



Application

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

11012 - Front Avenue Sidewalk Gap Infill

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 07/13/2018 10:57 AM

Primary Contact

Name:*	Fay	Simer		
	Salutation	First Name	Middle Name	Last Name
Title:	Pedestrian Safety Advocate			
Department:				
Email:	fay.simer@stpaul.gov			
Address:	25 W 4th St.			
	25 W 4th St.			
*	St. Paul	Minnesota	55102	
	City	State/Province	Postal Code/Zip	
Phone:*	651-626-6204			
	Phone	Ext.		
Fax:				
What Grant Programs are you most interested in?	Regional Solicitation - Bicycle and Pedestrian Facilities			

Organization Information

Name: ST PAUL, CITY OF
Jurisdictional Agency (if different):

Organization Type:	City		
Organization Website:			
Address:	DEPT OF PUBLIC WORKS-CITY HALL ANNEX 25 W 4TH ST #1500		
*	ST PAUL	Minnesota	55101
	<small>City</small>	<small>State/Province</small>	<small>Postal Code/Zip</small>
County:	Ramsey		
Phone:*	651-266-9700		<small>Ext.</small>
Fax:			
PeopleSoft Vendor Number	0000003222A22		

Project Information

Project Name	Front Avenue Sidewalk Gap Infill
Primary County where the Project is Located	Ramsey
Cities or Townships where the Project is Located:	St. Paul
Jurisdictional Agency (If Different than the Applicant):	
Brief Project Description (Include location, road name/functional class, type of improvement, etc.)	Construction of sidewalk along the south side of Front Avenue between Dale Street and Mackubin Street. Front Street is a Major Collector Street. All sidewalk will be constructed in the public right-of-way.
<i>(Limit 2,800 characters; approximately 400 words)</i>	
TIP Description <u>Guidance</u> (will be used in TIP if the project is selected for funding)	Front Avenue Sidewalk Construction
Project Length (Miles)	0.25
<i>to the nearest one-tenth of a mile</i>	

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	\$376,800.00
Match Amount	\$94,200.00

Minimum of 20% of project total

Project Total \$471,000.00

Match Percentage 20.0%

Minimum of 20%

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

Source of Match Funds City of Saint Paul

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

Preferred Program Year

Select one: 2023

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

Additional Program Years:

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

Project Information

County, City, or Lead Agency St. Paul

Zip Code where Majority of Work is Being Performed 55103

(Approximate) Begin Construction Date 06/05/2023

(Approximate) End Construction Date 11/30/2023

Name of Trail/Ped Facility: Front Avenue Sidewalk

(i.e., CEDAR LAKE TRAIL)

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

From:
(Intersection or Address) Dale Ave.

To:
(Intersection or Address) Mackubin St.

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 Sidewalk construction

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.

Projects that are included as part of a community?
Americans with Disabilities Act (ADA)

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

transition plan and/or demonstrations of best practices in design for use by people of all ages

and levels of mobility. Pg 7.23

(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.

This project addresses a gap in Saint Paul's sidewalk network and includes ADA-compliant curb ramps at intersections. Sidewalk gaps are addressed in Saint Paul's 2030 Comprehensive Plan (adopted) and Saint Paul's 2040 Comprehensive Plan (adoption pending).

Saint Paul 2030 Comprehensive Plan - pg T-23

4.7 Connect neighborhoods that have poor sidewalks or little access to trails

and bike routes, especially east and north of Downtown.

Gaps in the sidewalk network in areas that create significant barriers to

the largest numbers of pedestrians should be closed. Sidewalks should be

required on both sides of the street where possible. Property owners should

not be able to completely opt out of this requirement where the new sidewalk

would improve the pedestrian connection to nearby services and amenities, or

complete the urban neighborhood fabric.

Saint Paul Draft 2040 Comprehensive Plan - pg 53

Policy T-3. Design rights-of-way per the

following modal hierarchy:

1. Pedestrians, with a focus on safety
2. Bicyclists, with a focus on safety

List the applicable documents and pages:

3. Transit

4. Other vehicles

Saint Paul Public Works ADA Transition Plan pg 9

When the City alters city streets, the City will comply with the following procedure:

1. The City will identify all intersections on altered streets that do not contain a curb ramp, and will identify all existing curb ramps on altered streets that do not comply with the accessibility standards in place at the time of the alteration.
2. The City will install new curb ramps that comply with the accessibility standards in place at the time of the alteration at any corner that does not contain a curb ramp.
3. The City will bring all existing curb ramps on altered streets into compliance with the accessibility standards in place at the time of the alteration.

Saint Paul 2040 Comprehensive Plan (pg 33)
Policy LU-29. Focus growth at Neighborhood

Nodes using the following principles:

1. Increase density relative to underlying

Future Land Use Map categories.

2. Prioritize pedestrian-friendly urban design

and infrastructure that emphasizes

pedestrian safety.

3. Cluster neighborhood amenities to create a vibrant critical mass.

4. Improve access to jobs by prioritizing development with high job density.

(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

01/01/2010

Date plan adopted by governing body

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

Date process started

Date of anticipated plan completion/adoption

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

Date self-evaluation completed

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

Date process started

Date of anticipated plan completion/adoption

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

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

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

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

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

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

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

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

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

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

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

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

Multiuse Trails on Active Railroad Right-of-Way:

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

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

[Upload Agreement PDF](#)

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

Safe Routes to School projects only:

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

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

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$0.00
Removals (approx. 5% of total cost)	\$0.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (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
Totals	\$0.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES**Cost**

Path/Trail Construction	\$0.00
Sidewalk Construction	\$446,000.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$5,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$20,000.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$471,000.00

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	\$471,000.00
Construction Cost Total	\$471,000.00
Transit Operating Cost Total	\$0.00

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

Existing Employment Within One-Half Mile:	6359
Existing Post-Secondary Enrollment Within One-Half Mile:	0
Upload Map	1531153423982_Front_RegEcon.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One-Half Mile	21952
Upload Map	1531153476576_Front_PopEmp.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): Yes

(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:

(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.

In 2010 the Metropolitan Design Center held a planning process to improve the Como-Front-Dale intersection. The study recommended a sidewalk on the south side of Front.

Saint Paul awarded funds to implement study improvements through the Commercial Vitality Zone program, and began community engagement. Since 2015, there have been three public meetings, multiple presentations to citizen district councils, and interactive activities for residents to provide feedback and get information from City staff. Engagement included local residents, business owners, and transit users. City staff has visited businesses, provided flyers with project information, and provided an email address for additional comment. District councils created a survey about potential improvements that received over 500 responses. From this engagement, the City has prioritized investments in the area. Many more projects were identified than there were funds. One of the projects identified and prioritized by the community was adding sidewalks along Front. City staff has done targeted outreach with adjacent businesses, many of which are owned by people of color or serve people of color. The Rainbow Child Development Center has both a diverse staff and clientele. It is adjacent to the project and specifically mentioned the inability to use nearby streets due to lack of sidewalks.

Response:

(Limit 1,400 characters; approximately 200 words)

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

The project is adjacent to Crossroads Elementary and the Rainbow Child Development Center. Rainbow serves a very diverse child population and has a diverse teacher base. Rainbow staff will not take kids on walking or stroller trips across Dale because of concerns about safety. Because there is no sidewalk along Front they do not take kids east to outdoor locations such as Marydale Park.

Response:

Saint Paul Public Schools will open a new RiverEast school nearby at 1050 Kent St. in 2018. This school has a mental health focus with low class sizes for individualized student attention. This school and the existing Crossroads School on Front Avenue need good access to pedestrian routes and access to transit lines that connect at Como/Front/Dale.

(Limit 2,800 characters; approximately 400 words)

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

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

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

Increased noise.

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

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

Increased speed and/or cut-through traffic.

Removed or diminished safe bicycle access.

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

Displacement of residents and businesses.

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

Other

Response:

This project will result in temporary construction impacts. Saint Paul regulates temporary construction impact through ordinance and contract provisions. Saint Paul Ordinance 293.01 regulates the volume and time of day at which construction noise is permitted based on land use district.

City of Saint Paul Department of Public Works Index to Standard Supplemental Specifications for Construction includes contractor requirements to adhere to MnDOT Specification 2573 for storm water management, erosion, and sediment control.

City of Saint Paul Department of Public Works Index to Standard Supplemental Specifications for Construction requires that sidewalk work be completed within ten days to allow for local access. All businesses along Front Avenue in the project area have access from alternative driveways on nearby streets.

(Limit 2,800 characters; approximately 400 words)

Upload Map

1531153534482_Front_SocioEcon.pdf

Measure B: Affordable Housing

City	Segment Length (For stand-alone projects, enter population from Regional Economy map) within each City/Township	Segment Length/Total Project Length	Score	Housing Score Multiplied by Segment percent
St. Paul	0.25	1.0	100.0	100.0

Total Project Length

Total Project Length (as entered in the "Project Information" form) 0.25

Affordable Housing Scoring

Total Project Length (Miles) or Population	0.25
Total Housing Score	100.0

Affordable Housing Scoring

Measure A: Gaps, Barriers and Continuity/Connections

This project will fill a gap in Saint Paul's sidewalk network along the south side of Front Avenue between Dale Street and Mackubin. Metro Transit route 65, a frequent local service route, runs on Dale St and stops at the Front Avenue intersection. Metro Transit route 3, a frequent local service route, runs along Front Avenue and stops at the Dale Street, Kent, and Mackubin intersections. The project will increase access to these stops for all users and replace grass-boulevard bus waiting areas with ADA-compliant paved bus pads. Curb ramps at Mackubin and Kent will be evaluated and replaced as needed to maintain ADA compliance.

The western terminus of the sidewalk is the intersection of Como/Front/Dale. This is a complicated, six-legged intersection that is used by over 28,000 vehicles daily. Approximately 3,025 of these vehicles travel Front Avenue through the project area. Como-Front-Dale is perceived as a barrier to pedestrians in the community. Rainbow Child Development Center, located at this intersection, has a policy not to walk with through this intersection when they take pre-school aged students on outings. This prevents them from accessing nearby destinations north and east of their site like Marydale Park and Front Park. Adding sidewalk to Front Avenue would open up destinations to the east, and would enable the daycare center and other users to cross Front at marked crosswalks at Kent and Mackubin to travel north. This would improve access to Front Park (two blocks east), Marydale Park (four blocks north), Crossroads Elementary, and RiverEast School.

Response:

(Limit 2,800 characters; approximately 400 words)

Upload the RBTN Evaluation Map

1531155092904_Front_RBTN.pdf

Please upload attachment in PDF form.

Measure B: Project Improvements

Response:

The two-block stretch between Dale St. and Mackubin experienced 55 crashes from 2011-2015. Six involved pedestrians and one involved a cyclist. Of these seven bike/ped crashes, two resulted in serious injuries. The FHWA's Proven Safety Countermeasures identify sidewalks as providing a 65-89% reduction in crashes involving pedestrians walking along roadways (<https://safety.fhwa.dot.gov/provencountermeasures/walkways/>). The agency states "Transportation agencies should work towards incorporating pedestrian facilities into all roadway projects unless exceptional circumstances exist. It is important to provide and maintain accessible walkways along both sides of the road in urban areas, particularly near school zones and transit locations, and where there is pedestrian activity." The sidewalk gap along Front Avenue is directly across from a school and along a Metro Transit local frequency route.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements and Connections

Response:

This project includes construction of a sidewalk where no sidewalk or walkway currently exists. It will include reconstruction of ADA-compliant curb ramps where needed and the addition of paved waiting areas near Metro Transit bus stops. The Metro Transit #3 bus provides frequent local service along Front with stops at Dale St., Kent St, and Mackubin St. MetroTransit Route 65 provides frequent local service on Dale St and stops at the Como-Front-Dale intersection. The addition of a sidewalk will enhance accessibility and safety for pedestrians and bus riders alike accessing transit and other destinations in this area. Front Avenue is marked with sharrows to facilitate bicycle travel. This sidewalk project will be designed to maintain right-of-way on Front to convert shared travel lanes to designated bicycle lanes as part of a future project. No changes will be made to existing travel lanes.

(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

1531319727046_Front Sidewalk_Layout.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.

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

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)

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):	\$471,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$471,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

File Name	Description	File Size
FrontAvenue_Attachments.pdf	Project background and photos, Project map, Project layout, support letter, council resolution	1.8 MB

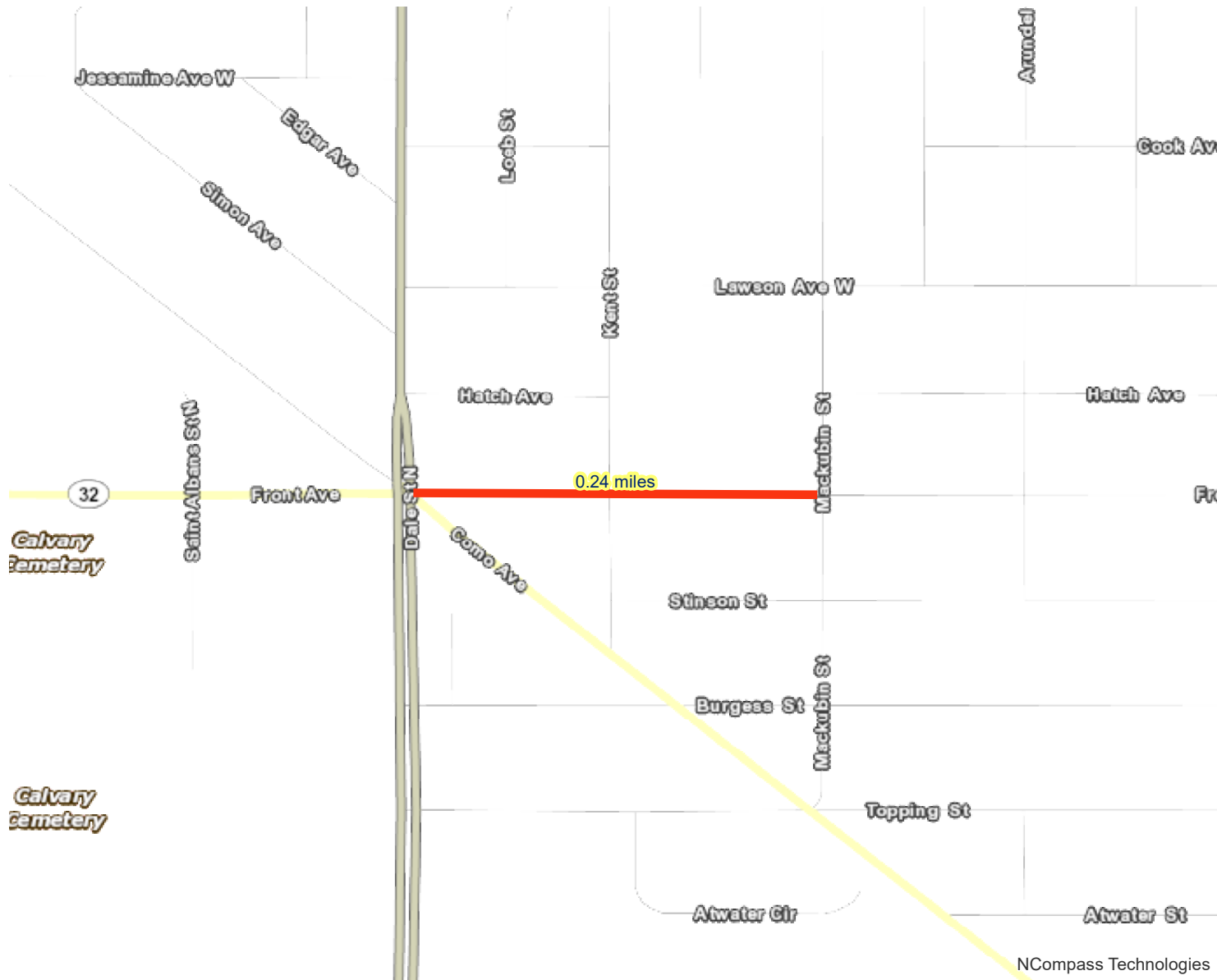
Regional Economy

Pedestrian Facilities Project: Front Avenue Sidewalk Gap Infill | Map ID: 1531153071575

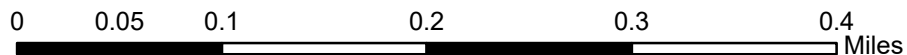
Results

Within HALF Mi of project:
Postsecondary Students: 0

Total Population: 21952
Total Employment: 6359
Mfg and Dist Employment: 694



-  Project
-  Job Concentration Centers
-  Manufacturing/Distribution Centers



Created: 7/9/2018
LandscapeRSA5



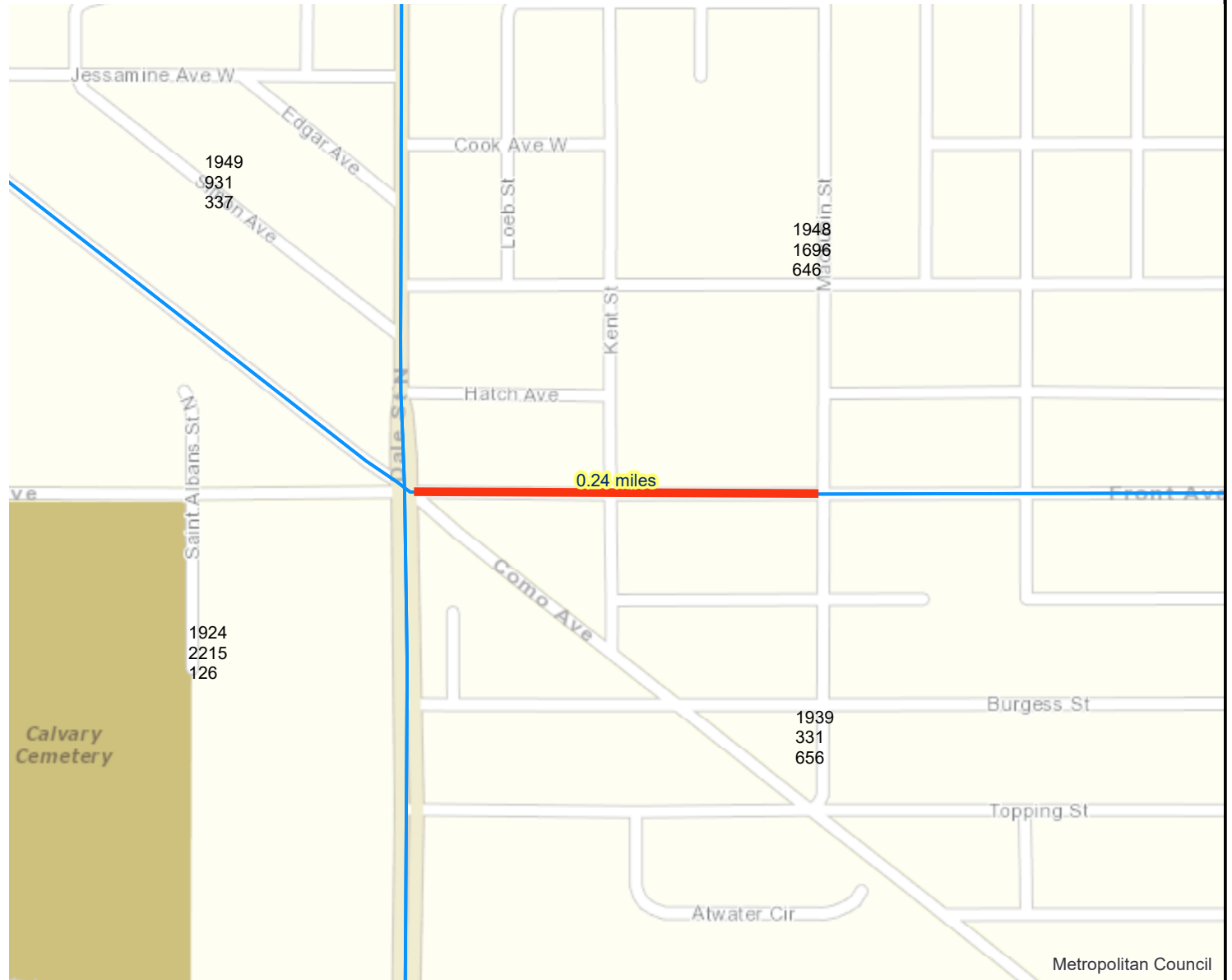
For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



NCompass Technologies

Population/Employment Summary

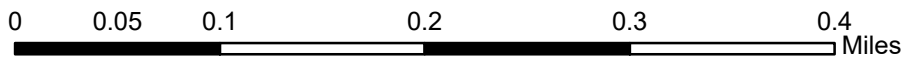
Pedestrian Facilities Project: Front Avenue Sidewalk Gap Infill | Map ID: 1531153071575



Results

Within HALF Mile of project:
Total Population: 21952

-  Project
-  2010 TAZ



Created: 7/9/2018
LandscapeRSA4



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

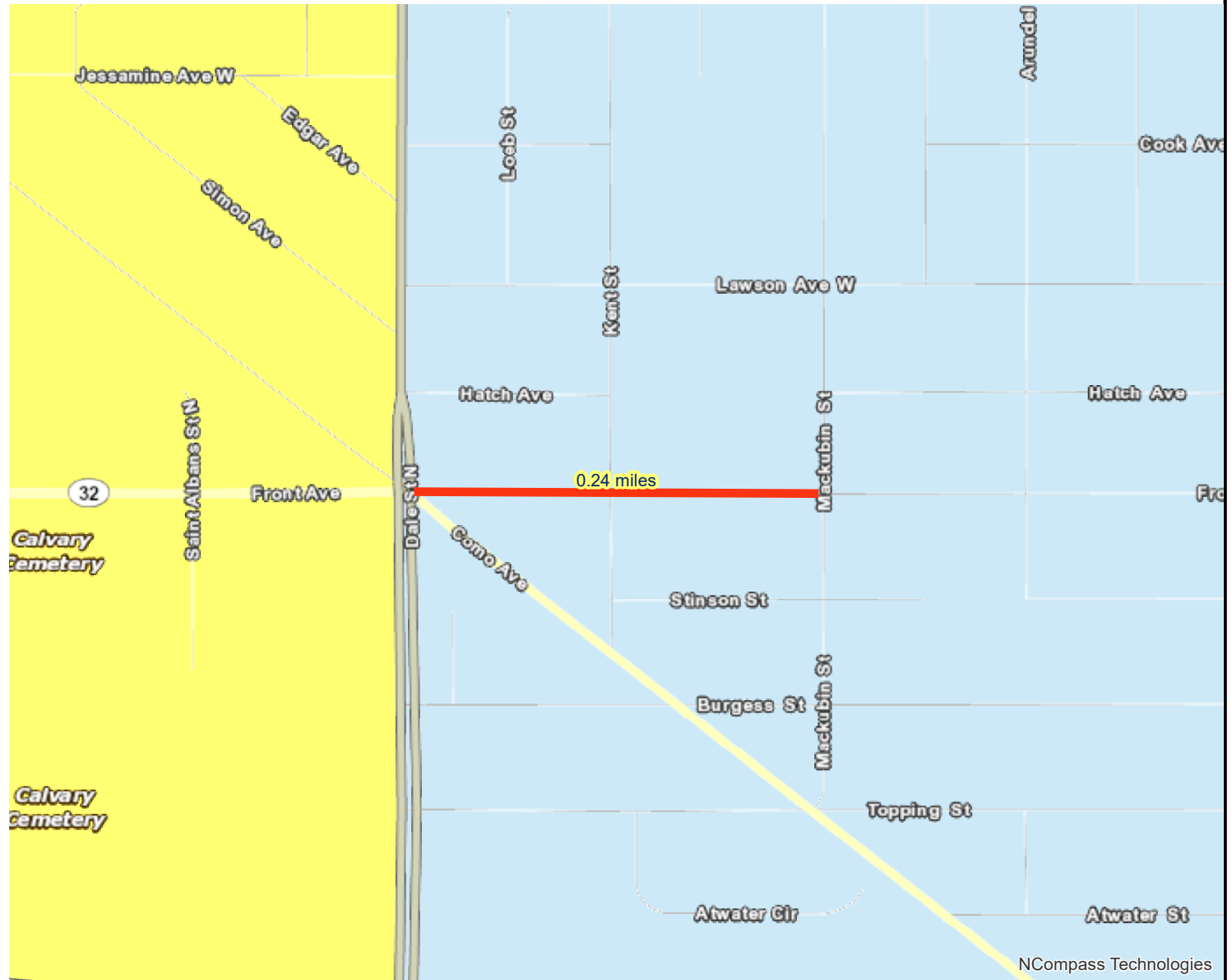


Socio-Economic Conditions

Pedestrian Facilities Project: Front Avenue Sidewalk Gap Infill | Map ID: 1531153071575

Results

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

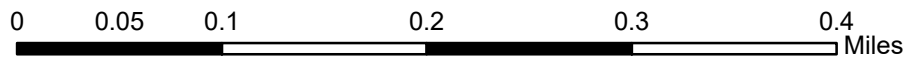


— Project

Area of Concentrated Poverty > 50% residents of color

Area of Concentrated Poverty

Above reg'l avg conc of race/poverty



Created: 7/9/2018
LandscapeRSA2



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

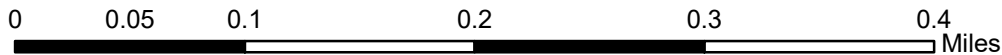


Project to RBTN Orientation

Pedestrian Facilities Project: Front Avenue Sidewalk Gap Infill | Map ID: 1531153071575



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



Created: 7/9/2018
LandscapeRSA6

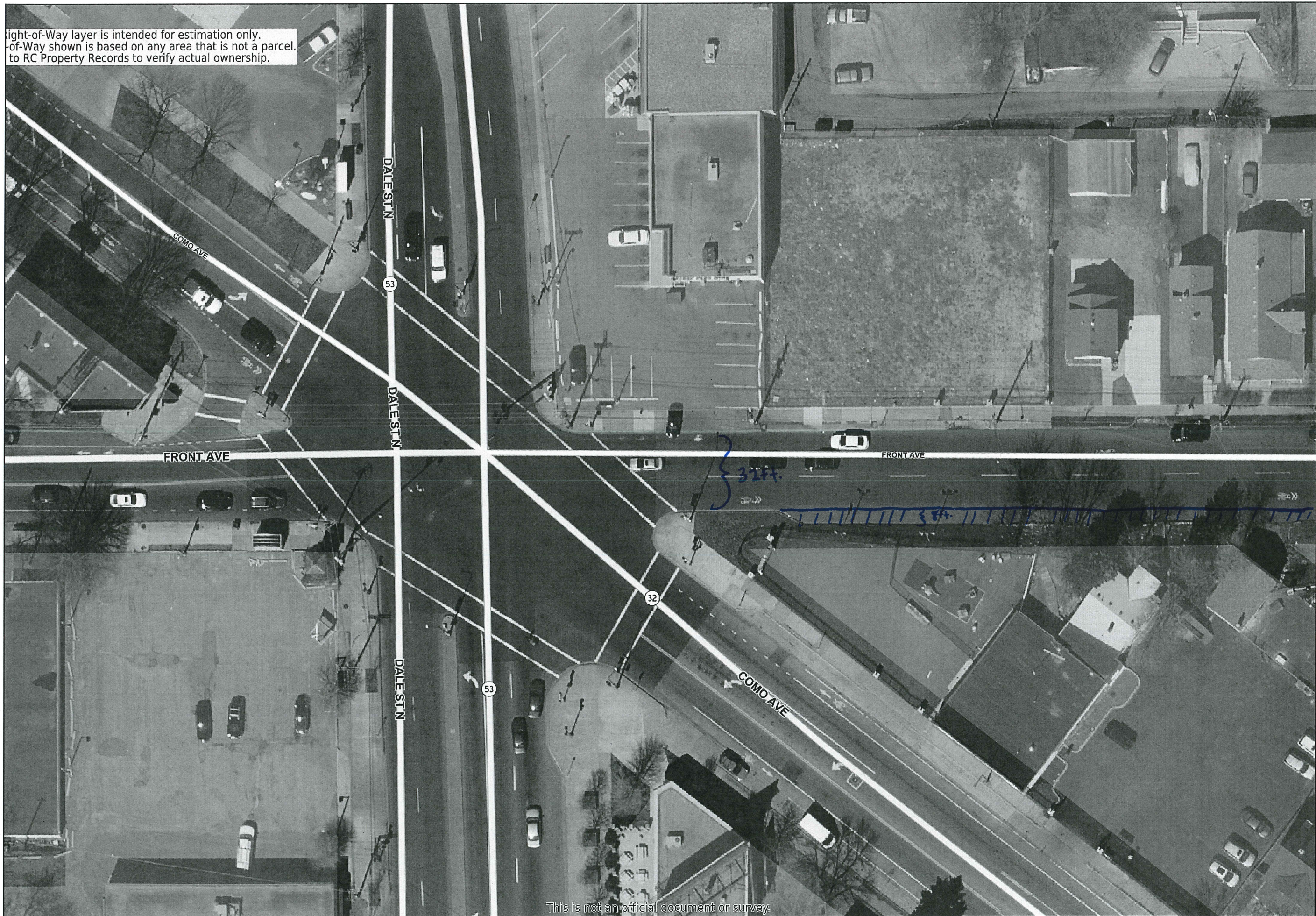













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NCompass Technologies

Right-of-Way layer is intended for estimation only.
Right-of-Way shown is based on any area that is not a parcel.
Refer to RC Property Records to verify actual ownership.



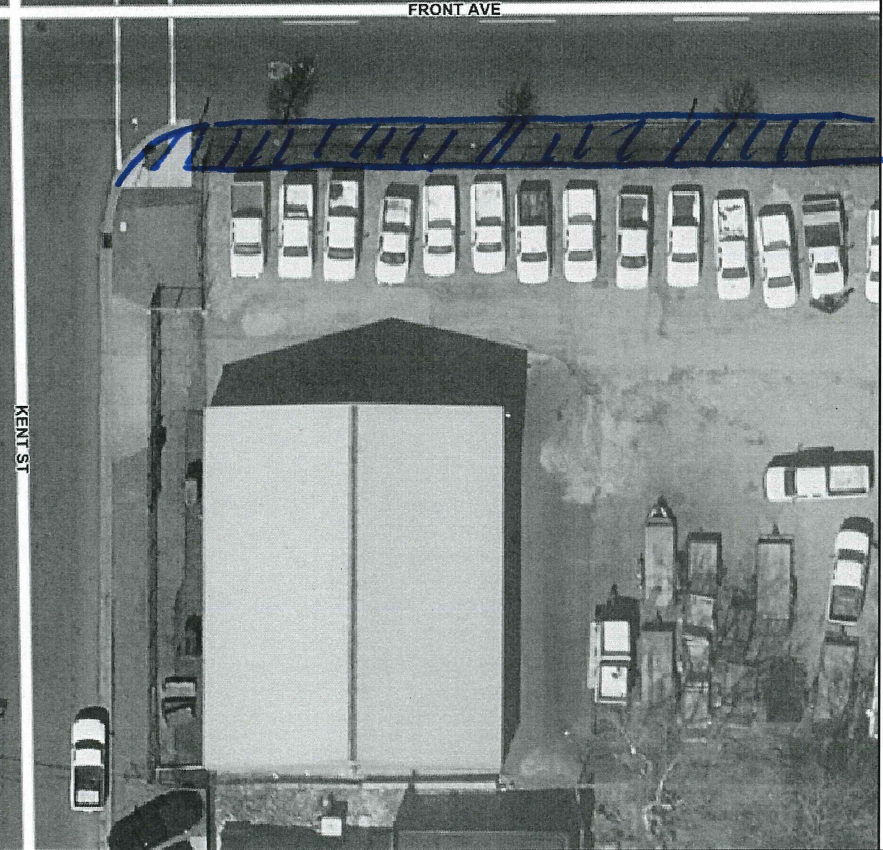
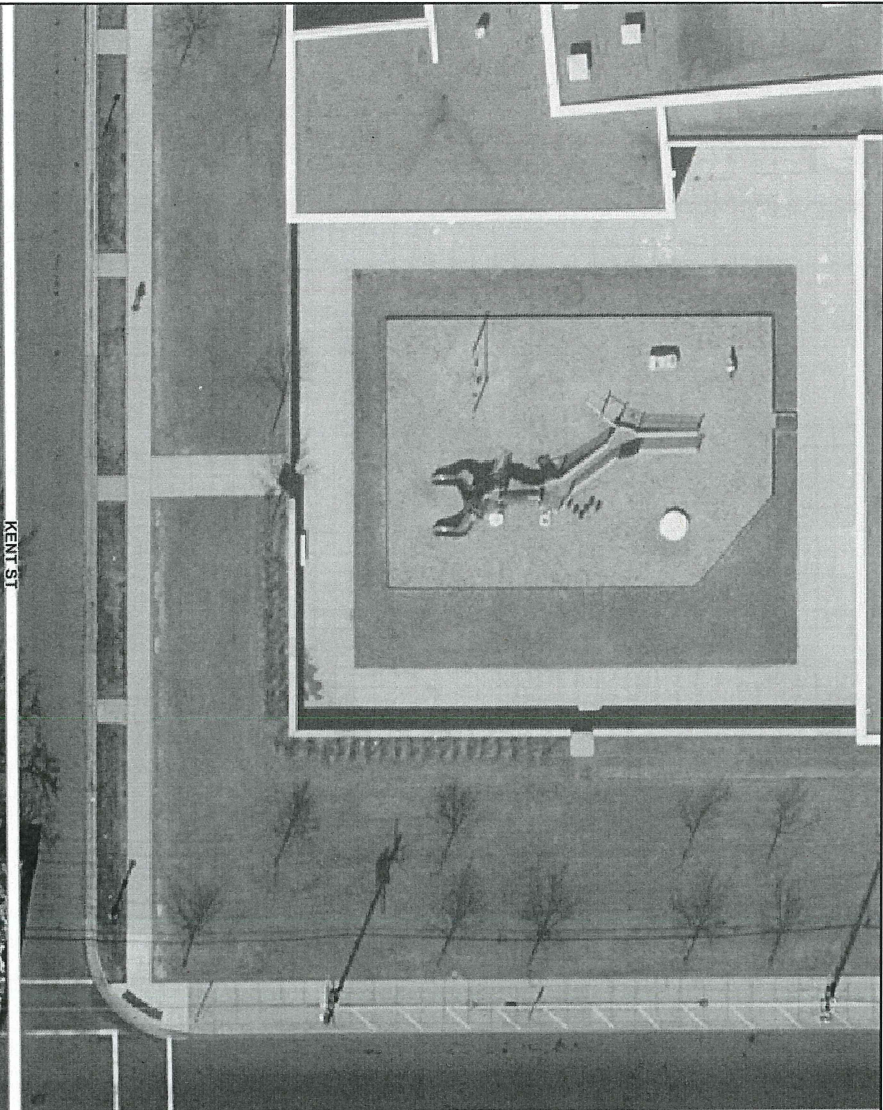
-  WATER
-  Local Roads
-  County Road
-  MN Highway
-  US Highway
-  Interstate
-  Interstate
-  Highway or County Road
-  Local Road
-  Ramp
-  Other Street














Should be 1" when printed.
Scale 1:449
(1" ≈ 37')

This is not an official document or survey.

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-  WATER
-  Local Roads
-  County Road
-  MN Highway
-  US Highway
-  Interstate
-  Interstate
-  Highway or County Road
-  Local Road
-  Ramp
-  Other Street













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-  Interstate
-  Highway or County Road
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Front Avenue Sidewalk Gap Infill – Pedestrian Facilities Application

Applicant: City of Saint Paul

Requested Award Amount: \$376,800

Project Total Capital Cost: \$471,000

Project Components

1. Sidewalk construction along south side of Front Avenue from Dale St. to Mackubin St. Construction to include some relocation of existing curb line and construction of retaining walls.
2. ADA-compliant curb ramps at Kent St. and Mackubin St. intersections
3. Paved bus waiting areas at Kent St. and Mackubin St.

Background

The proposed project includes construction of new sidewalk along the south side of Front Avenue between Dale Street and Mackubin Street. This sidewalk gap connects pedestrians with the Como/Front/Dale intersection, designated as a neighborhood node in Saint Paul’s draft 2040 Comprehensive Plan. Neighborhood nodes are compact, mixed-use areas that provide shops, services, neighborhood scale civic and institutional uses, recreational facilities and employment close to residences. Saint Paul prioritizes pedestrian-friendly urban design in these locations and development that enables residents to achieve daily needs within walking distance.

Due to existing right-of-way widths and grades, sidewalk construction will entail a combination of retaining wall construction and moving existing curb lines to accommodate a sidewalk and boulevard. Curb ramps at Como Ave and Front St. will be entirely reconstructed to achieve ADA compliance. This will result in enhanced connectivity for pedestrians and transit riders to businesses at the Como/Front/Dale intersection and nearby destinations including Crossroads Elementary, RiverEast Elementary and Secondary, Front Park, and Marydale Park.



Facing west on Front Avenue, east of Dale St.



Facing east on Front Avenue, west of Kent Street.

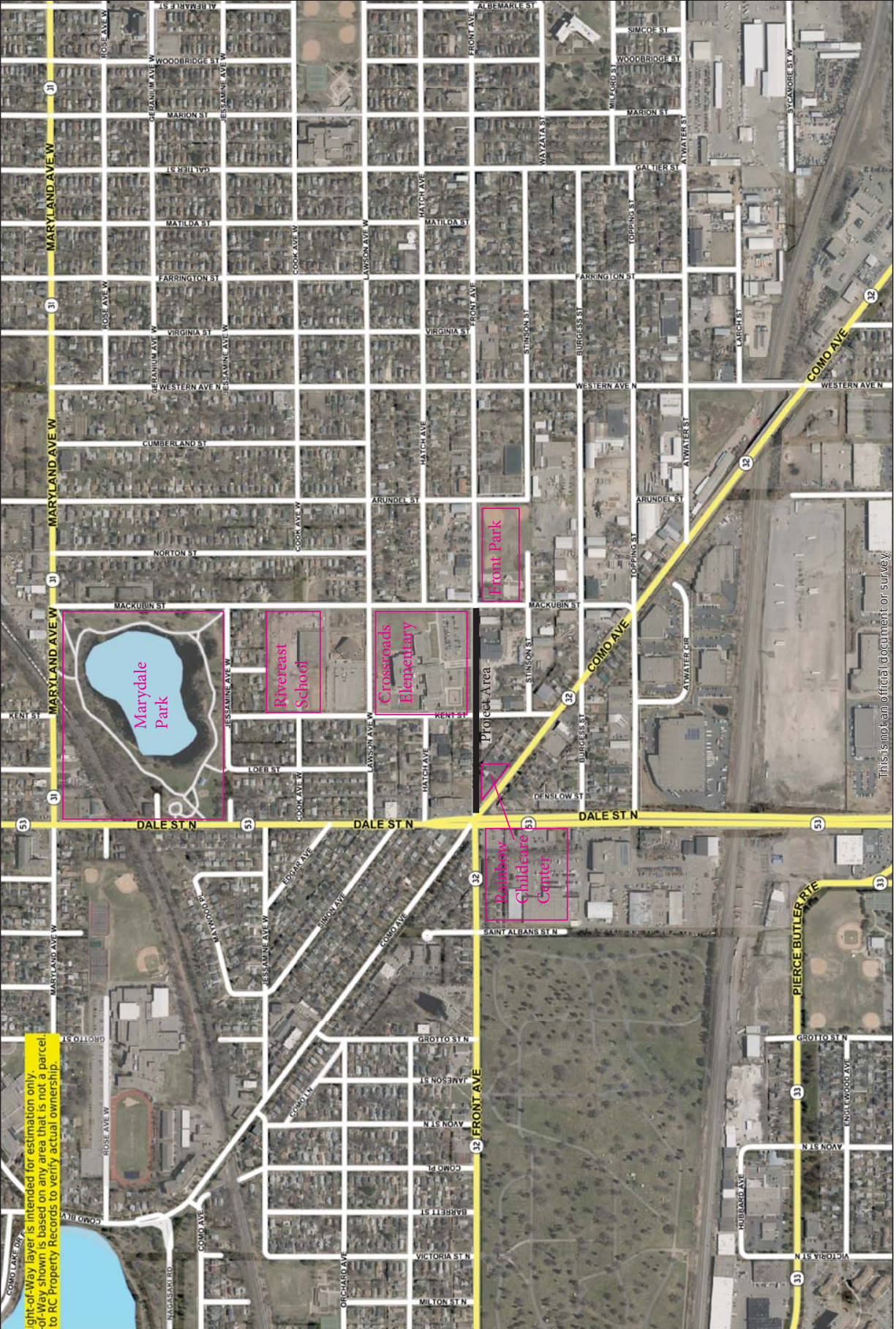


Facing east on Front Avenue, west of Dale Street. Steep grades will require moving existing curb lines and retaining walls in some locations. Rainbow Child Development Center (pictured), takes children for walks to neighborhood parks but avoids destinations north due to safety concerns crossing the Como-Front-Dale intersection and lack of sidewalk connections to other crossing locations.

- WATER
- Local Roads
- County Road
- MN Highway
- US Highway
- Interstate
- Interstate
- Highway or County Road
- Local Road
- Ramp
- Other Street



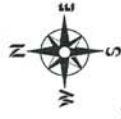
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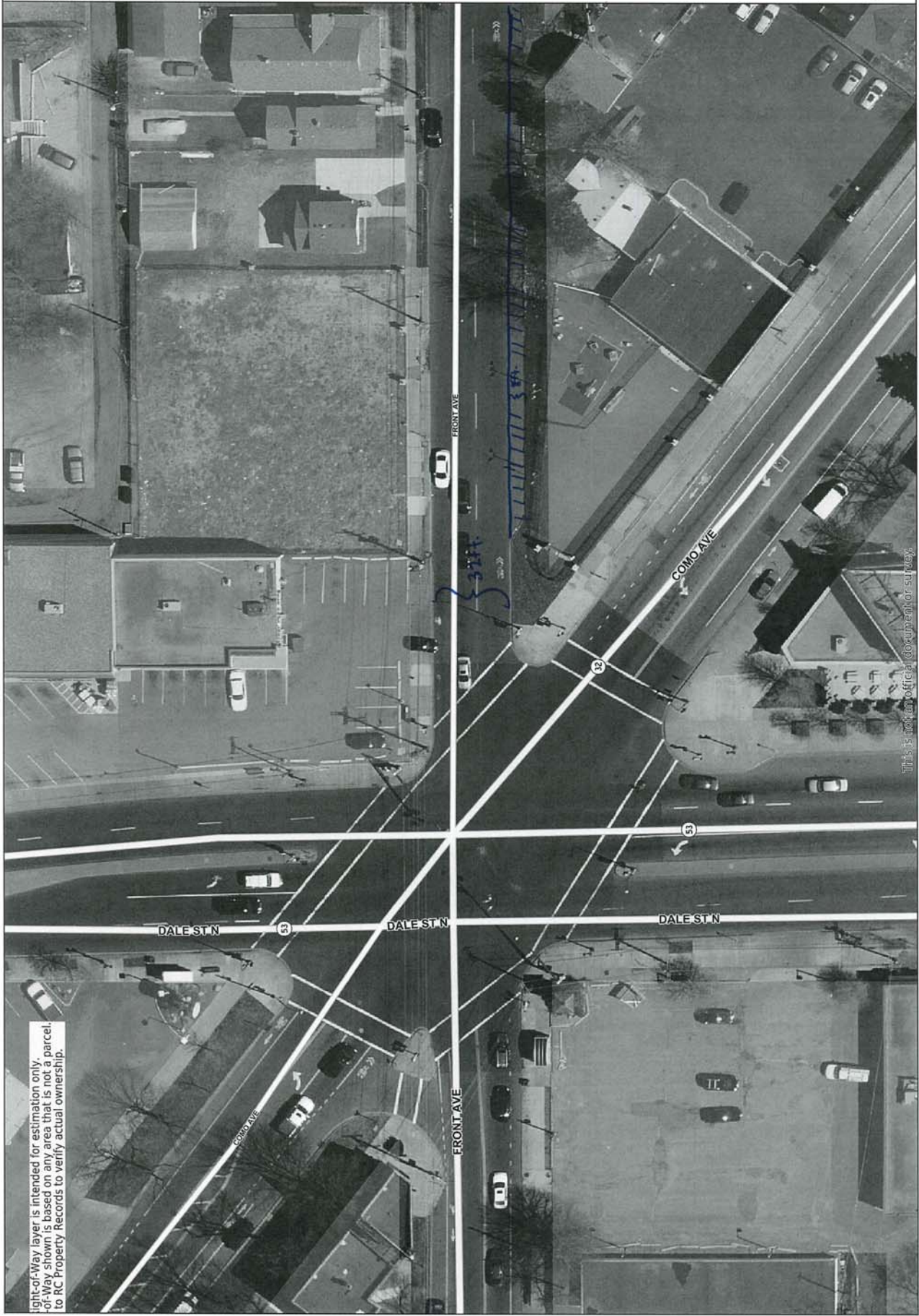
Right-of-Way layer is intended for estimation only.
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 To RC Property Records to verify actual ownership.

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-  WATER
-  Local Roads
-  County Road
-  MN Highway
-  US Highway
-  Interstate
-  Highway or County Road Ramp
-  Local Road Ramp
-  Other Street



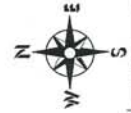
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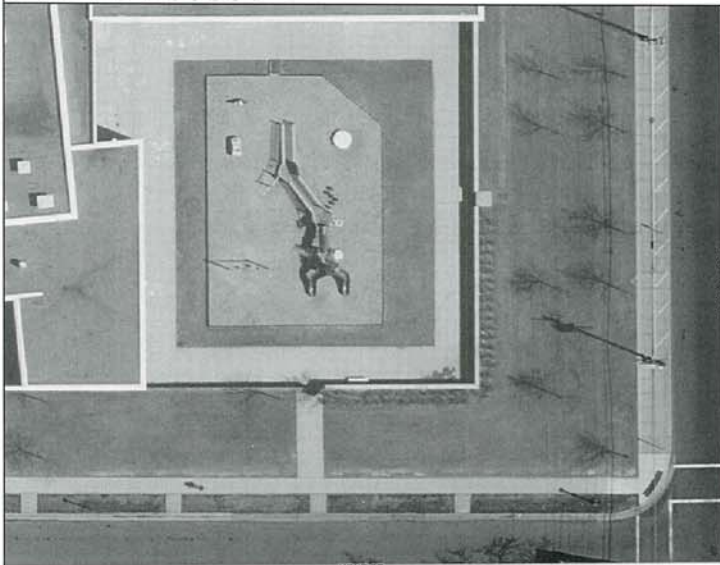
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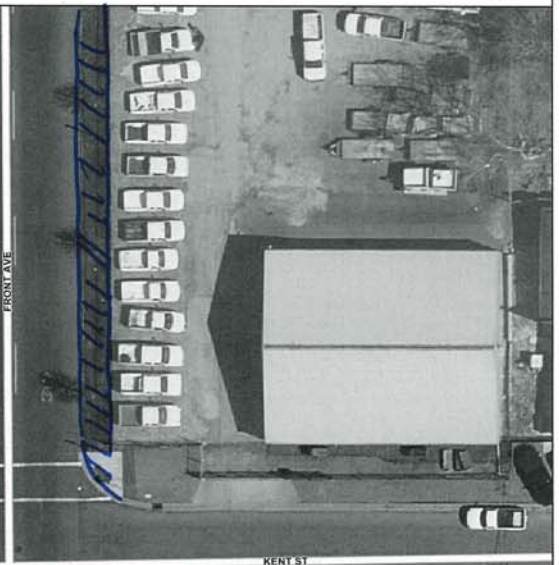
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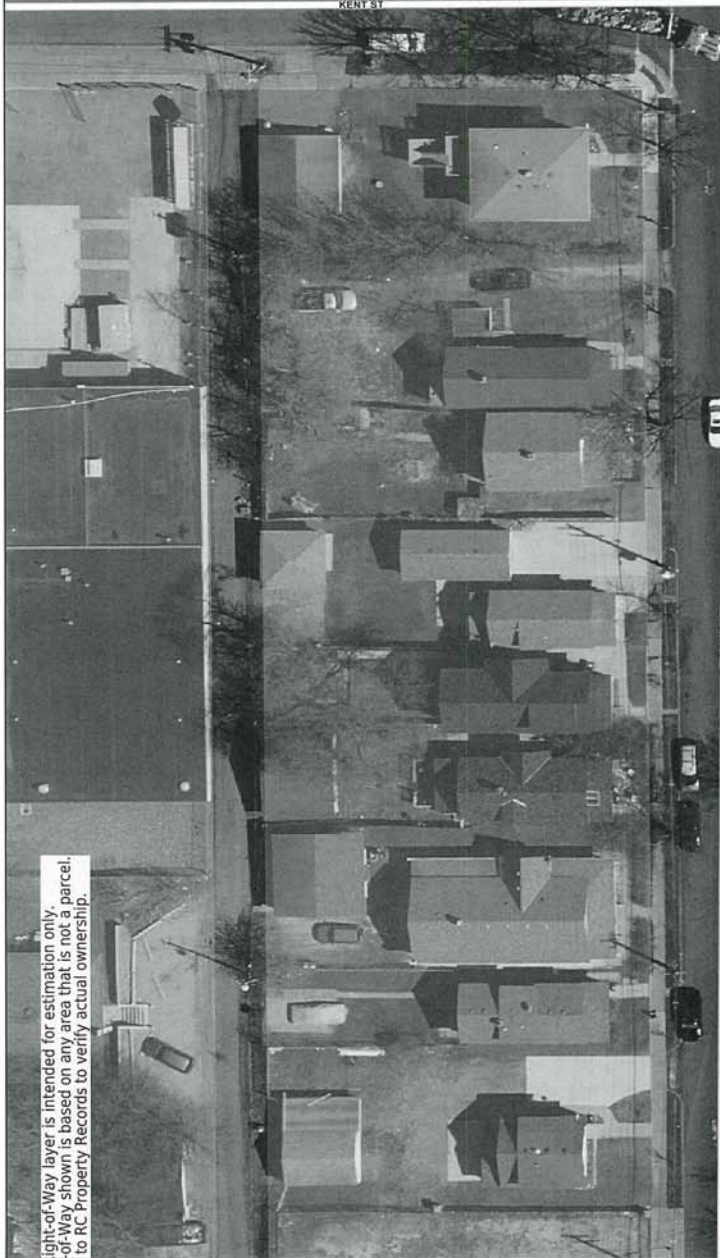


KENT ST



FRONT AVE

KENT ST



FRONT AVE

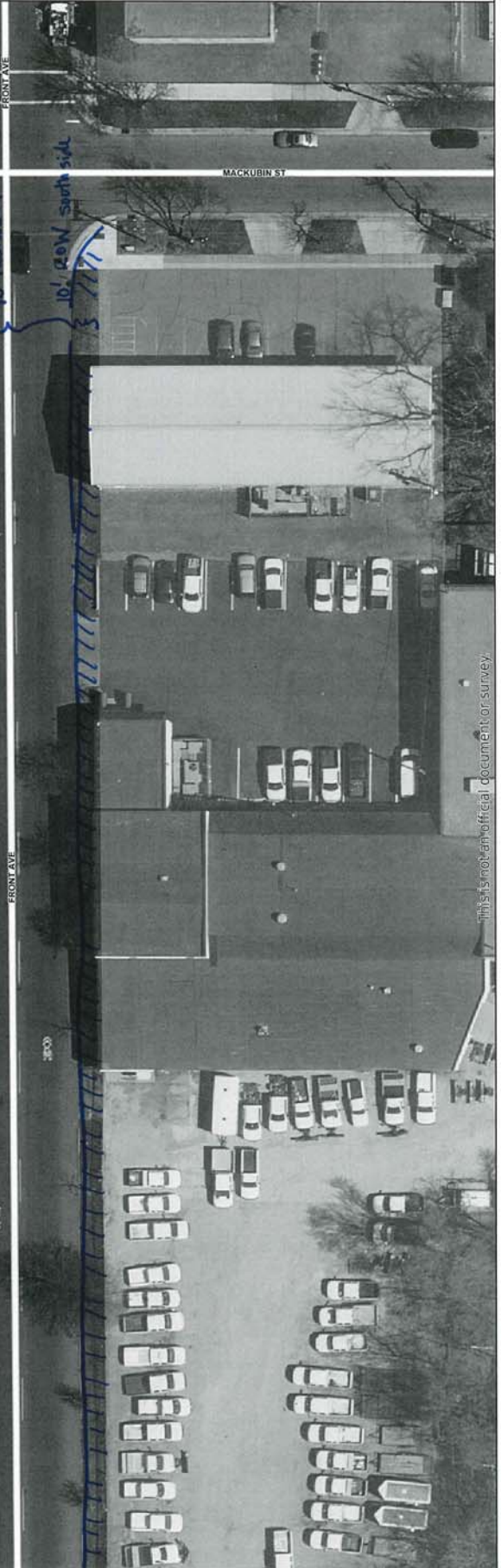
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This is not a part of a document or survey.

- WATER
- Local Roads
- County Road
- MN Highway
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- Interstate
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Should be 1" when printed.
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Light-of-Way layer is intended for estimation only.
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Independent School District 625
360 Colborne Street
Saint Paul, MN 55102-3299

Office of the Superintendent
Joe Gothard
Superintendent of Schools

Telephone: (651) 767-8152

Fax: (651) 767-3441

www.spps.org

July 2, 2018

Minnesota Department of Transportation
Safe Routes to School

To whom it may concern,

Saint Paul Public Schools (SPPS) fully supports the City of Saint Paul's grant application to Safe Routes to School for the construction of a new sidewalk on Front Ave. between Dale St. and Mackubin. This sidewalk gap is directly across from Crossroads Elementary and provides an important improvement to the walking environment around the school campus.

SPPS is dedicated to providing a premier education to all Saint Paul students in every Saint Paul neighborhood. Planning support geared toward the creation of safe walking and biking routes to neighborhood schools will improve access and help keep our schools at the heart of the community.

SPPS is an active partner with the City of Saint Paul in promoting Safe Routes to School. Our district wellness coordinator organizes Walk to School Day events throughout the district and promotes and administers use of a district-owned bicycle fleet to teach safe bicycling skills to students. We collaborate with the city on a Safe Routes to School steering committee, which meets bi-monthly to promote coordination on SRTS efforts between the school district, city and county.

Should these funds be awarded, SPPS will continue to be an active partner with the City of Saint Paul in communicating about the project with the school community and in promoting Safe Routes to School program opportunities at the school.

Thank you for your partnership in making this important proposal a reality.

Sincerely,

Joe Gothard, Ed.D.



Legislation Text

File #: RES 18-803, Version: 1

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

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

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

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

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

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

WHEREAS, these projects fall within appropriate funding categories and meet the conditions and requirements specified for eligibility of federal funding; now, therefore, be it

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

and be it

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