



Application

10351 - 2018 Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)

10902 - West St. Paul Wentworth Sidewalk Gap

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted

Submitted Date: 07/13/2018 11:04 AM

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## Primary Contact

**Name:\*** Benjamin Arthur Boike  
Salutation First Name Middle Name Last Name

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**Department:** Community Development

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**Address:** 1616 Humboldt Ave

**\*:** West St. Paul Minnesota 55118  
City State/Province Postal Code/Zip

**Phone:\*** 651-552-4134  
Phone Ext.

**Fax:**

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

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## Organization Information

**Name:** WEST ST PAUL, CITY OF

**Jurisdictional Agency (if different):**

Organization Type:

City

Organization Website:

Address:

1616 Humboldt Ave

\*

West St Paul

Minnesota

55118

City

State/Province

Postal Code/Zip

County:

Ramsey

Phone:\*

651-111-2000

Ext.

Fax:

PeopleSoft Vendor Number

000002999A1

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## Project Information

Project Name

West St. Paul Wentworth Sidewalk Gap

Primary County where the Project is Located

Dakota

Cities or Townships where the Project is Located:

West St. Paul

Jurisdictional Agency (If Different than the Applicant):

The West St. Paul Wentworth Sidewalk Gap project proposes creating a sidewalk along 0.5 mile of Wentworth Avenue (CSAH 8), a B Minor Arterial in West St. Paul with AADT of 10,100. The project extends eastward along Wentworth Avenue from Robert Street to Oakdale Avenue. The proposed improvements would add a sidewalk along the south side of the roadway, complementing the existing trail located along the north side of Wentworth Avenue. A boulevard will be created between the street and the sidewalk to provide an additional buffer and improve the pedestrian experience. Painted crosswalks and ADA-compliant pedestrian ramps will improve pedestrian safety along the sidewalk.

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

The City of West St. Paul has identified the corridor as a high priority pedestrian connection. The installation of a sidewalk here is important in connecting local residents to important community amenities, including the Robert Street Commercial Corridor, Wal-Mart, the Wentworth Library, the West St. Paul Sports Complex, and the River to River Greenway. There are several redevelopment projects currently underway that will provide multi-family residential housing along the south side of Wentworth Avenue in this corridor, and a sidewalk on the south side of the roadway will facilitate the non-motorized movement of these new residents around the city. This project also provides access to nearby Metro Transit bus routes located along Robert Street and Oakdale Avenue.

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

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

Wentworth Avenue, West St. Paul, from S Robert Street to Oakdale Avenue - Construct Sidewalk

**Project Length (Miles)**

0.5

*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 \$263,848.00

Match Amount \$65,962.00

*Minimum of 20% of project total*

Project Total \$329,810.00

Match Percentage 20.0%

*Minimum of 20%*

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

Source of Match Funds City of West St. Paul and Dakota County

*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: 2022

*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 West St. Paul

Zip Code where Majority of Work is Being Performed 55118

(Approximate) Begin Construction Date 04/01/2022

(Approximate) End Construction Date 10/31/2022

Name of Trail/Ped Facility: West St. Paul Wentworth Sidewalk

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

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

From: Intersection of Wentworth Avenue E and S Robert Street  
(Intersection or Address)

To: Intersection of Wentworth Avenue E and Oakdale Avenue  
(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 CLEARING, CONCRETE BASE, SIDEWALK, PED RAMPS, CURB, RETAINING WALL, TURF

*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.*

The proposed project is consistent with the 2040 Transportation Policy Plan's (TPP) goals, objectives and strategies. More specifically, the proposed project aligns with the following TPP pedestrian and bicycle goals, objectives and strategies:

- Goal B: Safety and Security (page 2.20) -  
Objective A, Strategy B6

- Goal C: Access to Destinations (page 2.24) -  
Objective D, Objective E, Strategy C1, Strategy C2,  
Strategy C4, Strategy C16, Strategy C17

- Goal D: Competitive Economy (page 2.38) -  
Objective A, Objective B, Strategy D3

- Goal E: Healthy Environment (page 2.42) -  
Objective A, Objective C, Objective D, Strategy E3

- Goal F: Leveraging Transportation Investments to  
Guide Land Use (page 2.48) - Objective A,  
Objective C, Strategy F6, Strategy F7

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

*(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 City of West St. Paul adopted the Pedestrian and Bicycle Master Plan in December 2011. This plan specifically identifies CSAH 8 as a critical element of the citywide pedestrian framework. In this plan, CSAH 8 is designated as a main route east to west through the City with the purpose of providing better connections to important destinations like commercial areas, bus stops, parks, and the library (pg. 16, 22-23). CSAH 8 is designated for off road trail and sidewalk treatments, including from Robert St. to Oakdale Ave. (pg. 27).

**List the applicable documents and pages:**

- The Robert Street Improvements: Pedestrian Connectivity Study completed in 2011 identifies the south side of CSAH 8 as a high priority pedestrian connection (from Robert Street to Crawford Drive] and a medium priority pedestrian connection (from Crawford Drive to Oakdale Avenue) (Appendix A, Figure 7).

- The Dakota County Pedestrian and Bicycle Study (in progress) identifies the south side of CSAH 8 from Robert Street to Oakdale Avenue as a medium priority pedestrian gap (pg. 2-16) and designates the corridor for a planned shared-use trail or sidewalk (pg. 2-18).

- The Dakota County Comprehensive Plan 2040, DC2040 (in progress), identifies the south side of CSAH 8 from Robert Street to Oakdale Avenue as a medium priority pedestrian gap (pg. 38) and designates the corridor for a planned shared-use trail or sidewalk (pg. 41).

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

04/01/2018

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)	\$12,650.00
Removals (approx. 5% of total cost)	\$12,650.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$5,000.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$63,000.00
Bridge	\$0.00
Retaining Walls	\$120,000.00
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	\$0.00
Other Roadway Elements	\$0.00
<b>Totals</b>	<b>\$213,300.00</b>

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## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$0.00
Sidewalk Construction	\$56,625.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$1,500.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00

Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$54,965.00
Other Bicycle and Pedestrian Elements	\$3,420.00
<b>Totals</b>	<b>\$116,510.00</b>

## Specific Transit and TDM Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
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	\$329,810.00
Construction Cost Total	\$329,810.00
Transit Operating Cost Total	\$0.00

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

Existing Employment Within One-Half Mile:	7006
Existing Post-Secondary Enrollment Within One-Half Mile:	0

**Upload Map**

1531424804921\_Regional Economy.pdf

Please upload attachment in PDF form.

**Measure A: Population Summary**

**Existing Population Within One-Half Mile**

13032

**Upload Map**

1531424837218\_Population Employment.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 sidewalk project incorporated significant community engagement during the planning phase. The Pedestrian and Bicycle plans created by both West St. Paul and Dakota County identified the south side of Wentworth Avenue for pedestrian improvements after engaging with the community and receiving feedback. Efforts were undertaken during these planning processes to target specific populations for community engagement, including older adults, students, children, lower income, Latino, and Somali populations. These are the groups that will likely utilize the sidewalk improvement the most as the project is in an area above the regional average of population in poverty or population of color that is located near multi-family housing, a major employer, and an athletic complex. Techniques used for gathering community feedback included open houses, pop-up sessions, online residential surveys, vision summits, intercept booths at the County fair and at City concerts and markets, and listening sessions. Over 750 responses were gathered. The City will continue to engage members of the community as this project progresses through the engineering and construction phases.

*(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 West St. Paul Wentworth Sidewalk Gap Project is located in an area above the regional average for population in poverty or population of color. The half-mile surrounding the project encompasses the West St. Paul Sports Complex, the Wentworth public library, Wal-Mart - a major employer - and residential areas with children. Due to these features, as well as the extensive commercial services along the Robert Street Corridor, this area has been designated as a shared use trail or sidewalk in West St. Paul's comprehensive plan.

**Response:**

The proposed project will provide benefits for low-income populations, children, elderly, and disabled populations as these populations are more likely to use alternatives to personal vehicle transportation, such as walking or transit. New, well designed, and ADA-accessible sidewalks on the south side of Wentworth Avenue will provide access to transit stops and destinations such as jobs, schools, and sporting facilities, especially for vulnerable populations including children, the elderly, and the disabled. A five foot boulevard will buffer the sidewalk from the traffic to lend even more security.

Examples of populations that will directly benefit from this project include:

- Populations above the regional average of race or poverty.

- A community growing in diversity. Since 2010, West St. Paul's Hispanic population has increased from 2.1 percent to 4.2 percent while the Black/African American population has increased from 5.3 percent to 7.8 percent.

In addition to being in located in an area of concentrated poverty, the proposed sidewalk is

located in the heart of the community's commercial, employment, and transit district. The corridor is book-ended by Robert Street, West St. Paul's central commercial corridor, to the west and Oakdale Avenue, a main north-south connection, to the east. The proposed sidewalk connects Wal-Mart, a major employer in the region, with the surrounding commercial district, the West St. Paul Sports Complex, and the River to River Greenway. There are several residential redevelopment projects along this corridor, including one which will provide more than 170 units of market-rate/affordable housing on the south side. This sidewalk will enable residents and pedestrians to move to and from work and daily activities without having to cross Wentworth Avenue, which is a B Minor Arterial with an AADT of 10,100 in 2014.

*(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:**

There are no known negative externalities associated with the project. The project will not displace businesses or residents, but merely provide positive outcomes by enhancing the local and regional trail network.

Construction impacts will be minimal, if any, from a dust and noise perspective. Construction will not result in the closure of any access points or removal of existing pathways. Standard construction mitigation measures such as limiting hours of construction and using materials which minimize dust will be utilized in compliance with the City of West Saint Paul and Dakota County's standards to address any potential issues that could disrupt local businesses and residents during construction.

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

**Upload Map**

1531425074734\_Socio Economic.pdf

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### 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
West St. Paul	0.5	1.0	81.0	81.0

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### Total Project Length

Total Project Length (as entered in the "Project Information" form) 0.5

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### Affordable Housing Scoring

Total Project Length (Miles) or Population 0.5

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**Affordable Housing Scoring**

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



The proposed sidewalk project provides important improvements to a gap within the existing network of pedestrian facilities. The proposed project will establish an ADA-compliant sidewalk on the south side along the entire 0.5 mile corridor. Currently, there is no sidewalk along the south side of Wentworth Avenue. Pedestrians wishing to access this roadway and the amenities located along it must walk on the two-foot wide shoulder, which does not extend the entire length of the project area. There is an existing trail along the north side of Wentworth Avenue, but it is in poor condition. The proposed project provides a way for pedestrians to move around the corridor without needing to cross a busy roadway to reach a safe pedestrian area.

**Response:**

Wentworth Avenue is an east-west, two-lane undivided roadway (one lane in each direction) without shoulders or with narrow two-foot shoulders along the roadway and a posted speed limit of 35 miles per hour (mph). Wentworth Avenue is classified as a B Minor Arterial roadway by the Dakota County Transportation Plan. Year 2014 average annual daily traffic (AADT) was approximately 10,100. Crossing Wentworth Avenue is a barrier for pedestrians. Crosswalks are provided at the intersections of Wentworth Avenue/Robert Street and Wentworth Avenue/Oakdale Avenue, but these crosswalks do not connect to pedestrian facilities on the south side of the roadway. Without a sidewalk, pedestrians along the south side Wentworth Avenue have no safe way to reach the intersections that would allow them to connect to the trail on the north side of the roadway.

As seen in the "RBTN Evaluation and Major Barriers" map, the project is an RBTN Tier 2 Alignment that connects two RBTN Tier 1 corridors.

This project creates an east-west pedestrian connection to some of West St. Paul's most frequented destinations. The proposed sidewalk connects Wal-mart, a major employer, and the West St. Paul Sports Complex on the south side of Wentworth Avenue with the Wentworth Library and the Thompson Oaks Golf Course on the north side, all of which are important community facilities. Several multi-family housing projects with more than 170 units are also proposed to be located along this corridor, leading to an expected increase in the number of residents who will utilize the sidewalk. The project also provides an important pedestrian connection to the River to River Greenway, an eight-mile corridor extending from South St. Paul through West St. Paul and Mendota Heights to Lilydale, and connecting to other Dakota County Regional Trails. The proposed sidewalk will provide an opportunity for an increasing number of residents to travel safely to their places of work, play, and residence.

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

**Upload the RBTN Evaluation Map**

*Please upload attachment in PDF form.*

1531425424015\_RBTN Orientation.pdf

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## **Measure B: Project Improvements**

The primary goal of the proposed sidewalk project is to provide off-street sidewalk facilities for pedestrians where none currently exist in order to reduce pedestrian exposure, improve pedestrian access and mobility, and encourage walking. Wentworth Avenue between Robert Street and Oakdale Avenue has been identified by West St. Paul as a high priority and by Dakota County as a medium priority for the installation of pedestrian facilities. Currently, the south side of Wentworth Avenue has no sidewalks and pedestrians must travel on the two-foot shoulder of the road.

**Response:**

There were two bicycle crashes along this corridor between 2013 and 2015 resulting in a non-incapacitating injury or possible injury. The proposed sidewalk will improve safety for pedestrians and other modes of non-motorized transport by providing sidewalk users with their own dedicated facility for travel. This will become especially important as the plans for multi-family housing along Wentworth Avenue come to fruition and more people move into the area.

The sidewalk on the south side of the road will provide enough room for pedestrians to move comfortably. The project will include improved curb ramps along the corridor with ADA-compliant grades and truncated domes, as well as the installation of a boulevard between the sidewalk and the road, creating an added level of safety and comfort for pedestrian users. These features will not only increase the safety of pedestrians, but also the safety of bicyclists and vehicles, since pedestrians will no longer be forced to travel in the roadway.

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

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## **Measure A: Multimodal Elements and Connections**

**Response:**

A comprehensive pedestrian network is essential to access local transit stops on nearby roads. The proposed project connects to Metro Transit bus stops located at both ends of the corridor. Metro Transit Bus Route 68 and 75 have designated stops at the intersection of Robert Street and Wentworth Avenue. Route 68 provides a key link for West St. Paul residents to local businesses and to the Minneapolis-St. Paul public transportation system. On the east side of the proposed project area, Metro Transit Bus Route 452, an express bus reaching from Mendota Heights through West St. Paul to St. Paul and Minneapolis, has stops at the intersection of Oakdale Avenue and Wentworth Avenue. Pedestrians, including those using transit, currently need to use the street or the two-foot shoulder in order to reach their destination. The proposed sidewalk along the south side of Wentworth Avenue will be incredibly helpful in connecting pedestrians to these transit stops. If transit demand in the area grows, this project would establish the pedestrian infrastructure necessary to support transit stops along Wentworth Avenue itself.

Bicycle facilities are not proposed as part of this project. However, the northern side of Wentworth Avenue has been designated as part of the River to River Greenway, a regional multimodal trail that connects South St. Paul through West St. Paul and Mendota Heights to Lilydale. The proposed sidewalk project will allow pedestrians and trail users an opportunity to reach the Greenway via sidewalks and safe crossings instead of walking on the shoulder of the road and crossing in unmarked areas.

The sidewalk on the south side of Wentworth Avenue will provide enough room for pedestrians to move comfortably. The project will also install a boulevard between the sidewalk and the road,

creating an added level of safety and comfort for pedestrian users. Curb extensions are provided to extend the sidewalk and corners. This reduces the pedestrian crossing distance and improves the ability of pedestrians and motorists to see one another. These features will not only increase the safety of pedestrians, but also the safety of bicyclists and vehicles, since pedestrians will no longer be forced to travel in the roadway. All of these features will increase the accessibility of all users along Wentworth Avenue.

*(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.**

50%

#### **Attach Layout**

*Please upload attachment in PDF form.*

**Layout has not been started**

Yes

0%

**Anticipated date or date of completion**

10/31/2021

### 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

Yes

100%

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

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

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

Yes

0%

Anticipated date or date of acquisition

12/31/2021

### 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%

---

## Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$329,810.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$329,810.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

---

## Other Attachments

File Name	Description	File Size
DC Resolution of Support.pdf	Dakota County Resolution Supporting Project Application	126 KB
Existing Conditions.pdf	Existing Conditions along Wentworth Avenue	331 KB
One-page Project Summary_Wentworth.pdf	Wentworth Avenue Sidewalk Project Summary	408 KB
Project Map.pdf	Wentworth Avenue Sidewalk Project Map	92 KB
Signed Resolution - Wentworth.pdf	West St. Paul Resolution Supporting Project Application	67 KB
Support ltr Dakota Co - Wentworth Av Trail Gap Project-Robert Street to Oakdale Av 2018.pdf	MnDOT Letter of Support for Wentworth Avenue Sidewalk Project	474 KB

# Regional Economy

Pedestrian Facilities Project: West St. Paul Wentworth Sidewalk Gap | Map ID: 1530643567666

## West St. Paul

Thompson Hill

Thompson Oaks Golf Course

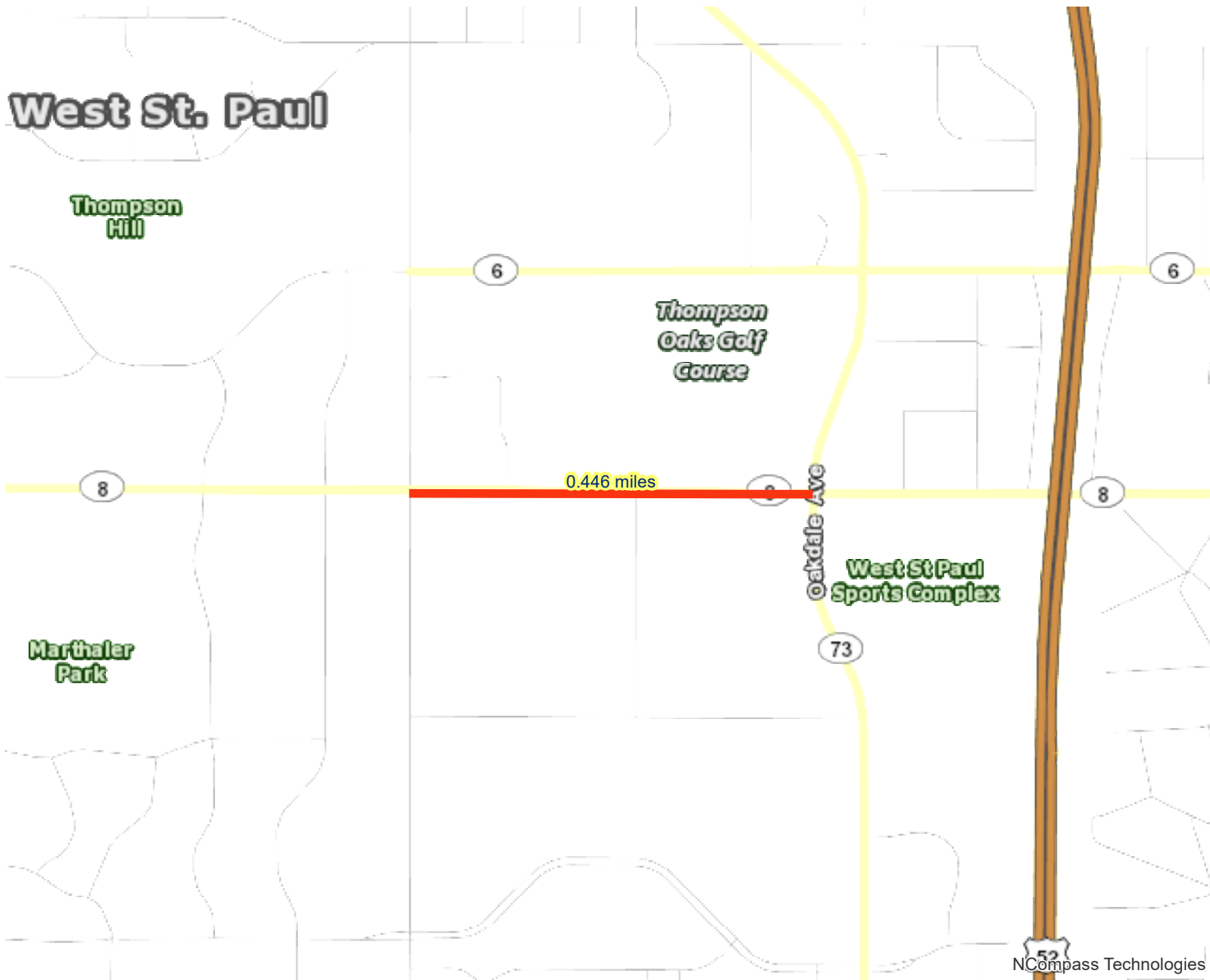
West St Paul Sports Complex

Marthaler Park

### Results

Within HALF Mi of project:  
Postsecondary Students: 0

Total Population: 13032  
Total Employment: 7006  
Mfg and Dist Employment: 872



NCompass Technologies

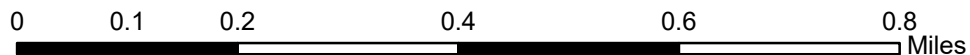
Project



Job Concentration Centers



Manufacturing/Distribution Centers



Created: 7/3/2018  
LandscapeRSA5



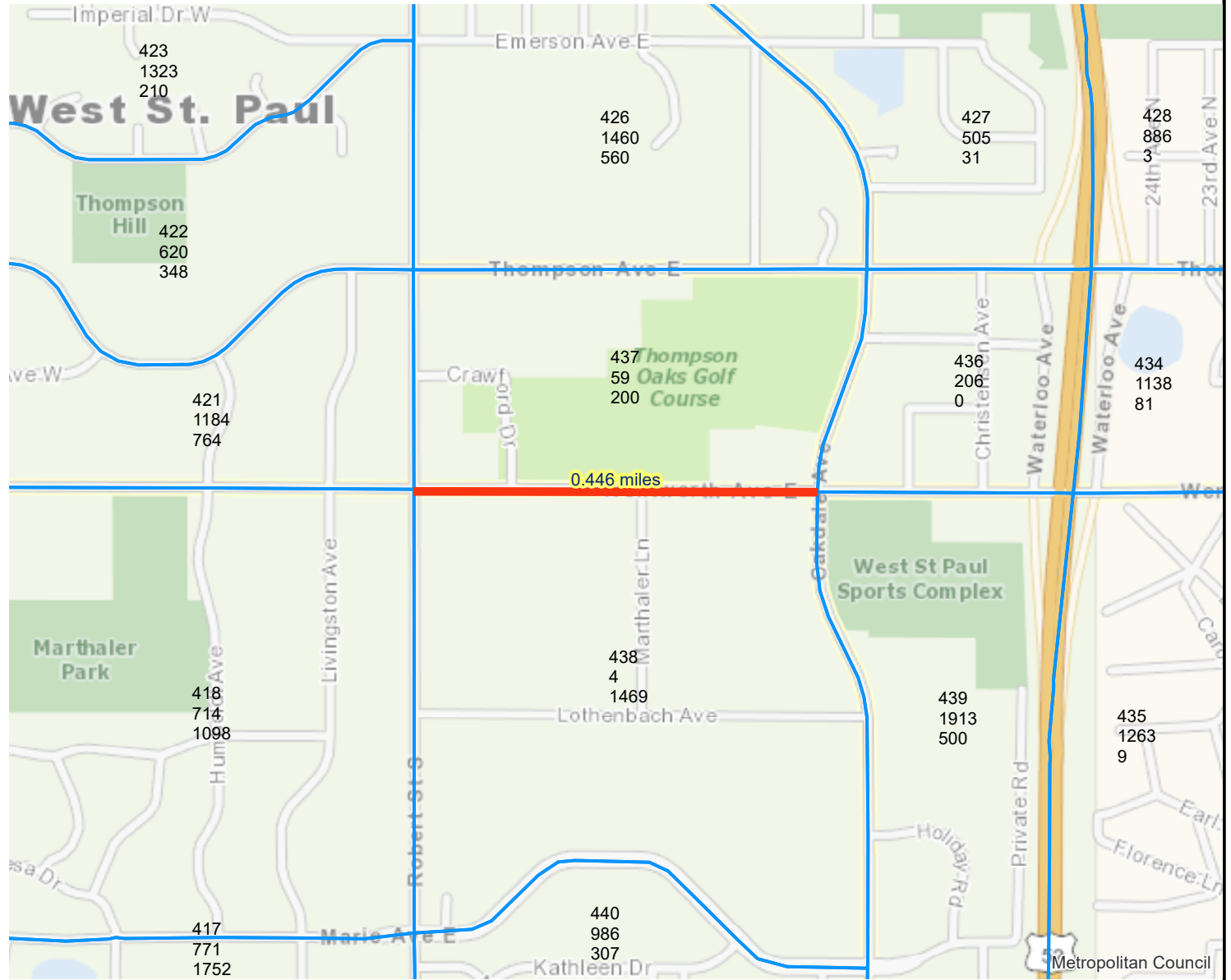
For complete disclaimer of accuracy, please visit  
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>





# Population/Employment Summary

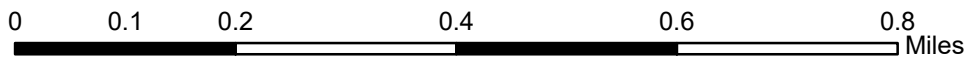
Pedestrian Facilities Project: West St. Paul Wentworth Sidewalk Gap | Map ID: 1530643567666



## Results

Within HALF Mile of project:  
Total Population: 13032

- Project
- 2010 TAZ



Created: 7/3/2018  
LandscapeRSA4



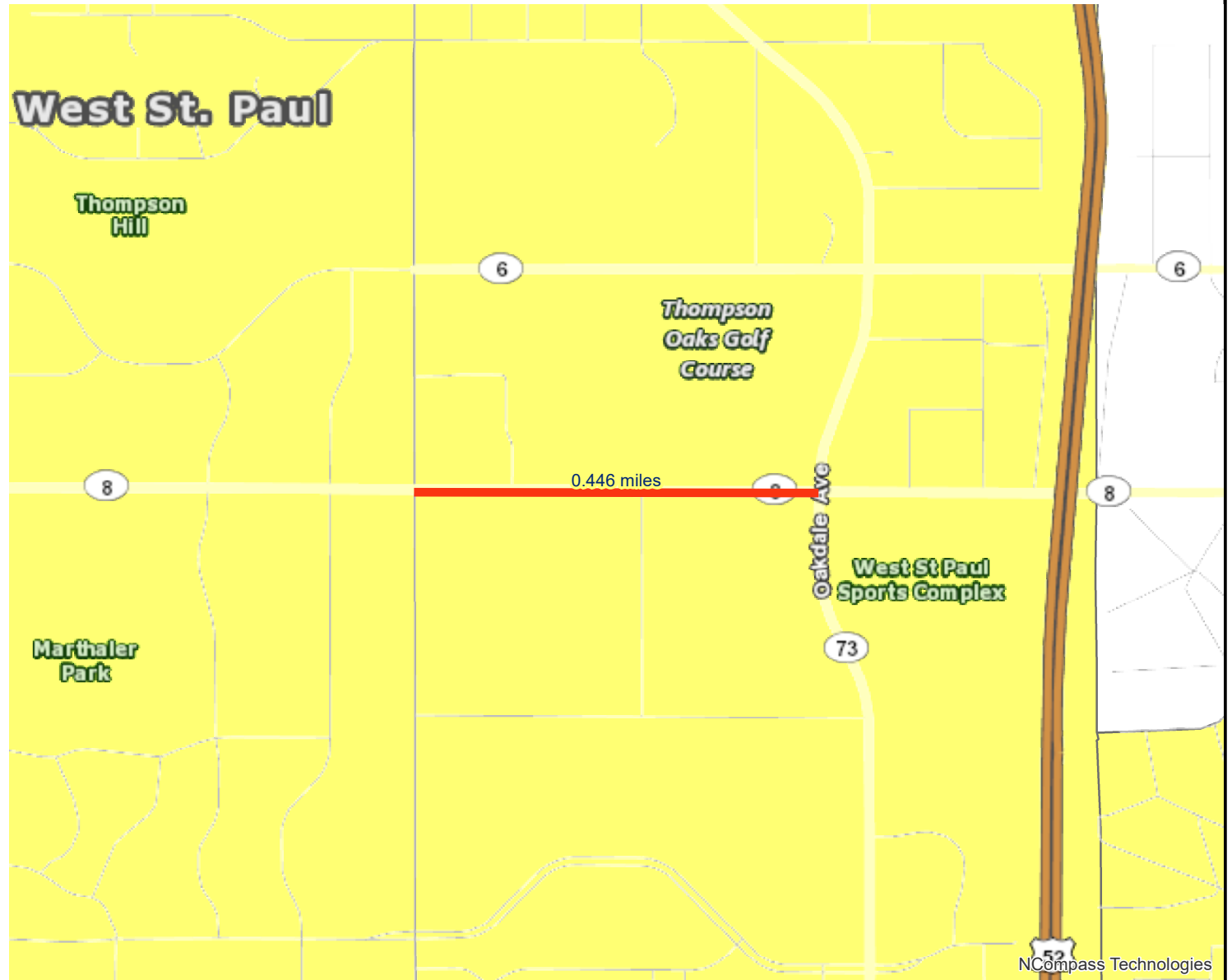
For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



# Socio-Economic Conditions

## Results

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

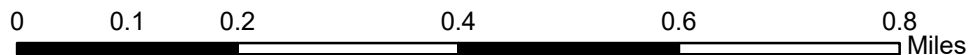


Project

Area of Concentrated Poverty > 50% residents of color

Area of Concentrated Poverty

Above reg'l avg conc of race/poverty



Created: 7/3/2018  
LandscapeRSA2

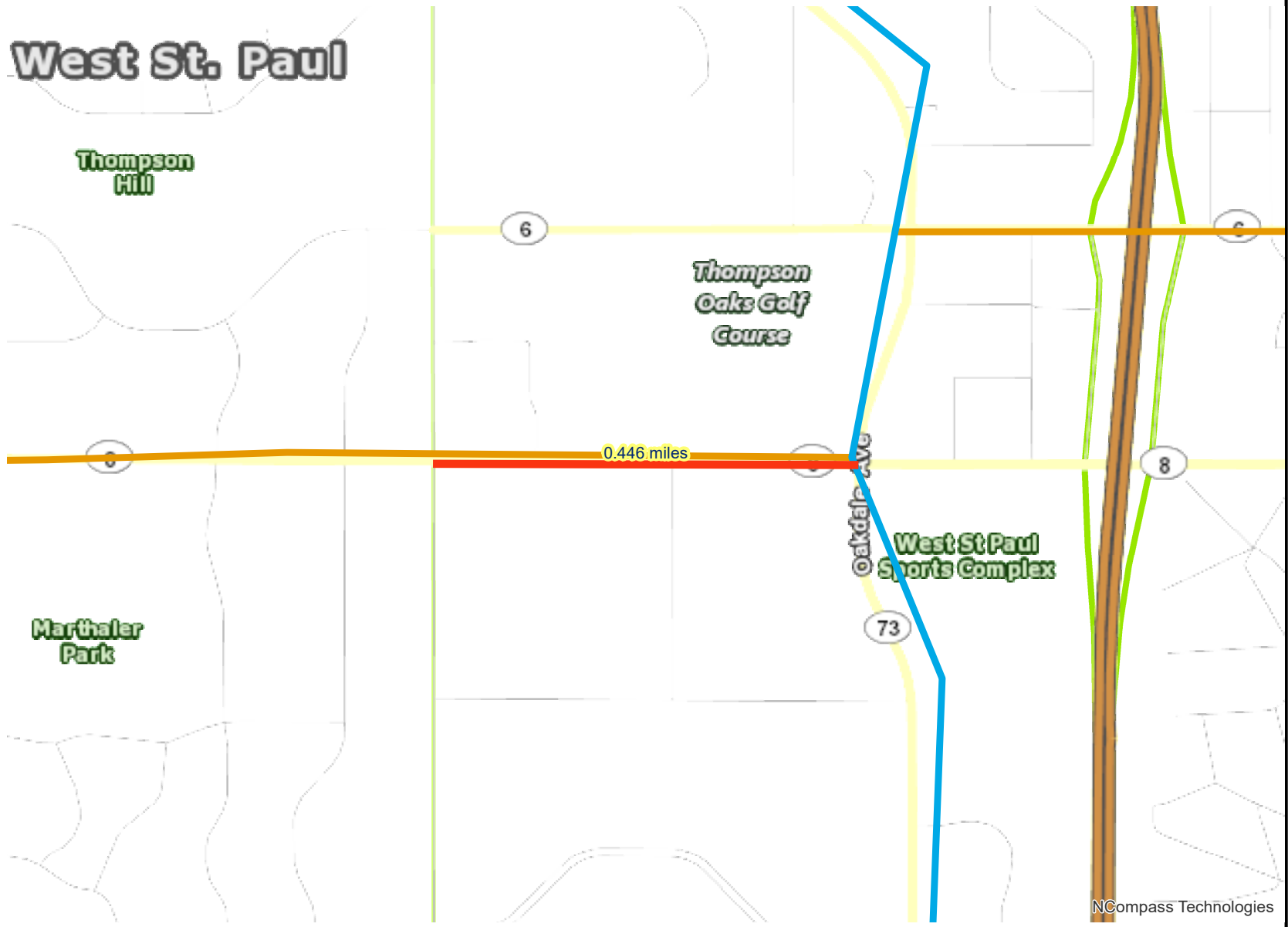


For complete disclaimer of accuracy, please visit  
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

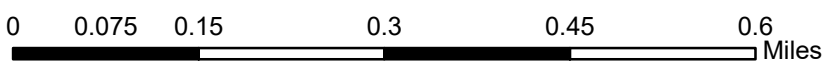


# Project to RBTN Orientation

Pedestrian Facilities Project: West St. Paul Wentworth Sidewalk Gap | Map ID: 1530643567666



- Project
- RBTN Tier 1
- RBTN Tier 1 Alignment
- RBTN Tier 2
- RBTN Tier 2 Alignment
- Minor Arterials
- Principal Arterials



Created: 7/3/2018  
LandscapeRSA6



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



NCompass Technologies

**BOARD OF COUNTY COMMISSIONERS  
DAKOTA COUNTY, MINNESOTA**

June 19, 2018  
Motion by Commissioner Egan

Resolution No. 18-326  
Second by Commissioner Slavik

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**Approval Of Grant Application Submittals For Transportation Advisory Board 2018 Federal Funding Solicitation Process**

WHEREAS, the Transportation Advisory Board (TAB) is requesting project submittals for federal funding under the Fixing America's Surface Transportation (FAST) Act; and

WHEREAS, these federal programs fund up to 80 percent of project construction costs; and

WHEREAS, federal funding of projects reduces the burden local taxpayers for regional improvements; and

WHEREAS, non-federal funds must be at least 20 percent of the project costs; and

WHEREAS, project submittals are due on July 13, 2018; and

WHEREAS, all projects proposed are consistent with the adopted Dakota County Comprehensive Plan; and

WHEREAS, subject to federal funding award, the Dakota County Board of Commissioners would be asked to consider authorization to execute a grant agreement at a future meeting.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby approves the following County led projects for submittal to the TAB for federal funding:

1. County State Aid Highway (CSAH) 26 (Lone Oak Road/70th Street) from Trunk Highway (TH) 55 to west of TH 3 (Robert Street) in Egan and Inver Grove Heights
2. CSAH 32 (Cliff Road) at its intersection with CSAH 31 (Pilot Knob Road) in Egan
3. CSAH 70 (215th Street) from Kensington Boulevard to CSAH 23 (Cedar Avenue) in Lakeville
4. Advanced Traffic Management System along CSAH 5 and CSAH 38 (McAndrews Road) in Burnsville and Apple Valley
5. CSAH 23 (Cedar Avenue) Grade Separated Trail north of 140th Street in Apple Valley
6. River to River Greenway – Valley Park & TH 149 Underpass in Mendota Heights
7. Minnesota River Greenway – Fort Snelling segment in Egan
8. CSAH 42 Trail & Grade Separation between Flagstaff Avenue and CSAH 31 (Pilot Knob Road) in Apple Valley
9. North Creek Greenway – Lakeville/Farmington gaps

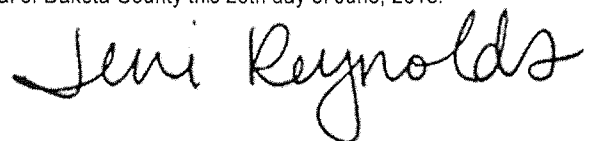
; and

**STATE OF MINNESOTA  
County of Dakota**

	VOTE
Slavik	Yes
Gaylord	Yes
Egan	Yes
Atkins	Yes
Workman	Yes
Holberg	Yes
Gerlach	Yes

I, Jennifer Reynolds, Clerk to the Board of the County of Dakota, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Dakota County, Minnesota, at their session held on the 19th day of June, 2018, now on file in the County Administration Department, and have found the same to be a true and correct copy thereof.

Witness my hand and official seal of Dakota County this 20th day of June, 2018.



Clerk to the Board

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners hereby supports the following submittals by others:

- 10. Cliff Road (CSAH 32) & I-35W West Ramp Intersection Improvements – Lead Agency: Burnsville
- 11. TH 13 Grade Separated Trail at Nicollet Avenue – Lead Agency: Burnsville
- 12. CSAH 38 (McAndrews Road) Trail from Gardenview Drive to Galaxie Avenue – Lead Agency: Apple Valley
- 13. CSAH 23 (Cedar Avenue) Pedestrian Overpass at 147th Street Station – Lead Agency: Apple Valley (support is contingent upon agreement by the City and Metro Transit in addressing operations costs)
- 14. CSAH 73 Trail between I-494 and 55th Street – Lead Agency: Inver Grove Heights
- 15. North Creek Greenway (Johnny Cake Ridge Road) – Lead Agency: Apple Valley
- 16. Rosemount Greenway (Downtown Rosemount to Lebanon Hills) – Lead Agency: Rosemount
- 17. CSAH 8 (Wentworth Avenue) Trail from Robert Street to CSAH 73 (Oakdale Avenue) – Lead Agency: West St Paul

; and

BE IT FURTHER RESOLVED, That, subject to federal funding award of the city-led projects, the Dakota County Board of Commissioners will provide the local match for regional greenway projects, and for non-greenway projects will provide Dakota County's share of the matching funds consistent with Dakota County transportation cost share policies.

STATE OF MINNESOTA  
County of Dakota

	VOTE
Slavik	Yes
Gaylord	Yes
Egan	Yes
Atkins	Yes
Workman	Yes
Holberg	Yes
Gerlach	Yes

I, Jennifer Reynolds, Clerk to the Board of the County of Dakota, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Dakota County, Minnesota, at their session held on the 19th day of June, 2018, now on file in the County Administration Department, and have found the same to be a true and correct copy thereof.

Witness my hand and official seal of Dakota County this 20th day of June, 2018.



Clerk to the Board

# Wentworth Avenue Sidewalk Gap Improvements

West St. Paul



*Existing Condition Photo: On Wentworth Avenue looking east toward the Wal-Mart. There is no existing sidewalk on the south side of the street.*



*Existing Condition Photo: On Wentworth Avenue looking west.*

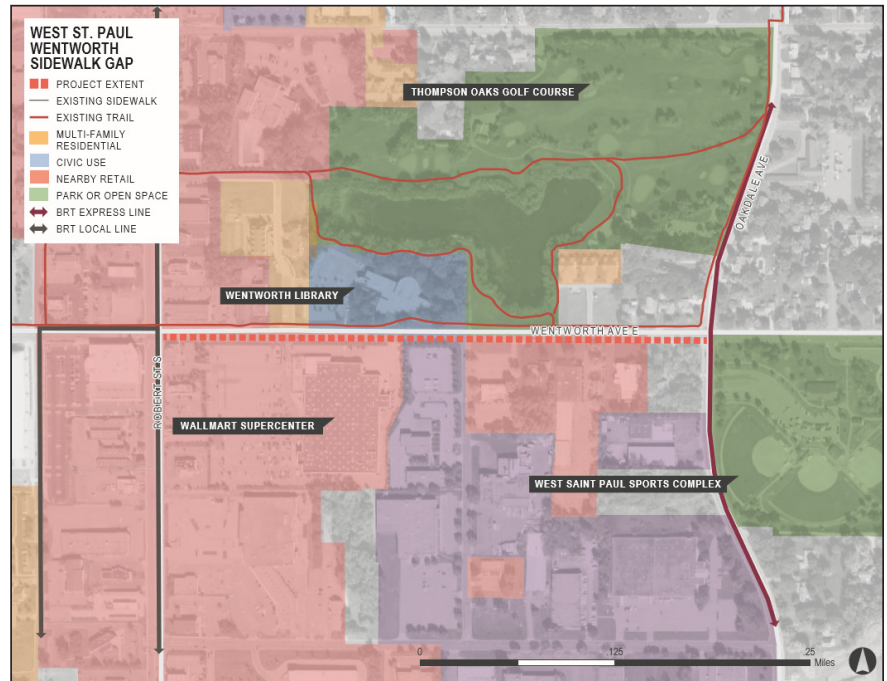
# West St. Paul Wentworth Sidewalk Gap

## PEDESTRIAN FACILITIES

### PROJECT DESCRIPTION

The West St. Paul Wentworth Sidewalk Gap is a 0.5-mile gap in the sidewalk network of the City of West St. Paul. The City is proposing to construct a sidewalk along the south side of Wentworth Avenue from Robert Street to Oakdale Avenue. This sidewalk will allow pedestrians in the area to travel safely to nearby destinations, including the Robert Street commercial corridor, the River to River Greenway, and the West St. Paul Sports Complex.

Requested Award Amount:	\$263,848
Total Project Cost:	\$329,810



*Proposed sidewalk route*

### PROJECT BENEFITS

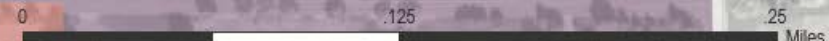
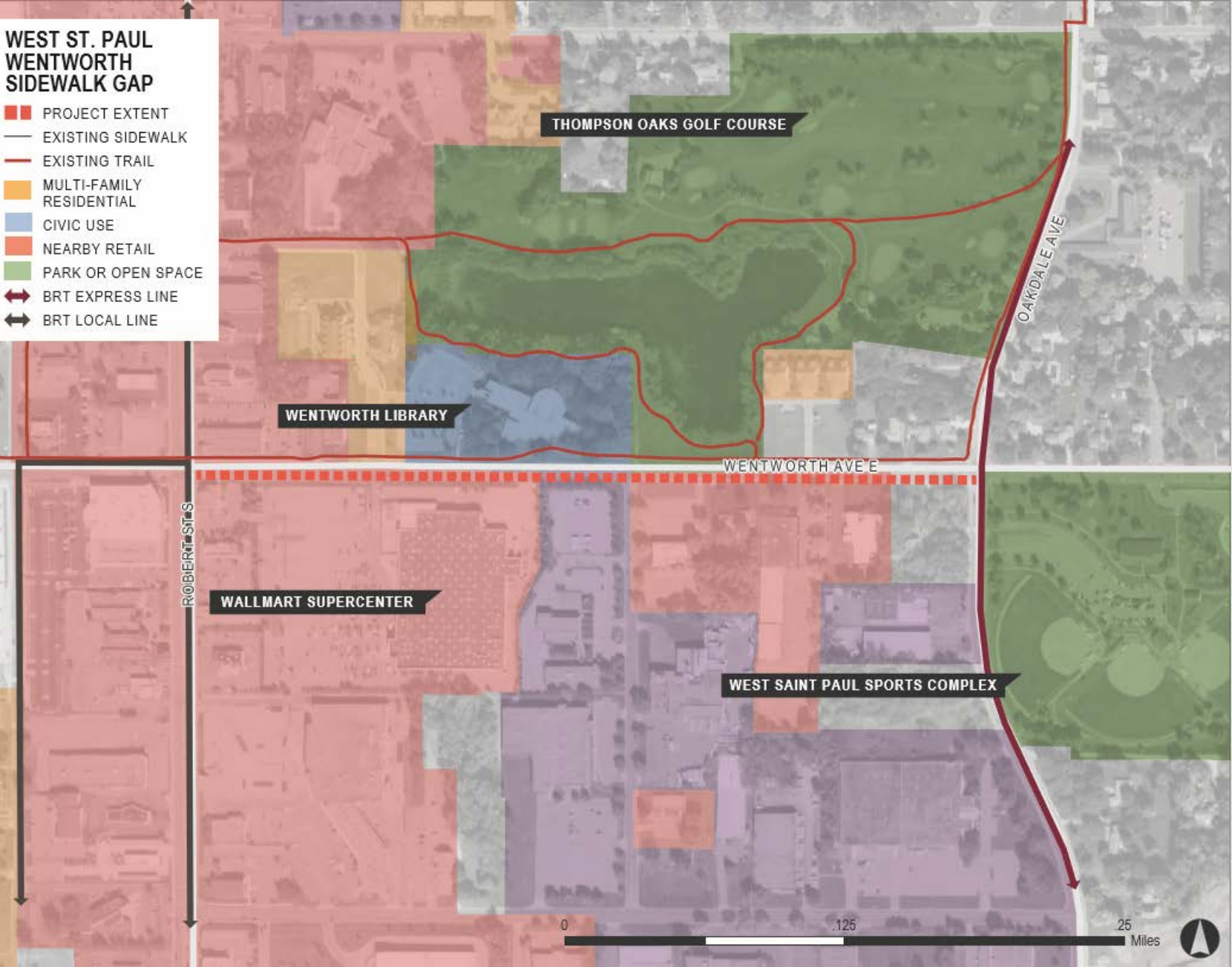
- » Improves safety for those who must travel along Wentworth - a B Minor Arterial with more than 10,000 AADT.
- » Provides local connections to community amenities such as the West St. Paul Sports Complex, the Wentworth Library, and the Robert Street commercial corridor.
- » Increases pedestrian safety along the corridor by providing a separated area for pedestrians to travel off Wentworth Avenue
- » Connects pedestrians to the River to River Greenway, an 8-mile regional trail linking West St. Paul, Mendota Heights, and South St. Paul.
- » Provide safe access to jobs and recreation opportunities for the increasing number of area residents
- » Enhanced access to transit located at either end of the project corridor



*Sidewalk would be installed on the south side of Wentworth to provide connectivity for 0.5 miles through commercial, residential, and employment areas*

# WEST ST. PAUL WENTWORTH SIDEWALK GAP

- PROJECT EXTENT
- EXISTING SIDEWALK
- EXISTING TRAIL
- MULTI-FAMILY RESIDENTIAL
- CIVIC USE
- NEARBY RETAIL
- PARK OR OPEN SPACE
- BRT EXPRESS LINE
- BRT LOCAL LINE





**CITY OF WEST ST. PAUL  
DAKOTA COUNTY, MINNESOTA**

**RESOLUTION NO. 18-88**

**RESOLUTION AUTHORIZING APPLICATION  
TO THE TRANSPORTATION ADVISORY BOARD (TAB) FOR  
2018 REGIONAL SOLICITATION GRANT FUNDS TO SUPPORT CONSTRUCTION  
OF A SIDEWALK ALONG WENTWORTH AVENUE**

**WHEREAS**, the Metropolitan Council and the TAB have announced a solicitation for 2022 and 2023 federal funding for motorized and non-motorized transportation projects; and

**WHEREAS**, the program will fund up to 80 percent of project right of way and construction costs; and

**WHEREAS**, non-federal funds must be at least 20 percent of the project costs; and

**WHEREAS**, an application must be submitted by July 13, 2018 for consideration; and

**WHEREAS**, the City of West St. Paul and Dakota County have identified the south side of Wentworth Avenue as an important element of the city and regional pedestrian framework; and

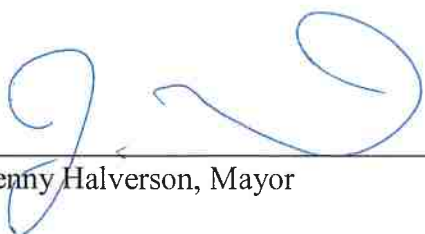
**WHEREAS**, the City of West St. Paul and Dakota County strongly support construction of a sidewalk along Wentworth Avenue.

**NOW, THEREFORE, BE IT RESOLVED**, by the City Council of the City of West St. Paul that the City supports seeking Regional Solicitation Grant Funding for the construction of a sidewalk along Wentworth Avenue.

**BE IT FURTHER RESOLVED**, by the City Council for the City of West St. Paul hereby approves the submittal of a Regional Solicitation application for the construction of a sidewalk along the south side of Wentworth Avenue from Robert Street to Oakdale Avenue.

Adopted by the City Council of the City of West St. Paul, Minnesota, this 9<sup>th</sup> day of July 2018.

Attest:

  
\_\_\_\_\_  
Jenny Halverson, Mayor

  
\_\_\_\_\_  
Shirley R. Buecksler, City Clerk



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

June 20, 2018

Steven Sullivan  
Dakota County Parks Director  
Western Service Center  
14955 Galaxie Ave  
Apple Valley, MN 55124-8579

**Re: Letter of Support for Dakota County  
Metro Council/Transportation Advisory Board 2018 Regional Solicitation Funding Request for the  
Wentworth Trail Gap Project – Robert Street to Oakdale Av.**

Dear Mr. Sullivan,

This letter documents MnDOT Metro District's support for Dakota County's funding request to the Metro Council for the 2018 regional solicitation for 2022-23 funding for the Wentworth Trail Gap Project – Robert Street to Oakdale Av.

As proposed, this project would impact MnDOT right-of-way on Robert Street TH 952. As the agency with jurisdiction over TH 952, MnDOT will support Dakota County and will allow the improvements proposed in the application for the Wentworth Trail Gap Project – Robert Street to Oakdale Av.. Details of a future maintenance agreement with Dakota County 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 Dakota County 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 your Area Manager at [Jon.Solberg@state.mn.us](mailto:Jon.Solberg@state.mn.us) or 651-234-7729.

Sincerely,

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

Scott McBride  
Metro District Engineer

CC: Jon Solberg, Metro District South Area Manager  
Lynne Bly, Metro Program Director  
Dan Erickson, Metro State Aid Engineer