 RBTN alignment where bike lanes connect from Kellogg Boulevard across the Mississippi River to Saint Paul's West Side neighborhood. Jackson Street is also a Tier 1 RBTN alignment where a section of the Capital City Bikeway (constructed in 2016-2017) connects the Sam Morgan Regional Trail to the Gateway State Trail. However, there is no bikeway that connects Jackson Street with Wabasha Street resulting in a substantial gap in the RBTN network and the existing bike network. The proposed project changes that by connecting the existing bike lanes on Wabasha Street with the off-street Capital City Bikeway segment along Jackson Street. There is currently no comfortable or safe way to make this connection. There are no east/west bikeways in downtown Saint Paul today, and no way to connect from popular bikeways such as Summit Avenue into downtown. The proposed project would establish the first east/west bikeway in downtown Saint Paul, and would vastly improve safety and comfort on Kellogg Boulevard. Kellogg Boulevard within the project area carries between 14,000 and 22,000 vehicles every day on a massive 6-lane divided roadway configuration. Speeds routinely exceed the speed limit in part due to the downhill grade in the eastbound direction. People using bicycles currently connecting between Wabasha Street and Jackson Street are sharing the road with vehicles (bicycling on the sidewalk is prohibited in downtown Saint Paul). Only the bravest and most confident cyclists will currently ride in these conditions. The proposed project establishes a high-quality protected bicycle facility ? a two-way off street trail as part of the Capital City Bikeway network that separates pedestrians, bicyclists, and

Response:

drivers from each other and beautifies the corridor as well. The currently proposed Phase I of this project establishes the first critical connection linking existing segments of the RBTN together (Wabasha Street and Jackson Street). The currently proposed Phase I will also connect to multiple important destinations, including the Ramsey County Social Services building, the Federal Courthouse, Creative Arts Secondary School, InterContinental Hotel, and City Hall. Future phases of the Capital City Bikeway along Kellogg Boulevard will continue further west to connect to destinations such as the Central Library, the Xcel Center, the Minnesota History Museum, and will connect to Summit Avenue, the most heavily used bikeway in the City.

(Limit 2,800 characters; approximately 400 words)

Measure B: Project Improvements

From 2011 to 2015, there have been 209 recorded crashes within the project area, approximately 17% of which resulted in injuries or possible injuries. Right-angle crashes were the most common type of crash, which speaks to the higher risks at intersection areas, and the current outdated geometric design of the roadway. Left turning crashes were also prevalent, which is common for signalized intersections, but also reflects the lack of left turn lanes at several intersections.

There were 3 crashes involving bicyclists and 11 crashes involving pedestrians within this time period. All 14 of the pedestrian/bicycle crashes resulted in injuries or possible injuries. At least two of the three bicycle crashes are of a crash type that would be mitigated by the proposed project. In 2012, a 14 year old bicyclist was traveling eastbound on the sidewalk and was struck by a southbound right-turning motorist. While bicyclists are prohibited from using the sidewalk in downtown, the driver was recorded as being distracted. In 2014, an 18 year old bicyclist was traveling eastbound on Kellogg boulevard and was struck by a westbound left-turning motorist. The driver was recorded as failing to yield the right-of-way. In both cases, the crashes occurred at intersections and cyclists were in locations where they were vulnerable to turning movements. The proposed project will provide dedicated off-street space for bicyclists to operate, limiting interaction with motorists to intersections. The proposed project provides an opportunity to improve the intersections to mitigate the risk of crashes and to more deliberately control turning movements. Signalization, signage, and pavement marking strategies can be used to control and highlight conflict points and provide improved visibility of cyclists on the trail.

Response:

Kellogg Boulevard is currently a 6-lane roadway carrying 14,000-22,000 vehicles per day without

any dedicated space for cycling. The proposed project will provide dedicated and safe space for bicyclists, separated from traffic by curbs.

The project also improves safety conditions for pedestrians. Eight of the eleven recorded pedestrian crashes involved pedestrians legally using crosswalks (the circumstances were unclear in the remaining three pedestrian crashes). The proposed project would substantially narrow the crossing distances for pedestrians at intersections, would provide improved signalization and ADA improvements, and has potential to allow for pedestrian refuge islands in the median of Kellogg Boulevard.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

The proposed project will benefit transit users, pedestrians, and drivers in addition to bicyclists. The proposed project includes a full reconstruction of the sidewalk parallel to the bikeway on the north side of Kellogg Boulevard. This sidewalk reconstruction will be a significant improvement over the existing conditions, where the sidewalk is in poor condition with cracked panels, heaved panels, and other non-ADA conditions. The proposed project will address ADA deficiencies along the corridor to improve conditions for persons with disabilities. The project will also install Accessible Pedestrian Signals at the signalized intersections, which will allow for consideration of other pedestrian treatments, such as Leading Pedestrian Intervals. The project will also help to beautify the corridor, resulting in landscaping along the north sidewalk designed to make walking and spending time outdoors attractive and enticing.

Response:

Drivers will benefit from the project as well. While the project reduces the overall number of travel lanes on the road, the project will also create increased consistency. Today, many of the lane widths vary along the corridor, and lane alignment across intersections is poor. Many lanes are substandard width, while others are unusually wide. While this is not a street reconstruction project, the projects will include geometric adjustments to the roadway to reallocate space to accommodate the off-street bikeway, providing an opportunity to address geometric deficiencies. The project will provide an opportunity to upgrade existing 9' traffic signal heads to 12' heads and add overhead mast arms where they don't currently exist, increasing the visibility of those signals to motorists.

Transit riders will benefit from the project through improved bus stops and increased multimodal accessibility to transit, allowing transit users to use bicycle for first/last mile connections to

destinations. Downtown Saint Paul is a major transit hub and some of Metro Transit's most heavily used routes begin and end in Downtown. The proposed project extends the Capital City Bikeway to make bicycling to and from transit easy and accessible. The reconstruction of the sidewalks on the north side of Kellogg Boulevard provides an opportunity to ensure that bus stops along Kellogg are ADA compliant, safe, attractive, and comfortable for transit users to wait for their bus. Notable bus routes that travel along or across the project area include Bus routes 3, 16, 62, 71, 75, 94, 262, 417, & 484.

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

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

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

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment - Construction Projects

1)Layout (30 Percent of Points)

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

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

100%

Attach Layout

1531426513093_Kellogg Blvd Layout1.pdf

Please upload attachment in PDF form.

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

50%

Attach Layout

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion

2)Review of Section 106 Historic Resources (20 Percent of Points)

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

100%

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

Yes

100%

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

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

Project is located on an identified historic bridge

3)Right-of-Way (30 Percent of Points)

Right-of-way, permanent or temporary easements either not required or all have been acquired

Yes

100%

Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete

50%

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

25%

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

0%

Anticipated date or date of acquisition

4)Railroad Involvement (20 Percent of Points)

No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable)

Yes

100%

Signature Page

Please upload attachment in PDF form.

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

50%

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

0%

Anticipated date or date of executed Agreement

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$6,640,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$6,640,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

File Name	Description	File Size
Capital City Bikeway Network Study and Design Guide_LR.pdf	CCB study Kellogg Excerpts	1.2 MB
CCB Network Map Final.pdf	CCB Network map with project location.	1.7 MB
Existing Conditions.pdf	Kellogg Existing Conditions	231 KB
Kellogg Boulevard Capital City Bikeway Phase I Summary.pdf	Kellogg Project Summary	165 KB

Project to RBTN Orientation

Multiuze Trails and Bicycle Facilities Project: Kellogg Boulevard Capital City Bikeway Phase I | Map ID: 1529695094273



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



Created: 6/22/2018
LandscapeRSA6



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

NCompass Technologies



Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: Kellogg Boulevard Capital City Bikeway Phase I | Map ID: 152969509427

Results

Within ONE Mile of project:
 Total Population: 42562
 Total Employment: 83729



Project
 2010 TAZ



Created: 6/22/2018
 LandscapeRSA4



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



Metropolitan Council



City of Saint Paul

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

Signature Copy

Resolution: RES 18-803

File Number: RES 18-803

Authorizing the Departments of Public Works and Parks and Recreation to submit eleven project applications for federal funding into the 2018 Metropolitan Council Regional Solicitation Program and to authorize the commitment of a twenty percent local funding match plus engineering for any project that is awarded federal funding.

WHEREAS, The Departments of Public Works and Parks and Recreation are proposing to submit eleven project applications for federal funding into the 2018 Metropolitan Council Regional Solicitation Program; and

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

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

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

- Kellogg/3rd Street Bridge Replacement
- Capital City Bikeway - Kellogg Boulevard from Jackson to St. Peter
- Troutbrook Road Connection - Kittson to Lafayette
- West Side Signalized Intersection Control Enhancements
- Sidewalk In-Fill Project - south side of Front Street from Dale to Mackubin
- Safe Routes to School Project - Bruce Vento Elementary School
- Sam Morgan Regional Trail Segment 1 Reconstruction
- Fish Hatchery Trail Stabilization and Reconstruction
- Point Douglas Regional Trail Phase 1 Construction
- Robert Piram Regional Trail Grade Separation at Barge Channel Rd
- HourCAR Expansion and Electrification

WHEREAS, these projects fall within appropriate funding categories and meet the conditions and

requirements specified for eligibility of federal funding; now, therefore, be it

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

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

At a meeting of the City Council on 7/11/2018, this Resolution was Mayor's Office.

Yea: 6 Councilmember Bostrom, Councilmember Brendmoen, Councilmember Tolbert, Councilmember Noecker, Councilmember Prince, and Councilmember Henningson

Nay: 0

Absent: 1 Councilmember Thao

Vote Attested by 
Council Secretary _____
Trudy Moloney

Date 7/11/2018

Approved by the Mayor 

Melvin Carter III

Date _____

Socio-Economic Conditions

Results

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



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



Created: 6/22/2018
LandscapeRSA2



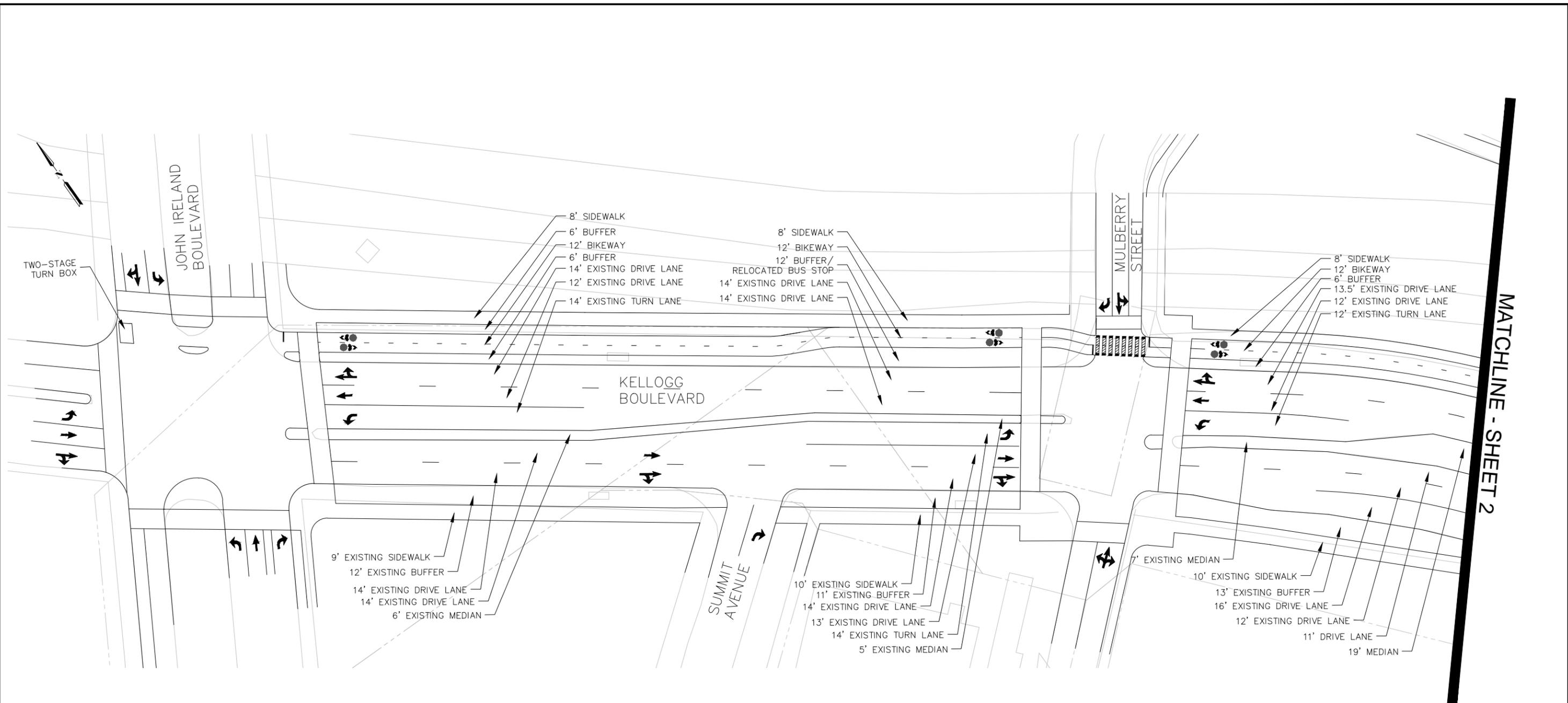
For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



NCompass Technologies

CONCEPTUAL DESIGN >> KELLOGG BOULEVARD

APPROVED BY SAINT PAUL CITY
COUNCIL IN 2017



CONCEPT DESIGN PLANS
NOT FOR CONSTRUCTION

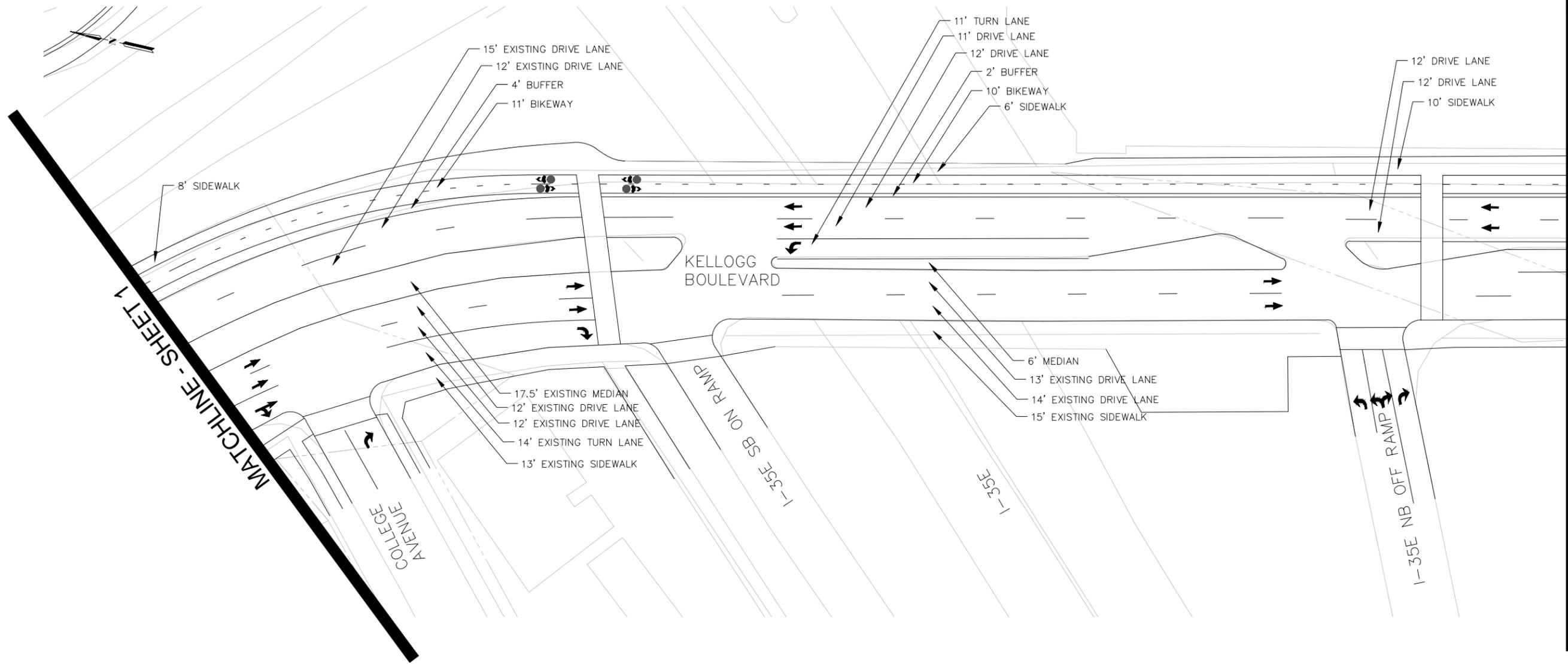
0' 30' 60'
SCALE: 1" = 60'

	DESIGNED	DC
	DGN CHECK	KCA
	DRAWN	DC
	DWG CHECK	KCA

TooleDesignGroup
 212 3RD AVE N, SUITE 476, MINNEAPOLIS, MN 55401
 PHONE: (612) 584-4294 FAX: (612) 927-2800
 www.tooledesign.com

PREPARED FOR THE CITY OF SAINT PAUL, DEPARTMENT OF PUBLIC WORKS
 CAPITAL CITY BIKEWAY CONCEPT DESIGN
 KELLOGG BOULEVARD CORRIDOR
 JOHN IRELAND BOULEVARD TO JACKSON STREET

PROJECT: CAPITAL CITY BIKEWAY	
CAD DRAWING NAME: H:\A000\A021 Jackson Street Reconstruction\CAD\Bike Loop Files\Plans\KelloggNorth.dwg	
DATE: 06/08/16	SHEET NO. 1 OF 7 SHEETS



MATCHLINE - SHEET 3

MATCHLINE - SHEET 1

CONCEPT DESIGN PLANS
NOT FOR CONSTRUCTION

SCALE: 1" = 60'

	DESIGNED	DC
	DGN CHECK	KCA
	DRAWN	DC
	DWG CHECK	KCA

TooleDesignGroup
 212 3RD AVE N, SUITE 476, MINNEAPOLIS, MN 55401
 PHONE: (612) 584-4284 FAX: (612) 927-2800
 www.tooledesign.com

PREPARED FOR THE CITY OF SAINT PAUL, DEPARTMENT OF PUBLIC WORKS
 CAPITAL CITY BIKEWAY CONCEPT DESIGN
 KELLOGG BOULEVARD CORRIDOR
 JOHN IRELAND BOULEVARD TO JACKSON STREET

PROJECT: CAPITAL CITY BIKEWAY	
CAD DRAWING	
NAME: H:\A000\A021 Jackson Street Reconstruction\CAD\Bike Loop Files\Plans\KelloggNorth.dwg	
DATE: 06/08/16	SHEET NO. 2 OF 7 SHEETS





- 12' SIDEWALK
- 4' BUFFER
- 10' BIKEWAY
- 2' BUFFER
- 12' EXISTING DRIVE LANE
- 11' EXISTING DRIVE LANE
- 11.5' EXISTING TURN LANE

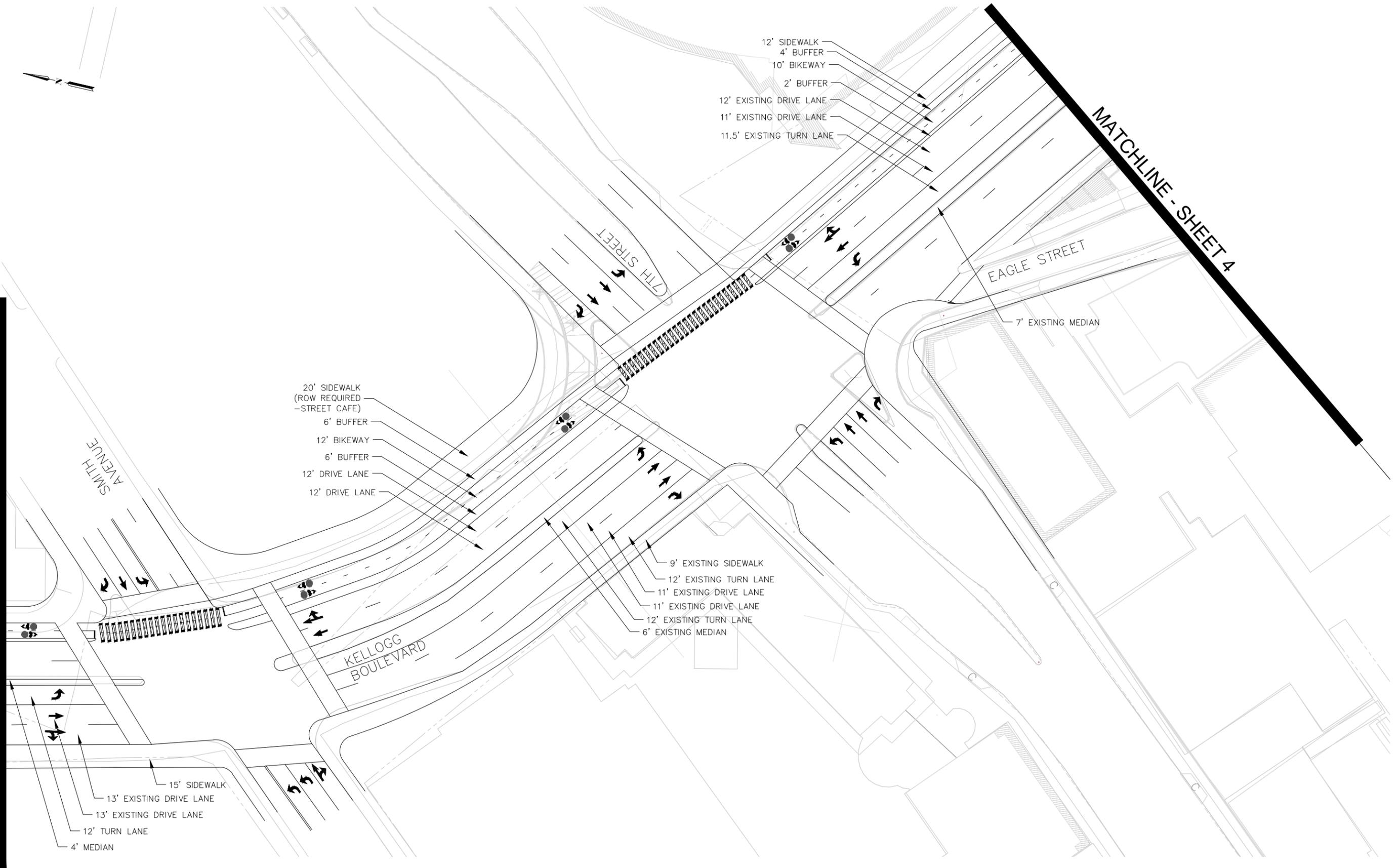
- 20' SIDEWALK
(ROW REQUIRED
- STREET CAFE)
- 6' BUFFER
- 12' BIKEWAY
- 6' BUFFER
- 12' DRIVE LANE
- 12' DRIVE LANE

- 9' EXISTING SIDEWALK
- 12' EXISTING TURN LANE
- 11' EXISTING DRIVE LANE
- 11' EXISTING DRIVE LANE
- 12' EXISTING TURN LANE
- 6' EXISTING MEDIAN

- 15' SIDEWALK
- 13' EXISTING DRIVE LANE
- 13' EXISTING DRIVE LANE
- 12' TURN LANE
- 4' MEDIAN

MATCHLINE - SHEET 4

MATCHLINE - SHEET 2



CONCEPT DESIGN PLANS
NOT FOR CONSTRUCTION

0' 30' 60'
SCALE: 1" = 60'

	DESIGNED	DC
	DGN CHECK	KCA
	DRAWN	DC
	DWG CHECK	KCA

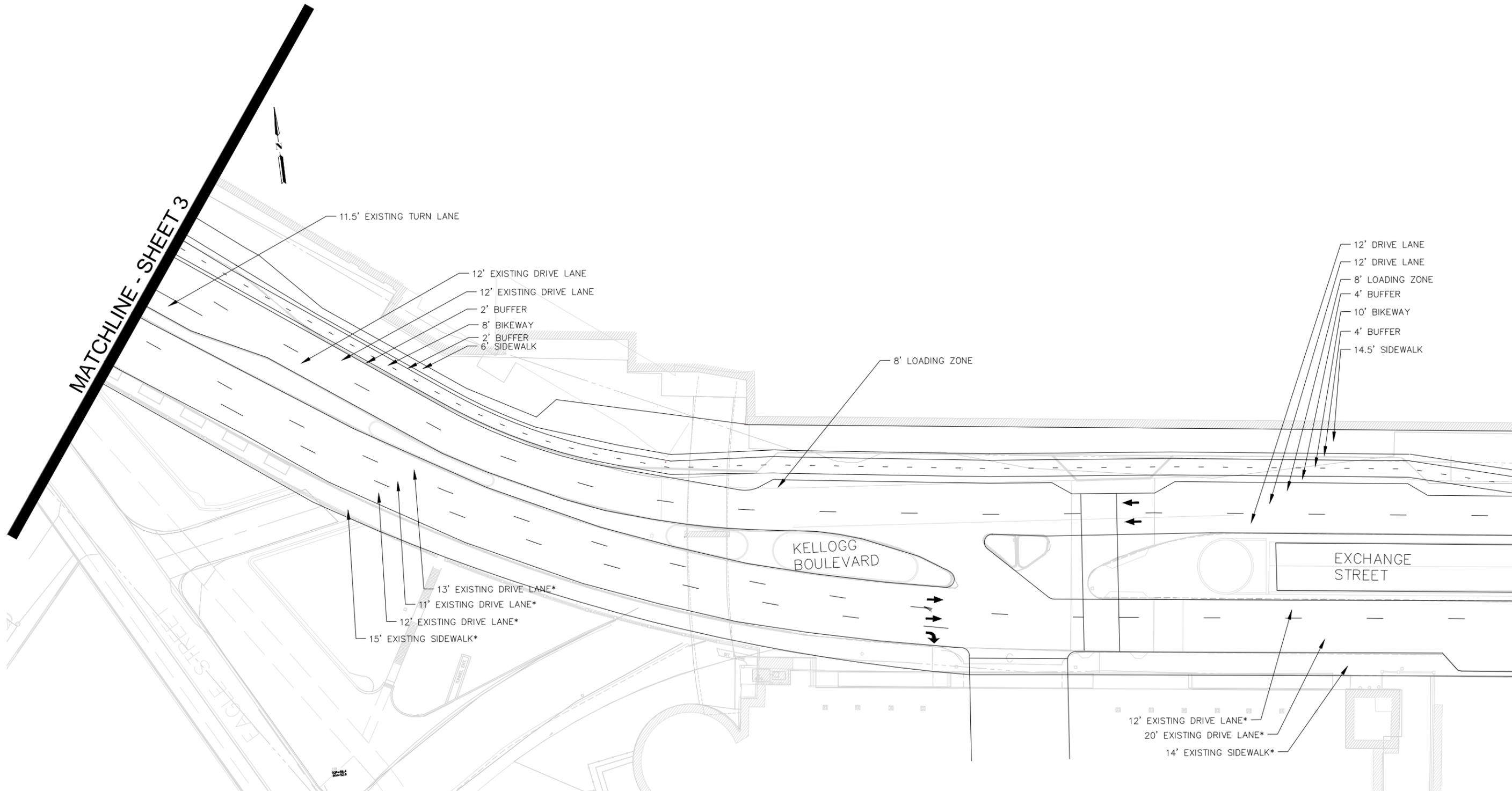
TooleDesignGroup
 212 3RD AVE N, SUITE 476, MINNEAPOLIS, MN 55401
 PHONE: (612) 584-4284 FAX: (612) 927-2800
 www.tooledesign.com

PREPARED FOR THE CITY OF SAINT PAUL, DEPARTMENT OF PUBLIC WORKS
 CAPITAL CITY BIKEWAY CONCEPT DESIGN
 KELLOGG BOULEVARD CORRIDOR
 JOHN IRELAND BOULEVARD TO JACKSON STREET

PROJECT: CAPITAL CITY BIKEWAY	
CAD DRAWING NAME: H:\A000\A021 Jackson Street Reconstruction\CAD\Bike Loop Files\Plans\KelloggNorth.dwg	
DATE: 06/08/16	SHEET NO. 3 OF 7 SHEETS

MATCHLINE - SHEET 3

MATCHLINE - SHEET 5



*EASTBOUND LANE CONFIGURATION TO BE DETERMINED BY OTHERS

CONCEPT DESIGN PLANS
NOT FOR CONSTRUCTION

0' 30' 60'
SCALE: 1" = 60'

	DESIGNED	DC
	DGN CHECK	KCA
	DRAWN	DC
	DWG CHECK	KCA

TooleDesignGroup

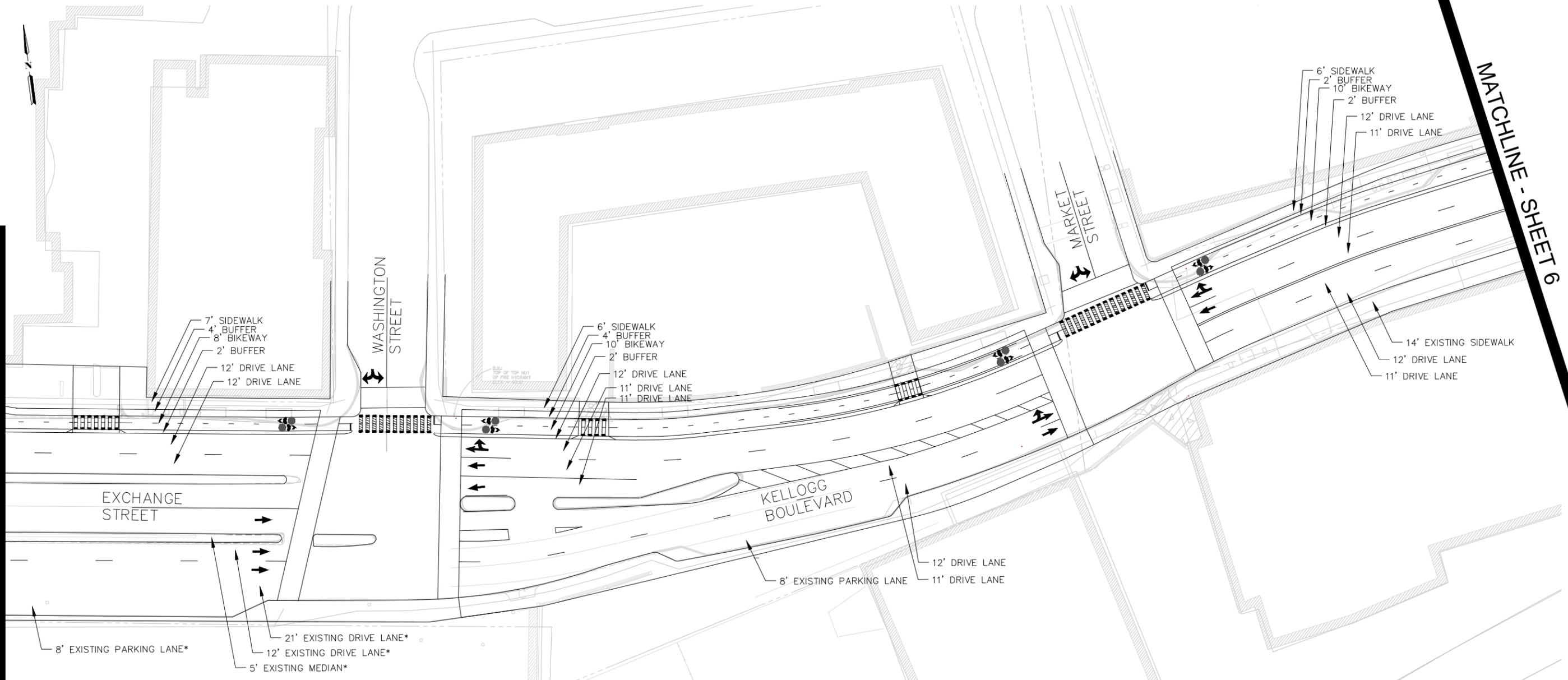
212 3RD AVE N, SUITE 476, MINNEAPOLIS, MN 55401
PHONE: (612) 584-4094 FAX: (612) 927-2800
www.tooledesign.com

PREPARED FOR THE CITY OF SAINT PAUL, DEPARTMENT OF PUBLIC WORKS
CAPITAL CITY BIKEWAY CONCEPT DESIGN
KELLOGG BOULEVARD CORRIDOR
JOHN IRELAND BOULEVARD TO JACKSON STREET

PROJECT: CAPITAL CITY BIKEWAY	
CAD DRAWING NAME: H:\A000\A021 Jackson Street Reconstruction\CAD\Bike Loop Files\Plans\KelloggNorth.dwg	
DATE: 06/08/16	SHEET NO. 4 OF 7 SHEETS

MATCHLINE - SHEET 4

MATCHLINE - SHEET 6



*EASTBOUND LANE CONFIGURATION TO BE DETERMINED BY OTHERS

CONCEPT DESIGN PLANS
NOT FOR CONSTRUCTION

SCALE: 1" = 60'

DESIGNED	DC
DGN CHECK	KCA
DRAWN	DC
DWG CHECK	KCA

TooleDesignGroup
 212 3RD AVE N, SUITE 476, MINNEAPOLIS, MN 55401
 PHONE: (612) 584-4284 FAX: (612) 927-2800
 www.tooledesign.com

PREPARED FOR THE CITY OF SAINT PAUL, DEPARTMENT OF PUBLIC WORKS
 CAPITAL CITY BIKEWAY CONCEPT DESIGN
 KELLOGG BOULEVARD CORRIDOR
 JOHN IRELAND BOULEVARD TO JACKSON STREET

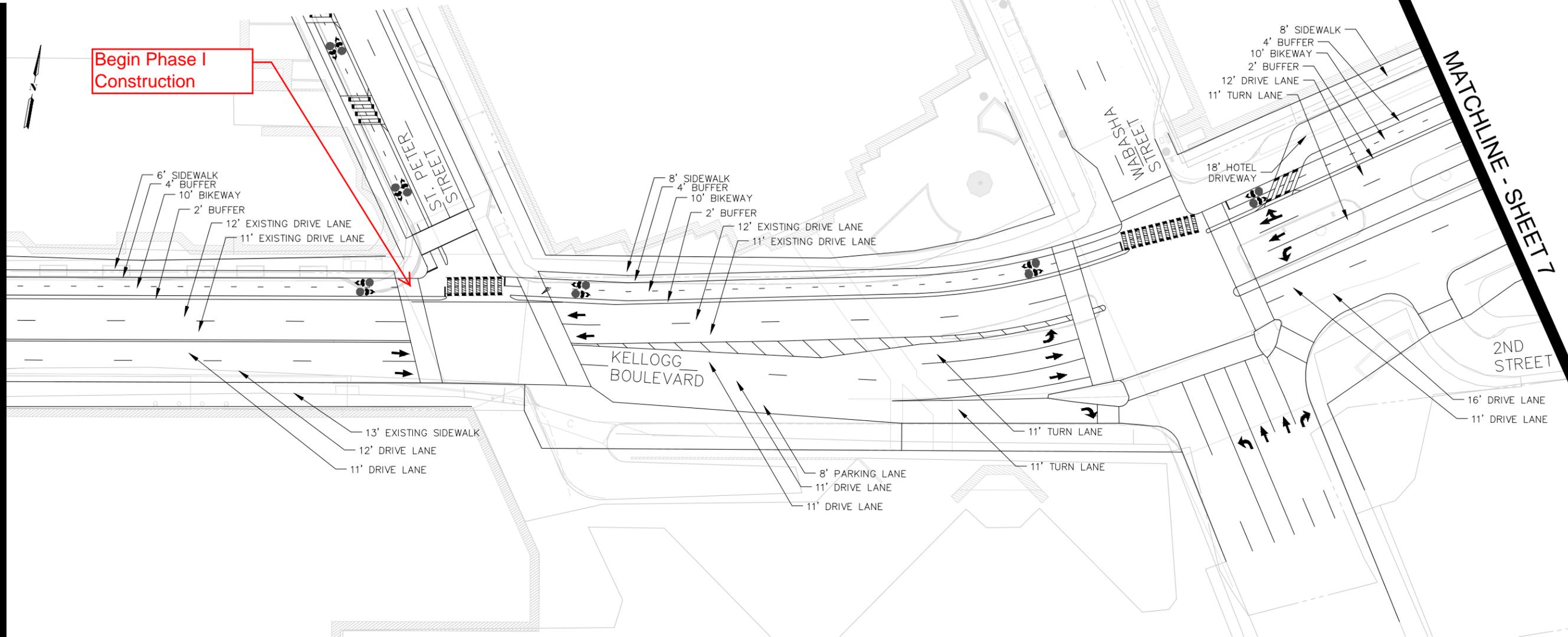
PROJECT:	CAPITAL CITY BIKEWAY
CAD DRAWING NAME:	H:\A000\A021 Jackson Street Reconstruction\CAD\Bike Loop Files\Plans\KelloggNorth.dwg
DATE:	06/08/16
SHEET NO.	5
OF	7
SHEETS	



MATCHLINE - SHEET 5

MATCHLINE - SHEET 7

Begin Phase I Construction



CONCEPT DESIGN PLANS
NOT FOR CONSTRUCTION

0' 30' 60'
SCALE: 1" = 60'

	DESIGNED	DC
	DGN CHECK	KCA
	DRAWN	DC
	DWG CHECK	KCA

Toole Design Group
 212 3RD AVE N, SUITE 476, MINNEAPOLIS, MN 55401
 PHONE: (612) 584-4284 FAX: (612) 927-2800
 www.tooledesign.com

PREPARED FOR THE CITY OF SAINT PAUL, DEPARTMENT OF PUBLIC WORKS
 CAPITAL CITY BIKEWAY CONCEPT DESIGN
 KELLOGG BOULEVARD CORRIDOR
 JOHN IRELAND BOULEVARD TO JACKSON STREET

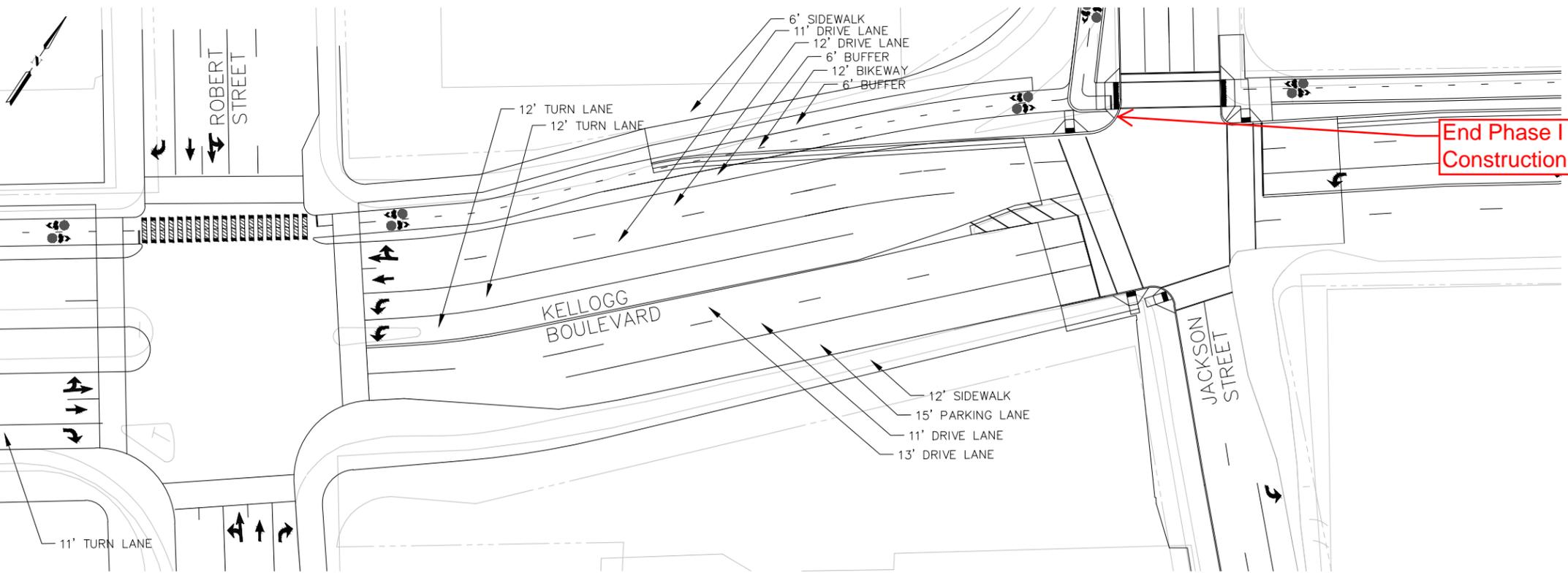
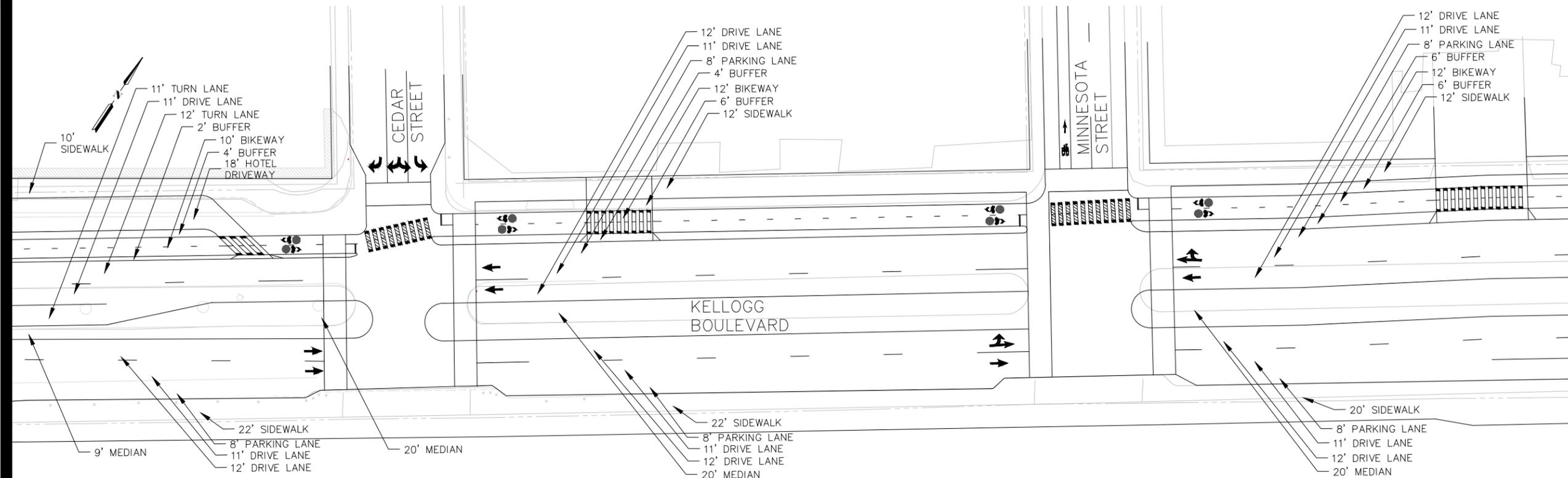
PROJECT: CAPITAL CITY BIKEWAY	
CAD DRAWING NAME: H:\A000\A021 Jackson Street Reconstruction\CAD\Bike Loop Files\Plans\KelloggNorth.dwg	
DATE: 06/08/16	SHEET NO. 6 OF 7 SHEETS

MATCHLINE - SHEET 6

MATCHLINE - THIS SHEET

MATCHLINE - THIS SHEET

End Phase I Construction



CONCEPT DESIGN PLANS
NOT FOR CONSTRUCTION

SCALE: 1" = 60'

	DESIGNED	DC
	DGN CHECK	KCA
	DRAWN	DC
	DWG CHECK	KCA

Toole Design Group
212 3RD AVE N, SUITE 476, MINNEAPOLIS, MN 55401
PHONE: (612) 584-4284 FAX: (612) 927-2800
www.tooledesign.com

PREPARED FOR THE CITY OF SAINT PAUL, DEPARTMENT OF PUBLIC WORKS
CAPITAL CITY BIKEWAY CONCEPT DESIGN
KELLOGG BOULEVARD CORRIDOR
JOHN IRELAND BOULEVARD TO JACKSON STREET

PROJECT: CAPITAL CITY BIKEWAY	
CAD DRAWING NAME: H:\A000\A021 Jackson Street Reconstruction\CAD\Bike Loop Files\Plans\KelloggNorth.dwg	
DATE: 06/08/16	SHEET NO. 7 OF 7 SHEETS

City of Saint Paul

CAPITAL CITY BIKEWAY: NETWORK STUDY AND DESIGN GUIDE



The Most Livable
City in America

Excerpts relating to Kellogg Boulevard



Kellogg Boulevard & 4th Street Market District

Street Alternatives

Kellogg Boulevard is the recommended east-west bikeway segment on the south side of downtown.

The bikeway is recommended to follow Kellogg Boulevard from John Ireland Boulevard to Sibley Street.

Along with Kellogg Boulevard, the design team also analyzed 4th and 5th Streets as potential streets for the major bikeway. The option of locating the bikeway on 5th Street was eliminated due to existing transit conflicts, daily traffic volumes, and a lower level of comfort. Figure 7 describes some of the impacts, differences, pros, and cons of locating the major bikeway on Kellogg Boulevard, 4th Street, or 5th Street. A

description of each route evaluation criteria is provided on pages 4-5.

Bikeway Location on Kellogg Boulevard

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

Evaluation Criteria	Kellogg Boulevard	4 th Street	5 th Street
Neighborhood/Trail Connectivity	Yes	Yes	Yes
Micro/Cultural Connectivity	Yes	Yes	Yes
Level of Comfort	Medium	High	Medium
Legibility/Wayfinding	High	High	Medium
Transit Conflicts	No	Yes (LRT)	Yes (Bus)
Placemaking Opportunities	Yes	Yes	Maybe
Economic Development Potential	Short and Long-Term	Short-Term	Short-Term
Preserve On-Street Parking	1 Side	Future Study Needed	1 Side
Control of Right-of-Way	Yes - North side Right-of-way needed for fully protected facility on south side	Yes	Yes
Historic Sites & Requirements	Rice Park Historic District, Saint Paul Urban Renewal Historic District, Lowertown Historic District & Buildings	Rice Park Historic District, Saint Paul Urban Renewal Historic District, Lowertown Historic District & Buildings	Rice Park Historic District, Saint Paul Urban Renewal Historic District, & Lowertown Historic District
Traffic Volumes (2014 MnDOT)	16,200-26,700	1,700-2,250	3,650-16,000

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

*Described in detail on page 4-5 ■ Good ■ Fair ■ Poor Information Only

Museum of Minnesota and Kellogg Mall Park. However, pinch points due to the bridge structures limit the ability to provide a continuous two-way sidewalk level bikeway similar to the rest of the Capital City Bikeway network. Additionally, modifying bridge structures to increase the right-of-way width is impractical.

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

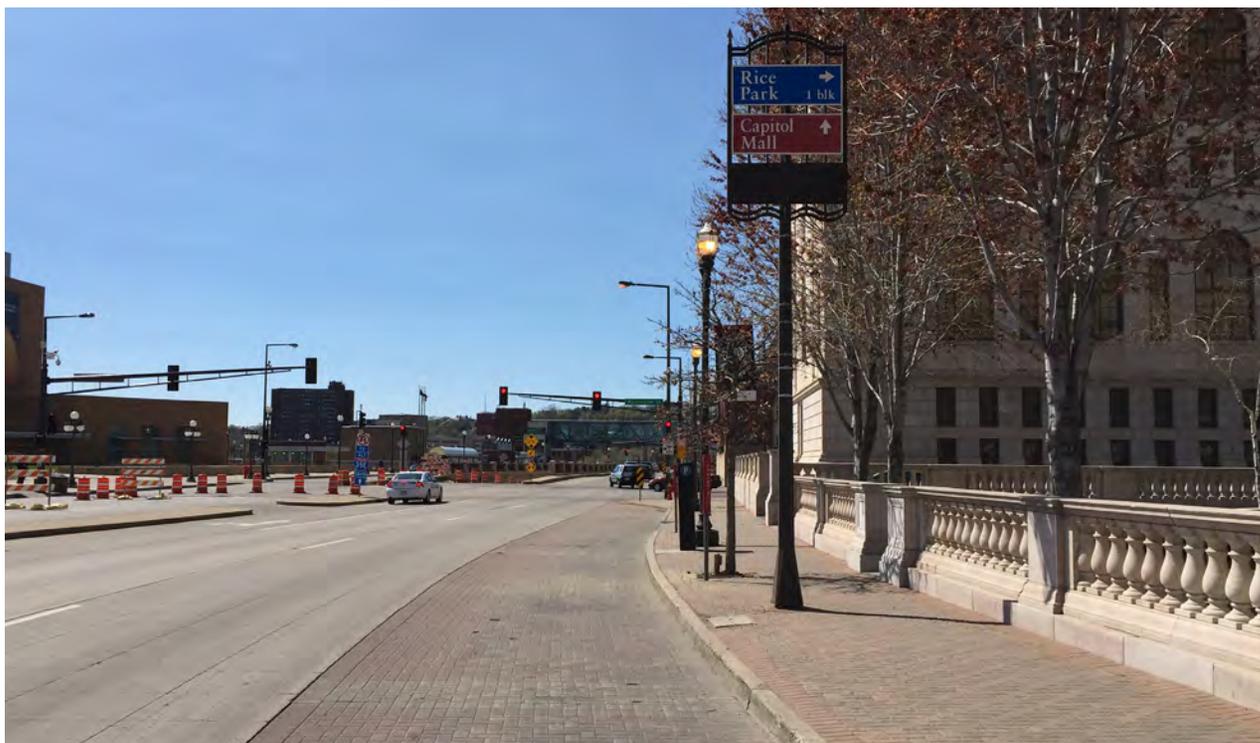
Figure 8 compares various community priorities and design criteria* for a bikeway on the west/south side versus the east/north side of Kellogg Boulevard.

4th Street Market District

4th Street is recommended to be a significant biking and walking corridor in downtown that will complement the Capital City Bikeway. Public preference

was split between 4th Street and Kellogg Boulevard. Implementing both routes is recommended, though each will have a distinct character. Establishing a working team is recommended to further develop the 4th Street Market District concept. Additional study is needed on 4th Street to evaluate operations, parking ramp access, and potential impacts of future rail alignments. The vision for 4th Street is a “shared street” between transit, bicyclists, pedestrians, and motor vehicles. The concept of a shared street emerged

during the discovery workshop in May 2015, and local business owners led a visioning process to explore the idea and published the results in November 2015. More information on the conceptual design recommendation for 4th Street is described in the Implementation Plan section. Figure 7 describes some of the impacts, differences, pros, and cons between locating the bikeway on Kellogg Boulevard, 4th Street, and 5th Street.



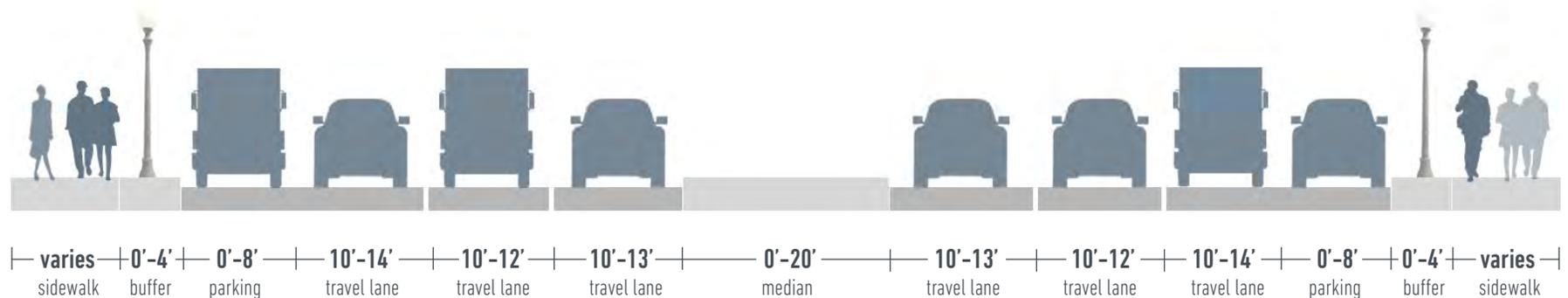
Existing conditions on Kellogg Boulevard.

Kellogg Boulevard

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

Figure 8: Evaluation matrix showing the community priorities and decision criteria for a bikeway on the south/west and north/east Kellogg Boulevard.

Existing Conditions



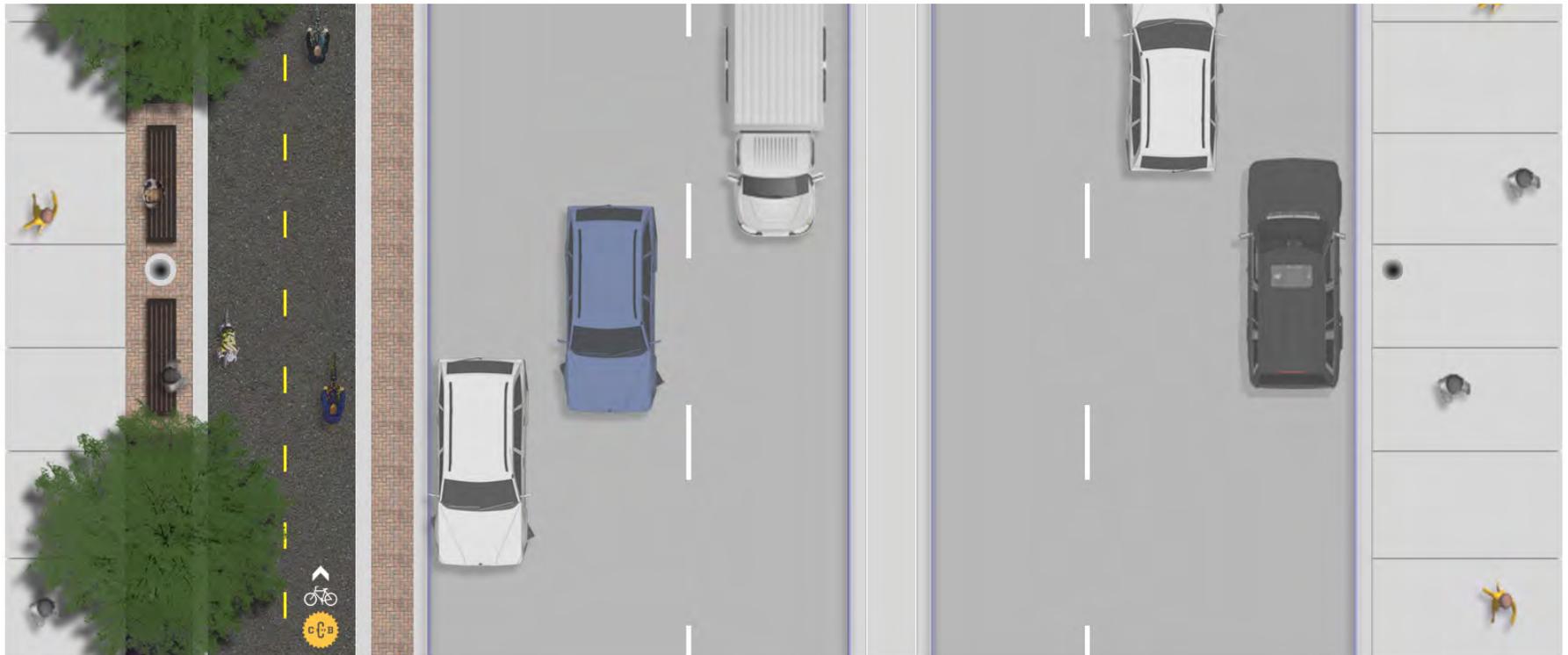
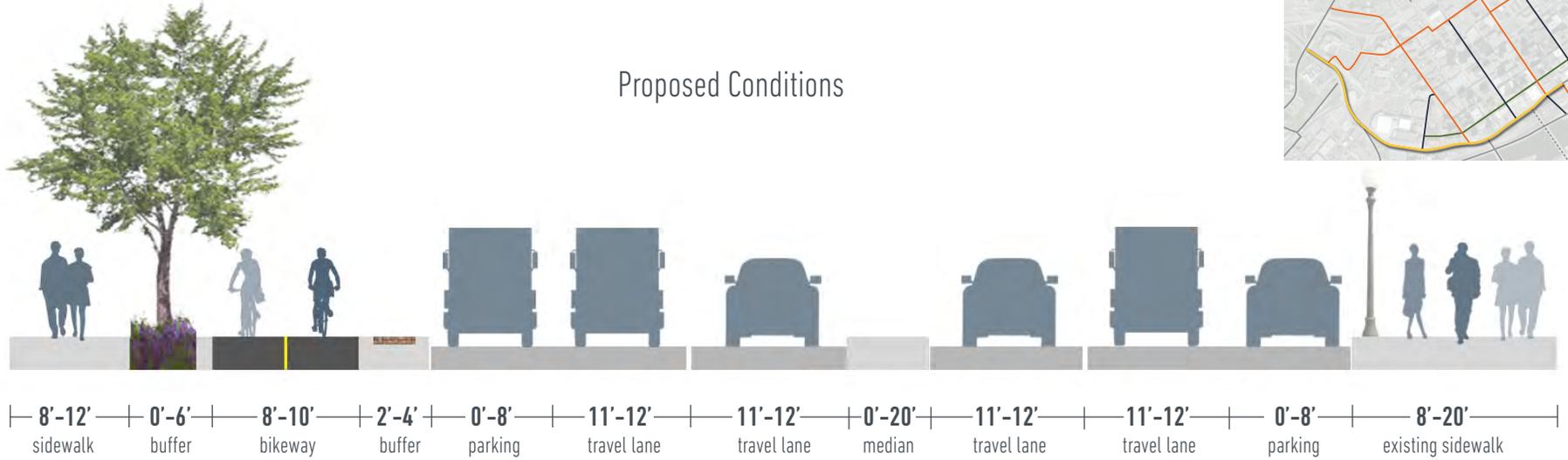
Kellogg Boulevard
Long Term Conceptual Design

This Capital City Bikeway segment provides a connection from the far northwestern edge of downtown to and through the southern portion of downtown. The bikeway on Kellogg Boulevard is recommended to be on the east side of the street from John Ireland Boulevard to 7th Street and on the north side of the street from 7th Street to Sibley Street.

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



Proposed Conditions



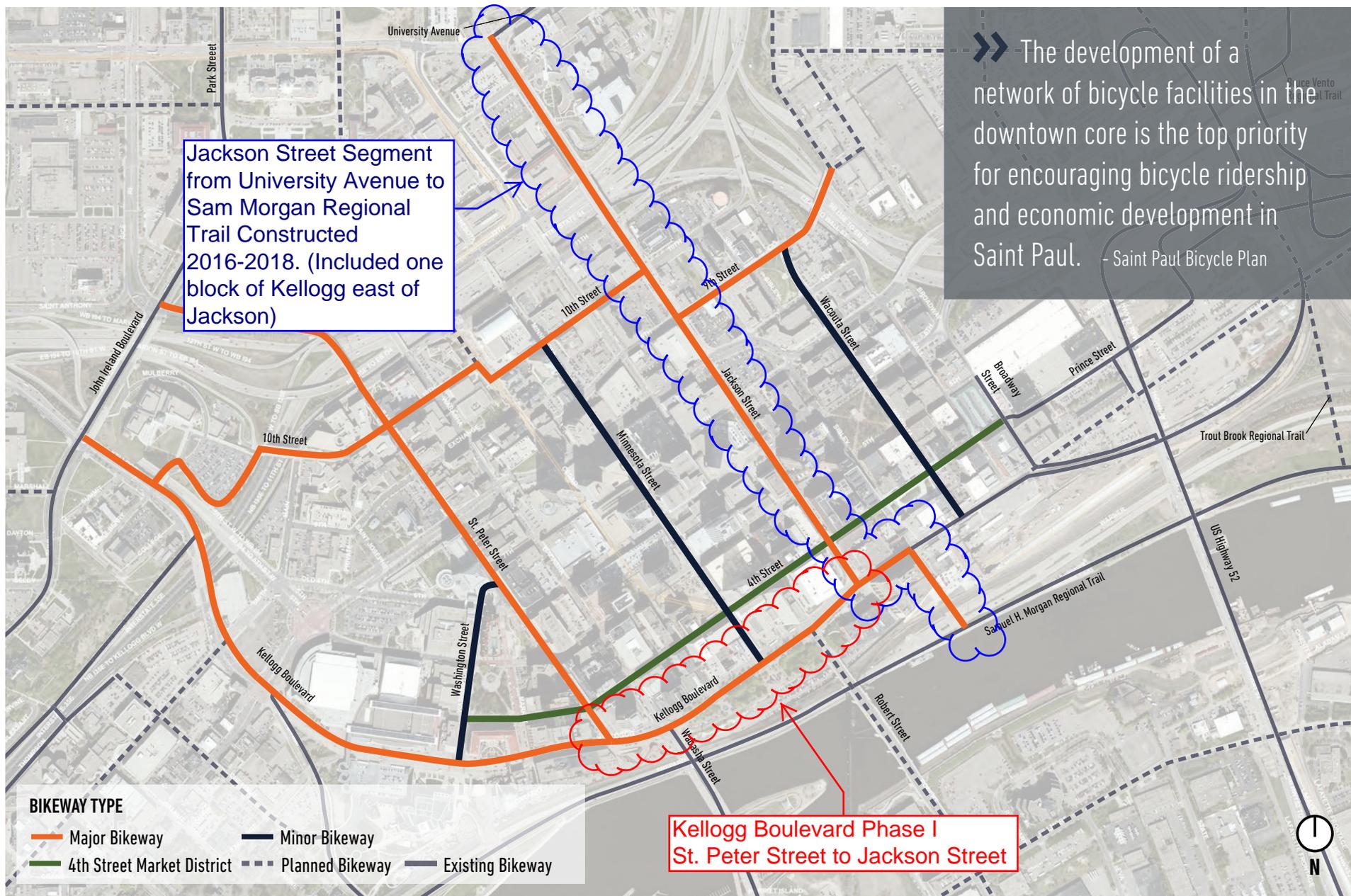


Figure A: Capital City Bikeway Network Map.

Kellogg Boulevard Existing Conditions



- 6-lane roadway with no space for bicyclists.
- Roadway is in acceptable condition so will not be reconstructed.
- Sidewalk has slopes and materials that are not ADA compliant
- Lack of landscaping on sidewalks.

Kellogg Boulevard – Capital City Bikeway Phase I

Project Summary

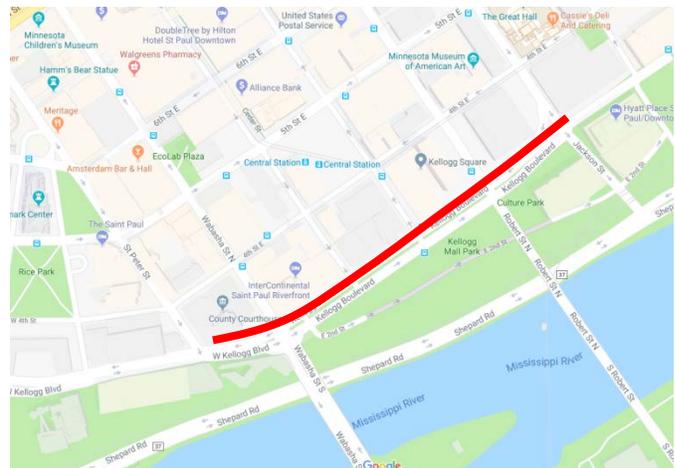
Applicant: City of Saint Paul

Capital City Bikeway: The Capital City Bikeway is a planned 4 mile network of off-street trails throughout downtown Saint Paul. The first mile was constructed along Jackson Street in 2016-2018 and is pictured below. The Kellogg Boulevard Phase I will implement a bikeway of similar design on Kellogg Boulevard from Jackson Street to Saint Peter Street.

Scope: This is not a roadway reconstruction project, but the project will impact and narrow the roadway to create space for the bikeway on the north side of Kellogg Boulevard. The scope includes, curb & gutter, sidewalk reconstruction, signal improvements, relocating existing medians, ADA improvements, improved lighting, and other improvements.

Cost: \$5,312,000 federal; \$1,328,000 local; \$6,640,000 total

Project Location:



Representative Image:

This image is from Jackson Street. The bikeway implemented on Kellogg Boulevard would be Aesthetically similar, with an emphasis on Spurring economic development by creating attractive public spaces and functional bikeways.

