



Application

10350 - 2018 Multiuse Trails and Bicycle Facilities

11041 - Point Douglas Regional Trail Phase 1 Construction

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted

Submitted Date: 07/13/2018 3:57 PM

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## Primary Contact

**Name:\*** Paul Michael Sawyer  
Salutation First Name Middle Name Last Name

**Title:** Management Assistant

**Department:** Saint Paul Parks and Recreation

**Email:** paul.sawyer@ci.stpaul.mn.us

**Address:** 25 W 4th St  
400 City Hall Annex

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

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

**Fax:**

**What Grant Programs are you most interested in?** Parks Capital Improvement Program Grants

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## Organization Information

**Name:** ST PAUL, CITY OF

**Jurisdictional Agency (if different):**

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

## Project Information

**Project Name** Point Douglas Regional Trail Phase 1 Construction  
**Primary County where the Project is Located** Ramsey  
**Cities or Townships where the Project is Located:** Saint Paul, Newport  
**Jurisdictional Agency (If Different than the Applicant):**

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

This project proposes to construct the first phase of the Point Douglas Regional Trail along Point Douglas Rd in Saint Paul. There is a 0.6 mile portion of the trail that was already constructed and has reached the end of its usable life and will be reconstructed with this project. The project will include removing the asphalt and base of the old trail, grading for drainage and accessibility, constructing new base and asphalt, landscaping, installing signage, installing lighting, and installing user amenities. Except where constrained by topography and right of way widths, the trail will be constructed 10-12 feet wide.

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

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

ALONG PT DOUGLAS RD, BAILEY RD TO PARK  
 ENTRANCE RD END, CONSTRUCT TRAIL FOR BIKES AND  
 PEDS

**Project Length (Miles)**

3.5

*to the nearest one-tenth of a mile*

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## 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 \$5,152,000.00

Match Amount \$1,288,000.00

*Minimum of 20% of project total*

Project Total \$6,440,000.00

Match Percentage 20.0%

*Minimum of 20%*

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

Source of Match Funds Parks and Trails Legacy Fund, Metro Parks CIP

*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.*

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## Project Information

County, City, or Lead Agency City of Saint Paul

Zip Code where Majority of Work is Being Performed 55119

(Approximate) Begin Construction Date 05/01/2023

(Approximate) End Construction Date 05/01/2025

Name of Trail/Ped Facility: Point Douglas Regional Trail

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

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

From:  
(Intersection or Address) Point Douglas Rd S & Bailey Rd

To:  
(Intersection or Address) End of Park Entrance Rd in Battle Creek Park

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

Or At:

Primary Types of Work BIKE PATH, LIGHTING, GRADING

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

## BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

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

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## 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:

7.11 - Tier 1 Regional Bicycle Transportation Alignment; 7.17 - Facilitate safe and continuous trips to regional destinations; 7.22 - Tier 1 Alignments "should be given the highest priority for transportation funding"; 7.23 - Safety; 7.24 - Bicycle Connections to Transit

(Limit 2500 characters; approximately 750 words)

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

List the applicable documents and pages:

Saint Paul Bicycle Plan, Figures 3 through 8

(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.

**Multituse 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**

04/21/2010

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**

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## Requirements - Bicycle and Pedestrian Facilities Projects

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

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

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

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

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

[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.

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## Requirements - Bicycle and Pedestrian Facilities Projects

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### Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$601,000.00
Removals (approx. 5% of total cost)	\$551,000.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$550,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$436,000.00
Traffic Control	\$55,000.00
Striping	\$24,000.00

Signing	\$19,000.00
Lighting	\$1,386,000.00
Turf - Erosion & Landscaping	\$93,000.00
Bridge	\$0.00
Retaining Walls	\$110,000.00
Noise Wall (not calculated 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	\$286,000.00
Other Roadway Elements	\$0.00
<b>Totals</b>	<b>\$4,111,000.00</b>

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## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$813,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$53,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$53,000.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$198,000.00
Wayfinding	\$33,000.00
Bicycle and Pedestrian Contingencies	\$885,000.00
Other Bicycle and Pedestrian Elements	\$294,000.00
<b>Totals</b>	<b>\$2,329,000.00</b>

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## Specific Transit and TDM Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00

Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
<b>Totals</b>	<b>\$0.00</b>

### 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	\$6,440,000.00
Construction Cost Total	\$6,440,000.00
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

1531502852109\_Point Douglas RBTN Map.pdf

Please upload attachment in PDF form.



## Measure A: Population Summary

Existing Population Within One Mile (Integer Only)	24625
Existing Employment Within One Mile (Integer Only)	8262
Upload the "Population Summary" map	1531502899218_Point Douglas Job-Pop Map.pdf

Please upload attachment in PDF form.

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## 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.

Upload Maintenance Plan (if no link is available) 1531502921781\_RES 18-803.pdf

Please upload attachment in PDF form.

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## 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.

This proposed regional trail will be going through a master planning process in 2019-2020. Deliberate engagement with community will happen in that process. Specific design components will be influenced by that engagement. There is a significant Somali community east of the project area that will be engaged.

**Response:**

Ramsey County Parks and Recreation is also currently conducting a master planning process for Battle Creek Regional Park which will help inform the trail master plan.

Engagement with the community in the project area was also done during the preparation of the Saint Paul Bicycle Plan. That plan was the first to identify the need for this trail.

*(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.*

**Response:**

This trail is being constructed in a portion of the city that has few trails outside of regional parks. The trail will provide a direct, safe connection to downtown, the city's densest concentration of jobs. The dramatic safety improvements found by separating the trail from the road will provide the community a safe and accessible facility for outdoor recreation. Point Douglas Rd has seen significant pothole formation for years producing an unsafe surface to bike or walk on, especially in low-light conditions.

*(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

**Response:**

This trail will be constructed over existing turf. Construction will minimize vegetation removal. The project benefits greatly outweigh this slight negative externality.

(Limit 2,800 characters; approximately 400 words)

**Upload Map**

1531512831968\_Point Douglas ACP 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
St. Paul	3.4	0.99	100.0	98.551
Newport	0.05	0.01	74.0	1.072

## Total Project Length

Total Project Length (as entered in the "Project Information" form) 3.5

## Affordable Housing Scoring

Total Project Length (Miles) or Population 3.45

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## Affordable Housing Scoring

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

Check all that apply:

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

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

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

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

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

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

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

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

Yes

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

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

Yes

**Response:**

The Point Douglas Regional Trail corridor is one of the largest gaps in Saint Paul's arterial bikeway system. All bicyclists and other users must use the street currently. This will produce a safe off-street facility. The trail runs parallel to TH 61 and will provide connection points to barrier crossings of the highway. The southern terminus of the trail is in Newport where it connects to other Tier 1 and Tier 2 RBTN Alignments, one of which provides the last downstream crossing of the Mississippi before Hastings.

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

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### Measure B: Project Improvements

**Response:**

The Point Douglas Regional Trail will provide an off-street trail along a frontage road to TH 61, a 60 MPH 4-lane highway. 18 total car crashes along Point Douglas Rd were reported 2011-2015. The trail will be designed to minimize conflict points with automotive traffic. Pedestrian-scale lighting will also be a significant benefit of this project since there is currently little lighting of any kind on Point Douglas Rd making it dangerous for pedestrians and bicyclists at night. One-third of all crashes along this street happened when it was dark, and so this hazard for trail users will be greatly diminished.

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

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## Measure A: Multimodal Elements

**Response:**

This project will create a direct connection between pedestrians and bicyclists to transit service. The Lower Afton Park and Ride is located along the project alignment. The park and ride has a stop for the Route 361 and 365 express buses which have 299 daily combined boardings and alightings. The park and ride location will also be the location of a future station for the Red Rock regional transit line.

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

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## 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**

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## 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.

100%

**Attach Layout**

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.

Yes

50%

**Attach Layout**

1531503367140\_Point Douglas Construction Layout.pdf

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

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### Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$6,440,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$6,440,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

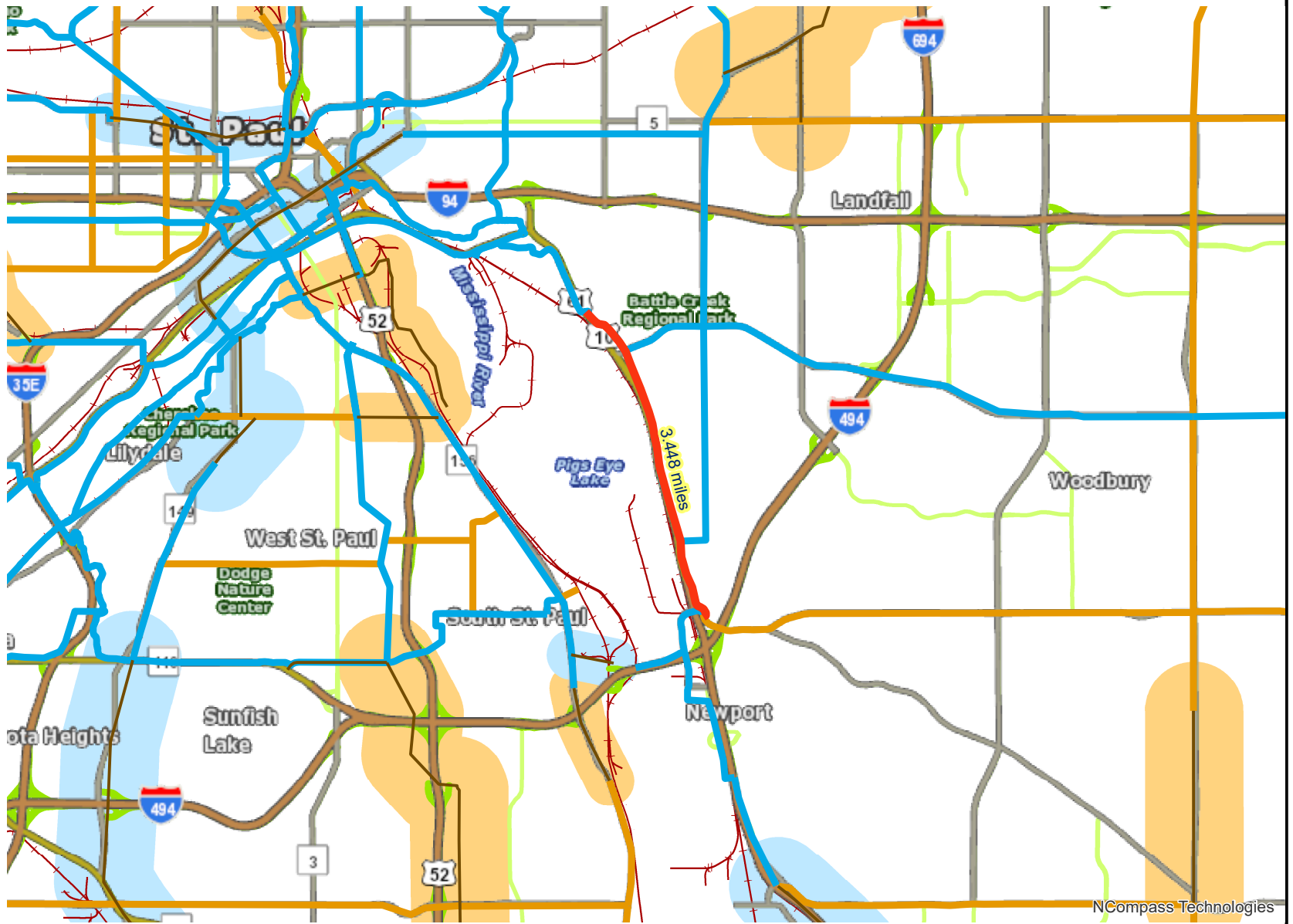
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### Other Attachments

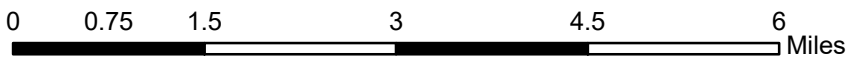
File Name	Description	File Size
Point Douglas Before Photo.pdf	Project before photo	270 KB
Point Douglas Crash Type Summary.pdf	Crash data from project area	59 KB
Point Douglas Summary.pdf	Project summary	46 KB
Ramsey County Support Point Douglas.pdf	Letter of Support from Ramsey County	344 KB
Support Itr St. Paul-Point Douglas Trail 2018.pdf	Letter of support from MnDOT	467 KB

# Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Point Douglas Regional Trail Construction | Map ID: 1531142301896



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



Created: 7/9/2018  
LandscapeRSA6



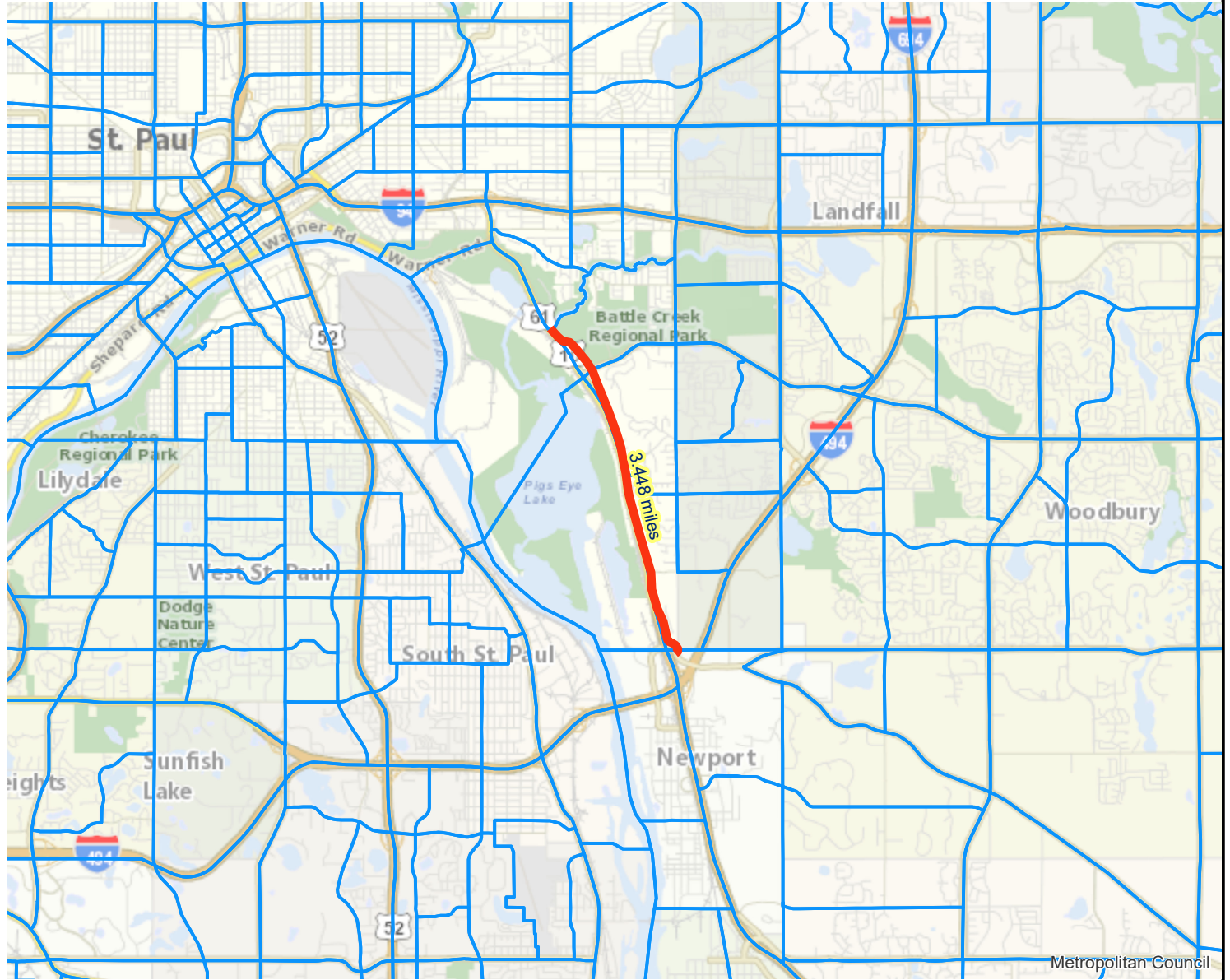
For complete disclaimer of accuracy, please visit <https://giswebsite.metc.state.mn.us/gisitenew/notice.aspx>

NCompass Technologies





# Population/Employment Summary



## Results

Within ONE Mile of project:  
Total Population: 24625  
Total Employment: 8262

 Project  
 2010 TAZ

0 0.75 1.5 3 4.5 6 Miles

Created: 7/9/2018  
LandscapeRSA4



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





# City of Saint Paul

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

## Signature Copy

Resolution: RES 18-803

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**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

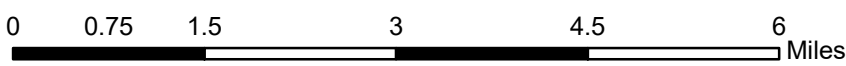
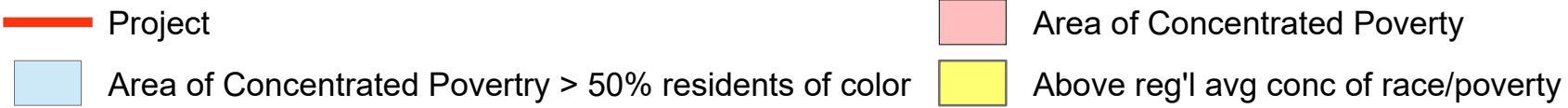
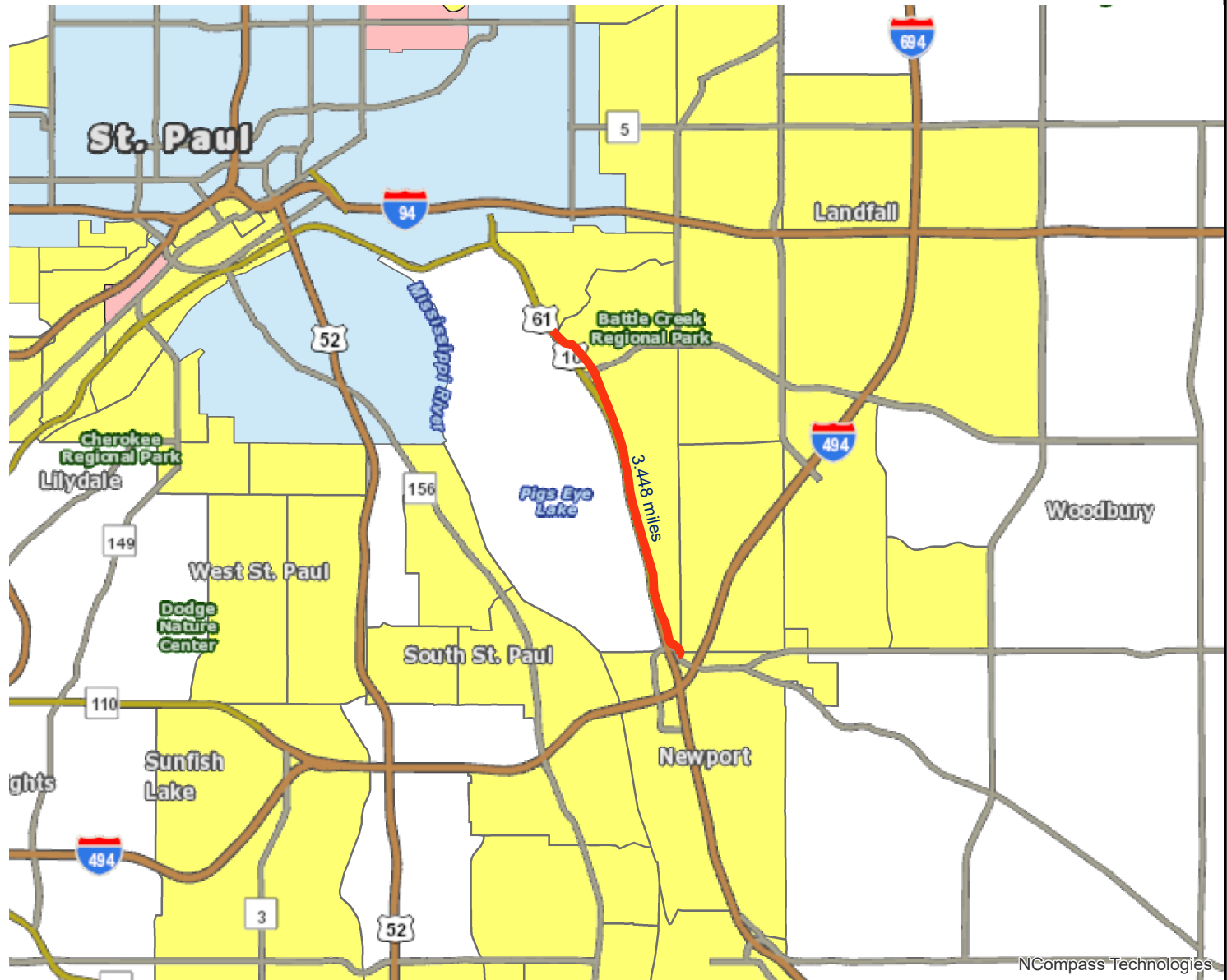
**Approved by the Mayor**   
\_\_\_\_\_  
Melvin Carter III

**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)



Created: 7/9/2018  
LandscapeRSA2



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



NCompass Technologies



End project

Segment 4  
Construct trail along  
Battle Creek  
entrance road

Segment 3  
Construct trail along  
Point Douglas Rd

Segment 2  
Reconstruct trail in  
existing alignment

Segment 1  
Construct trail along  
Point Douglas Rd

Begin project



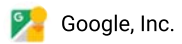
686 Point Douglas Rd S

Current condition of Point Douglas Rd/Mississippi River Trail. Courtesy Google Maps.

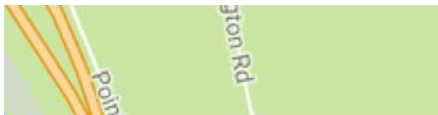


Image capture: Sep 2014 © 2018 Google

St Paul, Minnesota



Street View - Sep 2014







# Crash Type Summary

Point Douglas Rte 2011-2015

Report Version 1.0 March 2010

Analysis Years 2011, 2012, 2013, 2014, 2015

Crash Summary:		Number of Vehicles		
		1	2	3+
K - Fatal	0	0	0	0
A - Incapacitating	0	0	0	0
B - Non-Incapacitating	2	0	1	1
C - Possible	1	0	1	0
N - Property Damage	15	6	9	0
X - Not Reported	0	0	0	0
Miscoded	0	0	0	0
<b>Total</b>	<b>18</b>	<b>6</b>	<b>11</b>	<b>1</b>

Surface Condition Summary:	
01 - Dry	12
02 - Wet	0
03 - Snow	2
04 - Slush	0
05 - Ice/Packed Snow	4
Other	0
Unknown/Not Specified	0
Miscoded	0
<b>Total</b>	<b>18</b>

Diagram Summary:	
02 - Sideswipe - Same Dir	2
03 - Left Turn	2
04 - Ran Off Road - Left Side	0
05 - Right Angle	2
06 - Right Turn	0
07 - Ran Off Road - Right Side	4
08 - Head On	0
09 - Sideswipe - Opposing Dir	1
Other	6
Unknown/Not Stated	1
Miscoded	0
<b>Total</b>	<b>18</b>

Intersection Relation Summary:	
01 - Not at Intersection	8
02 - T Intersection	3
03 - Y Intersection	0
04 - 4 Legged Intersection	4
05 - 5 or more Leg Intersection	0
06 - Roundabout/Traffic Circle	0
07 - Intersection Related	2
08 - Alley or Driveway	0
09 - School Crossing	0
10 - RR Crossing	0
11 - Recreational Crossing	0
20 -22 - Interchange	0
Other	1
Unknown/Not Stated	0
Miscoded	0
<b>Total</b>	<b>18</b>

Accident Type Summary	
01 - Motor Vehicle in Transport	12
02 - Parked Vehicle	0
03-04 - Road Equipment	0
05 - Train	0
06 - Bike	0
07 - Pedestrian	0
08-09 - Deer/Animal	0
10-14 - Other/Unknown Collision	1
21-42 - Fixed Object	5
51 - Overturn	0
52-65 - Other Non-Collision	0
Other	0
Unknown/Not Stated	0
Miscoded	0
<b>Total</b>	<b>18</b>

Light Condition Summary:	
01 - Daylight	12
02 - Before Sunrise	0
03 - After Sunset	0
04 - Dark (Street Lights On)	4
05 - Dark (Street Lights Off)	0
06 - Dark (No Street Lights)	2
07 - Dark (Unknown Lighting)	0
Other	0
Unknown/Not Stated	0
Miscoded	0
<b>Total</b>	<b>18</b>

**Selection Filter:**

WORK AREA: COUNTY\_CODE('62','19','82') - FILTER: CRASH\_YEAR('2011','2012','2013','2014','2015') - SPATIAL FILTER APPLIED

**Analyst:**

Reuben Collins

**Notes:**

All Crashes



The Point Douglas Regional Trail is a planned trail and Tier 1 RBTN Alignment that follows along Point Douglas Rd and Trunk Highway 61 Bailey Rd in Newport to Indian Mounds Regional Park in Saint Paul. This project proposes to construct the first phase of that trail, from Bailey Rd to Battle Creek Regional Park. A 0.6 mile portion of this alignment was constructed in the 1980s and has degraded in condition as it has approached the end of its useful life. That segment will be reconstructed with this project.

The Point Douglas Regional Trail corridor is one of two sections of the Mississippi River Trail in Saint Paul that is on-road and the only one without any bicycle facilities. It serves as a commuter route for bicyclists into downtown Saint Paul. This project would greatly increase safety for users of this corridor by taking those uses off the street and onto a separated trail.

The construction phase of the project is estimated at \$6,440,000, of which, \$5,152,000 is being requested with this application and \$1,288,000 will be matched by the City of Saint Paul through its share of future Parks and Trails Legacy funding and Metro Parks CIP funding. All design and engineering costs will also be funded by those sources.

This project will result in a new facility that is safer for all users of the corridor. The opportunity to close a major gap in Saint Paul's bicycle network makes this project a high priority to fund.



July 13, 2018

Alice Messer  
Design and Construction Manager  
Department of Parks and Recreation  
25 West 4th Street, 400 City Hall Annex  
Saint Paul, MN 55102

RE: Regional Solicitation Application for the Point Douglas Regional Trail construction project

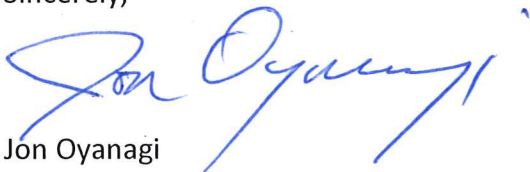
Dear Ms. Messer:

Thank you for requesting a letter of support from Ramsey County Parks and Recreation for the 2018 Regional Solicitation. The County owns and operates Battle Creek Regional Park within the northern portion of the project's alignment.

The County supports the City's efforts to secure funding to construct this needed trail along Point Douglas Rd. This project will greatly enhance the trail network and will connect to two existing Ramsey County trails. The project will have no adverse effects to our parkland, and instead will provide an additional recreational amenity that will enhance the park.

Ramsey County Parks and Recreation looks forward to actively partnering with the City to negotiate an operations and maintenance agreement for the trail.

Sincerely,

A handwritten signature in blue ink that reads "Jon Oyanagi".

Jon Oyanagi  
Parks and Recreation Director  
Ramsey County



**MnDOT Metro District**  
**1500 West County Road B-2**  
**Roseville, MN 55113**

July 10, 2018

Alice Messer  
Design and Construction Manager  
Department of Parks and Recreation  
25 West 4th Street, 400 City Hall Annex  
Saint Paul, MN 55102

**Re: Letter of Support for City of Saint Paul  
Metro Council/Transportation Advisory Board 2018 Regional Solicitation Funding Request for the  
Point Douglas Regional Trail Construction Project**

Dear Ms. Messer,

This letter documents MnDOT Metro District's support for Saint Paul's funding request to the Metro Council for the 2018 regional solicitation for 2022-23 funding for the Point Douglas Regional Trail Construction Project.

As proposed, this project could impact MnDOT right-of-way on US 61. As the agency with jurisdiction over US 61, MnDOT will support Saint Paul and will allow the improvements proposed in the application for the Point Douglas Regional Trail Construction Project. Details of a future maintenance agreement with the City of Saint Paul will need to be determined during project development to define how the improvements will be maintained for the project's useful life.

No funding from MnDOT is currently programmed for this project. In addition, the Metro District currently does not anticipate any available discretionary funding in years 2022-23 that could fund project construction, nor do we have the resources to assist with construction or with MnDOT services such as the design or construction engineering of the project. However, I would request that you please continue to work with MnDOT Area staff to coordinate project development and to periodically review needs and opportunities for cooperation.

MnDOT Metro District looks forward to continued cooperation with Saint Paul as this project moves forward and as we work together to improve safety and travel options within the Metro Area.

If you have questions or require additional information at this time, please reach out to Sheila Kauppi, your North Area Manager, at [Sheila.Kauppi@state.mn.us](mailto:Sheila.Kauppi@state.mn.us) or 651-234-7718.

Sincerely,

A handwritten signature in blue ink that reads 'Scott McBride'.

Scott McBride  
Metro District Engineer

CC: Sheila Kauppi, Metro District North Area Manager  
Lynne Bly, Metro Program Director  
Dan Erickson, Metro State Aid Engineer