



Application

13869 - 2020 Multiuse Trails and Bicycle Facilities

14112 - Samuel Morgan Regional Trail Segments 1 and 4 Reconstruction

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
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Primary Contact

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What Grant Programs are you most interested in?	Regional Parks Bonding Grants		

Organization Information

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

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

Project Information

Project Name	Samuel Morgan Regional Trail Segments 1 and 4 Reconstruction
Primary County where the Project is Located	Ramsey
Cities or Townships where the Project is Located:	Saint Paul
Jurisdictional Agency (If Different than the Applicant):	

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

This project proposes to reconstruct sections of two segments that have reached the end of their usable life of the Sam Morgan Regional Trail along Shepard Rd/Warner Rd in Saint Paul. The project will include removing the asphalt and base of the old trail; correcting any grades for drainage and accessibility; constructing new base and asphalt; installing audible pedestrian signals and pedestrian ramps at intersections; landscaping; and installing lighting, signage, and user amenities. Except where constrained by topography and the river, combined bicycle-pedestrian trail sections will be 12 feet wide and separated trails will be 10 feet wide for bicycle trails and 6 feet wide for pedestrian trails.

(Limit 2,800 characters; approximately 400 words)

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DESCRIPTION - will be used in TIP if the project is selected for funding. See MnDOT's TIP description guidance.

ALONG SHEPARD RD, ELWAY ST TO RANDOLPH AVE, AND ALONG WARNER RD, E OF SIBLEY ST TO W OF TH 61, RECONSTRUCT PORTIONS OF TRAIL FOR BIKES AND PEDS

Project Length (Miles) 3.5

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 \$4,956,800.00

Match Amount \$1,239,200.00

Minimum of 20% of project total

Project Total \$6,196,000.00

For transit projects, the total cost for the application is total cost minus fare revenues.

Match Percentage 20.0%

Minimum of 20%

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

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

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: 2024

Select 2022 or 2023 for TDM projects only. For all other applications, select 2024 or 2025.

Additional Program Years:

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

Project Information

County, City, or Lead Agency City of Saint Paul

Zip Code where Majority of Work is Being Performed 55102

(Approximate) Begin Construction Date 05/01/2024

(Approximate) End Construction Date 07/31/2025

Name of Trail/Ped Facility: Samuel Morgan Regional Trail

(i.e., CEDAR LAKE TRAIL)

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

From:
(Intersection or Address) Elway St and Shepard Rd

To:
(Intersection or Address) Warner Rd and Trunk Highway 61

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

Or At:

Miles of trail (nearest 0.1 miles): 3.5

Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles): 3.5

Is this a new trail? No

Primary Types of Work BIKE PATH, LIGHTING, PED RAMPS

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 (2018), the 2040 Regional Parks Policy Plan (2018), 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.

Briefly list the goals, objectives, strategies, and associated pages:

7.14 - Tier 1 Regional Bicycle Transportation Alignment; 7.22 - Facilitate safe and continuous trips to regional destinations; 7.28 - Tier 1 Alignments "should be given the highest priority for transportation funding"; 7.32 - Reconstruction of Existing Facilities

(Limit 2,800 characters; approximately 400 words)

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

List the applicable documents and pages:

East Bank Mississippi River Regional Trail Corridor Master Plan, pp. 10-11; Saint Paul for All: 2040 Comprehensive Plan, pp. 80-81, 115, 117; Saint Paul Bicycle Plan, pp. 11, 57, Figures 3, 4, 6, 7, 8

(Limit 2,800 characters; approximately 400 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 State Aid cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

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

6. Applicants must not submit an application for the same project in more than one funding sub-category.

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

7. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below.

Multiuse Trails and Bicycle Facilities: \$250,000 to \$5,500,000

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA): \$250,000 to \$1,000,000

Safe Routes to School: \$250,000 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 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 plan must be completed by the local agency before the Regional Solicitation application deadline. For the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.

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

Date plan completed: 04/27/2010

Link to plan: [https://www.stpaul.gov/sites/default/files/MediaRoot/ADA Transition Plan for Public Works_2016.pdf](https://www.stpaul.gov/sites/default/files/MediaRoot/ADA%20Transiton%20Plan%20for%20Public%20Works_2016.pdf)

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

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link

Upload as PDF

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

Multiuse Trails and Bicycle Facilities projects only:

3. All applications must include a letter from the operator of the facility confirming that they will remove snow and ice for year-round bicycle and pedestrian use. The Minnesota Pollution Control Agency has a resource for best practices when using salt. [Upload PDF of Agreement in Other Attachments.](#)

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

[Upload PDF of Agreement in Other Attachments.](#)

Safe Routes to School projects only:

4. 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.

5. 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)	\$411,000.00
Removals (approx. 5% of total cost)	\$411,000.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$385,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$72,000.00
Striping	\$13,000.00
Signing	\$0.00
Lighting	\$1,505,000.00
Turf - Erosion & Landscaping	\$251,000.00
Bridge	\$0.00
Retaining Walls	\$110,000.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$83,000.00
RR Crossing	\$0.00
Roadway Contingencies	\$644,000.00
Other Roadway Elements	\$0.00
Totals	\$3,885,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$1,435,000.00

Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$33,000.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$83,000.00
Bicycle and Pedestrian Contingencies	\$383,000.00
Other Bicycle and Pedestrian Elements	\$377,000.00
Totals	\$2,311,000.00

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	\$6,196,000.00
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Construction Cost Total	\$6,196,000.00
Transit Operating Cost Total	\$0.00

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor Yes

Tier 1, RBTN Alignment

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

OR

Project is not located on or directly connected to the RBTN but is part of a local system and identified within an adopted county, city or regional parks implementing agency plan.

Upload Map 1589223943368_Sam Morgan RBTN Map.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 83645

Existing Employment Within One Mile (Integer Only) 102942

Upload the "Population Summary" map 1589224132615_Sam Morgan Job Pop Map.pdf

Please upload attachment in PDF form.

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

1.Sub-measure: Equity Population Engagement: A successful project is one that is the result of active engagement of low-income populations, people of color, persons with disabilities, youth and the elderly. Engagement should occur prior to and during a projects development, with the intent to provide direct benefits to, or solve, an expressed transportation issue, while also limiting and mitigating any negative impacts. Describe and map the location of any low-income populations, people of color, disabled populations, youth or the elderly within a ½ mile of the proposed project. Describe how these specific populations were engaged and provided outreach to, whether through community planning efforts, project needs identification, or during the project development process. Describe what engagement methods and tools were used and how the input is reflected in the projects purpose and need and design. Elements of quality engagement include: outreach and engagement 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 community engagement related to transportation projects; feedback from these populations identifying potential positive and negative elements of the proposed project through engagement, 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.

During the community engagement process that identified the need for this project as part of the master planning of Lower Landing Park located along Segment 4, it was discovered that a large community of Somali residents are living in the Sibley Park Apartments in downtown Saint Paul near the project site. Subsequently, a targeted engagement strategy was developed to include this community in the project's engagement and development. Initial meetings were held with leaders in the community to allow for introductions and to begin building trust between the City and the community leaders. Additional meetings with a broader group from this community followed.

Response:

This engagement informed the project team of the safety concerns and perceptions that the community had with the current park and trail that kept them from using it. This feedback was used to refine the design of the trail and park to improve perceptions of safety and access. The design refinements are included in the proposed project.

Along Segment 1, dozens of community meetings were held during the master planning process for the nearby Victoria Park, including direct outreach to the communities of different abilities to inform development of a universally accessible play area in the park. The master plan emphasizes connections to the Samuel Morgan Regional Trail for recreational and transportation purposes. One improvement in the master that has already been completed is the construction of an off-street trail along Otto Ave, directly connecting the park area to the Samuel Morgan Regional Trail. The intersection at Otto Ave will be made completely ADA accessible with this project, thus completing this accessible connection.

(Limit 2,800 characters; approximately 400 words)

2.Sub-measure: *Equity Population Benefits and Impacts: A successful project is one that has been designed to provide direct benefits to low-income populations, people of color, persons with disabilities, youth and the elderly. All projects must mitigate potential negative benefits as required under federal law. Projects that are designed to provide benefits go beyond the mitigation requirement to proactively provide transportation benefits and solve transportation issues experienced by Equity populations.*

a.Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to pedestrian and bicycle safety improvements; public health benefits; direct access improvements for residents or improved access to destinations such as jobs, school, health care or other; travel time improvements; gap closures; new transportation services or modal options, leveraging of other beneficial projects and investments; and/or community connection and cohesion improvements. Note that this is not an exhaustive list.

The Samuel Morgan Regional Trail is one of the most important trails in Saint Paul. As an exclusively off-street regional trail, the trail serves as a critical transportation and recreation resource, allowing users to walk, bike, or roll free from motorized traffic. The trail provides a direct, safe connection to downtown Saint Paul, the city's densest concentration of jobs. The trail is also prized for its location along the Mississippi River, providing close access from residential areas for walking, biking, and other trail-based outdoor recreation for people of all ages. The trail saw over 560,000 visits in 2018.

Response:

This project will also improve all crosswalks in the project corridor that are not currently accessible to ensure all people can safely access the trail and reduce modal conflicts. The separation of bicycle and pedestrian trails in portions of the corridor also reduces those conflicts. Improved pavement condition will improve the safety and comfort of the facility. The planned realignment of Lexington Pkwy and Elway St will provide an improved and direct bicycle and pedestrian connection to the neighborhood at the western end of this project, including a connection to the public housing Montreal Hi-Rise.

The western end of Segment 4 is only a 5 minute walk from the METRO Green Line Union Depot Station. Improving connections and access to the trail in this area would not only benefit the nearby residents but also connect trail users to regional transit options.

(Limit 2,800 characters; approximately 400 words)

b. Describe any negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly created by the project, along with measures that will be taken to mitigate them. Negative impacts that are not adequately mitigated can result in a reduction in points.

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.

Mitigation of temporary construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings.

Other

Response:

This project will reconstruct an existing trail within its current alignment. No permanent negative impacts are expected with the project.

(Limit 2,800 characters; approximately 400 words)

Select one:

3.Sub-measure: Bonus Points Those projects that score at least 80% of the maximum total points available through sub-measures 1 and 2 will be awarded bonus points based on the geographic location of the project. These points will be assigned as follows, based on the highest-scoring geography the project contacts:

a. 25 points to projects within an Area of Concentrated Poverty with 50% or more people of color

b. 20 points to projects within an Area of Concentrated Poverty

c. 15 points to projects within census tracts with the percent of population in poverty or population of color above the regional average percent

d. 10 points for all other areas

Project is located in an Area of Concentrated Poverty where 50% or more of residents are people of color (ACP50): Yes

Project located in Area of Concentrated Poverty:

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

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)

Upload the "Socio-Economic Conditions" map used for this measure. The second map created for sub measure A1 can be uploaded on the Other Attachments Form, or can be combined with the "Socio-Economic Conditions" map into a single PDF and uploaded here.

Upload Map

1589224372706_Sam Morgan ACP Map.pdf

Measure B: Part 1: Housing Performance Score

City	Segment Length (For stand-alone projects, enter population from Regional Economy map) within each City/Township	Segment Length/Total Project Length	Score	Housing Score Multiplied by Segment percent
St. Paul	3.5	1.0	100.0	100.0

Total Project Length

Total Project Length 3.5

Project length entered on the Project Information - General form.

Housing Performance Score

Total Project Length (Miles) or Population 3.5

Total Housing Score 100.0

Affordable Housing Scoring

Part 2: Affordable Housing Access

Reference Access to Affordable Housing Guidance located under Regional Solicitation Resources for information on how to respond to this measure and create the map.

If text box is not showing, click Edit or "Add" in top right of page.

There are fourteen affordable housing developments that exist within 0.5 miles of the project. These include Montreal Hi Rise, Sholom Home, 7th Street Landing, Schmidt Brewery Lofts, Osceola Place Apartments, Sibley Court Apartments, Sibley Park Apartments, Heritage House, Mears Park Place, Straus Apartments, Crane Ordway, American House, Northern Warehouse, and the Tilsner Building.

Response:

Combined there are 173 studio units, 629 one-bedroom units, 254 two-bedroom units, and 32 three-bedroom units for a total of 1089 affordable units. 305 units are affordable at 30% AMI, 87 units at 50% AMI, and 697 units at 60% AMI.

670 units are protected by LIHTC, 83 units by HTF and other MHFA programs, 183 units by public housing, 45 units by Section 202 project-based subsidy, and 108 units by Section 8 project-based subsidy.

The trail being reconstructed by the project provides all of these residents a safe, separated facility to access riverfront destinations by bike or walking/rolling.

(Limit 2,100 characters; approximately 300 words)

Upload map:

1589387632653_Sam Morgan Housing Map.pdf

Measure A: Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project

PART 1: Qualitative assessment of project narrative discussing how the project will close a bicycle network gap, create a new or improved physical bike barrier crossing, and/or improve continuity and connections between jurisdictions.

Specifically, describe how the project would accomplish the following: Close a transportation network gap, provide a facility that crosses or circumvents a physical barrier, and/or improve continuity or connections between jurisdictions.

Bike system gap improvements include the following:

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

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

- *Providing a safer, more protected on-street facility or off-road trail;*

- *Improving safety of bicycle crossings at busy intersections (e.g., through signal operations, revised signage, pavement markings, etc.); OR*

- *Providing a trail adjacent or parallel to a highway or arterial roadway or improving a bike route along a nearby and parallel lower-volume neighborhood collector or local street.*

Physical bicycle barrier crossing improvements include grade-separated crossings (over or under) of rivers and streams, railroad corridors, freeways and expressways, and multi-lane arterials, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. Surface crossing improvements (at-grade) of major highway and rail barriers that upgrade the bicycle facility treatment or replace an existing facility at the end of its useful life may also be considered as bicycle barrier improvements. (For new barrier crossing projects, distances to the nearest parallel crossing must be included in the application to be considered for the full allotment of points under Part 1).

Examples of continuity/connectivity improvements may include constructing a bikeway across jurisdictional lines where none exists or upgrading an existing bicycle facility treatment so that it connects to and is consistent with an adjacent jurisdictions bicycle facility.

Segment 1 of the Samuel Morgan Regional Trail provides the only continuous bicycle facility parallel to Shepard Rd and W 7th St/TH 5. If the condition of the trail continues to deteriorate and had to be closed, there is no safe alternative route for nearly a mile, and that alternative is indirect and slower. Bicyclists would not be able to safely bike on Shepard Rd (50 MPH, 4-lane road) or W 7th St/TH 5 (35 MPH, 3-lane road). The trail also provides direct access to a crossing of the Mississippi River at I-35E, connecting multiple RBTN Tier 1 alignments and regional trail facilities in Lilydale and Mendota. The next nearest crossing is over 2 miles away. This I-35E crossing provides a major connection point to the Big Rivers Regional Trail operated by Dakota County and the Robert Pira Regional Trail currently under construction.

Response:

Segment 4 provides a connection between downtown Saint Paul and the city's East Side neighborhoods with an alignment along the Mississippi River. The trail is bounded on all sides by barriers including the Mississippi River, Warner Rd (50 MPH, 4-lane road), the Hoffman Interlocking rail facility, and steep bluffs. There are no other routes through this area for bicyclists and pedestrians to use without this trail. This segment connects on both ends to other RBTN Tier 1 alignments, including river crossings along TH 52 and Wabasha St. This segment also includes a bridge over mainline railroad tracks operated by BNSF, UP, and CP Rail.

Intersections along these segments will be updated as part of this project to increase safety. Improvements will include upgraded pedestrian ramps, adding APS to signals, and adding crosswalk striping where it currently does not exist.

(Limit 2,800 characters; approximately 400 words)

PART 2: Regional Bicycle Barrier Crossing Improvements and Major River Bicycle Barrier Crossings

DEFINITIONS:

Regional Bicycle Barrier Crossing Improvements include crossings of barrier segments within the Regional Bicycle Barrier Crossing Improvement Areas as updated in the 2019 Technical Addendum to the Regional Bicycle Barriers Study and shown in the RBBS online map (insert link to forthcoming RBBS Online Map). Projects must create a new regional barrier crossing, replace an existing regional barrier crossing at the end of its useful life, or upgrade an existing barrier crossing to a higher level of bike facility treatment, to receive points for Part 2.

Major River Bicycle Barrier Crossings include all existing and planned highway and bicycle/pedestrian bridge crossings of the Mississippi, Minnesota and St. Croix Rivers as identified in the 2018 update of the 2040 Transportation Policy Plan. Projects must create a new major river bicycle barrier crossing, replace an existing major river crossing at the end of its useful life, or upgrade the crossing to a higher level of bike facility treatment, to receive points for Part 2.

Projects that construct new or improve existing Regional Bicycle Barrier Crossings or Major River Bicycle Barrier Crossings will be assigned points as follows: (select one)

Tier 1

Tier 1 Regional Bicycle Barrier Crossing Improvement Area segments & any Major River Bicycle Barrier Crossings

Tier 2

Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments

Tier 3

Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments

Non-tiered

Crossings of non-tiered Regional Bicycle Barrier segments

No improvements

Yes

No Improvements to barrier crossings

If the project improves multiple regional bicycle barriers, check box.

Multiple

Projects that improve crossing of multiple regional bicycle barriers receive bonus points (except Tier 1 & MRBBCs)

Measure B: Project Improvements

The Samuel Morgan Regional Trail provides an off-street trail along a 50 MPH road that directly connects to an interstate. The design of the trail minimizes conflict points with automotive traffic, which has resulted in no pedestrian or bicycle crashes along Segment 1 and only 1 crash along Segment 4 in 2011-2015. The crash along Segment 4 resulted from a driver failing to properly yield to a cyclist who was crossing from the Samuel Morgan Trail. This emphasizes the importance of improving safety in the intersections where the trail connects to other parts of the city and regional trail network. The intersection improvements proposed in this project will increase safety in these locations.

Response:

Additionally, the pavement in the project segments has degraded significantly over time, requiring some adjacent sections to already be reconstructed. This project will reconstruct and improve the condition of the trail, increasing comfort and usability for trail users, and reconstruction in its current alignment will maintain separation from traffic and the safety benefits that brings. If this reconstruction does not happen and the trail continues to degrade, trail users may opt to use alternative transportation routes that will introduce significant safety concerns. For comparison purposes, crash data are provided for the nearby W 7th St/TH 5 which runs parallel to Segment 1. In the 2011 -2015 period, 9 crashes involving pedestrians and/or bicyclists were reported. Trail users opting to take a parallel route near W 7th St could be at greater risk of being involved in a crash.

Finally, accessibility improvements, such as audible pedestrian signals and truncated dome ramps, at intersections that connect to the trail will increase safety for users of all abilities. Pedestrian-scale lighting will also be added in this project to increase

visibility of trail users in low-light conditions, which will increase their safety and comfort.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

The Samuel Morgan Regional Trail is heavily used by both pedestrians and bicyclists. This project will reconstruct portions of the trail that connects these pedestrians and bicyclists to transit service. The western terminus of Segment 1 provides a direct connection to the Route 83 local bus, and other portions of that segment are in close proximity to the Route 74 local bus and the high-frequency Route 54. This segment also will provide close connection points to the planned Riverview regional transit line.

Response:

The western terminus of Segment 4 is less than a quarter mile from the Union Depot with its current connection to the METRO Green Line and local and express bus services, as well as its planned future use as a regional and national transportation hub. Dozens of bus lines in downtown Saint Paul are accessible within a mile of this trail. The eastern terminus of this segment is within a quarter mile of the Route 70 local bus and will connect through a continuous network of trails to the nearby future Etna St Station on the planned METRO Gold Line.

Improvements to crosswalks proposed in this project will make these connection points safer for all users. The Samuel Morgan Regional Trail is a tremendous complement to the regional transit system.

(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 (25 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

1589306764038_Sam Morgan Project 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 (15 Percent of Points)

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

100%

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

100%

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

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

Project is located on an identified historic bridge

3)Right-of-Way (25 Percent of Points)

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

Yes

100%

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

50%

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

25%

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

0%

Anticipated date or date of acquisition

4)Railroad Involvement (15 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

5) Public Involvement (20 percent of points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. List Dates of most recent meetings and outreach specific to this project:

Meeting with general public:

01/23/2020

Meeting with partner agencies:

Targeted online/mail outreach:

Number of respondents:

Meetings specific to this project with the general public and partner agencies have been used to help identify the project need.

Yes

100%

Targeted outreach to this project with the general public and partner agencies have been used to help identify the project need.

75%

At least one meeting specific to this project with the general public has been used to help identify the project need.

50%

At least one meeting specific to this project with key partner agencies has been used to help identify the project need.

50%

No meeting or outreach specific to this project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

25%

No outreach has led to the selection of this project.

0%

The need to reconstruct portions of the Samuel Morgan Regional Trail was identified during the master planning for Lower Landing Park which lies along the trail. A community engagement process for the development of a Renovation Plan for Lower Landing Park began in 2017. Saint Paul Parks and Recreation's Community Engagement Strategy guided the process. Informal pop-up events were performed at different locations to ensure current trail users and potential future users were informed of and involved in the planning process. An online survey was available on the project website. Parallel to these events, a Design Advisory Committee comprised of residents and stakeholders was assembled. The group met six times in 2018. Stakeholders in the planning process included the National Park Service, Mississippi Park Connection, Friends of the Mississippi River, the Capitol River Council (the local neighborhood organization), and residents of the Dayton's Bluff neighborhood to the east.

Response (Limit 2,800 characters; approximately 400 words):

A selection of engagement events occurred on the following dates:

January 23, 2020: Community Open House for Nature Trail and Off-Leash Dog Area Planning
February 8, 2018: Saint Paul Parks and Recreation Commission Meeting
February 6, 2018: Design Advisory Committee Meeting
February 2, 2018: Open House
November 2, 2017: Open House
October 20, 2017: Meeting with Sibley Park Apartment Residents
September 6, 2017: Design Advisory Committee Meeting
June 15, 2017: Meeting with Design Advisory Committee and Lowertown residents
May 20, 2017: Park Awareness Walk
May 6, 2017: Pop-Up Engagement Informational

Stand

March 27, 2017: Capitol River Council Meeting

The improvements for the Samuel Morgan Regional Trail at Lower Landing Park were developed based on the suggestions, input, and revisions made by the community. For example, as a result of the pop-events, it became clear that most of the households with children live in Upper East Downtown, a 10 minute walk from the entrance of the park. They do not currently visit the park due to safety concerns but could easily do so due to the proximity. Engagement with these families revealed that active recreation and enhancing access were two of the most popular design recommendations to encourage park and trail use. Another problem identified by the community was the lack of visual information about access and directions to the park and the trail.

Continued engagement with the community will occur as this trail project advances in design and into construction.

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$6,196,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$6,196,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

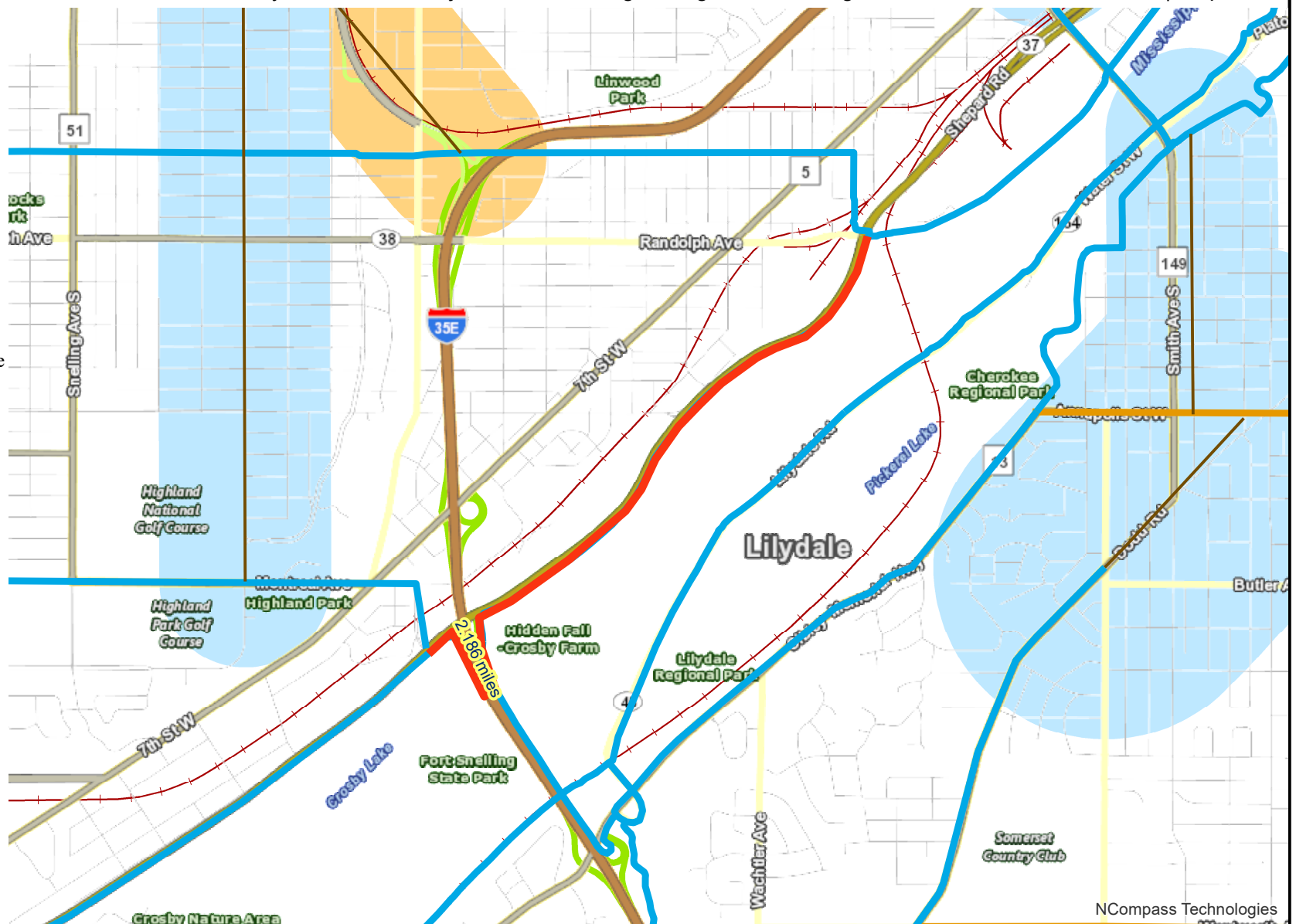
File Name	Description	File Size
Explanation of Calculation of Measure 2A.pdf	Explanation of calculation of employment and population figures for Measure 2A.	17.2 MB
MnDOT Letter St. Paul Sam Morgan Trail.pdf	Letter of support from MnDOT	544 KB
Sam Morgan Crash Data.pdf	Crash data for project corridor.	327 KB
Sam Morgan Summary.pdf	Project summary	84 KB
Winter Maintenance Letter.pdf	Letter documenting winter maintenance obligation	691 KB

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Samuel Morgan Regional Trail Segments 1 and 4 Reconstruction | Map ID: 15888

Results

Project NOT IN Reg'n'l Bicycle
Transportation
Corridor.



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

0 0.25 0.5 1 1.5 2 Miles

Created: 5/7/2020
LandscapeRSA6



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



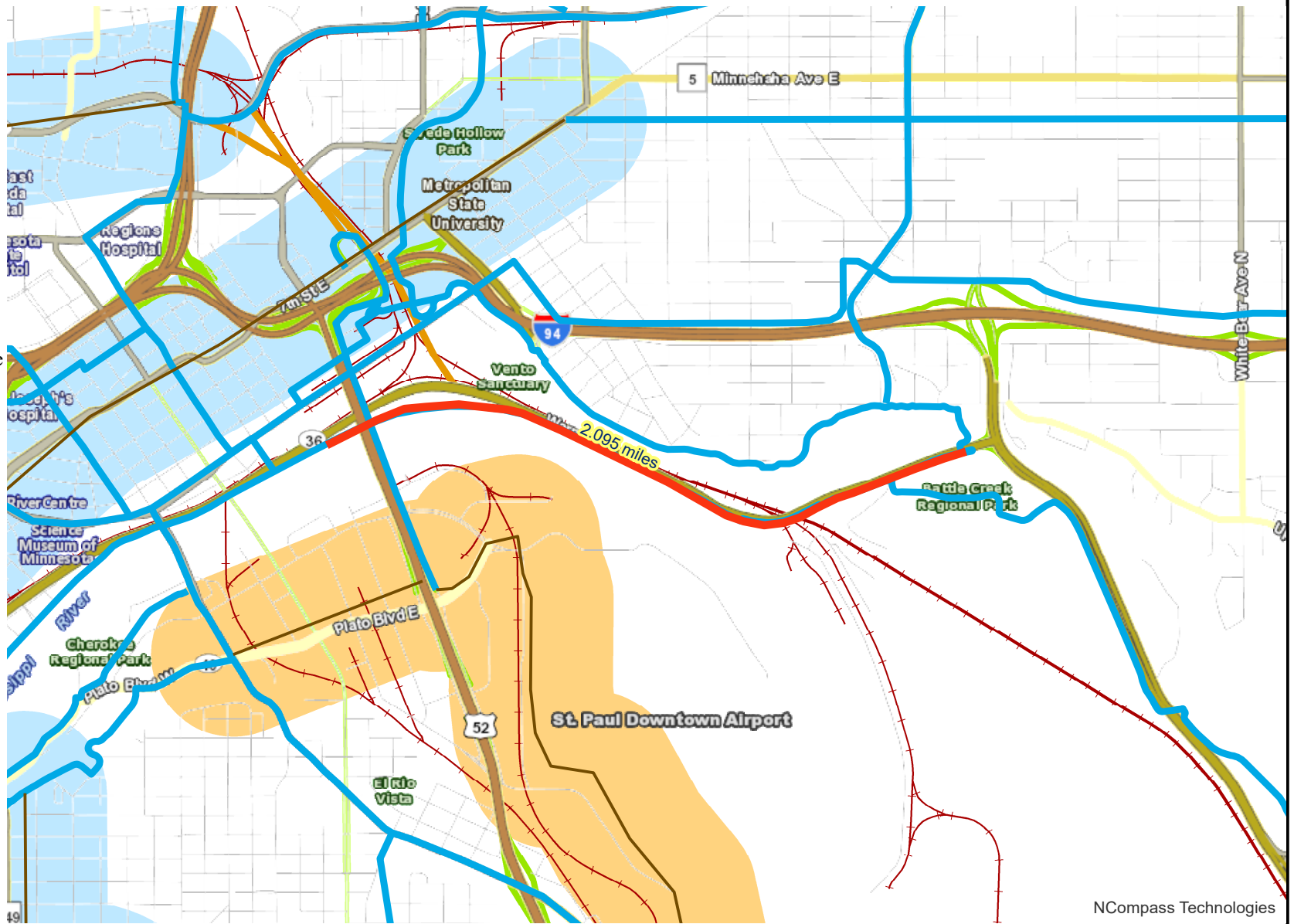
NCompass Technologies

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Samuel Morgan Regional Trail Segments 1 and 4 Reconstruction | Map ID: 15888

Results

Project NOT IN Regn'l Bicycle Transportation Corridor.



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

0 0.275 0.55 1.1 1.65 2.2 Miles

Created: 5/7/2020
LandscapeRSA6



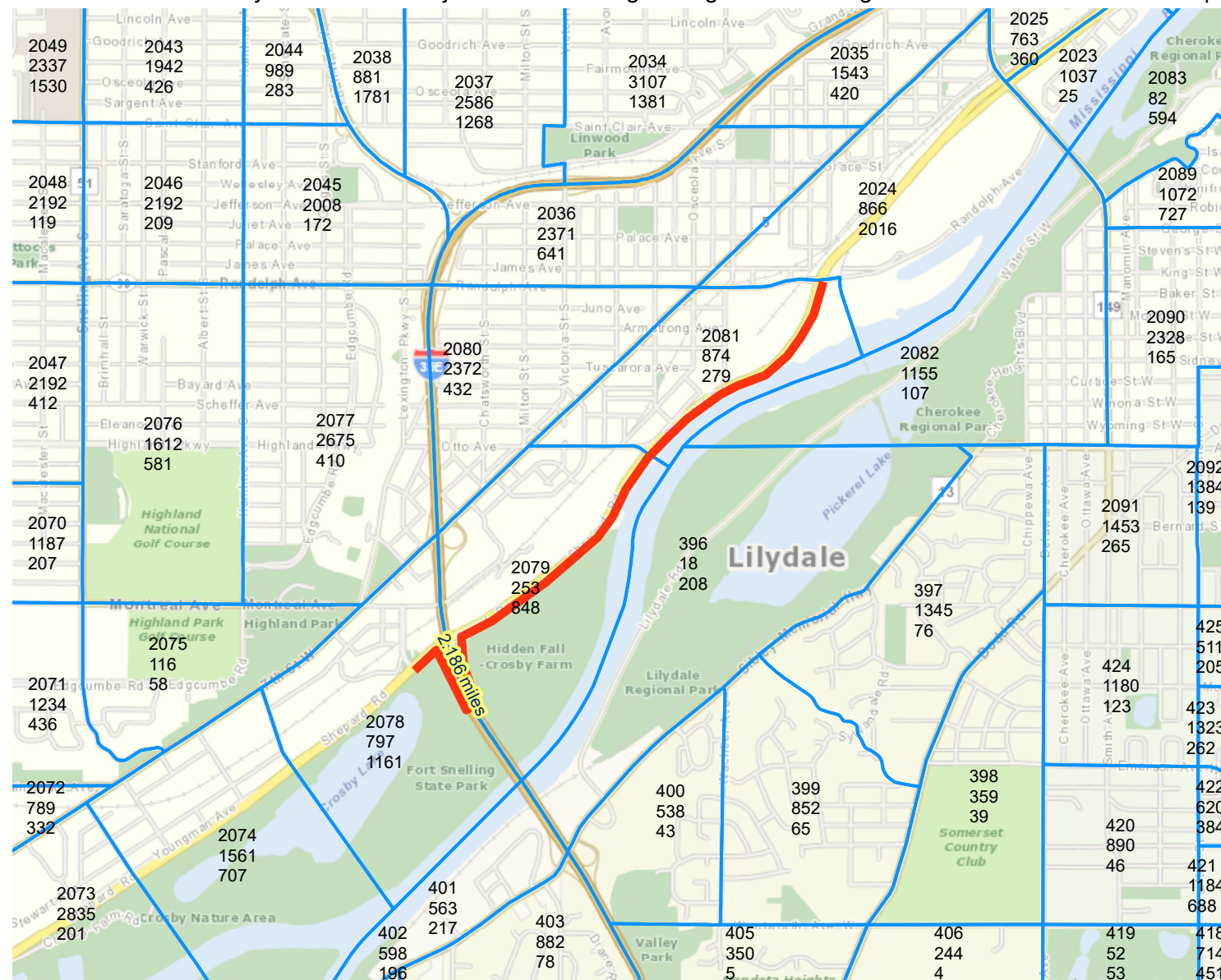
For complete disclaimer of accuracy, please visit
<https://giswebsite.metc.state.mn.us/gissite/notice.aspx>



Population/Employment Summary

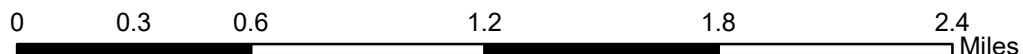
Results

Within ONE Mile of project:
Total Population: 40181
Total Employment: 15190



 Project Points
  Project Area

 Project
  2016 TAZ



Created: 5/7/2020
LandscapeRSA4



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

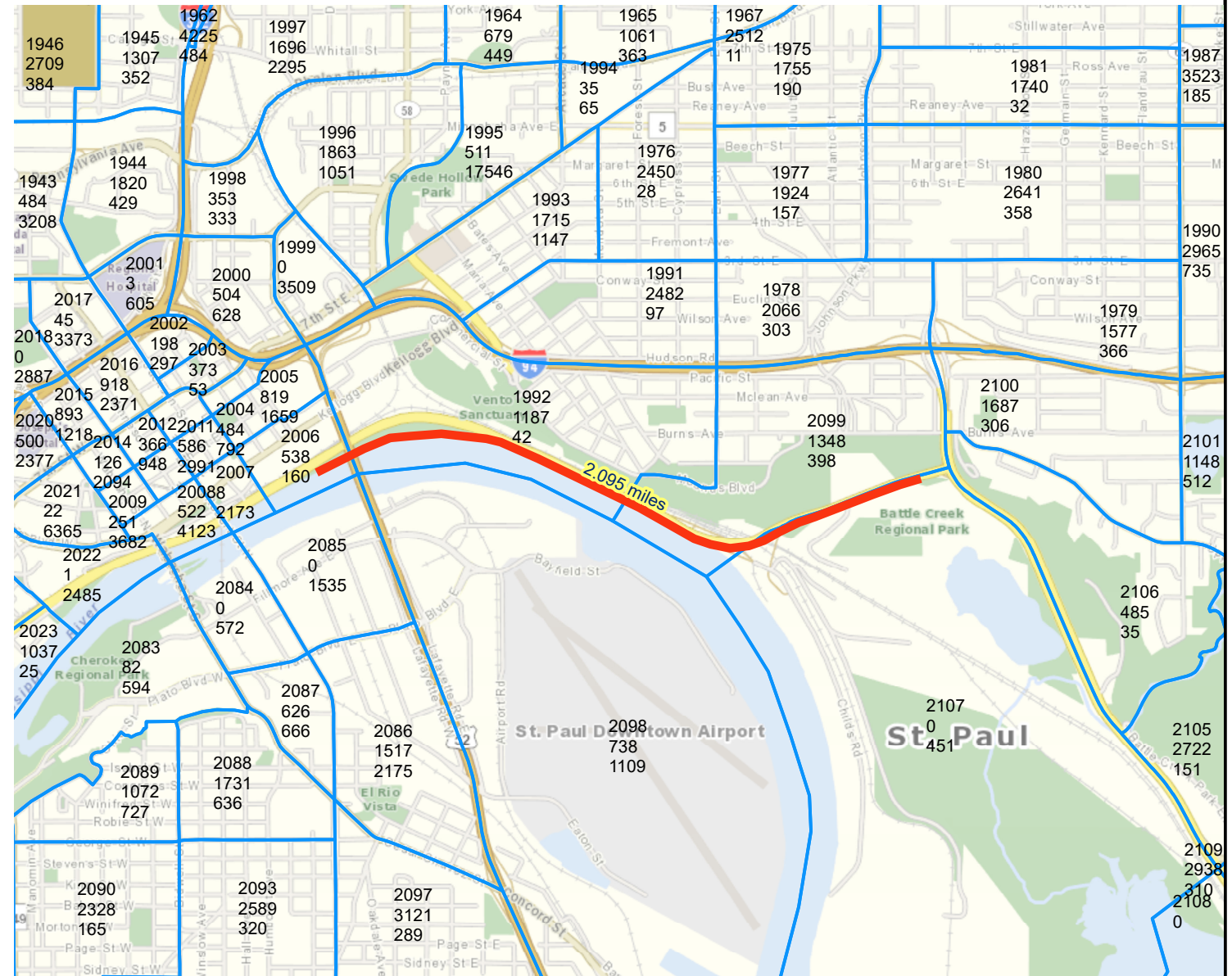


Population/Employment Summary

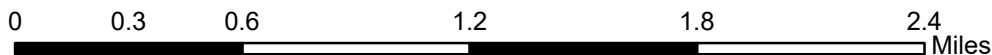
Results

Within ONE Mile of project:
Total Population: 43464
Total Employment: 87752

Multiuse Trails and Bicycle Facilities Project: Samuel Morgan Regional Trail Segments 1 and 4 Reconstruction | Map



- Project Points
- Project Area
- Project
- 2016 TAZ



Created: 5/7/2020
LandscapeRSA4



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



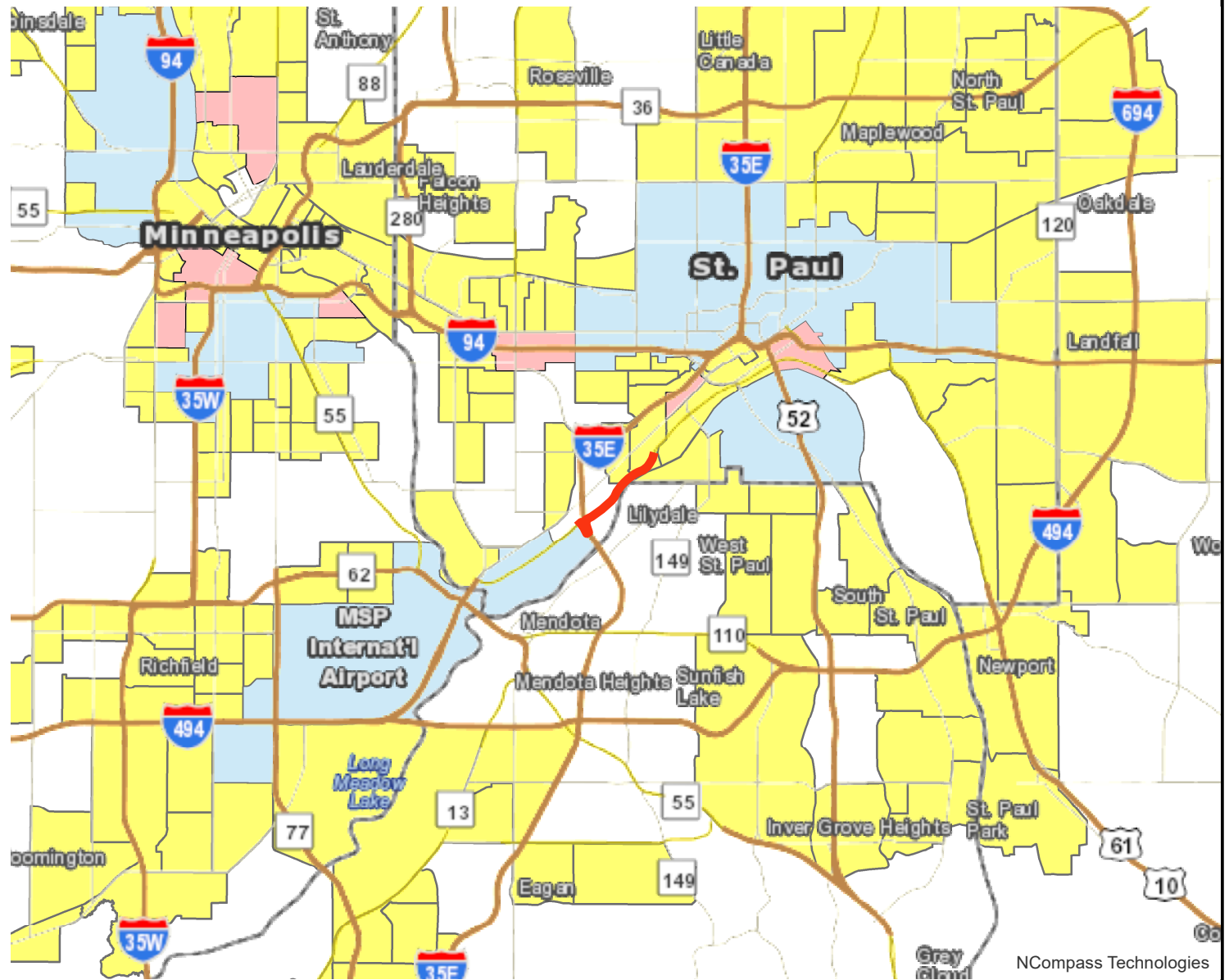
Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: Samuel Morgan Regional Trail Segments 1 and 4 Reconstruction | Map ID: 1588

Results

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

Tracts within half-mile:
36000 36600 36700
36800 36900 37000
37602 60603 60604



— Lines

Area of Concentrated Poverty > 50% residents of color

Area of Concentrated Poverty

Above reg'l avg conc of race/poverty

0 1.5 3 6 9 12 Miles

Created: 5/7/2020
LandscapeRSA2



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<http://giswebsite.metc.state.mn.us/gisite/notice.aspx>



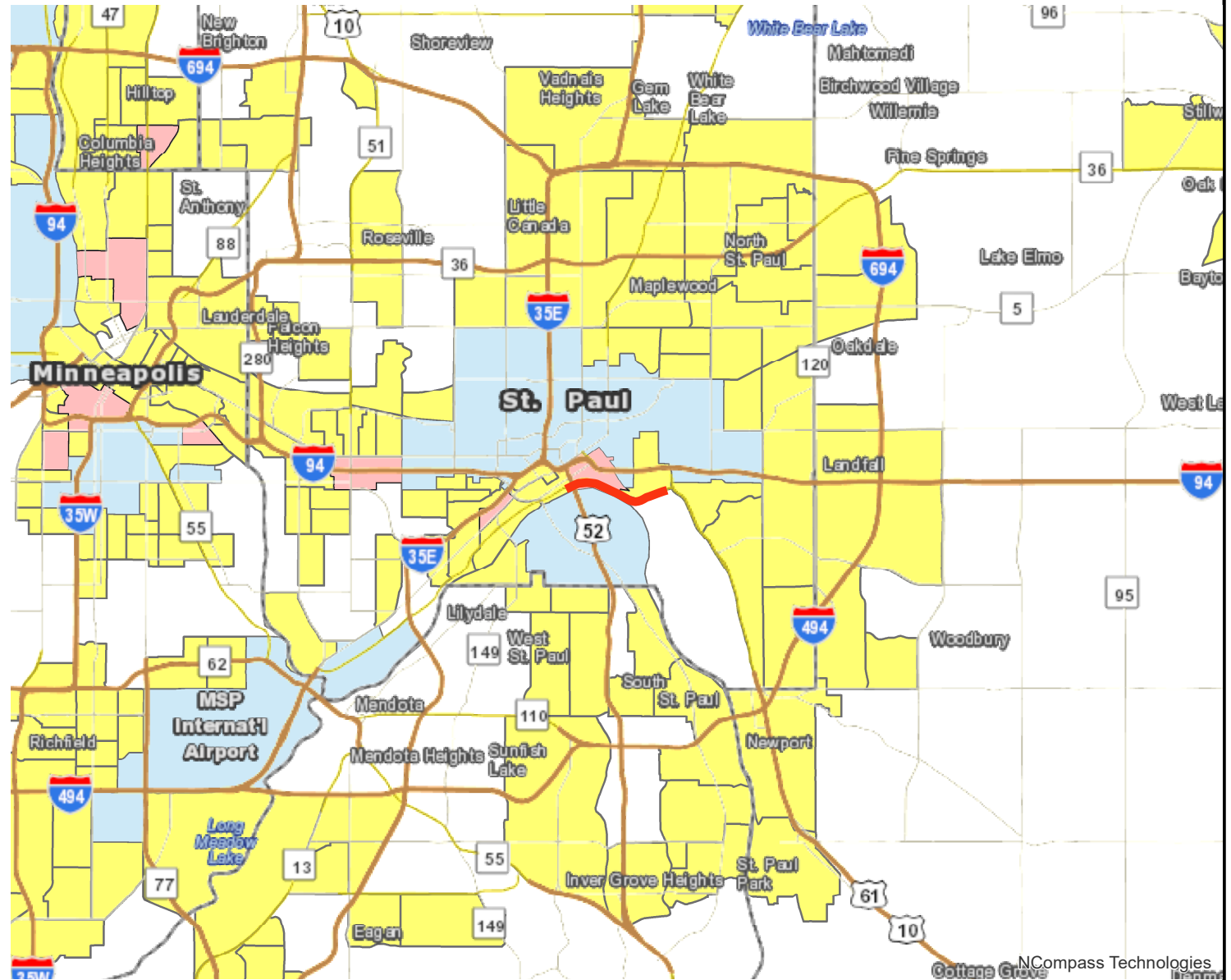
Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: Samuel Morgan Regional Trail Segments 1 and 4 Reconstruction | Map ID: 1588

Results

Project located IN
Area of Concentrated Poverty:
(0 to 24 Points)

Tracts within half-mile:
33000 34201 34202
34400 34500 34601
34602 34701 36100
37100 37402 980000



— Lines



Area of Concentrated Poverty > 50% residents of color



Area of Concentrated Poverty

Above reg'l avg conc of race/poverty

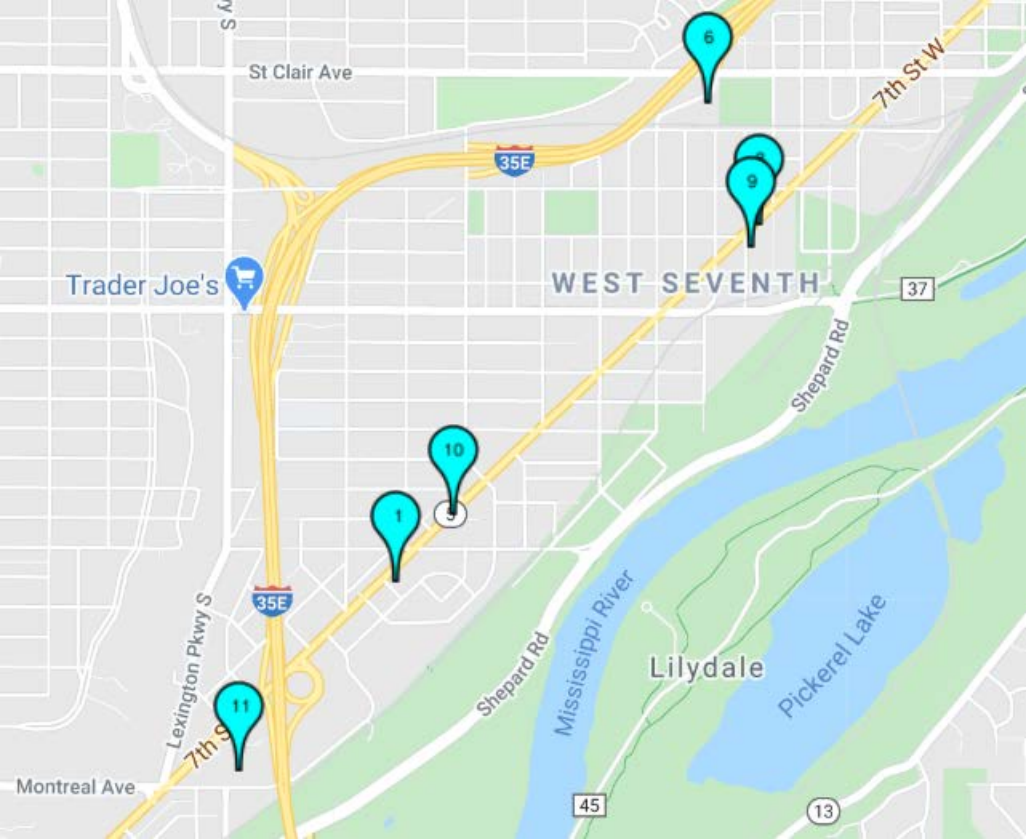


Created: 5/7/2020
LandscapeRSA2



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S

St Clair Ave

35E

7th St W

Trader Joe's

WEST SEVENTH

37

Shepard Rd

10

1

11

Lexington Pkwy S

35E

Montreal Ave

Shepard Rd

Mississippi River

Lilydale

Pickrel Lake

45

13



Mister Car Wash

Bruce Vento
Nature Sanctuary

Barrill Thompson
Beer Company

LOWE

Mears Park

Union Depot

Lower
Landing Park

Mississippi River

CORE

Grainger
Industrial Sup

SAM MORGAN TRAIL SEGMENT 1

Legend



END SEGMENT

IMPROVE INTERSECTION

BRIDGE DECK/ PATH TO REMAIN

**IMPROVE
INTERSECTION
(BY OTHERS)**

BEGIN SEGMENT

NOTE: IMPROVE ALL SEGMENTS IN EXISTING ALIGNMENT

1000FT

SAM MORGAN TRAIL SEGMENT 4



BEGIN SEGMENT

END SEGMENT

EXISTING BRIDGE DECK/
PATH TO REMAIN

IMPROVE INTERSECTION

NOTE: IMPROVE ALL SEGMENTS IN EXISTING ALIGNMENT

1000 FT

Explanation of Calculation of Measure 2A

Consistent with the provided guidance for Measure 2A, overview maps were generated for Segment 1 and Segment 4. Maps for the portions of these segments reconstructed with this project were then generated. The employment and population figures of the portions when combined were less than the figures on the overview maps, and so the figures from the two overview maps were combined and reported for Measure 2A. The overview maps are attached in Measure 2A. The maps of the smaller portions are provided for reference.

The eastern terminus of Segment 1 is more than one mile from the western terminus of Segment 4. As a result, there is no overlap in employment and population figures from each segment.

Population/Employment Summary

Results

Within ONE Mile of project:
Total Population: 25626
Total Employment: 10004

Multiuse Trails and Bicycle Facilities Project: Samuel Morgan Regional Trail Segments 1 and 4 Reconstruction | Map



- Project Points
- Project Area
- Project
- 2016 TAZ

0 0.125 0.25 0.5 0.75 1 Miles

Created: 5/7/2020
LandscapeRSA4



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



Population/Employment Summary

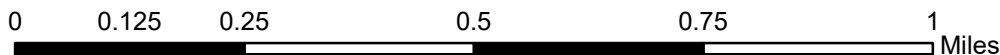
Results

Within ONE Mile of project:
Total Population: 33381
Total Employment: 12970

Multiuse Trails and Bicycle Facilities Project: Samuel Morgan Regional Trail Segments 1 and 4 Reconstruction | Map



- Project Points
- Project Area
- Project
- 2016 TAZ



Created: 5/7/2020
LandscapeRSA4



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Population/Employment Summary

Results

Within ONE Mile of project:
Total Population: 35133
Total Employment: 85781

Multiuse Trails and Bicycle Facilities Project: Samuel Morgan Regional Trail Segments 1 and 4 Reconstruction | Map



- Project Points
- Project Area
- Project
- 2016 TAZ

0 0.175 0.35 0.7 1.05 1.4 Miles

Created: 5/7/2020
LandscapeRSA4



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

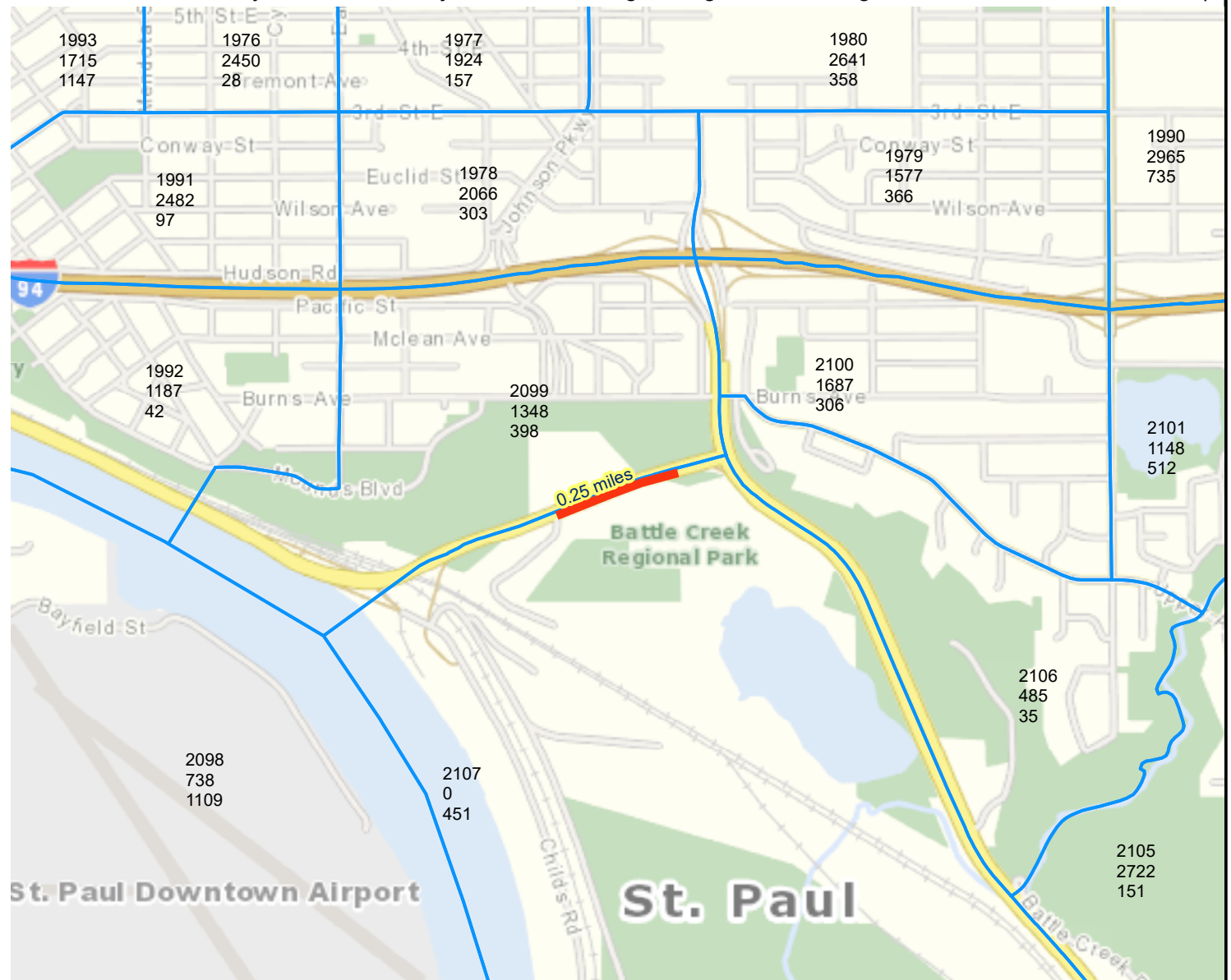


Population/Employment Summary

Results

Within ONE Mile of project:
Total Population: 22698
Total Employment: 4897

Multiuse Trails and Bicycle Facilities Project: Samuel Morgan Regional Trail Segments 1 and 4 Reconstruction | Map



- Project Points
- Project Area
- Project
- 2016 TAZ

0 0.175 0.35 0.7 1.05 1.4 Miles

Created: 5/7/2020
LandscapeRSA4



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





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

May 12, 2020

Paul Sawyer
Management Assistant III, Parks and Recreation
City of St. Paul
25 W. 4th Street, 400 City Hall Annex
Saint Paul, MN 55102

**Re: MnDOT Letter for City of St. Paul
Metropolitan Council/Transportation Advisory Board 2020 Regional Solicitation Funding
Request for Sam Morgan Regional Trail**

Dear Michael Grochala,

This letter documents MnDOT Metro District's recognition for the City of St. Paul to pursue funding for the Metropolitan Council/Transportation Advisory Board's (TAB) 2020 Regional Solicitation for Sam Morgan Regional Trail.

As proposed, this project impacts MnDOT right-of-way on I-35E and US 61. As the agency with jurisdiction over I-35E and US 61, MnDOT will allow St. Paul to seek improvements proposed in the application for the improvement. If funded, details of any future maintenance agreement with the City will need to be determined during the project development to define how the improvements will be maintained for the project's useful life.

There is no funding from MnDOT currently planned or programmed for this project/location. Due to expected loss of future state and federal transportation revenues as a result of the COVID-19 pandemic, there is likely to be major significant disruptions to the current MnDOT construction program that will surface in the next year. MnDOT does not anticipate partnering on local projects beyond current agreements.

In addition, the Metro District currently does not anticipate any available significant discretionary funding in years 2024-25 that could fund project construction, nor do we have the resources to assist with construction or with MnDOT services such as the design or construction engineering of the project. If your project receives funding, continue to work with MnDOT Area staff to coordinate project development and to periodically review needs and opportunities for cooperation.

MnDOT Metro District looks forward to continued cooperation with the City of 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 North Area Manager Melissa Barnes at Melissa.Barnes@state.mn.us or 651-234-7718.

Sincerely,

Michael Barnes, PE
Metro District Engineer

CC: Melissa Barnes, Metro District Area Manager
 Molly McCartney, Metro Program Director
 Dan Erickson, Metro State Aid Engineer



Crash Summary

Warner - Sibley to US-61

Report Version 1.0
February 2020

Crash Severity/Crash Year												
Crash Severity	Total	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
K - Fatal	0	0	0	0	0	0	0	0	0	0	0	0
A - Serious Injury	0	0	0	0	0	0	0	0	0	0	0	0
B - Minor Injury	0	0	0	0	0	0	0	0	0	0	0	0
C - Possible Injury	1	0	0	0	0	0	1	0	0	0	0	0
N - Prop Dmg Only	0	0	0	0	0	0	0	0	0	0	0	0
U - Unkown	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	1	0	0	0	0	0

Crash Severity/Number of Vehicles					
Crash Severity	Total	0	1	2	3+
K - Fatal	0	0	0	0	0
A - Serious Injury	0	0	0	0	0
B - Minor Injury	0	0	0	0	0
C - Possible Injury	1	0	1	0	0
N - Prop Dmg Only	0	0	0	0	0
U - Unkown	0	0	0	0	0
Total	1	0	1	0	0

Basic Type Summary			Total	%
Pedestrian			0	0.0
Bike			1	100.0
Single Vehicle Run Off Road			0	0.0
Single Vehicle Other			0	0.0
Sideswipe Same Direction			0	0.0
Sideswipe Opposing			0	0.0
Rear End			0	0.0
Head On			0	0.0
Left Turn			0	0.0
Angle			0	0.0
Other			0	0.0
Total			1	100.0

First Harmful Event Summary			Total	%
Pedestrian			0	0.0
Bicyclist			1	100.0
Motor Vehicle In Transport			0	0.0
Parked Motor Vehicle			0	0.0
Train			0	0.0
Deer/Animal			0	0.0
Other - Non Fixed Object			0	0.0
Collision Fixed Object			0	0.0
Non-Collision Harmful Events			0	0.0
Non-Harmful Events			0	0.0
Other/Unknown			0	0.0
Total			1	100.0

Relationship to Intersection Summary		Total	%
Not at Intersection/Interchange		0	0.0
Four-Way Intersection		0	0.0
T or Y Intersection		1	100.0
Five-Way Intersection or More		0	0.0
Roundabout		0	0.0
Intersection Related		0	0.0
Driveway Access Related		0	0.0
At School Crossing		0	0.0
Railway Grade Crossing		0	0.0
Shared Use Path or Trail		0	0.0
Interchange or Ramp		0	0.0
Crossover Related		0	0.0
Acceleration/Deceleration Lane		0	0.0
Other/Unknown		0	0.0
Total		1	100.0

Weather 1 Summary		Total	%
Clear		0	0.0
Cloudy		1	100.0
Rain		0	0.0
Snow		0	0.0
Sleet, Hail (Freezing Rain/Drizzle)		0	0.0
Fog/Smog/Smoke		0	0.0
Blowing Sand/Soil/Dirt/Snow		0	0.0
Severe Crosswinds		0	0.0
Other/Unknown		0	0.0
Total		1	100.0

Light Condition Summary		Total	%
Daylight		1	100.0
Sunrise		0	0.0
Sunset		0	0.0
Dark (Str Lights On)		0	0.0
Dark (Str Lights Off)		0	0.0
Dark (No Str Lights)		0	0.0
Dark (Unknown Light)		0	0.0
Other/Unknown		0	0.0
Total		1	100.0



Crash Summary

Warner - Sibley to US-61

Report Version 1.0
February 2020

Time of Day/Day of Week

From To	00:00 01:59	02:00 03:59	04:00 05:59	06:00 07:59	08:00 09:59	10:00 11:59	12:00 13:59	14:00 15:59	16:00 17:59	18:00 19:59	20:00 21:59	22:00 23:59	Total	%
SUN	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
MON	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
TUE	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
WED	0	0	0	1	0	0	0	0	0	0	0	0	1	100.0
THU	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
FRI	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
SAT	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Total	0	0	0	1	0	0	0	0	0	0	0	0	1	100.0
%	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0

Driver & Non-Motorist Age/Gender Summary

Age	M	F	NR	No Value	Total	%
<14	0	0	0	0	0	0.0
14	0	0	0	0	0	0.0
15	0	0	0	0	0	0.0
16	0	0	0	0	0	0.0
17	0	0	0	0	0	0.0
18	0	0	0	0	0	0.0
19	0	0	0	0	0	0.0
20	0	0	0	0	0	0.0
21-24	0	0	0	0	0	0.0
25-29	0	0	0	0	0	0.0
30-34	0	0	0	0	0	0.0
35-39	0	2	0	0	2	100.0
40-44	0	0	0	0	0	0.0
45-49	0	0	0	0	0	0.0
50-54	0	0	0	0	0	0.0
55-59	0	0	0	0	0	0.0
60-64	0	0	0	0	0	0.0
65-69	0	0	0	0	0	0.0
70-74	0	0	0	0	0	0.0
75-79	0	0	0	0	0	0.0
80-84	0	0	0	0	0	0.0
85-89	0	0	0	0	0	0.0
90-94	0	0	0	0	0	0.0
95+	0	0	0	0	0	0.0
No Value	0	0	0	0	0	0.0
Total	0	2	0	0	2	100.0
%	0.0	100.0	0.0	0.0	100.0	100.0

Month Summary

	Total	%
January	0	0.0
February	0	0.0
March	0	0.0
April	0	0.0
May	0	0.0
June	0	0.0
July	0	0.0
August	0	0.0
September	0	0.0
October	0	0.0
November	1	100.0
December	0	0.0
Total	1	100.0

Physical Condition Summary

	Total	%
Apparently Normal (Including No Drugs/Alcohol)	2	100.0
Physical Disability (Short Term or Long Term)	0	0.0
Medical Issue (Ill, Sick or Fainted)	0	0.0
Emotional (Depression, Angry, Disturbed, etc.)	0	0.0
Asleep or Fatigued	0	0.0
Has Been Drinking Alcohol	0	0.0
Has Been Taking Illicit Drugs	0	0.0
Has Been Taking Medications	0	0.0
Other/Unknown	0	0.0
Not Applicable	0	0.0
Total	2	100.0

Selection Filter:

WORK AREA: County('659507') - FILTER: Basic Type('1','2'), Year('2011','2012','2013','2014','2015') - SPATIAL FILTER APPLIED

Analyst:

Reuben Collins

Notes:



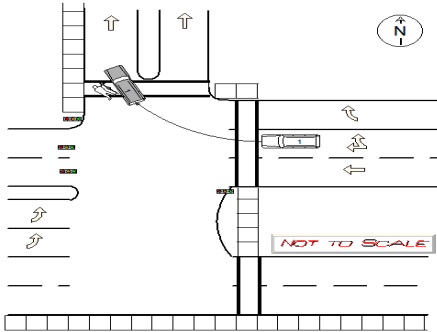
Crash Detail Report - Short Form

Warner - Sibley to US-61

Report Version 1.0
February 2020

INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME		ROUTE ID		COUNTY	CITY		
11074266	04-CSAH	0036	0.000	Warner Rd		0400006595070036-I		62	Saint Paul		
INTERSECT WITH		NUM VEH	NUM KILLED	DATE	TIME	DAY OF WEEK	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
Sibley St		1	0	11/04/15	07:36	Wed	44.9458	-93.0855	493258.0	4976935.0	NOT APPLICABLE
BASIC TYPE		CRASH SEVERITY		FIRST HARMFUL				LIGHT CONDITION		WEATHER PRIMARY	
Bike		C - Possible Injury		Pedalcyclist (Bicyclist)				Daylight		Cloudy	

Unit Type	Unit 1	Unit 2	Unit 3	Unit 4
Vehicle Type	Motor Vehicle in Transport	Bicycle		
Direction of Travel	Sport Utility Vehicle	BICYCLIST		
Veh Maneuver	Westbound			
Age/Sex	Turning Right			
Physical Cond	35 F	38 F		
Contributing Factor 1	Apparently Normal	Apparently Normal		
	Failure to Yield Right-of-Way	No Clear Contributing Action		

OFFICER SKETCH	NARRATIVE
	DRIVER OF VEH 1(KRIS ANN MORIARTY)(MN LIC#280MPX) STATED THAT SHE WAS STOPPED AT THE RED LIGHT (FIRST IN LINE) AT WB WARNER RD WAITING TO TURN RIGHT (NB) ONTO SIBLEY ST. SHE SAID THE LIGHT TURNED GREEN AND SHE HAD A "GREEN RIGHT TURN ARROW" AND SHE BEGAN HER TURN, ALONG WITH THE FLOW OF OTHER TRAFFIC. ONCE SHE WAS IN THE AREA OF THE CROSSWALK CROSSING SIBLEY SHE HEARD A CRASH AND IMMEDIATELY NOTICED A BICYCLIST LAYING ON THE ROAD/SIDEWALK ON THE DRIVER'S SIDE OF HER VEHICLE. SHE HAD NOT SEEN THE BICYCLIST PRIOR TO THE ACCIDENT. THE BICYCLIST (DANA MARY DEMASTER) STATED THAT SHE WAS ON THE NE CORNER OF THE INTERSECTION OF WARNER RD / SIBLEY ST WAITING FOR THE PEDESTRIAN LIGHT TO TURN TO WALK TO CROSS SIBLEY ST. ONCE THE SIGN TURNED TO WALK SHE BEGAN TO CROSS SIBLEY VIA THE CROSSWALK. WHEN SHE WAS CROSSING THE LEFT LANE OF SIBLEY

Selection Filter:

WORK AREA: County('659507') - FILTER: Basic Type('1','2'), Year('2011','2012','2013','2014','2015') - SPATIAL FILTER APPLIED

Analyst:

Notes:

Reuben Collins



Crash Summary

W 7th - Montreal to Randolph

Report Version 1.0
February 2020

Crash Severity/Crash Year												
Crash Severity	Total	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
K - Fatal	0	0	0	0	0	0	0	0	0	0	0	0
A - Serious Injury	0	0	0	0	0	0	0	0	0	0	0	0
B - Minor Injury	0	0	0	0	0	0	0	0	0	0	0	0
C - Possible Injury	8	0	1	2	3	1	1	0	0	0	0	0
N - Prop Dmg Only	1	0	0	1	0	0	0	0	0	0	0	0
U - Unkown	0	0	0	0	0	0	0	0	0	0	0	0
Total	9	0	1	3	3	1	1	0	0	0	0	0

Crash Severity/Number of Vehicles					
Crash Severity	Total	0	1	2	3+
K - Fatal	0	0	0	0	0
A - Serious Injury	0	0	0	0	0
B - Minor Injury	0	0	0	0	0
C - Possible Injury	8	1	7	0	0
N - Prop Dmg Only	1	0	1	0	0
U - Unkown	0	0	0	0	0
Total	9	1	8	0	0

Basic Type Summary			Total	%
Pedestrian			7	77.8
Bike			2	22.2
Single Vehicle Run Off Road			0	0.0
Single Vehicle Other			0	0.0
Sideswipe Same Direction			0	0.0
Sideswipe Opposing			0	0.0
Rear End			0	0.0
Head On			0	0.0
Left Turn			0	0.0
Angle			0	0.0
Other			0	0.0
Total			9	100.0

First Harmful Event Summary			Total	%
Pedestrian			7	77.8
Bicyclist			2	22.2
Motor Vehicle In Transport			0	0.0
Parked Motor Vehicle			0	0.0
Train			0	0.0
Deer/Animal			0	0.0
Other - Non Fixed Object			0	0.0
Collision Fixed Object			0	0.0
Non-Collision Harmful Events			0	0.0
Non-Harmful Events			0	0.0
Other/Unknown			0	0.0
Total			9	100.0

Relationship to Intersection Summary		Total	%
Not at Intersection/Interchange		2	22.2
Four-Way Intersection		0	0.0
T or Y Intersection		3	33.3
Five-Way Intersection or More		1	11.1
Roundabout		0	0.0
Intersection Related		1	11.1
Driveway Access Related		0	0.0
At School Crossing		0	0.0
Railway Grade Crossing		0	0.0
Shared Use Path or Trail		0	0.0
Interchange or Ramp		1	11.1
Crossover Related		0	0.0
Acceleration/Deceleration Lane		0	0.0
Other/Unknown		1	11.1
Total		9	100.0

Weather 1 Summary		Total	%
Clear		7	77.8
Cloudy		2	22.2
Rain		0	0.0
Snow		0	0.0
Sleet, Hail (Freezing Rain/Drizzle)		0	0.0
Fog/Smog/Smoke		0	0.0
Blowing Sand/Soil/Dirt/Snow		0	0.0
Severe Crosswinds		0	0.0
Other/Unknown		0	0.0
Total		9	100.0

Light Condition Summary		Total	%
Daylight		6	66.7
Sunrise		0	0.0
Sunset		0	0.0
Dark (Str Lights On)		3	33.3
Dark (Str Lights Off)		0	0.0
Dark (No Str Lights)		0	0.0
Dark (Unknown Light)		0	0.0
Other/Unknown		0	0.0
Total		9	100.0



Crash Summary

W 7th - Montreal to Randolph

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Time of Day/Day of Week

From To	00:00 01:59	02:00 03:59	04:00 05:59	06:00 07:59	08:00 09:59	10:00 11:59	12:00 13:59	14:00 15:59	16:00 17:59	18:00 19:59	20:00 21:59	22:00 23:59	Total	%
SUN	1	0	0	0	0	0	0	0	0	0	0	0	1	11.1
MON	0	0	0	0	0	1	0	0	0	0	1	0	2	22.2
TUE	0	0	0	0	0	0	0	0	1	0	0	0	1	11.1
WED	0	0	0	0	0	0	0	0	2	0	0	0	2	22.2
THU	0	0	0	0	1	0	0	0	0	1	0	0	2	22.2
FRI	0	0	0	0	0	0	0	0	1	0	0	0	1	11.1
SAT	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Total	1	0	0	0	1	1	0	0	4	1	1	0	9	100.0
%	11.1	0.0	0.0	0.0	11.1	11.1	0.0	0.0	44.4	11.1	11.1	0.0	100.0	100.0

Driver & Non-Motorist Age/Gender Summary

Age	M	F	NR	No Value	Total	%
<14	1	0	0	0	1	5.6
14	0	0	0	0	0	0.0
15	0	0	0	0	0	0.0
16	0	0	0	0	0	0.0
17	1	0	0	0	1	5.6
18	0	0	0	0	0	0.0
19	1	0	0	0	1	5.6
20	0	0	0	0	0	0.0
21-24	0	0	0	0	0	0.0
25-29	1	0	0	0	1	5.6
30-34	2	1	0	0	3	16.7
35-39	0	0	0	0	0	0.0
40-44	0	0	0	0	0	0.0
45-49	0	1	0	0	1	5.6
50-54	0	0	0	0	0	0.0
55-59	2	1	0	0	3	16.7
60-64	3	0	0	0	3	16.7
65-69	0	1	0	0	1	5.6
70-74	0	0	0	0	0	0.0
75-79	0	0	0	0	0	0.0
80-84	0	0	0	0	0	0.0
85-89	0	0	0	0	0	0.0
90-94	0	0	0	0	0	0.0
95+	0	0	0	0	0	0.0
No Value	1	0	0	2	3	16.7
Total	12	4	0	2	18	100.0
%	66.7	22.2	0.0	11.1	100.0	100.0

Month Summary

	Total	%
January	0	0.0
February	1	11.1
March	0	0.0
April	2	22.2
May	0	0.0
June	0	0.0
July	0	0.0
August	2	22.2
September	0	0.0
October	2	22.2
November	1	11.1
December	1	11.1
Total	9	100.0

Physical Condition Summary

	Total	%
Apparently Normal (Including No Drugs/Alcohol)	11	68.8
Physical Disability (Short Term or Long Term)	0	0.0
Medical Issue (Ill, Sick or Fainted)	0	0.0
Emotional (Depression, Angry, Disturbed, etc.)	0	0.0
Asleep or Fatigued	0	0.0
Has Been Drinking Alcohol	2	12.5
Has Been Taking Illicit Drugs	0	0.0
Has Been Taking Medications	0	0.0
Other/Unknown	3	18.8
Not Applicable	0	0.0
Total	16	100.0

Selection Filter:

WORK AREA: County('659507') - FILTER: Route System('03','04','05','10','22'), Basic Type('1','2'), Year('2011','2012','2013','2014','2015') - SPATIAL FILTER APPLIED

Analyst:

Reuben Collins

Notes:



Crash Detail Report - Short Form

W 7th - Montreal to Randolph

Report Version 1.0
February 2020

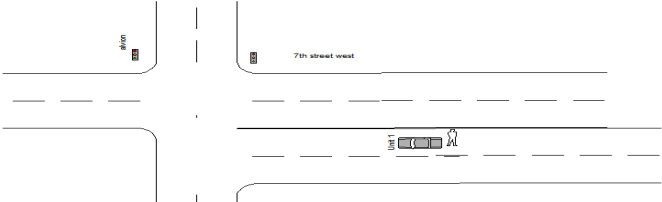
INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME		ROUTE ID		COUNTY	CITY		
10828455	03-MNTH	0005	66.531			0300000000000005-I		62	Saint Paul		
INTERSECT WITH		NUM VEH	NUM KILLED	DATE	TIME	DAY OF WEEK	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
		1	0	08/21/12	16:50	Tue	44.9124	-93.1493	488211.0	4973231.0	NOT APPLICABLE
BASIC TYPE		CRASH SEVERITY		FIRST HARMFUL				LIGHT CONDITION		WEATHER PRIMARY	
Bike		N - Prop Damage Only		Pedalcyclist (Bicyclist)				Daylight		Clear	

Unit Type	Unit 1	Unit 2	Unit 3	Unit 4
Vehicle Type	Motor Vehicle in Transport	Bicycle		
Direction of Travel	Sport Utility Vehicle	BICYCLIST		
Veh Maneuver	Westbound			
Age/Sex	VEH STARTNG IN TRAFFIC			
Physical Cond	55 M	17 M		
Contributing Factor 1				

OFFICER SKETCH	NARRATIVE
NO OFFICER SKETCH WAS FOUND.	NO NARRATIVE WAS FOUND.

INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY			
10898376	03-MNTH	0005	66.739	7th	0300000000000005-I	62	Saint Paul			
INTERSECT WITH	NUM VEH	NUM KILLED	DATE	TIME	DAY OF WEEK	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
albion	1	0	08/25/13	00:04	Sun	44.9145	-93.1463	488455.0	4973461.0	NOT APPLICABLE
BASIC TYPE	CRASH SEVERITY		FIRST HARMFUL			LIGHT CONDITION		WEATHER PRIMARY		
Pedestrian	C - Possible Injury		Pedestrian			Dark (Str Lights On)		Clear		

Unit Type	Unit 1	Unit 2	Unit 3	Unit 4
Vehicle Type	Motor Vehicle in Transport	Pedestrian		
Direction of Travel	Passenger Car	PEDESTRIAN		
Veh Maneuver	Eastbound			
Age/Sex	Moving Forward			
Physical Cond	Unknown	34 M		
Contributing Factor 1	No Clear Contributing Action	UNDER THE INFLU		
		Failure to Yield Right-of-Way		

OFFICER SKETCH	NARRATIVE
	SQDS AND MEDICS WERE SENT TO 7TH AND ALBION ON AN ACCIDENT WITH INJURIES REPORTED BY A THIRT PARTY WHO WAS NOT AT SCENE OR WITNESSED THE ACCIDENT. UPON ARRIVAL THE VICTIM: LATER IDENTIFIED AS: PETERSON, JACOB WILLARD (04-06-79) WAS VERY UNCOOPERATIVE AND OBVIOUSLY DRUNK. PETERSON JUST KEPT SAYING "I JUST WANT TO GO HOME". SINCE PETERSON WAS UNCOOPERATIVE, I SPOKE TO HIS "FRIEND" WHO WAS WITH HIM AT THE TIME OF THE INCIDENT. PETERSON'S "FRIEND" WHO WAS ALSO DRUNK STATED THAT PETERSON DECIDED TO CROSS THE STREET (7TH STREET WHERE THERE IS NO CROSS WALK" IN FRONT OF INCOMMING TRAFFIC. A VEHICLE HAD TO STOP HARD IN ORDER TO AVOID HITTING PETERSON. THE DRIVER A B/F STOPPED THE VEHICLE ASKED IF PETERSON WAS FINE AND GAVE A RIDE TO PETERSON'S "FRIEND" TO GO PICK UP HIS WALLET.SINCE PETERSON DIDN'T WANT NOTHING DONE,THE DRIVER THEN LEFT THE SCENE.

Crash Detail Report - Short Form

W 7th - Montreal to Randolph

INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME		ROUTE ID		COUNTY	CITY		
10879937	03-MNTH	0005	66.817	I-35E (off ramp)		0300000000000005-I		62	Saint Paul		
INTERSECT WITH		NUM VEH	NUM KILLED	DATE	TIME	DAY OF WEEK	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
7th St. W.		1	0	02/08/13	17:31	Fri	44.9153	-93.1451	488547.0	4973548.0	NOT APPLICABLE
BASIC TYPE		CRASH SEVERITY			FIRST HARMFUL			LIGHT CONDITION		WEATHER PRIMARY	
Pedestrian		C - Possible Injury			Pedestrian			Daylight		Clear	

Unit Type	Unit 1	Unit 2	Unit 3	Unit 4
Vehicle Type	Motor Vehicle in Transport	Pedestrian		
Direction of Travel	Passenger Car	PEDESTRIAN		
Veh Maneuver	Southbound			
Age/Sex	VEH RT TN ON RED			
Physical Cond	56 M	67 F		
Contributing Factor 1	Apparently Normal	Apparently Normal		
	Inattentive/Distracted (Talking)	No Clear Contributing Action		

OFFICER SKETCH	NARRATIVE
	<p>ON 02/08/2013, AT 1731, VEH.1 WAS STOPPED AT THE RED LIGHT WITH 7TH ST. W. ON THE OFF RAMP FROM S/B I35E. VEH.1 THEN MADE A RIGHT TURN, STRIKING A PED KNOCKING HER TO THE GROUND. THE PED. HAD A WALK SIGN AND WAS IN THE CROSSWALK. WITNESS 1 SAID DRV 1 WAS LOOKING LEFT AS HE MADE A RIGHT TURN ON RED. DRV.1 WAS CITED FOR FAILING TO YIELD TO A PED. CIT620900148619. PED.1 WAS TREATED AND RELEASED BY MEDIC 10.</p>

INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY			
10830493	03-MNTH	0005	66.860	7TH ST W TO NB 35E R	0300000000000005-I	62	Saint Paul			
INTERSECT WITH	NUM VEH	NUM KILLED	DATE	TIME	DAY OF WEEK	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
35E	1	0	10/18/12	18:56	Thu	44.9157	-93.1445	488597.0	4973594.0	NOT APPLICABLE
BASIC TYPE	CRASH SEVERITY		FIRST HARMFUL			LIGHT CONDITION		WEATHER PRIMARY		
Pedestrian	C - Possible Injury		Pedestrian			Dark (Str Lights On)		Cloudy		

Unit Type	Unit 1	Unit 2	Unit 3	Unit 4
Vehicle Type	Motor Vehicle in Transport	Pedestrian		
Direction of Travel	Pickup	PEDESTRIAN		
Veh Maneuver	NORTHEAST	Eastbound		
Age/Sex	Moving Forward			
Physical Cond	60 M	29 M		
Contributing Factor 1	Apparently Normal	Has Been Drinking Alcohol		
	OTH HMN CNTR FCT	No Clear Contributing Action		

OFFICER SKETCH	NARRATIVE
	<p>V1 WAS TURNING ONTO THE RAMP TO NB I35E. U2 WAS WALKING ACROSS THE MARKED PEDESTRIAN CROSSWALK. THE CROSSWALK HAD PAVEMENT MARKINGS AND TWO SIGNS WARNING OF THE PEDESTRIAN CROSSWALK. D1 SAID HE SAW U2 DRESSED IN DARK CLOTHING AND SLOWED QUICKLY. D1 SAID HE HIT U2 IN THE CROSSWALK--AND SAID HE JUST BUMPED HIM WITH THE FRONT BUMPER. D1 SAID HE WAS NEARLY STOPPED AT THE TIME OF THE COLLISION. U2 DECLINED MEDICAL TREATMENT SEVERAL TIMES AND SHOWED ME HIS LEFT KNEE WHERE HE SAID THE IMPACT WAS WITH V1. I LOOKED AT THE KNEE THREE DIFFERENT TIMES AND DID NOT OBSERVE AN INJURY OR EVEN A RED MARK. U2 WAS CONCERNED ABOUT INJURIES SURFACING AT A LATER DATE. I AGAIN ASKED IF HE NEEDED MEDICAL TREATMENT AND HE DECLINED AGAIN. U2 CONTINUED WALKING TO HIS DESTINATION AND DID NOT HAVE AN ALTERED GAIT.</p>

Crash Detail Report - Short Form

W 7th - Montreal to Randolph

INCIDENT ID 10815698	ROUTE SYS 03-MNTH	ROUTE NUM 0005	MEASURE 67.698	ROUTE NAME 7		ROUTE ID 0300000000000005-I		COUNTY 62	CITY Saint Paul		
INTERSECT WITH Watson		NUM VEH 1	NUM KILLED 0	DATE 04/18/12	TIME 17:06	DAY OF WEEK Wed	LAT 44.9241	LONG -93.1321	UTM X 489573.0	UTM Y 4974524.0	WORK ZONE TYPE NOT APPLICABLE
BASIC TYPE Pedestrian		CRASH SEVERITY C - Possible Injury			FIRST HARMFUL Pedestrian			LIGHT CONDITION Daylight		WEATHER PRIMARY Clear	

Unit Type	Unit 1	Unit 2	Unit 3	Unit 4
Vehicle Type	Motor Vehicle in Transport	Pedestrian		
Direction of Travel	Passenger Car	PEDESTRIAN		
Veh Maneuver	SOUTHWEST			
Age/Sex	Moving Forward			
Physical Cond	34 M	5 M		
Contributing Factor 1	Apparently Normal	Apparently Normal		
	No Clear Contributing Action			

OFFICER SKETCH 	NARRATIVE UNIT #1 WAS SW BOUND ON WEST 7TH STREET APPROACHING WATSON. A SMALL BALL ROLLED INTO THE STREET. DRIVER #1 SAID HE SLAMMED ON HIS BRAKES. A PEDESTRIAN CHASED THE BALL INTO THE STREET. DRIVER #1 WAS UNABLE TO STOP IN TIME TO AVOID BUMPING INTO THE PEDESTRIAN. PEDESTRIAN HAD MINOR ABRAISIONS ON HIS FACE. WITNESS SAID DRIVER #1 SLAMMED ON THE BRAKES, DID EVERYTHING TO AVOID COLLISION. PEDESTRIAN TRANSPORTED TO HOSPITAL FOR PRECAUTION. SEE POLICE REPORT.
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INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME		ROUTE ID		COUNTY	CITY		
11080478	03-MNTH	0005	67.795	7th		0300000000000005-I		62	Saint Paul		
INTERSECT WITH		NUM VEH	NUM KILLED	DATE	TIME	DAY OF WEEK	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
Armstrong		1	0	11/19/15	08:57	Thu	44.9251	-93.1307	489686.0	4974634.0	NOT APPLICABLE
BASIC TYPE		CRASH SEVERITY			FIRST HARMFUL			LIGHT CONDITION		WEATHER PRIMARY	
Pedestrian		C - Possible Injury			Pedestrian			Daylight		Clear	

Unit Type	Unit 1	Unit 2	Unit 3	Unit 4
Vehicle Type	Motor Vehicle in Transport	Pedestrian		
Direction of Travel	Sport Utility Vehicle	PEDESTRIAN		
Veh Maneuver	SOUTHWEST	Southbound		
Age/Sex	Moving Forward			
Physical Cond	M	19 M		
Contributing Factor 1	Unknown	Apparently Normal		
	No Clear Contributing Action	OTH HMN CNTR FCT		

OFFICER SKETCH 	NARRATIVE NO ICC AVAILABLE IN SQD 1465. VEH. #1 W/B 7TH AT ARMSTRONG HIT PEDESTRIAN THAT WAS RUNNING ACROSS THE STREET IN THE CROSSWALK. PEDESTRIAN WAS KNOCKED DOWN CAUSING MINOR INJURIES. VEH #1 LEFT W/B ON 7TH NO OTHER INFO. NO TAGS ISSUED. MEDIC # 19 TOOK THE PEDESTRIAN TO UNITED HOSPITAL FOR TREATMENT OF HIS INJURIES.
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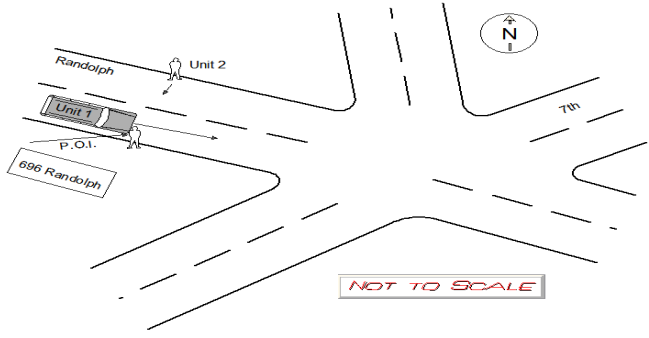
Crash Detail Report - Short Form

W 7th - Montreal to Randolph

Report Version 1.0
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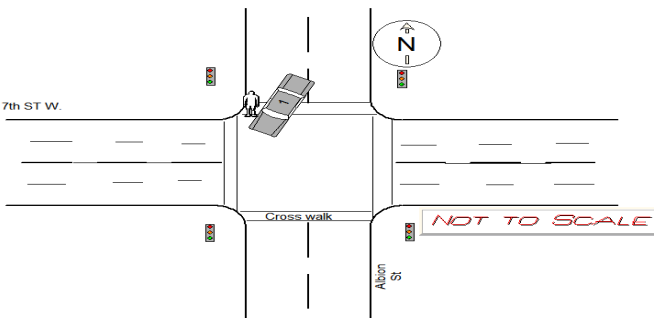
INCIDENT ID 10764259	ROUTE SYS 04-CSAH	ROUTE NUM 0038	MEASURE 2.889	ROUTE NAME Randolph	ROUTE ID 0400006595070038-I	COUNTY 62	CITY Saint Paul			
INTERSECT WITH 7th	NUM VEH 0	NUM KILLED 0	DATE 12/26/11	TIME 21:00	DAY OF WEEK Mon	LAT 44.9269	LONG -93.1285	UTM X 489858.0	UTM Y 4974833.0	WORK ZONE TYPE NOT APPLICABLE
BASIC TYPE Pedestrian	CRASH SEVERITY C - Possible Injury		FIRST HARMFUL Pedestrian			LIGHT CONDITION Dark (Str Lights On)		WEATHER PRIMARY Clear		

Unit Type	Unit 1	Unit 2	Unit 3	Unit 4
Vehicle Type	Hit-And-Run Vehicle	Pedestrian		
Direction of Travel	Sport Utility Vehicle	PEDESTRIAN		
Veh Maneuver	Eastbound			
Age/Sex	Moving Forward	62 M		
Physical Cond	Unknown	Apparently Normal		
Contributing Factor 1		No Clear Contributing Action		

OFFICER SKETCH	NARRATIVE
	UNIT #1 WAS E/B RANDOLPH APPROACHING 7TH. PEDSETRIAN (UNIT #2) WAS CROSSING RANDOLPH ABOUT 100 FEET WEST OF 7TH. UNIT #1 IMPACTED UNIT #2. UNIT #2 FELL TO THE PAVEMENT, AND SUSTAINED MINOR SCUFFS ON HIS HANDS, ELBOWS, AND KNEES. UNIT #2 DESCRIBED UNIT #1 AS A DARK COLORED, OR BLACK, SUV. SEE POLICE REPORT

INCIDENT ID 10889044	ROUTE SYS 10-MUN	ROUTE NUM 0655	MEASURE 0.066	ROUTE NAME Albion	ROUTE ID 1000023965110655-I	COUNTY 62	CITY Saint Paul			
INTERSECT WITH 7th St West	NUM VEH 1	NUM KILLED 0	DATE 04/22/13	TIME 10:36	DAY OF WEEK Mon	LAT 44.9143	LONG -93.1465	UTM X 488433.0	UTM Y 4973440.0	WORK ZONE TYPE NOT APPLICABLE
BASIC TYPE Pedestrian	CRASH SEVERITY C - Possible Injury		FIRST HARMFUL Pedestrian			LIGHT CONDITION Daylight		WEATHER PRIMARY Cloudy		

Unit Type	Unit 1	Unit 2	Unit 3	Unit 4
Vehicle Type	Motor Vehicle in Transport	Pedestrian		
Direction of Travel	Passenger Car	PEDESTRIAN		
Veh Maneuver	Southbound			
Age/Sex	VEH RT TN ON RED	Moving Forward		
Physical Cond	56 F	34 F		
Contributing Factor 1	Apparently Normal	Apparently Normal		
	Inattentive/Distracted (Talking)	No Clear Contributing Action		

OFFICER SKETCH	NARRATIVE
	VEH.#1-STOPPED AT ALBION/7TH ST ON A RED LIGHT W.DRIVER#1 ATTEMPTED TO MAKE A RIGHT TURN(W/B)FROM ALBION ONTO 7TH ST AND HIT A PEDESTRIAN WHO WAS TRYING TO CROSS E/B ON 7TH/ALBION IN THE CROSSWALK. DRIVER #1 SAID SHE ONLY CHECK TRAFFIC TO THE EAST OF HER AND NOT THE WEST. DRIVER#1 CITED FOR INATTENTIVE DRIVING (TAG#620900170180). IT APPEARED PEDESTRIAN SUSTAINED MINOR INJURIES TO HER RIGHT LEG AREA AND WAS TRANSPORTED TO UNITED HOSPITAL.



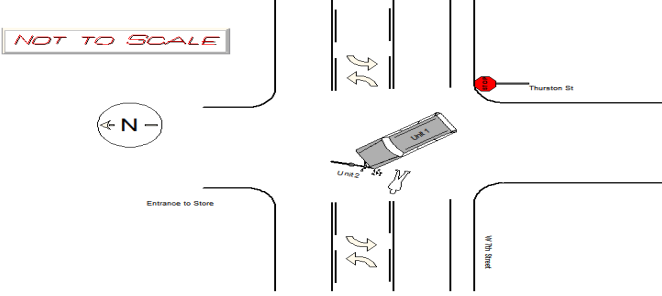
Crash Detail Report - Short Form

W 7th - Montreal to Randolph

Report Version 1.0
February 2020

INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME		ROUTE ID		COUNTY	CITY		
10986992	10-MUN	2234	0.056	7th Street W		1000023965112234-I		62	Saint Paul		
INTERSECT WITH		NUM VEH	NUM KILLED	DATE	TIME	DAY OF WEEK	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
Thurston St		1	0	10/08/14	17:57	Wed	44.9182	-93.1407	488893.0	4973874.0	NOT APPLICABLE
BASIC TYPE		CRASH SEVERITY		FIRST HARMFUL				LIGHT CONDITION		WEATHER PRIMARY	
Bike		C - Possible Injury		Pedalcyclist (Bicyclist)				Daylight		Clear	

Unit Type	Unit 1	Unit 2	Unit 3	Unit 4
Vehicle Type	Motor Vehicle in Transport	Bicycle		
Direction of Travel	Sport Utility Vehicle	BICYCLIST		
Veh Maneuver	Northbound	Southbound		
Age/Sex	Turning Left			
Physical Cond	60 M	49 F		
Contributing Factor 1	Apparently Normal	Apparently Normal		
	No Clear Contributing Action	No Clear Contributing Action		

OFFICER SKETCH	NARRATIVE
	UNIT 1 TURNED TO GO WEST ON W 7TH STREET FROM THURSTON ST. UNIT 2 (BICYCLIST) WAS HEADING SOUTH TO CROSS OVER W 7TH STREET. UNIT 1 AND UNIT 2 CRASHED IN THE MIDDLE OF THE INTERSECTION. DRIVER 2 WAS TRANSPORTED TO UNITED HOSPITAL (SPFD RUN# 30984). NO CITATIONS ISSUED. PHOTO'S TAKEN MTPD CN#14020626

Selection Filter:

WORK AREA: County('659507') - FILTER: Route System('03','04','05','10','22'), Basic Type('1','2'), Year('2011','2012','2013','2014','2015') - SPATIAL FILTER APPLIED
--

Analyst:

Notes:

Reuben Collins

Samuel Morgan Regional Trail Segments 1 and 4 Reconstruction Project Summary

The Samuel Morgan Regional Trail is a major trail and Tier 1 RBTN Alignment that follows along the east bank of the Mississippi River from Hidden Falls-Crosby Farm Regional Park to Indian Mounds Regional Park in Saint Paul. This project proposes to reconstruct Segments 1 and Segment 4 of that trail.

Segment 1 was the first segment of the trail to be constructed in 1991. Segment 1 has degraded in condition as it has approached the end of its useful life. Portions of Segment 1 have already had to be reconstructed. Portions of Segment 4 have also degraded in condition. A major barrier at Childs Rd was addressed with the construction of a new bridge which reconstructed other portions of Segment 4. This project proposes to reconstruct the portions of these segments that are still in need of reconstruction and will upgrade safety features throughout, particularly improving safety at intersections.

The Samuel Morgan Regional Trail is heavily used. There were over 560,000 visits to the trail in 2018. It serves as primary commuter trail for bicyclists, in part because of its direct connection to several other Tier 1 RBTN Alignments.

The construction phase of the project is estimated at \$6,196,000, of which, \$4,956,800 is being requested with this application and \$1,239,200 will be matched by the City of Saint Paul through its share of future Parks and Trails Legacy funding and Metro Parks Bonding funding. All design and engineering costs will also be funded by those sources.

This project will result in a trail that is safer, more comfortable to use, and more accessible to all users. The trail's connectivity to major destinations and other Tier 1 RBTN Alignments makes this project a high priority to fund.

DEPARTMENT OF PARKS AND RECREATION
Michael Hahm, CPRP - Director



CITY OF SAINT PAUL
Mayor Melvin Carter

400 City Hall Annex
25 West 4th Street
Saint Paul, Minnesota 55102

Telephone: 651-266-6400
Facsimile: 651-292-7311
www.stpaul.gov/parks

May 15th, 2020

Transportation Advisory Board
Metropolitan Council
390 Robert Street N
Saint Paul, MN 55101

Members of the Transportation Advisory Board:

The City of Saint Paul is submitting, among other projects, the reconstruction of portions of Segments 1 and 4 of the Samuel Morgan Regional Trail and the Phase I Construction of the Point Douglas Regional Trail for consideration in the 2020 Regional Solicitation. The projects will be managed by Saint Paul Parks and Recreation.

Consistent with Saint Paul City Council Resolution 20-146, Saint Paul Parks and Recreation will provide year-round maintenance of these trails once they are open to the public, including snow and ice control. The costs of this maintenance will be paid out of the department's operations budget.

I am thankful for your consideration of our two proposed projects.

Sincerely,

Michael Hahm, CPRP
Director, City of Saint Paul Parks and Recreation



City of Saint Paul

Signature Copy

Resolution: RES 20-146

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

File Number: RES 20-146

Authorizing the Departments of Public Works and Parks and Recreation to submit nine project applications for federal funding into the 2020 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 nine project applications for federal funding into the 2020 Metropolitan Council Regional Solicitation Program for funding in years 2024 and 2025; 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 as follows:

- Kellogg/3rd Street Bridge Replacement
- Capital City Bikeway Construction - Kellogg Blvd from St. Peter to John Ireland
- Robert Street Reconstruction - Kellogg to 11th
- University Avenue Reconstruction - 35E to Lafayette
- Crossroads Elementary Safe Routes to School Project
- Burns/Suburban Sidewalk Infill Project
- Saint Paul Traffic Signal Enhancement and Modernization Phase 5
- Sam Morgan Regional Trail Segments 1 & 4 Reconstruction
- Point Douglas Regional Trail Phase 1 Construction

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.

Resolution RES 20-146 Passed Mayor's Office passed Signed 2/18/2020 2/12/2020 Signed | DAYTHAT a meeting of the on , this Resolution was Signed.

Yea: 7 Councilmember Brendmoen, Councilmember Thao, Councilmember Tolbert, Councilmember Noecker, Councilmember Prince, Councilmember Jalali, and Councilmember Yang

Nay: 0

Vote Attested by
Council Secretary



Trudy Moloney

Date 2/12/2020

Approved by the Mayor



Melvin Carter III

Date 2/18/2020