



Application

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

10966 - Concord Exchange Pedestrian Improvements Project

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 07/13/2018 1:27 PM

Primary Contact

Name:* Mr. Christopher Edwin Hartzell
Salutation First Name Middle Name Last Name

Title: City Engineer

Department: Engineering

Email: chartzell@southstpaul.org

Address: 125 3rd Ave. N.

***** South St. Paul Minnesota 55075
City State/Province Postal Code/Zip

Phone:* 651-554-3210
Phone Ext.

Fax:

What Grant Programs are you most interested in? Regional Solicitation - Roadways Including Multimodal Elements

Organization Information

Name: SOUTH ST PAUL, CITY OF

Jurisdictional Agency (if different):

Organization Type:

City

Organization Website:

Address:

125 3RD AVE N

*

SO ST PAUL

Minnesota

55075

City

State/Province

Postal Code/Zip

County:

Dakota

Phone:*

612-450-8704

Ext.

Fax:

PeopleSoft Vendor Number

0000020997A1

Project Information

Project Name

Concord Exchange Pedestrian Improvements Project

Primary County where the Project is Located

Dakota

Cities or Townships where the Project is Located:

South St Paul

Jurisdictional Agency (If Different than the Applicant):

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

The Concord Exchange Pedestrian Improvement Project proposes sidewalk improvements (ADA), streetscaping, and roadway corridor improvements along a 0.8 mile stretch of Concord Exchange, a local street that directly parallels Highway 156 (Concord Street) an A-Minor Reliever. The project extends from Grand Ave to the north and 6th Street East to the south where it connects into Highway 156. The project proposes upgrading pedestrian facilities for the entire corridor with continuous 6 to 10 foot wide sidewalks and an additional 5 to 6 feet of amenity zone or boulevard. Depending on the location within the corridor, the amenity zone or boulevard space may be used for landscaping, sidewalk furniture, bus bays, or on street parking. Streetscaping upgrades such as planters, trees, benches, and trash receptacles, artwork, wayfinding, and pedestrian lighting will be included throughout the corridor. No permanent right-of-way is required; all improvements proposed are within the existing Concord Exchange right-of-way.

This project focuses on improving the safety and aesthetics in a pedestrian environment that serves high density residential, commercial, industrial, regional outdoor recreation, and current and planned residential and commercial redevelopment. Several intersections will be improved with ADA pedestrian ramps and marked cross walks to improve pedestrian visibility. Increased roadway lighting and pedestrian lighting will also improve safety for both vehicles and pedestrians.

The city is requesting funding assistance to be able to construct the Concord Exchange Pedestrian Improvement Project within close timing of 2020 reconstruction of Highway 156 (Concord Street) which includes roadway reconstruction and new pedestrian facilities along both sides of the regional

highway. New pedestrian facilities coupled with intersection improvements will facilitate increased pedestrian activity along Concord Exchange as it will now provide pedestrian connections between the large industrial area and the Mississippi River Regional Trail where they do not exist today.

The City of South St. Paul is applying for project funding with support from Dakota County and MnDOT as the corridor provides relief to the regional highway and connection to regional services.

(Limit 2,800 characters; approximately 400 words)

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

Concord Exchange, South St. Paul, Grand Ave/CSAH 14 to 6th Street East, Construct sidewalk and streetscaping

Project Length (Miles)

0.8

to the nearest one-tenth of a mile

Project Funding

Are you applying for competitive funds from another source(s) to implement this project? No

If yes, please identify the source(s)

Federal Amount \$1,000,000.00

Match Amount \$1,800,000.00

Minimum of 20% of project total

Project Total \$2,800,000.00

Match Percentage 64.29%

Minimum of 20%

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

Source of Match Funds City of South St. Paul Capital Improvement Program Funds

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: 2020, 2021

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

Project Information

County, City, or Lead Agency South St Paul
Zip Code where Majority of Work is Being Performed 55075
(Approximate) Begin Construction Date 05/02/2022
(Approximate) End Construction Date 10/31/2022
Name of Trail/Ped Facility: Concord Exchange

(i.e., CEDAR LAKE TRAIL)

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

From:
(Intersection or Address) Intersection of Concord Exchange and Grand Ave/CSAH 14

To:
(Intersection or Address) Intersection of Concord Exchange and 6th Street East

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 Grade, Sidewalks, Pedestrian Ramps, Lighting, Bituminous Surface, Streetscaping

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

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

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

Requirements - All Projects

All Projects

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

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

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

Goal: Healthy Environment (pg. 66)

Objectives: C) Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities and active car-free lifestyles. (pg. 66) D) Provide a transportation system that promotes community cohesion and connectivity for people of all ages and abilities, particularly for historically under represented populations. (pg. 66)

Strategies: 1) Regional transportation partners will plan and implement a transportation system that considers the needs of all potential users, including children, senior citizens, and persons with disabilities, and that promotes active lifestyles and cohesive communities. A special emphasis should be placed on promoting the environmental and health benefits of alternatives to single-occupancy vehicle travel. (pg. 2.12)

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

Goal: Access to Destinations (pg. 62)

Objectives: D) Increase transit ridership and the share of trips taken using transit, bicycling and walking. (pg. 62) E) Improve multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically underrepresented populations. (pg.62)

Goal: Leveraging Transportation Investment to Guide Land Use (pg. 70)

Objectives: C - Encourage local land use design that integrates highways, streets, transit, walking, and bicycling. (pg. 70)

Strategies: 2) Local governments should include bicycle and pedestrian elements in local

comprehensive plans. (pg. 2.15)

Goal: Competitive Economy (pg. 64)

Objectives: B) Invest in a multimodal transportation system to attract and retain businesses and residents.

Strategies: 1) The Council and its transportation partners will identify and pursue the level of increased funding needed to create a multimodal transportation system that is safe, well-maintained, offers modal choices, manages and eases congestion, provides reliable access to jobs and opportunities, facilitates the shipping of freight, connects and enhances communities, and shares benefits and impacts equitably among all communities and users. (pg. 2.11)

2) The Council and its partners will invest in regional transit and bicycle systems that improve connections to jobs and opportunity, promote economic development, and attract and retain businesses and workers in the region on the established transit corridors. (pg. 2.11)

(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.

Concord Exchange was included in the Concord/Grand Avenue Gateway Streetscape and Redevelopment Plan. The plan identifies that existing buildings in the business district along Concord Exchange are already oriented toward the street in a manner that supports a pedestrian scaled environment (pg. II-3) and notes that Concord Exchange will continue to serve the area as a main street (pg. IV-1). Recommendations include:

- Updating Concord Exchange Streetscape to set the stage for redevelopment and revitalization of the business district (pg. IV-3)
- Reinforce existing compact urban form on Concord Exchange (pg. IV-3) through infill development

List the applicable documents and pages:

The City also adopted the South St. Paul Bicycle and Pedestrian Plan in December 2014. The plan identified Concord Exchange as being located in an area of the City with one of the highest pedestrian demands, based on Dakota County's pedestrian demand modal (pg. 18-19). This plan also acknowledged the need for redevelopment "in the Concord Exchange area to encourage pedestrian traffic" (pg. 27). The plan designated that all improvements should meet the following standards (pg. 48):

- Sidewalk widths should be five feet or wider
- Improvements at intersections should utilize curb extensions wherever possible to improve pedestrian crossing conditions
- Lighting for pedestrians and vehicles should be emphasized

- Wayfinding facilities for pedestrians should be implemented at a systematic level

The criteria set out in these documents are generally supported by the goals of the South St. Paul 2030 Comprehensive Plan, adopted in 2008. It identifies establishing a system of attractive trails and sidewalks in the city to offer alternative means of transportation and recreation for residents and visitors as a goal (pg. 32).

(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

08/11/2017

Date plan adopted by governing body

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

Date process started

Date of anticipated plan completion/adoption

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

Date self-evaluation completed

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

Date process started

Date of anticipated plan completion/adoption

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

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

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

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

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

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

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

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

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

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

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

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

Multiuse Trails on Active Railroad Right-of-Way:

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

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

[Upload Agreement PDF](#)

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

Safe Routes to School projects only:

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

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

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$140,000.00
Removals (approx. 5% of total cost)	\$140,000.00
Roadway (grading, borrow, etc.)	\$150,000.00
Roadway (aggregates and paving)	\$350,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$130,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$380,000.00
Traffic Control	\$60,000.00
Striping	\$20,000.00
Signing	\$20,000.00
Lighting	\$50,000.00
Turf - Erosion & Landscaping	\$70,000.00
Bridge	\$0.00
Retaining Walls	\$0.00
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	\$240,000.00
Other Roadway Elements	\$0.00
Totals	\$1,750,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES**Cost**

Path/Trail Construction	\$0.00
Sidewalk Construction	\$380,000.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$40,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$250,000.00
Streetscaping	\$200,000.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$180,000.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$1,050,000.00

Specific Transit and TDM Elements**CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES****Cost**

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

Transit Operating Costs

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

Totals

Total Cost	\$2,800,000.00
Construction Cost Total	\$2,800,000.00
Transit Operating Cost Total	\$0.00

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

Existing Employment Within One-Half Mile:	6143
Existing Post-Secondary Enrollment Within One-Half Mile:	0
Upload Map	1531246907170_Concord Econ.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One-Half Mile	13032
Upload Map	1531247079217_Concord Pop_Employ.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 community of South St Paul has been actively engaged for years on needs associated with improvements for pedestrian environments. This project was identified in the Concord/Grand Streetscape Plan, which was a yearlong planning process that included three public open houses, online surveys, stakeholder meetings, council work sessions. This project has also adopted elements from the Southview Boulevard (CSAH 14) streetscape plan now under construction. Planning and design for Southview took place over three years and included six public open houses, five Business Advisory Committee Meetings, three Community Advisory Committee Meetings, two construction staging workshops, and several property owner meetings. The extensive public engagement as part of both streetscape projects produced the community desired goals and characteristics that were guidelines for development of the city approved layout for this project.

Final design for this project will include at minimum one public open house, Business Advisory Committee meetings, property owner meetings, and construction staging workshops. Consistent with previous processes, the Concord Exchange public outreach will aim to include representation from all populations impacted, specific to the business/property owners and low-income populations that are most reliant on connections to services and transit in the project corridor.

(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.

South St Paul is a community in which many residents rely on non-motorized transportation and connections to transit. A pedestrian demand analysis, as part of the Dakota County Bicycle and Pedestrian Study, show the project area as having a high concentration of people who are more reliant on walking and bicycling for transportation. The half-mile surrounding the project also encompasses a 56-unit senior living community, four public housing properties, public school facilities, community learning and recreation center, a public library, and residential areas with children. This project will provide all populations with a welcoming and safe pedestrian environment in one of the city's primary business districts, that includes a major Manufacturing/Distribution Center and several transit connections.

Response:

Two of the affordable housing facilities are directly adjacent the project corridor. Owned and operated by the city, the Nan McKay and John Carroll Highrises total 296 one-bedroom apartments designed for independent living with income based rent. The minimum age requirement for admission is 50 years of age but preference is given to applicants 62 years of age or older, persons with verified disability, and veterans or spouses of veterans. Residents of these facilities are of populations most negatively impacted by the current Concord Exchange pedestrian system and therefore will see most benefit in the improved pedestrian environment that includes safe and convenient connections to improved transit amenities.

The current pedestrian system is a barrier as it is not ADA compliant, includes paver walkways can be a tripping hazard, and lacks rest areas, and transit shelters for inclement weather conditions.

Consolidating and upgrading the transit stops on the corridor will benefit populations who lack transportation independence with improved accessibility and a streamlined bus route.

This project will provide continuous connections for disadvantaged populations to the Mississippi River Regional Trail and Kaposia Landing (park), as well as the riverfront industrial district.

(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

No permanent negative impacts are anticipated with this project.

Temporary impacts the city recognizes are related to accessibility during construction of the project. Several proven construction administrative practices will be utilized leading up to and during construction of the Concord Exchange Pedestrian Improvements Project. Such practices include facilitating property owner meetings and construction staging workshops to understand how construction will impact the businesses so a staging plan can be developed to mitigate these impacts to the furthest extent. The city has implemented a practice of having an active project hotline that businesses and residents can call to inform the project team of issues or concerns they have related to construction activities. In addition, weekly email updates are sent out to share status updates and upcoming construction activities.

Response:

(Limit 2,800 characters; approximately 400 words)

Upload Map

1531247322060_Concord SocioEconomic Conditions.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
South St. Paul	0.8	1.0	100.0	100.0

Total Project Length

Total Project Length (as entered in the "Project Information" form) 0.8

Affordable Housing Scoring

Total Project Length (Miles) or Population	0.8
Total Housing Score	100.0

Affordable Housing Scoring

Measure A: Gaps, Barriers and Continuity/Connections

The Concord Exchange Pedestrian Improvement Project will establish a 6' to 10' wide, ADA-compliant continuous pedestrian facility throughout the entire 0.8-mile corridor. The project provides important improvements to gaps within the existing network of pedestrian facilities and will connect to new pedestrian construction to be implemented with the 2021 reconstruction of Highway 156.

As seen in the RBTN Evaluation and Major Barriers map, the project connects to two Tier 1 Alignments, one at each end. The project extends touch both a RBTN Tier 1 and 2 corridors. Connections with both Tier 1 Alignments connects this project to the Mississippi River Regional Trail and surrounding communities.

Response:

Non ADA compliance make the current pedestrian system in the project area a barrier. No clearly designated walkway and unorganized streetscape amenities make pedestrian access unclear and unwelcoming to those with limited ability. Paver sidewalks installed in the 1970s can be a tripping hazard in some areas. Concord Exchange does not currently have facilities to designated to bicyclists. While no new dedicated bicycle facilities are a part of this project, the corridor's low volume and speeds can safely accommodate bicyclists on the roadway in mixed traffic.

Project improvements include:

- ADA compliant curb ramps
- Clearly articulated 6'-10' concrete pedestrian walkway
- Improved aesthetics and pedestrian lighting to encourage walking

- 5'-6' Amenity Zone or boulevard for trees, benches, lighting, and upgraded bus shelters

- Vehicle access closure to remove future conflict points in an area open for development

The proposed streetscape design clearly delineates pedestrian areas and separates them from the roadway with an amenity zone or boulevard space. Streetscape amenities define important pedestrian nodes along the corridor to connect east/west pedestrian routes to and from new pedestrian connections.

The proposed project will advance needs addressed in the Dakota County Bicycle and Pedestrian plan in terms of prioritizing completion of critical gaps. The county's list includes twelve different criteria that guide prioritizing filling gaps. The Concord Exchange Pedestrian Improvement project clearly meets nine of the twelve, and direct connection with Highway 156 pedestrian improvements the project area meets all twelve criteria for filling critical gaps.

The priority list includes:

- Population density

- Employment density

- Age (population under 18 and over 65)

- Presence of schools

- Presence of shopping and services

- Households without vehicles

- Traffic volume
- Posted highway speeds
- Number of travel lanes
- System connectivity
- Presence of transit
- Along the Regional Bicycle Transportation Network

(Limit 2,800 characters; approximately 400 words)

Upload the RBTN Evaluation Map

Please upload attachment in PDF form.

1531249147107_Concord RBTN.pdf

Measure B: Project Improvements

The primary goals of this project are to designate pedestrian walkways and amenity zones and boulevards that separate pedestrians and traffic. This organization of pedestrian areas will improve pedestrian access and mobility, and encourage walking by enhancing aesthetics. The project anticipates accomplishing these goals by providing improved curb ramps along the corridor with ADA compliant grades and truncated domes. Deficiencies in the lack of a clear pedestrian access route will be mitigated by providing a continuous link of no less than six feet in width throughout the entire corridor. In addition, increased roadway and pedestrian scale lighting will provide for improved safety with better visibility and comfort level of all corridor users.

Response:

Access management strategies are included to eliminate redundant private accesses south of Camber Avenue, reducing the amount of pedestrian/vehicle and bicyclist/vehicle conflict points. This project provides the opportune time to implement access management on a stretch of empty properties, at the very south end of the corridor, before they develop and changes are limited or costlier.

This project will also reconfigure the skewed Concord Exchange and Camber Avenue intersection that has seen eight documented vehicle crashes (2006-2015). The current configuration of this intersection has several conflict points leaving pedestrians highly exposed to vehicle traffic and the crashes occurring. The potential for conflicts and pedestrian exposure will only increase with pedestrian access improvements to the Camber Avenue and Highway 156 intersection just 150 feet east of the skewed Concord Exchange and Camber Avenue

intersection. This project will eliminate the unnecessary western connection from the curve on Camber Avenue to its intersection with Concord Exchange.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements and Connections

Metro Transit Bus Route 71 has designated stops throughout the Concord Exchange Pedestrian Improvement Project area. Route 71 provides a key link for South St. Paul residents to local businesses, as well as destinations between Little Canada and Inver Grove Heights. Metro Transit Bus Route 68, located within ½ mile of the project area, also provides connections to Minneapolis-St. Paul for public transportation users.

Transit services within the project area are adequate, but the accessibility to, spacing of, and quality of bus stops are in need of improvement. The existing corridor has more transit stops than recommended by Metro Transit for a corridor of its size. The proposed project will consolidate these bus stops along Concord Exchange to reduce bus travel time and better concentrate transit activity at key pedestrian nodes.

Response:

Bicycle facilities are not proposed as part of this project, however, Highway 156 (Concord Street), directly east of this project corridor, will provide new north-south bicycle routes in this area with its 2021 reconstruction. These new Highway 156 bicycle routes will connect the project area to the Mississippi River Regional Trail and surrounding communities. The project will allow the designation of Highway 156 as a Tier 1 Alignment to remain intact. Concord Exchange will continue to function primarily as a pedestrian oriented business district corridor. The low traffic volumes do not warrant a dedicated bicycle facility and can safely accommodate the shared use for bicyclists wanting to access destinations within the business district. Therefore, the improvements proposed along Concord Exchange are intended to better facilitate bicyclists traveling to and from the designated bicycle route on Highway 156, and to regional

riverfront trails nearby.

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

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

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

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment - Construction Projects

1)Layout (30 Percent of Points)

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

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

100%

Attach Layout

1531496769171_Concord Ave Overview and Layout with Support.pdf

Please upload attachment in PDF form.

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

50%

Attach Layout

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion

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

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

100%

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

100%

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

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

Project is located on an identified historic bridge

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

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

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

Yes

25%

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

0%

Anticipated date or date of acquisition

4)Railroad Involvement (20 Percent of Points)

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

Yes

100%

Signature Page

Please upload attachment in PDF form.

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

50%

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

0%

Anticipated date or date of executed Agreement

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): \$2,800,000.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$2,800,000.00

Points Awarded in Previous Criteria

Other Attachments

File Name	Description	File Size
1_Concord Ave Overview and Layout.pdf	Project concept layout	9.0 MB
2_Concord Ave Existing Conditions.pdf	Aerial and at-grade photos of existing conditions	6.6 MB
Concord Exchange All Maps.pdf	Maps made through the Metropolitan Council's Make-a-Map Application	10.6 MB
Concord Exchange Existing Conditions Photos.pdf	Concord Exchange existing conditions photos	1.3 MB
Concord Exchange Letters of Support.pdf	Documents supporting Concord Exchange Pedestrian Improvements	683 KB
Concord Exchange One Page Description.pdf	One page project description	422 KB
SSTP_CurrentConditionsConcord_8X11 P.pdf	Map of current conditions on and surrounding Concord Exchange	2.1 MB

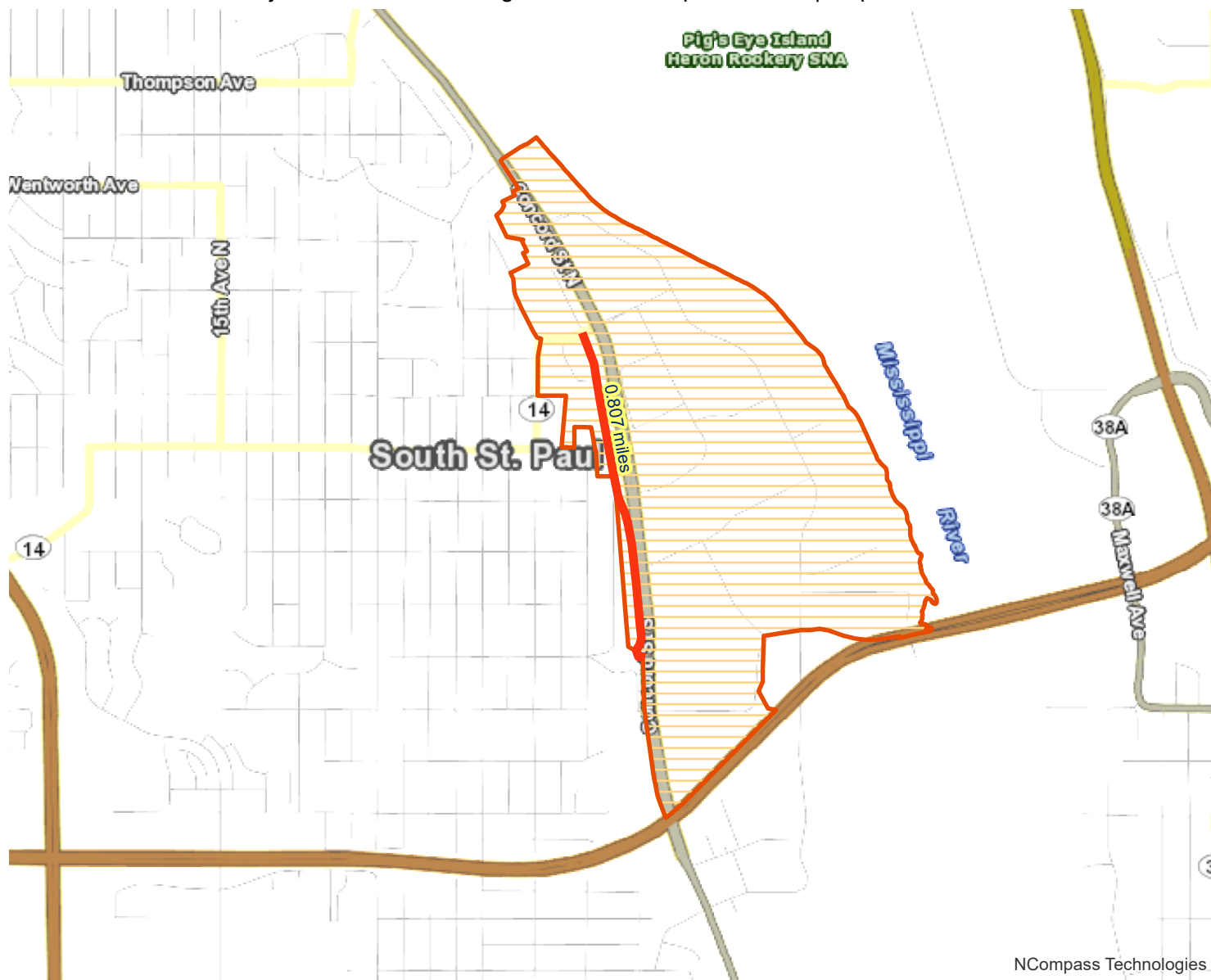
Regional Economy

Pedestrian Facilities Project: Concord Exchange Pedestrian Improvements | Map ID: 1530905235795

Results

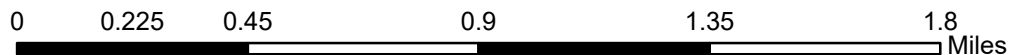
Within HALF Mi of project:
Postsecondary Students: 0

Total Population: 13032
Total Employment: 6143
Mfg and Dist Employment: 2510



NCompass Technologies

- Project
- Job Concentration Centers
- Manufacturing/Distribution Centers



Created: 7/6/2018
LandscapeRSA5



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

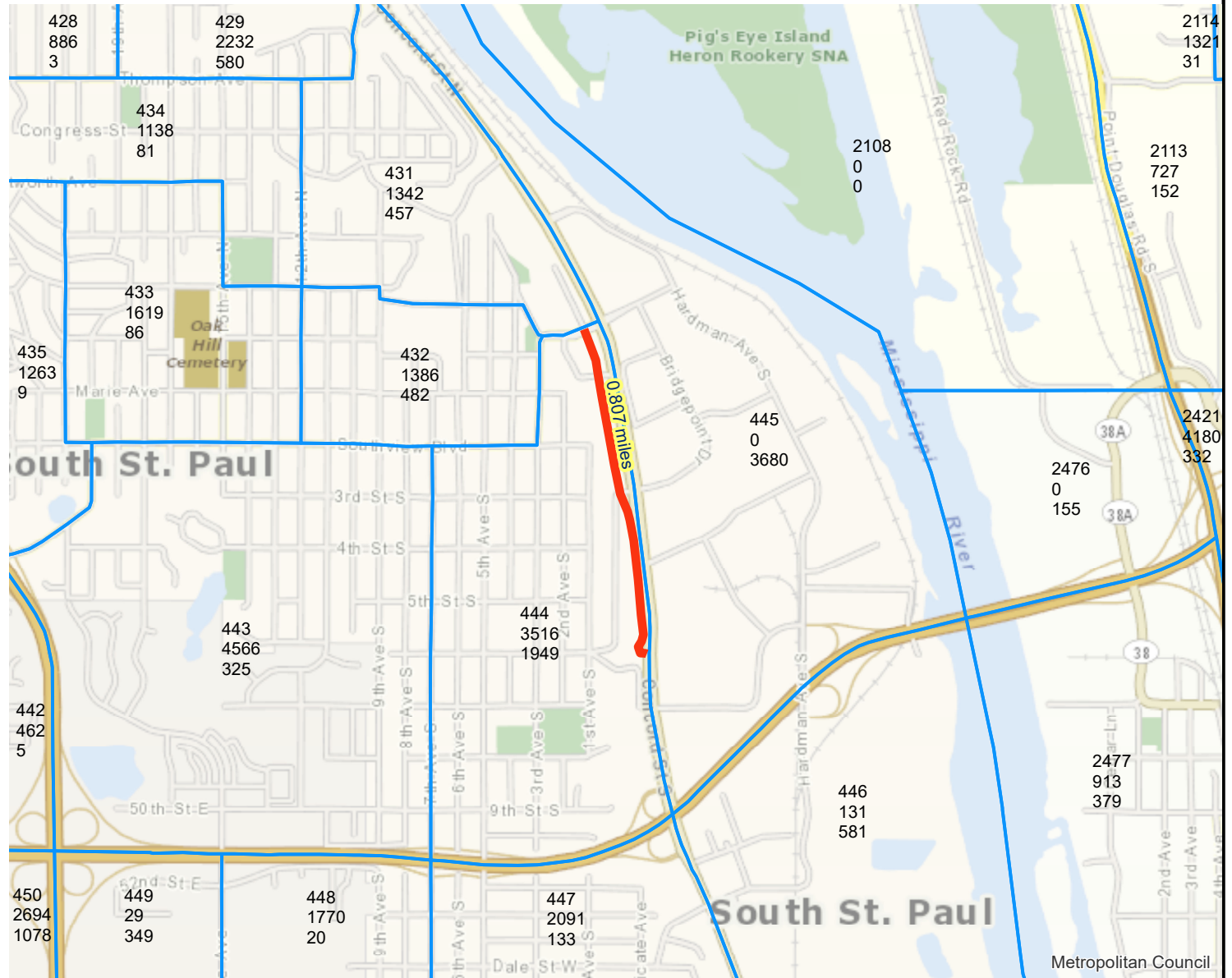


Population/Employment Summary

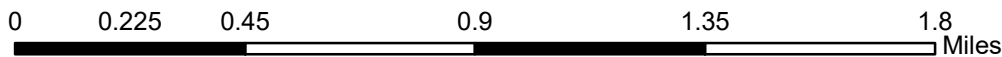
Pedestrian Facilities Project: Concord Exchange Pedestrian Improvements | Map ID: 1530905235795

Results

Within HALF Mile of project:
Total Population: 13032



- Project
- 2010 TAZ



Created: 7/6/2018
LandscapeRSA4



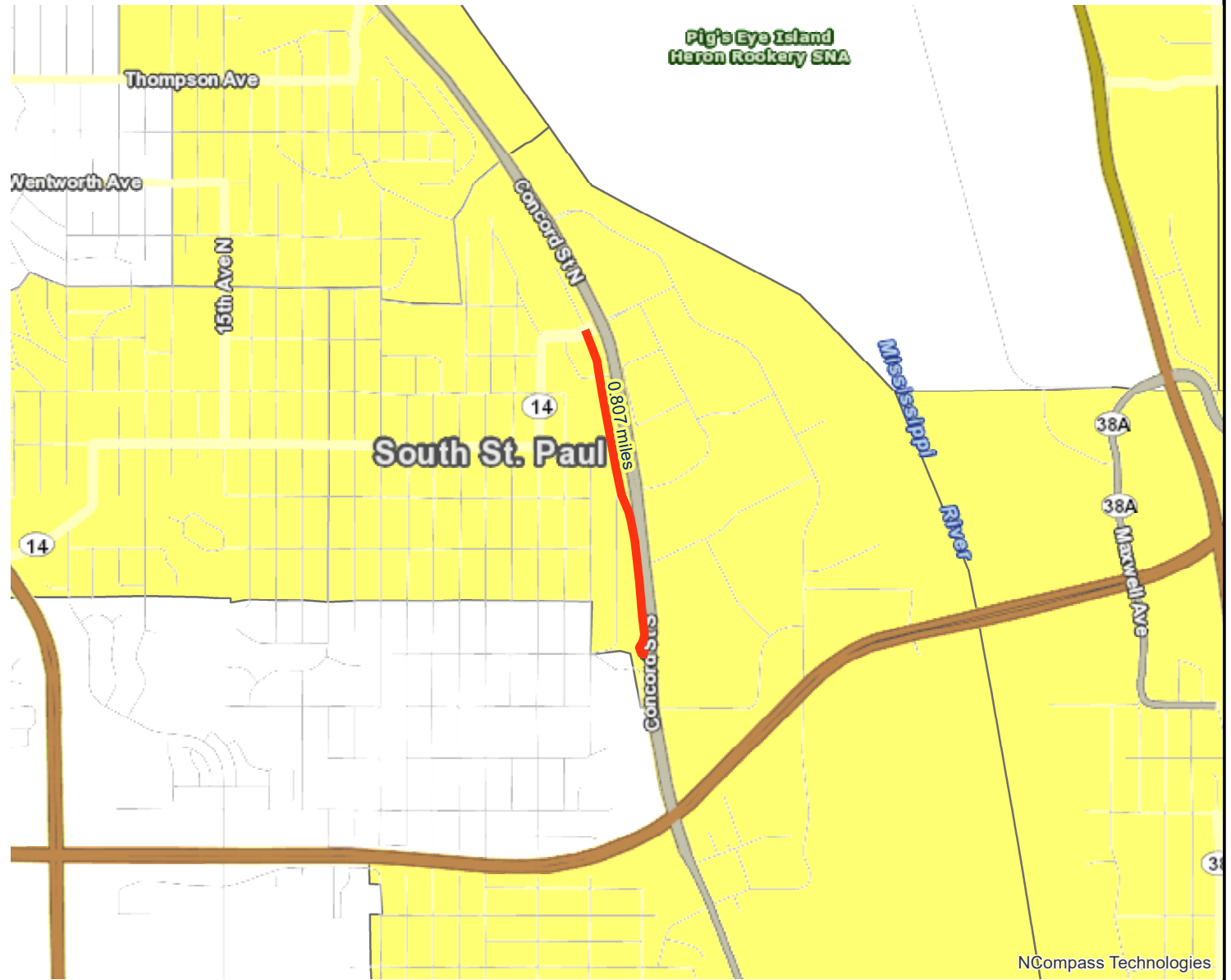
For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



Socio-Economic Conditions

Results

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

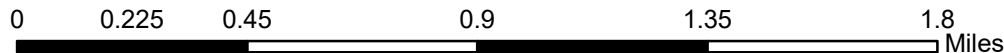


Project

Area of Concentrated Poverty > 50% residents of color

Area of Concentrated Poverty

Above reg'l avg conc of race/poverty



Created: 7/6/2018
LandscapeRSA2

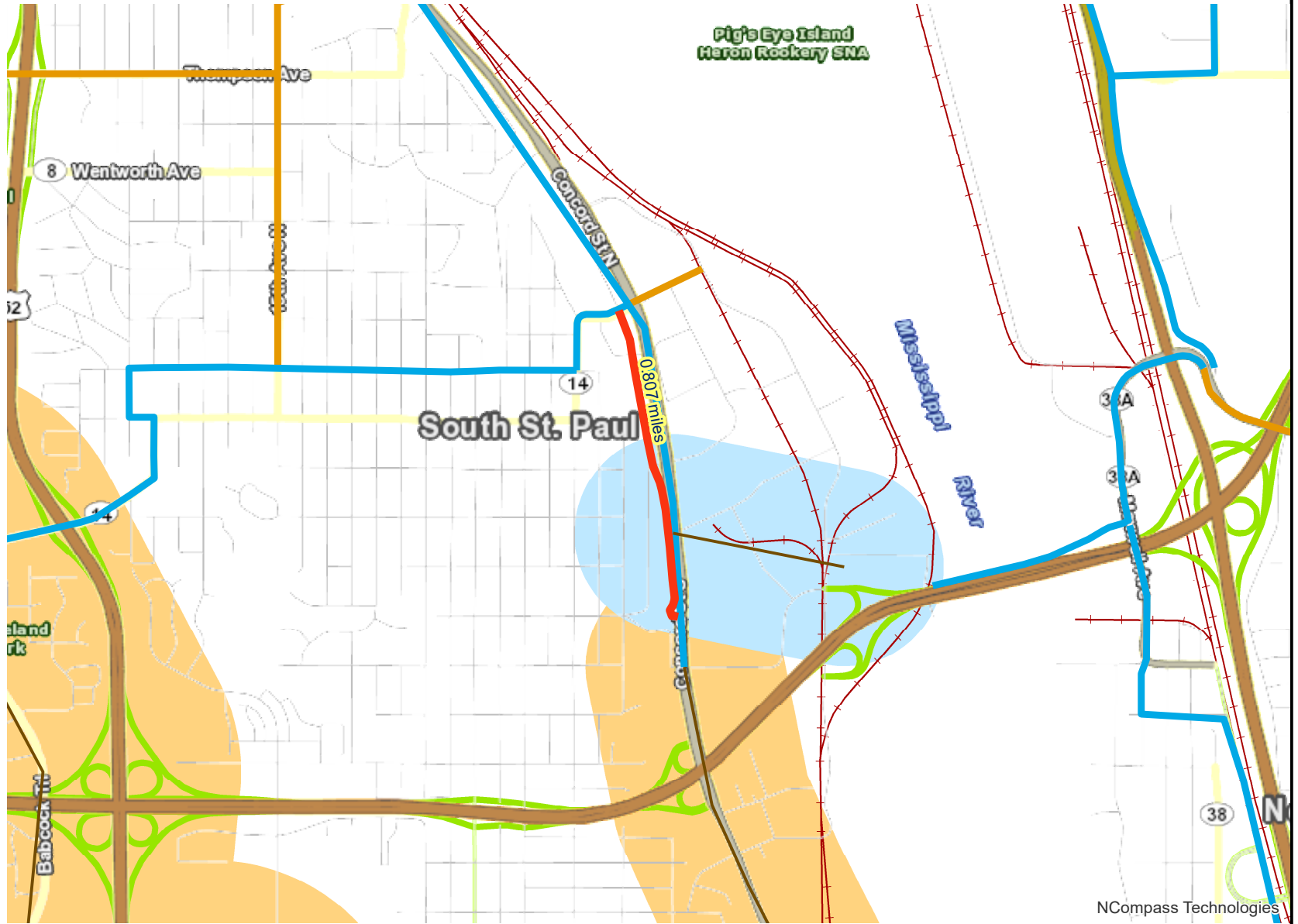


For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gisitenew/notice.aspx>

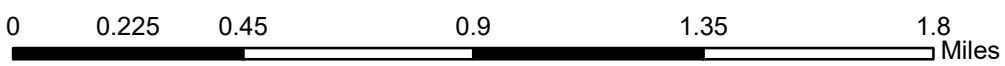


NCompass Technologies

Project to RBTN Orientation



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



Created: 7/6/2018
LandscapeRSA6



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



NCompass Technologies

South St. Paul, Minnesota

Concord Exchange Pedestrian Improvement Project

Project Extent

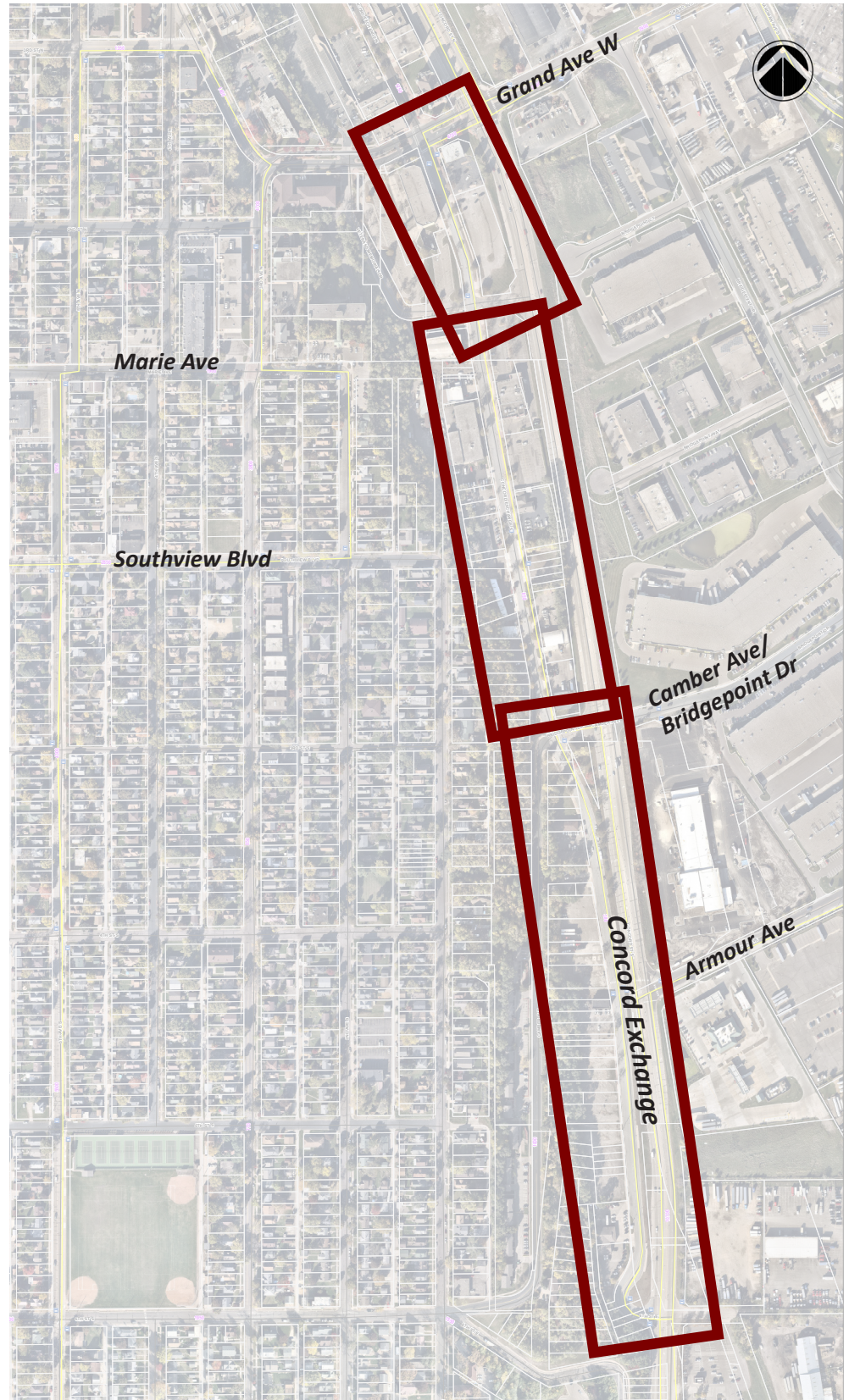
- Concord Exchange from CSAH 152/Concord Street to CSAH 14/Grand Avenue

Project Elements

- Reconstruct sidewalks and boulevards with enhanced streetscape and pedestrian accessibility improvements

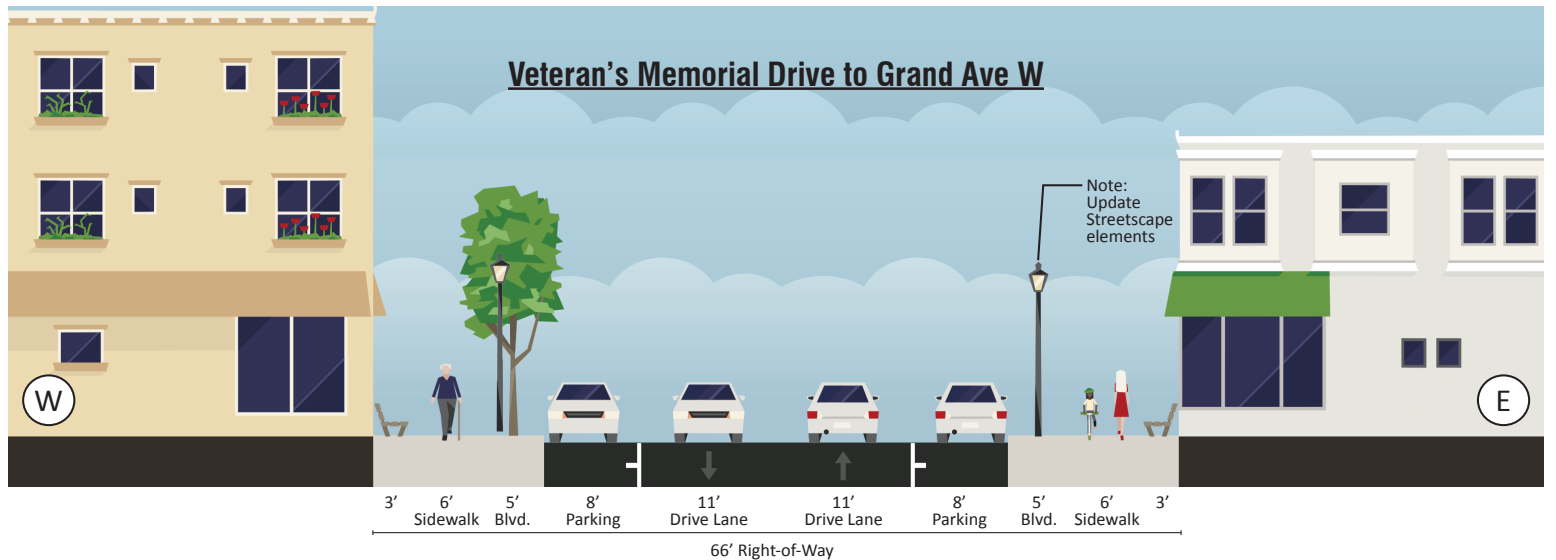
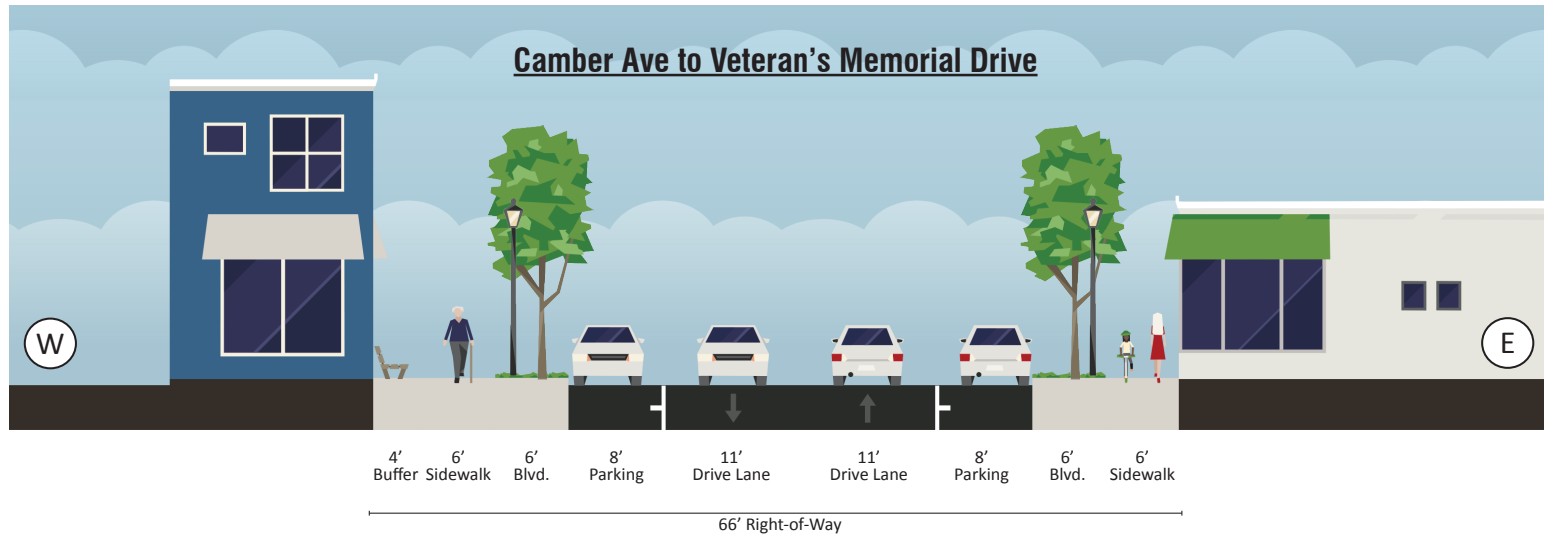
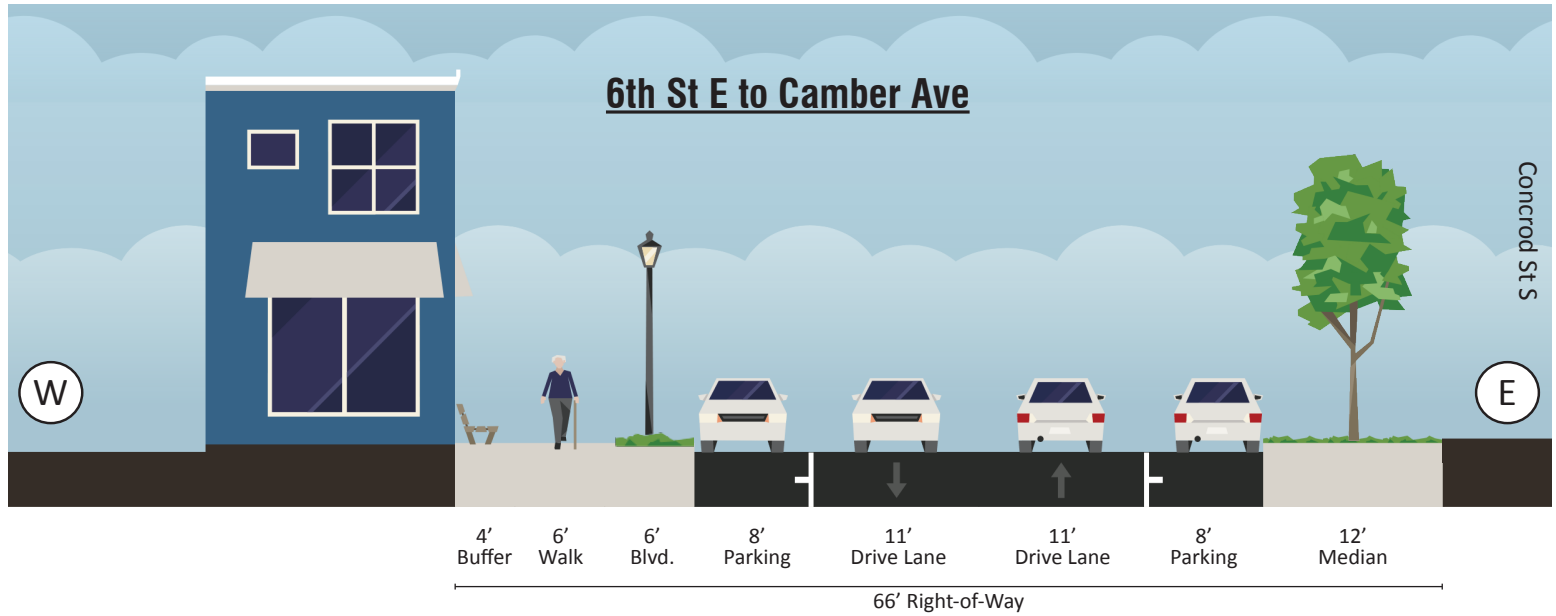
Benefits

- Promote redevelopment of business district, pedestrian connectivity to commercial and industrial job centers, provide connection to transit, connect to regional trail network, leverage city-owned sites, address ADA accessibility, access for low income/multifamily, address pedestrian safety

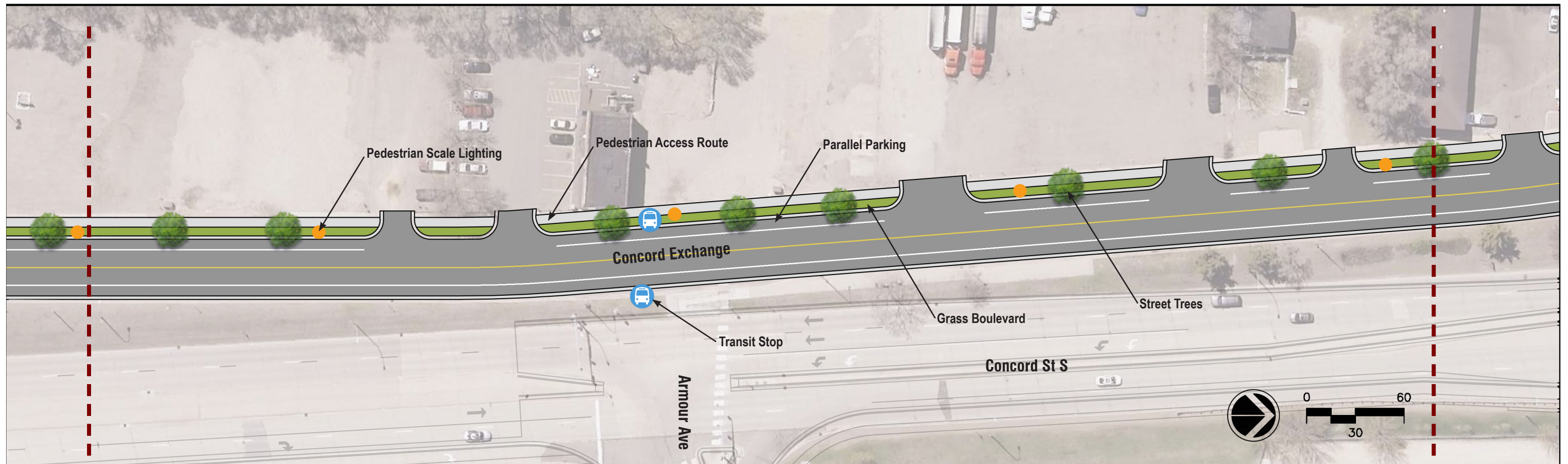
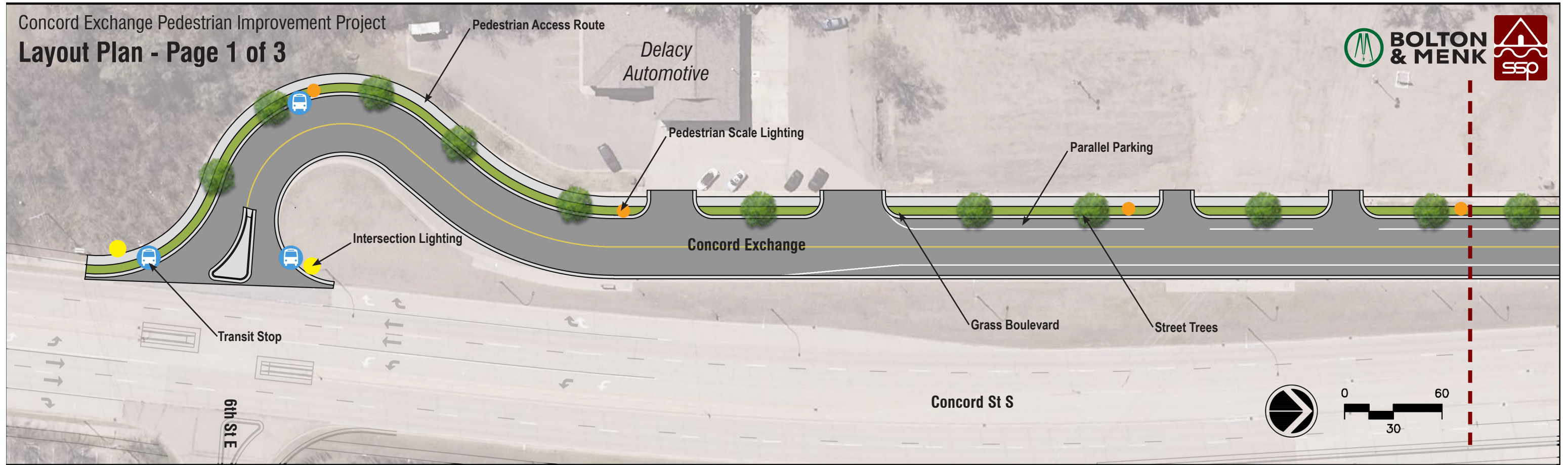


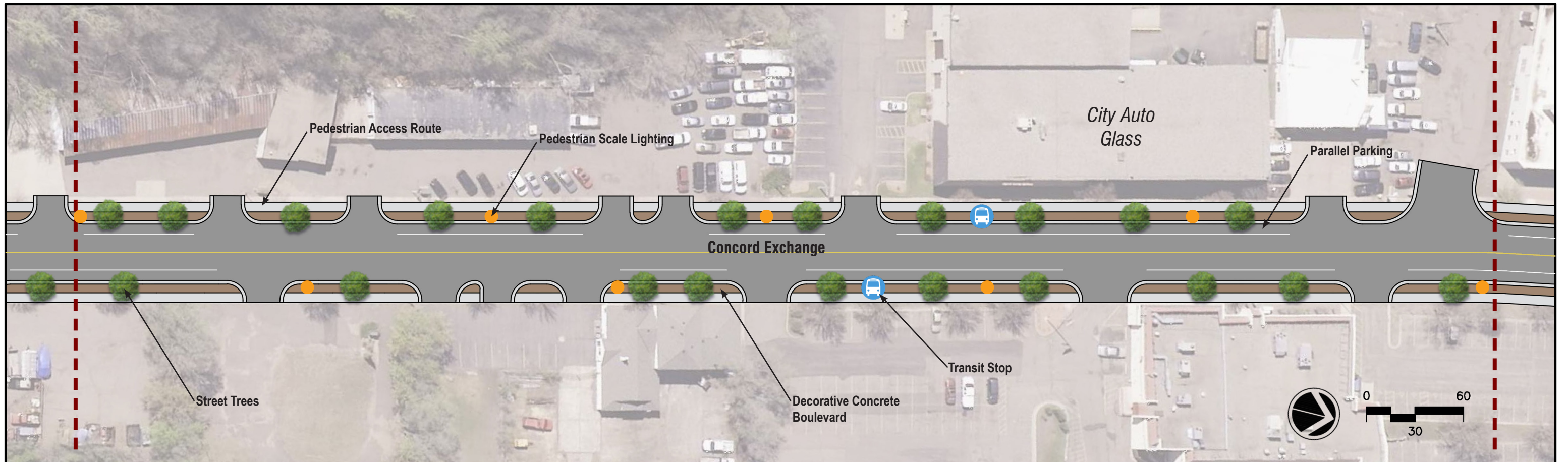
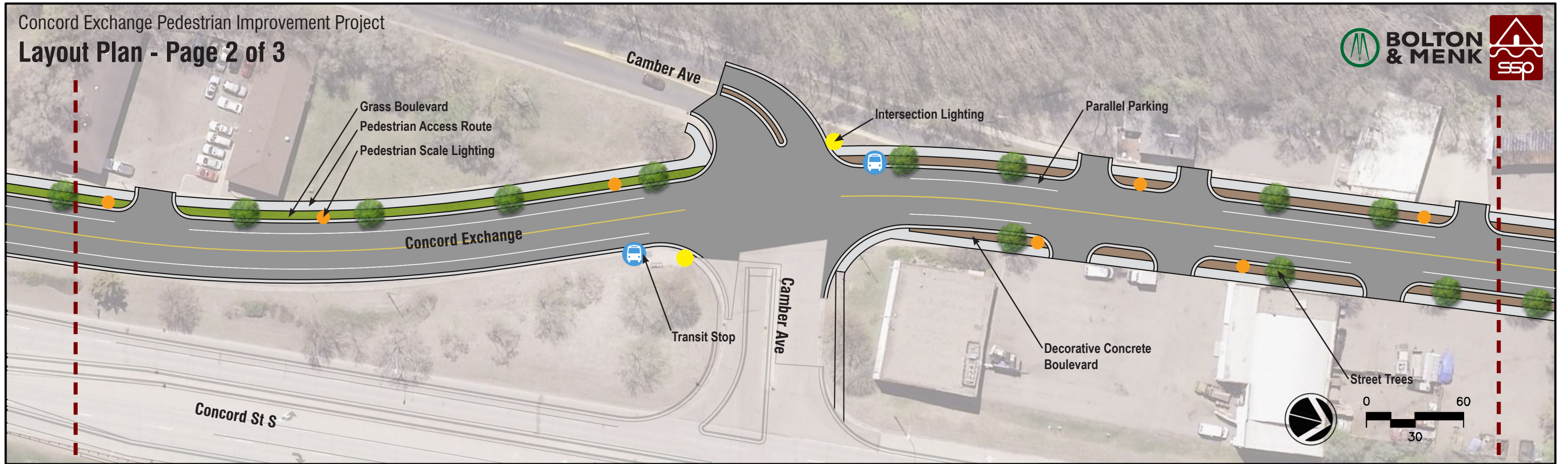
*Each designated section shown above coincides with a different segment of the streetscape

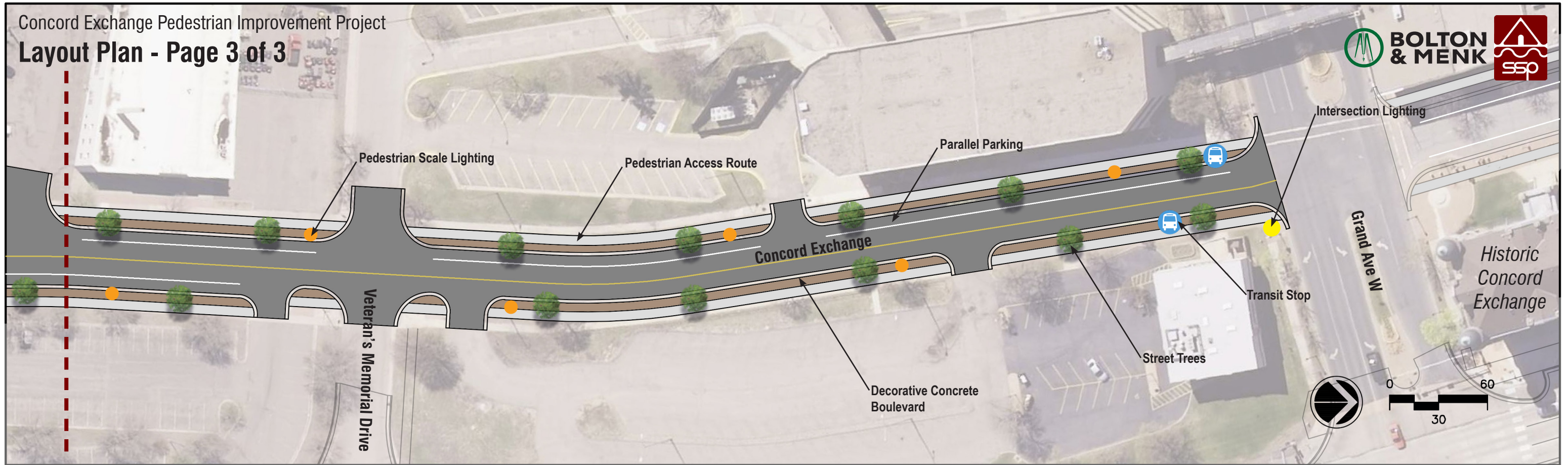
Typical Sections



Concord Exchange Pedestrian Improvement Project
Layout Plan - Page 1 of 3





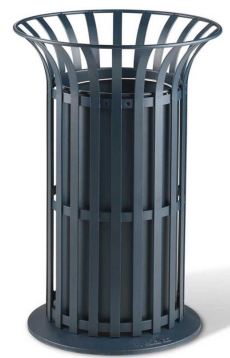


Streetscape Elements

Lighting



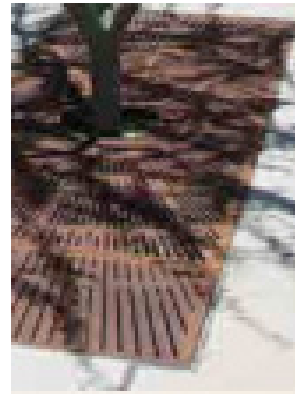
Waste Receptacles



Bike Racks



Tree Grates



Seating



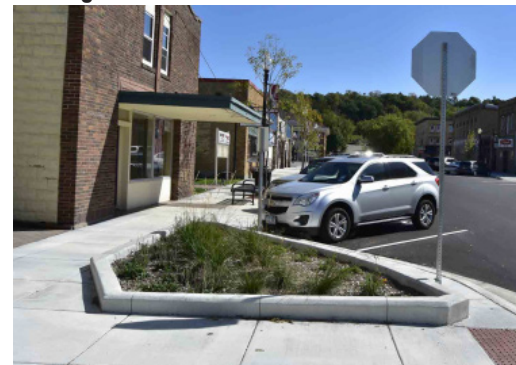
Decorative Concrete



Street Trees



Planting Areas



City of South St. Paul
Dakota County, Minnesota

RESOLUTION NO. 2018-116

**RESOLUTION FOR APPROVAL OF CONCORD EXCHANGE IMPROVEMENTS
GRANT APPLICATION SUBMITTAL AND AUTHORIZATION TO PROVIDE A
LETTER OF SUPPORT 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, the Metropolitan Council Transportation Advisory Board (TAB) adopted the criteria and measures for the biennial regional solicitation for federal transportation projects for program years 2022 and 2023; and

WHEREAS, staff believes that the 2018 regional solicitation is the best opportunity to obtain significant funding for several projects in the City's Capital Improvement Plan (CIP) including the Concord Exchange Improvements; and

WHEREAS, all regional solicitation projects require a 20 percent local match from non-federal sources; and

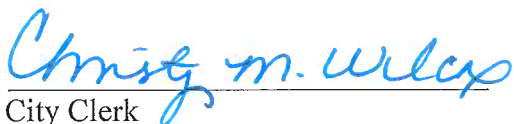
WHEREAS, the TAB 2018 Federal Funding Solicitation Process project grant applications submittals are due on July 13, 2018; and

WHEREAS, subject to federal funding award, the City Council of South St. Paul, Minnesota, would be asked to consider authorization to execute a grant agreement at a future meeting.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of South St. Paul, Minnesota, as follows:

1. Hereby approves the grant application submittals for the Concord Exchange Improvements.
2. The City Engineer is hereby authorized to submit a letter of support to be submitted as part of the Concord Exchange Improvements grant submittal package by the City of South St. Paul.

Adopted this 2nd day of July, 2018.


City Clerk



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

June 20, 2018

Chris Hartzell, PE
City Engineer, South St. Paul
125 3rd Avenue North
South St. Paul, MN 55075

**Re: Letter of Support for South St. Paul
Metro Council/Transportation Advisory Board 2018 Regional Solicitation Funding Request for
the Concord Exchange Project**

Dear Mr. Hartzell,

This letter documents MnDOT Metro District's support for South St. Paul's funding request to the Metro Council for the 2018 regional solicitation for 2022-23 funding for the Concord Exchange project.

As proposed, this project would impact MnDOT right-of-way on TH 156. As the agency with jurisdiction over TH 156, MnDOT will support South St. Paul and will allow the improvements proposed in the application for the Concord Exchange project. Details of a future maintenance agreement with the City of South St. 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, and no discretionary funding in years 2022-23 is currently anticipated. However Metro District does have other roadway investments planned to occur nearby. I would request that you coordinate project development with MnDOT Area staff so that our agencies can work together to best leverage our respective efforts. MnDOT Metro District looks forward to continued cooperation with South St. 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 your Area Manager at 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

Equal Opportunity Employer

South St. Paul, Minnesota

Concord Exchange Pedestrian Improvement Project

Project Extent

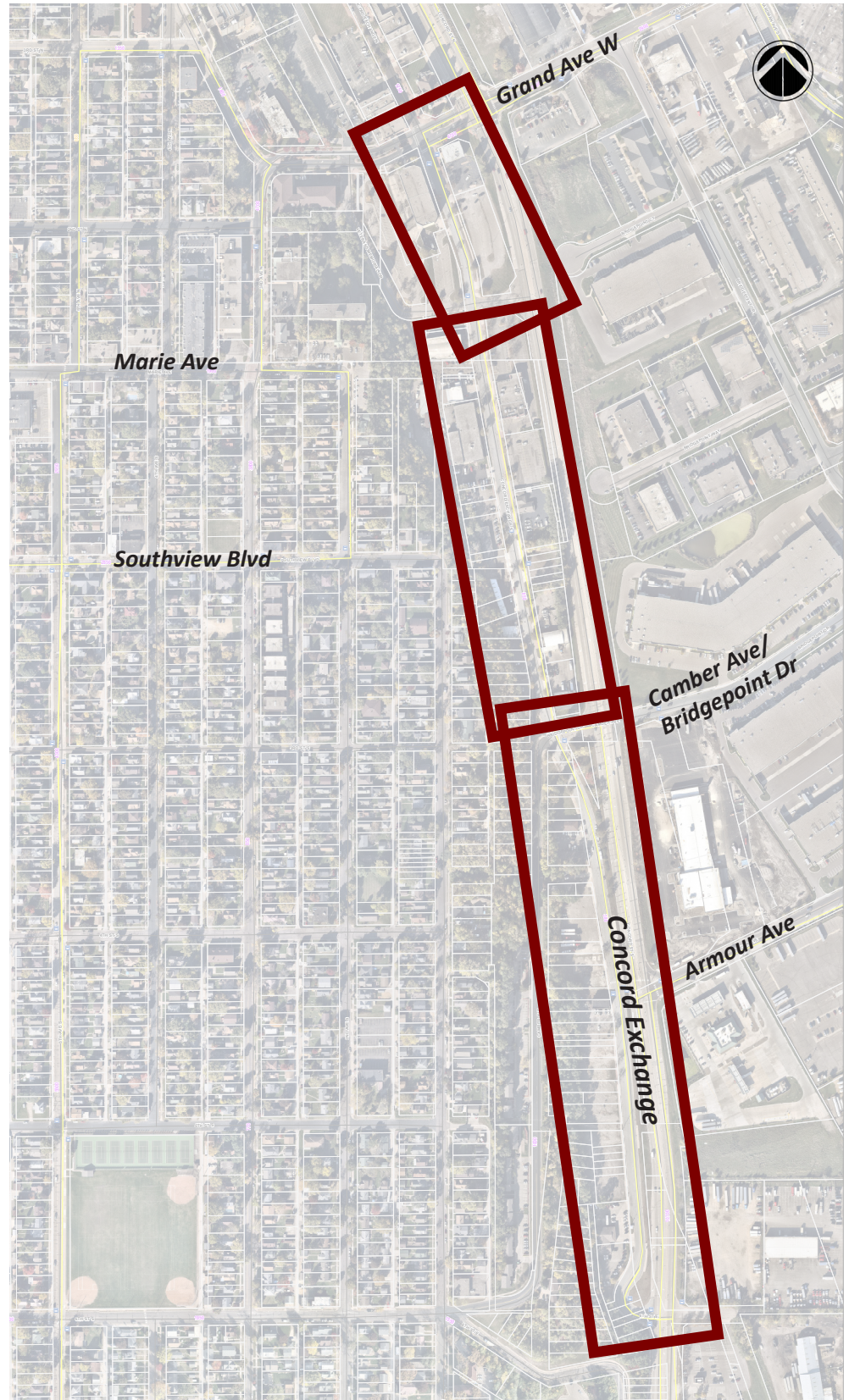
- Concord Exchange from CSAH 152/Concord Street to CSAH 14/Grand Avenue

Project Elements

- Reconstruct sidewalks and boulevards with enhanced streetscape and pedestrian accessibility improvements

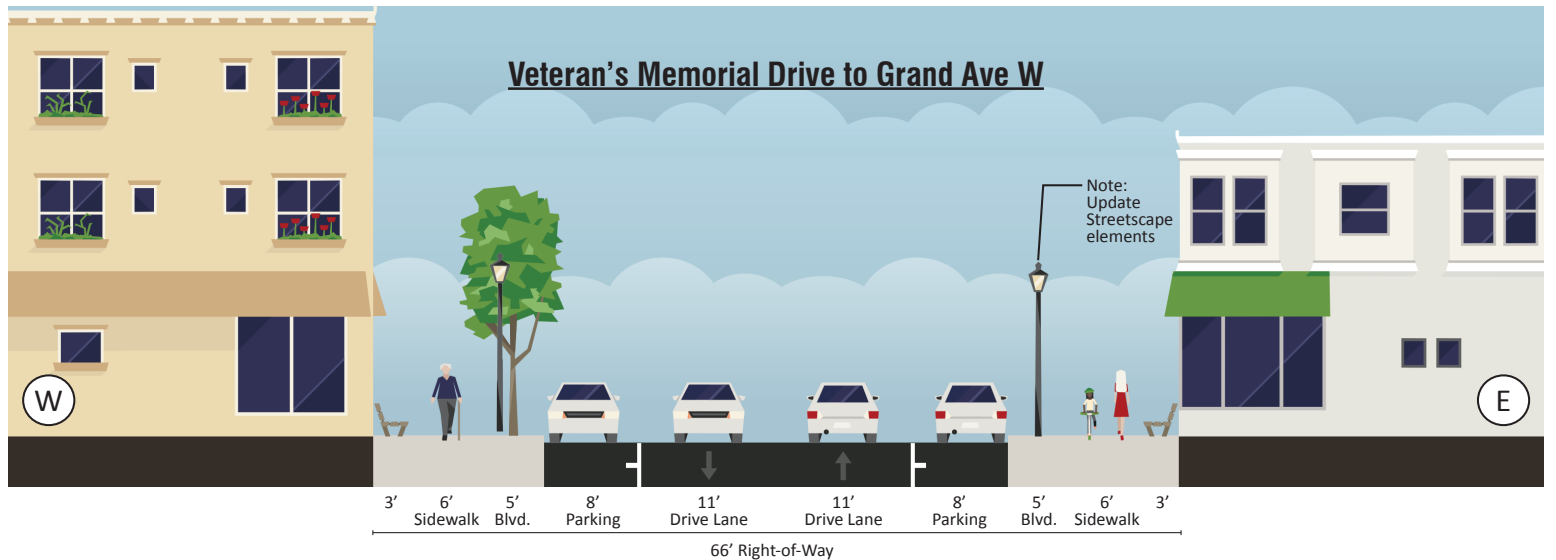
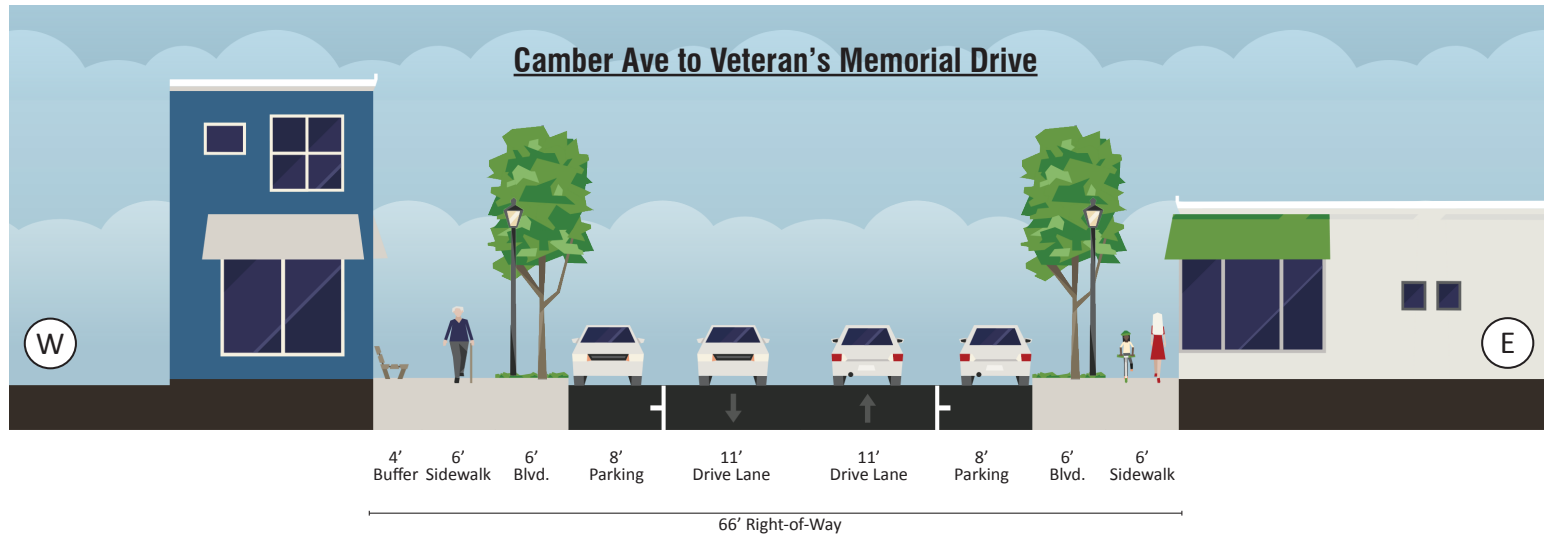
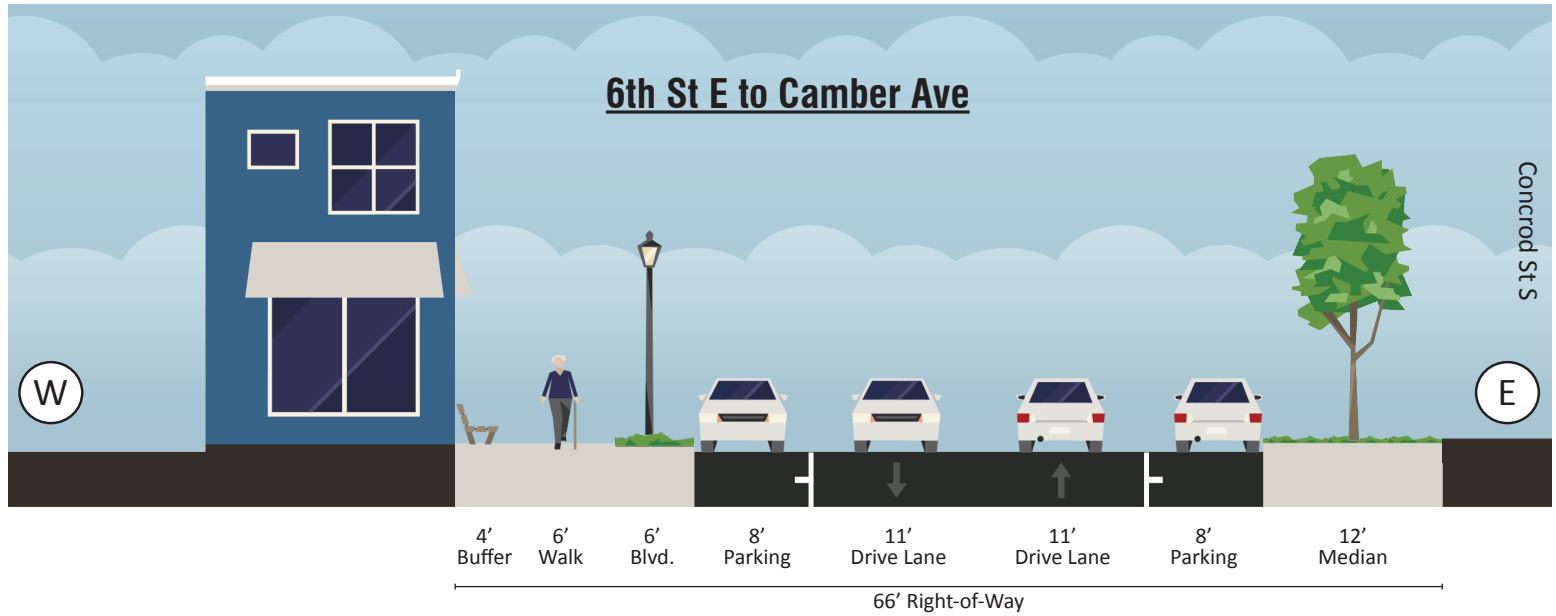
Benefits

- Promote redevelopment of business district, pedestrian connectivity to commercial and industrial job centers, provide connection to transit, connect to regional trail network, leverage city-owned sites, address ADA accessibility, access for low income/multifamily, address pedestrian safety

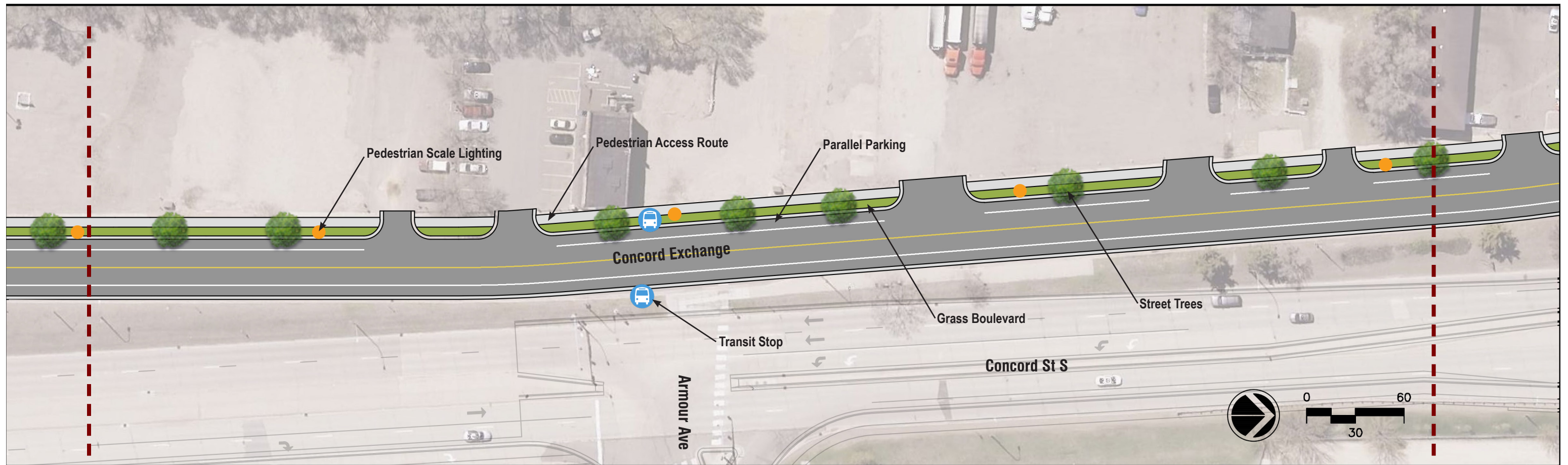
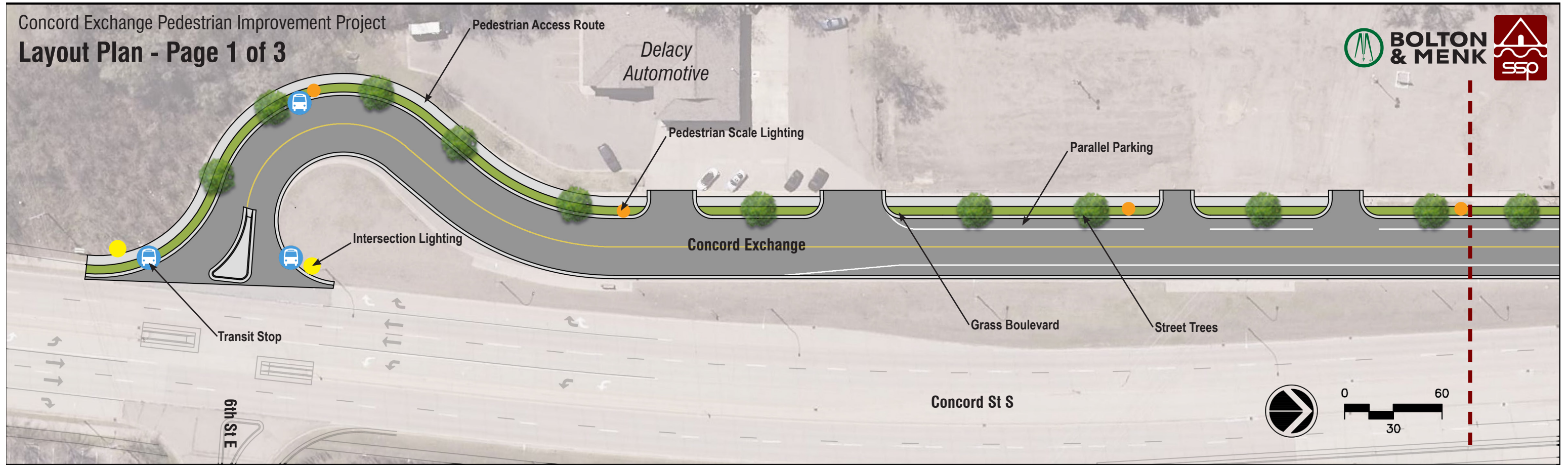


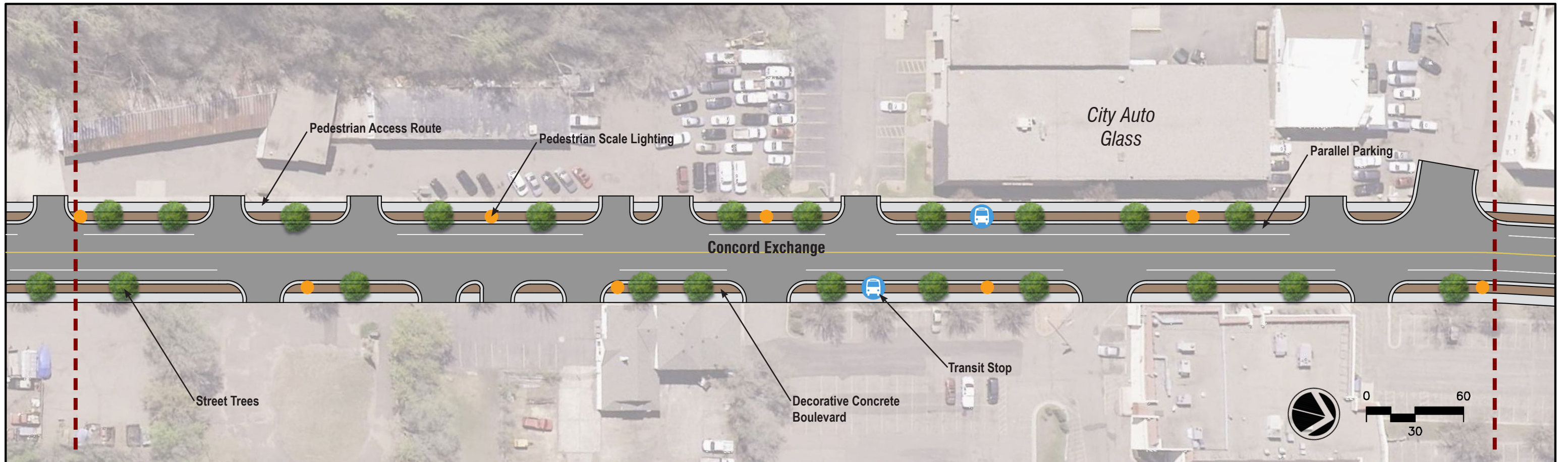
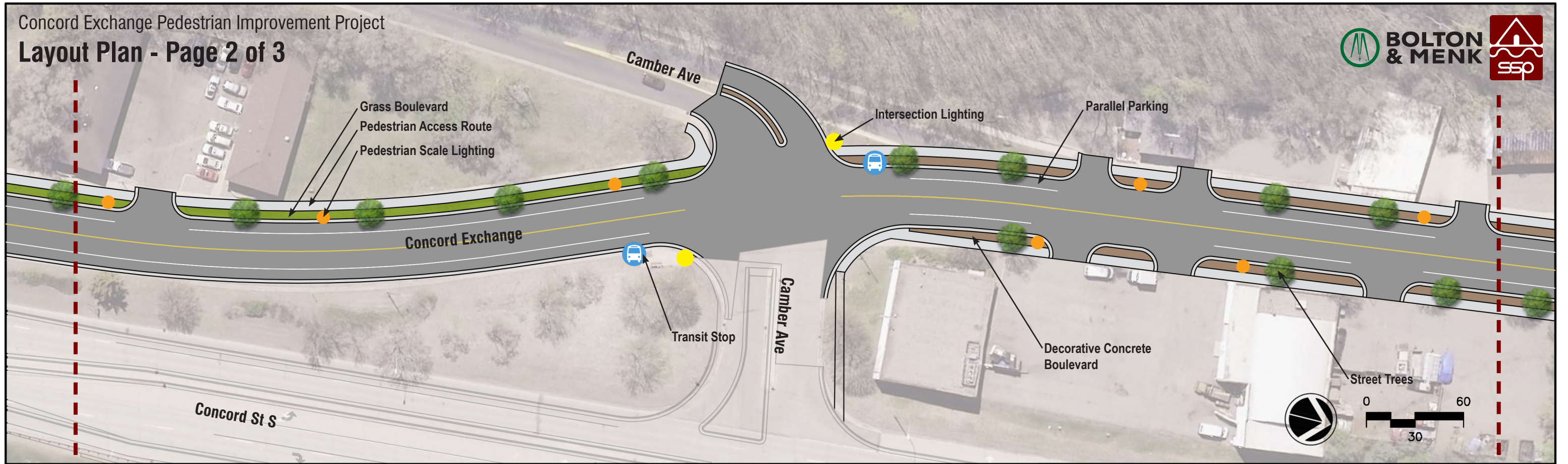
*Each designated section shown above coincides with a different segment of the streetscape

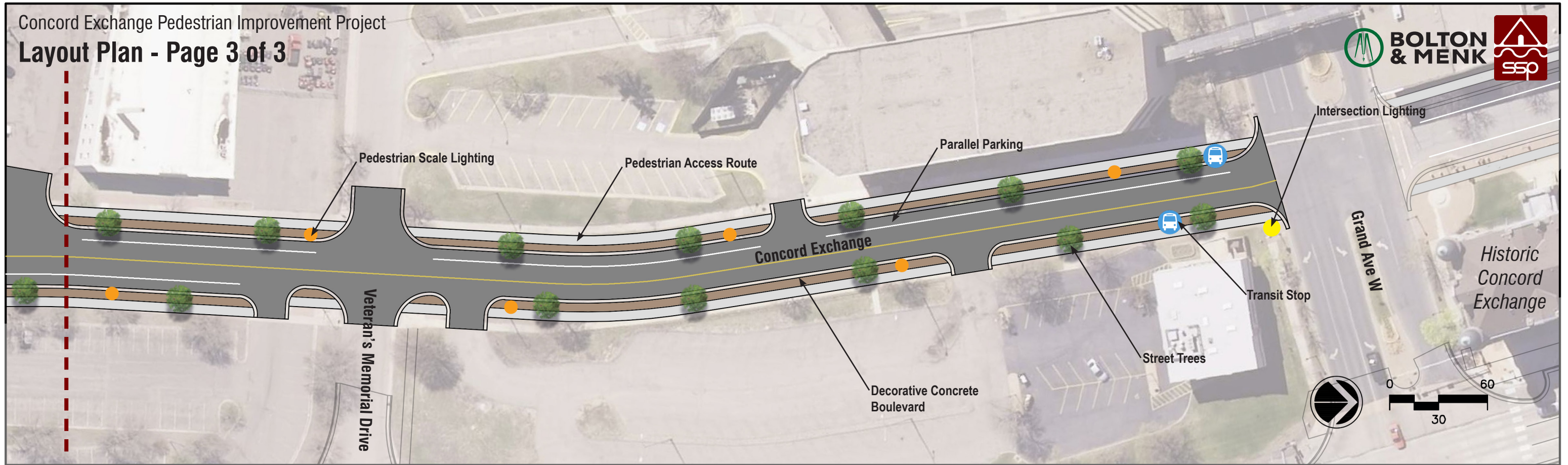
Typical Sections



Concord Exchange Pedestrian Improvement Project
Layout Plan - Page 1 of 3





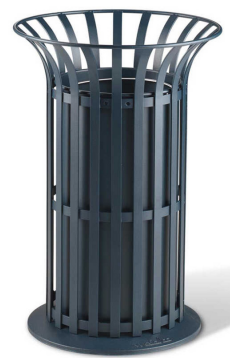


Streetscape Elements

Lighting



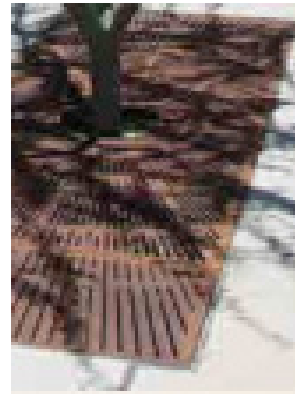
Waste Receptacles



Bike Racks



Tree Grates



Seating



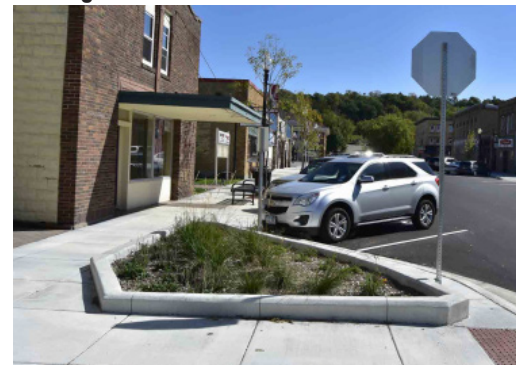
Decorative Concrete

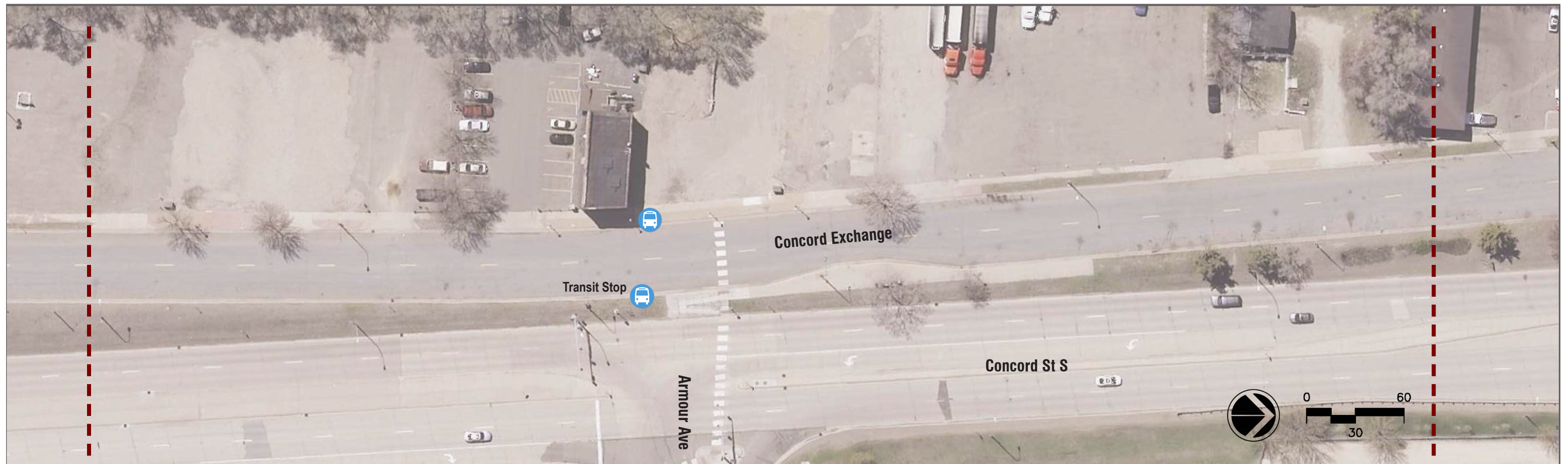


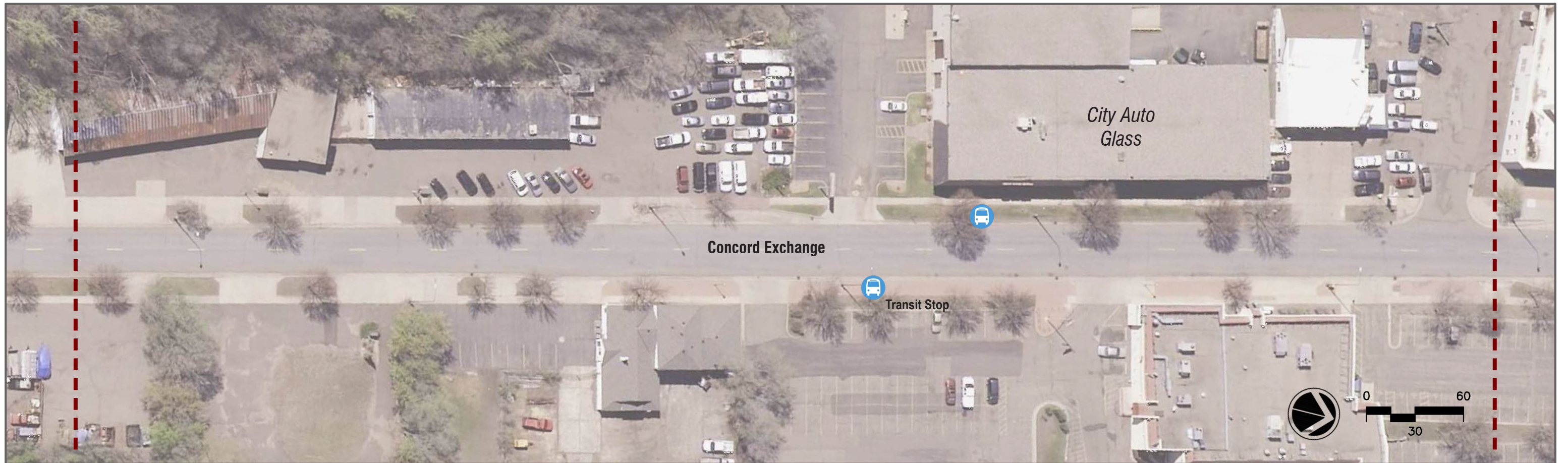
Street Trees



Planting Areas







Concord Exchange Pedestrian Improvement Project
Existing Conditions - Page 3 of 3

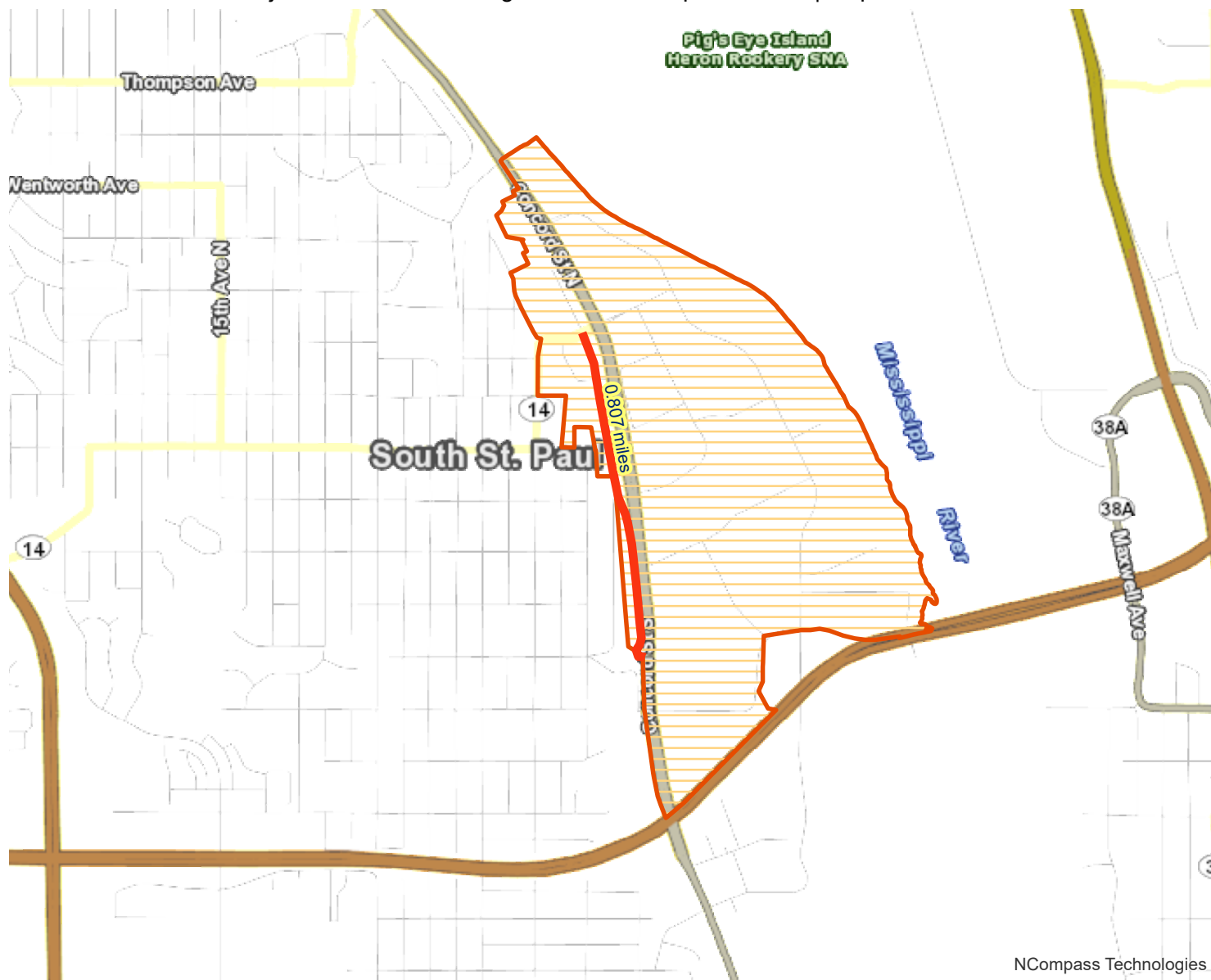


Regional Economy

Results

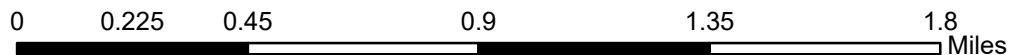
Within HALF Mi of project:
Postsecondary Students: 0

Total Population: 13032
Total Employment: 6143
Mfg and Dist Employment: 2510



NCompass Technologies

-  Project
-  Manufacturing/Distribution Centers
-  Job Concentration Centers



Created: 7/6/2018
LandscapeRSA5



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

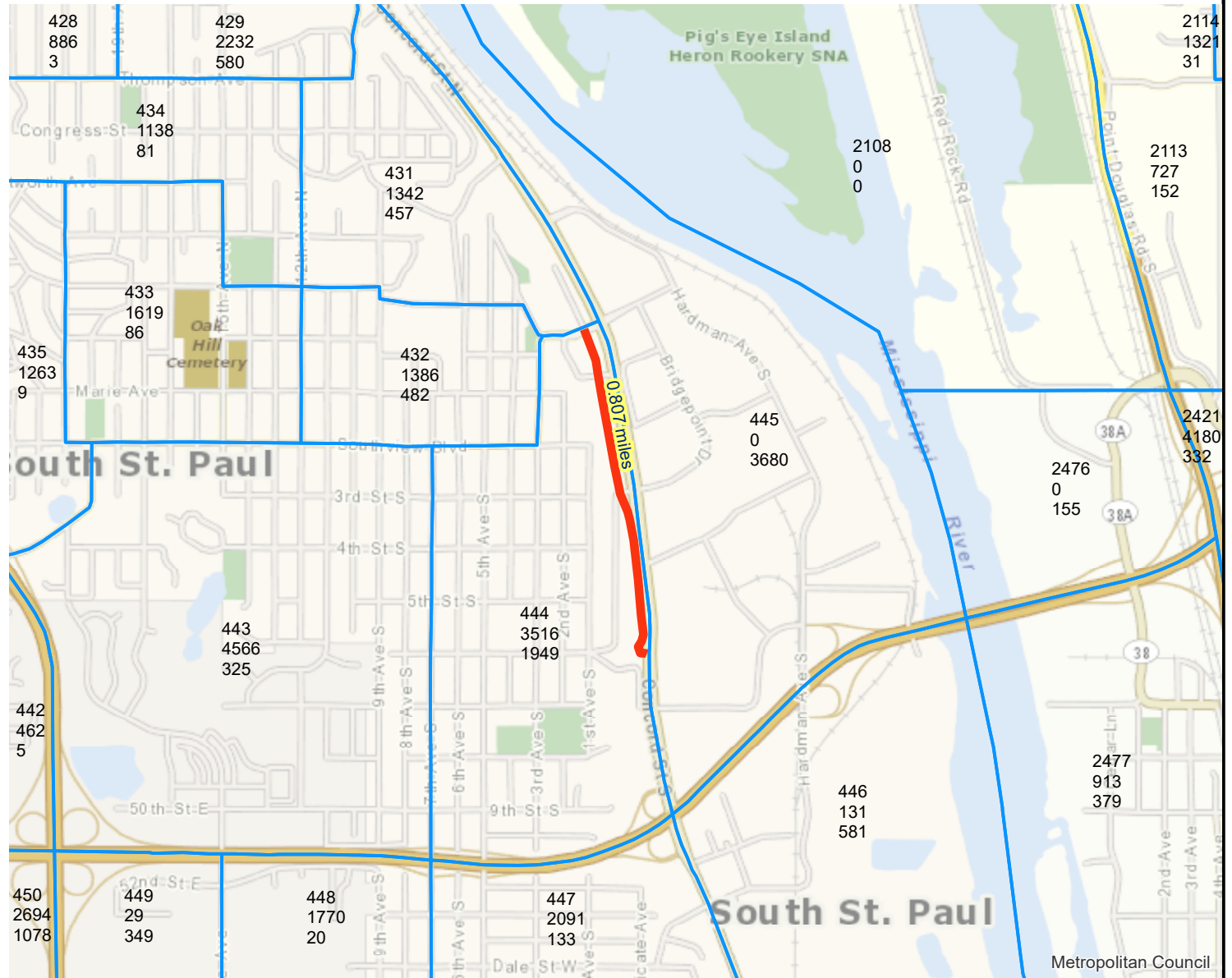


Population/Employment Summary

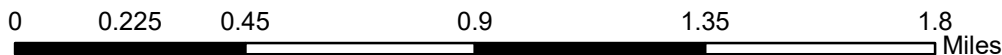
Pedestrian Facilities Project: Concord Exchange Pedestrian Improvements | Map ID: 1530905235795

Results

Within HALF Mile of project:
Total Population: 13032



- Project
- 2010 TAZ



Created: 7/6/2018
LandscapeRSA4

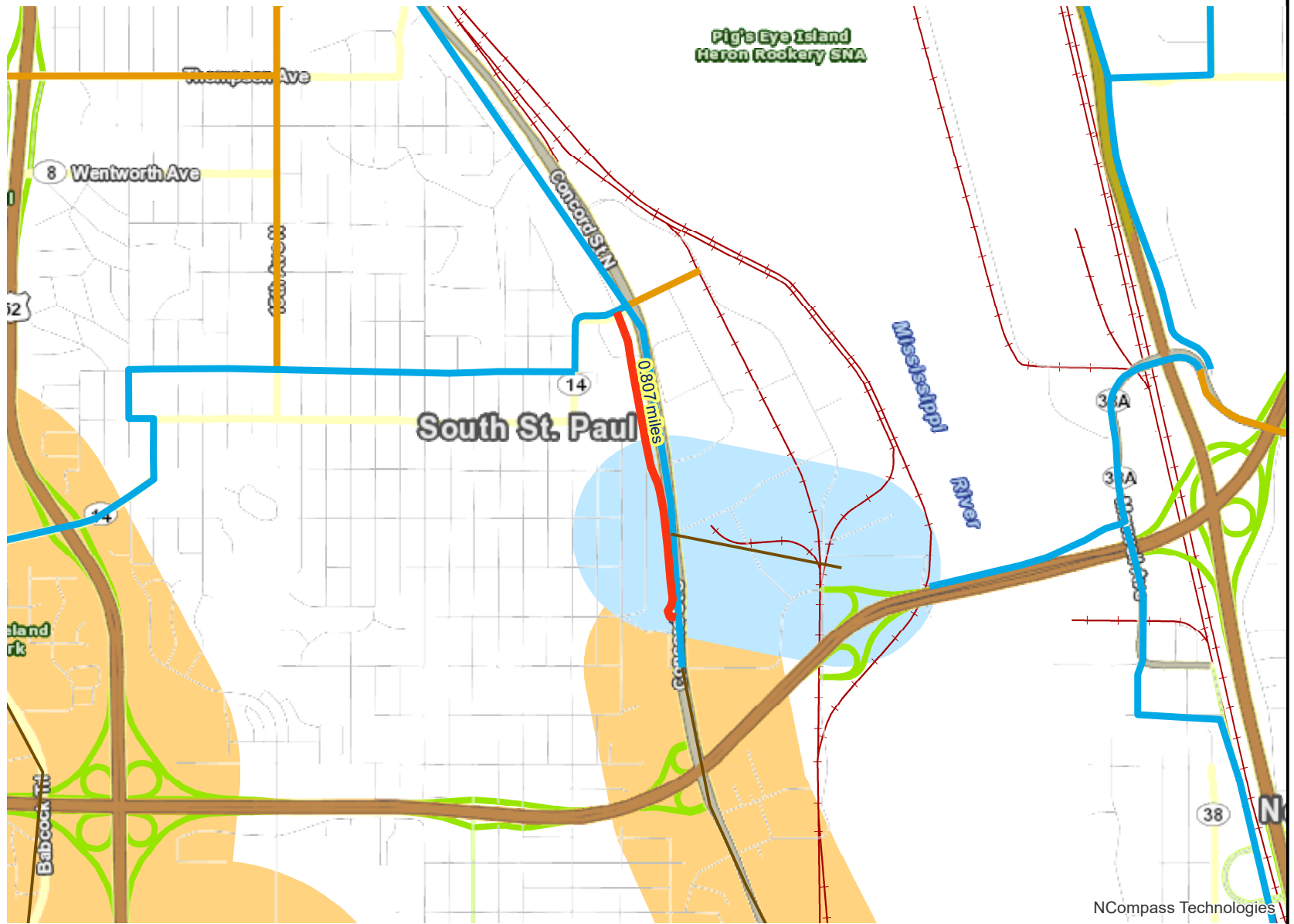


For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

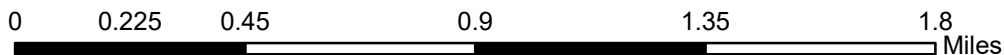


Project to RBTN Orientation

Pedestrian Facilities Project: Concord Exchange Pedestrian Improvements | Map ID: 1530905235795



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



Created: 7/6/2018
LandscapeRSA6



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

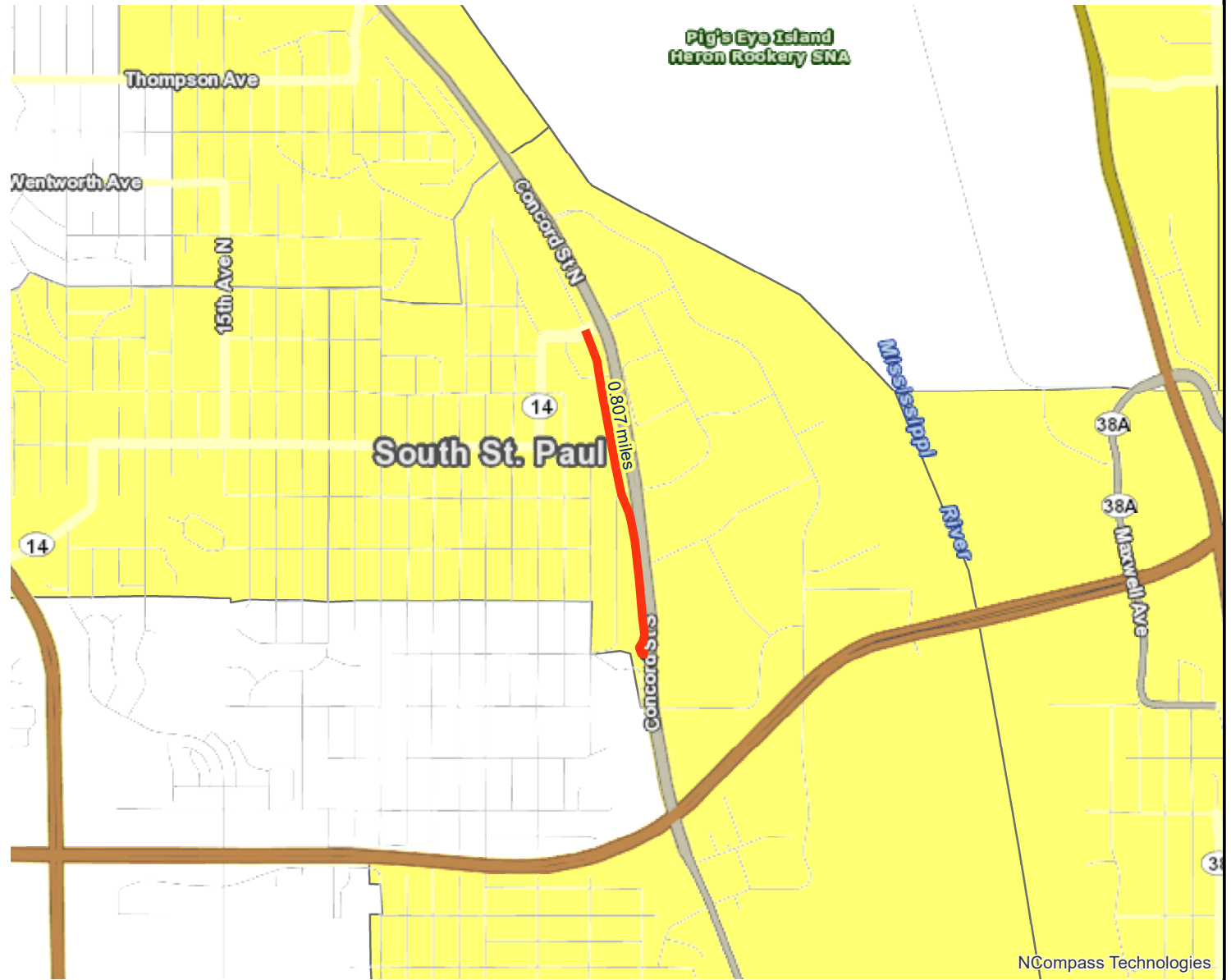
NCompass Technologies



Socio-Economic Conditions

Results

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

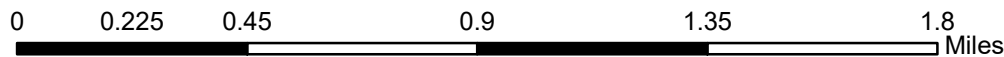


Project

Area of Concentrated Poverty > 50% residents of color

Area of Concentrated Poverty

Above reg'l avg conc of race/poverty



Created: 7/6/2018
LandscapeRSA2



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



NCompass Technologies

Existing Conditions: Concord Exchange Pedestrian Improvements



Typical pedestrian streetscape along Concord Exchange. Sidewalks are segmented along this corridor.



Existing sidewalks are aging and crumbling, limiting accessibility and detracting from user experience.



Outdated streetscape along Concord Exchange detracts from user experience and redevelopment/revitalization potential.



Transit stop along Concord Exchange. Bus stops along this corridor lack adequate facilities.

City of South St. Paul
Dakota County, Minnesota

RESOLUTION NO. 2018-116

**RESOLUTION FOR APPROVAL OF CONCORD EXCHANGE IMPROVEMENTS
GRANT APPLICATION SUBMITTAL AND AUTHORIZATION TO PROVIDE A
LETTER OF SUPPORT 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, the Metropolitan Council Transportation Advisory Board (TAB) adopted the criteria and measures for the biennial regional solicitation for federal transportation projects for program years 2022 and 2023; and

WHEREAS, staff believes that the 2018 regional solicitation is the best opportunity to obtain significant funding for several projects in the City's Capital Improvement Plan (CIP) including the Concord Exchange Improvements; and

WHEREAS, all regional solicitation projects require a 20 percent local match from non-federal sources; and

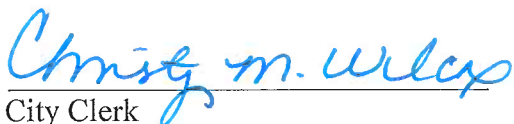
WHEREAS, the TAB 2018 Federal Funding Solicitation Process project grant applications submittals are due on July 13, 2018; and

WHEREAS, subject to federal funding award, the City Council of South St. Paul, Minnesota, would be asked to consider authorization to execute a grant agreement at a future meeting.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of South St. Paul, Minnesota, as follows:

1. Hereby approves the grant application submittals for the Concord Exchange Improvements.
2. The City Engineer is hereby authorized to submit a letter of support to be submitted as part of the Concord Exchange Improvements grant submittal package by the City of South St. Paul.

Adopted this 2nd day of July, 2018.


City Clerk



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

June 20, 2018

Chris Hartzell, PE
City Engineer, South St. Paul
125 3rd Avenue North
South St. Paul, MN 55075

**Re: Letter of Support for South St. Paul
Metro Council/Transportation Advisory Board 2018 Regional Solicitation Funding Request for
the Concord Exchange Project**

Dear Mr. Hartzell,

This letter documents MnDOT Metro District's support for South St. Paul's funding request to the Metro Council for the 2018 regional solicitation for 2022-23 funding for the Concord Exchange project.

As proposed, this project would impact MnDOT right-of-way on TH 156. As the agency with jurisdiction over TH 156, MnDOT will support South St. Paul and will allow the improvements proposed in the application for the Concord Exchange project. Details of a future maintenance agreement with the City of South St. 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, and no discretionary funding in years 2022-23 is currently anticipated. However Metro District does have other roadway investments planned to occur nearby. I would request that you coordinate project development with MnDOT Area staff so that our agencies can work together to best leverage our respective efforts. MnDOT Metro District looks forward to continued cooperation with South St. 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 your Area Manager at 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

Equal Opportunity Employer



July 10, 2018

Mr. Chris Hartzell
City Engineer
City of South St. Paul
125 3rd Avenue N
2nd Floor
South St. Paul, MN 55075

Dear Mr. Hartzell:

The River Heights Chamber of Commerce supports the City of South St. Paul's funding application for Concord Exchange Pedestrian Improvements. City staff met with representatives of our South St. Paul Local Issues Group to solicit feedback on the proposal and answer questions from the business community.

Concord Exchange is a long-time priority for economic development and reinvestment. Recently, it has been moved to a top local priority in terms of economic development – particularly in the project area, which has many vacant publicly-owned redevelopment sites. This project has the potential to have a catalytic impact by creating an attractive, walkable environment that will encourage private sector investment.

The proposed project is important to the region and will include updated safety and pedestrian access in this important corridor, with connections to local industries, transit service, regional trails, and other important destinations. It is an important element in the overall revitalization of this area.

Sincerely,

A handwritten signature in blue ink, which appears to read "Brenda Dietrich".

Brenda Dietrich
2018 Chairman of the Board
River Heights Chamber of Commerce



Concord Exchange Streetscape Improvements



Project Location:

Concord Exchange,
City of South Saint Paul



Federal Request:

Federal Request: \$1,000,000
Local Match: \$1,800,000
Project Total: \$2,800,000



Local Investments:

- Concord/Grand Avenue Gateway Streetscape and Redevelopment Plan



Project Benefits:

- Eliminates physical non-motorized barrier
- Connects disadvantaged populations to transit, jobs, and services
- Increases safety with ADA compliance, bump-outs, and pedestrian lighting
- Updated streetscaping and transit stops

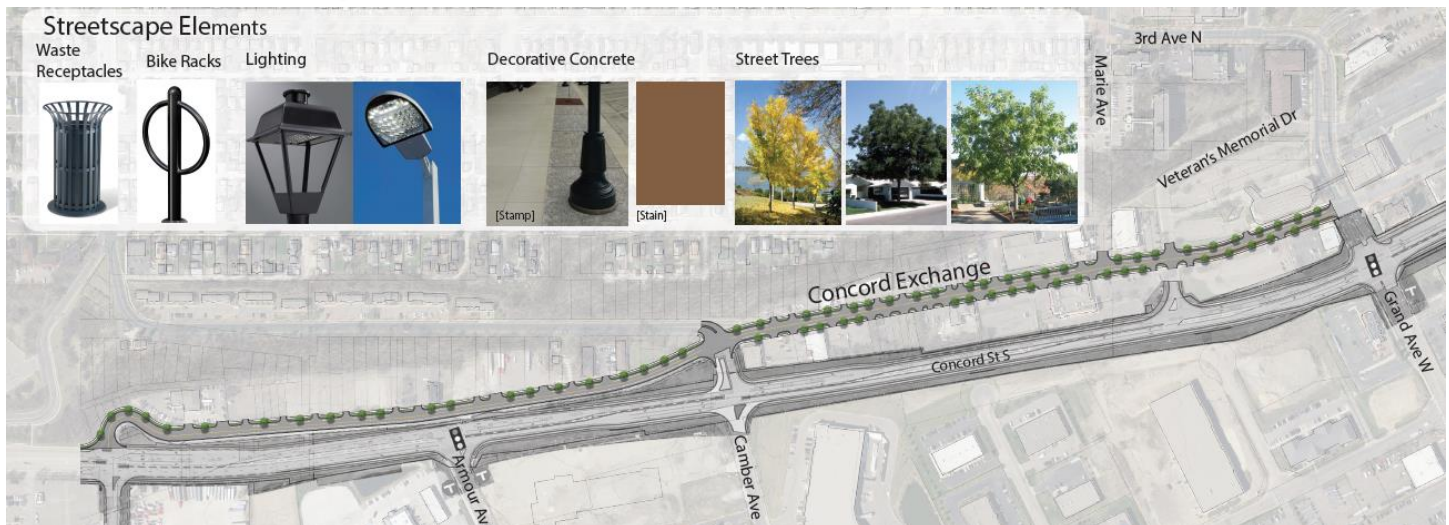
The Concord Exchange Streetscape Improvements project will provide a welcoming and safe pedestrian environment in one of the primary business districts in South St Paul, that includes a major Manufacturing/Distribution Center and several transit connections. South St Paul is a community in which many residents rely on non-motorized transportation. Adjacent residential neighborhoods include several high density affordable housing options. Two of these facilities, owned and operated by the city, are the Nan McKay and John Carroll Highrises, totaling 296 one-bedroom apartments designed for independent living with income-based rent. The minimum age requirement for admission is 50 years of age but preference is given to applicants 62 years of age or older, persons with verified disability, and veterans or spouses of veterans. Residents of these facilities are of populations most negatively impacted by deficiencies in the current Concord Exchange pedestrian system.

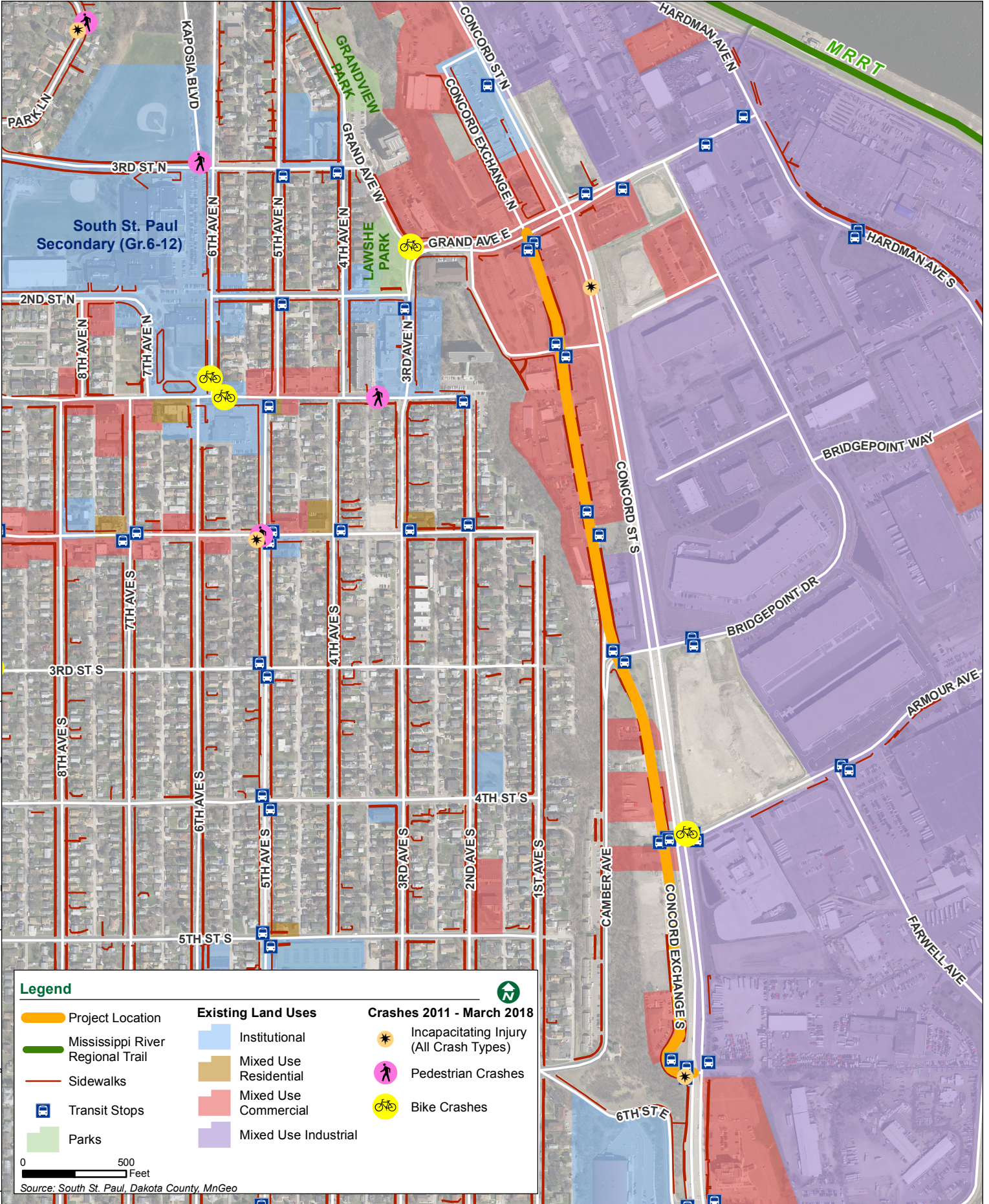
Concord Exchange is located in the city's historic commercial core that once served the largest stockyards in the world. In the last decade, redevelopment has brought more light industrial jobs to the area. Recent job-based redevelopment, historic roots of this area, affordability, and vacant lots have caught the eye of developers focused on infill sites rather than expansion of greenfield development. This has led to the current conversion of the old Wells Fargo building, on Concord Exchange, into a 68-unit apartment complex and potential for new commercial businesses and offices in the project area. In addition, the closely parallel MN Highway 156 (Concord Street) is slated for 2021 reconstruction and turnback to support redevelopment and connectivity and increase safety and efficiency for all modes of transportation. Project improvements will support economic development, facilitate more non-motorized travel to and from Concord Exchange, and draw regional and recreational travelers from the nearby Mississippi Regional River Trail.

Deficiencies and Safety

The current pedestrian system is a barrier, especially to individuals with limited physical ability, as it is not ADA compliant. The existing sidewalks are made up of pavers installed in the 1970's, and in areas are a tripping hazard and do not clearly indicate the pedestrian walkway. Project improvements include:

- ADA compliant curb ramps at all intersections
- Clearly articulated 6'-10' concrete pedestrian walkway
- Improved aesthetics and pedestrian lighting to encourage walking
- 5'-6' amenity zone for trees, benches, lighting, and bus shelters





Legend

- | | | | | | |
|--|----------------------------------|--|-----------------------|--|---|
| | Project Location | | Institutional | | Incapacitating Injury (All Crash Types) |
| | Mississippi River Regional Trail | | Mixed Use Residential | | Pedestrian Crashes |
| | Sidewalks | | Mixed Use Commercial | | Bike Crashes |
| | Transit Stops | | Mixed Use Industrial | | |
| | Parks | | | | |