



Application

13861 - 2020 Roadway Modernization

14014 - University Avenue (I-35E to Lafayette Rd)

Regional Solicitation - Roadways Including Multimodal Elements

Status: Submitted  
Submitted Date: 05/14/2020 3:01 PM

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## Primary Contact

**Name:\*** Mr. Donald Pflaum  
Salutation First Name Middle Name Last Name

**Title:** Engineer IV

**Department:** Public Works

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**Address:** 900 City Hall Annex  
25 West 4th Street

**\*** St. Paul Minnesota 55401  
City State/Province Postal Code/Zip

**Phone:\*** 651-266-9147  
Phone Ext.

**Fax:**

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

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## Organization Information

**Name:** ST PAUL, CITY OF

Jurisdictional Agency (if different):

Organization Type:

City

Organization Website:

Address:

DEPT OF PUBLIC WORKS-CITY HALL ANNEX  
25 W 4TH ST #1500

\*

ST PAUL

Minnesota

55101

City

State/Province

Postal Code/Zip

County:

Ramsey

Phone:\*

651-266-9700

Ext.

Fax:

PeopleSoft Vendor Number

0000003222A22

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## Project Information

Project Name

University Avenue (I-35E to Lafayette Rd)

Primary County where the Project is Located

Ramsey

Cities or Townships where the Project is Located:

St. Paul

Jurisdictional Agency (If Different than the Applicant):

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

University Avenue from I-35E to Lafayette Road is a minor arterial roadway in need of reconstruction. The project will consist of new signals, a new off-street multi-use trail, and a 4 to 3 lane conversion.

*(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.**

University Avenue reconstruction from I-35E to Lafayette Road

Project Length (Miles)

0.32

*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

\$6,880,000.00

Match Amount

\$1,720,000.00

Minimum of 20% of project total

**Project Total** \$8,600,000.00

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** City of St. Paul funding

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.

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## Project Information-Roadways

**County, City, or Lead Agency** City of Saint Paul

**Functional Class of Road** Minor Arterial Reliever

**Road System** MSAS  
*TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET*

**Road/Route No.** 137  
*i.e., 53 for CSAH 53*

**Name of Road** University Avenue  
*Example; 1st ST., MAIN AVE*

**Zip Code where Majority of Work is Being Performed** 55101

**(Approximate) Begin Construction Date** 04/07/2025

**(Approximate) End Construction Date** 10/10/2025

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

**From:** 12th Street  
**(Intersection or Address)**

**To:** Lafayette Road  
**(Intersection or Address)**

*DO NOT INCLUDE LEGAL DESCRIPTION*

**Or At**

**Miles of Sidewalk (nearest 0.1 miles)** 0.6

**Miles of Trail (nearest 0.1 miles)** 0.3

**Miles of Trail on the Regional Bicycle Transportation Network (nearest 0.1 miles)** 0

**Primary Types of Work**

Curb and Gutter, Bituminous Pavement, Lighting, Ped Ramps, Signals, Storm Sewer, Bike path

*Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER, STORM SEWER, 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):**

Structure is under 9655, 62810A, and 62810 bridges.

**Requirements - All Projects**

**All Projects**

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

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

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

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

This project will provide safer routes for bicyclists. By providing an off-road trail for bikes and pedestrians, non-drivers will be allowed more and safer access to downtown destinations west of 35E. This project will also connect regional bike transportation networks tier one and two alignments creating a better trail overall.

*Limit 2,800 characters, approximately 400 words*

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

**List the applicable documents and pages:**

The City of Saint Paul Bike Plan calls for an off street bicycle trail on University Avenue similar to what is constructed on an adjacent segment of University Avenue west of 12th street.

*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 elements in more than one funding application 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.

**Strategic Capacity (Roadway Expansion):** \$1,000,000 to \$10,000,000

**Roadway Reconstruction/Modernization:** \$1,000,000 to \$7,000,000

**Traffic Management Technologies (Roadway System Management):** \$250,000 to \$3,500,000

**Spot Mobility and Safety:** \$1,000,000 to \$3,500,000

**Bridges Rehabilitation/Replacement:** \$1,000,000 to \$7,000,000

**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:** 06/08/2009

**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**

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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## Roadways Including Multimodal Elements

1. All roadway and bridge projects must be identified as a principal arterial (non-freeway facilities only) or A-minor arterial as shown on the latest TAB approved roadway functional classification map.

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

### Roadway Expansion and Reconstruction/Modernization and Spot Mobility projects only:

2. The project must be designed to meet 10-ton load limit standards.

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

### Bridge Rehabilitation/Replacement and Strategic Capacity projects only:

3. Projects requiring a grade-separated crossing of a principal arterial freeway must be limited to the federal share of those project costs identified as local (non-MnDOT) cost responsibility using MnDOT's Cost Participation for Cooperative Construction Projects and Maintenance Responsibilities manual. In the case of a federally funded trunk highway project, the policy guidelines should be read as if the funded trunk highway route is under local jurisdiction.

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

4. The bridge must carry vehicular traffic. Bridges can carry traffic from multiple modes. However, bridges that are exclusively for bicycle or pedestrian traffic must apply under one of the Bicycle and Pedestrian Facilities application categories. Rail-only bridges are ineligible for funding.

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

### Bridge Rehabilitation/Replacement projects only:

5. The length of the bridge must equal or exceed 20 feet.

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

6. The bridge must have a National Bridge Inventory Rating of 6 or less for rehabilitation projects and 4 or less for replacement projects.

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

### Roadway Expansion, Reconstruction/Modernization, and Bridge Rehabilitation/Replacement projects only:

7. All roadway projects that involve the construction of a new/expanded interchange or new interchange ramps must have approval by the Metropolitan Council/MnDOT Interchange Planning Review Committee prior to application submittal. Please contact Michael Corbett at MnDOT (Michael.J.Corbett@state.mn.us or 651-234-7793) to determine whether your project needs to go through this process as described in Appendix F of the 2040 Transportation Policy Plan.

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

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## Requirements - Roadways Including Multimodal Elements

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### Specific Roadway Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Mobilization (approx. 5% of total cost)	\$343,750.00
Removals (approx. 5% of total cost)	\$343,750.00
Roadway (grading, borrow, etc.)	\$300,000.00
Roadway (aggregates and paving)	\$1,500,000.00
Subgrade Correction (muck)	\$50,000.00
Storm Sewer	\$600,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$350,000.00
Traffic Control	\$250,000.00
Striping	\$60,000.00
Signing	\$75,000.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$60,000.00
Bridge	\$0.00
Retaining Walls	\$500,000.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$1,000,000.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$22,500.00
RR Crossing	\$0.00
Roadway Contingencies	\$500,000.00
Other Roadway Elements	\$0.00
<b>Totals</b>	<b>\$5,955,000.00</b>

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### Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$350,000.00

Sidewalk Construction	\$100,000.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$130,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$300,000.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$30,000.00
Other Bicycle and Pedestrian Elements	\$0.00
<b>Totals</b>	<b>\$910,000.00</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	\$10,000.00
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>\$10,000.00</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

## Totals

<b>Total Cost</b>	<b>\$6,875,000.00</b>
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Construction Cost Total	\$6,875,000.00
Transit Operating Cost Total	\$0.00

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## Measure B: Project Location Relative to Jobs, Manufacturing, and Education

Existing Employment within 1 Mile:	86307
Existing Manufacturing/Distribution-Related Employment within 1 Mile:	3577
Existing Post-Secondary Students within 1 Mile:	8879
Upload Map	1585921458715_Regional Economy Map.pdf

Please upload attachment in PDF form.

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## Measure C: Current Heavy Commercial Traffic

RESPONSE: Select one for your project, based on the Regional Truck Corridor Study:

### Along Tier 1:

Miles: 0  
(to the nearest 0.1 miles)

### Along Tier 2:

Miles: 0  
(to the nearest 0.1 miles)

### Along Tier 3:

Miles: 0  
(to the nearest 0.1 miles)

The project provides a direct and immediate connection (i.e., intersects) with either a Tier 1, Tier 2, or Tier 3 corridor: Yes

None of the tiers:

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## Measure A: Current Daily Person Throughput

Location	Halfway between Pine Street and Olive Street
Current AADT Volume	15700
Existing Transit Routes on the Project	2

For New Roadways only, list transit routes that will likely be diverted to the new proposed roadway (if applicable).

Upload Transit Connections Map 1585858604254\_Transit Connections Map.pdf

Please upload attachment in PDF form.

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## Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	0
Current Daily Person Throughput	20410.0

## Measure B: 2040 Forecast ADT

Use Metropolitan Council model to determine forecast (2040) ADT volume

If checked, METC Staff will provide Forecast (2040) ADT volume

OR

Identify the approved county or city travel demand model to determine forecast (2040) ADT volume

Ramsey county has determined that we will have a traffic growth percentage of .5%. Therefore forecasting our 2040 ADT to be 15779

Forecast (2040) ADT volume 15779

## 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.*

**Response:**

This project is in an area of concentrated poverty and race. The community engagement was compiled into a greater project called the Saint Paul Bike Plan. This plan is a three phase plan that included community engagement, letters, and online questionnaires.

*(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 bike trail to be completed on the North side of University Avenue will provide safety to pedestrians and bicycles in the area.

**Response:**

The bike trail will connect the are to downtown Saint Paul, to hospitals and to commercial areas. Thus providing access to health services and retail employment opportunities too non-drivers.

*(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*

Some minor negative affects will be mitigation of temporary construction impacts such as dust and noise. There will also be temporary reduced access for travelers and to businesses and disruption of utilities.

**Response:**

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

**Select one:**

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

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

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

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

*d. 10 points for all other areas*

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

**Project located in Area of Concentrated Poverty:**

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

Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly:

(up to 40% of maximum score )

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

Upload Map

1585916625926\_Socio-Economic Conditions Map.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	0.32	1.0	100.0	100.0

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### Total Project Length

Total Project Length 0.32

Project length entered on the Project Information - General form.

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### Housing Performance Score

Total Project Length (Miles) or Population 0.32

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.

Response:

The modernization of University Avenue from a four lane road to a three lane road with a bike lane will support the affordable housing development on the west side of the project. The affordable house development was built in 2015 and has 302 units. The area north of our construction limits is an area of concentrated poverty that has 50% or greater residents of color.

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

Upload map:

1585923460475\_Socio-Economic Conditions Map.pdf

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### Measure A: Year of Roadway Construction

Year of Original Roadway Construction or Most Recent Reconstruction	Segment Length	Calculation	Calculation 2
1998	0.3	599.4	1998.0
	0	599	1998

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### Total Project Length

Total Project Length (as entered in "Project Information" form) 0.32

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### Average Construction Year

Weighted Year 1998

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### Total Segment Length (Miles)

Total Segment Length 0.3

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### Measure B: Geometric, Structural, or Infrastructure Improvements

Improved roadway to better accommodate freight movements: Yes

**Response:**

The project will improved the roadway to accommodate freight movements by constructing new private driveways and access points for private properties. This will improve the turn radius for freight and decrease the time while completing their turns.

*(Limit 700 characters; approximately 100 words)*

**Improved clear zones or sight lines:**

Yes

**Response:**

By installing a boulevard we are improving the sight lines to adjacent streets. We will also being re placing all the signs in the boulevard and off of the sidewalks.

*(Limit 700 characters; approximately 100 words)*

**Improved roadway geometrics:**

Yes

**Response:**

As part of the design process will consider a roundabout or reconfigure the Lafayette intersection to be safer for pedestrians. We will also tighten up the geometry of the roadway providing a more efficient corridor.

*(Limit 700 characters; approximately 100 words)*

**Access management enhancements:**

Yes

**Response:**

Wherever possible we will try to minimize the number of duplicative driveways.

*(Limit 700 characters; approximately 100 words)*

**Vertical/horizontal alignment improvements:**

**Response:**

*(Limit 700 characters; approximately 100 words)*

**Improved stormwater mitigation:**

Yes

**Response:**

Storm water BMP's will be installed with this project in accordance with the requirements of the Watershed District.

*(Limit 700 characters; approximately 100 words)*

**Signals/lighting upgrades:**

Yes

For this project we will be installing four new signals and also lighting will be installed along the corridor.

**Response:**

All the signals will have APS technology and will be ADA compliant.

*(Limit 700 characters; approximately 100 words)*

**Other Improvements**

Yes

Converting the corridor from a four lane to a three lane road will give space for a boulevard that will occupy signs and trees. This will remove them from the sidewalk and make it more safe for pedestrians.

**Response:**

Off-road bicycle/pedestrian path will be constructed.

*(Limit 700 characters; approximately 100 words)*

### Measure A: Congestion Reduction/Air Quality

Total Peak Hour Delay Per Vehicle Without The Project (Seconds/Vehicle)	Total Peak Hour Delay Per Vehicle With The Project (Seconds/Vehicle)	Total Peak Hour Delay Per Vehicle Reduced by Project (Seconds/Vehicle)	Volume without the Project (Vehicles per hour)	Volume with the Project (Vehicles Per Hour):	Total Peak Hour Delay Reduced by the Project:	Total Peak Hour Delay Reduced by the Project:	EXPLANATION of methodology used to calculate railroad crossing delay, if applicable.	Synchro or HCM Reports

0

### Vehicle Delay Reduced

Total Peak Hour Delay Reduced	0
Total Peak Hour Delay Reduced	0

### Measure B: Roadway projects that do not include new roadway segments or railroad grade-separation elements

Total (CO, NOX, and VOC) Peak Hour Emissions without the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions with the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):
0	0	0
0	0	0

## Total

Total Emissions Reduced: 0

Upload Synchro Report

*Please upload attachment in PDF form. (Save Form, then click 'Edit' in top right to upload file.)*

## Measure B: Roadway projects that are constructing new roadway segments, but do not include railroad grade-separation elements (for Roadway Expansion applications only):

Total (CO, NOX, and VOC) Peak Hour Emissions without the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions with the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):
0	0	0

## Total Parallel Roadway

Emissions Reduced on Parallel Roadways 0

Upload Synchro Report

*Please upload attachment in PDF form. (Save Form, then click 'Edit' in top right to upload file.)*

## New Roadway Portion:

Cruise speed in miles per hour with the project:	0
Vehicle miles traveled with the project:	0
Total delay in hours with the project:	0
Total stops in vehicles per hour with the project:	0
Fuel consumption in gallons:	0
Total (CO, NOX, and VOC) Peak Hour Emissions Reduced or Produced on New Roadway (Kilograms):	0

EXPLANATION of methodology and assumptions used:(Limit 1,400 characters; approximately 200 words)

It was determined by city traffic staff that while the project has significant safety benefits there is no congestion reduction or emissions reductions. Therefore a SYNCRO analysis was not conducted.

Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms): 0.0

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### Measure B: Roadway projects that include railroad grade-separation elements

Cruise speed in miles per hour without the project:	0
Vehicle miles traveled without the project:	0
Total delay in hours without the project:	0
Total stops in vehicles per hour without the project:	0
Cruise speed in miles per hour with the project:	0
Vehicle miles traveled with the project:	0
Total delay in hours with the project:	0
Total stops in vehicles per hour with the project:	0
Fuel consumption in gallons (F1)	0
Fuel consumption in gallons (F2)	0
Fuel consumption in gallons (F3)	0
Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):	0

EXPLANATION of methodology and assumptions used:(Limit 1,400 characters; approximately 200 words)

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### Measure A: Roadway Projects that do not Include Railroad Grade-Separation Elements

Crash Modification Factor Used: .56 and .49

(Limit 700 Characters; approximately 100 words)

Rationale for Crash Modification Selected:

These values were used from the grant submitted for Robert Street.

(Limit 1400 Characters; approximately 200 words)

Project Benefit (\$) from B/C Ratio	\$394,267.00
Total Fatal (K) Crashes:	0
Total Serious Injury (A) Crashes:	0
Total Non-Motorized Fatal and Serious Injury Crashes:	0
Total Crashes:	17

Total Fatal (K) Crashes Reduced by Project:	0
Total Serious Injury (A) Crashes Reduced by Project:	0
Total Non-Motorized Fatal and Serious Injury Crashes Reduced by Project:	
Total Crashes Reduced by Project:	5
Worksheet Attachment	1589484905005_HSIP Worksheet combined (1).pdf

*Please upload attachment in PDF form.*

---

### Roadway projects that include railroad grade-separation elements:

Current AADT volume:	0
Average daily trains:	0
Crash Risk Exposure eliminated:	0

---

### Measure A: Multimodal Elements and Existing Connections

Response:

The project would include a four to three lane conversion while adding a boulevard to separate traffic. The conversion will reduce crosswalk lengths for pedestrians while making all sidewalks ADA compliant. Bump outs on the side streets will be considered as it will also decrease lengths of crosswalks. This project would also include an off-street pedestrian/bicycle trail on the north side of University Avenue providing a safer route for pedestrians and bicyclist.

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

---

### Measure A: Multimodal Elements and Existing Connections

**Response:**

This project will include a four to three lane conversion separated by a boulevard. By reducing the lanes, the crosswalk distances will be shortened to increase safety. All sidewalks will be ADA compliant. There is currently no existing bike trail along this segment of University Avenue. This trail will provide links for cyclists to the new Capital City Bikeway on Jackson Street and the DNR's Gateway Trail. It will also provide connectivity to bicycle facilities on Tedesco Street and a future phase of this corridor will link to the Bruce Vento Trail.

*(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.** Yes

50%

#### Attach Layout

*Please upload attachment in PDF form.*

**Layout has not been started**

0%

**Anticipated date or date of completion**

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

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

100%

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

100%

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

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

Project is located on an identified historic bridge

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

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

100%

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

50%

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

25%

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

0%

Anticipated date or date of acquisition

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

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

100%

**Signature Page**

*Please upload attachment in PDF form.*

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

50%

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

0%

**Anticipated date or date of executed Agreement**

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

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

**Meeting with general public:** 12/08/2014

**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):**

This project was part of a broader meeting conducted for the Saint Paul Bike Plan. A public hearing was held in December of 2014. You can find the summary of the meeting at [www.stpaul.gov/bikeplan](http://www.stpaul.gov/bikeplan).

---

**Measure A: Cost Effectiveness**

**Total Project Cost (entered in Project Cost Form):** \$0.00

**Enter Amount of the Noise Walls:** \$0.00

<b>Total Project Cost subtract the amount of the noise walls:</b>	\$0.00
<b>Enter amount of any outside, competitive funding:</b>	\$0.00
<b>Attach documentation of award:</b>	
<b>Points Awarded in Previous Criteria</b>	
<b>Cost Effectiveness</b>	\$0.00

---

## Other Attachments

<b>File Name</b>	<b>Description</b>	<b>File Size</b>
Crash_Case_Listing_20200512 (3) (2).pdf	Crash Listing	86 KB
Crash_Summary_20200512 (3) (2).pdf	Crash Summary	67 KB
resolution.pdf	Resolution	362 KB
SPBP Fig 4 Facility Type.pdf	Saint Paul Bike Plan.	879 KB
University Ave Layout.pdf	University Avenue Layout	2.7 MB
University Fact Sheet.pdf	University Fact Sheet	249 KB

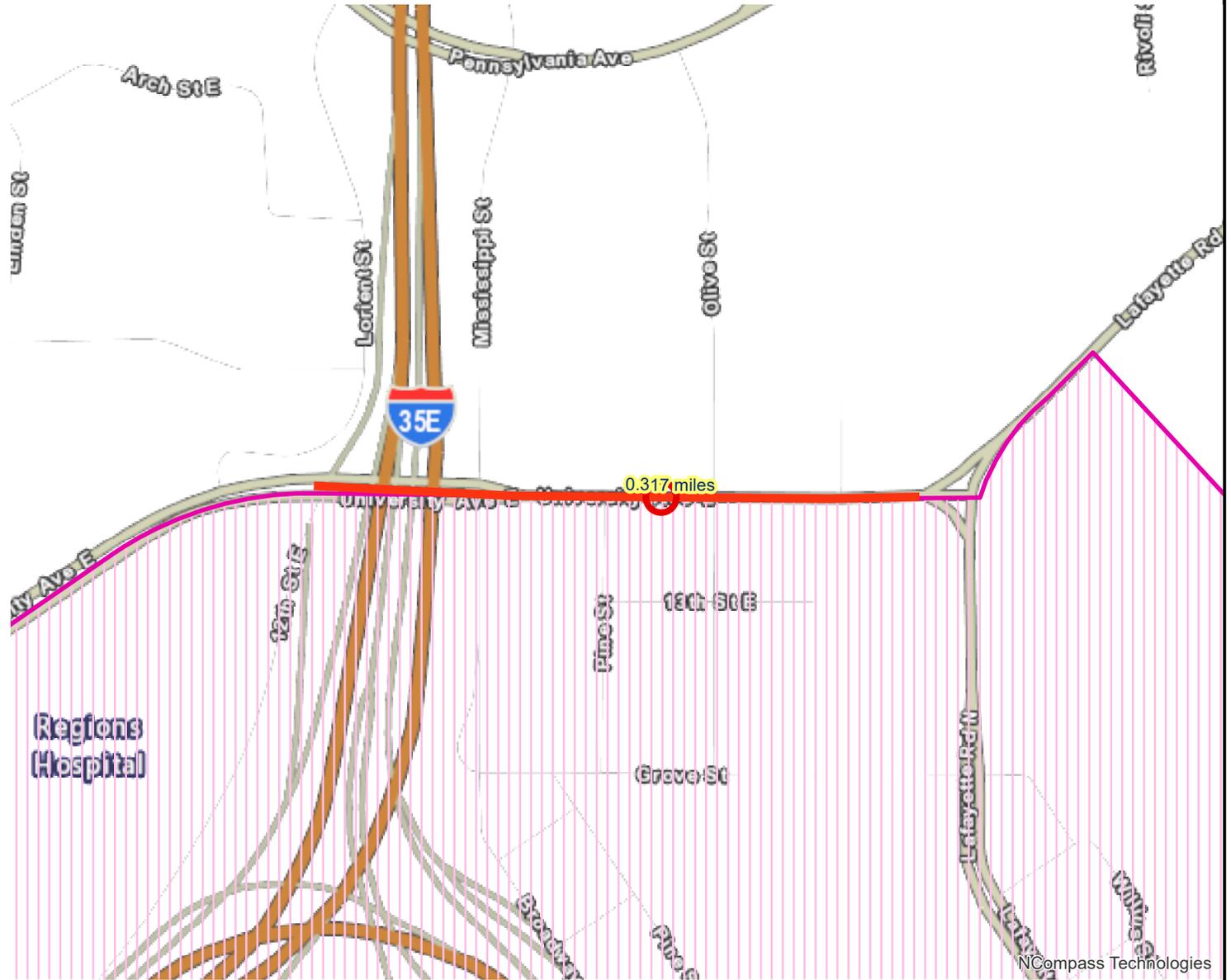
# Regional Economy

Roadway Reconstruction/Modernization Project: University Avenue (I-35E to Lafayette Rd) | Map ID: 158583352 | 633

## Results

**WITHIN ONE MI** of project:  
Postsecondary Students: 8879

Totals by City:  
**St. Paul**  
Population: 34611  
Employment: 86307  
Mfg and Dist Employment: 3577



- Project Points
- Project
- Manufacturing/Distribution Centers
- Job Concentration Centers



Created: 4/2/2020  
LandscapeRSA5

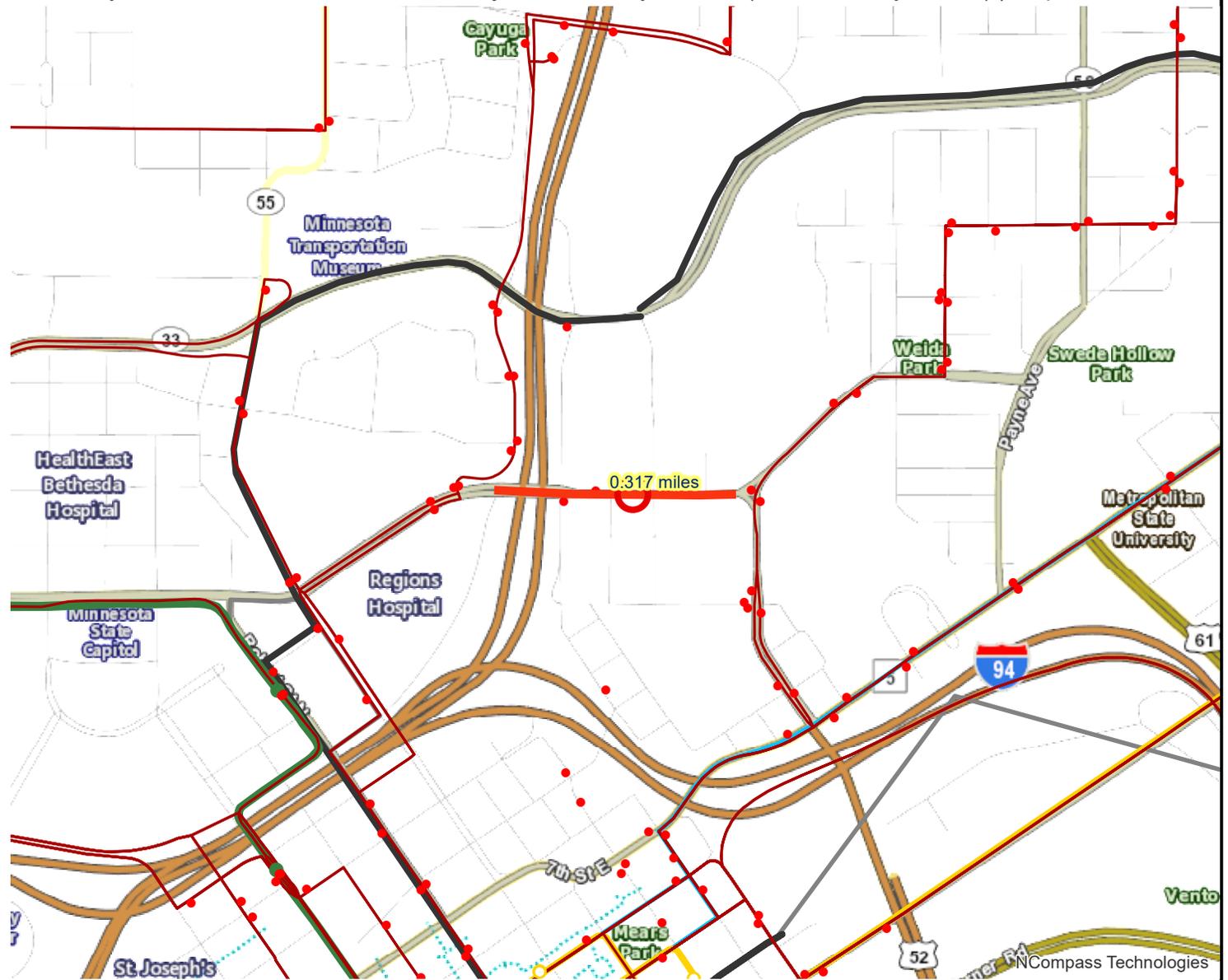


For complete disclaimer of accuracy, please visit  
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



# Transit Connections

Roadway Reconstruction/Modernization Project: University Avenue (I-35E to Lafayette Rd) | Map ID: 158583352163



## Results

Transit with a Direct Connection to project:  
64 71

*\*indicates Planned Alignments*

Transit Market areas: 1

- |  |                |                                    |            |              |                |            |             |                             |
|--|----------------|------------------------------------|------------|--------------|----------------|------------|-------------|-----------------------------|
|  | Project Points | <b>Transitway Stations</b>         |            | Arterial BRT |                | TBD        |             |                             |
|  | Project        |                                    | Green Line |              | Gold Line      |            | Highway BRT |                             |
|  | Project Area   | <b>Planned Transitway Stations</b> |            | Rush Line    |                | Green Line |             | Modern Streetcar, Riverview |
|  | Active Stop    |                                    | Gold Line  |              | Transit Routes |            |             |                             |



Created: 4/2/2020  
LandscapeRSA3



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



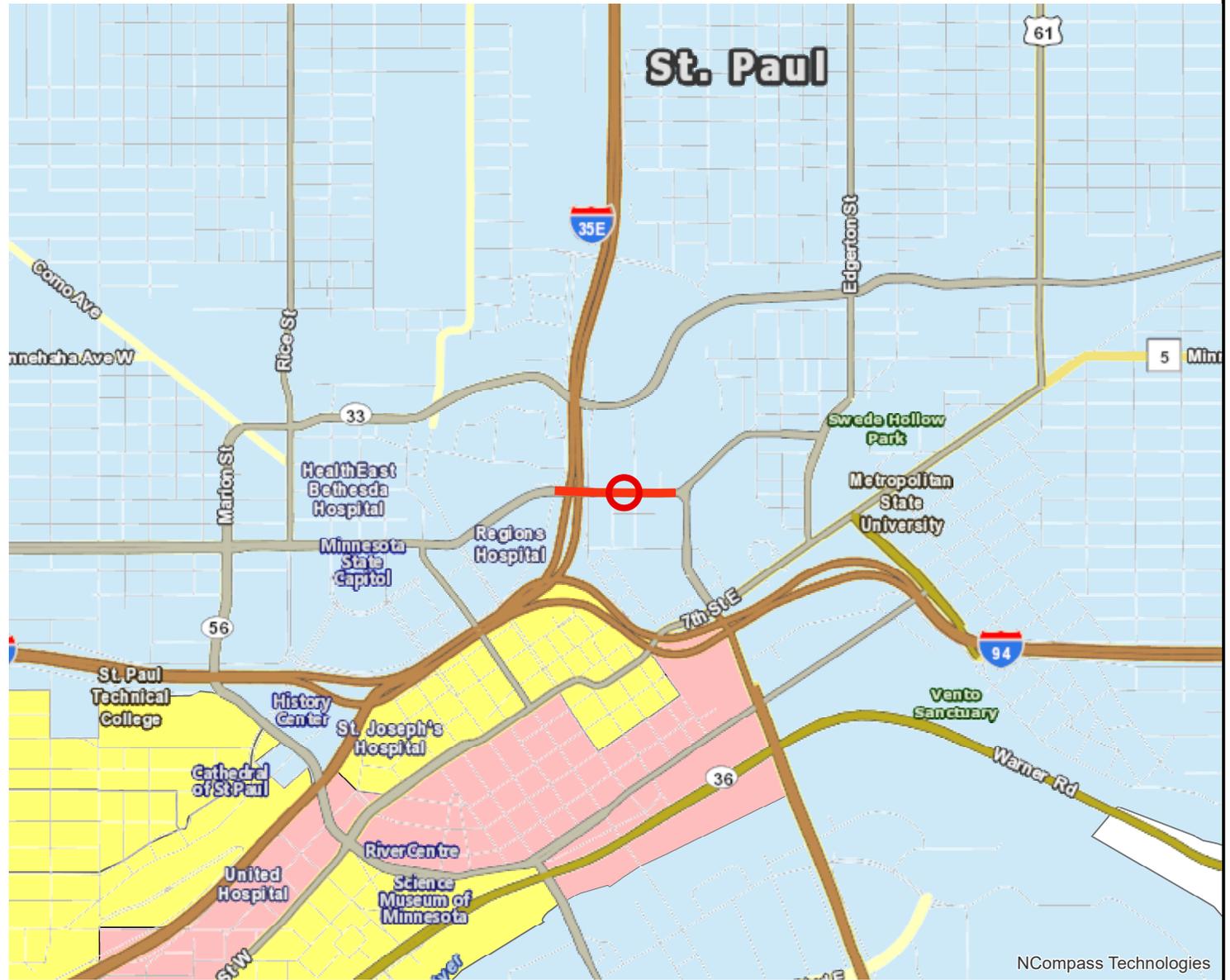
# Socio-Economic Conditions

Roadway Reconstruction/Modernization Project: University Avenue (I-35E to Lafayette Rd) | Map ID: 1585833521633

## Results

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

Tracts within half-mile:  
 31400 31500 33000  
 33100 34201 34202  
 34400 42800



-  Points
-  Lines
-  Area of Concentrated Poverty > 50% residents of color

-  Area of Concentrated Poverty
-  Above reg'l avg conc of race/poverty



Created: 4/2/2020  
 LandscapeRSA2



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



NCompass Technologies

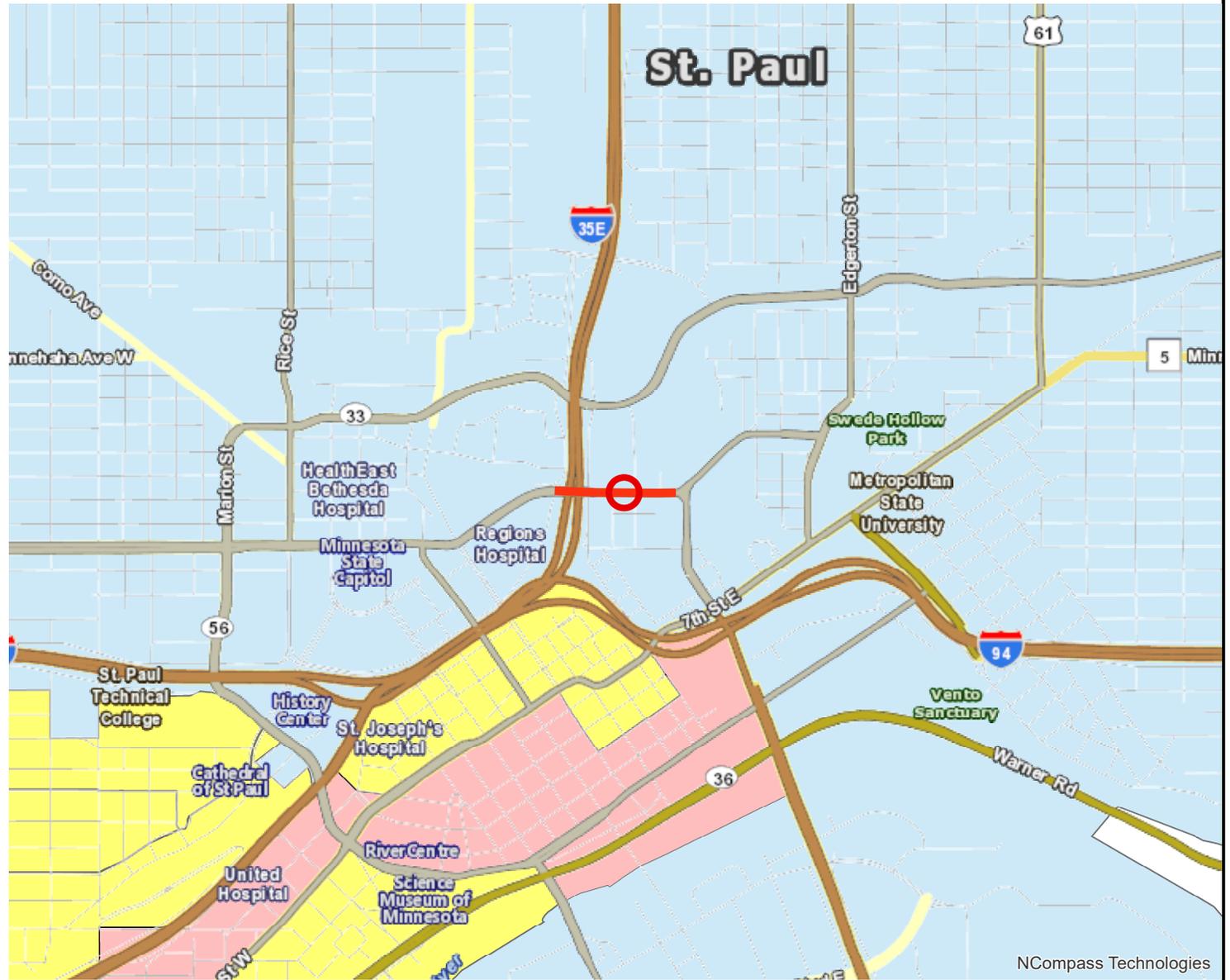
# Socio-Economic Conditions

Roadway Reconstruction/Modernization Project: University Avenue (I-35E to Lafayette Rd) | Map ID: 1585833521633

## Results

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 are people of color (ACP50):  
 (0 to 30 Points)

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 31400 31500 33000  
 33100 34201 34202  
 34400 42800



NCompass Technologies

-  Points
-  Lines
-  Area of Concentrated Poverty > 50% residents of color

-  Area of Concentrated Poverty
-  Above reg'l avg conc of race/poverty



Created: 4/2/2020  
 LandscapeRSA2



For complete disclaimer of accuracy, please visit  
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# HSIP worksheet

Control Section	T.H. / Roadway	Location	Beginning Ref. Pt.	Ending Ref. Pt.	State, County, City or Township	Study Period Begins	Study Period Ends
	MSAS 137 (University Ave)	12th St to Lafayette Rd	000+00.400	0.749	Saint Paul	1/1/16	12/31/18
Description of Proposed Work		Reconstruct roadway to include off-street bike path					

Accident Diagram Codes	1 Rear End	2 Sideswipe Same Direction	3 Left Turn Main Line	5 Right Angle	4,7 Ran off Road	8, 9 Head On/ Sideswipe -Opposite Direction	6, 90, 99	
							Pedestrian	Other
								Total

Study Period: Number of Crashes	Fatal	F							
	Personal Injury (PI)	A							
		B							
		C							
Property Damage	PD						1	1	

% Change in Crashes	Fatal	F							
	PI	A							
		B							
		C							
Property Damage	PD						-49%		

Change in Crashes = No. of crashes X % change in crashes	Fatal	F							
	PI	A							
		B							
		C							
Property Damage	PD						-0.49	-0.49	

Year (Safety Improvement Construction) **2025**

Project Cost (exclude Right of Way)	Right of Way Costs (optional)	Traffic Growth Factor	Capital Recovery	1. Discount Rate	2. Project Service Life (n)	Total
\$ 8,600,000		0.5%		2%	20	
	F	A	B	C	PD	
	\$ 1,180,000	\$ 590,000	\$ 170,000	\$ 87,000	\$ 7,800	\$ 1,274
						\$ 1,274

**B/C= 0.00**

Using present worth values,  
**B= \$ 22,216**  
**C= \$ 8,600,000**  
 See "Calculations" sheet for amortization.  
 Office of Traffic Engineering July 2018

### Amortizing...

Year	Crash Benefits	Present Worth Benefits	Present Worth Costs
2025	\$ 1,274	\$ 1,274	\$ 8,600,000
2026	\$ 1,280	\$ 1,255	
2027	\$ 1,287	\$ 1,237	
2028	\$ 1,293	\$ 1,219	
2029	\$ 1,300	\$ 1,201	
2030	\$ 1,306	\$ 1,183	
2031	\$ 1,313	\$ 1,166	
2032	\$ 1,319	\$ 1,148	
2033	\$ 1,326	\$ 1,132	
2034	\$ 1,332	\$ 1,115	
2035	\$ 1,339	\$ 1,099	
2036	\$ 1,346	\$ 1,082	
2037	\$ 1,353	\$ 1,066	
2038	\$ 1,359	\$ 1,051	
2039	\$ 1,366	\$ 1,035	
2040	\$ 1,373	\$ 1,020	
2041	\$ 1,380	\$ 1,005	
2042	\$ 1,387	\$ 990	
2043	\$ 1,394	\$ 976	
2044	\$ 1,401	\$ 961	
0	\$ -	\$ -	
0	\$ -	\$ -	
0	\$ -	\$ -	
0	\$ -	\$ -	
0	\$ -	\$ -	
0	\$ -	\$ -	
0	\$ -	\$ -	
0	\$ -	\$ -	
0	\$ -	\$ -	
0	\$ -	\$ -	
0	\$ -	\$ -	
0	\$ -	\$ -	

**Totals =                    \$            22,216    \$            8,600,000**  
**(B)** **(C)**

year (n)= 1, 2, 3,....  
discount rate (i) = 7%

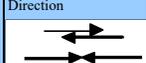
$$\text{Crash Benefits (@ year n)} = (\text{Crash Benefits})_{n-1} \times (1 + \text{Traffic Growth Factor})$$

$$\text{Present Worth Benefits (@ year n)} = (\text{Crash Benefits})_n \times 1/(1 + \text{Discount Rate})^n$$

<b>Type of Crash</b>	<b>Crash Severity</b>	<b>Cost per Crash</b>
Fatal	K	\$ 1,140,000
Personal Injury	A Incapacitating	\$ 570,000
	B Non-Incapacitating	\$ 170,000
	C Possible	\$ 83,000
Property Damage	PDO or N	\$ 7,600

Source: MnDOT Office of Transportation System Management (July 2015)

# HSIP worksheet

Control Section		T.H. / Roadway	Location				Beginning Ref. Pt.	Ending Ref. Pt.	State, County, City or Township	Study Period Begins	Study Period Ends
		MSAS 137 (University Ave)	12th St to Lafayette Rd				000+00.400	000+00.749	Saint Paul	1/1/16	12/31/18
Description of Proposed Work		Reconstruct roadway to include universal left turn lane									
Accident Diagram Codes	1 Rear End	2 Sideswipe Same Direction	3 Left Turn Main Line	5 Right Angle	4,7 Ran off Road	8, 9 Head On/ Sideswipe -Opposite Direction	6, 90, 99				
							Pedestrian	Other	Total		
Study Period: Number of Crashes	Fatal	F									
	Personal Injury (PI)	A									
		B									
		C			1					1	
Property Damage	PD		1	1					2		
% Change in Crashes	Fatal	F									
	PI	A									
		B									
		C			-56%						
Property Damage	PD		-49%	-49%							
Change in Crashes <small>= No. of crashes X % change in crashes</small>	Fatal	F									
	PI	A									
		B									
		C			-0.56					-0.56	
Property Damage	PD		-0.49	-0.49					-0.98		
Year (Safety Improvement Construction)		2025									
Project Cost (exclude Right of Way)		\$ 8,600,000	Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit	<div style="border: 1px solid black; padding: 5px; display: inline-block;">B/C= 0.04</div> <i>Using present worth values,</i> <b>B= \$ 327,620</b> <b>C= \$ 8,600,000</b> <i>See "Calculations" sheet for amortization.</i> Office of Traffic Engineering July 2018			
Right of Way Costs (optional)			F			\$ 1,180,000					
Traffic Growth Factor		0.5%	A			\$ 590,000					
Capital Recovery			B			\$ 170,000					
1. Discount Rate		2%	C	-0.56	-0.19	\$ 87,000	\$ 16,240				
2. Project Service Life (n)		20	PD	-0.98	-0.33	\$ 7,800	\$ 2,548				
			Total			\$ 18,788					

### Amortizing...

Year	Crash Benefits	Present Worth Benefits	Present Worth Costs
2025	\$ 18,788	\$ 18,788	\$ 8,600,000
2026	\$ 18,882	\$ 18,512	
2027	\$ 18,976	\$ 18,239	
2028	\$ 19,071	\$ 17,971	
2029	\$ 19,167	\$ 17,707	
2030	\$ 19,262	\$ 17,447	
2031	\$ 19,359	\$ 17,190	
2032	\$ 19,456	\$ 16,937	
2033	\$ 19,553	\$ 16,688	
2034	\$ 19,651	\$ 16,443	
2035	\$ 19,749	\$ 16,201	
2036	\$ 19,848	\$ 15,963	
2037	\$ 19,947	\$ 15,728	
2038	\$ 20,047	\$ 15,497	
2039	\$ 20,147	\$ 15,269	
2040	\$ 20,248	\$ 15,044	
2041	\$ 20,349	\$ 14,823	
2042	\$ 20,450	\$ 14,605	
2043	\$ 20,553	\$ 14,390	
2044	\$ 20,656	\$ 14,179	
0	\$ -	\$ -	
0	\$ -	\$ -	
0	\$ -	\$ -	
0	\$ -	\$ -	
0	\$ -	\$ -	
0	\$ -	\$ -	
0	\$ -	\$ -	
0	\$ -	\$ -	
0	\$ -	\$ -	
0	\$ -	\$ -	
0	\$ -	\$ -	
0	\$ -	\$ -	
0	\$ -	\$ -	

**Totals =                    \$            327,620    \$            8,600,000**  
**(B)** **(C)**

year (n)= 1, 2, 3,....  
discount rate (i) = 7%

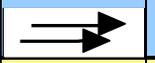
$$\text{Crash Benefits (@ year n)} = (\text{Crash Benefits})_{n-1} \times (1 + \text{Traffic Growth Factor})$$

$$\text{Present Worth Benefits (@ year n)} = (\text{Crash Benefits})_n \times 1/(1 + \text{Discount Rate})^n$$

<b>Type of Crash</b>	<b>Crash Severity</b>	<b>Cost per Crash</b>
Fatal	K	\$ 1,140,000
Personal Injury	A Incapacitating	\$ 570,000
	B Non-Incapacitating	\$ 170,000
	C Possible	\$ 83,000
Property Damage	PDO or N	\$ 7,600

Source: MnDOT Office of Transportation System Management (July 2015)

# HSIP worksheet

Control Section		T.H. / Roadway	Location				Beginning Ref. Pt.	Ending Ref. Pt.	State, County, City or Township	Study Period Begins	Study Period Ends
		MSAS 137 (University Ave)	12th St to Lafayette Rd				000+00.400	000+00.749	Saint Paul	1/1/16	12/31/18
Description of Proposed Work		Reconstruct roadway to improve pedestrian crosswalks									
Accident Diagram Codes	1 Rear End	2 Sideswipe Same Direction	3 Left Turn Main Line	5 Right Angle	4,7 Ran off Road	8, 9 Head On/ Sideswipe -Opposite Direction		6, 90, 99			
								Pedestrian	Other	Total	
Study Period: Number of Crashes	Fatal	F									
	Personal Injury (PI)	A									
		B									
		C									
Property Damage	PD						1	1	2		
% Change in Crashes	Fatal	F									
	PI	A									
		B									
		C									
Property Damage	PD						-49%	-49%			
Change in Crashes <small>= No. of crashes X % change in crashes</small>	Fatal	F									
	PI	A									
		B									
		C									
Property Damage	PD						-0.49	-0.49	-0.98		
Year (Safety Improvement Construction)		2025									
Project Cost (exclude Right of Way)		\$ 8,600,000	Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit	<div style="border: 1px solid black; padding: 5px; display: inline-block;">B/C= 0.01</div> <i>Using present worth values,</i> <b>B= \$ 44,431</b> <b>C= \$ 8,600,000</b> <i>See "Calculations" sheet for amortization.</i> Office of Traffic Engineering July 2018			
Right of Way Costs (optional)			F			\$ 1,180,000					
Traffic Growth Factor		0.5%	A			\$ 590,000					
Capital Recovery			B			\$ 170,000					
1. Discount Rate		2%	C			\$ 87,000					
2. Project Service Life (n)		20	PD	-0.98	-0.33	\$ 7,800	\$ 2,548				
			Total			\$ 2,548					



<b>Type of Crash</b>	<b>Crash Severity</b>	<b>Cost per Crash</b>
Fatal	K	\$ 1,140,000
Personal Injury	A Incapacitating	\$ 570,000
	B Non-Incapacitating	\$ 170,000
	C Possible	\$ 83,000
Property Damage	PDO or N	\$ 7,600

Source: MnDOT Office of Transportation System Management (July 2015)



# Crash Case Listing

Route System	Route Number	Measure	Co	City	Incident Number	Date	Time	Day of Week	Basic Type	Num Veh	Sev
05-MSAS	137	0.330	62	Saint Paul	00454770	05/25/17	1036	THU	SSS	2	N
05-MSAS	137	0.375	62	Saint Paul	00448562	04/27/17	1557	THU	Rear End	2	N
05-MSAS	137	0.375	62	Saint Paul	00513489	10/30/17	1617	MON	Rear End	3	N
05-MSAS	137	0.382	62	Saint Paul	00514113	11/03/17	1605	FRI	Angle	2	B
05-MSAS	137	0.392	62	Saint Paul	00634367	08/10/18	1526	FRI	Angle	2	C
05-MSAS	137	0.401	62	Saint Paul	00335621	03/14/16	1825	MON	Rear End	2	N
05-MSAS	137	0.416	62	Saint Paul	00662063	11/16/18	1650	FRI	Rear End	2	N
05-MSAS	137	0.418	62	Saint Paul	00409094	12/16/16	1927	FRI	Rear End	2	N
05-MSAS	137	0.419	62	Saint Paul	00495841	08/22/17	1547	TUE	Rear End	2	C
05-MSAS	137	0.463	62	Saint Paul	00531228	01/01/18	0925	MON	SVROR	1	N
05-MSAS	137	0.466	62	Saint Paul	00341545	04/11/16	0725	MON	Rear End	2	N
05-MSAS	137	0.475	62	Saint Paul	00607363	06/22/18	1211	FRI	Left Turn	3	C
05-MSAS	137	0.591	62	Saint Paul	00398521	11/28/16	1225	MON	Head On	2	N
05-MSAS	137	0.593	62	Saint Paul	00320325	01/14/16	1655	THU	Left Turn	2	N
05-MSAS	137	0.596	62	Saint Paul	00634293	09/12/18	1436	WED	Ped	1	N
05-MSAS	137	0.684	62	Saint Paul	00486892	07/14/17	1635	FRI	Rear End	2	C
05-MSAS	137	0.686	62	Saint Paul	00487895	07/18/17	1406	TUE	Bike	1	N
22-RAMP	105	0.034	62	Saint Paul	00606485	06/24/18	1600	SUN	SVROR	1	N

Selection Filter:

WORK AREA: County('659507') - FILTER: Year('2016','2017','2018') - ROUTE FILTER APPLIED

Analyst:

Notes:

Eric McCarthy



# Crash Summary

Crash Severity/Crash Year												
Crash Severity	Total	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
K - Fatal	0	0	0	0	0	0	0	0	0	0	0	0
A - Serious Injury	0	0	0	0	0	0	0	0	0	0	0	0
B - Minor Injury	1	0	0	0	0	0	0	0	1	0	0	0
C - Possible Injury	4	0	0	0	0	0	0	0	2	2	0	0
N - Prop Dmg Only	13	0	0	0	0	0	0	5	4	4	0	0
U - Unkown	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>

Crash Severity/Number of Vehicles					
Crash Severity	Total	0	1	2	3+
K - Fatal	0	0	0	0	0
A - Serious Injury	0	0	0	0	0
B - Minor Injury	1	0	0	1	0
C - Possible Injury	4	0	0	3	1
N - Prop Dmg Only	13	0	4	8	1
U - Unkown	0	0	0	0	0
<b>Total</b>	<b>18</b>	<b>0</b>	<b>4</b>	<b>12</b>	<b>2</b>

Relationship to Intersection Summary		Total	%
Not at Intersection/Interchange		7	38.9
Four-Way Intersection		7	38.9
T or Y Intersection		1	5.6
Five-Way Intersection or More		0	0.0
Roundabout		0	0.0
Intersection Related		0	0.0
Driveway Access Related		0	0.0
At School Crossing		0	0.0
Railway Grade Crossing		0	0.0
Shared Use Path or Trail		0	0.0
Interchange or Ramp		2	11.1
Crossover Related		0	0.0
Acceleration/Deceleration Lane		0	0.0
Other/Unknown		1	5.6
<b>Total</b>		<b>18</b>	<b>100.0</b>

Basic Type Summary		Total	%
Pedestrian		1	5.6
Bike		1	5.6
Single Vehicle Run Off Road		2	11.1
Single Vehicle Other		0	0.0
Sideswipe Same Direction		1	5.6
Sideswipe Opposing		0	0.0
Rear End		8	44.4
Head On		1	5.6
Left Turn		2	11.1
Angle		2	11.1
Other		0	0.0
<b>Total</b>		<b>18</b>	<b>100.0</b>

Weather 1 Summary		Total	%
Clear		10	55.6
Cloudy		5	27.8
Rain		1	5.6
Snow		2	11.1
Sleet, Hail (Freezing Rain/Drizzle)		0	0.0
Fog/Smog/Smoke		0	0.0
Blowing Sand/Soil/Dirt/Snow		0	0.0
Severe Crosswinds		0	0.0
Other/Unknown		0	0.0
<b>Total</b>		<b>18</b>	<b>100.0</b>

First Harmful Event Summary		Total	%
Pedestrian		0	0.0
Bicyclist		1	5.6
Motor Vehicle In Transport		15	83.3
Parked Motor Vehicle		0	0.0
Train		0	0.0
Deer/Animal		0	0.0
Other - Non Fixed Object		0	0.0
Collision Fixed Object		2	11.1
Non-Collision Harmful Events		0	0.0
Non-Harmful Events		0	0.0
Other/Unknown		0	0.0
<b>Total</b>		<b>18</b>	<b>100.0</b>

Light Condition Summary		Total	%
Daylight		16	88.9
Sunrise		0	0.0
Sunset		0	0.0
Dark (Str Lights On)		2	11.1
Dark (Str Lights Off)		0	0.0
Dark (No Str Lights)		0	0.0
Dark (Unknown Light)		0	0.0
Other/Unknown		0	0.0
<b>Total</b>		<b>18</b>	<b>100.0</b>



# Crash Summary

Time of Day/Day of Week														
From To	00:00 01:59	02:00 03:59	04:00 05:59	06:00 07:59	08:00 09:59	10:00 11:59	12:00 13:59	14:00 15:59	16:00 17:59	18:00 19:59	20:00 21:59	22:00 23:59	Total	%
SUN	0	0	0	0	0	0	0	0	1	0	0	0	1	5.6
MON	0	0	0	1	1	0	1	0	1	1	0	0	5	27.8
TUE	0	0	0	0	0	0	0	2	0	0	0	0	2	11.1
WED	0	0	0	0	0	0	0	1	0	0	0	0	1	5.6
THU	0	0	0	0	0	1	0	1	1	0	0	0	3	16.7
FRI	0	0	0	0	0	0	1	1	3	1	0	0	6	33.3
SAT	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
<b>Total</b>	0	0	0	1	1	1	2	5	6	2	0	0	18	100.0
<b>%</b>	0.0	0.0	0.0	5.6	5.6	5.6	11.1	27.8	33.3	11.1	0.0	0.0	100.0	100.0

Driver & Non-Motorist Age/Gender Summary						
Age	M	F	NR	No Value	Total	%
<14	0	0	0	0	0	0.0
14	0	0	0	0	0	0.0
15	0	0	0	0	0	0.0
16	0	0	0	0	0	0.0
17	0	0	0	0	0	0.0
18	0	0	0	0	0	0.0
19	0	0	0	0	0	0.0
20	0	1	0	0	1	2.8
21-24	4	1	0	0	5	13.9
25-29	4	2	0	0	6	16.7
30-34	4	1	0	0	5	13.9
35-39	0	0	0	0	0	0.0
40-44	1	0	0	0	1	2.8
45-49	1	2	0	0	3	8.3
50-54	1	2	0	0	3	8.3
55-59	2	2	0	0	4	11.1
60-64	2	3	0	0	5	13.9
65-69	1	1	0	0	2	5.6
70-74	0	0	0	0	0	0.0
75-79	0	1	0	0	1	2.8
80-84	0	0	0	0	0	0.0
85-89	0	0	0	0	0	0.0
90-94	0	0	0	0	0	0.0
95+	0	0	0	0	0	0.0
No Value	0	0	0	0	0	0.0
<b>Total</b>	20	16	0	0	36	100.0
<b>%</b>	55.6	44.4	0.0	0.0	100.0	100.0

Month Summary		Total	%
January		2	11.1
February		0	0.0
March		1	5.6
April		2	11.1
May		1	5.6
June		2	11.1
July		2	11.1
August		2	11.1
September		1	5.6
October		1	5.6
November		3	16.7
December		1	5.6
<b>Total</b>		18	100.0

Physical Condition Summary		Total	%
Apparently Normal (Including No Drugs/Alcohol)		35	97.2
Physical Disability (Short Term or Long Term)		0	0.0
Medical Issue (Ill, Sick or Fainted)		0	0.0
Emotional (Depression, Angry, Disturbed, etc.)		0	0.0
Asleep or Fatigued		0	0.0
Has Been Drinking Alcohol		1	2.8
Has Been Taking Illicit Drugs		0	0.0
Has Been Taking Medications		0	0.0
Other/Unknown		0	0.0
Not Applicable		0	0.0
<b>Total</b>		36	100.0

Selection Filter:

WORK AREA: County('659507') - FILTER: Year('2016','2017','2018') - ROUTE FILTER APPLIED

Analyst:

Eric McCarthy

Notes:

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<b>File #:</b>	RES 20-146	<b>Version:</b> 1	<b>Name:</b>	2020 Metropolitan Council Regional Solicitation Program Projects
<b>Type:</b>	Resolution		<b>Status:</b>	Passed
			<b>In control:</b>	<a href="#">City Council</a>
			<b>Final action:</b>	2/12/2020

**Title:** 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.

**Sponsors:** Amy Brendmoen

[History \(2\)](#)    [Text](#)    [Public Comments \(0\)](#)

#### Title

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.

#### Body

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/3<sup>rd</sup> Street Bridge Replacement
- Capital City Bikeway Construction - Kellogg Blvd from St. Peter to John Ireland
- Robert Street Reconstruction - Kellogg to 11th

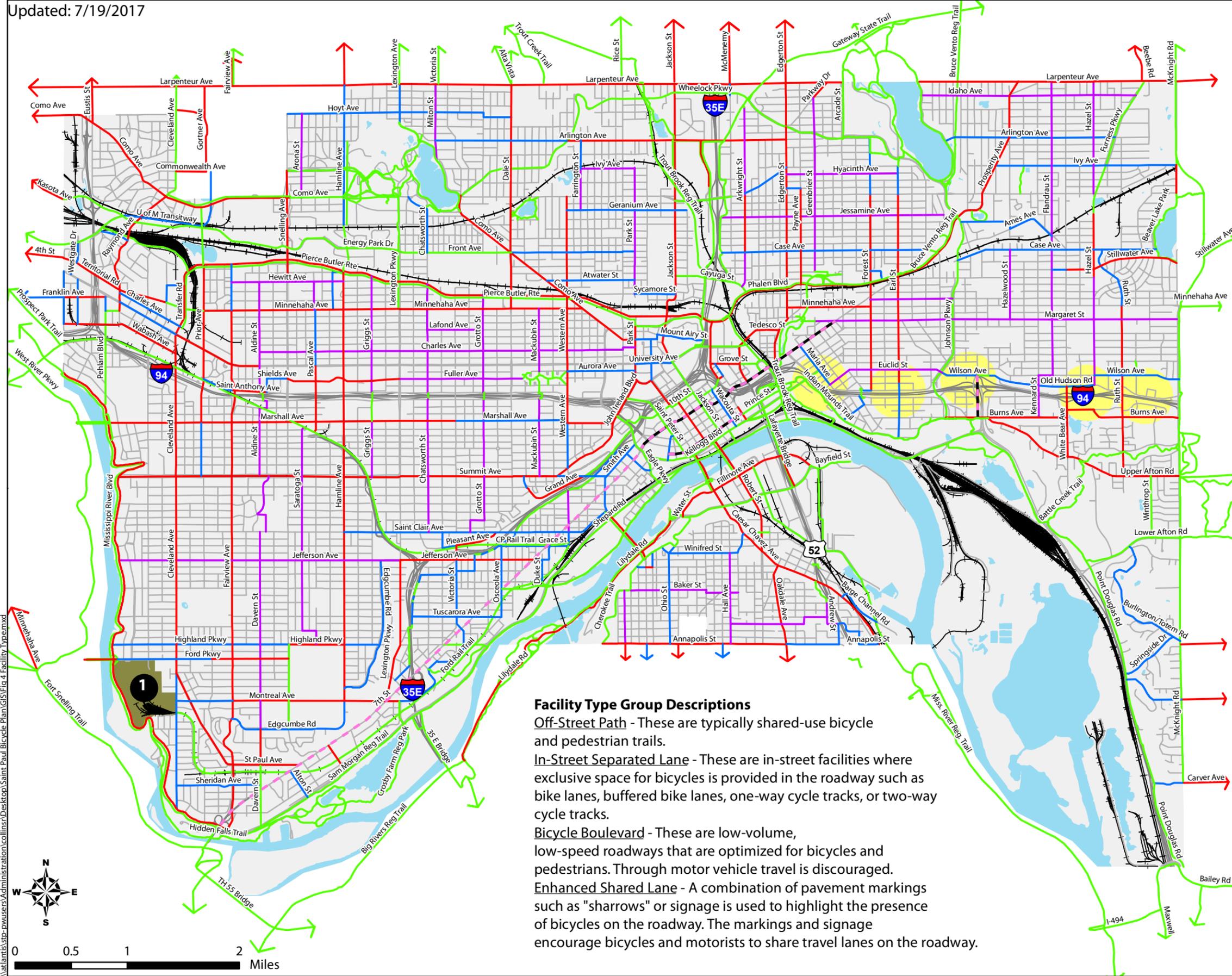
- University Avenue Reconstruction - 35E to Lafayette
- Crossroads Elementary Safe Routes to School Project
- Burns/Suburban Sidewalk Infill Project
- Saint Paul Traffic Signal Enhancement and Modernization Phase 5
- Sam Morgan Regional Trail Segments 1 & 4 Reconstruction
- Point Douglas Regional Trail 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.

Updated: 7/19/2017



**Legend**

**Facility Type**

- Off-Street Path
- In-Street Separated Lane
- Bicycle Boulevard
- Enhanced Shared Lane
- Corridor for Additional Study
- Corridor for Additional Study of Enhanced Shared Lanes
- Area for Additional Study
- Transit Station Connectors
- Freight Railroad

**1** Ford Site - Bicycle facilities are to be planned in conjunction with other site planning related to anticipated redevelopment.

**Facility Type Group Descriptions**

Off-Street Path - These are typically shared-use bicycle and pedestrian trails.

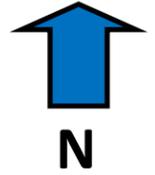
In-Street Separated Lane - These are in-street facilities where exclusive space for bicycles is provided in the roadway such as bike lanes, buffered bike lanes, one-way cycle tracks, or two-way cycle tracks.

Bicycle Boulevard - These are low-volume, low-speed roadways that are optimized for bicycles and pedestrians. Through motor vehicle travel is discouraged.

Enhanced Shared Lane - A combination of pavement markings such as "sharrows" or signage is used to highlight the presence of bicycles on the roadway. The markings and signage encourage bicycles and motorists to share travel lanes on the roadway.

**Figure 4  
Planned Bicycle Network  
Facility Type Group**

# University Avenue Reconstruction (I-35E to Lafayette Road)



## Corridor Improvements:

- 4-Lane to 3-Lane conversion with turn lanes
- Multi-use trail on north side of roadway
- Boulevards on both sides of the roadway with pedestrian scale lighting
- ADA compliant pedestrian ramps and ADA compliant sidewalk on south side of roadway
- New signals at intersections
- Posted 25-mph speed limit
- Relocate bus stop currently in median at Lafayette intersection

**DRAFT—SUBJECT TO CHANGE**

# Project Summary

**Project Name:** University Avenue Reconstruction

**Applicant:** City of Saint Paul

**Project Location:** University Avenue between Interstate 35E to Lafayette Rd

**Total Project Cost:** \$6,875,000

**Requested Federal Dollars:** \$5,500,000

## Project Map:



## Before Photo:



**Project Description:** The proposed project will reconstruct University Avenue between I-35E and Lafayette Road. The corridor will include a four-lane to three-lane conversion with ADA compliant sidewalks, boulevards with streetscaping, a multi-use trail, pedestrian-scale lighting, drainage structures, and new traffic signals.

**Project Benefits:** The reconstruction of University Avenue is an opportunity to modernize an important minor arterial within St. Paul and will provide the following benefits:

- Improved safety along the corridor
- Better facilities for all users and abilities
- Improved transit accommodations
- Enhanced pedestrian accommodations with ADA compliant sidewalks, pedestrian-scaled lighting, and streetscaping
- Connection to the regional bikeway network
- Improved roadway operations and safety with upgraded traffic signals
- Better conditions for freight and truck movements accessing adjacent properties