



Application

13875 - 2020 Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)

14355 - Suburban/Burns Sidewalk Infill - White Bear Avenue to McKnight Road

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted  
Submitted Date: 05/14/2020 8:38 PM

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## Primary Contact

**Name:\*** Mr. Reuben R Collins  
Salutation First Name Middle Name Last Name

**Title:** Transportation Engineer

**Department:** Public Works

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**Address:** 25 W Fourth St; CHA 800

**\*:** Saint Paul Minnesota 55102  
City State/Province Postal Code/Zip

**Phone:\*** 651-266-6059  
Phone Ext.

**Fax:**

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

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## 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

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## Project Information

**Project Name** Burns Avenue Sidewalk Infill - White Bear Avenue to McKnight Road  
**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 proposed project will construct a sidewalk along the south side of Suburban Avenue from White Bear Avenue to Burns Avenue, and along the south side of Burns Avenue from Suburban Avenue to McKnight Road. The project will also revise intersection geometry at the intersection of Burns Avenue and Suburban Avenue to slow the speed of turning vehicles and introduce a pedestrian friendly design.

Burns Avenue and Suburban Avenue are both collector roadways under the jurisdiction of the City of Saint Paul. Suburban Avenue carries approximately 9,000 vehicles per day, while Burns Avenue carries approximately 3,500 vehicles per day.

There is a continuous sidewalk along the north side of both streets today, though there is demand for a sidewalk on the south side of the street as well. There is a well-worn desire path along the south side of Suburban Avenue demonstrating the clear need for a sidewalk in this location. In addition, there are limited opportunities to cross both Suburban Avenue and Burns Avenue due to the large block sizes and lack of pedestrian ramps. Many users today choose to simply walk in the grass or dirt without a sidewalk than cross the street.

The intersection of Burns Avenue and Suburban Avenue is large and includes a sweeping, large-radius eastbound right turn movement that encourages vehicles to make the movement at high speeds. This project will revise that geometry to remove the porkchop island, square up the intersection, and provide improved opportunities for pedestrians to cross Suburban Avenue.

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

The land use in the area results in a substantial amount of pedestrian traffic. There are major retail uses along the west and north sides of the project area, and medium density residential uses along the south and eastern ends of the project. Battle Creek Middle School is located along the south side of Burns Avenue as well.

*(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.**

Sidewalk, Curb & Gutter

**Project Length (Miles)**

1.0

*to the nearest one-tenth of a mile*

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## Project Funding

**Are you applying for competitive funds from another source(s) to implement this project?**

No

**If yes, please identify the source(s)**

**Federal Amount**

\$1,000,000.00

**Match Amount**

\$250,000.00

*Minimum of 20% of project total*

**Project Total**

\$1,250,000.00

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

**Match Percentage**

20.0%

*Minimum of 20%*

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

**Source of Match Funds**

Local, State Aid

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

**Preferred Program Year**

**Select one:**

2024

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

**Additional Program Years:**

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

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## Project Information

**County, City, or Lead Agency**

Saint Paul



<b>Zip Code where Majority of Work is Being Performed</b>	55119
<b>(Approximate) Begin Construction Date</b>	05/01/2024
<b>(Approximate) End Construction Date</b>	10/31/2026
<b>Name of Trail/Ped Facility:</b>	Burns/Suburban Sidewalk
<i>(i.e., CEDAR LAKE TRAIL)</i>	
<b>TERMINI:(Termini listed must be within 0.3 miles of any work)</b>	
<b>From:</b>	Suburban Avenue and White Bear Avenue
<b>(Intersection or Address)</b>	
<b>To:</b>	Burns Avenue and McKnight Road
<b>(Intersection or Address)</b>	
<i>DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR</i>	
<b>Or At:</b>	
<b>Miles of trail (nearest 0.1 miles):</b>	1.0
<b>Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles):</b>	0
<b>Is this a new trail?</b>	Yes
<b>Primary Types of Work</b>	SIDEWALK, ADA RAMPS
<i>Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.</i>	

**BRIDGE/CULVERT PROJECTS (IF APPLICABLE)**

**Old Bridge/Culvert No.:**

**New Bridge/Culvert No.:**

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

**Requirements - All Projects**

**All Projects**

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan (2018), the 2040 Regional Parks Policy Plan (2018), and the 2040 Water Resources Policy Plan (2015).

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

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

The proposed project is consistent with the direction in the TPP to ensure safe and comfortable transportation for pedestrians. The project is consistent with the following strategies from the TPP:

Strategy B6. Regional transportation partners will use best practices to provide and improve facilities for safe walking and bicycling, since pedestrians and bicyclists are the most vulnerable users of the transportation system.

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.

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 C17. Regional transportation partners will provide or encourage reliable, cost-effective, and accessible transportation choices that provide and enhance access to employment, housing, education, and social connections for pedestrians and people with disabilities.

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

*(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 project is consistent with the Saint Paul Comprehensive Plan as evidenced in the following Policies:

Policy T-3. Design rights-of-way per the following modal hierarchy:

1. Pedestrians, with a focus on safety
2. Bicyclists, with a focus on safety
3. Transit
4. Other vehicles

Policy T-9. Design the rights-of-way for all users, including older people, children and those with mobility constraints, as guided by the Street Design Manual and Safe Routes to School Plans, and by thoughtfully addressing streetscape issues such as curb cut design, level sidewalks, lighting, accessibility to/from bus stops, and the presence of benches and buffers between sidewalks and streets.

Policy T-26. Provide sidewalks throughout the city, generally on both sides of the street, except potentially in portions of Highwood as directed via other officially-adopted City plans.

Policy T-25. Implement the forthcoming Pedestrian Plan to make walking safe and comfortable throughout the city, increase pedestrian mode share for short trips, and increase physical activity in people's daily routines.

The proposed project is also consistent with the Saint Paul Safe Routes To School Policy Plan

List the applicable documents and pages:

(2017), which establishes the policy basis across the City to encourage walking to school and encourages prioritizing sidewalk infill in areas around schools. For example, see page 20 which establishes a safety policy of the city to pursue speed reductions, improved crossings, filling sidewalk and bikeway gaps, and enforcing safe driving around schools.

*(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.*

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

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

**Safe Routes to School:** \$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%20Transition%20Plan%20for%20Public%20Works\\_2016.pdf](https://www.stpaul.gov/sites/default/files/Media%20Root/ADA%20Transition%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**

1589502451778\_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**

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## Requirements - Bicycle and Pedestrian Facilities Projects

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

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

### Multiuse Trails on Active Railroad Right-of-Way:

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

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

[Upload Agreement PDF](#)

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

### 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.**

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.

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## Requirements - Bicycle and Pedestrian Facilities Projects

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### Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$50,000.00
Removals (approx. 5% of total cost)	\$50,000.00
Roadway (grading, borrow, etc.)	\$50,000.00
Roadway (aggregates and paving)	\$150,000.00
Subgrade Correction (muck)	\$30,000.00
Storm Sewer	\$100,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$80,000.00
Traffic Control	\$30,000.00
Striping	\$30,000.00
Signing	\$10,000.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$50,000.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$100,000.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00

Other Roadway Elements	\$0.00
<b>Totals</b>	<b>\$730,000.00</b>

## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$0.00
Sidewalk Construction	\$300,000.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$100,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$20,000.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$100,000.00
Other Bicycle and Pedestrian Elements	\$0.00
<b>Totals</b>	<b>\$520,000.00</b>

## Specific Transit and TDM Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
<b>Totals</b>	<b>\$0.00</b>

## Transit Operating Costs



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

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## Totals

Total Cost	\$1,250,000.00
Construction Cost Total	\$1,250,000.00
Transit Operating Cost Total	\$0.00

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

Existing Employment Within One-Half Mile:	3589
Existing Post-Secondary Enrollment Within One-Half Mile:	0
Upload Map	1589076092862_Regional-Economy.pdf

Please upload attachment in PDF form.

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## Measure A: Population Summary

Existing Population Within One-Half Mile	19441
Upload Map	1589076171803_Pop-Emp.pdf

Please upload attachment in PDF form.

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## 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 City of Saint Paul adopted a Pedestrian Plan in June of 2019 establishing a policy of constructing sidewalks along both sides of every street in the City. The proposed project is consistent with that adopted plan. There was substantial community engagement that led up to the adoption of the Pedestrian Plan, including outreach to low income populations and people of color.

Throughout development of that plan, the City received feedback that lack of sidewalks is a substantial barrier, especially for people who are walking out of necessity rather than choice due to disability, cost, or other factor. We also heard from the community the importance of prioritizing sidewalks along higher volume streets. The proposed project addresses these concerns by completing a sidewalk gap connecting transit stops, multifamily housing, a school, a daycare, and abundant retail opportunities.

The project area includes two substantial apartment complexes with lower income populations, including the apartments near the intersection of Burns Avenue and Ruth Street, and the apartments near the intersection of Burns Avenue and McKnight Road. These populations would benefit from the construction of a new sidewalk.

**Response:**

*(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 will help lower income populations walk safely to surrounding destinations and transit stops. There is currently no sidewalk on the south side of Suburban Avenue and Burns Avenue, resulting in pedestrians walking in the street, or creating a dirt path alongside the road. The current conditions result in undesirable transportation options for low-income populations, people of color, children, disabilities, the elderly, or any other population that relies on walking to get around. The project provides a simple, yet dignified, sidewalk connecting residents to jobs, retail opportunities, transit, and other destinations.

**Response:**

Saint Paul is committed to developing a City where walking is safe for everyone. People of every age and ability deserve to be safe while walking in every neighborhood of Saint Paul. By constructing sidewalks, we connect the people and places that make up our community, and this project proposal focuses on the areas with the greatest need - along collector roadways with higher traffic volumes where the lack of sidewalks propose substantial safety issues.

The project closes a significant gap in the pedestrian network. The project will connect to a shared use trail along McKnight Road, and will connect to existing sidewalks along White Bear Avenue and Ruth Street. This project completes a critical east-west connection.

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

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

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

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

Increased noise.

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

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

Increased speed and/or cut-through traffic.

Removed or diminished safe bicycle access.

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

Displacement of residents and businesses.

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

Other

**Response:**

The project will involve impacts to trees and existing boulevard space, and will result in an overall increase in impervious area. Burns Avenue, particularly between Winthrop Street and McKnight Road is lined with mature trees. Unfortunately many of them will need to be removed to construct the sidewalk due to challenging topography and the lack of available right-of-way.

Construction of the project will involve typical construction impacts such as dust, odor, and temporary closures and detours of roadways and pedestrian routes.

*(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

1589077669289\_Socio-Econ.pdf

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## 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	1.0	1.0	100.0	100.0

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## Total Project Length

Total Project Length 1.0

Project length entered on the Project Information - General form.

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## Housing Performance Score

Total Project Length (Miles) or Population 1.0

Total Housing Score 100.0

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## Affordable Housing Scoring

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### 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.

The project is not located within 0.5 miles of any affordable housing developments, though there is a substantial amount of Naturally Occurring Affordable Housing (NOAH) in the area.

The proposed project will improve access for all residents within 0.5 miles of the project. All residents will enjoy improved pedestrian access to retail areas, restaurants, jobs, neighbors, and transit.

**Response:**

Many residents in the area do not own cars, either because they can't afford them or choose not to. These residents deserve dignified transportation options that don't include dirt paths of their own creation through repeated use. The lack of sidewalks impacts those with the lowest incomes the most, as they walk the most, the furthest, and in all weather. While the area is served by transit, many residents have to walk several blocks to get to the nearest bus stop, and the sidewalk network is not ADA compliant or sufficient to provide direct access.

*(Limit 2,100 characters; approximately 300 words)*

**Upload map:**

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

The project establishes a pedestrian connection where none exists today. There is no sidewalk along the south side of Suburban Avenue and Burns Avenue, busy collector roadways carrying as many as 9,000 vehicles per day. While Saint Paul has a fairly extensive sidewalk network, many gaps remain in the system. The City's pedestrian plan provides guidance to prioritize construction of sidewalks along collectors and arterials, and within High Priority Areas for Walking Investment as defined in the Saint Paul Pedestrian Plan. The project is included in an area identified as a High Priority, based on criteria such as traffic in the area, income and education levels, access to services and schools, population density and other factors.

**Response:**

There are many generators of pedestrian trips on the south side of Burns Avenue and Suburban Avenue, including multi-family housing, a middle school, a daycare, and transit stops. The lack of sidewalks forces these pedestrians to walk in the street, to walk through dirt and grass, or to cross the street. Crossing the street is not easy or convenient due to traffic volumes and speeds, and lack of legal crossing locations due to unusually long block lengths in the area. Additionally the outdated geometry of the intersection of Burns Avenue and Suburban Avenue discourages pedestrian crossing as there are no ADA ramps and the geometry encourages higher traffic speeds.

There is not currently an ADA compliant walking route in the area connecting McKnight Road to White Bear Avenue. The proposed project will establish an ADA compliant walking route.

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

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## **Measure B: Project Improvements**

**Response:**

There have been a total of 83 crashes along the project corridor between 2011 and 2015, two of which involved pedestrians. Both pedestrian crashes occurred at the intersection of Burns Avenue and Ruth Street. Nearly 40 percent of the crashes occurring along the corridor are intersection related, primarily at White Bear Avenue, Ruth Street, and McKnight Road, all of which are signalized. Almost 17% of the crashes are occurring at T-intersections, primarily at driveways or at the intersection of Burns Avenue and Suburban Avenue, a thru-stop controlled intersection with unconventional geometry and lacking pedestrian crossings on two legs. The proposed project will revise the intersection geometry at Burns Avenue and Suburban Avenue to incorporate modern best practices regarding intersection geometry and pedestrian crossings. The pedestrian crossings will be shortened as much as possible, and the geometry will be designed to slow the speed of turning vehicles.

There have not been any fatal or serious injury crashes within the project corridor, with 18% of crashes resulting in minor injuries or possible injuries.

The existing conditions pose a significant safety concern for pedestrians, many of whom walk in the street, especially during the winter when walking through the grass or dirt isn't possible due to snow. The lack of appropriate locations to cross Suburban Avenue at Burns Avenue results in pedestrians crossing mid-block.

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

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**Measure A: Multimodal Elements and Connections**



**Response:**

The project will improve conditions for people using transit by providing sidewalks adjacent to bus stops. There are two bus stops on Suburban Avenue near White Bear Avenue and near Burns Avenue that are not well connected via sidewalks. The two stops on the south side of Suburban Avenue are not reachable via an ADA compliant sidewalk route, and the well-worn dirt trail on the south side of the street is evidence of people walking through the grass. The proposed project will ensure an ADA compliant sidewalk on the south side of the street, and will ensure that bus stops meet Metro Transit's current desired design standard of a 5'x8' landing to deploy wheelchair ramps. The neighborhood is served by Metro Transit routes 63 and 70, and the proposed sidewalk helps residents in the area reach bus routes on perpendicular streets at White Bear Avenue, Ruth Street, and McKnight Road.

The project area is already well-served with bicycle facilities. There are bicycle lanes on Burns Avenue, and the City is proposing to add bicycle lanes on Suburban Avenue in 2020. Additionally, there are bike lanes on perpendicular alignments such as White Bear Avenue and Ruth Street, and there is an off-street trail along McKnight Road. Due to the lack of sidewalks, some pedestrians walk in the bike lanes. The proposed project will benefit bicyclists by providing pedestrians a more attractive location to walk outside of the bike lanes.

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

---

## **Transit Projects Not Requiring Construction**

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

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

**Check Here if Your Transit Project Does Not Require Construction**

---

## Measure A: Risk Assessment - Construction Projects

### 1)Layout (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.**

100%

#### Attach Layout

*Please upload attachment in PDF form.*

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

50%

#### Attach Layout

*Please upload attachment in PDF form.*

**Layout has not been started**

Yes

0%

**Anticipated date or date of completion**

### 2)Review of Section 106 Historic Resources (15 Percent of Points)

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

Yes

100%

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

100%

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

80%

**Historic/archeological property impacted; determination of adverse effect anticipated**

40%

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

0%

**Project is located on an identified historic bridge**

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

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

Yes

100%

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

50%

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

25%

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

0%

**Anticipated date or date of acquisition**

#### **4)Railroad Involvement (15 Percent of Points)**

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

Yes

100%

**Signature Page**

*Please upload attachment in PDF form.*

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

50%

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

0%

**Anticipated date or date of executed Agreement**

#### **5) Public Involvement (20 percent of points)**

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

**Meeting with general public:**

**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.**

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. Yes

25%

No outreach has led to the selection of this project.

0%

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

The need for the project was identified as part of the development of the Saint Paul Pedestrian Plan, which included outreach and engagement with populations citywide. Development of the Pedestrian Plan started in 2018 and was adopted by City Council in 2019, with several opportunities for public input along the way. The plan established a list of prioritized sidewalk gaps and areas of high priority for investment in walking infrastructure. The planning effort established that a lack of sidewalk was a substantial barrier to walking, especially for those waking out of necessity rather than choice due to disability, cost, or other factor. We heard from the community that construction of sidewalks along collector and arterial roadways was a priority, and that the City should prioritize gaps in lower income areas where people are already walking. This proposed project is a response to the development of the Pedestrian Plan and the priorities established within based on community engagement.

---

### Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$1,250,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$1,250,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

---

## Other Attachments

File Name	Description	File Size
RES 20-146 Reg Sol Projects.pdf	City Resolution supporting project and snow removal	93 KB
Suburban Burns Sidewalk Infill Summary.pdf	One Page Project Summary	433 KB
Suburban-Burns-Sidewalk.pdf	Project Map	2.2 MB



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 4<sup>th</sup> 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 7<sup>th</sup> through 10<sup>th</sup> and 15<sup>th</sup> 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 <sup>th</sup> Floor Counter*	7.2.2	No 36" section	12/31/2010	\$2,500
8 <sup>th</sup> Floor Office (Pagel's Office)	4.30.6	No room # or sign	6/30/2015	\$50
8 <sup>th</sup> Floor Counter	7.2.2	No 36" section	12/31/2015	\$2,500
9 <sup>th</sup> 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 <sup>th</sup> Floor Restrooms	4.13-4.19	Complete renovation	12/31/2015	\$150,000
10 <sup>th</sup> 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 <sup>nd</sup> 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 2<sup>nd</sup> 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



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# CITY OF SAINT PAUL

## GRIEVANCE PROCEDURE UNDER THE AMERICANS WITH DISABILITIES ACT

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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

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## 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: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

*~ Please see next page for additional questions ~*

**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:**

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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](mailto: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

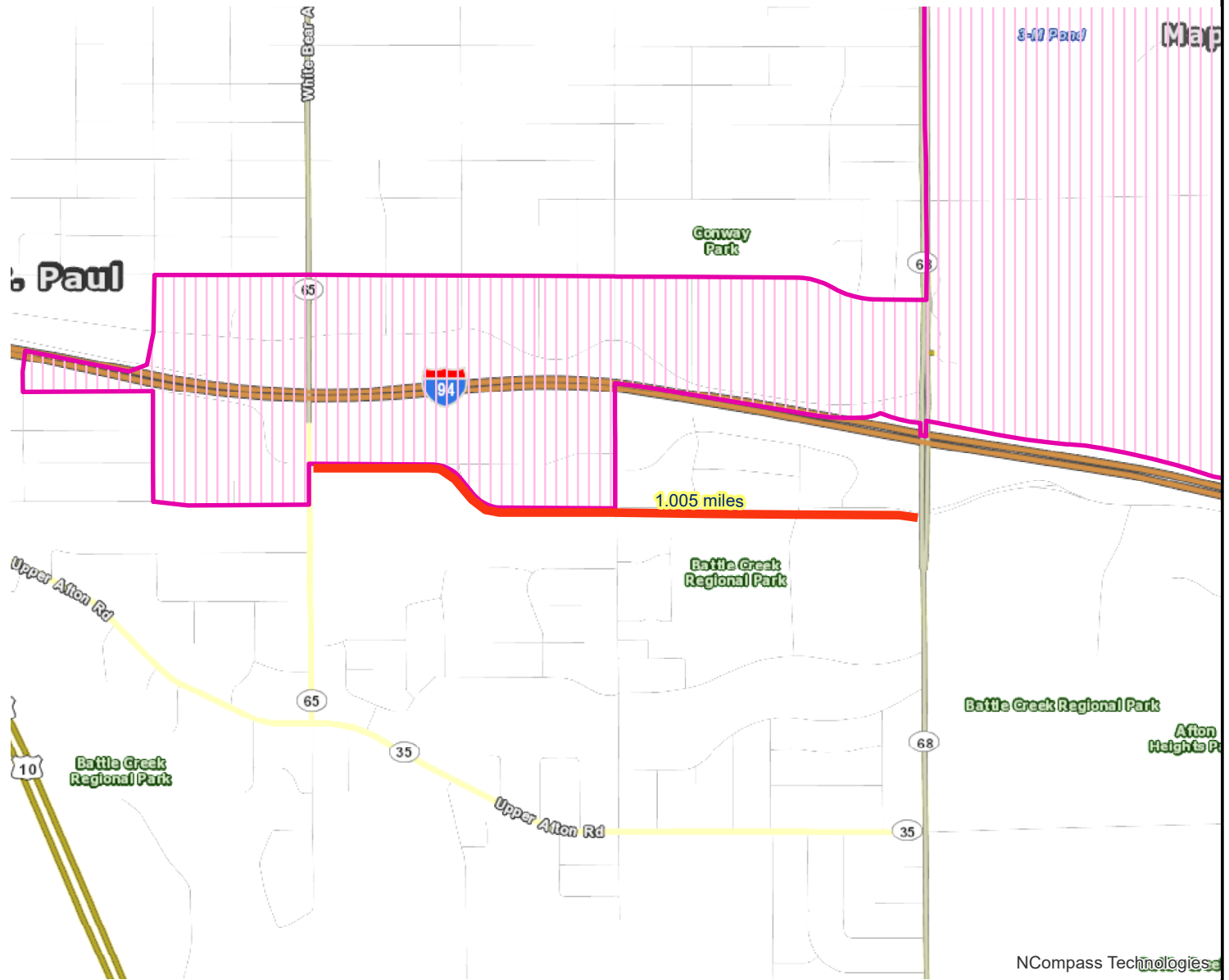
# Regional Economy

Pedestrian Facilities | Map ID: 1589075662864

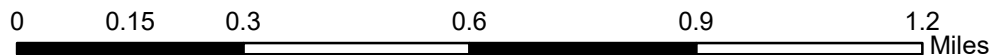
## Results

Within HALF Mi of project:  
Postsecondary Students: 0

Total Population: 19441  
Total Employment: 3589  
Mfg and Dist Employment: 81



- Project
- Job Concentration Centers
- Manufacturing/Distribution Centers



Created: 5/9/2020  
LandscapeRSA5

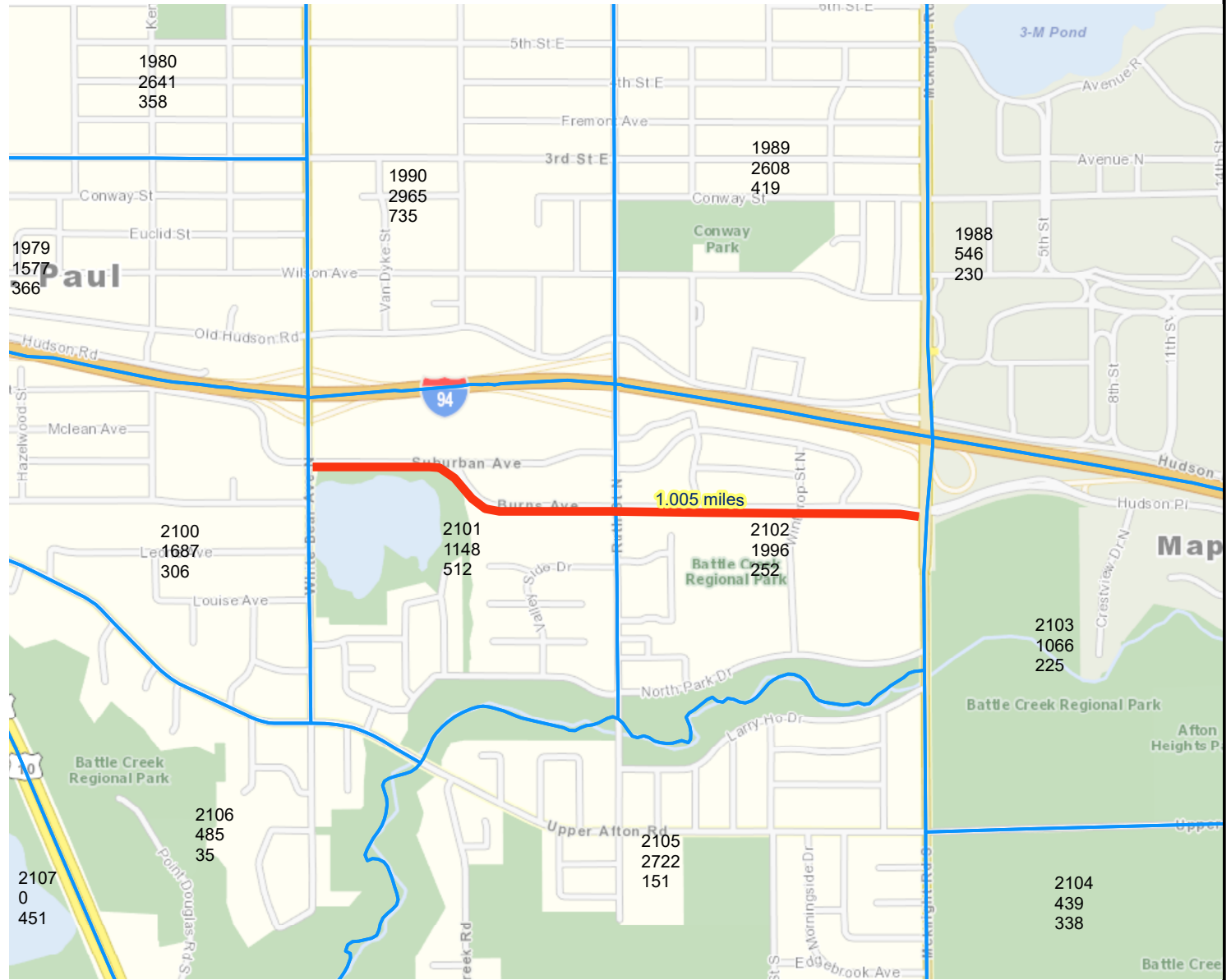


For complete disclaimer of accuracy, please visit  
<http://giswebsite.metc.state.mn.us/gis/itenew/notice.aspx>



# Population/Employment Summary

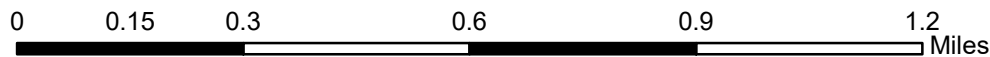
Pedestrian Facilities | Map ID: 1589075662864



## Results

Within HALF Mile of project:  
Total Population: 19441

-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 5/9/2020  
LandscapeRSA4



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



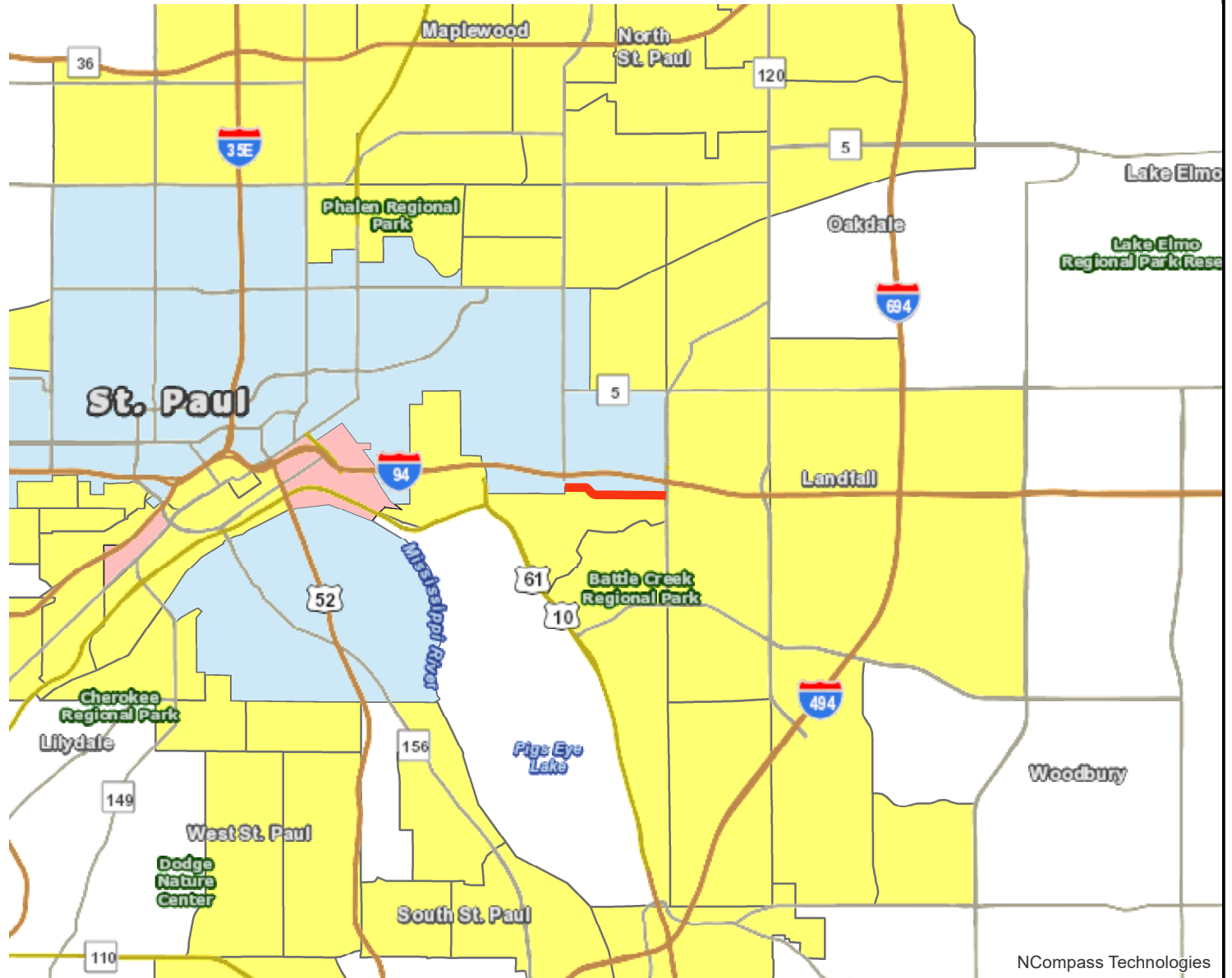
# Socio-Economic Conditions

Pedestrian Facilities | Map ID: 1589075662864





## Results

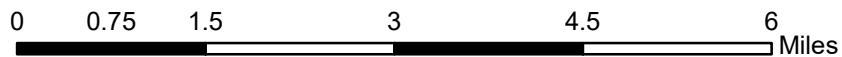
Project census tracts are above the regional average for population in poverty or population of color: (0 to 18 Points)

Tracts within half-mile:  
34602 34701 34702  
37402 37403 42501  
42504



NCompass Technologies

-  Lines
-  Area of Concentrated Poverty
-  Area of Concentrated Poverty > 50% residents of color
-  Above reg'l avg conc of race/poverty



Created: 5/9/2020  
LandscapeRSA2



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





# City of Saint Paul

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

## Signature Copy

**Resolution: RES 20-146**

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**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



# Suburban Avenue & Burns Avenue Sidewalk Infill

## Project Summary

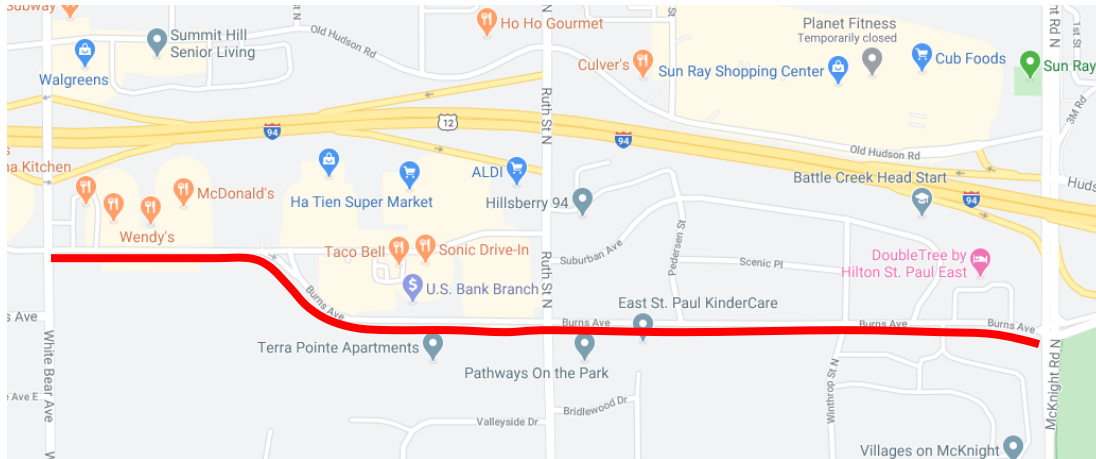
**Applicant:** City of Saint Paul

**Project Summary:** The City of Saint Paul is proposing to construct one mile of sidewalk along the south side of Suburban Avenue between White Bear Avenue and Burns Avenue, and along the south side of Burns Avenue between Suburban Avenue and McKnight Road. The project will result in a new ADA compliant sidewalk connecting residential neighborhoods with retail opportunities, daycare facilities, a school, bus stops, and Battle Creek Regional Park.

The project will also reconfigure the outdated intersection of Burns Avenue and Suburban Avenue, which features large radius turns for vehicles that promotes higher speed turns. The project will prioritize narrowing the size of the intersection as much as possible to encourage slower speeds, shorter pedestrian crossing distances, and ADA compliance.

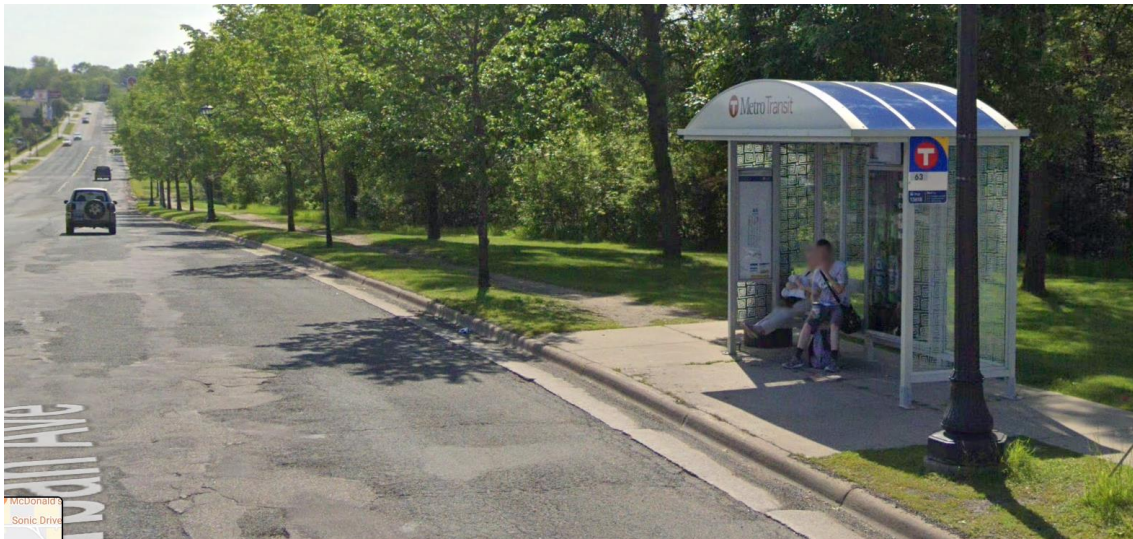
**Cost:** \$1,000,000 federal; \$250,000 local; \$1,250,000 total

### Project Location:

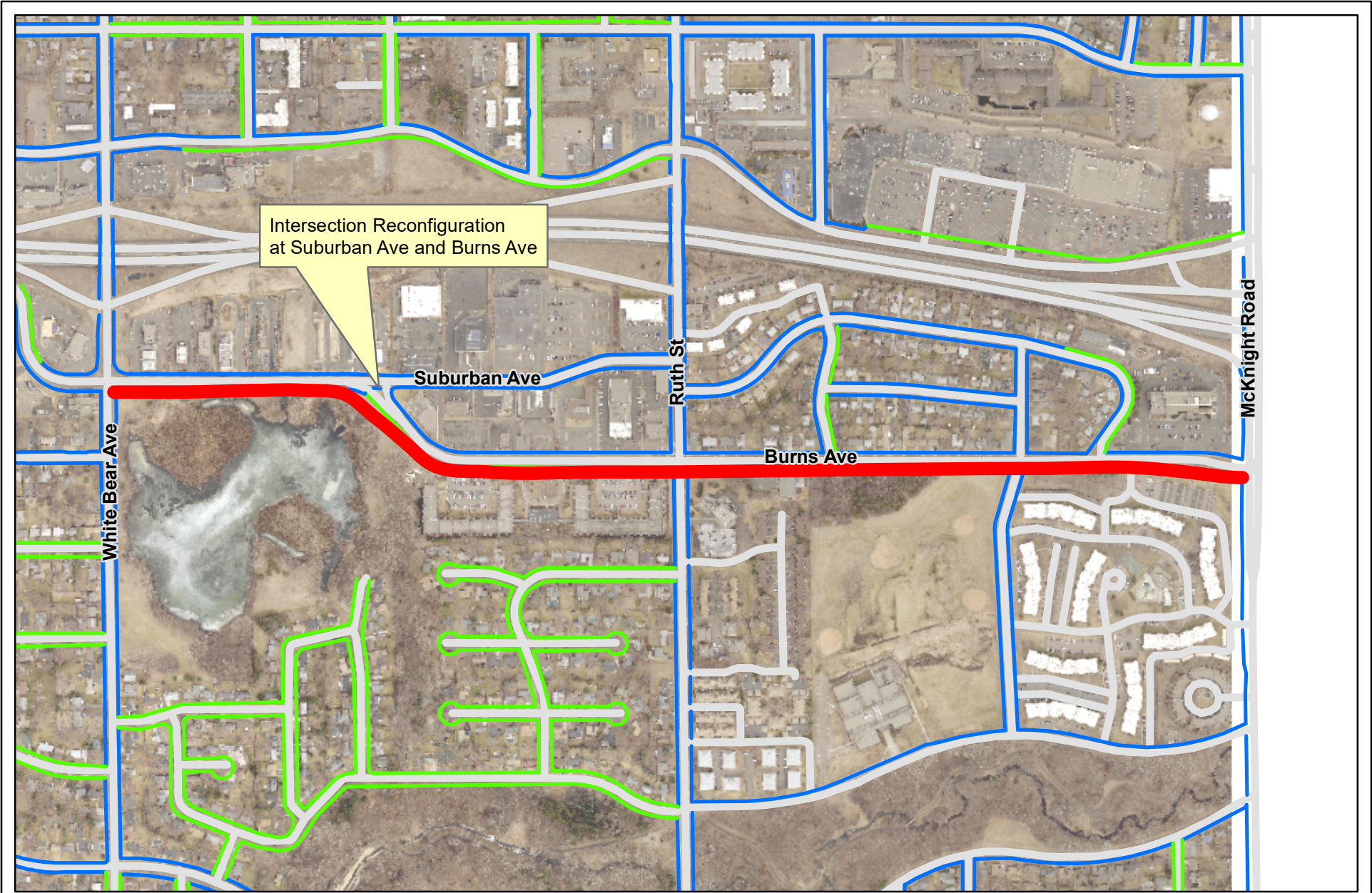


### Existing Conditions:

Transit Patrons wait for a bus near a well-worn dirt path beat into the grass through repeated pedestrian use.







Intersection Reconfiguration  
at Suburban Ave and Burns Ave

White Bear Ave

Suburban Ave

Ruth St

Burns Ave

McKnight Road

### Suburban Avenue and Burns Avenue Sidewalk Infill

- Existing Sidewalks
- Existing Sidewalk Gaps
- Proposed Sidewalk Infill

