



Application

17074 - 2022 Multiuse Trails and Bicycle Facilities

17573 - Point Douglas Regional Trail Phase 1 Construction

Regional Solicitation - Bicycle and Pedestrian Facilities

Status:

Submitted

Submitted Date:

04/14/2022 1:30 PM

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## Primary Contact

Name:\*

|                         |                           |                            |
|-------------------------|---------------------------|----------------------------|
| Paul                    | Michael                   | Sawyer                     |
| <small>Pronouns</small> | <small>First Name</small> | <small>Middle Name</small> |
|                         |                           | <small>Last Name</small>   |

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|                     |                               |                                |
|---------------------|-------------------------------|--------------------------------|
| Saint Paul          | Minnesota                     | 55102                          |
| <small>City</small> | <small>State/Province</small> | <small>Postal Code/Zip</small> |

Phone:\*

|                      |                     |
|----------------------|---------------------|
| 651-266-6417         |                     |
| <small>Phone</small> | <small>Ext.</small> |

Fax:

What Grant Programs are you most interested in?

Regional Parks Bonding Grants

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## Organization Information

Name:

ST PAUL, CITY OF

Jurisdictional Agency (if different):

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

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## Project Information

|   |   |
|---|---|
| <b>Project Name</b>   | Point Douglas Regional Trail Phase 1 Construction |
| <b>Primary County where the Project is Located</b>              | Ramsey  |
| <b>Cities or Townships where the Project is Located:</b>        | Saint Paul, Newport                               |
| <b>Jurisdictional Agency (If Different than the Applicant):</b> |   |

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

This project proposes to construct the first phase of the Point Douglas Regional Trail along Point Douglas Rd in Saint Paul. There is a 0.6 mile portion of the trail that was already constructed and has reached the end of its usable life and will be reconstructed with this project. The remainder of the project will construct a new facility. The project will include removing the asphalt and base of the old trail, grading for drainage and accessibility, constructing new base and asphalt, landscaping, right of way acquisition, installing signage, installing lighting, installing barriers, and installing user amenities. Except where constrained by topography and right of way widths, the trail will be constructed 10-12 feet wide.

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

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

ALONG PT DOUGLAS RD, BAILEY RD TO PARK ENTRANCE RD END, CONSTRUCT TRAIL FOR BIKES AND PEDS



Include both the CSAH/MSAS/TH references and their corresponding street names in the TIP Description (see Resources link on Regional Solicitation webpage for examples).

**Project Length (Miles)** 3.5

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** \$5,500,000.00

**Match Amount** \$1,375,000.00

Minimum of 20% of project total

**Project Total** \$6,875,000.00

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

**Match Percentage** 20.0%

Minimum of 20%

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

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

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

## Preferred Program Year

**Select one:** 2026

Select 2024 or 2025 for TDM and Unique projects only. For all other applications, select 2026 or 2027.

**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** City of Saint Paul

**Zip Code where Majority of Work is Being Performed** 55119

**(Approximate) Begin Construction Date** 01/01/2026

**(Approximate) End Construction Date** 07/31/2027

**Name of Trail/Ped Facility:** Point Douglas Regional Trail

(i.e., CEDAR LAKE TRAIL)

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

**From:**  
**(Intersection or Address)** Point Douglas Rd S & Bailey Rd (CSAH 18)

**To:**  
**(Intersection or Address)** End of Park Entrance Rd in Battle Creek Park

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

Or At:

Miles of trail (nearest 0.1 miles): 3.5

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

Is this a new trail? Yes

Primary Types of Work BIKE PATH, LIGHTING, GRADING, AGG BASE, BIT SURF,  
PED RAMPS

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF,  
SIDEWALK, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH,  
PED RAMPS, BRIDGE, PARK AND RIDE, ETC.

### BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

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

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## Requirements - All Projects

### All Projects

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

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

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

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

7.16 - Tier 1 Regional Bicycle Transportation Alignment; 7.13 - Facilitate safe and continuous trips to regional destinations; 7.31 - Tier 1 Alignments "should be given the highest priority for transportation funding"; 7.36 - Reconstruction of Existing Facilities

(Limit 2,800 characters; approximately 400 words)

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

List the applicable documents and pages: Unique projects are exempt from this qualifying requirement because of their innovative nature.

Saint Paul for All: 2040 Comprehensive Plan, pp. 80-81, 117; Saint Paul Bicycle Plan, pg. 56, Figures 3, 4, 6, 7, 8

(Limit 2,800 characters; approximately 400 words)

4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible. Unique project costs are limited to those that are federally eligible.

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

5. Applicant is a public agency (e.g., county, city, tribal government, transit provider, etc.) or non-profit organization (TDM and Unique Projects applicants only). 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 in Table 1. For unique projects, the minimum award is \$500,000 and the maximum award is the total amount available each funding cycle (approximately \$4,000,000 for the 2020 funding cycle).

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

**Pedestrian Facilities (Sidewalks, Streetscaping, and ADA):** \$250,000 to \$2,000,000

**Safe Routes to School:** \$250,000 to \$1,000,000

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

8. The project must comply with the Americans with Disabilities Act (ADA).

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

9. In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA. The plan must be completed by the local agency before the Regional Solicitation application deadline. For the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.

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

**Date plan completed:** 04/27/2010

**Link to plan:** [https://www.stpaul.gov/sites/default/files/MediaRoot/ADA Transiton Plan for Public Works\\_2016.pdf](https://www.stpaul.gov/sites/default/files/MediaRoot/ADA%20Transiton%20Plan%20for%20PublicWorks_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. Unique projects are exempt from this qualifying requirement.

**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.** Yes

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

### Safe Routes to School projects only:

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

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

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

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

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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)                    | \$266,800.00          |
| Removals (approx. 5% of total cost)                        | \$308,649.00          |
| Roadway (grading, borrow, etc.)                            | \$125,853.90          |
| Roadway (aggregates and paving)                            | \$465,133.90          |
| Subgrade Correction (muck)                                 | \$42,238.13           |
| Storm Sewer  | \$586,700.00          |
| Ponds  | \$0.00                |
| Concrete Items (curb & gutter, sidewalks, median barriers) | \$570,176.00          |
| Traffic Control  | \$70,000.00           |
| Striping   | \$46,632.75           |
| Signing  | \$23,100.00           |
| Lighting   | \$0.00                |
| Turf - Erosion & Landscaping                               | \$60,350.00           |
| Bridge   | \$0.00                |
| Retaining Walls  | \$1,217,710.00        |
| Noise Wall (not calculated in cost effectiveness measure)  | \$0.00                |
| Traffic Signals  | \$0.00                |
| Wetland Mitigation   | \$0.00                |
| Other Natural and Cultural Resource Protection             | \$52,500.00           |
| RR Crossing  | \$0.00                |
| Roadway Contingencies                                      | \$450,730.27          |
| Other Roadway Elements                                     | \$83,550.00           |
| <b>Totals</b>  | <b>\$4,370,123.95</b> |

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### Specific Bicycle and Pedestrian Elements

**CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES**

**Cost**

|  |                       |
|--|-----------------------|
| Path/Trail Construction                                | \$564,348.00          |
| Sidewalk Construction                                  | \$0.00                |
| On-Street Bicycle Facility Construction                | \$0.00                |
| Right-of-Way   | \$278,625.00          |
| Pedestrian Curb Ramps (ADA)                            | \$12,760.00           |
| Crossing Aids (e.g., Audible Pedestrian Signals, HAWK) | \$90,000.00           |
| Pedestrian-scale Lighting                              | \$1,007,500.00        |
| Streetscaping  | \$0.00                |
| Wayfinding   | \$0.00                |
| Bicycle and Pedestrian Contingencies                   | \$261,838.05          |
| Other Bicycle and Pedestrian Elements                  | \$289,805.00          |
| <b>Totals</b>  | <b>\$2,504,876.05</b> |

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**Specific Transit and TDM Elements**

**CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES**

**Cost**

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

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**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                   | \$6,875,000.00 |
| Construction Cost Total      | \$6,875,000.00 |
| Transit Operating Cost Total | \$0.00         |

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## Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment Yes

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

OR

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

Upload Map 1647450308126\_Point Douglas RBTN Map.pdf

Please upload attachment in PDF form.

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## Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 24625

Existing Employment Within One Mile (Integer Only) 8194

Upload the "Population Summary" map 1647450512506\_Point Douglas Job Pop Map.pdf

Please upload attachment in PDF form.

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## Measure A: Engagement

i. Describe any Black, Indigenous, and People of Color populations, low-income populations, disabled populations, youth, or older adults within a ½ mile of the proposed project. Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.

ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing were engaged, whether through community planning efforts, project needs identification, or during the project development process.

iii. Describe the progression of engagement activities in this project. A full response should answer these questions:

The project area is incredibly diverse. According to MN Compass, the residents of the project's planning district are 61.4% BIPOC (compared to the city as a whole being 48.6% BIPOC), 24.8% are under 18 years old, and 17.8% live in poverty. 46.7% of those living in poverty are children. This community has fewer resources, less access to transit, and faces larger transportation challenges overall.

Community engagement began in March 2020 with a survey and interactive map. After a 6 month delay due to COVID, engagement resumed with 2 virtual presentations, 1 virtual focus group meeting, a door-to-door flyer, and posting on social media. A Design Advisory Committee (DAC) was created representing residents, local stakeholders, the neighborhood organization, and elected officials.

**Response:**

The project team sought feedback on what prevents potential users from using the trail corridor. Initial outreach from residents immediately adjacent to the trail corridor resulted in responses largely from middle-aged white homeowners. As a result, the project team extended the engagement process to expand project awareness and engage other groups that comprise the remainder of the area's demographics. A major community not initially reached was the Somali residents living near the project. The Horn of Africa Community and local Somali businesses helped staff learn that the Somali community primarily communicates verbally, rather than through print or electronic means. A survey was developed and administered verbally door-to-door and at Somali business with translators from these groups. Teens were also specifically engaged. The project team met with the Saint Paul Youth Commission and also sent an electronic survey to the area high school.



Feedback received guided the development of the master plan and reinforced the need to make the trail more safe, accessible, and accommodating. The community prioritized these themes:

- Promote the proposed trail and organize a grand opening to celebrate a shared public amenity
- Provide multilingual information (signs, maps) and provide interpretation of underrepresented groups (Dakota, Somali)
- Increase safety by improving lighting, trail surfacing, and separation from vehicle traffic
- Increase access by improving connection across intersections and to local and regional destinations
- Increase demand by providing amenities such as shade, lighting, benches, multilingual signage, and drinking fountains

All of these items were incorporated into the master plan. Phase 1 construction will complete the safety features, signage, and amenities requested. Once the draft master plan was completed, it was shared for feedback with the DAC and organizations the engaged initially. Numerous community boards and commissions provided formal support.

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

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## **Measure B: Equity Population Benefits and Impacts**

*Describe the projects benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Benefits could relate to:*

*This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Equity populations residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Equity populations specifically identified through engagement, and substantiate benefits with data.*

*Acknowledge and describe any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Describe measures to mitigate these impacts. Unidentified or unmitigated negative impacts may result in a reduction in points.*

*Below is a list of potential negative impacts. This is not an exhaustive list.*

The design themes elevated by the community, as listed in Measure A, drive the major benefits of the project. This trail is being constructed in a portion of the city that has few trails outside of regional parks. The trail will provide a direct, safe connection to downtown, the city's densest concentration of jobs. The dramatic safety improvements created by separating the trail from the road will provide the community a safe and accessible facility for both outdoor recreation and transportation. Point Douglas Rd has seen significant pothole formation for years producing an unsafe surface to bike or walk on, especially in low-light conditions. The connections provided to regional parks promote the health and wellness

**Response:**

benefits of those destinations. There are several schools and recreation centers near the project corridor which will now be accessible through a safe off-road trail. Signage being installed in multiple languages will help all residents of the corridor be able to navigate the trail and feel welcome on the trail. The Somali community has strongly articulated how dangerous Lower Afton Rd (a wide, 45 MPH road) is and how it limits access to destinations, particular for youth in the community. The safety improvements at Lower Afton and Point Douglas Rds work to address that. The Somali community also commented on lack of awareness of the trail corridor, and so on-going efforts will be led during construction and following public opening to promote the trail to these residents.

Few negative impacts are expected with this project. This trail will be constructed largely within existing right of way where no trail or sidewalk facilities exist. A small amount of right of way will need to be acquired in one pinch point. No BIPOC residents are expected to be impacted and no displacement is expected from this acquisition.

Construction will minimize vegetation removal. Portions of the existing roadway will need to be closed during construction, but the impact will be minimized as much as possible and appropriate detour signage will be installed to communicate access during construction. The project benefits greatly outweigh these minor negative impacts.

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

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## Measure C: Affordable Housing Access

*Describe any affordable housing development existing, under construction, or planned within ½ mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).*

*Describe the project's benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:*

*This is not an exhaustive list. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.*

There are two multifamily developments approximately 0.5 mile from the project, and another just beyond that radius. There are 409 publicly subsidized units within the 0.5 mile radius.

At the northern end of the corridor, the Afton View Apartments alone have 268 units affordable at 80% AMI through Section 8 project-based subsidy. That includes a mix of 44 one-bedroom units, 168 two-bedroom units, and 56 three-bedroom units. Nearby is The Haven of Battle Creek that has units through Section 8 project-based subsidy. While The Haven is just beyond 0.5 miles from the project, it is located along an existing trail that will directly connect to the project.

At the southern end of the corridor, Red Rock Square was recently constructed in 2019 and has affordable units through LIHTC. Adjacent to that site, a 6.03 acre undeveloped, mixed-use-zoned parcel is actively being marketed for sale and could increase the number of affordable units in this area.

**Response:**

This project will enhance transit access to residents of Afton View Apartments and The Haven by completing a safe, continuous trail connection to the US 61 & Lower Afton Rd Park and Ride with its express bus service to downtown Saint Paul and Minneapolis. The same connection can be utilized by riders of the Route 323 local bus transferring to this express bus from stops near these apartments. These transit improvements are in addition to the improvements for pedestrians and bicyclists who will be better connected to the local trail network and destinations such as local and regional parks and downtown Saint Paul. Residents of Red Rock Square are already connected by trail to the southern terminus of the project, and so this project

will close the remaining gap for them.

Because residents of these multi-family buildings do not have many opportunities for outdoor recreation at home, this trail will be critical for providing a place for that, with its health benefits, as well as connecting to destinations offering that activity. The addition of other trails in the city, particularly where no sidewalks previously existed, have resulted in more neighbor interaction and a more vibrant street life. The same result is expected with this project.

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

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## Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

Yes

Projects census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area):

Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area):

Upload the Socio-Economic Conditions map used for this measure.

1647450746366\_Point Douglas ACP Map.pdf

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

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

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

*Bike system gap improvements include the following:*

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

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

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

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

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

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

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

The Point Douglas Regional Trail corridor is one of the largest gaps in Saint Paul's arterial bikeway system and one of only two sections of the MRT within the city that is on-road. All bicyclists and other users must use the street currently. This project will produce a safe off-street facility along a relatively low-volume local street paralleling the much busier US 61. The trail will provide connections to barrier crossings of the highway: an existing trail underpass at the northern end, and connection to a trail at the southern end that currently runs along bridges over both US 61 and I-494. The trail will connect Tier 1 RBTN alignments and the broader Saint Paul trail network to the south where it will connect to other Tier 1 and Tier 2 RBTN Alignments in the cities of Newport and Woodbury, one of which provides the last downstream crossing of the Mississippi before Hastings.

**Response:**

The project also improves crossings of two busy arterial roads. The intersection with Lower Afton Rd (Ramsey CSAH 39) is currently unsignalized and has no crossing features. The project will add an overhead pedestrian crosswalk flasher system (possibly HAWK) with a "Pedestrian Crosswalk Ahead" warning sign and a "Yield Here to Ped" sign with advance stop/yield line. The project will also add pedestrian ramps with truncated domes and crosswalk striping as well as enhanced trail lighting at the intersection. These improvements will dramatically improve safety at a crossing that currently has no safety features for pedestrians and bicyclists.

The intersection with Bailey Rd (Washington CSAH 18) is currently unsignalized and has two pedestrian ramps connected to the existing trail on the southerly side of the road. The project will add



an at-grade pedestrian crosswalk flasher system (possibly RRFB) with a "Pedestrian Crosswalk Ahead" warning sign and a "Yield Here to Ped" sign with advance stop/yield line. The project will also add high visibility crosswalk striping and enhanced trail lighting at the intersection. The safety improvements here will also be a dramatic improvement, most especially since this intersection is between two highway interchanges in an area without any homes or other visual cues to drivers to be alert to pedestrians and bicyclists. This intersection is also the location where the corridor's only auto accident with a severe injury was reported.

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

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

##### **DEFINITIONS:**

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

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

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

##### **Tier 1**

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

##### **Tier 2**

*Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments*

##### **Tier 3**

*Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments*

##### **Non-tiered**

*Crossings of non-tiered Regional Bicycle Barrier segments*

##### **No improvements**

Yes

*No Improvements to barrier crossings*

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

##### **Multiple**

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

---

## **Measure B: Project Improvements**

**Response:**

The Point Douglas Regional Trail will provide a continuous off-street trail along Point Douglas Rd which is a frontage road to TH 61, a 60 MPH 4-lane highway. Likely due to the low overall traffic volume on the road, there were no crashes involving pedestrians or bicyclists, however 9 total car crashes along Point Douglas Rd were reported 2012-2021. The trail will fully separate users from automotive traffic except at two intersections with arterial roads. At these intersections, significant safety measures will be implemented with the project to minimize danger in crossing the arterial roads. These improvements will be especially important as the most severe and greatest number of crashes occurred at or near these two intersections, showing that these areas are the greatest danger to corridor users. The physical separation of the trail from the road is a great safety improvement along the entire corridor as a majority of crashes occurred during clear weather, during the daytime, and by drivers that were not impaired, suggesting that the corridor is unsafe even in ideal conditions. Additionally, by constructing the trail along the westerly side of the road, the trail will not cross any driveways to individual homes greatly reducing potential conflicts. Pedestrian-scale lighting will also be a significant benefit of this project since there is currently little lighting of any kind on Point Douglas Rd making it dangerous for pedestrians and bicyclists at night. One-third of all crashes along this street happened when it was dark, and so this hazard for trail users will be greatly diminished.

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

---

## **Measure A: Multimodal Elements**

The project corridor currently primarily serves automotive traffic. This project will fill a significant gap in the transportation system by creating dedicated facilities and connections for other modes. This corridor is a major commuting corridor for cyclists already. In combination with the Fish Hatchery Trail to the north, bicycle commuters from Saint Paul's southeast neighborhoods and the southeast Metro more broadly use this corridor to reach jobs in downtown Saint Paul. This project will close the only gap on this route and will provide a safe connection to transit for those utilizing both modes.

**Response:**

The project directly connects pedestrians and cyclists to transit service and safely connects them to nearby service. The US 61 & Lower Afton Park and Ride is located along the project alignment and offers direct express bus service to downtown Saint Paul and Minneapolis for destinations in the downtowns as well as transfers to many other local and regional transit routes. The park and ride will also serve as a future station for the planned Red Rock regional transit line. The safety improvements the project will construct at Lower Afton Rd will be critical to providing a safe connection to the trail along Lower Afton Rd so that pedestrians and cyclists can reach local bus stops along the trail 0.5 miles to the east. This trail extends even further to provide a completely off-street connection to the future Sun Ray Station on the METRO Gold Line. Because this project extends into Transit Market Area 4, the trail is providing transit connections to areas that otherwise would not have regular transit provided to them.

The overall travel experience will be improved by this project. The project corridor is quite scenic with abundant parkland through several sections and a

tree-covered hillside along the full length. However, the on-road experience is unsafe and uncomfortable with numerous potholes and uneven pavement and no separation from automotive traffic. The section with an existing trail is degraded and uneven. The project will provide an off-street trail separated by a curb and grass boulevard. Street crossings are minimized. Where present, the crossings will include ADA improvements for pedestrians such as ADA ramps and safety features such as HAWK signals, additional signage, and pavement markings to call attention to the presence of pedestrians and bicyclists. These improvements are especially important at Lower Afton Rd and at Bailey Rd as automotive traffic is fast on these roads and attention is not given to more vulnerable road users. The trail itself will typically be 10-12 ft wide making two-way trail traffic comfortable. Finally, both ends of the project corridor have existing trails to connect to providing a seamless trail experience.

*(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. 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. The focus of this section is on the opportunity for public input as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.*

**Multiple types of targeted outreach efforts (such as meetings or online/mail outreach) specific to this project with the general public and partner agencies have been used to help identify the project need.**

Yes

100%

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

50%

**At least online/mail outreach effort specific to this project with the general public has been used to help identify the project need.**

50%

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

25%

**No outreach has led to the selection of this project.**

0%

*Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.*

**Response:**

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

## **2.Layout (25 Percent of Points)**

*Layout includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow; scale; legend;\* city and/or county limits; existing ROW, labeled; existing signals;\* and bridge numbers\*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width;\* proposed signals;\* and proposed ROW). An aerial photograph with a line showing the projects termini does not suffice and will be awarded zero points. \*If applicable*

**Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.**

100%

**A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements). Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid [colleen.brown@state.mn.us](mailto:colleen.brown@state.mn.us).**

100%

**For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.** Yes

75%

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

50%

**Layout has been started but is not complete. A PDF of the layout must be attached to receive points.**

25%

Layout has not been started

0%

Attach Layout

1649883756312\_Point Douglas Project Layout.pdf

Please upload attachment in PDF form.

Additional Attachments

1649886658849\_Layout explanation.pdf

Please upload attachment in PDF form.

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

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

100%

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

Yes

100%

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

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

Project is located on an identified historic bridge

### 4.Right-of-Way (25 Percent of Points)

Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired

100%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - plat, legal descriptions, or official map complete

Yes

50%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels identified

25%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels not all identified

0%

### 5.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%

---

## Measure A: Cost Effectiveness

**Total Project Cost (entered in Project Cost Form):** \$6,875,000.00

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

**Total Project Cost subtract the amount of the noise walls:** \$6,875,000.00

**Points Awarded in Previous Criteria**

**Cost Effectiveness** \$0.00

---

## Other Attachments

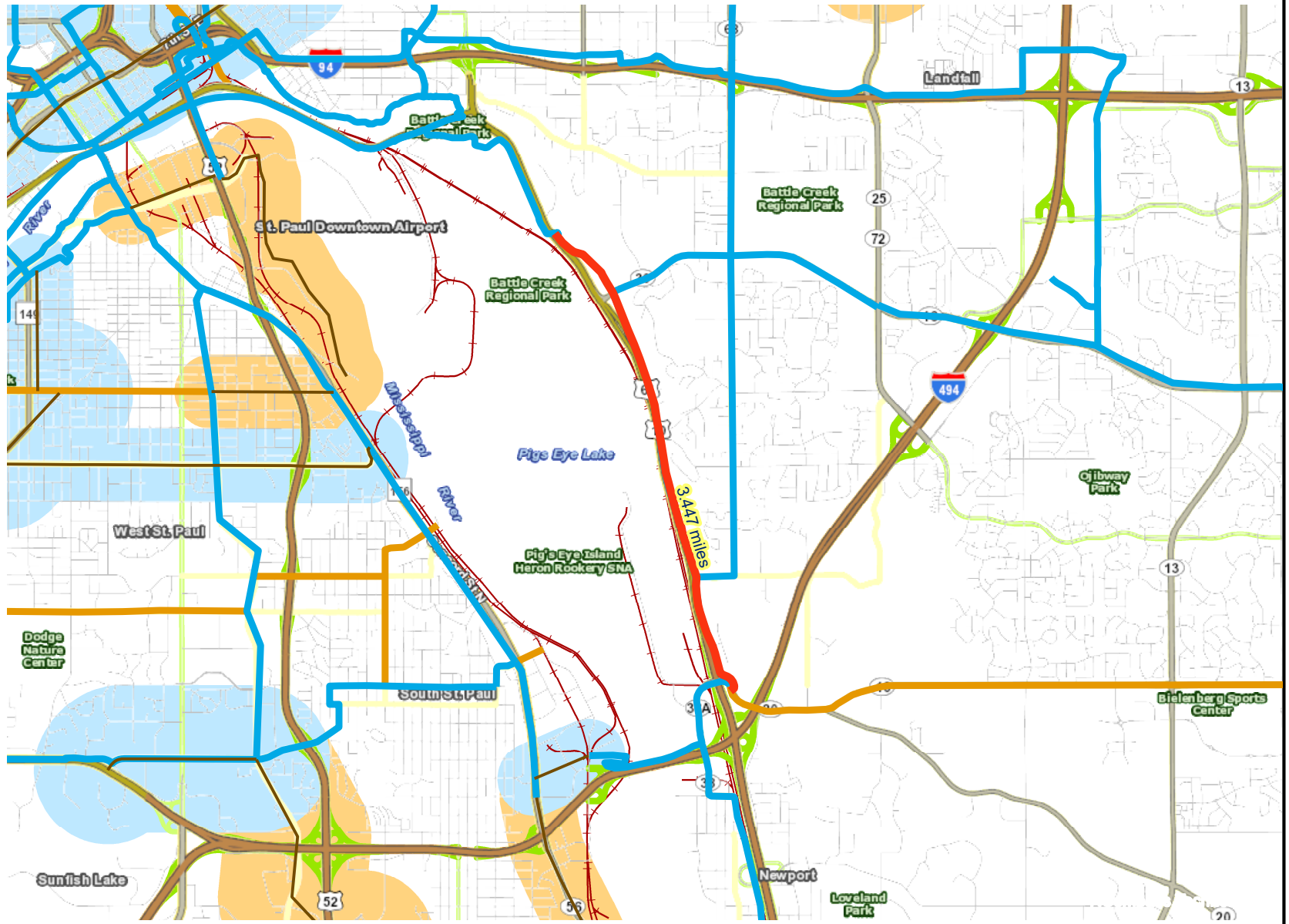
| File Name   | Description  | File Size |
|---|--|-----------|
| Easement Descriptions.pdf                             | Descriptions and sketches of all permanent and temporary easements needed for project. | 355 KB    |
| Ice removal.pdf                                       | Confirmation that snow and ice will be removed from trail during winter.               | 107 KB    |
| Point Douglas Before Photo.pdf                        | Before photo for project   | 7.4 MB    |
| Point Douglas Crash Data.pdf                          | Crash data and map   | 480 KB    |
| Point Douglas MnDOT Letter.pdf                        | Letter from MnDOT acknowledging the project  | 256 KB    |
| Point Douglas Regional Trail Master Plan Excerpts.pdf | Selected pages from the adopted trail master plan                                      | 2.7 MB    |
| Point Douglas Summary.pdf                             | Project/application summary  | 85 KB     |
| Point Douglas Survey (Somali).pdf                     | Project survey from engagement phase translated in Somali                              | 310 KB    |
| Point Douglas Transit Map.pdf                         | Map showing direct and nearby transit service along project corridor                   | 5.6 MB    |
| Point Douglas_Community Meeting_Post Card.pdf         | Postcard promoting public meeting on project   | 1.1 MB    |

# Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Point Douglas Regional Trail | Map ID: 1647449815147

## Results

Project **NOT IN** Regional  
Bicycle Transportation  
Corridor.



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

0 0.5 1 2 3 4 Miles

Created: 3/16/2022  
LandscapeRSA6



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



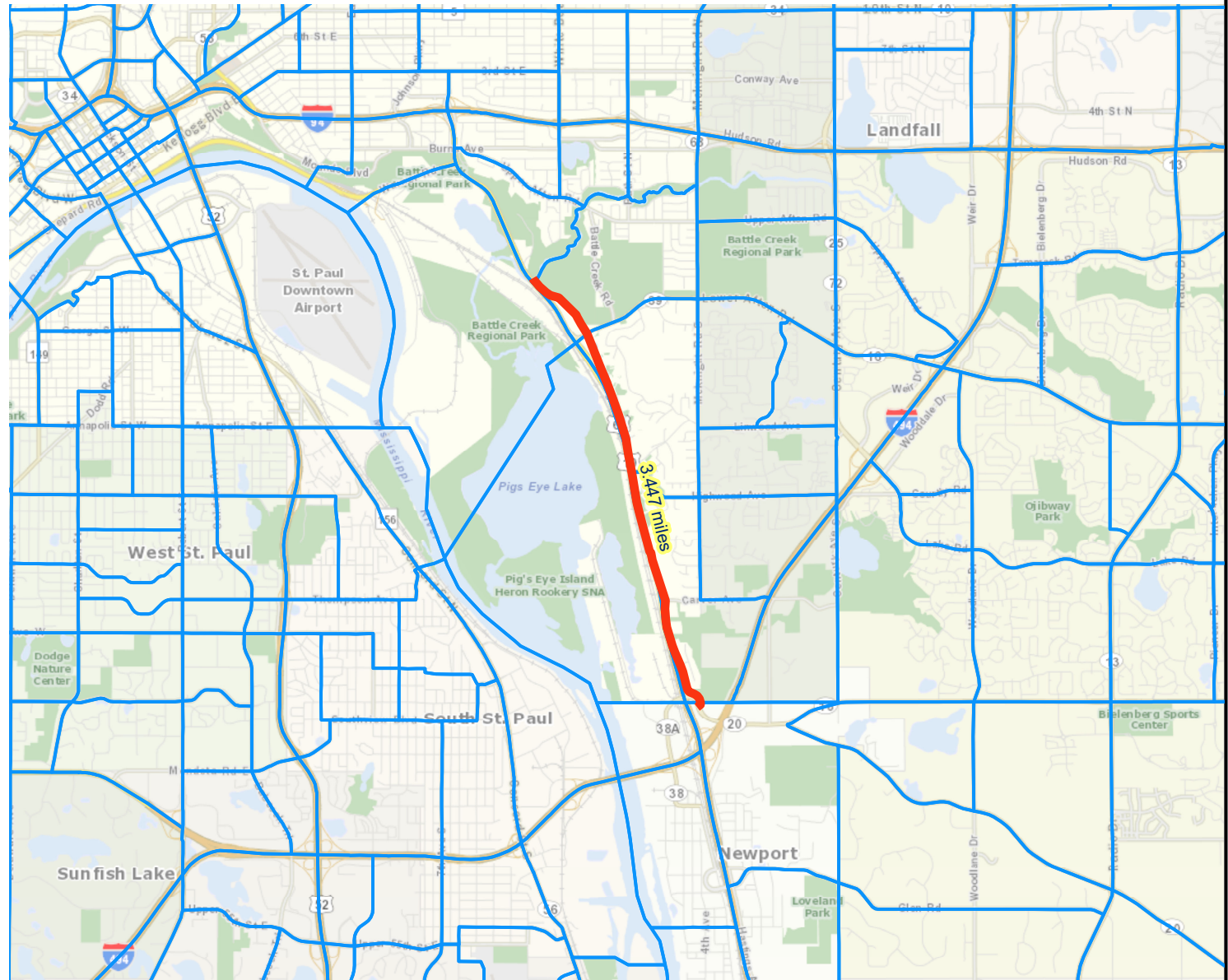



# Population/Employment Summary

## Results

Within ONE Mile of project:  
Total Population: 24625  
Total Employment: 8194

Multiuse Trails and Bicycle Facilities Project: Point Douglas Regional Trail | Map ID: 1647449815147



-  Project Points
-  Project Area
-  Project
-  2016 TAZ

0 0.5 1 2 3 4 Miles

Created: 3/16/2022  
LandscapeRSA4



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



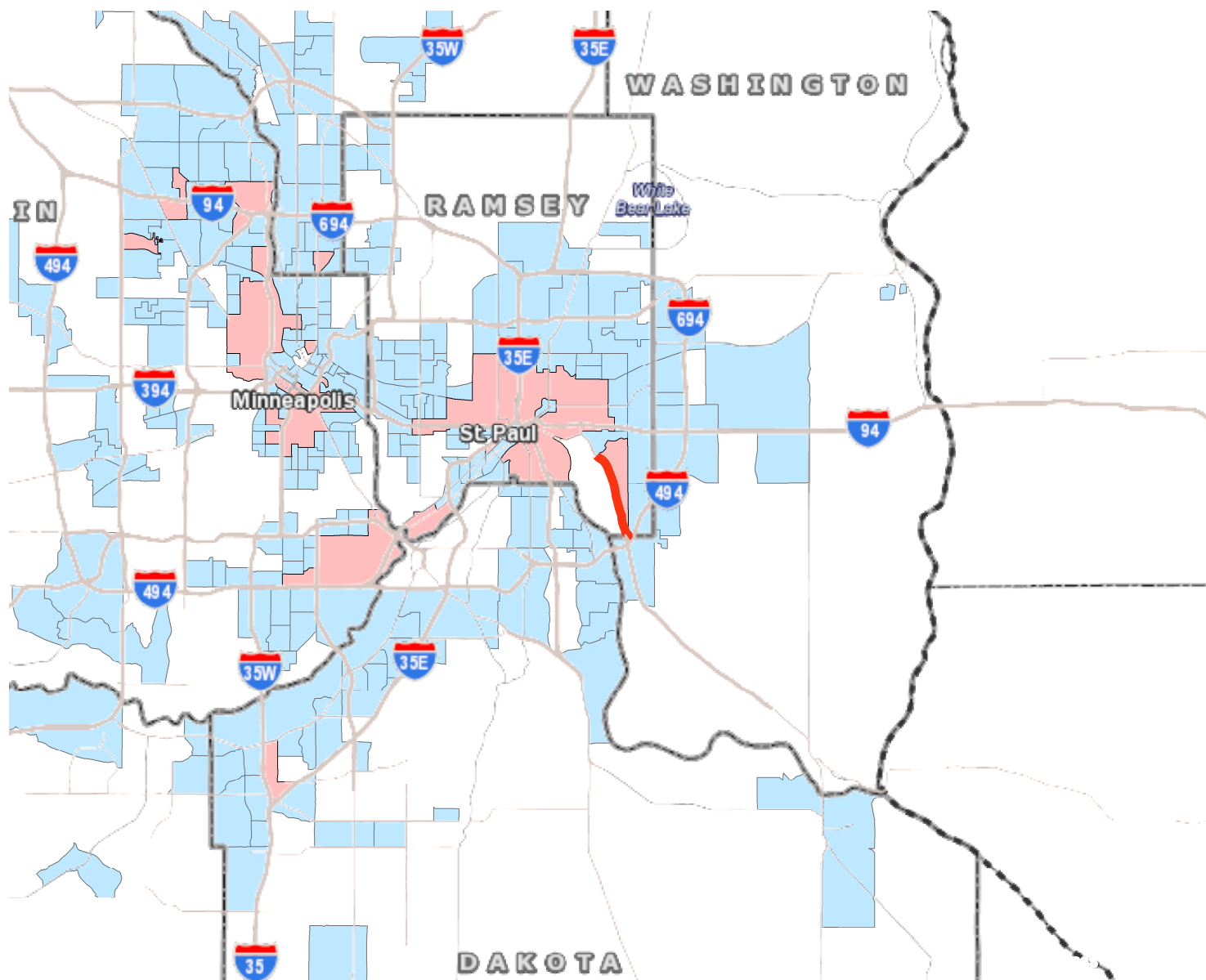
## Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: Point Douglas Regional Trail | Map ID: 1647449815147

### Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 409

Project located IN an Area of Concentrated Poverty.



— Lines

Regional Environmental Justice Area

Area of Concentrated Poverty

0 3.75 7.5 15 22.5 30 Miles

Created: 3/16/2022  
LandscapeRSA2



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





**POINT DOUGLAS TRAIL**

**SEGMENT 2:**  
CONSTRUCT TRAIL ALONG BATTLE CREEK ENTRANCE ROAD

IMPROVE LOWER  
AFTON INTERSECTION

**SEGMENT 3:**  
CONSTRUCT TRAIL ALONG POINT DOUGLAS ROAD

**SEGMENT 4:**  
CONSTRUCT TRAIL ALONG EXISTING ALIGNMENT

**SEGMENT 5:**  
CONSTRUCT TRAIL ALONG  
POINT DOUGLAS ROAD

IMPROVE CARVER  
INTERSECTION

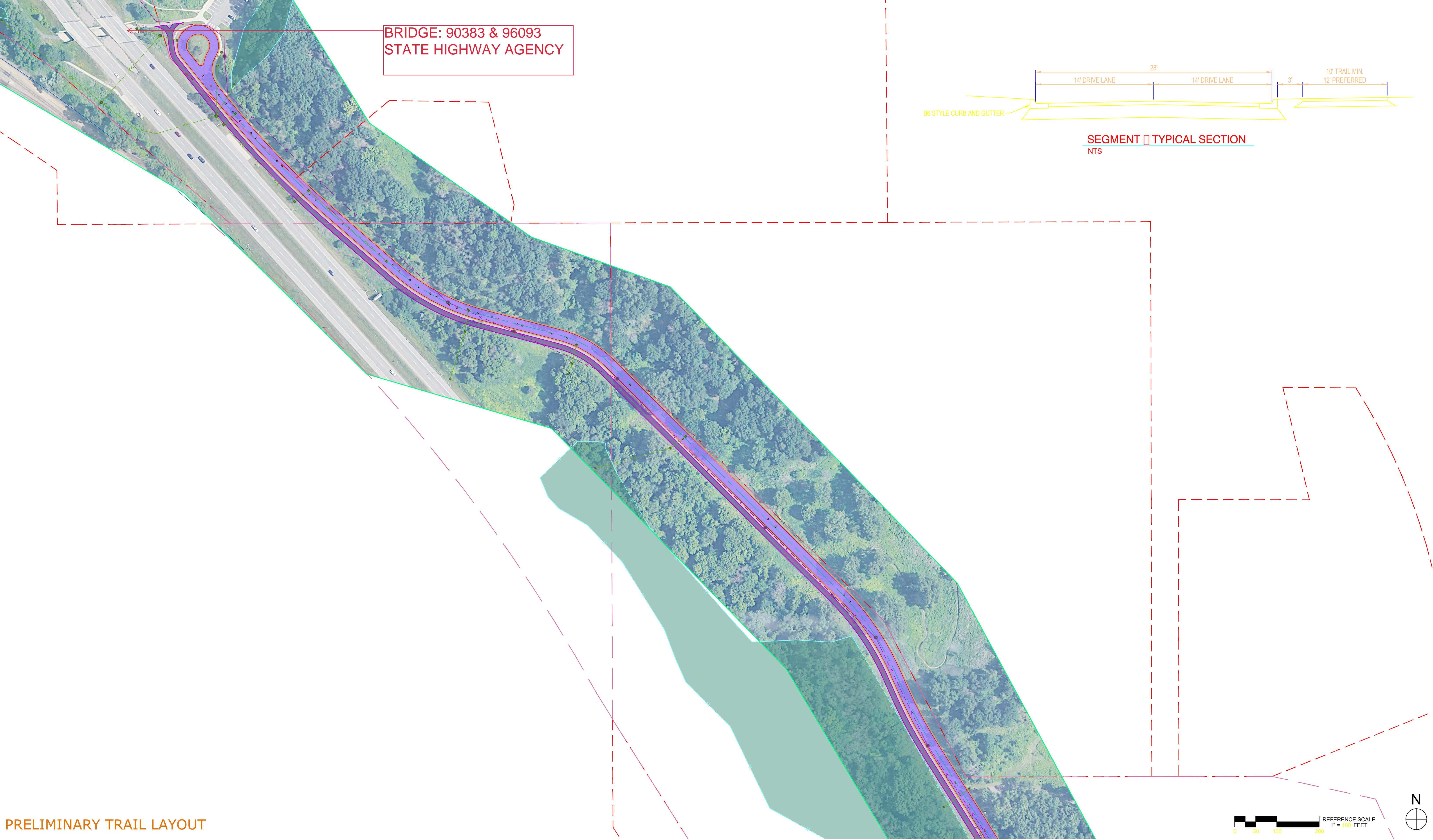
IMPROVE BAILEY  
ROAD CROSSING

**NOTE: TRAIL ALIGNMENT PROPOSED  
ON WEST SIDE OF PT DOUGLAS RD.**

3000 FT



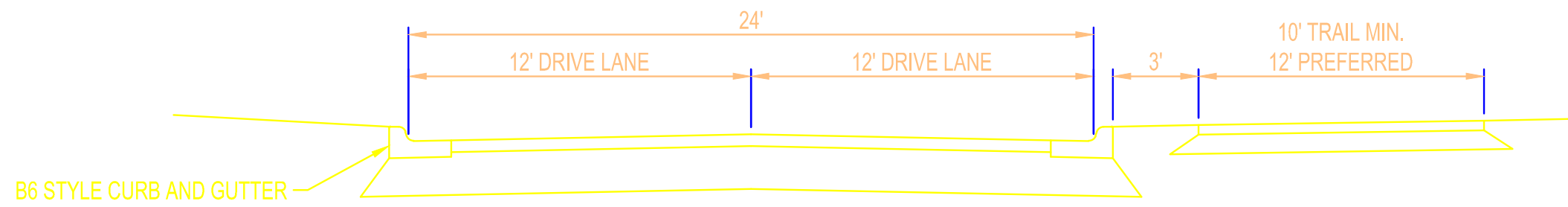




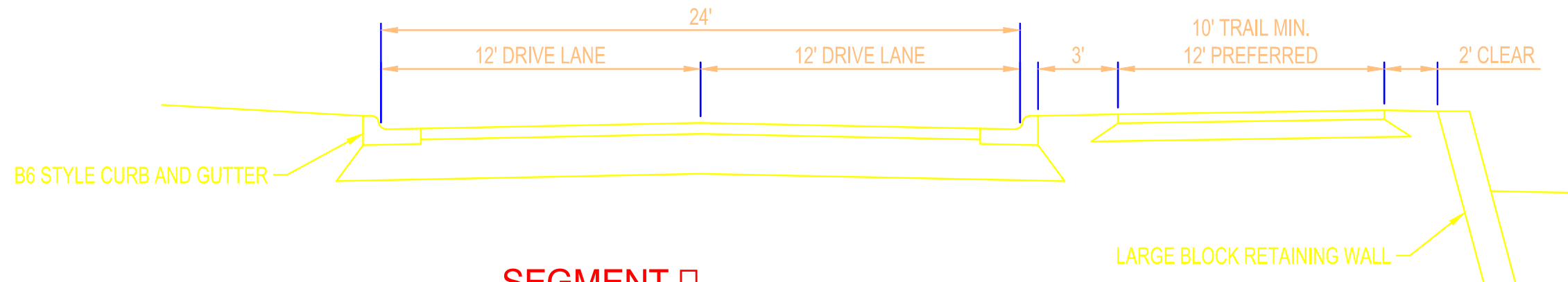
PRELIMINARY TRAIL LAYOUT



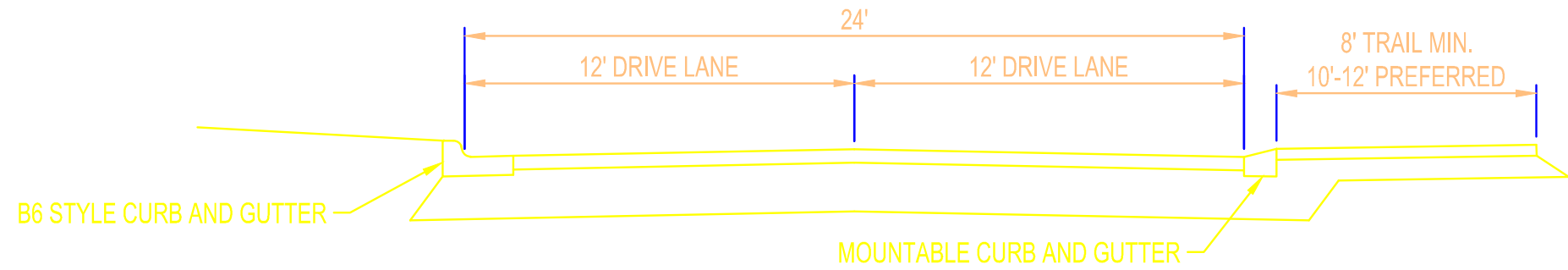




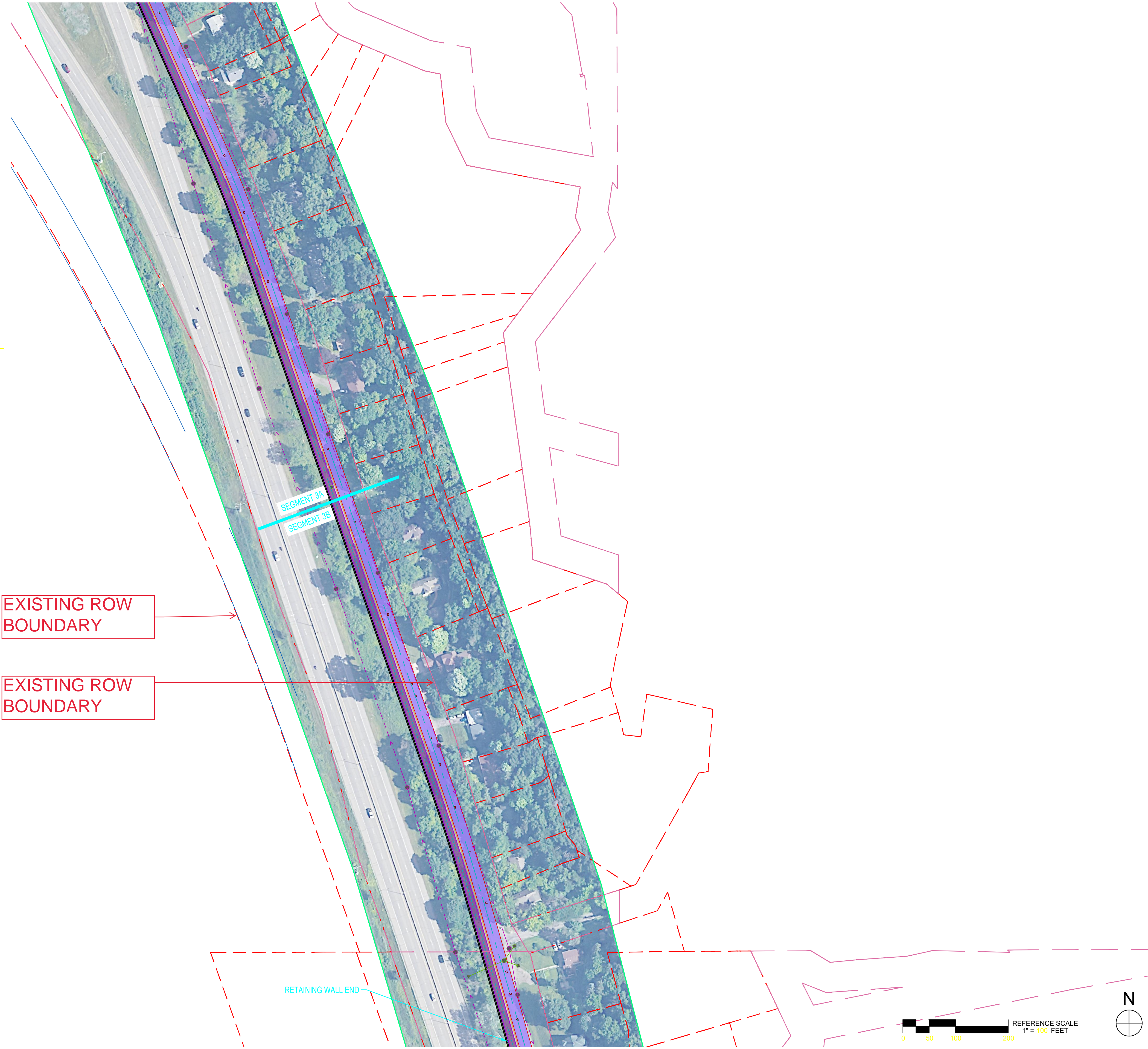
SEGMENT 1 TYPICAL SECTION  
NTS



SEGMENT 1 TYPICAL SECTION W/ RETAINING WALL  
NTS



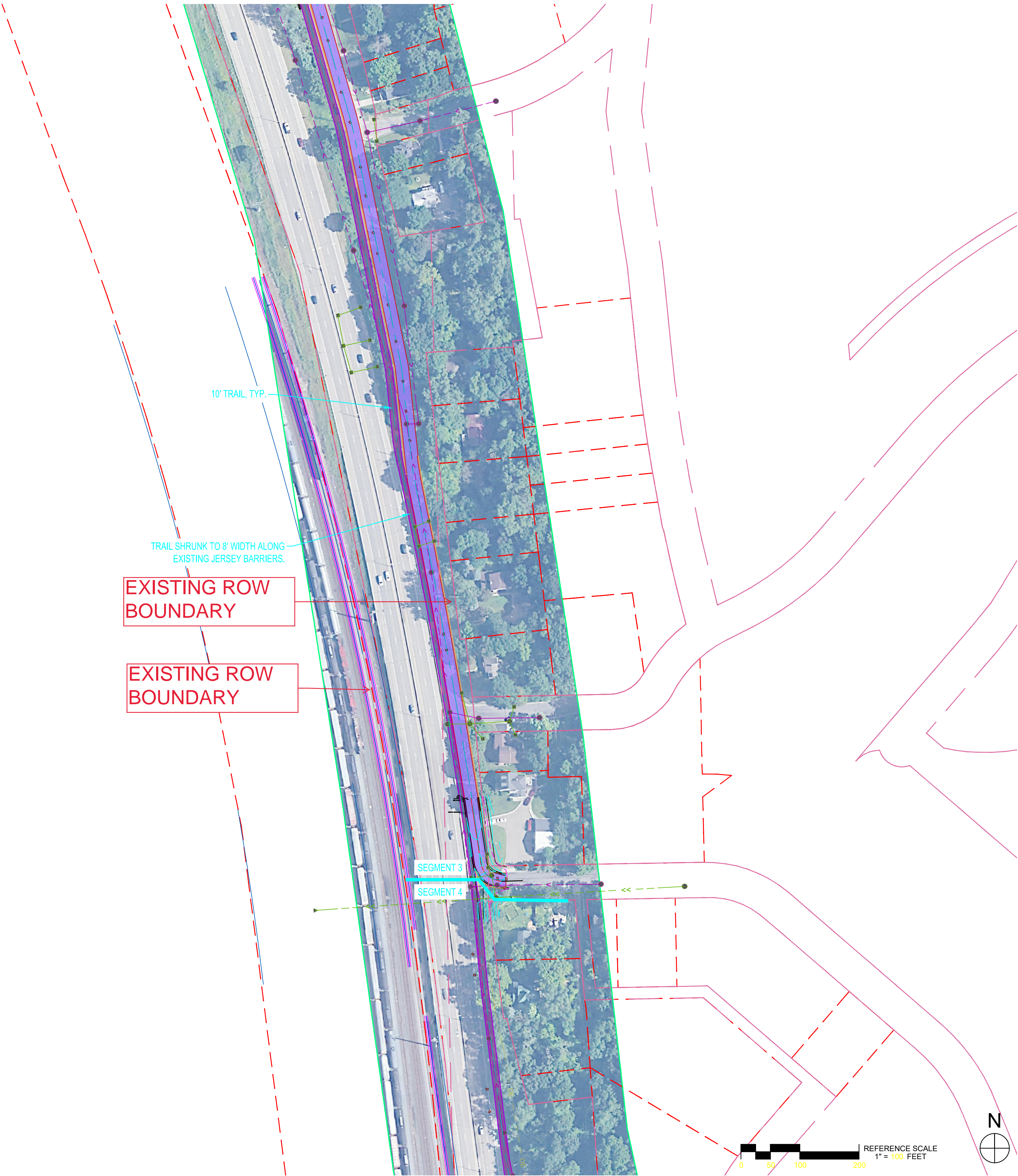
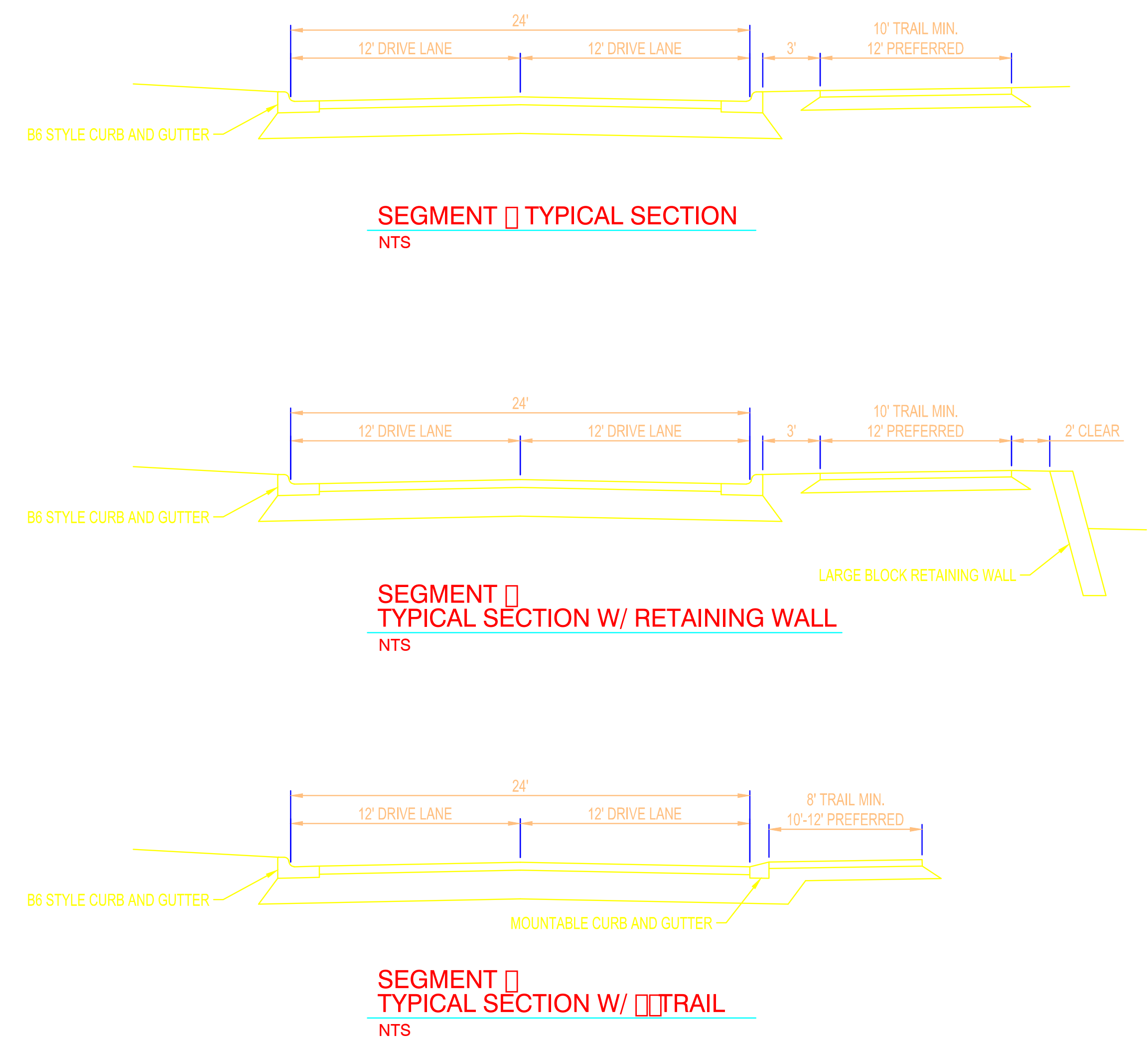
SEGMENT 1 TYPICAL SECTION W/ TRAIL  
NTS



PRELIMINARY TRAIL LAYOUT







PRELIMINARY TRAIL LAYOUT



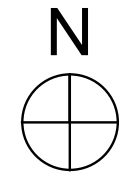
EXISTING ROW  
BOUNDARY

EXISTING ROW  
BOUNDARY

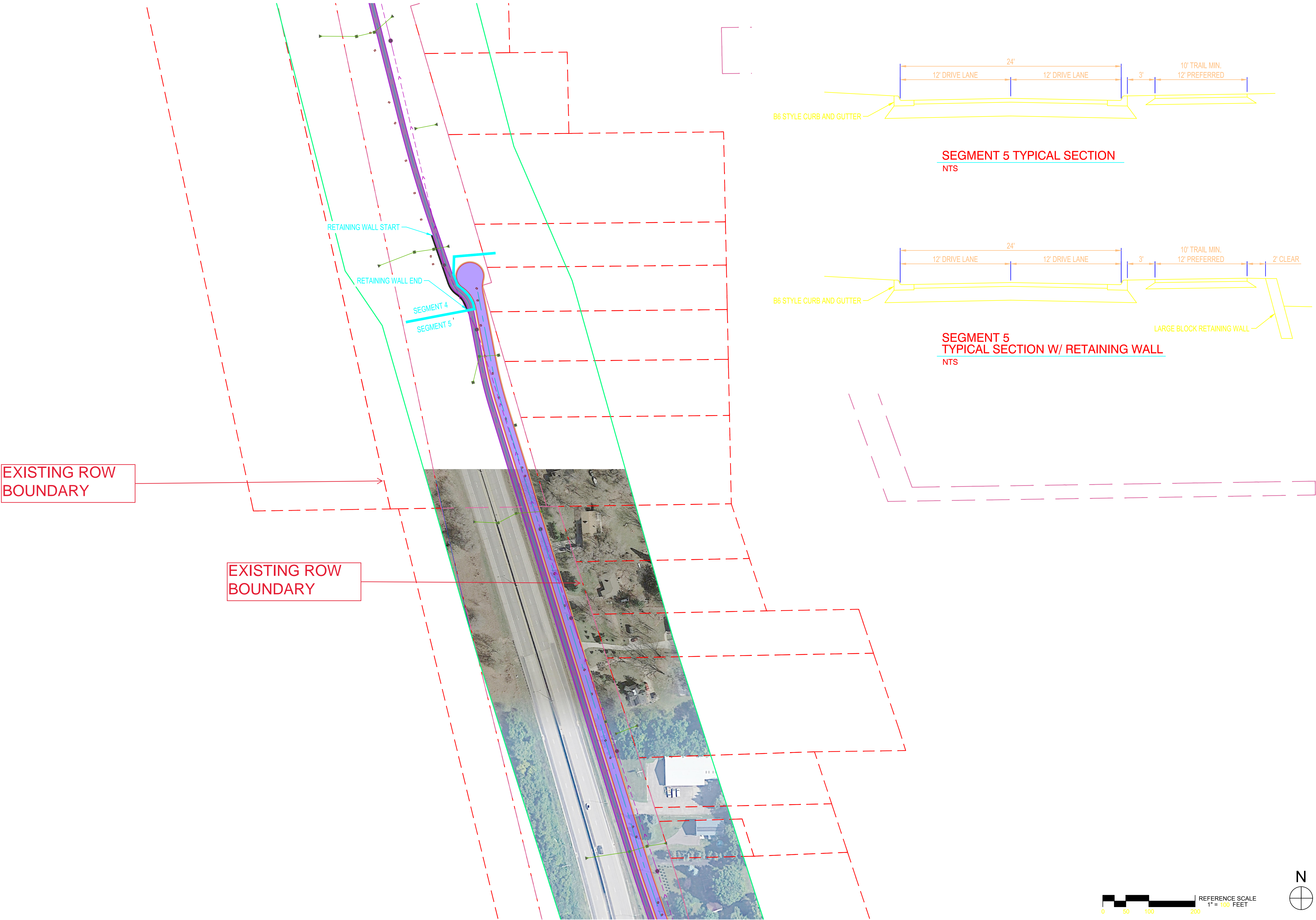
PRELIMINARY TRAIL LAYOUT

POINT DOUGLAS TRAIL REGIONAL MASTER PLAN

St. Paul, Minnesota  
April 27, 2020  
ISG Project No. 20-24073

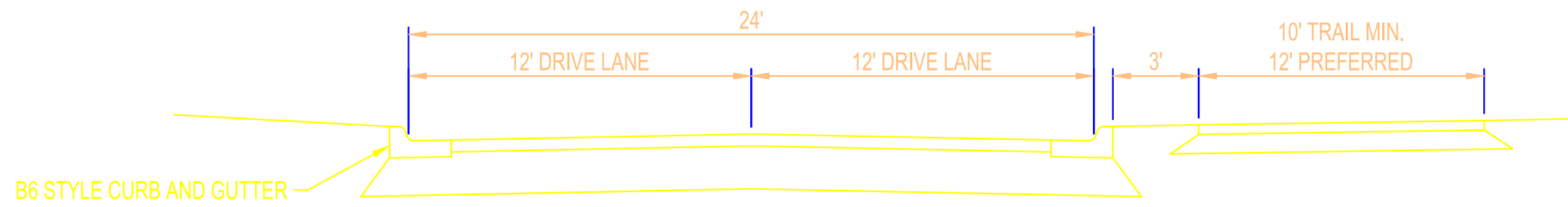




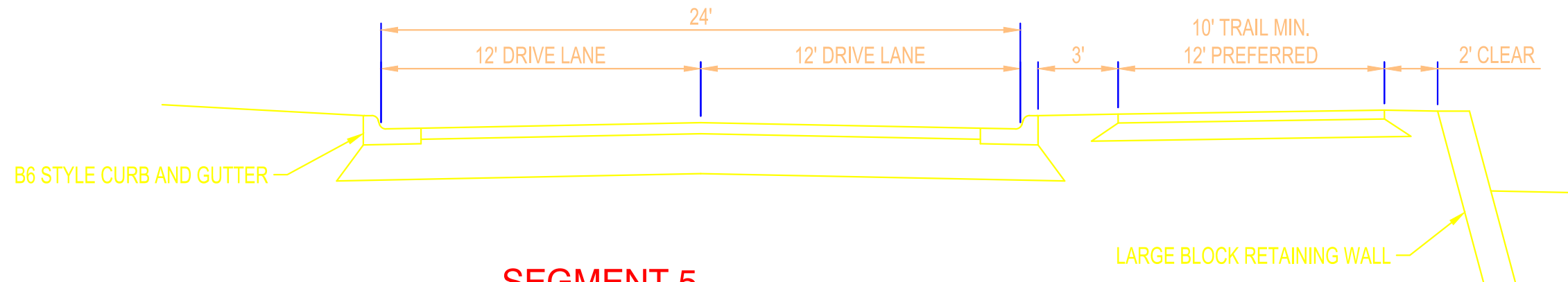


PRELIMINARY TRAIL LAYOUT





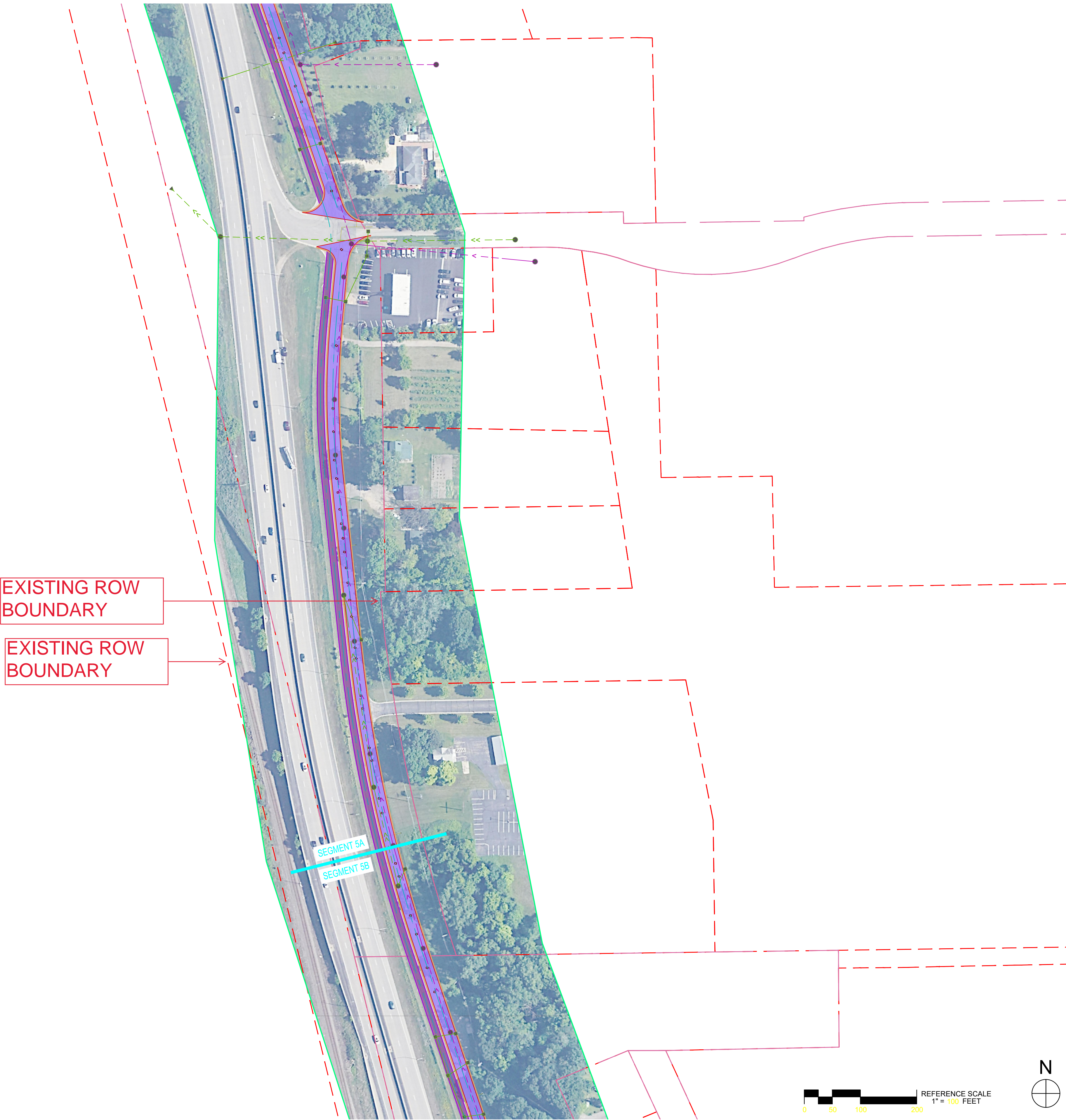
SEGMENT 5 TYPICAL SECTION  
NTS



SEGMENT 5  
TYPICAL SECTION W/ RETAINING WALL  
NTS

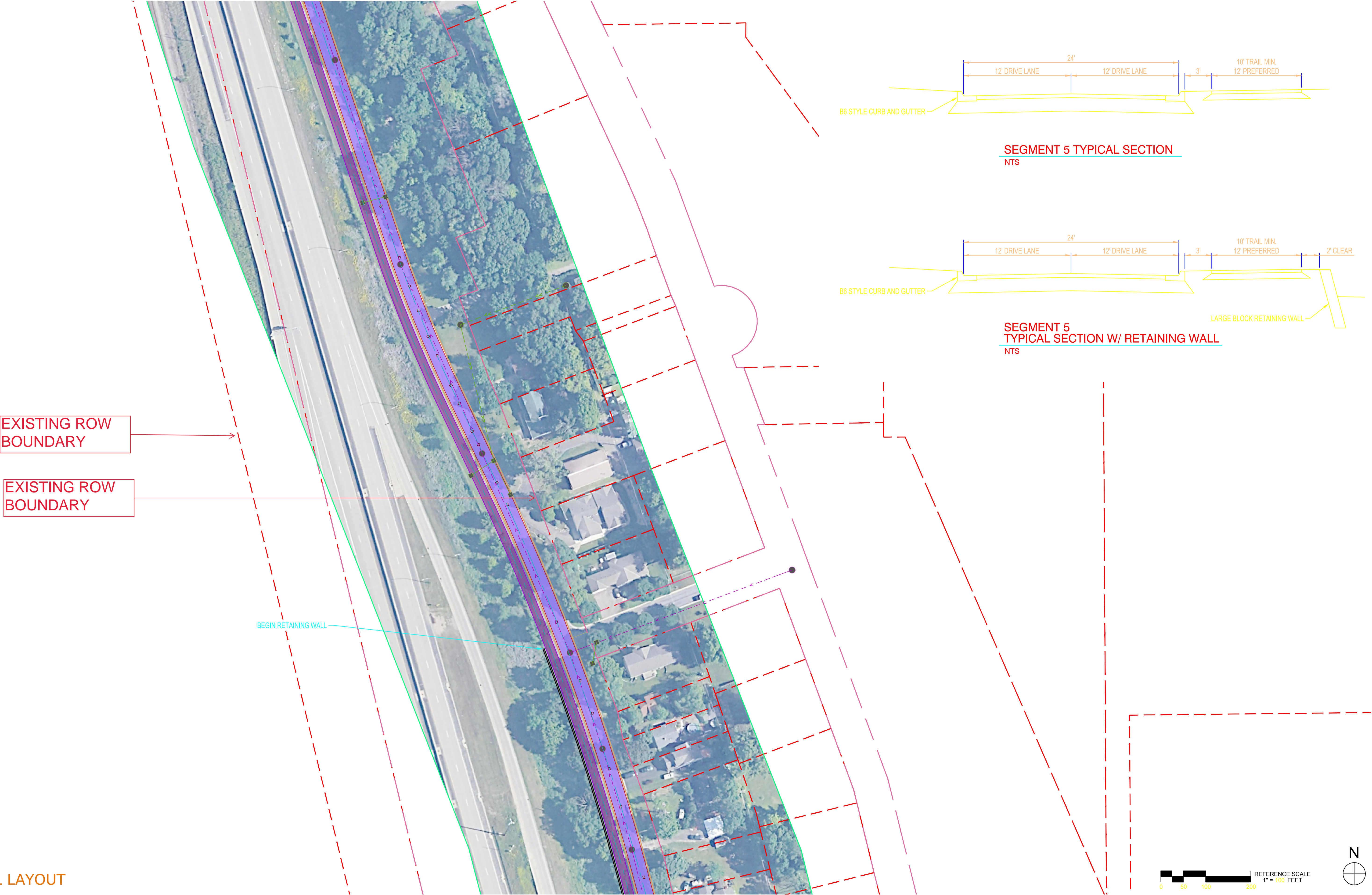
EXISTING ROW  
BOUNDARY

EXISTING ROW  
BOUNDARY



PRELIMINARY TRAIL LAYOUT

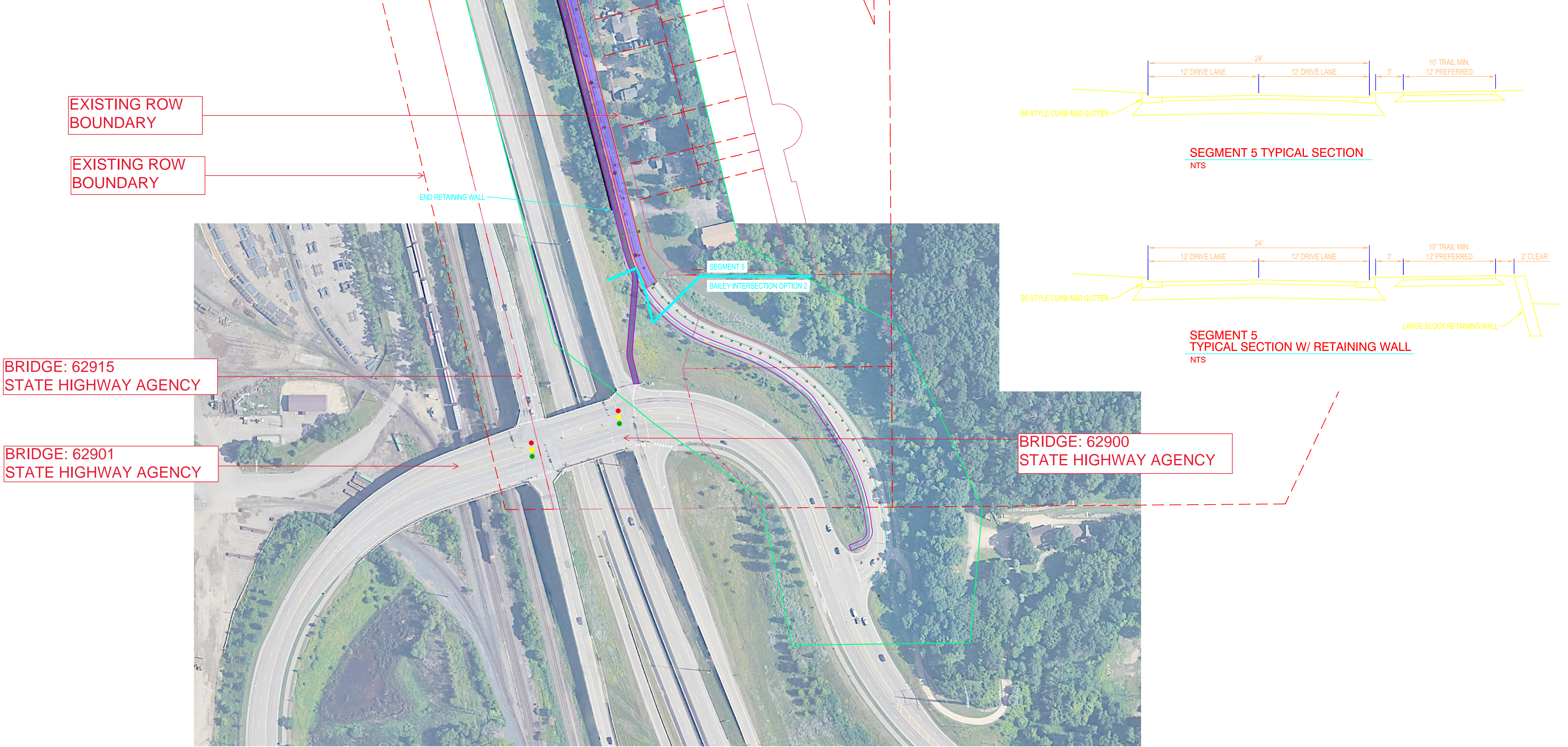




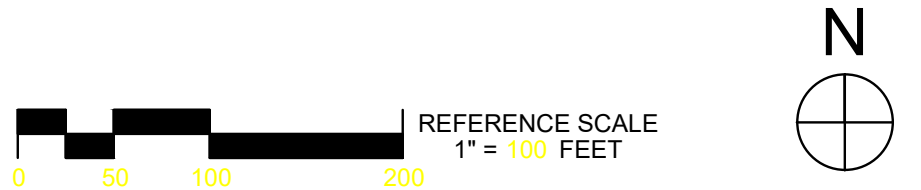
PRELIMINARY TRAIL LAYOUT







PRELIMINARY TRAIL LAYOUT OPTION 2





The Point Douglas Regional Trail Master Plan was approved by the Saint Paul City Council on February 2, 2022 and by the Metropolitan Council on March 23, 2022. The Master Plan identifies the trail alignment, trail amenities, and design alternatives. It also includes an analysis of potential right of way, utility, and modal conflicts and identifies how the conflicts will be addressed. The attached layout was prepared in conformance to the details approved in the master plan. The trail will be constructed within MnDOT right of way and MnDOT staff have been consulted through the planning process to inform the overall design of the project. MnDOT has provided an attached letter acknowledging the project and allowing the City of Saint Paul to seek funding for design and implementation. The trail will be operated entirely by the City of Saint Paul, and so no letters from other jurisdictions have been sought.

An easement for road right of way over, under, and across the following property:

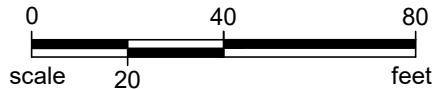
Lot 1, except the Easterly 35 ft thereof and except the Northerly 67.32 ft thereof, and all of Lot 2, 3, and 4, together with the West ½ of the alley lying between the Northerly line of said Lot 2 and the Southerly line of said Lot 4 extended Easterly to the Easterly line of said Alley that accrued thereto by reason of vacation thereof, all in Block 10, Burlington Heights Division No. 1, Ramsey County, Minnesota

Said easement being easterly of the existing highway easement recorded as document number 1688071 and westerly of a line beginning at a point on the most northerly line of said property 21.00 feet easterly of the northwesterly corner of said property; thence southeasterly to a point on the southerly line of said property 28.00 feet easterly of the southwesterly corner of said property and there terminating.

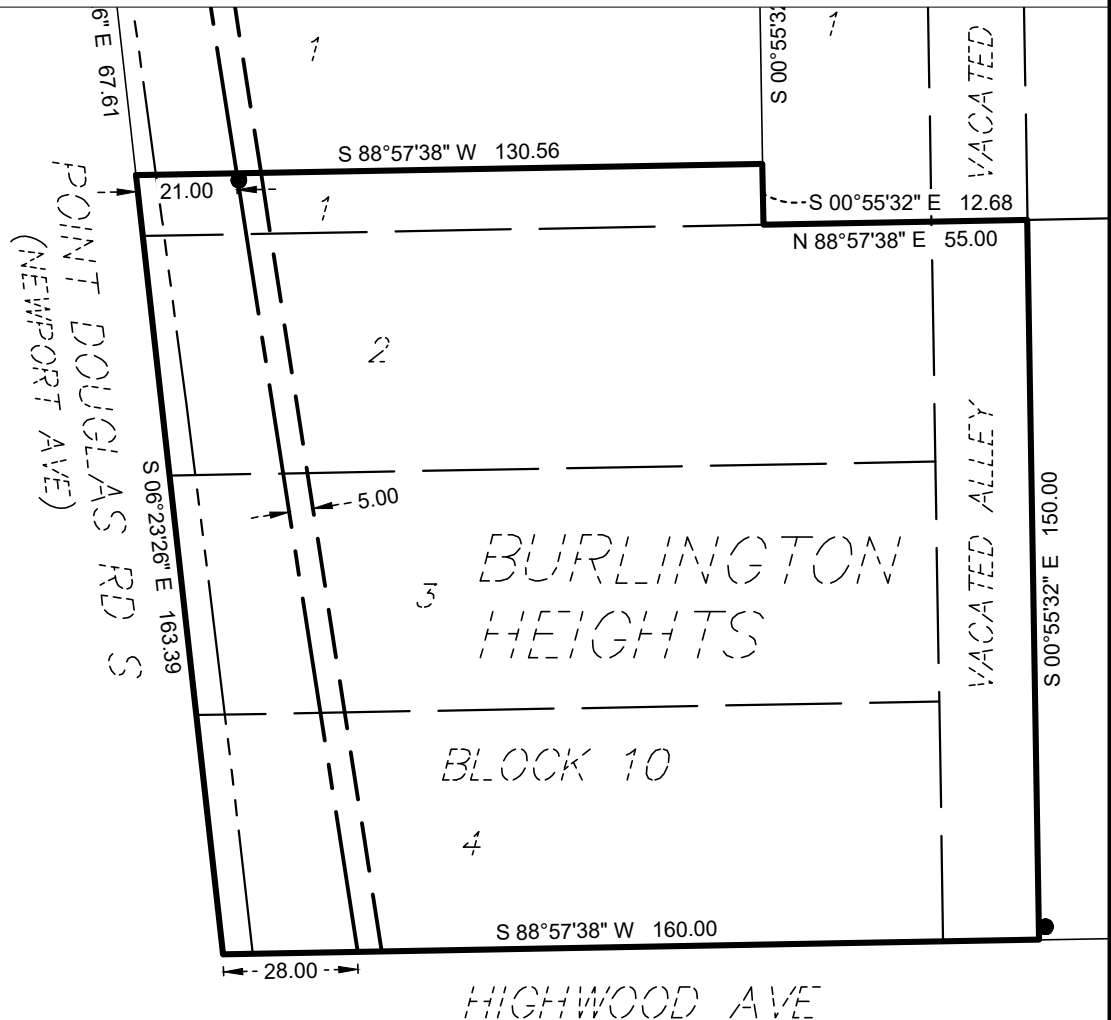
Together with a temporary easement over, under, and across a strip of said property 5.00 feet in width, easterly of and running congruently with the easterly boundary of the above easement.

PERM. AREA = 3,095 SQFT +/-

TEMP. AREA = 821 SQFT +/-



ORIENTATION OF THIS BEARING SYSTEM IS  
BASED ON THE RAMSEY COUNTY  
COORDINATE SYSTEM, NAD83 (2011 ADJ)



## EASEMENT EXHIBIT FOR: 858 POINT DOUGLAS RD S

DEERWOOD,  
MINNESOTA

SEH Project STPAU164778

Drawn By TSB

Designed By TSB

Checked By TSB

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED SURVEYOR UNDER THE LAWS OF THE STATE OF MINNESOTA.

THEODORE S BROWN

DATE 3/29/2022

LICENSE NO. 51678



An easement for road right of way over, under, and across the following property:

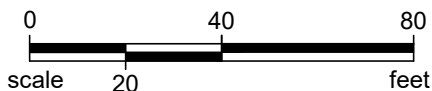
The North 67.32 ft of Lot 1, except the East 35 ft thereof, Block 10, Burlington Heights Division No. 1, Ramsey County, Minnesota

Said easement being easterly of the existing highway easement recorded as document number 1688071 and westerly of a line beginning at a point on the most northerly line of said property 18.00 feet easterly of the northwesterly corner of said property; thence southeasterly to a point on the southerly line of said property 21.00 feet easterly of the southwesterly corner of said property and there terminating.

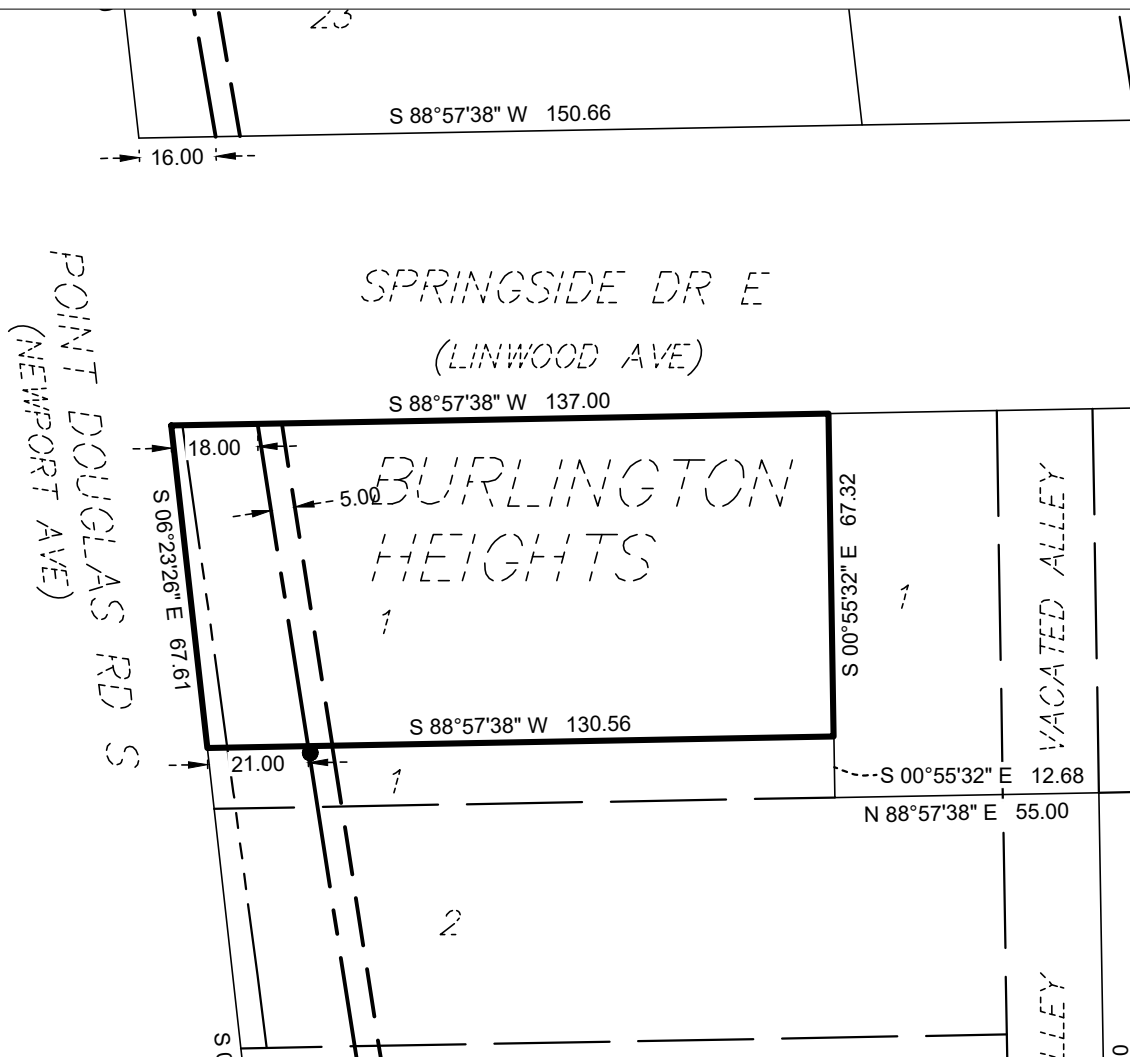
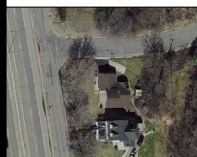
Together with a temporary easement over, under, and across a strip of said property 5.00 feet in width, easterly of and running congruently with the easterly boundary of the above easement.

PERM. AREA = 1,091 SQFT +/-

TEMP. AREA = 340 SQFT +/-



ORIENTATION OF THIS BEARING SYSTEM IS  
BASED ON THE RAMSEY COUNTY  
COORDINATE SYSTEM, NAD83 (2011 ADJ)



## EASEMENT EXHIBIT FOR: 2026 SPRINGSIDE DR E

DEERWOOD,  
MINNESOTA

SEH Project STPAU164778  
Drawn By TSB  
Designed By TSB  
Checked By TSB

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED SURVEYOR UNDER THE LAWS OF THE STATE OF MINNESOTA.

THEODORE S BROWN

DATE 3/29/2022

LICENSE NO. 51678



An easement for road right of way over, under, and across the following property:

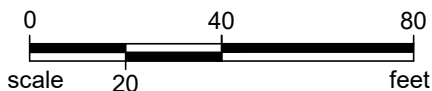
Lots 22 and 23, Block 6, Burlington Heights Division No. 1, Ramsey County, Minnesota

Said easement being westerly of a line beginning at a point on the most northerly line of said property 10.00 feet easterly of the northwesterly corner of said property; thence southeasterly to a point on the southerly line of said property 16.00 feet easterly of the southwesterly corner of said property and there terminating.

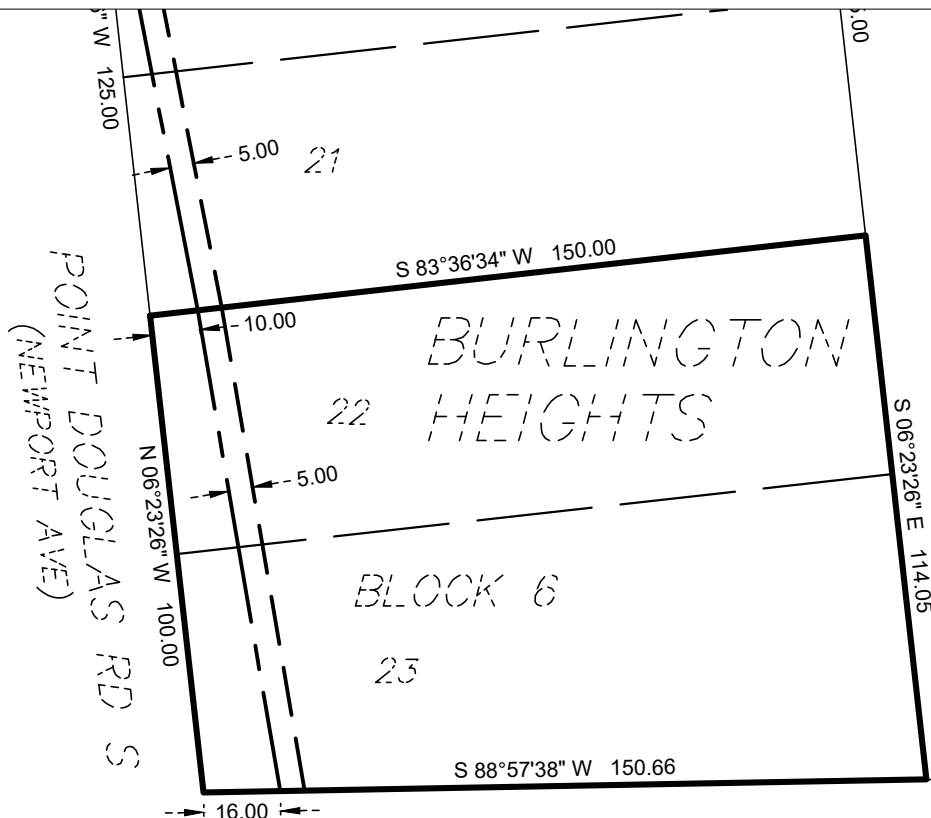
Together with a temporary easement over, under, and across a strip of said property 5.00 feet in width, easterly of and running congruently with the easterly boundary of the above easement.

PERM. AREA= 1,304 SQFT +/-

TEMP. AREA= 510 SQFT +/-



ORIENTATION OF THIS BEARING SYSTEM IS  
BASED ON THE RAMSEY COUNTY  
COORDINATE SYSTEM, NAD83 (2011 ADJ)



SPRINGSIDE DR E  
(LINWOOD AVE)

S 88°57'38" W 137.00

## EASEMENT EXHIBIT FOR: 840 POINT DOUGLAS RD S

DEERWOOD,  
MINNESOTA

SEH Project STPAU164778

Drawn By TSB

Designed By TSB

Checked By TSB

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED SURVEYOR UNDER THE LAWS OF THE STATE OF MINNESOTA.

THEODORE S BROWN

DATE 3/29/2022

LICENSE NO. 51678



An easement for road right of way over, under, and across the following property:

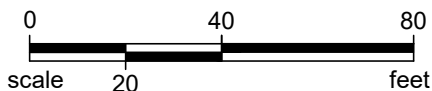
The South ½ of Lot 19, and all of Lot 20 and 21, Block 6, Burlington Heights Division No. 1, Ramsey County, Minnesota

Said easement being westerly of a line beginning at the northwesterly corner of said property; thence southeasterly to a point on the southerly line of said property 10.00 feet easterly of the southwesterly corner of said property and there terminating.

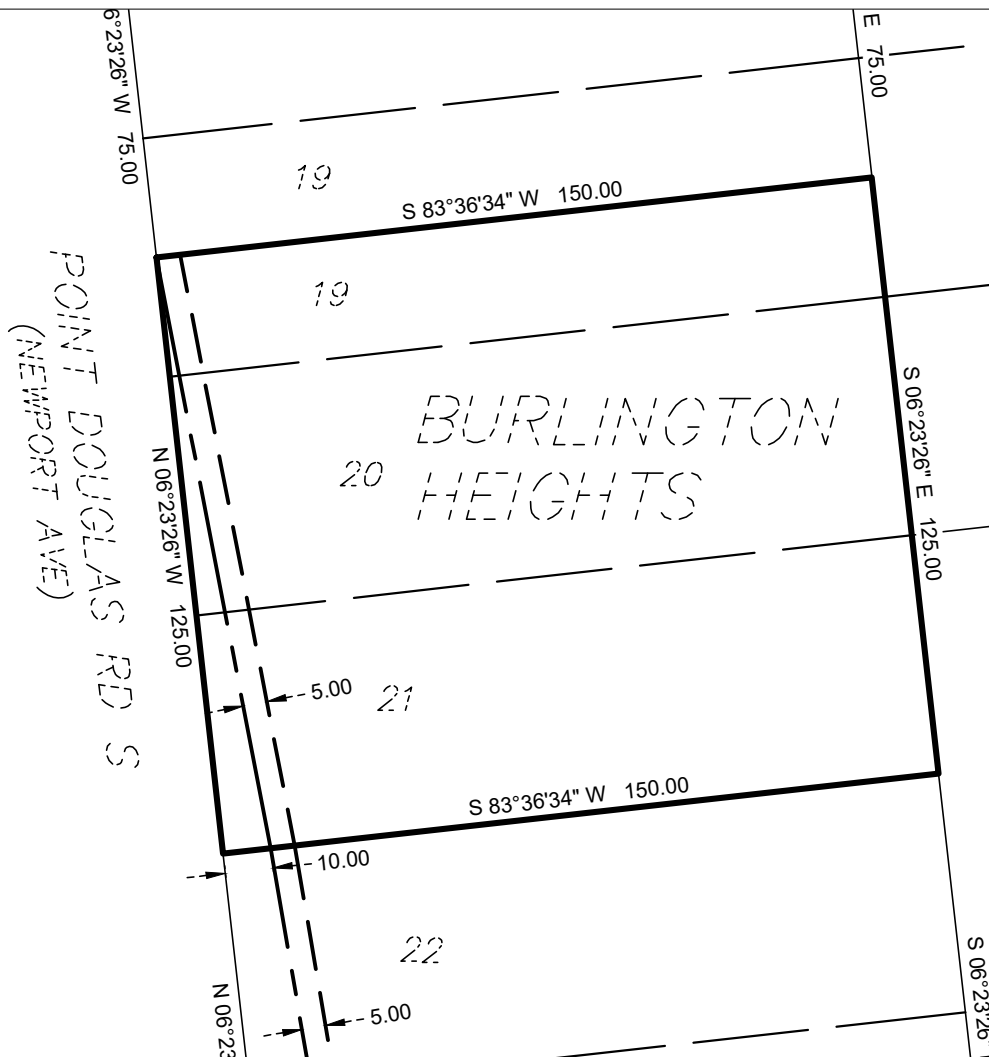
Together with a temporary easement over, under, and across a strip of said property 5.00 feet in width, easterly of and running congruently with the easterly boundary of the above easement.

PERM. AREA = 625 SQFT +/-

TEMP. AREA = 627 SQFT +/-



ORIENTATION OF THIS BEARING SYSTEM IS  
BASED ON THE RAMSEY COUNTY  
COORDINATE SYSTEM, NAD83 (2011 ADJ)



## EASEMENT EXHIBIT FOR: 828 POINT DOUGLAS RD S

DEERWOOD,  
MINNESOTA

SEH Project STPAU164778

Drawn By TSB

Designed By TSB

Checked By TSB

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED SURVEYOR UNDER THE LAWS OF THE STATE OF MINNESOTA.

THEODORE S BROWN

DATE 3/29/2022

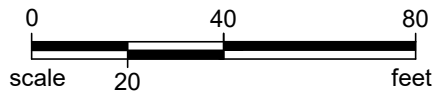
LICENSE NO. 51678





LEGAL DESCRIPTION:

Lot 18, and the North½ of Lot 19, Block 6, Burlington Heights Division No. 1, Ramsey County, Minnesota



ORIENTATION OF THIS BEARING SYSTEM IS  
BASED ON THE RAMSEY COUNTY  
COORDINATE SYSTEM, NAD83 (2011 ADJ)



POINT DOUGLAS RD S  
(NEWPORT AVE)

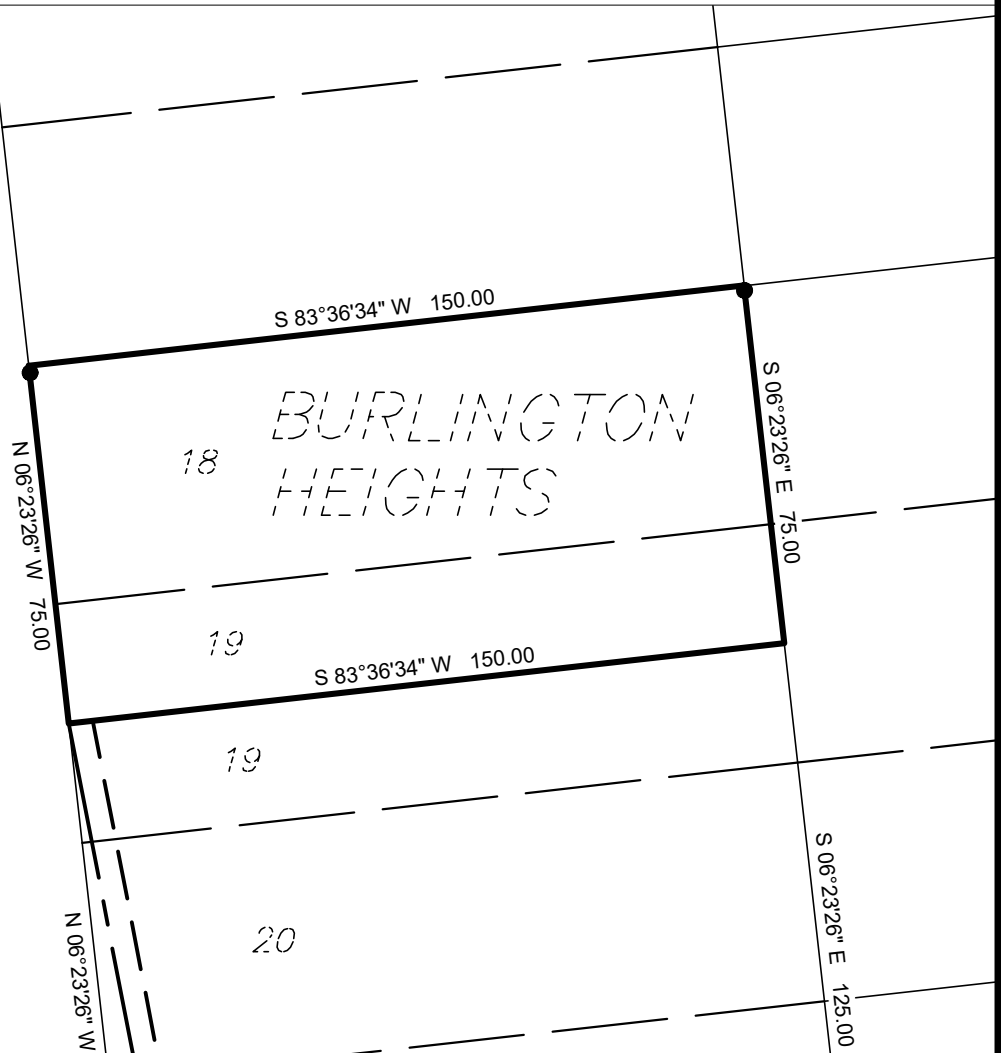


EXHIBIT FOR: 824 POINT DOUGLAS RD S

DEERWOOD,  
MINNESOTA

SEH Project STPAU164778  
Drawn By TSB  
Designed By TSB  
Checked By TSB

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT  
SUPERVISION AND THAT I AM A DULY LICENSED SURVEYOR UNDER THE LAWS OF  
THE STATE OF MINNESOTA.

THEODORE S BROWN

DATE 3/29/2022

LICENSE NO. 51678





# City of Saint Paul

## Signature Copy

Resolution: RES 22-334

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

---

**File Number: RES 22-334**

Authorizing the Departments of Public Works and Parks and Recreation to submit project applications for federal funding into the 2022 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 twelve project applications for federal funding into the 2022 Metropolitan Council Regional Solicitation Program for funding in years 2026 and 2027; 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:

- ☐ Wabasha Street Reconstruct - 7th to 11th (Roadways)
- ☐ Minnehaha Avenue Reconstruct - Payne to 7th (Roadways)
- ☐ Fairview Avenue Reconstruct - Edgumbe to Ford (Roadways)
- ☐ Cretin Avenue Reconstruct - I94 to Marshall (Roadways)
- ☐ Maryland Avenue Traffic Signal Modernization - Dale to White Bear (Traffic Management)
- ☐ Capital City Bikeway - Kellogg from W. 7th to John Ireland (Multiuse Trails)
- ☐ Capital City Bikeway - St. Peter/12th from 10th to John Ireland (Multiuse Trails)
- ☐ Point Douglas Regional Trail Phase 1 Construction (Multiuse Trails)
- ☐ Payne Avenue - Phalen Blvd to Maryland (Pedestrian Facilities)
- ☐ Arlington Avenue Sidewalk Infill - I35E to Edgerton (Pedestrian Facilities)
- ☐ Chelsea Heights Safe Routes to School (Safe Routes to School)
- ☐ Evie Carshare Expansion (Unique Projects 2024/2025 funding)

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 finally

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.

At a meeting of the City Council on 4/6/2022, this Resolution was Passed.

**Yea:** 4 Councilmember Noecker, Councilmember Prince, Councilmember Jalali, and Councilmember Yang

**Nay:** 0

**Absent:** 3 Councilmember Brendmoen, Councilmember Thao, and Councilmember Tolbert

**Vote Attested by  
Council Secretary**



Shari Moore

**Date** 4/6/2022

**Approved by the Mayor**



Melvin Carter III

**Date** 4/8/2022









# Crash Summary

## Point Douglas Road Summary

Report Version 1.0  
February 2020

| Crash Severity/Crash Year |       |      |      |      |      |      |      |      |      |      |      |   |
|---------------------------|-------|------|------|------|------|------|------|------|------|------|------|---|
| Crash Severity            | Total | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 |   |
| K - Fatal                 | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
| A - Serious Injury        | 1     | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0 |
| B - Minor Injury          | 1     | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
| C - Possible Injury       | 1     | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0 |
| N - Prop Dmg Only         | 6     | 0    | 1    | 0    | 1    | 3    | 0    | 0    | 1    | 0    | 0    | 0 |
| U - Unknown               | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0 |
| Total                     | 9     | 0    | 1    | 0    | 2    | 4    | 1    | 0    | 1    | 0    | 0    | 0 |

| Crash Severity/Number of Vehicles |       |   |   |   |    |
|-----------------------------------|-------|---|---|---|----|
| Crash Severity                    | Total | 0 | 1 | 2 | 3+ |
| K - Fatal                         | 0     | 0 | 0 | 0 | 0  |
| A - Serious Injury                | 1     | 0 | 1 | 0 | 0  |
| B - Minor Injury                  | 1     | 0 | 0 | 1 | 0  |
| C - Possible Injury               | 1     | 0 | 1 | 0 | 0  |
| N - Prop Dmg Only                 | 6     | 0 | 4 | 2 | 0  |
| U - Unknown                       | 0     | 0 | 0 | 0 | 0  |
| Total                             | 9     | 0 | 6 | 3 | 0  |

| Relationship to Intersection Summary |  | Total | %     |
|--------------------------------------|--|-------|-------|
| Not at Intersection/Interchange      |  | 8     | 88.9  |
| Four-Way Intersection                |  | 1     | 11.1  |
| T or Y Intersection                  |  | 0     | 0.0   |
| Five-Way Intersection or More        |  | 0     | 0.0   |
| Roundabout                           |  | 0     | 0.0   |
| Intersection Related                 |  | 0     | 0.0   |
| Driveway Access Related              |  | 0     | 0.0   |
| At School Crossing                   |  | 0     | 0.0   |
| Railway Grade Crossing               |  | 0     | 0.0   |
| Shared Use Path or Trail             |  | 0     | 0.0   |
| Interchange or Ramp                  |  | 0     | 0.0   |
| Crossover Related                    |  | 0     | 0.0   |
| Acceleration/Deceleration Lane       |  | 0     | 0.0   |
| Other/Unknown                        |  | 0     | 0.0   |
| Total                                |  | 9     | 100.0 |

| Basic Type Summary          |  | Total | %     |
|-----------------------------|--|-------|-------|
| Pedestrian                  |  | 0     | 0.0   |
| Bike                        |  | 0     | 0.0   |
| Single Vehicle Run Off Road |  | 6     | 66.7  |
| Single Vehicle Other        |  | 0     | 0.0   |
| Sideswipe Same Direction    |  | 1     | 11.1  |
| Sideswipe Opposing          |  | 0     | 0.0   |
| Rear End                    |  | 0     | 0.0   |
| Head On                     |  | 0     | 0.0   |
| Left Turn                   |  | 0     | 0.0   |
| Angle                       |  | 1     | 11.1  |
| Other                       |  | 1     | 11.1  |
| Total                       |  | 9     | 100.0 |

| Weather 1 Summary                   |  | Total | %     |
|-------------------------------------|--|-------|-------|
| Clear                               |  | 6     | 66.7  |
| Cloudy                              |  | 2     | 22.2  |
| Rain                                |  | 0     | 0.0   |
| Snow                                |  | 1     | 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   |
| Total                               |  | 9     | 100.0 |

| First Harmful Event Summary  |  | Total | %     |
|------------------------------|--|-------|-------|
| Pedestrian                   |  | 0     | 0.0   |
| Bicyclist                    |  | 0     | 0.0   |
| Motor Vehicle In Transport   |  | 3     | 33.3  |
| 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       |  | 6     | 66.7  |
| Non-Collision Harmful Events |  | 0     | 0.0   |
| Non-Harmful Events           |  | 0     | 0.0   |
| Other/Unknown                |  | 0     | 0.0   |
| Total                        |  | 9     | 100.0 |

| Light Condition Summary |  | Total | %     |
|-------------------------|--|-------|-------|
| Daylight                |  | 5     | 55.6  |
| Sunrise                 |  | 1     | 11.1  |
| Sunset                  |  | 0     | 0.0   |
| Dark (Str Lights On)    |  | 3     | 33.3  |
| Dark (Str Lights Off)   |  | 0     | 0.0   |
| Dark (No Str Lights)    |  | 0     | 0.0   |
| Dark (Unknown Light)    |  | 0     | 0.0   |
| Other/Unknown           |  | 0     | 0.0   |
| Total                   |  | 9     | 100.0 |



# Crash Summary

## Point Douglas Road Summary

Report Version 1.0  
February 2020

| Time of Day/Day of Week |                |                |                |                |                |                |                |                |                |                |                |                |       |       |
|-------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|-------|-------|
| From To                 | 00:00<br>01:59 | 02:00<br>03:59 | 04:00<br>05:59 | 06:00<br>07:59 | 08:00<br>09:59 | 10:00<br>11:59 | 12:00<br>13:59 | 14:00<br>15:59 | 16:00<br>17:59 | 18:00<br>19:59 | 20:00<br>21:59 | 22:00<br>23:59 | Total | %     |
| SUN                     | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0     | 0.0   |
| MON                     | 0              | 0              | 0              | 0              | 1              | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 1     | 11.1  |
| TUE                     | 0              | 0              | 0              | 0              | 1              | 1              | 0              | 1              | 0              | 0              | 0              | 0              | 3     | 33.3  |
| WED                     | 0              | 0              | 0              | 0              | 0              | 1              | 0              | 0              | 0              | 0              | 0              | 0              | 1     | 11.1  |
| THU                     | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0     | 0.0   |
| FRI                     | 2              | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 1              | 0              | 0              | 0              | 3     | 33.3  |
| SAT                     | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 1              | 1     | 11.1  |
| Total                   | 2              | 0              | 0              | 0              | 2              | 2              | 0              | 1              | 1              | 0              | 0              | 1              | 9     | 100.0 |
| %                       | 22.2           | 0.0            | 0.0            | 0.0            | 22.2           | 22.2           | 0.0            | 11.1           | 11.1           | 0.0            | 0.0            | 11.1           | 100.0 | 100.0 |

| Driver & Non-Motorist Age/Gender Summary |      |      |     |          |       |       | Month Summary                                  |  |    | Total | % |
|--|------|------|-----|----------|-------|-------|--|--|----|-------|---|
| Age                                      | M    | F    | NR  | No Value | Total | %     |  |  |    |       |   |
| <14                                      | 0    | 0    | 0   | 0        | 0     | 0.0   | January  |  | 0  | 0.0   |   |
| 14                                       | 0    | 0    | 0   | 0        | 0     | 0.0   | February                                       |  | 0  | 0.0   |   |
| 15                                       | 0    | 0    | 0   | 0        | 0     | 0.0   | March  |  | 0  | 0.0   |   |
| 16                                       | 0    | 0    | 0   | 0        | 0     | 0.0   | April  |  | 1  | 11.1  |   |
| 17                                       | 0    | 0    | 0   | 0        | 0     | 0.0   | May  |  | 1  | 11.1  |   |
| 18                                       | 1    | 0    | 0   | 0        | 1     | 8.3   | June   |  | 0  | 0.0   |   |
| 19                                       | 0    | 0    | 0   | 0        | 0     | 0.0   | July   |  | 1  | 11.1  |   |
| 20                                       | 0    | 0    | 0   | 0        | 0     | 0.0   | August   |  | 1  | 11.1  |   |
| 21-24                                    | 0    | 1    | 0   | 0        | 1     | 8.3   | September                                      |  | 0  | 0.0   |   |
| 25-29                                    | 3    | 1    | 0   | 0        | 4     | 33.3  | October  |  | 0  | 0.0   |   |
| 30-34                                    | 1    | 0    | 0   | 0        | 1     | 8.3   | November                                       |  | 3  | 33.3  |   |
| 35-39                                    | 0    | 0    | 0   | 0        | 0     | 0.0   | December                                       |  | 2  | 22.2  |   |
| 40-44                                    | 2    | 0    | 0   | 0        | 2     | 16.7  | Total  |  | 9  | 100.0 |   |
| 45-49                                    | 1    | 0    | 0   | 0        | 1     | 8.3   |  |  |    |       |   |
| 50-54                                    | 0    | 0    | 0   | 0        | 0     | 0.0   | Physical Condition Summary                     |  |    | Total | % |
| 55-59                                    | 0    | 0    | 0   | 0        | 0     | 0.0   | Apparently Normal (Including No Drugs/Alcohol) |  | 8  | 72.7  |   |
| 60-64                                    | 0    | 1    | 0   | 0        | 1     | 8.3   | Physical Disability (Short Term or Long Term)  |  | 0  | 0.0   |   |
| 65-69                                    | 0    | 0    | 0   | 0        | 0     | 0.0   | Medical Issue (Ill, Sick or Fainted)           |  | 0  | 0.0   |   |
| 70-74                                    | 0    | 0    | 0   | 0        | 0     | 0.0   | Emotional (Depression, Angry, Disturbed, etc.) |  | 0  | 0.0   |   |
| 75-79                                    | 0    | 0    | 0   | 0        | 0     | 0.0   | Asleep or Fatigued                             |  | 0  | 0.0   |   |
| 80-84                                    | 0    | 0    | 0   | 0        | 0     | 0.0   | Has Been Drinking Alcohol                      |  | 1  | 9.1   |   |
| 85-89                                    | 0    | 0    | 0   | 0        | 0     | 0.0   | Has Been Taking Illicit Drugs                  |  | 0  | 0.0   |   |
| 90-94                                    | 0    | 0    | 0   | 0        | 0     | 0.0   | Has Been Taking Medications                    |  | 0  | 0.0   |   |
| 95+                                      | 0    | 0    | 0   | 0        | 0     | 0.0   | Other/Unknown                                  |  | 2  | 18.2  |   |
| No Value                                 | 0    | 0    | 0   | 1        | 1     | 8.3   | Not Applicable                                 |  | 0  | 0.0   |   |
| Total                                    | 8    | 3    | 0   | 1        | 12    | 100.0 | Total  |  | 11 | 100.0 |   |
| %  | 66.7 | 25.0 | 0.0 | 8.3      | 100.0 | 100.0 |  |  |    |       |   |

Selection Filter:

WORK AREA: County('659507') - ROUTE FILTER APPLIED

Analyst:

Joseph Widing

Notes:







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

April 12, 2022

Brett Hussong, PLA  
Department of Parks and Recreation  
City of Saint Paul

**Re: MnDOT Letter for City of Saint Paul's Metropolitan Council/Transportation Advisory Board 2022  
Regional Solicitation Funding Request for the Point Douglas Regional Trail project**

Brett Hussong,

This letter documents MnDOT Metro District's recognition for City of Saint Paul to pursue funding for the Metropolitan Council/Transportation Advisory Board's (TAB) 2022 Regional Solicitation for the following the Point Douglas Regional Trail project.

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

There is no funding from MnDOT currently planned or programmed for this improvement. If your project receives funding, continue to work with MnDOT Area staff to coordinate needs and opportunities for cooperation.

If you have questions or require additional information at this time, please reach out to North Area Manager Melissa Barnes at [melissa.barnes@state.mn.us](mailto:melissa.barnes@state.mn.us).

Sincerely,

Michael Barnes, PE  
Metro District Engineer

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



# MASTER PLAN FOR POINT DOUGLAS REGIONAL TRAIL



SUBMITTED BY THE CITY OF SAINT PAUL  
DEPARTMENT OF PARKS & RECREATION  
ADOPTED FEBRUARY 8, 2022



**SAINT PAUL**  
MINNESOTA

# ACKNOWLEDGMENTS

The contributions and support of the following individuals and organizations were instrumental in the creation of this plan and are gratefully acknowledged:

- MN Department of Transportation (MnDOT)
- Minnesota Department of Natural Resources
- Ramsey County
- Friends of the Mississippi River

### Advisory Committee Members

- Jane Prince - Ward 7 City Council Member
- Stephanie Harr - Ward 7 Legislative Aide
- Betsy Mowry Voss - Southeast Community Organization Ex Dir.
- Ben Karp - Ramsey County
- Melissa Barnes - MnDOT Metro North Area Manager
- Nicholas Olson - MnDOT North Area Engineer
- Jacob Rueter - MnDOT Mississippi River Trail
- Jim Levitt - DNR East Metro Fisheries Asst. Manager
- Gina Bonsignore - DNR Regional Planner
- Karen Katz - National Park Service
- Colleen O'Conner Toberman - Friends of the Mississippi River
- Nicole Soderholm - Ramsey-Washington Metro Watershed
- Angie Tillges - Great River Passage Initiative
- Bonnie & John Watkins - District 1 Resident
- Melissa Wenzel - District 1 Board Member
- Peter Wickert - District 1 Resident

### Project Team

#### City of Saint Paul Staff

- Parks and Recreation Design & Construction*
- Brett Hussong
- Chee Yang
- Ellen Stewart

#### *Parks and Recreation Operations*

- Karin Misiewicz
- Tom Hagel

#### *Public Works*

- Reuben Collins
- Don Pflaum

#### *Consultants*

- Andy Brandel - ISG
- Mitchell Workman - ISG

#### Saint Paul Parks and Recreation Mission:

To build a city that works for all of us, Saint Paul Parks and Recreation will facilitate the creation of active lifestyles, vibrant places and a vital environment.

#### Saint Paul Parks and Recreation Vision:

Saint Paul Parks and Recreation will make Saint Paul a city that works for all of us by:  
Responding creatively to change.  
Innovating with every decision.  
Connecting the entire city.

#### Prepared by:

Saint Paul Department of Park and Recreation  
Design & Construction Section

#### Adopted by:

Saint Paul Parks Commission, October 14, 2021  
Saint Paul City Council, February 8, 2022



Project funding provided by the  
Parks and Trails Legacy Fund Grant Program





Segment 3: Rendering of future trail (final cross-section to be determined during design phase).



# 3. DEVELOPMENT CONCEPT

## Overall Trail Development

Figure 11 (right) shows the overall project plan, separated into 5 segments based upon corridor characteristics including ROW width, existing trail segments, and phasing options. A consultant was hired during the master plan process to complete a corridor analysis, conduct preliminary engineering and develop a cost estimate to understand the feasibility of the trail alignments and scope of work. The trail alignment was then developed based upon 3 factors: 1) community input, 2) preliminary engineering, and, 3) existing site conditions. The result is an official Point Douglas trail alignment located on the east side of Hwy 61. The existing trail on the west side of Segment 1 is the Battle Creek/IMRP trail which is separate from the proposed Point Douglas Trail. Between Segment 2 and Segment 5, the Point Douglas trail will follow the west shoulder of the Point Douglas Road.

### Trail Length

|                        |            |
|------------------------|------------|
| Segment 1 (East of 61) | .68 Miles  |
| Segment 1 (West of 61) | 1.37 Miles |
| Segment 2              | .58 Miles  |
| Segment 3              | 1.05 Miles |
| Segment 4              | .6 Miles   |
| Segment 5              | 1.19 Miles |



Segment 2: Beginning of segment at Battle Creek Regional Park

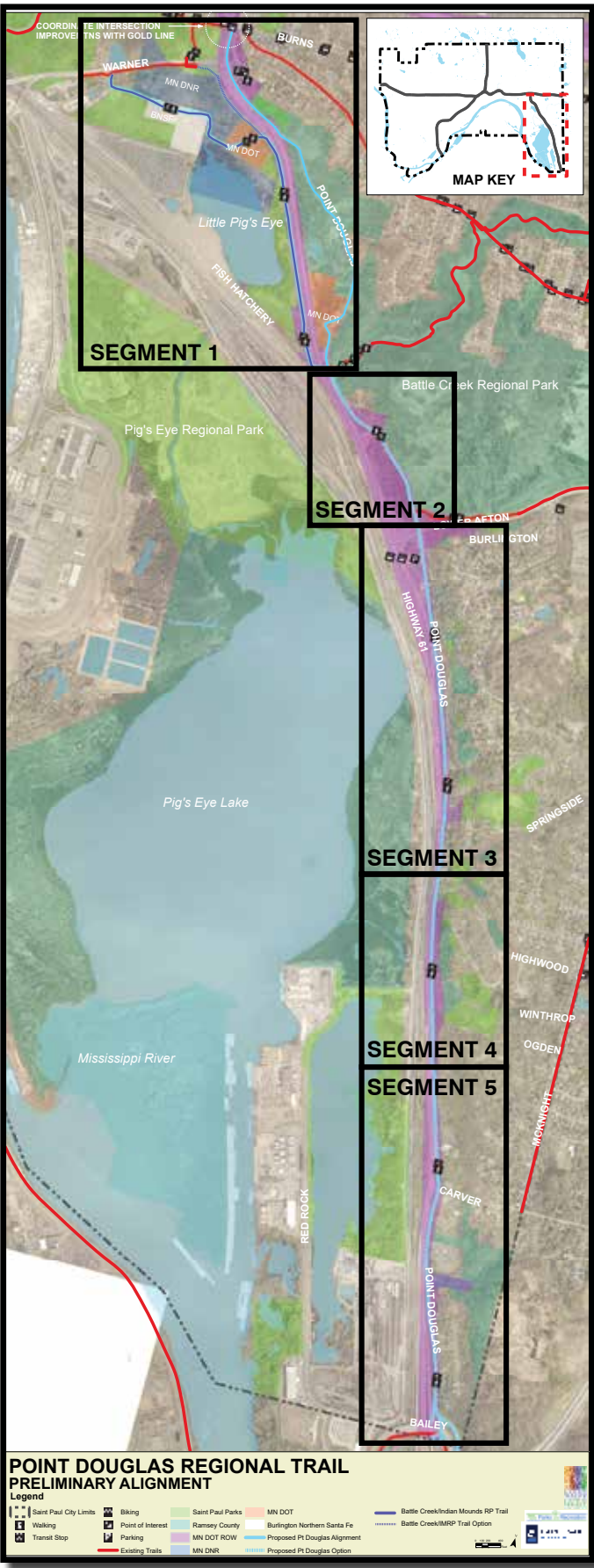


Figure 11: Overall Alignment Map



Segment 2: Battle Creek Reg Park Trailhead to Lower Afton Road

Segment 2 is a .58 miles separated, off-street trail beginning at the Battle Creek Regional Park Trail Head. Steep grades south of the underpass and overhead utility poles will require curb and bike lane removal to achieve federal trail standards. Available road width of 43.5 feet will allow for construction of the trail while maintaining road function requirements. The City and County will continue collaboration that may transfer ownership and maintenance of the entire Battle Creek Entrance Road from the City to the County and include installation of a vehicle barrier gate 200 feet north of Lower Afton Road. The estimated cost for this segment is approximately \$470,000 and includes curb/road modification, trail construction, traffic signage, and restoration. Segment 2 terminates at Lower Afton Road and intersection improvements are required due to steep grades, poor sight-lines, high traffic speeds and traffic volumes. Future design phases will explore a combination of geometric roadway improvements, two stage pedestrian crossing, signals, and enhanced crossing treatments. The estimated cost for intersection improvements could range from \$100,000 - \$500,000 depending upon the future design.



Beginning of segment 2 at Battle Creek Regional Park trail head underpass



Beginning of segment 2 at Battle Creek Regional Park trail head looking south



Segment 2 looking south toward downtown St Paul

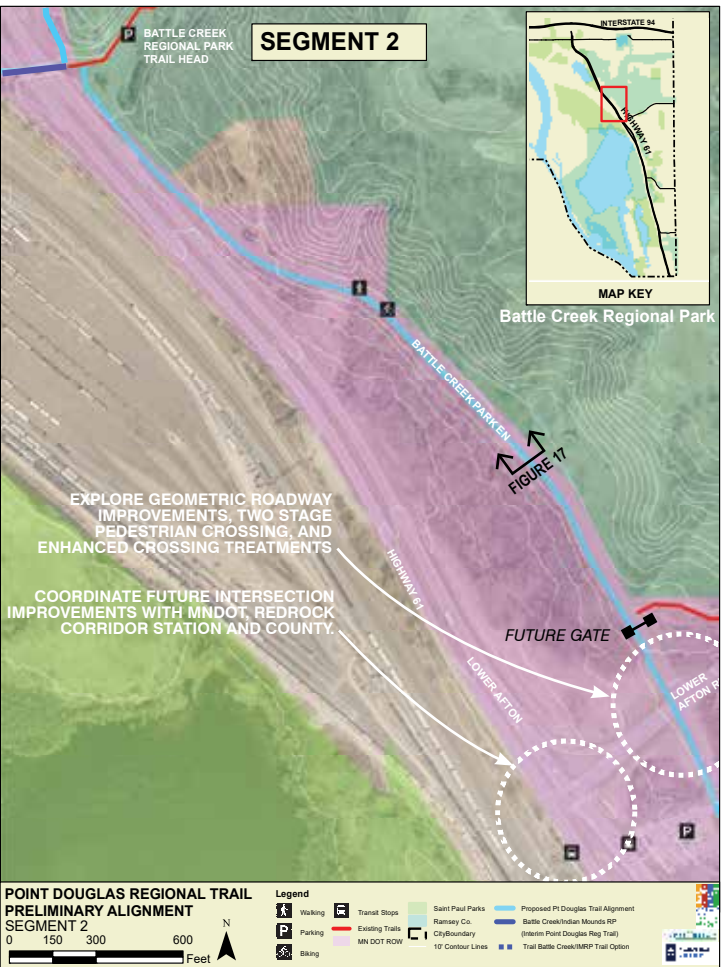


Figure 16: Segment 2 trail alignment map.



Figure 17: Segment 2 typical section.

Segment 3A

Segment 3A is a separated, off-street trail located on the west side of Point Douglas Rd. The alignment on the west side of the road was based upon recommendations from the project advisory committee, the community engagement process, and from anticipated conflicts with utilities, parking, and residential driveways. The trail will utilize available ROW and it will be separated from vehicles by a boulevard, new curb, and tree plantings. Close collaboration between St. Paul Public Works, adjacent property owners, Metro Transit, and MnDOT will lead to a trail section, retaining wall and curb design that meets established trail standards and coexists with the functional needs of the roadway and hydrology. The estimated cost for this segment is \$1,024,000 and includes curb/road modification, trail construction, traffic signage, and restoration.



Figure 18: Segment 3A



Segment 3 looking north between Hwy 61 & Pt Douglas Rd



Figure 19: Segment 3A typical section.



Segment 3B

Segment 3B continues as a separated, off-street trail located on the west side of Point Douglas and separated from vehicles by a boulevard, curb, and tree plantings. The MnDOT ROW between Hwy 61 and Point Douglas Road is adequate for a trail in Segment 3 until the ROW narrows between Howard Street and Highwood Ave. Due to the narrow ROW, consider a short- to mid-term solution, by using a portion of the MnDOT Hwy 61 northbound shoulder for a temporary grade separated facility. A variety of design exceptions may be considered including a temporary reduced trail width. The City's use of this land would be accomplished through a limited use permit with MnDOT.

A long term solution is to acquire private land between Howard Street and Highwood Ave, through purchase or easements. The estimated cost to built the long-term grade separate trail is \$1,327,000 and includes trail construction, wayfinding signage, land acquisition roadway realignment, and restoration. Exact acquisition limits will be determined during final design and continued collaboration is needed between St. Paul Public Works, adjacent property owners, and MnDOT to meet minimum trail standards and the functional needs of the roadway. The total trail length of Segment 3A & B is 1.05 miles.



Point Douglas Rd at Highwood Ave section



Point Douglas Rd at Highwood Ave section

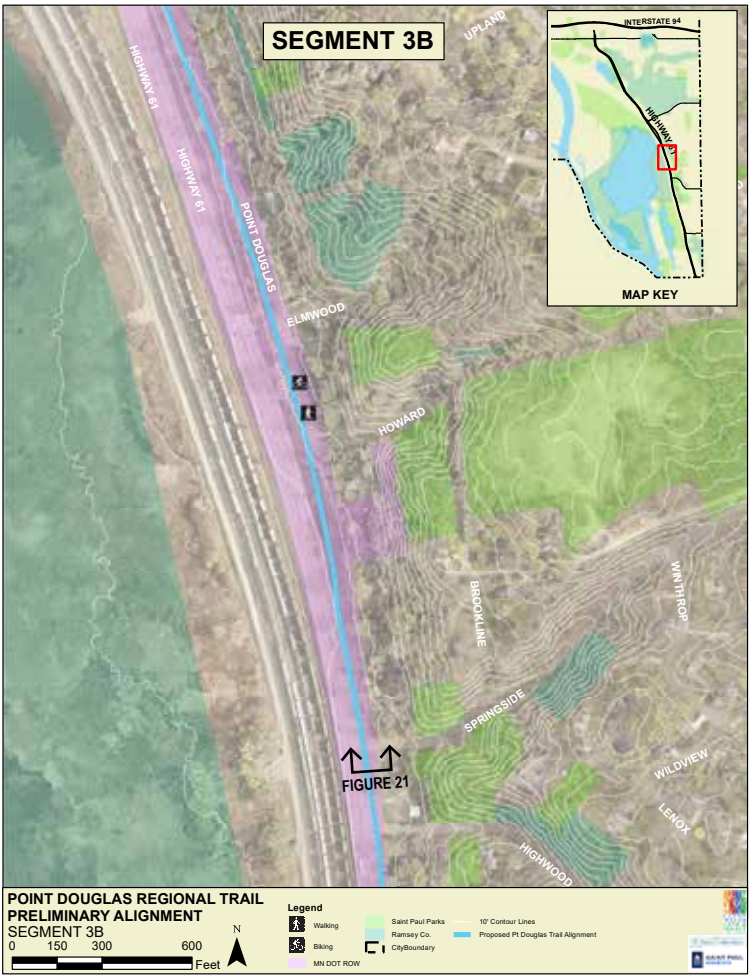


Figure 20: Segment 3B

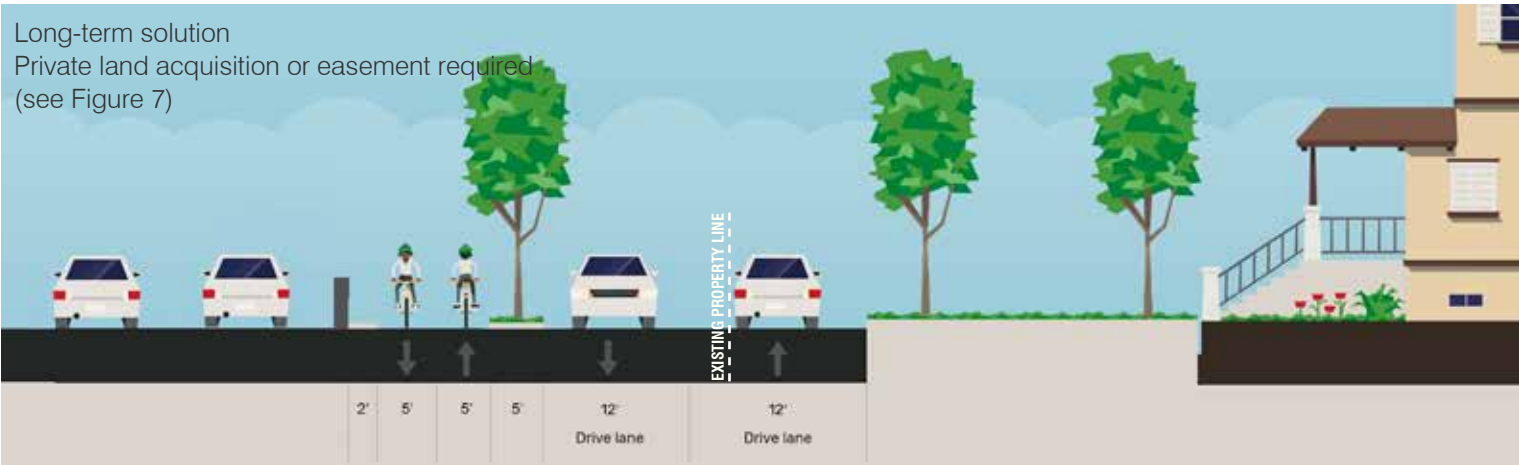


Figure 22: Segment 3B grade separated trail along Point Douglas Rd between Highwood Ave and Howard Ave.



Segment 4: Highwood Avenue to Cul-da-sac North of Carver Ave

Segment 4 will utilize the existing protected, off-street trail between the Hwy 61 and the hillside. Due to the proximity to Hwy 61, the community engagement process recommended shifting the trail closer to the hillside to allow for more vehicle separation while not effecting the hydrologic system. Geophysical analysis will be required during the design phase to determine limits of bedrock to avoid effects to bluff. Coordination is needed with MnDOT to determine horizontal clear zones from the roadway edge. The estimated cost for this segment is \$578,000 and includes 0.6 mile trail construction, wayfinding signage, and restoration.



Figure 23: Segment 4



End of Segment 4 looking south toward Carver Ave.



Segment 4 looking north. Notice existing 8'-0" trail.



Figure 24: Segment 4 typical section. 12'-0" trail to replace existing 8'-0" trail, new vegetation buffer & pedestrian lights.



End of Segment 4 at cul-da-sac looking northwest.



**Segment 5A: Cul-da-sac North of Carver Ave to Fish Creek**

Segment 5 returns to the Point Douglas Rd right of way as a protected, off-street trail separate by a boulevard, curb, and tree plantings. In most cases, there is adequate right of way to install the trail without effecting the existing curb line until Stinchfield Street. The estimated cost for this segment is \$550,000 and includes trail construction, wayfinding signage, and restoration.



Point Douglas Rd at Carver Avenue



Point Douglas Rd north of Stinchfield Street.

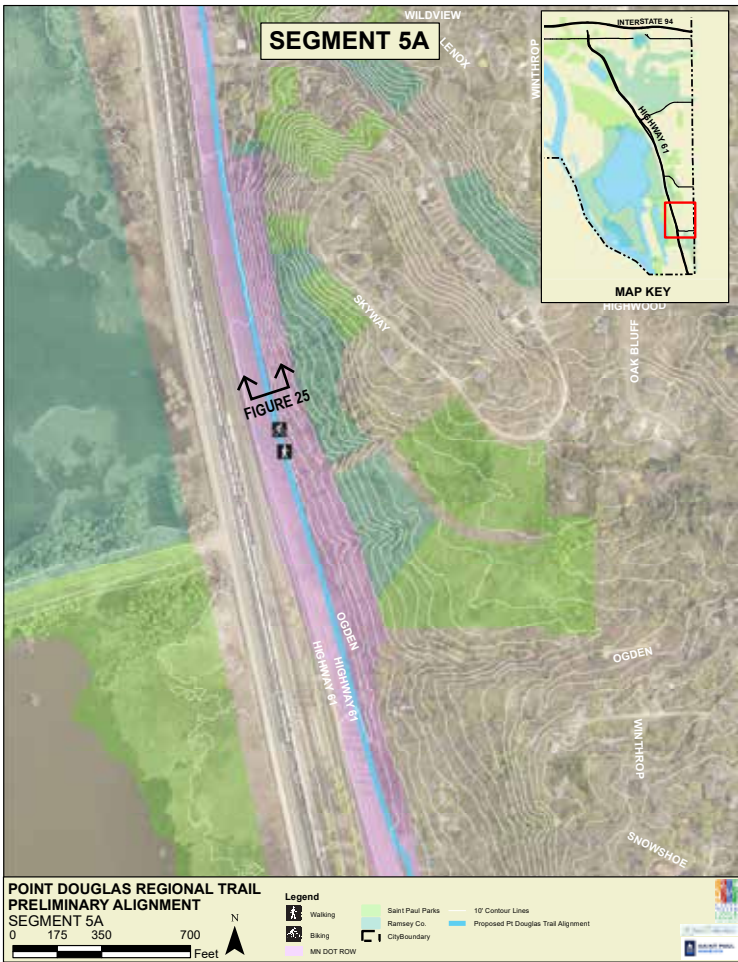


Figure 25: Segment 5A typical section

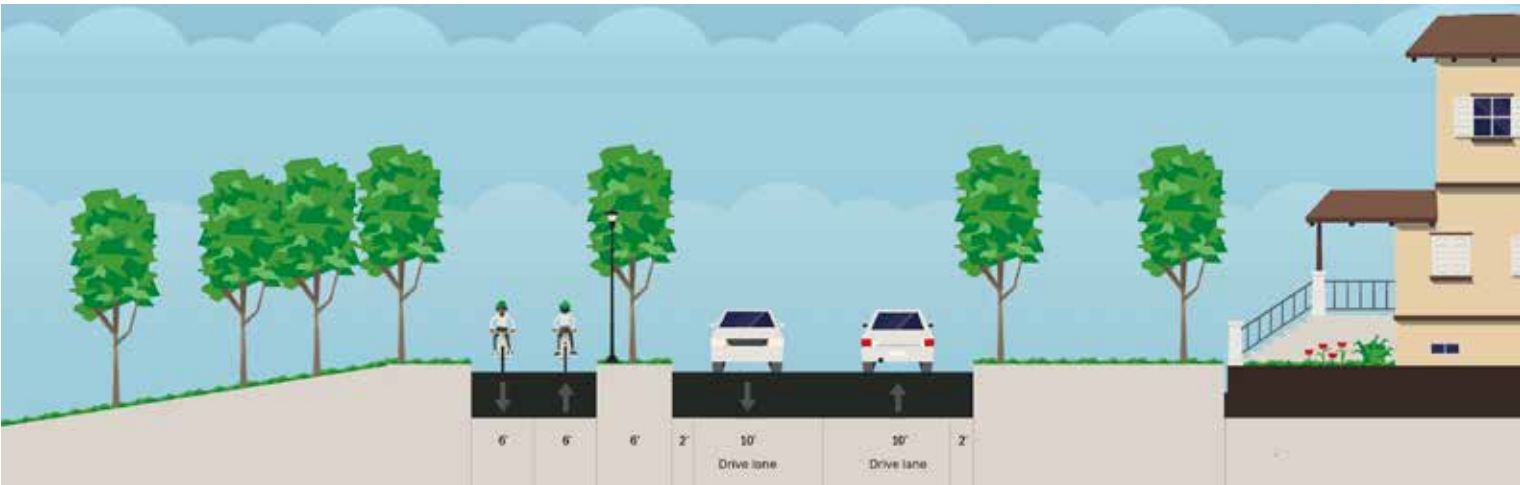


Figure 26: Segment 5 typical section

Segment 5B: Fish Creek to Bailey Road

Segment 5 continues on Point Douglas Rd right of way as a protected, off-street trail until Stinchfield Street where the roadway and available right of way narrows. This narrow section of the corridor will require a retaining wall on the west side of the trail and relocation of the western curb line to the east. The estimated cost of this segment is \$1,089,000 and includes trail construction, wayfinding signage, retaining wall, roadway realignment, and restoration. Collaboration is needed with St. Paul Public Works to meet federal trail standards and the functional needs of the roadway. Segment 5 terminates at Bailey Road with a variety of crossing options to Washington County. Explore a combination of geometric roadway improvements, two stage pedestrian crossing, traffic signal revisions or installations, and/or enhanced crossing treatments along Bailey Road from Hwy 61 to interstate 494. Bailey Rd intersection improvements identified as an at grade crossing on the opinion of probable cost. (Figure 29) The total length of Segment 5A & B is 1.19 miles.



Point Douglas Rd south of Stinchfield Street.

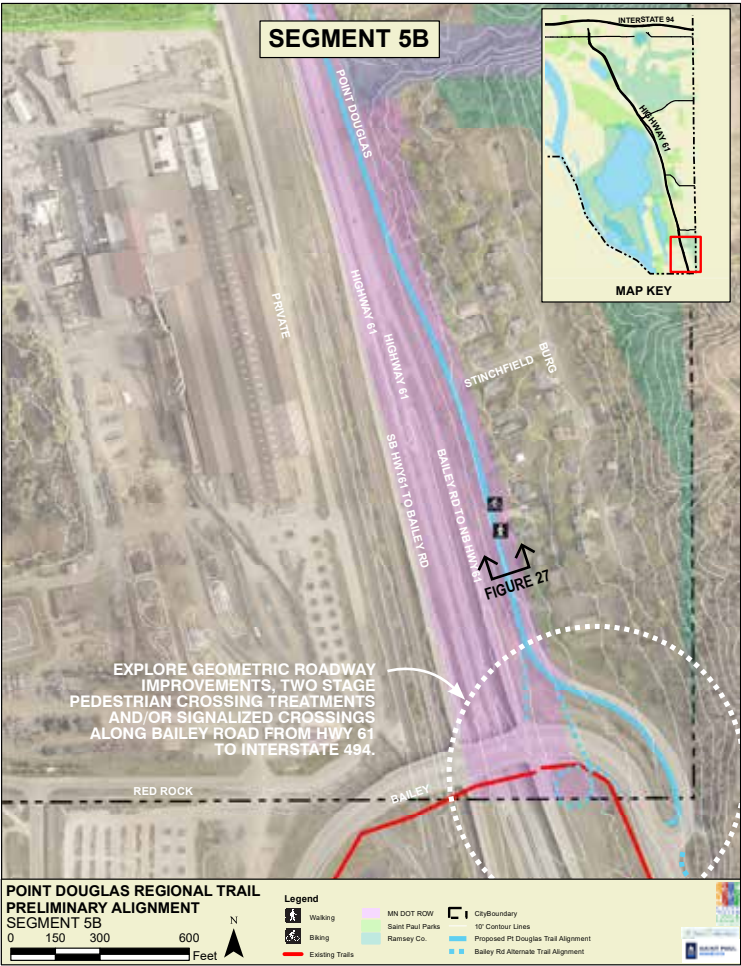


Figure 27: Segment 5B



Figure 28: Segment 5B typical section south of Stinchfield St.

## **Point Douglas Regional Trail Phase 1 Construction Project Summary**

The Point Douglas Regional Trail is a planned trail along a Tier 1 RBTN Alignment that follows along Point Douglas Rd and Trunk Highway 61 from Bailey Rd in Newport to Indian Mounds Regional Park in Saint Paul. This project proposes to construct the first phase of that trail, from Bailey Rd to Battle Creek Regional Park. A 0.6 mile portion of this alignment was constructed in the 1980s and has degraded in condition as it has approached the end of its useful life. That segment will be reconstructed with this project.

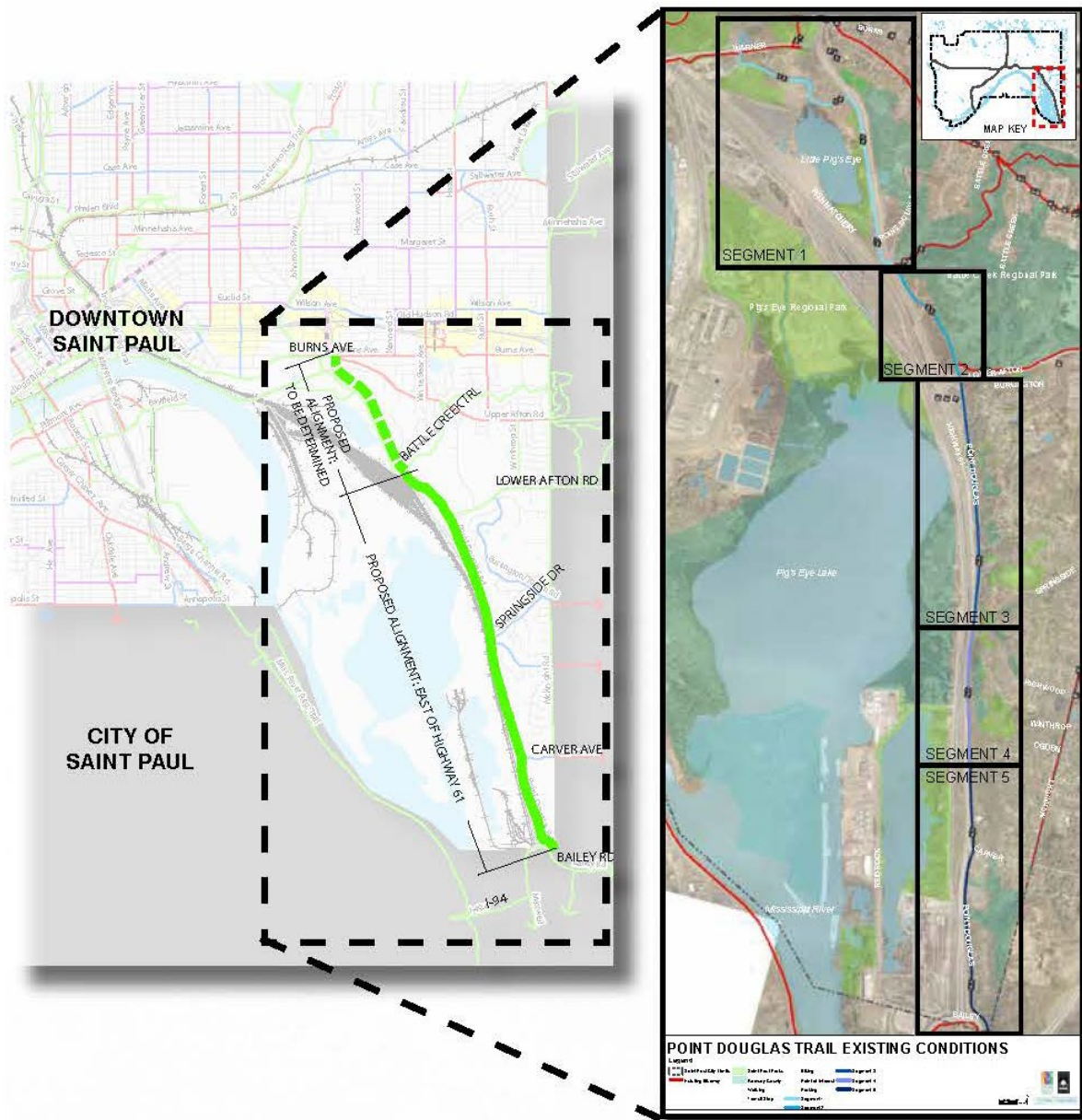
The Point Douglas Regional Trail corridor is one of two sections of the Mississippi River Trail in Saint Paul that is on-road and the only one without any bicycle facilities. It serves as a commuter route for bicyclists into downtown Saint Paul from the southeast neighborhoods of Saint Paul and from other parts of the East Metro. This project would greatly increase safety for users of this corridor by taking those users off the street and onto a separated trail.

The construction phase of the project is estimated at \$6,875,000, of which, \$5,500,000 is being requested with this application and \$1,375,000 will be matched by the City of Saint Paul through its share of future Parks and Trails Legacy funding and Metro Parks Bonding funding. All design and engineering costs, and any cost overruns, will also be funded by those sources.

This application follows an extensive community engagement process that has produced a master plan guiding development of the trail. This master plan has recently received local and regional approval and positions the project for final design and construction.

This project will result in a new facility that is safer for all users of the corridor. The opportunity to close a major gap in Saint Paul's bicycle network makes this project a high priority to fund.





DUGSIGA MASHRUUCA

UJEEEDADA MASHRUUCA

- Naqshadee 4,5 mayl oo ka baxsan dariiqa Point-ka Douglas Road oo ka socda Burns Ave ilaa Bailey Road
- Hagaaji isgoysyada isgoysyada
- Hagaaji calaamadaha iyo raadinta jidka
- Hagaajinta badbaadada iyo helitaanka





## JADWALKA

### JADWALKA GURIGA

Sahanka 2020

Bandhigga Oktoobar #1 - Fursadda & Caqabadaha (mareegaha hoose)

Nofeembar 30-Maalin Muddada Dib-u-eegista Dadweynaha

Soo Bandhigida Dec #2 - Qabashada Raadinta Qabyada (mareegaha hoose)

Jan 2021 Muddada Dib-u-eegista Dadweynaha 30-maalmood

Qoraalka Qorshaha Master-ka ee Qabyo-Sept

Oktoobar 30 -Muddada Dib -u -eegista Dadweynaha - Virtual

Nofeembar - Dec Magaalada Saint Paul & Ansixinta Golaha Metropolitan

2025-2026 Dhismaha Raad-raaca (maalgelinta la sugayo)

Maareeyaha Mashruuca: Brett Hussong

Taleefan: 651-266-6420

Iimayl: [brett.hussong@ci.stpaul.mn.us](mailto:brett.hussong@ci.stpaul.mn.us)

Website -ka Mashruuca: [www.stpaul.gov/PointDouglasTrail](http://www.stpaul.gov/PointDouglasTrail)

Khariidada Khadka Tooska ah: <https://www.stpaul.gov/pointdouglasinputmap>

## GOBOLKA DUGLAS

### QORSHAHA MASTER TRAIL

## JADWALKA

### JADWALKA GURIGA

Sahanka 2020

Bandhigga Oktoobar #1 - Fursadda & Caqabadaha (mareegaha hoose)

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Website -ka Mashruuca: [www.stpaul.gov/PointDouglasTrail](http://www.stpaul.gov/PointDouglasTrail)

Khariidada Khadka Tooska ah: <https://www.stpaul.gov/pointdouglasinputmap>

Sahanka onlaynka: <https://www.surveymonkey.com/r/PtDouglasTrail>

ama ku soo gudbi sahan qoraal ah oo hoos ku qoran oo baqshad leh: Xafiiska Geeska Afrika ee Xafiiska USA

1. Qor da'daada

- Ka yar 18
- 18 ilaa 24
- 25 ilaa 34
- 35 ilaa 44
- 45 ilaa 54
- 55 ilaa 64
- 65 ilaa 74
- 75 iyo ka weyn

2. Immisa jeer ayaad u isticmaashaa waddada baaskiilka ee ku taal Point Douglas?

- Marna
- Maalin kasta
- Toddobaadle
- Bil walba
- Sanadkiiba

3. Waa maxay nooca ugu badan ee waxqabad ee ka socda Point Douglas?

- Soco
- Orod
- Mootada



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- Wareegga

4. Maxaa xaddidaya isticmaalka baaskiilka iyo/ama dariiqyada isticmaalka badan ee Point Douglas?

- Helitaanka
- Ma ogtahay waddada baaskiilka iyo/ama dariiqyada isticmaalka badan?
- Nabadgelyada
- Caqabadaha Luqadda
- Xaaladda Laamiga
- Mid kale (fadlan sheeg)

5. Haddii aad ka jawaabtay badbaadinta su'aasha 5, fadlan sheeg sababta:

- Helitaanka ama marinnada dhaadheer
- Khadadka aragga
- Calaamado la'aan
- Ammaanka Ugu Yar
- Helitaanka sanduuqyada wicitaanka
- Isku dhacyada baabuurka (waddada baaskiilka)
- Khilaafyada isticmaalaha (socket vs mootada vs rookaha)
- Mid kale (fadlan sheeg)

6. Waa maxay sifooyinka ama adeegyada kuu soo jiidan kara inaad adeegsato mustaqbalka dariiqka ka baxsan waddada?

- Fadhiyada
- Iftiimin
- Ilaha Cabbitaanka
- Fasiraadda
- Calaamadaha
- Calaamadaha luuqado badan
- Mid kale (fadlan sheeg)

## Transit Connections

Multiuse Trails and Bicycle Facilities Project: Point Douglas Regional Trail | Map ID: 1647449815147

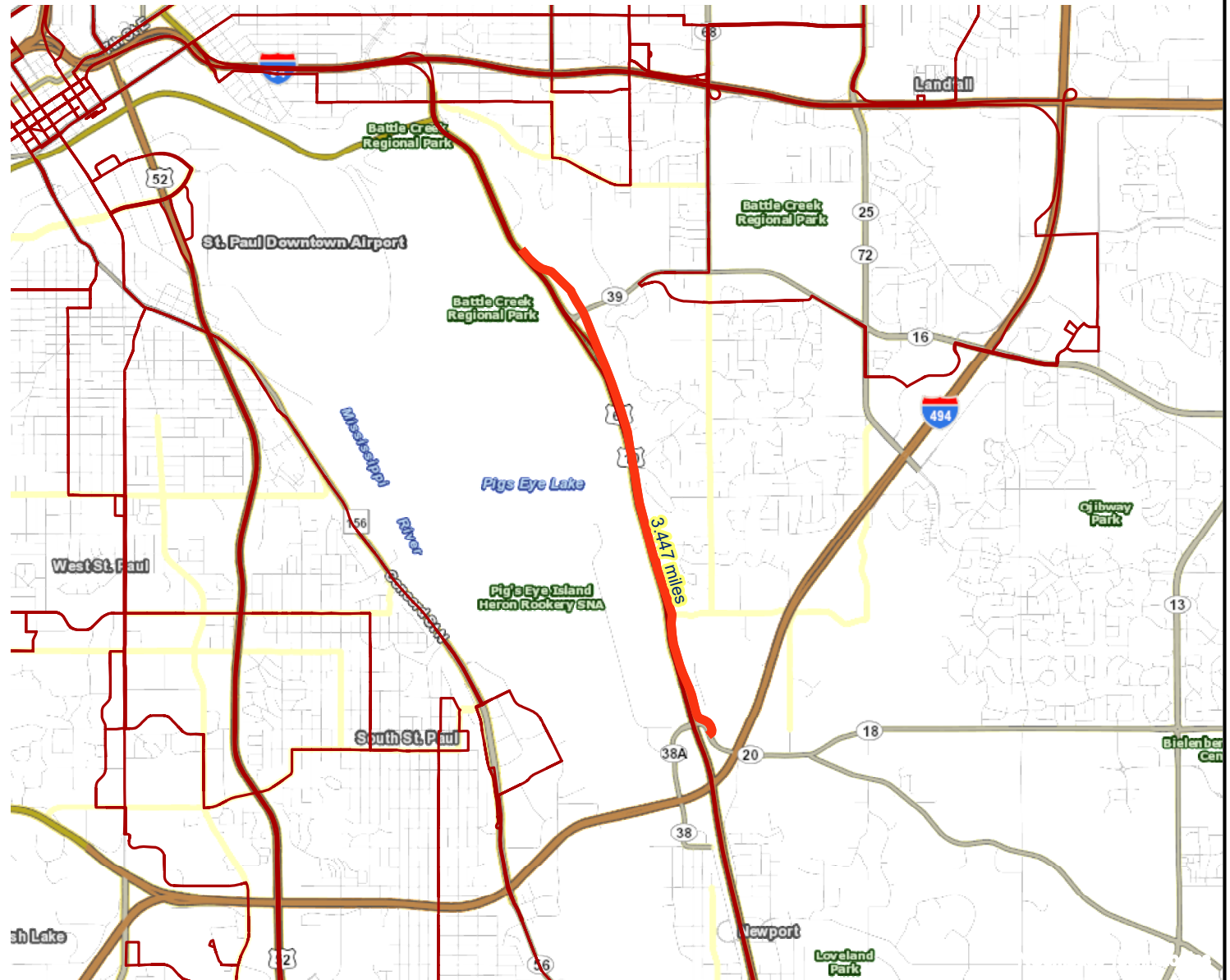
### Results

Transit with a Direct Connection to project:  
363

\*Red Rock

*\*indicates Planned Alignments*

Transit Market areas: 2, 3, 4



○ Project Points — Transit Routes

— Project

□ Project Area

0 0.5 1 2 3 4 Miles

Created: 3/16/2022  
LandscapeRSA3



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





# YOU ARE INVITED TO POINT DOUGLAS REGIONAL TRAIL MASTER PLAN



## COMMUNITY OPEN HOUSE

**DATE:** Tuesday, March 24, 2020

**TIME:** 6:00 - 7:00pm  
(brief presentation at 6pm)

**Location:** Battle Creek Recreation Center  
75 Winthrop St. S.



If you have questions, suggestions, or comments please contact:  
Brett Hussong  
[brett.hussong@ci.stpaul.mn.us](mailto:brett.hussong@ci.stpaul.mn.us)  
(651) 266-6420

For more information, please visit the project website:  
[www.stpaul.gov/PointDouglasTrail](http://www.stpaul.gov/PointDouglasTrail)

For more information and if you need special accommodations and/or translation services contact:

Bianca Paz (651) 266-6418  
(para info en español)

Cheengeng Yang (651) 266-6414  
(yog koj xav tau kev pab los sis muaj lus noog)