



Application

13869 - 2020 Multiuse Trails and Bicycle Facilities

14335 - Kellogg Blvd - Capital City Bikeway Phase II

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted

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Primary Contact

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***** Saint Paul Minnesota 55102
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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: 15 W KELLOGG BLVD
700 CITY HALL

* ST. PAUL Minnesota 55102
City State/Province Postal Code/Zip
County: Ramsey
Phone:* 651-266-8797
Ext.
Fax:
PeopleSoft Vendor Number 0000003222A33

Project Information

Project Name Kellogg Blvd Capital City Bikeway - St. Peter to 7th Street
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):

The Kellogg Boulevard Capital City Bikeway Phase II project will construct a protected bikeway along Kellogg Boulevard from Saint Peter Street to W 7th Street in downtown Saint Paul. Kellogg Boulevard is an A Minor Reliever roadway carrying between 14,000 and 22,000 vehicles per day.

This project will be particularly challenging due to construction in a constrained downtown environment, a complex web of underground utilities, and several large cultural institutions and attractions nearby, including the historic central library, District Energy, Science Museum of Minnesota, RiverCentre, and the Xcel Energy Center. While it isn't obvious at first glance, much of Kellogg Boulevard is bridge structure, as the roadway was cantilevered over the river bluffs many years ago. In particular, Kellogg Boulevard in front of the Xcel Energy Center is actually a bridge structure almost 600 feet in length that will require modification to carry the bikeway.

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

The scope of work will include shifting the curbline on the north side of Kellogg Boulevard, modifications to (or replacement of) of several traffic signal systems, and substantial reconstruction of the sidewalk on the north side of the street adjacent to the bikeway. The scope will include relocation of significant utility systems, meeting stormwater requirements, refurbishing or replacing street lighting, and ADA compliance.

The project is part of the Capital City Bikeway, a network of approximately 4 miles of off-street trails throughout downtown that connects the many cultural, entertainment, and employment opportunities downtown with residential locations throughout downtown and across the City.

Improving bicycle connectivity into and throughout downtown was identified as the top priority citywide for bicycle improvements.

The first leg of the Capital City Bikeway was constructed along Jackson Street beginning in 2016. Completed in 2018, this groundbreaking investment connected the Samuel Morgan Regional Trail along the Mississippi River with the Gateway State Trail that extends to Stillwater and beyond. The Kellogg Boulevard leg of the Capital City Bikeway will be constructed in three phases. Phase I of the Kellogg Boulevard leg of the Capital City Bikeway, which received federal funding in a previous round of the Regional Solicitation and is scheduled for construction in 2023, will construct the protected bikeway along Kellogg Boulevard between Jackson Street and Saint Peter Street. The current project proposal, Phase II, will extend the bikeway further west along Kellogg Boulevard from Saint Peter Street to W 7th Street. A third and final phase of the Kellogg Boulevard leg of the Capital City Bikeway will extend the bikeway along Kellogg Boulevard to John Ireland Boulevard and Summit Avenue.

(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.](#)

construct bituminous trail, concrete sidewalk, curb and gutter, lighting, traffic signals, drainage, utilities, signing, striping

Project Length (Miles)

0.4

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 \$5,500,000.00

Match Amount \$1,444,759.00

Minimum of 20% of project total

Project Total \$6,944,759.00

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

Match Percentage 20.8%

Minimum of 20%

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

Source of Match Funds State Aid, Local

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: 2025

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 05/01/2025

(Approximate) End Construction Date 10/31/2027

Name of Trail/Ped Facility: Kellogg Boulevard Capital City Bikeway

(i.e., CEDAR LAKE TRAIL)

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

From: Kellogg Boulevard/St. Peter Street
(Intersection or Address)

To: Kellogg Boulevard/ 7th Street
(Intersection or Address)

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): 0.4

**Miles of trail on the Regional Bicycle Transportation Network
(nearest 0.1 miles):** 0.4

Is this a new trail? Yes

Primary Types of Work GRADE, AGG BASE, BIT SURF, SIDEWALK, BIT TRAIL,
SIGNALS, BRIDGE, LIGHTING, SIGNING, STRIPING

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):

62574

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.

The project implements a bikeway along a RBTN Tier 1 alignment as described on page 7.11 of the 2040 Transportation Policy Plan. The project will improve and facilitate improvements to make walking and biking a more feasible and attractive mode of transportation.

The project is also consistent with the TPP guiding goals and strategies:

Strategy C1. Regional transportation partners will continue to work together to plan and implement transportation systems that are multimodal and provide connections between modes. The Council will prioritize regional projects that are multimodal and cost-effective and encourage investments to include appropriate provisions for bicycle and pedestrian travel.

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

Strategy C2. Local units of government should provide a system of interconnected arterial roads, streets, bicycle facilities, and pedestrian facilities to meet local travel needs using Complete Streets principles.

Strategy C15. Regional transportation partners should focus investments on completing Priority Regional Bicycle Transportation Corridors and on improving the larger Regional Bicycle Transportation Network.

Strategy D3. The Council and its partners will invest in regional transit and bicycle systems that improve connections to jobs and opportunity, promote economic development, and attract and retain businesses and workers in the region on the

established transit corridors.

(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.

The 2008 Comprehensive Plan Transportation Chapter identifies several strategies that support investment in bikeways in downtown on pages T-16-17:

3.4 Develop and maintain a complete and connected bikeway system

3.6 Fill gaps in the bikeway system.

The project is identified in the Saint Paul Bicycle Plan, which was adopted by the City Council in 2015 and last updated in 2017. This plan calls for the development of a network of downtown bicycle facilities and identifies investment in bikeways downtown as one of two top investment priorities for the City. The Capital City Bikeway is described on pages 62-64.

The project is described in detail in the Capital City Bikeway Network Study and Design Guide, which was approved by City Council in 2017. This study identified the nearly four miles of planned bikeway alignments within and around downtown and developed concept level layouts of the proposed bikeways.

List the applicable documents and pages:

The City's 2040 Comprehensive Plan, which has been approved by the City Council but is still in process of seeking Metropolitan Council approval, has several policies related to promoting multimodal transportation:

Policy T-22. Shift mode share towards walking, biking, public transit, carpooling, ridesharing and carsharing in order to reduce the need for car ownership.

Policy T-24. Implement the Bicycle Plan to make bicycling safe and comfortable throughout the city, and to increase bicycling mode share.

The project is explicitly referenced in The Capital City Bikeway Network Study and Design Guide, approved by City Council in 2017. Excerpts of that study are included in this application as an attachment.

(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: 01/13/2016

Link to plan:

https://www.stpaul.gov/sites/default/files/Media%20Root/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

1588709824787_ADA Transition Plan for Public Works_2016.pdf

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)	\$150,000.00
Removals (approx. 5% of total cost)	\$120,902.00
Roadway (grading, borrow, etc.)	\$259,314.00
Roadway (aggregates and paving)	\$379,015.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$92,200.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$26,250.00
Striping	\$100,000.00
Signing	\$50,000.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$28,864.00
Bridge	\$1,300,000.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$1,200,000.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$218,885.00
Other Roadway Elements	\$0.00

Totals

\$3,925,430.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$1,914,988.00
Sidewalk Construction	\$243,751.00
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)	\$0.00
Pedestrian-scale Lighting	\$100,000.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$656,654.00
Other Bicycle and Pedestrian Elements	\$103,936.00
Totals	\$3,019,329.00

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	\$6,944,759.00
Construction Cost Total	\$6,944,759.00
Transit Operating Cost Total	\$0.00

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment Yes

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

OR

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

Upload Map 1588695285203_RBTN Map.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 41193

Existing Employment Within One Mile (Integer Only) 80954

Upload the "Population Summary" map 1588695457234_PopEmp 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.*

The proposed project is the result of a two year planning process that included outreach to minority and low income populations. The project was guided by a Community Advisory Committee whose members were selected by the Mayor's Office with a mindful effort to include people of color, people of all ages, and people across the economic spectrum.

The outreach efforts included collaboration with organizations such as Cycles for Change who work directly with new or inexperienced cyclists in low income communities to advocate, educate, and encourage self dependency through cycling. The process of prioritizing protected bikeways is a direct effort to make the resulting facility as attractive and accessible to all populations, regardless of cycling experience or background. The proposed alignment along Kellogg Boulevard is an effort to connect the bikeway to locations where low income populations frequent, including the Ramsey County Government Center which houses the Social Services staff and programs. The alignment also provides access to City Hall, a location that can be intimidating to many people of color, immigrants, or of low income, as well as to the George Latimer Central Library. The project is located one block away from Catholic Charities Higher Ground facility offering emergency shelter to homeless or otherwise distressed people.

Response:

The project will result in substantial ADA improvements for people using wheelchairs. Much of the existing sidewalk within the project area is comprised of brick pavers, a material that is problematic for anyone on wheels, but especially for wheelchair users and those with spinal injuries that are sensitive to bumps and vibration while using a wheelchair.

(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 project benefits low income populations by providing intuitive and safe bicycling facilities and improved sidewalks to expand transportation options. Downtown Saint Paul is a hub for many social services and transportation needs. It is a hub for transit services where many transfers occur and bus routes start and stop. The Union Depot is a regional transit hub and the eastern terminus of the Green Line. Yet driving and parking are challenging and costly in downtown. By improving bicycling and walking accessibility in and around downtown, low income populations are able to access the services, jobs, and transit opportunities that downtown can offer. The bikeway is purposely designed to be protected from traffic, hoping to encourage additional bicycle ridership among those less experienced, including children and elderly populations.

Response:

The project will also address ADA concerns along the corridor to facilitate use by disabled populations. The project will narrow Kellogg Boulevard and make it easier to cross for people walking or biking. Improved traffic signals will improve safety and accessibility for all, especially those not in cars. The project will connect the bikeway to locations where low income populations frequent, including the George Latimer Central Library, a hub of resources and services to low income populations, as well as access to City Hall, a location that can be intimidating to many people of color, immigrants, or of low income. The project aims to break down barriers that have in the past made downtown Saint Paul feel inaccessible to diverse populations, in part because the need to drive and pay for parking to visit downtown inherently discouraged some from ever attempting to come downtown. The bikeway enables low income populations and people of color an opportunity to feel welcomed into downtown, and

will provide high quality urban public spaces accessible to everyone.

The project is part of a larger vision to connect diverse segments of the City together. Topography as well as railroads and freeway construction has resulted in a challenging landscape where traveling by bike or foot between the western and eastern half of the city is difficult, leaving the two halves of the city disconnected from each other, and highlighting economic disparities and demographic differences. This project addresses that by constructing Phase II of a high-quality bikeway through downtown connecting the two sides of the city together.

(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

Construction of the off-street trail along the north side of Kellogg Boulevard will have several design challenges that will need to be carefully managed to avoid negative impacts. The project will result in some loss of on-street parking near many popular cultural destinations, including Rice Park, The Ordway, The RiverCentre, The Xcel Energy Center, Science Museum of Minnesota, City Hall, and the George Latimer Central Library. While this will be perceived by many to be a negative impact, this project is intentionally choosing to prioritize the needs of those lower income populations who may not be able to afford to drive or park in downtown.

Response:

Space is very constrained along Kellogg Blvd and despite narrowing the roadway where possible to provide space for the bikeway, there will be impacts to existing sidewalks in some areas as well, which is undesirable given the high number of pedestrians accessing the Xcel Energy Center for events such as Wild games or concerts. The bikeway is proposed to be a two-way bikeway on the north side of the street at the same elevation as the adjacent sidewalk. Our experience with the recently completed segment of the Capital City Bikeway on Jackson Street has highlighted a few challenges, most notably that the sidewalk elevation bikeway is frequently used by pedestrians. While the project will also include an improved sidewalk adjacent to the trail, we have found that many pedestrians continue to walk on the bikeway. To address these concerns, the design of the bikeway will need to incorporate appropriate signage, appropriate buffer design, and other visual cues to help pedestrians and bicycles to understand where to be, or to ensure that the trail can safely accommodate both people walking and bicycling as a shared use facility where necessary.

It will also be critical to directly engage with the Xcel Center and RiverCentre to ensure that the proposed design continues to allow their operations to continue.

(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):

Project located in Area of Concentrated Poverty:

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

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 1589043561840_SocioEconomic.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	0.4	1.0	100.0	100.0

Total Project Length

Total Project Length 0.4

Project length entered on the Project Information - General form.

Housing Performance Score

Total Project Length (Miles) or Population	0.4
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 13 affordable housing developments within 0.5 miles of the proposed project, 12 of which are existing, one of which has been approved for construction. The thirteen projects provide a total of 1,494 affordable units out of a total of 1,651 units in the developments, over 90% of the units in these buildings.

The development projects provide a range of unit sizes, including 570 studio, 759 one bedroom, 131 two bedroom, and 34 three bedroom units. The development projects also provide a range of affordability levels, with 643 units available at 30% AMI, 211 units available at 50% AMI, and 640 units available at 60% AMI. The affordable housing is funded through a variety of financing mechanisms, including LIHTC 4%, LIHTC 9%, HUD Public Housing, MHFA EDHC, and MHFA HTF. A full list of affordable developments, unit sizes, and financing is provided as an attachment.

Response:

The project will provide substantial benefits for residents of affordable housing developments by providing low-cost connectivity to transit, retail, commercial opportunities, and recreational opportunities. The project is designed to prioritize the needs of those who can't afford to drive or park in downtown. By providing safe and affordable transportation options to residents, the project allows residents of affordable developments to spend a smaller portion of their resources on transportation.

Many affordable housing developments are concentrated in downtown Saint Paul, since these residents benefit the most from the density of destinations, services, and transportation options that converge in downtown. The proposed project will help residents access transit stations that

provide access to the entire Twin Cities.

Residents in affordable housing developments will also benefit from improved sidewalks and ADA compliance.

(Limit 2,100 characters; approximately 300 words)

Upload map:

1589568118298_Affordable Housing Map and List.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.

The proposed project along Kellogg Boulevard helps close a gap in the Tier 1 Regional Bicycle Transportation Network and greatly improves safety along Kellogg Boulevard. The proposed project will connect directly to the Kellogg Boulevard Capital City Bikeway Phase I project scheduled for 2023 (which is an RBTN Tier 1 alignment and connects directly to Jackson Street and the Wabasha Bridge over the Mississippi River, both of which are Tier 1 alignments). The eastern terminus of the project, Saint Peter Street, is also a Tier 1 alignment. The project terminates at the western end at W 7th Street, which is the centerline of a Tier 1 Search Corridor, and Phase III of the Kellogg Boulevard project will complete the connection along Kellogg Boulevard to Summit Avenue, John Ireland Blvd, and Marshall Avenue, all three of which are Tier 1 or 2 RBTN alignments.

Response:

There is currently no way for bicyclists on Summit Avenue, the City's most heavily used bikeway, to safely connect into downtown Saint Paul. Kellogg Boulevard is the preferred route for that connection, and is the most heavily route used today by bicyclists, despite the lack of accommodations for them. There are no continuous east/west bikeways in downtown Saint Paul today. The proposed project is Phase II of a three phase project to establish an east/west bikeway in downtown Saint Paul, and would vastly improve safety and comfort on Kellogg Boulevard. Kellogg Boulevard carries between 14,000 and 22,000 vehicles per day. People using bicycles currently connecting between Summit Avenue and downtown destinations are sharing the road with vehicles (bicycling on the sidewalk is generally prohibited in downtown Saint Paul). Only the bravest and most confident cyclists will currently ride in these conditions. The proposed project establishes a high-quality protected bicycle facility - a two-way off street trail as part of the

Capital City Bikeway network that separates pedestrians, bicyclists, and drivers from each other and beautifies the corridor as well.

This project will also connect to multiple important destinations, including City Hall, the George Latimer Central Library, the Science Museum of Minnesota, the Saint Paul River Centre, and the Xcel Energy Center. Future phases of the Capital City Bikeway along Kellogg Boulevard will continue further west to connect to destinations such as the Minnesota History Museum, and will connect to Summit Avenue, the most heavily used bikeway in the City.

(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

From 2011 to 2015, there have been 137 recorded crashes within the project area, approximately 18% of which resulted in injuries or possible injuries. Rear end crashes were the most common type of crash, followed by same-direction sideswipe crashes, which is typical of congested urban environments with frequent traffic signals. Left turning and angle crashes were also prevalent, accounting for over 25% of the crashes, both of which are common for signalized intersections. There were 3 crashes involving bicyclists and 7 crashes involving pedestrians within this time period. Nine of the 10 pedestrian/bicycle crashes resulted in injuries or possible injuries. At least two of the three bicycle crashes are of a crash type that may be mitigated by the proposed project.

Response:

In 2014, a 28 year old bicyclist was riding on the sidewalk approaching the intersection of Kellogg Boulevard and West 7th Street, and was struck by an SUV driven by a police officer, who was making a right-turn movement and failed to see the bicyclist. No citations were issued in the crash, and the narrative in the police report suggests both parties shared some blame in causing the incident. This crash resulted in a possible injury to the bicyclist. While it is technically illegal to operate a bicycle on a sidewalk in most areas of downtown Saint Paul, it is far too common. Many bicyclists do not feel safe riding in the street, especially on streets like Kellogg Boulevard, which carries over 20,000 vehicles per day and does not have any bicycle accommodations. It is not surprising that many bicyclists choose to ride on the sidewalk instead. However, motorists are generally not looking for bicyclists on the sidewalk.

The proposed project will result in a safe and dedicated space for bicyclists, separate from the roadway. The intersections will be designed with

appropriate treatments to encourage additional visibility between people driving, biking, and walking. The proposed project will provide dedicated off-street space for bicyclists to operate, limiting interaction with motorists to intersections. The proposed project provides an opportunity to improve the intersections to mitigate the risk of crashes and to more deliberately control turning movements. Signalization, signage, and pavement marking strategies can be used to control and highlight conflict points and provide improved visibility of cyclists on the trail.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

The proposed project will benefit transit users, pedestrians, and drivers in addition to bicyclists. The proposed project includes reconstruction of the sidewalk on the north side of Kellogg Boulevard. This sidewalk reconstruction will be a significant improvement over the existing conditions, where the sidewalk is in poor condition with cracked panels, heaved panels, and other non-ADA compliant conditions, such as brick pavers. The proposed project will address ADA deficiencies along the corridor to improve conditions for persons with disabilities. The project will also ensure Accessible Pedestrian Signals at the signalized intersections.

Response:

Drivers will benefit from the project as well by providing safe and attractive space for bicyclists to operate within the right-of-way. Bicyclists using the right-of-way today share travel lanes with motorists, which can create stress and conflict between modes. People driving will benefit by knowing that people using bicyclists have a dedicated, safe, and predictable space to operate.

Transit riders will benefit from the project through increased multimodal accessibility to transit, allowing transit users to use a bicycle for first/last mile connections to destinations. Downtown Saint Paul is a major transit hub and some of Metro Transit's most heavily used routes begin and end in Downtown Saint Paul. The proposed project extends the Capital City Bikeway to make bicycling to and from transit easy and accessible. The intersection of Kellogg Boulevard and West 7th Street is an important transit hub, and the bikeway will directly connect to bus routes 54, 70, and 74, in addition to being a quick two-block walk to other significant transit options such as the Green Line, and dozens of other local bus routes connecting to

all parts of the Twin Cities.

(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

1589518592145_Kellogg Phase II Layout 8.5x11.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

100%

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

100%

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

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

Project is located on an identified historic bridge

3)Right-of-Way (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:

10/27/2016

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 conceptual layout was approved by the Saint Paul City Council in mid 2017 after two years of community engagement and conversation about the Capital City Bikeway. The project planning was guided by a Community Advisory Committee (CAC) appointed by the Mayor in early May 2015. The committee consists of 26 individuals who live and/or work downtown, represent downtown businesses, or represent community groups in Saint Paul. The CAC met throughout the planning and design process to inform bikeway route alternatives, bikeway design elements, and draft layouts.

A four day Discovery Workshop was held in May 2015. The purpose of the workshop was to hear from stakeholders, community members, and City staff regarding the desires, concerns, likes, and dislikes related to establishing a downtown bikeway network. The workshop week began with a site tour of the possible alignments of the Capital City Bikeway and was followed by a facilitated public workshop.

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

In June 2015, the City facilitated a four day Design Workshop. The purpose of the workshop was to work with stakeholders to refine the Capital City Bikeway network, and generate initial design concepts and layouts for the Capital City Bikeway routes, including Kellogg Boulevard. On the final day of the design workshop, the design team prepared preliminary design concepts and bikeway alignment recommendations to share with the community at an evening public open house.

The design team held four pop-up events to gather additional input on the project. Events were held at Mears Park, Pedro Park, and Rondo Days,

including a bike ride at Rondo Days with the NiceRide Neighborhood Group and Major Taylor Bicycling Club. During the pop-up events participants provided input on the project including suggestions for the name of the bikeway, location of the bikeway routes, and how the City could encourage more people to bike.

The final conceptual designs for Kellogg Boulevard were presented to the public and downtown stakeholders at an Open House on October 27, 2016. Since approval of the plan by City Council in 2017, City Staff has focused additional engagement on the Capital City Bikeways through additional Open Houses and community meetings focused on the Saint Peter, 10th Street, and 9th Street legs of the bikeway network.

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$6,944,759.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$6,944,759.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

File Name	Description	File Size
Capital City Bikeway Network Study and Design Guide_LR.pdf	Capital City Bikeway Study - Kellogg Section	1.2 MB
CCB Network Map Final.pdf	CCB network map	1.7 MB
Kellogg CCB Ph II Summary.pdf	One page summary	303 KB
Kellogg-CCB-Phase II.pdf	project location map	2.4 MB
RES 20-146 Reg Sol Projects.pdf	City Council resolution authorizing application and snow clearance	93 KB



The Most Livable
City in America

City of Saint Paul
Department of Public Works
Americans with Disabilities Act
Transition Plan
Revised January 13, 2016



City of Saint Paul
Department of Public Works
American’s with Disabilities Act (ADA) Transition Plan
Revised January 13, 2016

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Introduction

The American's with Disabilities Act (ADA) of 1990 was signed into law on July 26, 1990. The ADA elevated the civil rights protection of people with disabilities to the same level as those protections in place based on race, color, sex, religion and national origin provided through the Civil Rights Act of 1964.

The ADA required public entities with more than 50 employees to develop a transition plan by July 26, 1992. The Public Works Department did not meet this plan deadline, but is fulfilling this important obligation now (Summer 2009). The Transition Plan must identify all structural modifications that are necessary for buildings and facilities to ensure that programs, services and activities are accessible to people with different abilities. This Transition Plan will identify the steps that we must take to complete the modifications and the estimated date the modifications will be complete.

Public Works has jurisdiction over streets and walkways in the City, and therefore must include in this Transition Plan our schedule for accessibility standards related to infrastructure. This plan addresses pedestrian curb ramps, appropriate access to right-of-way, accessible pedestrian traffic signals and vertical connections throughout the City.

Self Evaluation

During the summer of 2009 all divisions of the Department of Public Works performed a self assessment of their facilities in accordance with most recent guidance on ADA compliance.

The Public Works Department used a workbook created by the Minnesota State Council on Disability. Copies of our self assessments are available upon written request.

Cost Information

It is important to note that all costs listed in this document are in estimated 2014 dollars unless the project listed is already complete. That cost information will remain printed as of the completion date. As revisions are made to this transition plan, every effort will be made to update cost information as well.

Facilities

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

The City Hall Annex provides downtown office space for several departments of City government. The Public Works Department has offices on the 7th through 10th and 15th floors of the building.

The City Hall Annex is technically owned by the Real Estate Group of the Office of Financial Services, but since we use five floors of this building for our administrative offices, we are including it in this transition plan.

<u>Necessary Structural Changes</u>	<u>Applicable ADAAG Standard</u>	<u>Action to be taken</u>	<u>Projected Completion</u>	<u>Projected Cost</u>
Handrail Skyway Stairs to City Hall	4.8.5	Handrail changes	12/31/2020	\$5,000
Rooms 701 & 704 signs on hinge side	4.30.6	Move room signs	6/30/2015	\$50
7 th Floor Counter*	7.2.2	No 36" section	12/31/2010	\$2,500
8 th Floor Office (Pagel's Office)	4.30.6	No room # or sign	6/30/2015	\$50
8 th Floor Counter	7.2.2	No 36" section	12/31/2015	\$2,500
9 th Floor Conference room*	4.30.6	No room # or sign	6/30/2010	\$50
East Stairway	4.8.5	Handrail changes	12/31/2020	\$10,000
West Stairway	4.8.5	Handrail changes	12/31/2020	\$10,000
Renovate 9 th Floor Restrooms	4.13-4.19	Complete renovation	12/31/2015	\$150,000
10 th Floor Counter	7.2.2	No 36" section	12/31/2015	\$2,500

* Completed as of December 31, 2010

Street Maintenance Office Building and Shop
873 North Dale Street
Saint Paul, Minnesota 55103

The Street Maintenance building provides office space for the division as well as a staging and shop area for operations.

<u>Necessary Structural Changes</u>	<u>Applicable ADAAG Standard</u>	<u>Action to be taken</u>	<u>Projected Completion</u>	<u>Projected Cost</u>
Parking Lot	4.6.3	Van Accessible Space Needed	6/31/2015	\$500
Parking Lot	4.6.6	Disability Transfer zone needed	6/31/2015	\$300
Front Counter*	7.2.2	No 36" section	12/31/2010	\$2,500
Building Alarms	4.28.3	Visual lacking	12/31/2016	\$10,000
ADA compliant Renovation **			12/31/2020	\$40,000
• Men's Room Stalls**	4.22.1	Need 1-5'		
• Men's Room**	4.22.3	Several clearance & misc issues		
• Shower Stalls (W & M)	4.21.3	No seat	12/31/2020	\$2,000
• Shower Stalls (W & M)	4.21.4	No grab bars	12/31/2020	\$2,000
• Break Room	4.2.4	Clearances		
Drinking Fountain	4.15.3-5	Clearances	12/31/2015	\$1,500

* Completed March 2012

** Completed April 2013

Additionally automatic door access was added at the main entrance with the March 2012 project.

Public Works Equipment
891 North Dale Street
Saint Paul, Minnesota 55103

Public Works Equipment operates a main maintenance building and a service station/car wash building. The main maintenance building provides office space for the division as well as a maintenance bays for heavy equipment maintenance and welding.

<u>Necessary Structural Changes</u>	<u>Applicable ADAAG Standard</u>	<u>Action to be taken</u>	<u>Projected Completion</u>	<u>Projected Cost</u>
Parking Lot*	4.6.3	Van Accessible Space Needed	5/31/2010	\$500
Parking Lot*	4.6.6	Disability Transfer zone needed	5/31/2010	\$300
Room signs**	4.30.6	Not 60" latch side	6/30/2010	\$50
Door hardware**	4.13.9	Lever door handles +/- 10	12/31/2011	\$1,000
Stairways***	4.8.5	Handrail Changes	12/31/2017	\$15,000
2 nd floor toilet stalls***	4.22.1	Unisex accessible	12/31/2017	\$25,000

* Completed October 14, 2011

** Completed December 31, 2011

*** Capital Maintenance budget request under development for 2016/2017 cycle.

Additionally automatic door access was added at the north front Dale Street entrance and the hallway leading to the 2nd floor meeting room (accessible by existing elevator).

Traffic Operations Office Building and Shop
 899 North Dale Street
 Saint Paul, Minnesota 55103

The Traffic Operations building provides office space for the division as well as a staging and shop area for operations.

<u>Necessary Structural Changes</u>	<u>Applicable ADAAG Standard</u>	<u>Action to be taken</u>	<u>Projected Completion</u>	<u>Projected Cost</u>
Parking Lot*	4.6.3	Van Accessible Space Needed	05/31/2010	\$500
Drinking Fountain*	4.15.2	Spout not 36"	12/31/2010	\$1,500
Drinking Fountain*	4.15.3	Water Flow	see above	see above
Drinking Fountain*	4.15.5	Knee space	see above	see above

*All actions listed above were completed by January 24, 2011. In addition, automated entrance door improvements were completed in 2011.

Sewer Utility Maintenance Office Building and Shop
 419 Burgess Street
 Saint Paul, Minnesota 55103

The Sewer Utility Maintenance building provides office space for the division as well as a staging and shop area for operations.

<u>Necessary Structural Changes</u>	<u>Applicable ADAAG Standard</u>	<u>Action to be taken</u>	<u>Projected Completion</u>	<u>Projected Cost</u>
Parking Lot*	4.6.3	One Add'l Handi-capped space needed	5/31/2010	\$500
Parking Lot*	4.6.6	Disability Transfer Zone Needed	5/31/2010	\$300
Room signs*	4.30.6	Not at 60"	5/31/2010	\$100
Front Counter*	7.2.2	No 36" section	12/31/2010	\$2,500

*All actions listed above were completed by December 20, 2011.

Public Infrastructure

Pedestrian Curb Ramps

Saint Paul Public Works takes equal access for all very seriously, regardless of the physical abilities of the person visiting our facilities or traveling within or through the City by way of our transportation systems.

Saint Paul Public Works has been very proactive implementing accessibility features. We began installing corner quadrant pedestrian ramps in the early 1970s, and are continuing that spirit today by updating our pedestrian infrastructure as necessary when we reconstruct our streets and sidewalks or perform major maintenance through mill and overlay projects.

At this time (2009) we have five known corner quadrants out of approximately 30,000 that do not have pedestrian ramps.* Most of our ramps are exposed aggregate ramps lacking the current truncated dome technology.

The City of Saint Paul is required to comply with the accessibility requirements of the Americans with Disabilities Act, Section 504 of the Rehabilitation Act, and the Minnesota Human Rights Act when it completes alterations of city streets. "Alterations" are defined by law and include projects such as new construction, reconstruction and mill and overlay projects. These laws state that whenever the City completes an alteration of a city street, it must install a new curb ramp that meets current accessibility standards at locations where no curb ramp exists, and bring all existing curb ramps into compliance with current accessibility standards.

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.

Some of our pedestrian ramps are on Minnesota Department of Transportation State Aid routes or Trunk Highways. Other ramps are found on Ramsey County roadways. Saint Paul Public Works will coordinate with those agencies as appropriate as part of their reconstruction and transition plans.

<u>Necessary Structural Changes</u>	<u>Applicable PROWDG Standard</u>	<u>Action to be taken</u>	<u>Projected Completion</u>	<u>Projected Cost</u>
One arterial Pedestrian Ramp*	3.4	Ramp and Truncated Dome	12/31/2013	\$1,000
Four residential	3.4	Ramps and		

Pedestrian Ramps*		Truncated Domes	12/31/2013	\$4,000
Arterial Pedestrian Ramps	3.4	Need Truncated Domes	12/31/2030	\$10,000,000
Residential Pedestrian Ramps	3.4	Need Truncated Domes	12/31/2050	\$25,000,000

* Completed by December 31, 2013, but we do still continue to find the occasional missed corner pedestrian ramp in the City. These are corrected within the year found if the construction season permits. If too late in the season they are reconstructed in the following year.

Records of the Public Works Sidewalk Division indicate that there have been at least 3,527 pedestrian ramp corners reconstructed between 2010 and 2013. These ramps were completed by MnDOT, Ramsey County, City Residential Street Vitality Program projects, Citywide Sidewalk Projects, Utility Companies, and private permit holders. When work like this is performed, pedestrian ramp corners are updated to current ADA standards.

Equal Access to Public Rights-of-Way

Saint Paul Public Works is tasked with ensuring safe and accessible travel for all citizens and visitors, regardless of differences in mode, method or ability. As such it is particularly important that we adequately review, advise and permit uses that may partially obstruct the public way. Sidewalk cafes, advertising and other obstructions must be placed and managed in a way that enables all system users free access to the right-of-way.

Property owners or right-of-way users are required to maintain an accessible pedestrian path past their property of four (4) feet (or 48 inches). Property owners or right-of-way users that do not provide this minimum path are inappropriately restricting accessible routes and therefore will risk revocation of City approval for their specific use of the public right-of-way.

After snow events, it is the responsibility of property owners that have adjoining sidewalk right-of-way to clear those sidewalks within 24 hours and to provide a four (4) foot (or 48 inch) minimum accessible path throughout and at corner quadrants. It is important for property owners to remember that they may need to provide additional snow removal at corner quadrants after City snow plows clear streets. It is also important for safe public transportation use that the Metropolitan Council and bus stop/bus shelter franchisees clear snow from bus stops and shelters.

It is the responsibility of contractors and utilities working in the public right-of-way to maintain accessible pathways in construction projects and permitted projects. Please refer to the “Construction Guidance” section of the Minnesota Department of Transportation page at <http://www.dot.state.mn.us/ada/> and <http://www.workzonesafety.org/training/record/9856>

Accessible Pedestrian Traffic Signals

The City of St. Paul Public Works Traffic and Lighting Division operates and maintains 385 Traffic Signals within City of St. Paul. Each signalized intersection typically has 4 pedestrian crossings. These signals are located on roadways under jurisdiction of Minnesota Department of Transportation (MnDOT), Ramsey County and the City of St. Paul. Of all the approach legs at the signals, approximately 12% are MnDOT Trunk Highways, 28% are Ramsey County State Aid Highways (CSAH), 44% are City of St. Paul Municipal State Aid (MSA) Routes and the remaining 16% are City of St. Paul local streets. The Trunk Highways and County State Aid Streets are typically higher volume arterial streets and the St. Paul MSA and local streets are lower volume collector type streets. Under maintenance agreements with MnDOT and Ramsey County, the City of St. Paul operates and maintains the traffic signals for the governmental unit which has jurisdiction of the roadway.

An Accessible Pedestrian Signal (APS) is a device that communicates information about pedestrian signal timing in a non-visual format such as audible tones, speech messages, and/or vibrating surfaces.

The Traffic and Lighting Division is in the process of formalizing a written policy for the installation of APS based on MN MUTCD, NCHRP 117A Accessible Pedestrian Signals: A Guide to Best Practices, along with the Draft PROWAG.

The general guidance for installation states:

New Construction, Alterations/Reconstruction and Retrofits

- All new traffic signals and traffic signal replacement projects at intersections that include pedestrian facilities will be evaluated for APS along with curb ramps in compliance with the MnMUTCD and as advised by draft NCHRP Best Practice and/or Draft PROWAG for location conditions.
- All projects that are reconstructing curb ramps at signalized intersections shall give consideration to upgrading the traffic signals with APS under the project, and at a minimum, the traffic signals shall be upgraded to “APS ready” and meet the requirements given in the MnMUTCD and as advised by NCHRP Best Practice and/or Draft PROWAG for location conditions. If a future project, with traffic signal work as part of the scope, is programmed, then the APS signal upgrades will not be required and will be constructed with the future programmed project.

In some cases APS should not be installed because of the adverse effect it could have on pedestrian safety as a result of the overall traffic circulation pattern of an area, or unusual geometric conditions where an APS would not provide the safety benefits necessary for the blind or visually impaired individuals to cross a street.

It should also be noted that some traffic signals cannot be retrofitted with APS without major costly modifications. Retrofitting of traffic signals shall be subject to approval by the City traffic Engineer. For these circumstances:

- The construction project process shall include documentation on the evaluation of location conditions for APS, in particular, when the results do not include full installation of APS under MnMUTCD, and as advised under NCHRP Best Practice and/or Draft PROWAG. This documentation serves to ensure
 - consistent application of standards,
 - the most complete understanding of the circumstances that limited full application of APS, and
 - provides the intended construction sequence for a phased implementation of APS

Any individual requests will be evaluated in the same manner to be incorporated in either the annual programs or projects.

Since the City of Saint Paul original submitted our transition plan we have increased the number of signalized intersections where all or some of the pedestrians crossing include APS from 16 signalized intersections to 135 signalized intersection with APS out of 385 Traffic Signals.

<u>Necessary Structural Changes</u>	<u>Applicable PROWDG Standard</u>	<u>Action to be taken</u>	<u>Projected Completion</u>	<u>Projected Cost</u>
Signalized Intersections	3.5	Install as Appropriate	TBD	\$50,000 Per intersection

City of Saint Paul
 Department of Public Works
 Vertical Connections (Stairways)

Stairways in Saint Paul provide valuable connections between assets at differing heights. Whether they are placed on bluffs, between bridges or in parks, they are an important connection to our geography and our history.

Our intention is to maintain the integrity of historic structures whenever possible, opting to rehabilitate stairway structures if at all possible. If the existing asset in place has deteriorated to such a degree that rehabilitation is not a possibility, then the ADA becomes applicable during reconstruction planning.

For those stairway structures that are not replaced but rehabilitated, Saint Paul Public Works will do a thorough investigation of the alternate accessible route, ensure the route's reasonableness and review all related ADA appropriate measures.

<u>Necessary Structural Changes</u>	<u>Applicable PROWDG Standard</u>	<u>Action to be taken</u>	<u>Projected Completion</u>	<u>Projected Cost</u>
Pedestrian Stairway		If rehabbing review & ensure reasonable alt route	As needed	\$1,000 Per location
Pedestrian Stairway		If reconstructing engage Mayor's Comm* to create process	As needed	Unknown

* Mayor's Advisory Committee for People with Disabilities



CITY OF SAINT PAUL

GRIEVANCE PROCEDURE UNDER THE AMERICANS WITH DISABILITIES ACT

This Grievance Procedure is established to meet the requirements of Title II of the Americans with Disabilities Act of 1990 (“ADA”). It may be used by anyone who wishes to file a complaint alleging discrimination on the basis of disability in the provision of services, activities, programs, or activities by the City of Saint Paul (“The City”). The City’s Personnel Policy governs employment-related complaints of disability discrimination. A grievant also has the option to file directly with the Department of Justice or other appropriate federal agency within 180 days from the date of the incident.

An individual in need of access to services, programs, or activities should complete and submit a “Request for Access” form to:

Alyssa Wetzels-Moore, ADA Coordinator
Fax: (651) 266-8962
Mail: 240 City Hall
15 West Kellogg Blvd.
Saint Paul, MN 55102

Alternatively, an individual may make an oral request by contacting the ADA Coordinator at (651) 266-8965. The Coordinator will put this request in writing to be signed by the requestor.

In the event that this request for access to services, programs, or activities cannot be resolved, an individual may file a grievance orally or in writing. A written grievance should be filed on the ADA Grievance Form. If it is not filed on the Grievance Form, it should be in writing and contain all of the following information:

- The name, address, and telephone number of the person filing the grievance.
- The name, address, and telephone number of the person alleging the ADA violation, if other than the person filing the grievance.
- A description of the alleged violation and the remedy sought.
- Information on whether a complaint has been filed with the Department of Justice or other federal or state civil rights agency or court.
- If a complaint has been filed, the name of the agency or court where the complaint was filed, the date the complaint was filed, and the name, address and telephone number of a contact person with the agency with which the complaint was filed.

An oral grievance can be filed by contacting the Coordinator at the address listed above or at (651) 266-8965. The ADA Coordinator, using the ADA Grievance Form, will put the oral grievance in writing to be signed by grievant. Alternative means of filing complaints will be made available for persons with disabilities upon request.

The complaint should be submitted by the grievant and/or her/his designee as soon as possible but no later than 60 calendar days after the alleged violation to the address listed above. The grievance will be either responded to or acknowledged within 20 working days of receipt.

Within 60 calendar days of the receipt, the Coordinator will conduct the investigation necessary to determine the validity of the alleged violation. If appropriate, the Coordinator will arrange to meet with the grievant to discuss the matter and attempt to reach an informal resolution to the grievance. Any informal resolution of the grievance will be documented in the City's ADA Grievance File.

If an informal resolution of the grievance is not reached, the Coordinator shall issue a written determination of the validity of the complaint and a description of the resolution no later than 90 days from the date of the City's receipt of the grievance. A copy will be forwarded to the grievant.

The grievant may request reconsideration if he/she is dissatisfied with the written determinations. The request for reconsideration shall be in writing and filed with the City Legislative Hearing Office, 15 West Kellogg Blvd., Room 310, Saint Paul, MN 55102 within 30 days after the Coordinator's determination has been mailed to the grievant. The Legislative Hearing Officer shall review the request for reconsideration and make a final determination within 90 days from the filing of the request. If the grievant is dissatisfied with City's handling of the grievance at any point, the grievant may file a complaint directly with the U.S. Department of Justice or other appropriate state or federal agency. Use of the City's grievance procedure is not a prerequisite to the pursuit of other remedies.

Because of the varying circumstances in any specific grievance, the City's resolution of a grievance does not create precedent that binds the City or upon which other complaining parties may rely.

Any written complaints received by Coordinator or her designee, appeals to the Legislative Hearing Officer, and responses from these two offices will be retained by Saint Paul for at least three years.

Please note: The City of Saint Paul employment policy and accommodation form is available at <http://www.stpaul.gov/index.aspx?NID=3007>
<http://www.stpaul.gov/DocumentCenter/Home/View/13516>



City of Saint Paul Americans with Disabilities Act Grievance Form

Complainant:

Name _____

Address _____ Apt. No. _____

City _____, State _____ ZIP Code _____

Telephone No. _____ Other Phone _____

E-mail _____

Aggrieved Individual (if other than Complainant):

Name _____

Address _____ Apt. No. _____

City _____, State _____ ZIP Code _____

Telephone No. _____ Other Phone _____

E-mail _____

Nature of the Complaint:

City Department Involved: _____ Date(s) of Occurrence: _____

Description of Violation: _____

Requested Action of City to Correct Alleged Violation: _____

Has the complaint been filed with another bureau of the Department of Justice or any other Federal, State, or local civil rights agency or court?

Yes _____ No _____ If yes: Date Filed: _____ Agency or Court: _____

Contact Person: _____ Phone No. _____

Address: _____ Apt. _____

City _____ State _____ Zip Code _____

Do you intend to file with another agency or court?

Yes _____ No _____ If yes: Agency or Court: _____

Contact Person: _____ Phone No. _____

Address: _____ Apt. _____

City _____ State _____ Zip Code _____

Additional Comments:

Signature: _____ Date: _____

**Return to: Alyssa Wetzel-Moore, ADA Coordinator
Department of Human Rights and Equal Economic Opportunity (HREEO)
240 City Hall
15 West Kellogg Blvd.
St. Paul, MN 55102
Telephone: (651) 266-8965 Fax: (651) 266-8962
E-mail: ADACoordinator@ci.stpaul.mn.us**



CITY OF SAINT PAUL

Christopher B. Coleman, Mayor

240 City Hall
15 West Kellogg Boulevard
Saint Paul, MN 55102-1681

Telephone: (651) 266-8966
Facsimile: (651) 266-8962
TDD: (651) 266-8977

February 24, 2010

Bruce Beese, Director of Public Works
1500 City Hall Annex
25 West Fourth Street
Saint Paul, MN 55102

Re: MACPD Feedback to Public Works' Transition Plan

Dear Mr. Beese,

The Mayor's Advisory Committee for People with Disabilities (MACPD) would like to thank you for sharing your transition plan with us. We appreciate the hard work and thoroughness invested by the Department of Public Works to develop it. Over the past month, the MACPD has reviewed and discussed the Transition Plan. Based on what we have read, we have no revisions to suggest at this time.

Again, the MACPD appreciates you and department staff taking the time to meet with us and seeking our input. Please contact us through Alyssa Wetzel-Moore at 651-266-8965 or Alyssa.Wetzel-Moore@ci.stpaul.mn.us if you have questions or would like to discuss this further.

Sincerely,


Scott Coleman, Chair


James Thayer, Vice Chair



CITY OF SAINT PAUL
INTERDEPARTMENTAL MEMORANDUM

DATE: April 7, 2010

TO: Whom it May Concern

FROM: Robert L. Humphrey, Business Review Council Staff 

RE: Saint Paul Business Review Council support for City of Saint Paul, Department of Public Works Americans with Disabilities Act Transition Plan as amended.

Please note that at this morning's Full Business Review Council there was a unanimously passed motion approving the Department of Public Works' Americans with Disabilities Act Transition plan dated January 6, 2010, with the amendment titled "Equal Access to the Public Right of Way, Page 10 of 18" striking the original page 10 of 18 language.

On behalf of Chair Mike Skillrud, and the entire Business Review Council, we thank Bruce Beese and Paul St. Martin for their patience and willingness to cover this matter in detail before our Council.

Feel free to contact me if you have any questions.

**RESOLUTION
 CITY OF SAINT PAUL, MINNESOTA**

8

Presented by Kathy Sant

1 Whereas, the American's with Disabilities Act (ADA) of 1990 elevated the civil rights protection of
 2 people with disabilities to the same level as those protections in place based on race, color,
 3 religion and national origin provided through the Civil Rights Act of 1964; and
 4
 5 Whereas, the ADA was signed into law on July 26, 1990 [28 CFR 35.150]; and
 6
 7 Whereas, the ADA required public entities with more than 50 employees to develop a transition
 8 plan by July 26, 1992; and
 9
 10 Whereas, this transition plan must identify all structural modifications that are necessary for
 11 buildings and facilities to ensure that programs, services and activities are accessible to people
 12 with different abilities; and
 13
 14 Whereas, this transition plan must identify the steps to complete the modifications, the estimated
 15 date of completion and the cost associated with each modification; and
 16
 17 Whereas, the Saint Paul Public Works Department did not meet the July, 1992 deadline, but has
 18 prepared the attached transition plan for review and implementation; and
 19
 20 Whereas, the Mayor's Advisory Committee for People with Disabilities has reviewed the
 21 transition plan and has accepted it in its entirety; and
 22
 23 Whereas, the Business Review Council has reviewed the transition plan and will be making their
 24 comments by April, 21, 2010; and
 25
 26 Therefore, be it resolved, that the City Council of Saint Paul adopts the Public Works ADA
 27 Transition Plan and directs Public Works to follow the steps elaborated toward the goal of making
 28 Public Works' buildings and infrastructure accessible to all people.

	Yeas	Nays	Absent
Bostrom	✓		
Carter	✓		
Harris	✓		
Helgen	✓		
Lantry	✓		
Stark	✓		
Thune	✓		
	7	0	0

Adopted by Council: Date 4/21/2010
 Adoption Certified by Council Secretary
 By: Mary Erickson
 Approved by Mayor: Date 4/27/2010
 By: Or Mulholland

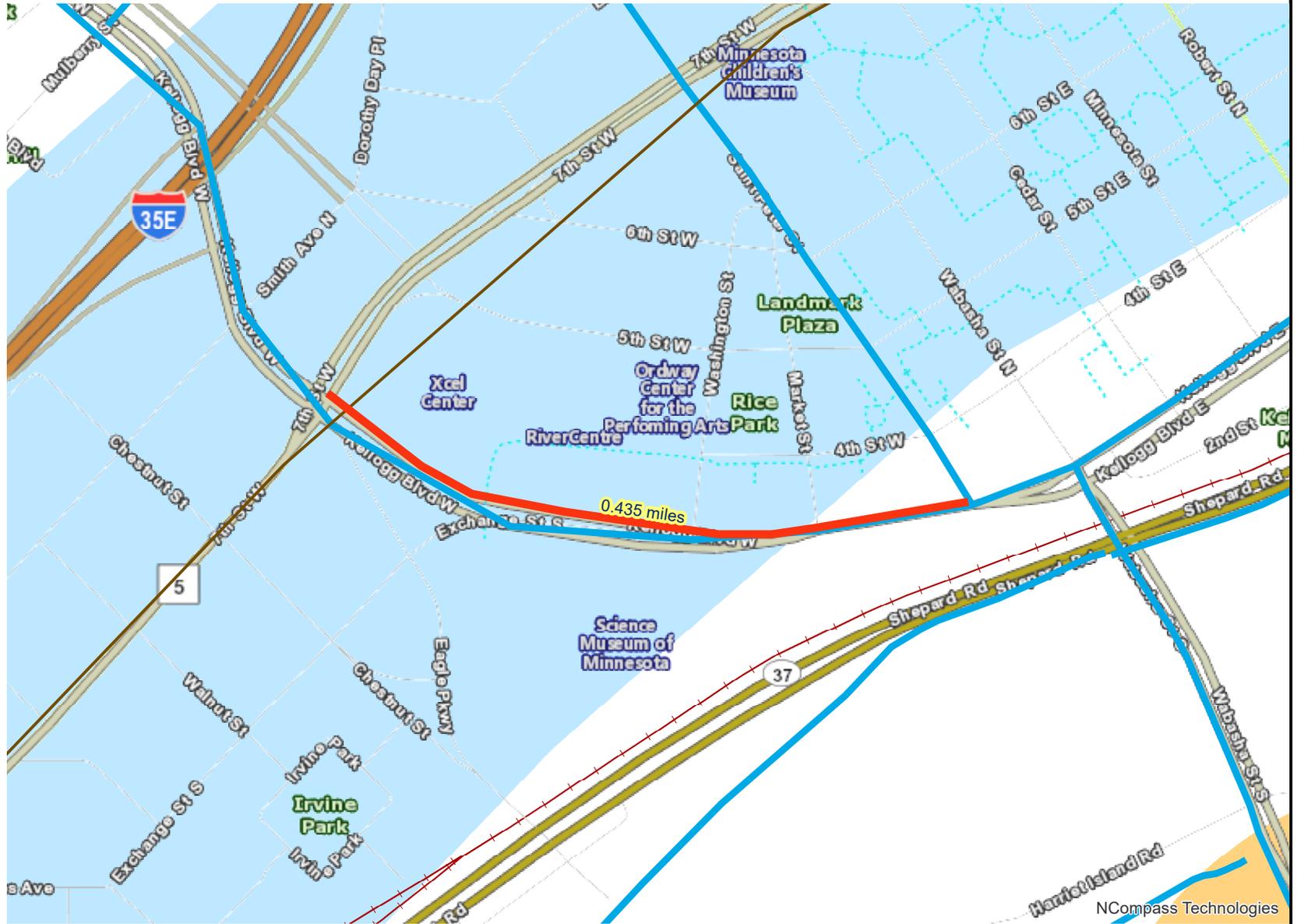
Requested by Department of Public Works:
 By: [Signature]
 Public Works Director
 Approved by the Office of Financial Services:
 By: [Signature]
 Approved by City Attorney:
 By: Lisa D. Veith
 Approved by Mayor for Submission to Council:
 By: Or Mulholland

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Kellogg Blvd Capital City Bikeway | Map ID: 1588693986949

Results

Project IN TIER 1
Bicycle Transport Corridor.



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



Created: 5/5/2020
LandscapeRSA6



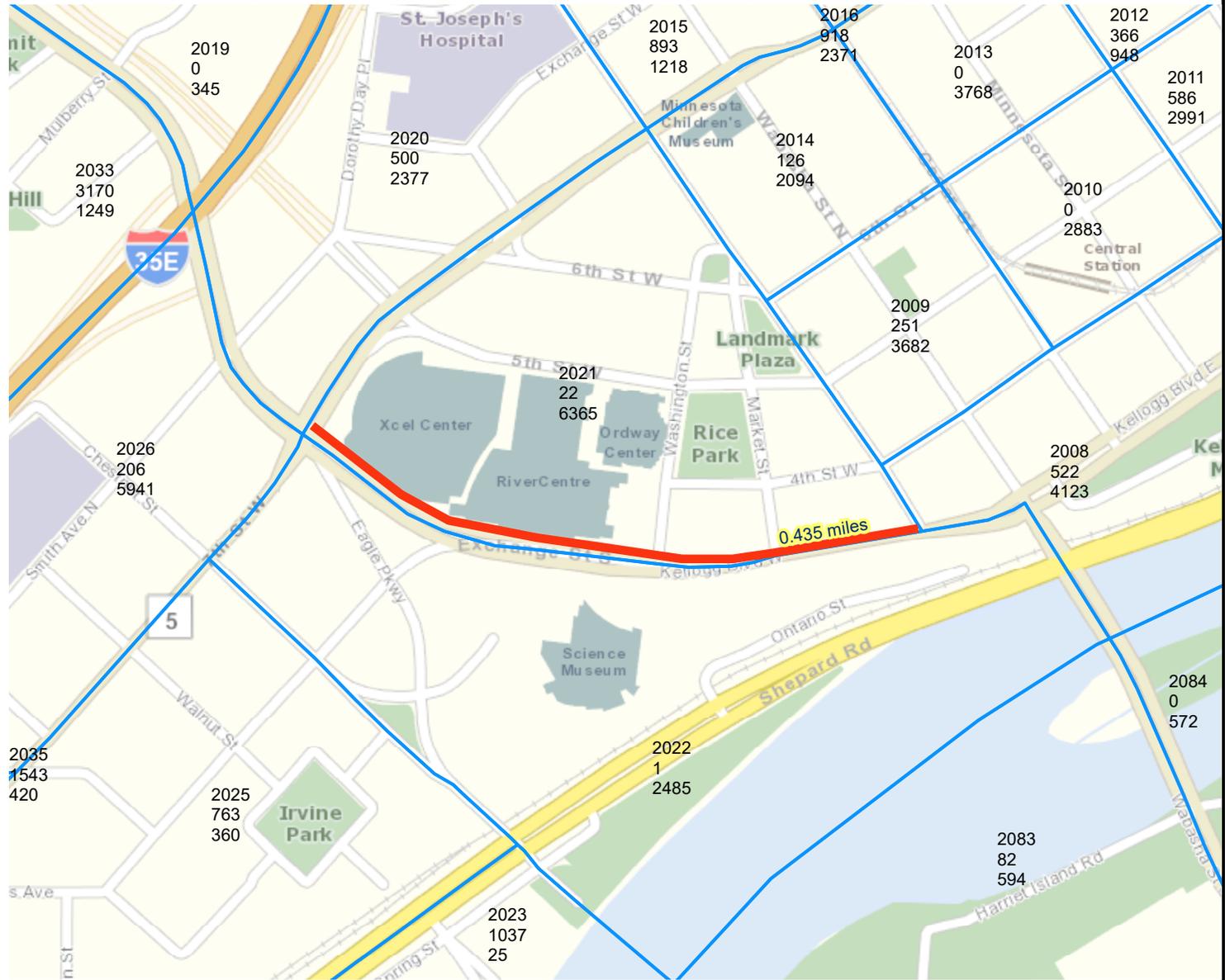
For complete disclaimer of accuracy, please visit
<https://giswebsite.metc.state.mn.us/gissite/notice.aspx>

NCompass Technologies



Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: Kellogg Blvd Capital City Bikeway | Map ID: 1588693986949



Results

Within ONE Mile of project:
 Total Population: 41193
 Total Employment: 80954

-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 5/5/2020
 LandscapeRSA4



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



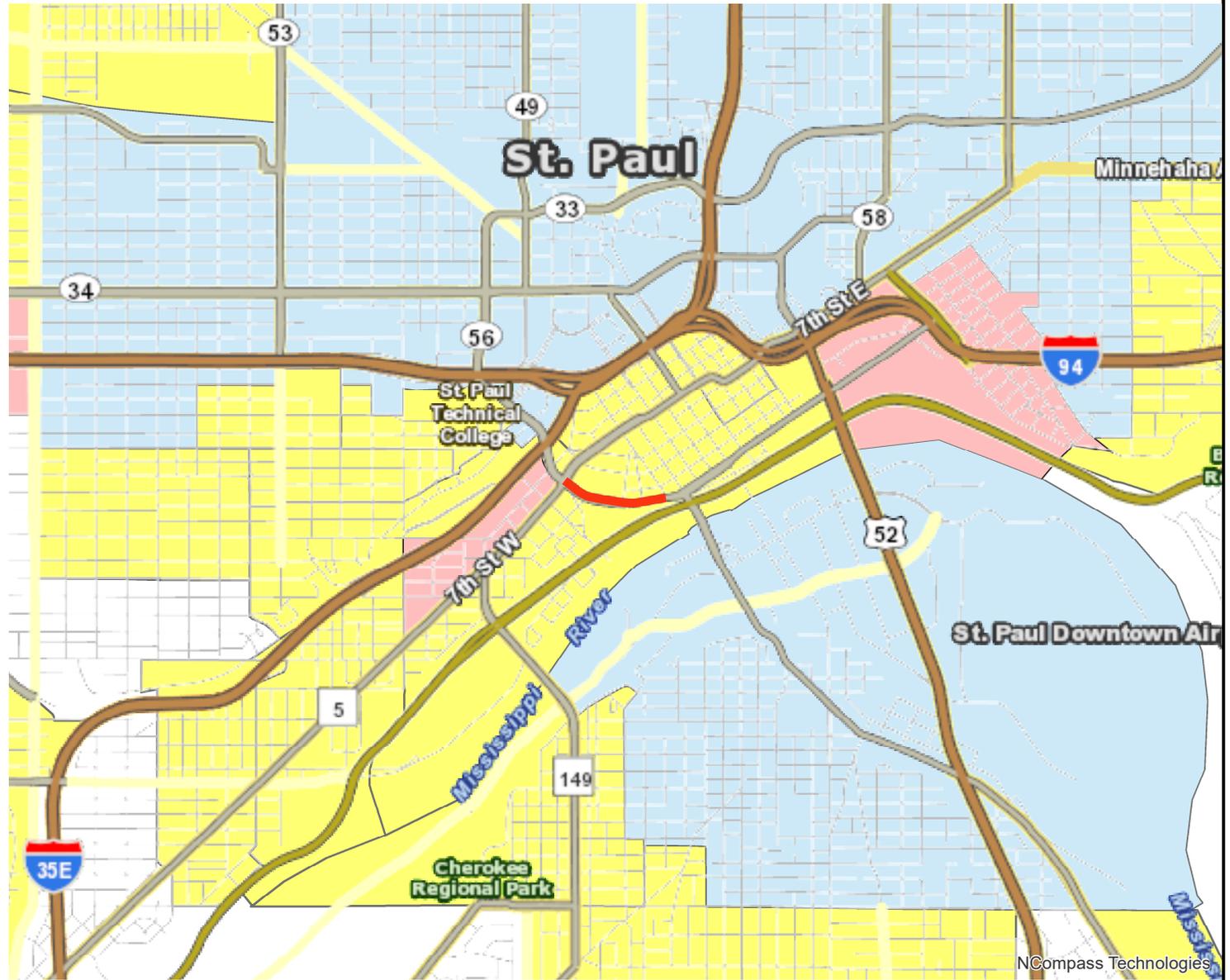
Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: Kellogg Blvd Capital City Bikeway | Map ID: 1588693986949

Results

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

Tracts within half-mile:
33700 34000 34201
34202 35500 35800
35900 36000 36100
37100 42800



Created: 5/5/2020
LandscapeRSA2



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

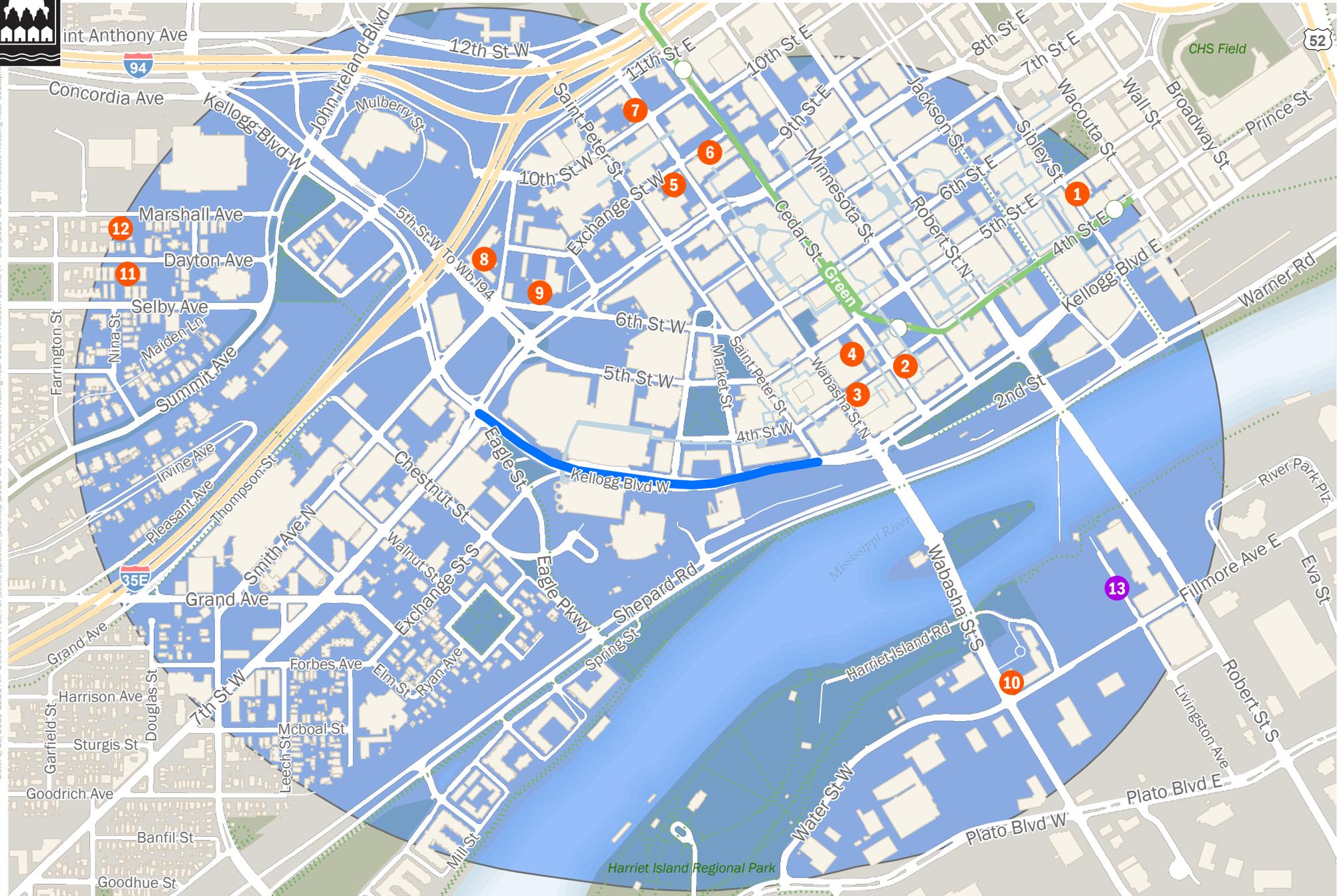




Affordable Housing within a half-mile of Capital City Bikeway Project

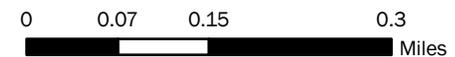
May 15th, 2020

Date: 5/15/2020 11:21 AM Document Path: C:\Users\spauldin\Desktop\2020-05-13 Affordable Housing near CCB for Reuben Collins v4 - GIS\2020-05-13 Affordable Housing near CCB.aprx



This document was prepared by the Saint Paul Planning and Economic Development Department and is intended to be used for reference and illustrative purposes only. This drawing is not a legally recorded plan, survey, official tax map or engineering schematic and is not intended to be used as such. Data source: St. Paul Enterprise GIS, 2018.

-  Project
-  Half-Mile Radius
-  Existing Affordable Housing
-  Approved Affordable Housing Proposal

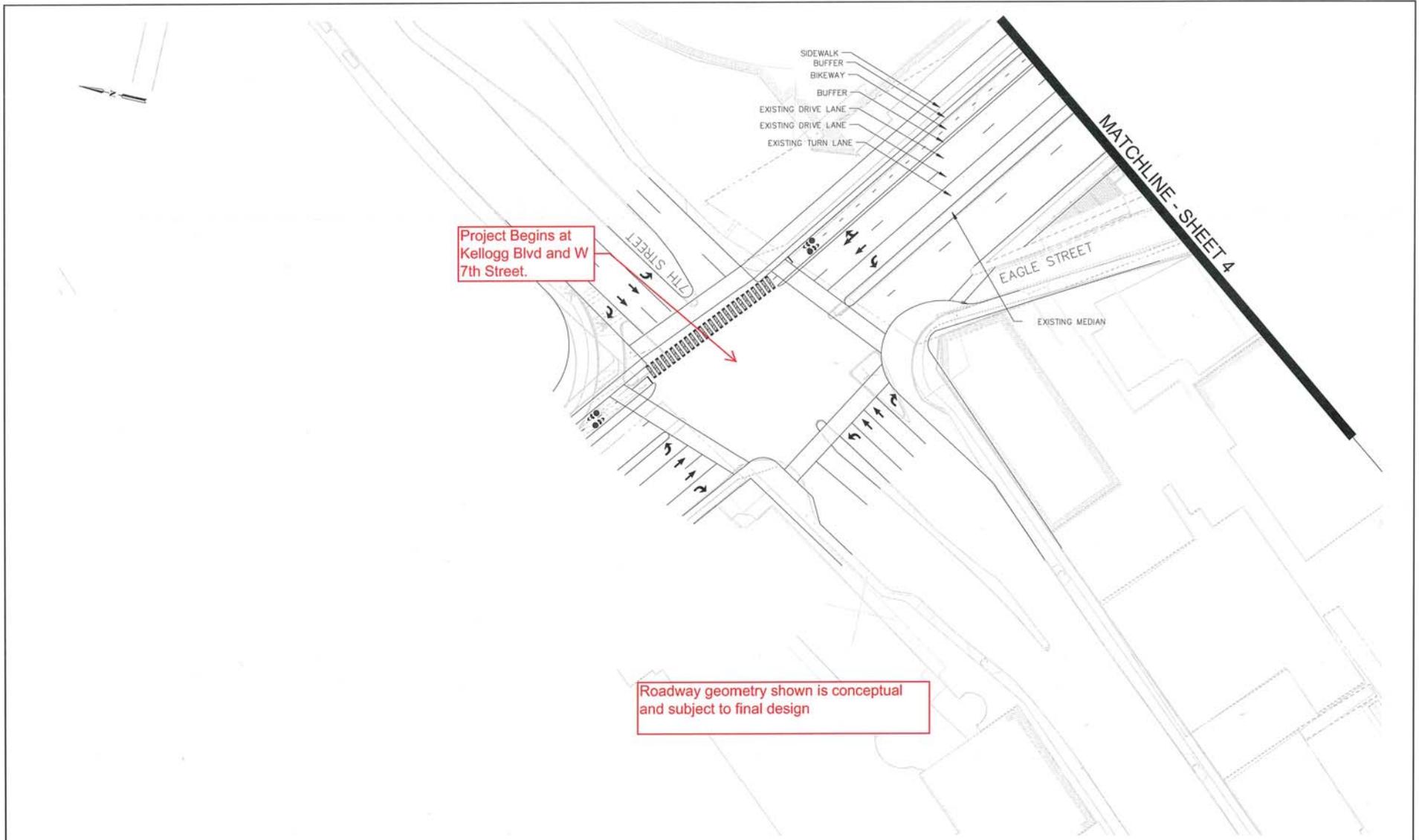


Affordable Housing within a half mile of Capital City Bikeway Project

Map #	Name	Address	City	State	Development Stage	Key Funding Source(s)	UNIT SIZE				UNIT AFFORDABILITY			Total Affordable Units	Total Units in Buildings
							0BR	1BR	2BR	3BR	30% AMI	50% AMI	60% AMI		
1	Straus Apartments	350 Sibley St N	St Paul	MN	Existing	LIHTC 4%	7	17	9	1	0	0	34	34	49
2	Minnesota Place / Minnesota Vistas	46 4th St E	St Paul	MN	Existing	LIHTC 4% & 9%	23	111	3	0	12	14	111	137	137
3	Commerce Building Phases I & II	8 4th St E	St Paul	MN	Existing	LIHTC 4% & 9%	0	77	23	0	11	44	45	100	100
4	Pioneer Press Building (Press Apartments)	345 Cedar St	St Paul	MN	Existing	LIHTC 4%	17	101	25	0	0	0	143	143	143
5	Exchange Hi-Rise	10 Exchange St W	St Paul	MN	Existing	HUD Public Hsg	0	194	0	0	194	0	0	194	194
6	Central Towers	20 Exchange St E	St Paul	MN	Existing	LIHTC 4% & 9%	67	128	2	0	0	0	197	197	197
7	Wabasha Hi-Rise	545 Wabasha St N	St Paul	MN	Existing	HUD Public Hsg	0	71	0	0	71	0	0	71	71
8	Higher Ground Phase I	435 Dorothy Day Pl	St Paul	MN	Existing	LIHTC 4%	193	0	0	0	193	0	0	193	193
9	Dorothy Day Residence	183 Old 6th St W	St Paul	MN	Existing	LIHTC 4%	177	0	0	0	92	85	0	177	177
10	West Side Flats Apartments	84 Wabasha St S	St Paul	MN	Existing	MHFA EDHC	6	20	10	0	0	36	0	36	178
11	Cathedral Hill Homes	276 Dayton Ave	St Paul	MN	Existing	LIHTC 4% & 9%	0	21	16	23	0	0	60	60	60
12	Saint Christopher Place (Guild Hall)	286 Marshall Ave	St Paul	MN	Existing	MHFA HTF	70	0	0	0	70	0	0	70	70
13	West Side Flats Phase III	55 Livingston Ave	St Paul	MN	Approved	LIHTC 4%	10	19	43	10	0	32	50	82	82
Totals >							570	759	131	34	643	211	640	1494	1651

Source: HousingLink Streams, Accessed 5/14/2020. All affordable housing units listed have affordability restricted by terms of funding. By virtue of their respective funding sources, all projects are required to accept vouchers and meet Fair Housing Marketing Plan requirements.

CONCEPTUAL DESIGN >> KELLOGG BOULEVARD



Project Begins at Kellogg Blvd and W 7th Street.

Roadway geometry shown is conceptual and subject to final design

CONCEPT DESIGN PLANS
NOT FOR CONSTRUCTION



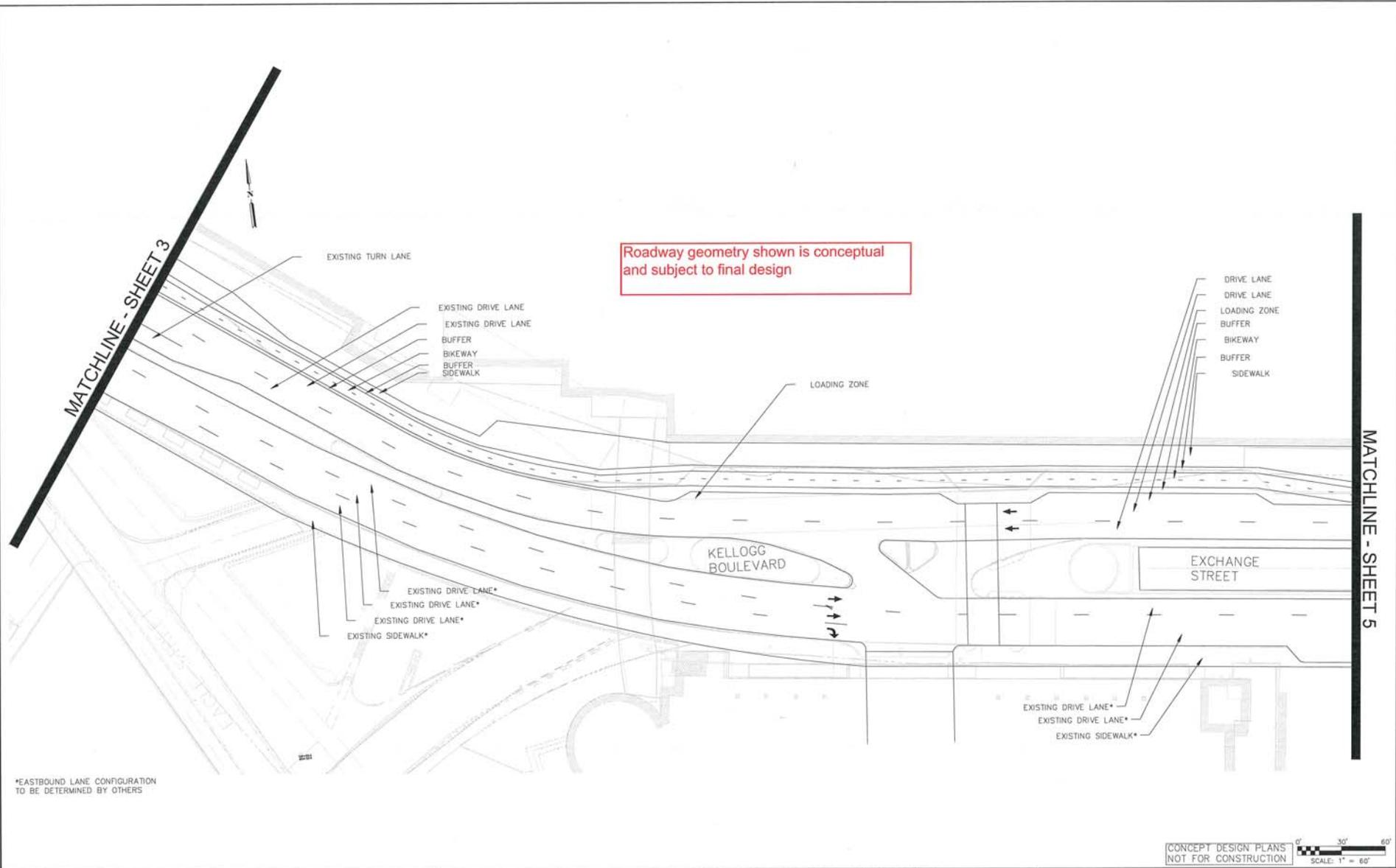
DESIGNED	DC
DGN CHECK	KCA
DRAWN	DC
DWG CHECK	KCA

TooleDesignGroup
 111 2ND AVE N, SUITE 410, MINNEAPOLIS, MN 55401
 PHONE: (612) 264-4554 FAX: (612) 977-2867
 www.tooledesign.com

PREPARED FOR THE CITY OF SAINT PAUL, DEPARTMENT OF PUBLIC WORKS
 CAPITAL CITY BIKEWAY CONCEPT DESIGN
 KELLOGG BOULEVARD CORRIDOR
 JOHN IRELAND BOULEVARD TO JACKSON STREET

PROJECT: CAPITAL CITY BIKEWAY	
CAD DRAWING	
NAME: H:\A000\A021 Jackson Street Reconstruction\CAD\Bike Loop Files\Plans\KelloggNorth.dwg	
DATE: 06/08/16	SHEET NO. 3 OF 7 SHEETS





DESIGNED	DC
DGN CHECK	KCA
DRAWN	DC
DWG CHECK	KCA

Toole Design Group
 212 2ND AVE N. SUITE 476 WINGEN/POULSEN BLDG
 PHONE: (612) 584-4534 FAX: (612) 971-3885
 www.tooledesigngroup.com

PREPARED FOR THE CITY OF SAINT PAUL, DEPARTMENT OF PUBLIC WORKS
 CAPITAL CITY BIKEWAY CONCEPT DESIGN
 KELLOGG BOULEVARD CORRIDOR
 JOHN IRELAND BOULEVARD TO JACKSON STREET

PROJECT: CAPITAL CITY BIKEWAY	
CAD DRAWING	
NAME: H:\A000\A021 Jackson Street Reconstruction\CAD\Bike Loop Files\Plans\KelloggNorth.dwg	
DATE: 06/08/16	SHEET NO. 4 OF 7 SHEETS

CONCEPT DESIGN PLANS
 NOT FOR CONSTRUCTION

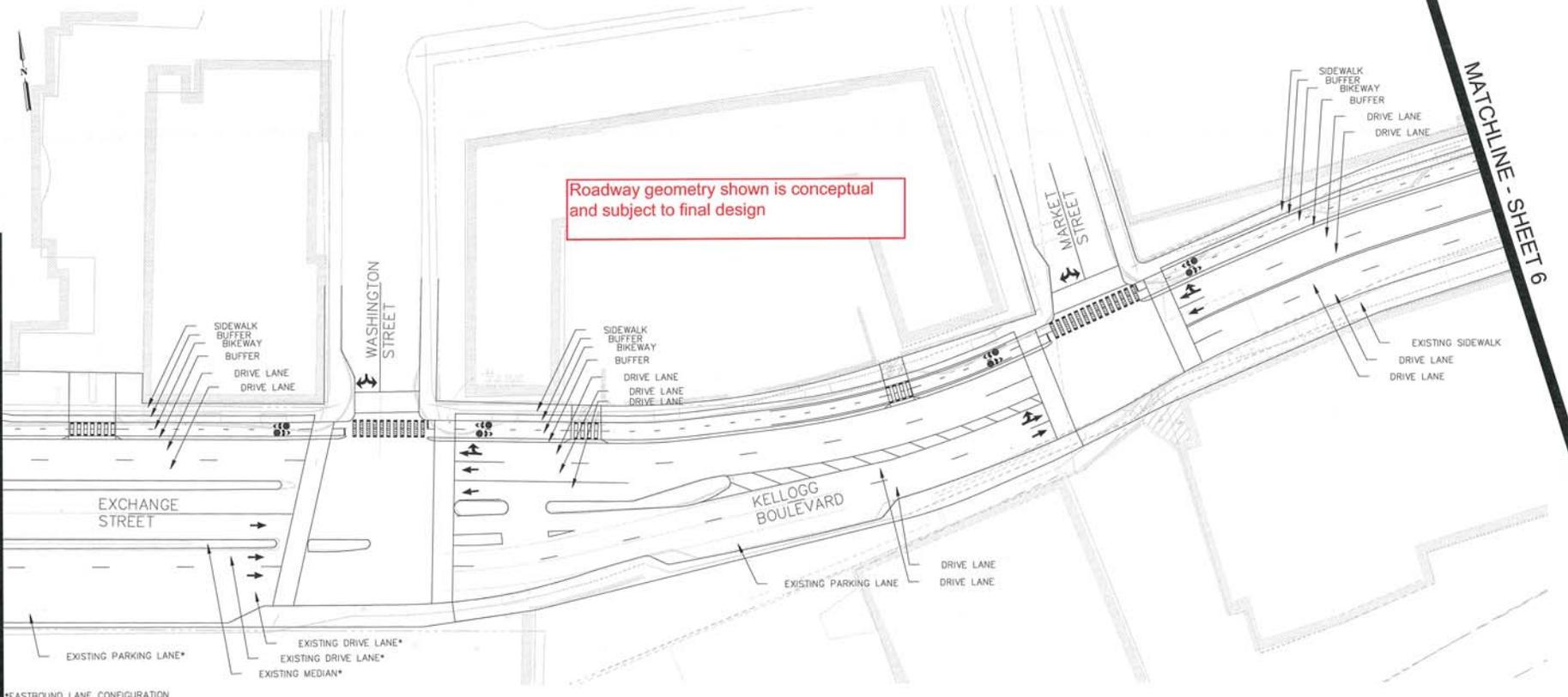
0' 30' 60'
 SCALE: 1" = 60'



MATCHLINE - SHEET 4

MATCHLINE - SHEET 6

Roadway geometry shown is conceptual and subject to final design



*EASTBOUND LANE CONFIGURATION TO BE DETERMINED BY OTHERS

CONCEPT DESIGN PLANS
NOT FOR CONSTRUCTION
SCALE: 1" = 60'

DESIGNED	DC
DGN CHECK	KCA
DRAWN	DC
DWG CHECK	KCA

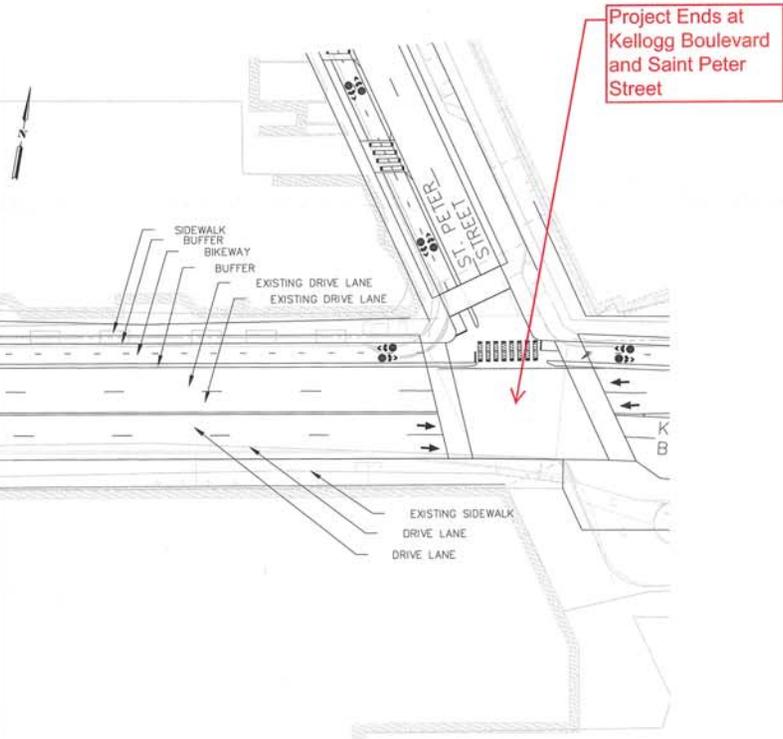


PREPARED FOR THE CITY OF SAINT PAUL, DEPARTMENT OF PUBLIC WORKS
CAPITAL CITY BIKEWAY CONCEPT DESIGN
KELLOGG BOULEVARD CORRIDOR
JOHN IRELAND BOULEVARD TO JACKSON STREET

PROJECT: CAPITAL CITY BIKEWAY	
CAD DRAWING	
NAME: H:\A000\A021 Jackson Street Reconstruction\CAD\Title Loop Files\Plans\KelloggNorth.dwg	
DATE: 06/08/16	SHEET NO. 5 OF 7 SHEETS



MATCHLINE - SHEET 5



Roadway geometry shown is conceptual and subject to final design

CONCEPT DESIGN PLANS
NOT FOR CONSTRUCTION



DESIGNED	DC
DGN CHECK	KCA
DRAWN	DC
DWG CHECK	KCA



PREPARED FOR THE CITY OF SAINT PAUL, DEPARTMENT OF PUBLIC WORKS
 CAPITAL CITY BIKEWAY CONCEPT DESIGN
 KELLOGG BOULEVARD CORRIDOR
 JOHN IRELAND BOULEVARD TO JACKSON STREET

PROJECT: CAPITAL CITY BIKEWAY	
CAD DRAWING	
NAME: H:\A000\A021 Jackson Street Reconstruction\CAD\Bike Loop Files\Plans\KelloggNorth.dwg	
DATE: 06/08/16	SHEET NO. 6 OF 7 SHEETS



City of Saint Paul

CAPITAL CITY BIKEWAY: NETWORK STUDY AND DESIGN GUIDE



The Most Livable
City in America

Excerpts relating to Kellogg Boulevard



Kellogg Boulevard & 4th Street Market District

Street Alternatives

Kellogg Boulevard is the recommended east-west bikeway segment on the south side of downtown.

The bikeway is recommended to follow Kellogg Boulevard from John Ireland Boulevard to Sibley Street.

Along with Kellogg Boulevard, the design team also analyzed 4th and 5th Streets as potential streets for the major bikeway. The option of locating the bikeway on 5th Street was eliminated due to existing transit conflicts, daily traffic volumes, and a lower level of comfort. Figure 7 describes some of the impacts, differences, pros, and cons of locating the major bikeway on Kellogg Boulevard, 4th Street, or 5th Street. A

description of each route evaluation criteria is provided on pages 4-5.

Bikeway Location on Kellogg Boulevard

The feasibility of locating the bikeway on the north/east and south/west sides of Kellogg Boulevard were evaluated. A two-way protected bikeway on the south side was evaluated due to the proximity of the Science

Evaluation Criteria	Kellogg Boulevard	4 th Street	5 th Street
Neighborhood/Trail Connectivity	Yes	Yes	Yes
Micro/Cultural Connectivity	Yes	Yes	Yes
Level of Comfort	Medium	High	Medium
Legibility/Wayfinding	High	High	Medium
Transit Conflicts	No	Yes (LRT)	Yes (Bus)
Placemaking Opportunities	Yes	Yes	Maybe
Economic Development Potential	Short and Long-Term	Short-Term	Short-Term
Preserve On-Street Parking	1 Side	Future Study Needed	1 Side
Control of Right-of-Way	Yes - North side Right-of-way needed for fully protected facility on south side	Yes	Yes
Historic Sites & Requirements	Rice Park Historic District, Saint Paul Urban Renewal Historic District, Lowertown Historic District & Buildings	Rice Park Historic District, Saint Paul Urban Renewal Historic District, Lowertown Historic District & Buildings	Rice Park Historic District, Saint Paul Urban Renewal Historic District, & Lowertown Historic District
Traffic Volumes (2014 MnDOT)	16,200-26,700	1,700-2,250	3,650-16,000

Figure 7: Evaluation criteria for determining which street(s) to locate the bikeway.

*Described in detail on page 4-5 ■ Good ■ Fair ■ Poor Information Only

Museum of Minnesota and Kellogg Mall Park. However, pinch points due to the bridge structures limit the ability to provide a continuous two-way sidewalk level bikeway similar to the rest of the Capital City Bikeway network. Additionally, modifying bridge structures to increase the right-of-way width is impractical.

Because of the significant challenges related to locating the bikeway on the south side of Kellogg Boulevard, a north side, two-way protected bikeway concept from 7th Street to Jackson Street was developed. A north side protected bikeway has more street crossings; however, it also allows for a wider bikeway, additional green space (depending on existing utilities), and separated bicycle and pedestrian facilities along the majority of the corridor. It connects to the shared trail segment of the Capital City Bikeway on the north side of Kellogg Boulevard at Jackson Street. After reviewing both options, **the recommendation is to locate the bikeway on the east/north side of Kellogg Boulevard.**

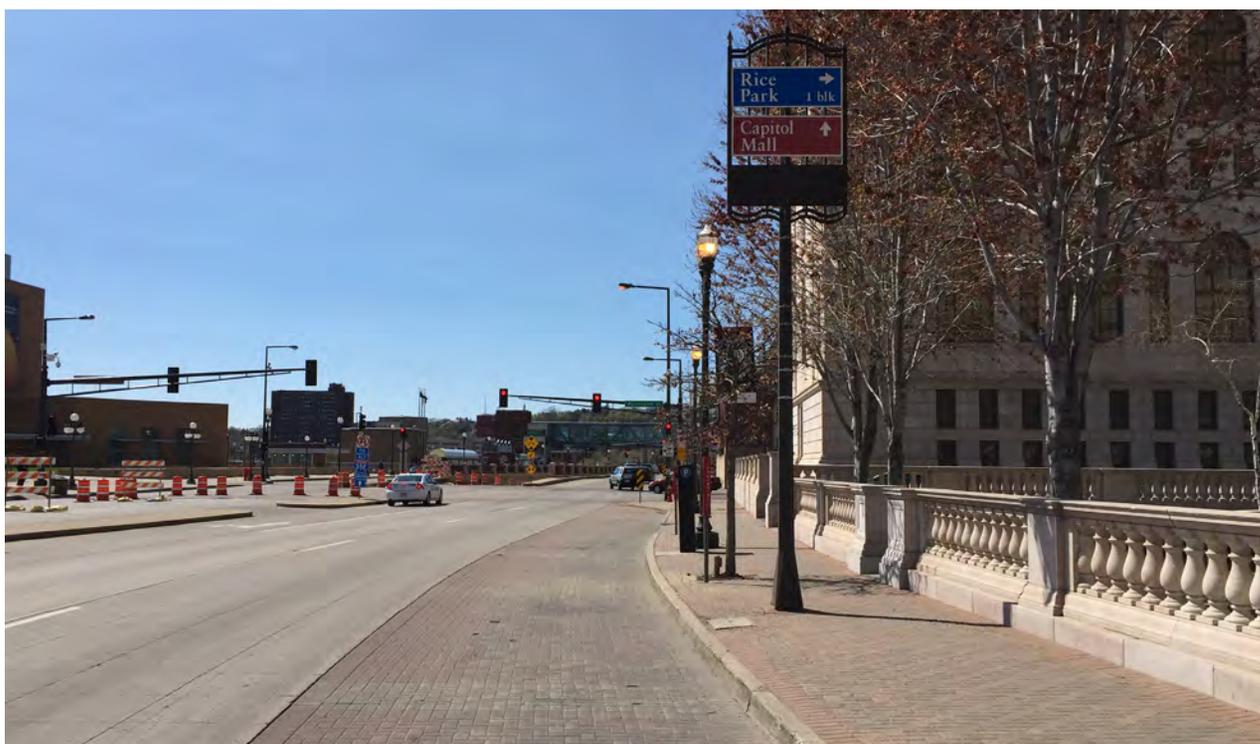
Figure 8 compares various community priorities and design criteria* for a bikeway on the west/south side versus the east/north side of Kellogg Boulevard.

4th Street Market District

4th Street is recommended to be a significant biking and walking corridor in downtown that will complement the Capital City Bikeway. Public preference

was split between 4th Street and Kellogg Boulevard. Implementing both routes is recommended, though each will have a distinct character. Establishing a working team is recommended to further develop the 4th Street Market District concept. Additional study is needed on 4th Street to evaluate operations, parking ramp access, and potential impacts of future rail alignments. The vision for 4th Street is a “shared street” between transit, bicyclists, pedestrians, and motor vehicles. The concept of a shared street emerged

during the discovery workshop in May 2015, and local business owners led a visioning process to explore the idea and published the results in November 2015. More information on the conceptual design recommendation for 4th Street is described in the Implementation Plan section. Figure 7 describes some of the impacts, differences, pros, and cons between locating the bikeway on Kellogg Boulevard, 4th Street, and 5th Street.



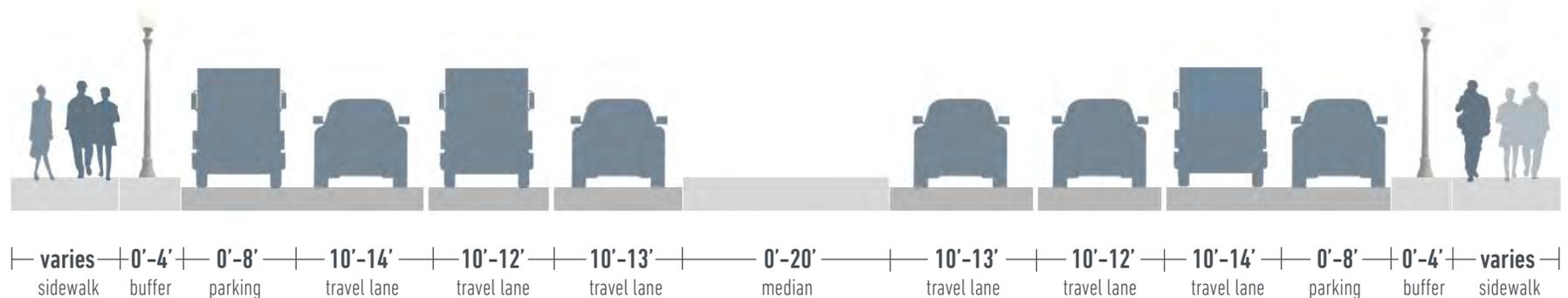
Existing conditions on Kellogg Boulevard.

Kellogg Boulevard

Community Priorities	Decision Criteria	South/West Side	North/East Side
Connectivity	Macro Connectivity: Connections to overall bicycle network	North of 7 th St: Provides connection to Summit Ave and east out of downtown via planned bikeways	North of 7 th St: Provides connection to Summit Ave and east out of downtown via planned bikeways
		South of 7 th St: Connects via Eagle Pkwy to Sam Morgan Trail	South of 7 th St: Connects to future 10 th St bikeway, provides alternative connections to downtown core
	Micro Connectivity: Connections to key destinations and neighborhoods	North of 7 th St: Hospital, restaurants on W 7 th St	North of 7 th St: History Center, Cleveland Circle Area and redevelopment, Xcel Energy Center
		South of 7 th St: Science Museum, River Balcony, Future Ramsey County jail site redevelopment, Custom House	South of 7 th St: RiverCentre, Central Library, City Hall and County Courthouse
Level of Comfort	Driveways: Increases conflicts between bicyclists and motor vehicles	North of 7 th St: 1 ramp	North of 7 th St: 0
		South of 7 th St: 1 ramp, 1 loading zone	South of 7 th St: 5 ramp driveways, 3 pullout loading zones, 3 regular loading zones, 1 driveway
	Bikeway Facility: Proposed type	Sidewalk level, 2-way bikeway	Sidewalk level, 2-way bikeway Shared use path between Kellogg Blvd and Sibley St
		Shared use path near Exchange Street Street level, 2-way bikeway on bridge structures with flexible posts	
Legibility & Wayfinding	Directness / Complex Intersections: Straightforward route that reduces conflicts with motor vehicles at intersections	North of 7 th St: Facility must cross complex intersections at the I-35E on and off ramps (likely could not protect bike movement from turning movement)	North of 7 th St: Bicyclists along Summit Ave would cross Kellogg Blvd to the bikeway
		South of 7 th St: Skewed intersection at Eagle Pkwy and entrance to 2 nd St	South of 7 th St: Overall, more intersections to cross and coordinate with signals
Preserve On- Street Parking	Parking Spaces: Maximize the number of on-street parking spaces	71 parking spaces preserved	42 parking spaces preserved
	Loading Zones: Maintain loading zones where feasible for business and residential use	4 loading zones preserved	4 loading zones preserved
	Other Zones (e.g. police parking, parking for people with disabilities): Maintain other zones where feasible to retain functionality	2 bus loading zones preserved 1 parking zone for people with disabilities preserved	2 bus loading zones preserved 1 parking zone for people with disabilities preserved
Placemaking Opportunities	Placemaking: Opportunities to provide new public spaces or utilize existing plazas	North of 7 th St: Limited within right-of-way	North of 7 th St: Cleveland Circle Redevelopment Private Plaza at History Center
		South of 7 th St: Open space by Science Museum, River Balcony/Park area, Ramsey County jail site redevelopment Private plazas at Science Museum of Minnesota, Ramsey County Government Center East	South of 7 th St: Limited within right-of-way Private plazas at Xcel Energy Center, RiverCentre, James J Hill Reference Library, City Hall and County Courthouse, Kellogg Square, Federal Courts Building
	Green Space: Opportunities to provide trees or other vegetation	North of 7 th St: Existing green field south of Summit Ave	North of 7 th St: Green space by History Center
		South of 7 th St: Greater offset to buildings	South of 7 th St: Existing green space by Central Library
Transit Conflicts	Bus Stops: Increases conflicts between pedestrians and bicyclists	Existing stop at SW corner of Kellogg Blvd/Mulberry St Existing stop at SW corner of Kellogg Blvd/Minnesota St	Existing stop at SE corner of Kellogg Blvd/Mulberry St, relocate to NE corner Existing stop at NE corner of Kellogg Blvd/Minnesota St
Economic Development Potential	Surface Parking Lots: Redevelopment potential	North of 7 th St: 2 surface parking lots	North of 7 th St: 1 surface parking lot
	Building Setbacks: Opportunities for activating street level land uses	Summit Park, Apartments, Science Museum of Minnesota, Ramsey County Government Center West, Kellogg Mall, Ramsey County Government Center East	History Center, Xcel Energy Center, RiverCentre, Saint Paul Central Library, Ramsey County Courthouse, Federal Courts Building
	Street Level Land Use: Opportunities to stop and enjoy street level businesses	Civil/cultural/institutional, parking, park/plaza/courtyard	Civil/cultural/institutional, commercial/office, parking, residential/hotel

Figure 8: Evaluation matrix showing the community priorities and decision criteria for a bikeway on the south/west and north/east Kellogg Boulevard.

Existing Conditions



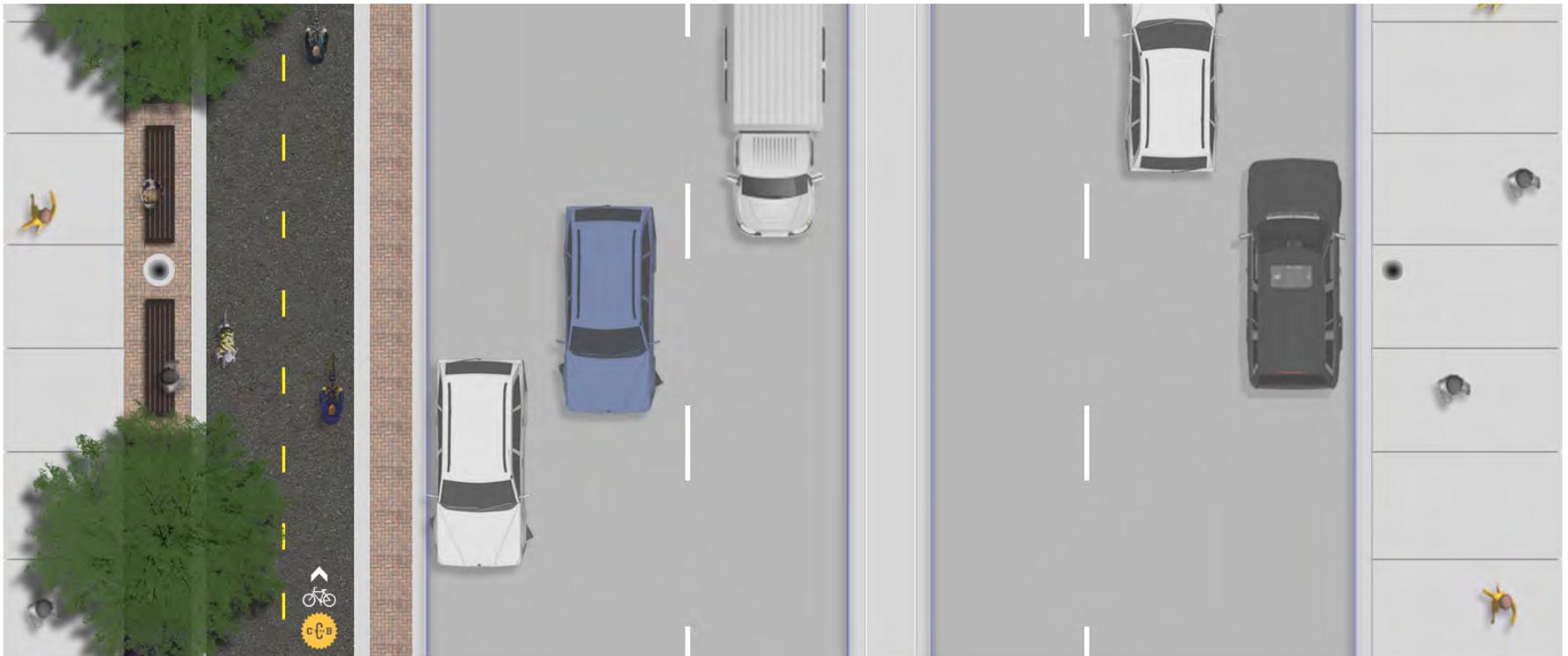
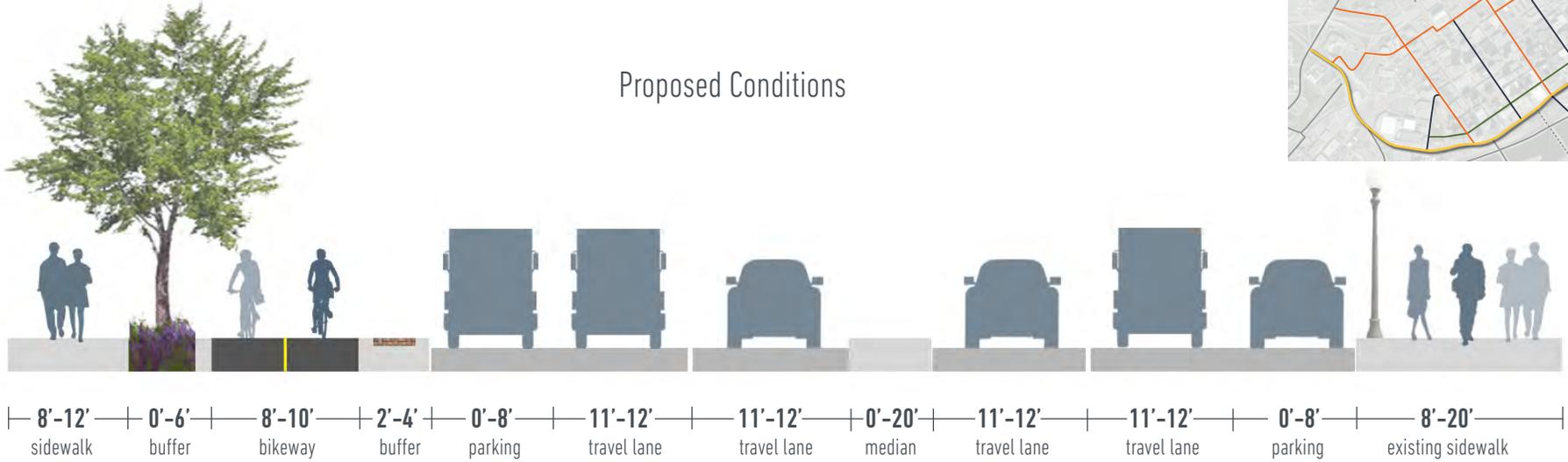
Kellogg Boulevard
Long Term Conceptual Design

This Capital City Bikeway segment provides a connection from the far northwestern edge of downtown to and through the southern portion of downtown. The bikeway on Kellogg Boulevard is recommended to be on the east side of the street from John Ireland Boulevard to 7th Street and on the north side of the street from 7th Street to Sibley Street.

The design of the bikeway respects and accommodates the loading and drop off areas along Kellogg Boulevard, which are located near the Xcel Energy Center, the River Centre, and the InterContinental Hotel. Two westbound travel lanes are provided throughout the corridor, with left turn lanes at Robert Street and Wabasha Street. Removing parking and the dedicated right turn lanes on the north side of Kellogg Boulevard is necessary to provide the space for the two-way, sidewalk level protected bikeway. The right-of-way along Kellogg Boulevard varies significantly. Detailed 30-scale design drawings are shown in Appendix E.



Proposed Conditions



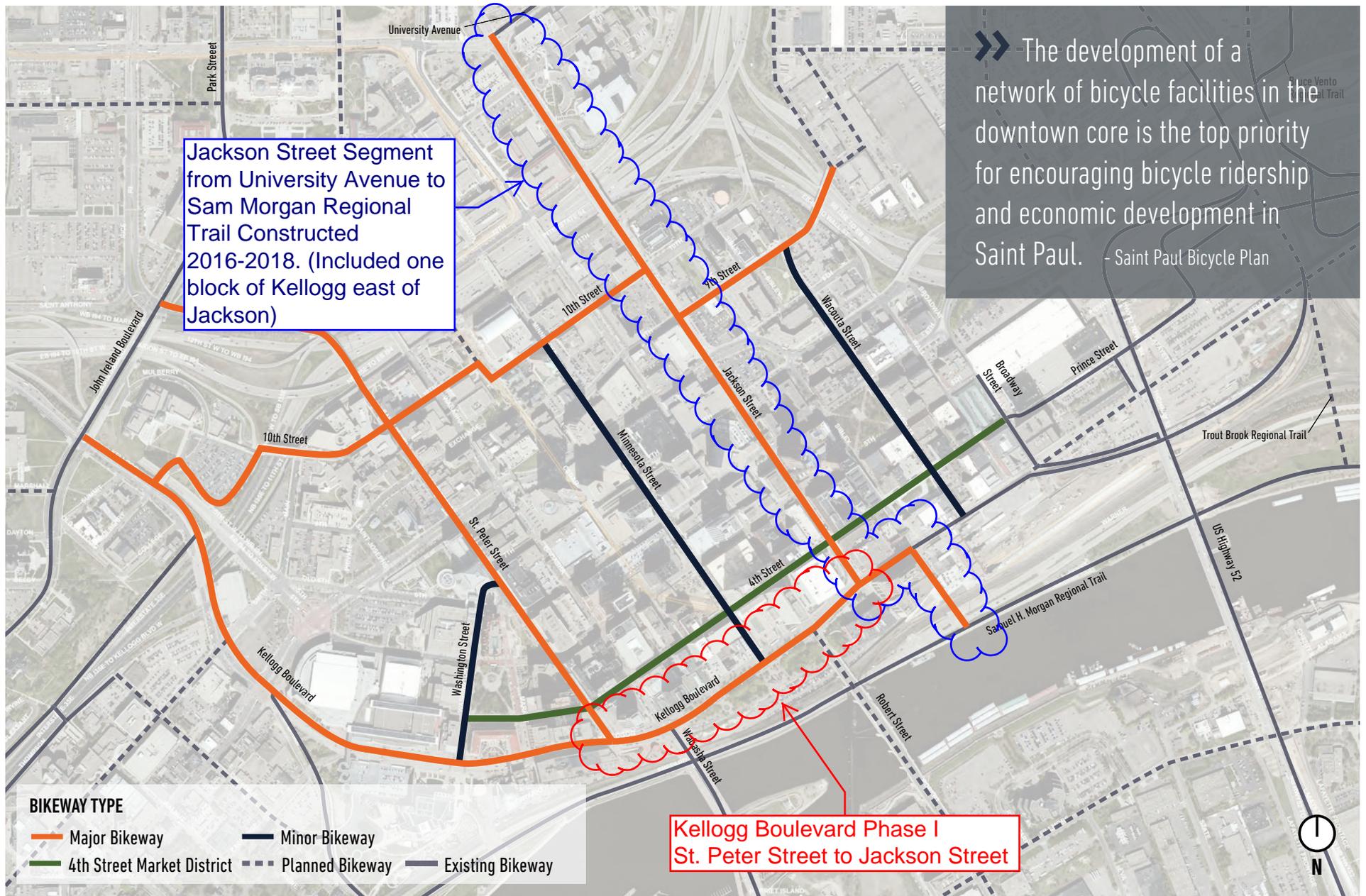


Figure A: Capital City Bikeway Network Map.

Kellogg Boulevard Capital City Bikeway Phase II

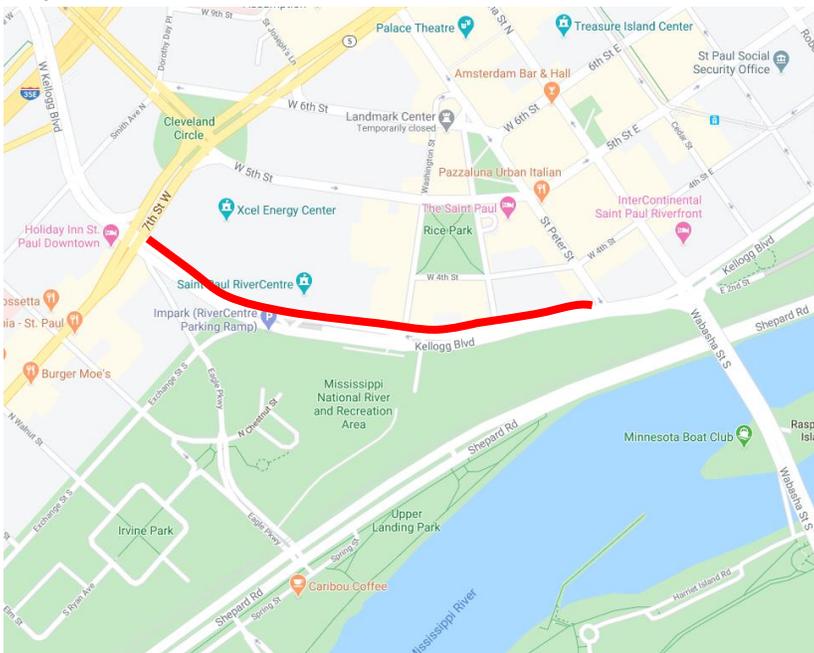
Project Summary

Applicant: City of Saint Paul

Project Summary: The City of Saint Paul is proposing to construct a new off-street bikeway along the north side of Kellogg Boulevard from West 7th Street to Saint Peter Street. The bikeway will be part of the Capital City Bikeway, an iconic network of off-street trails throughout downtown Saint Paul. The project will be an extension of the bikeway constructed on Jackson Street in 2016-2018, and an extension of the Kellogg Boulevard Capital City Bikeway Phase I project, which will construct the bikeway between Jackson Street and Saint Peter Street in 2023. The scope of work will include revisions to curbs, gutters, sidewalks, traffic signals, lighting, and other streetscape elements as needed to ensure safety and ADA compliance within the project area.

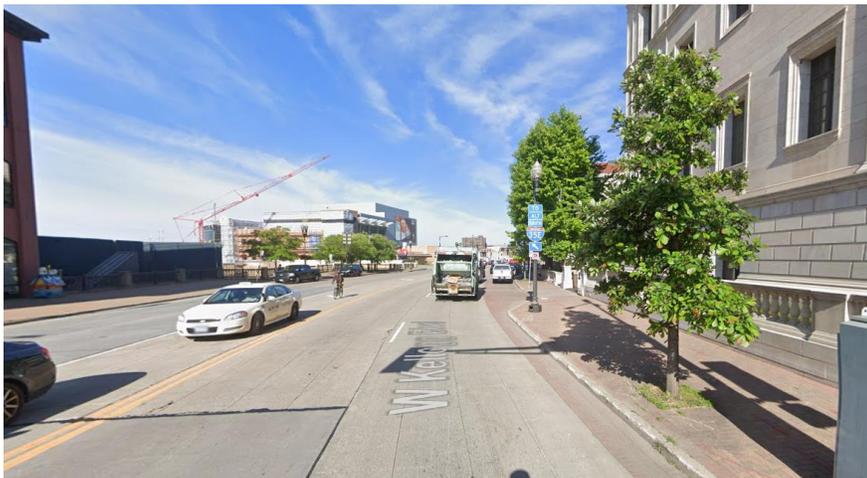
Cost: \$5,500,000 federal; \$1,444,759 local; \$6,944,759 total

Project Location:



Existing Conditions:

This image shows Kellogg Boulevard, including a bicyclist operating in the street in mixed traffic.





Kellogg Boulevard Capital City Bikeway Phase II

 Project Location

0 200 400 800 Feet





City of Saint Paul

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

Signature Copy

Resolution: RES 20-146

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 | DAY THAT 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