



Application

17074 - 2022 Multiuse Trails and Bicycle Facilities

17627 - Capital City Bikeway Buildout: Phase 3 Kellogg Blvd (W. 7th to John Ireland)

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 04/14/2022 11:20 AM

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

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

Organization Information

Name: ST PAUL, CITY OF

Jurisdictional Agency (if different):

Organization Type: City

Organization Website:

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

***** ST PAUL Minnesota 55101
City State/Province Postal Code/Zip

County: Ramsey

Phone:* 651-266-9700
Ext.

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PeopleSoft Vendor Number 0000003222A22

Project Information

Project Name Capital City Bikeway Buildout: Phase 3 Kellogg Blvd (W. 7th to John Ireland)

Primary County where the Project is Located Ramsey

Cities or Townships where the Project is Located: Saint Paul

Jurisdictional Agency (If Different than the Applicant):

The Kellogg Blvd Capital City Bikeway Phase 3 project will construct a protected bikeway along Kellogg Blvd from W 7th Street to John Ireland Blvd in downtown Saint Paul. Kellogg Blvd is an A Minor Reliever roadway carrying 28,000 vehicles per day. Transportation in the corridor is complicated, with both local and regional demands, and will be greatly improved with the addition of a bicycle facility connecting the Xcel Energy Center, the Smith Avenue Transit Center, the Minnesota History Center, and St Paul College.

This project will be particularly complicated due to a portion of the corridor traversing a bridge deck, potential impacts to a complex web of underground utilities, and a significant grade change. Despite these challenges, the corridor connects the downtown core with the Summit Avenue regional trail; the corridor serves multiple high-density and/or affordable housing developments, and is adjacent to the commercial activity node along West 7th Street.

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

The scope of work will include shifting the curb line on the east side of Kellogg Blvd, replacement of several traffic signal systems, and substantial reconstruction of the sidewalk on the east side. The scope will include relocation of utility systems, meeting stormwater requirements, refurbishing or replacing street lighting, and ADA compliance. The project does not anticipate needing bridge strengthening to add a sidewalk-level bicycle connection, but the bikeway design remains flexible as more bridge details become known in the design process and as MnDOT scopes a potential mill and overlays on the I-94 bridge deck.

The project will be part of the Capital City Bikeway (CCB) a network of approximately 5 miles of off-street trails throughout downtown Saint Paul that connects the regional destinations downtown with

the existing trail network and residential locations throughout the City.

The first leg of the CCB was constructed along Jackson Street beginning in 2016. Completed in 2018, this groundbreaking investment connected the Samuel Morgan Regional Trail with the Gateway State Trail. Since then, several other legs have been constructed or are in design: 10th Street and 9th Street have on-street interim two-way bicycle facilities. Wabasha Street will be reconstructed in 2022 and will include a CCB connection. The Kellogg Blvd leg of the CCB will be constructed in three phases. Phase I and II received federal funding in previous rounds of the Regional Solicitation and will be constructed in 2023 and 2025.

This application builds on the momentum of these successful projects and is for the third and final phase of the Kellogg Blvd leg of the CCB, which completes a critical connection in the network and region.

(Limit 2,800 characters; approximately 400 words)

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

Construct bituminous trail, concrete sidewalk, curb and gutter, lighting, traffic signals, drainage, utilities, signing, striping, roadway restoration

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) 0.4

to the nearest one-tenth of a mile

Project Funding

Are you applying for competitive funds from another source(s) to implement this project? No

If yes, please identify the source(s)

Federal Amount \$5,500,000.00

Match Amount \$3,935,913.00

Minimum of 20% of project total

Project Total \$9,435,913.00

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

Match Percentage 41.71%

Minimum of 20%

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

Source of Match Funds City of St. Paul Capital Funds

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: 2027

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

Additional Program Years: 2025

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

Project Information

County, City, or Lead Agency City of Saint Paul

Zip Code where Majority of Work is Being Performed 55102

(Approximate) Begin Construction Date 06/01/2027

(Approximate) End Construction Date 11/01/2027

Name of Trail/Ped Facility: Kellogg Blvd Capital City Bikeway Phase 3

(i.e., CEDAR LAKE TRAIL)

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

From: Kellogg Blvd & W 7th Street
(Intersection or Address)

To: Kellogg Blvd & John Ireland Blvd
(Intersection or Address)

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

Or At:

Miles of trail (nearest 0.1 miles): 0.4

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

Is this a new trail? Yes

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

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

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

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

62886

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:

The project implements a bikeway along a RBTN Tier 1 alignment as described on page 7.14 and Figure 7-1 of the 2040 Transportation Policy Plan. The project will improve and facilitate improvements to make walking and biking a more feasible and attractive mode of transportation.

(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.

This project has been identified in several local plans.

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

3.4 Develop and maintain a complete and connected bikeway system

3.6 Fill gaps in the bikeway system.

The project is identified in the Saint Paul Bicycle Plan, which was adopted by the City Council in 2015 and last updated in 2017. This plan calls for the development of a network of downtown bicycle

facilities and identifies investment in bikeways downtown as one of two top investment priorities

for the City. The Capital City Bikeway is described on pages 62-64 of the Bicycle Plan.

The project is described in detail in the Capital City Bikeway Network Study and Design Guide, which

was approved by City Council in 2017. This study identified the nearly five miles of planned bikeway

alignments within and around downtown and developed concept level layouts of the proposed

bikeways, including for this project on Kellogg Blvd.

The City's 2040 Comprehensive Plan, which was adopted by City Council on November 18, 2020, has several policies related to promoting multimodal transportation:

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

Policy T-21. Reduce vehicle miles traveled (VMT) by 40% by 2040 by improving transportation options beyond single-occupant vehicles.

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

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

The City's Climate Action and Resilience Plan, which was adopted by City Council in December of 2019, calls for the city to prioritize walking, biking, rolling and taking public transit for travel and reduce driving by 40% by 2040. We can only do this if we implement the Capital City Bikeway, including this leg.

(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).

Multiuse 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: 01/13/2016

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

Link to plan:

[Root/ADA%20Transiton%20Plan%20for%20Public%20Works_2016.pdf](#)

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

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link

Upload as PDF

10.The project must be accessible and open to the general public.

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

11.The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017. 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

Requirements - Bicycle and Pedestrian Facilities Projects

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

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

Multiuse Trails on Active Railroad Right-of-Way:

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

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

[Upload Agreement PDF](#)

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

Multiuse Trails and Bicycle Facilities projects only:

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

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

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

Safe Routes to School projects only:

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

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

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

	Cost
Mobilization (approx. 5% of total cost)	\$369,664.00
Removals (approx. 5% of total cost)	\$369,664.00
Roadway (grading, borrow, etc.)	\$998,863.00
Roadway (aggregates and paving)	\$960,000.00
Subgrade Correction (muck)	\$600,000.00
Storm Sewer	\$900,000.00

Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$300,000.00
Traffic Control	\$60,000.00
Striping	\$12,000.00
Signing	\$12,000.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$60,000.00
Bridge	\$540,000.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$900,000.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$1,575,447.00
Other Roadway Elements	\$174,075.60
Totals	\$7,831,713.60

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$600,000.00
Sidewalk Construction	\$300,000.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$180,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$203,360.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$320,839.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$1,604,199.00

Specific Transit and TDM Elements

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

Transit Operating Costs

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

Totals

Total Cost	\$9,435,912.60
Construction Cost Total	\$9,435,912.60
Transit Operating Cost Total	\$0.00

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment Yes

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

OR

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

Upload Map

1649295183208_RBTN_BikeCorridors Map - Kellogg Phase 3 CCB.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 45470

Existing Employment Within One Mile (Integer Only) 76884

Upload the "Population Summary" map

1649295276001_Population and Employment Summary Map - Kellogg Phase 3 CCB.pdf

Please upload attachment in PDF form.

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 proposed project is the result of a two-year planning process that included outreach to minority and low-income populations. The recommended Capital City Bikeway design, alignment chosen, and the holistic scope of the Capital City Bikeway improvements are all a result of the equitable engagement process that informed this project.

The Process was Comprehensive: The project was guided by a Community Advisory Committee (CAC) that included BIPOC populations, people of all ages, and people across the economic spectrum. The outreach efforts included collaboration with organizations such as Cycles for Change who work directly with new or inexperienced cyclists in low-income communities to advocate, educate, and encourage self-dependency through cycling.

The Design is Intentional: The design selection of sidewalk-level bikeways is an intentional effort to make bicycling accessible to all populations, regardless of cycling experience or background. This was a key input from the CAC.

The Alignment is Diverse: The selection of Kellogg Blvd at the recommendation of the CAC as the major east-west spine is an effort to connect the bikeway to locations where low-income populations frequent, including the Ramsey County Government Center which houses the Social Services staff and programs. The alignment selected also provides access to City Hall, a location that can be intimidating to many people of color, immigrants, or of low income. The project is connected to George Latimer central Library, and is only one block away from Catholic Charities Higher Ground facility offering emergency shelter to homeless or otherwise distressed people. The project serves Saint Paul College, an important regional community and technical college for people of all backgrounds and incomes.

Response:

The Scope is Holistic: In addition to being proximate to several key institutions serving low-income populations, the project will result in substantial ADA improvements for people using wheelchairs. Brick pavers, a material that is problematic for anyone on wheels, will be removed, and traffic calming will be designed at several intimidating intersections for both bicyclists and pedestrians along Kellogg Blvd.

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

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 project aims to break down barriers that have in the past made downtown Saint Paul feel inaccessible to diverse populations. One barrier is that driving and parking are challenging and costly in downtown St Paul; by improving bicycling and walking accessibility in and around downtown, low-income populations are able to access the services, jobs, and transit opportunities that downtown can offer. This mentality shift is particularly important for this phase of Kellogg Blvd Capital City Bikeway since the current design of Kellogg is very automobile-centric and accommodates a heavy regional vehicular movement between I-94 and I-35E. Creating a bicycle connection in this stretch of Kellogg Blvd encourages more visitors to downtown, of all backgrounds and abilities, and could result in a mode shift that is more equitable for our region and for historically disadvantaged communities.

Response:

A specific equitable connection that this project makes is an intuitive and safe bicycling facility between a community college (Saint Paul College) and a transit center (Smith Avenue Transit Center). The Smith Avenue Transit center is a regional transit hub and the western terminus of the future Gold Line. Connecting these two locations via bicycle safely means the students of Saint Paul College are connected to the entire region without the cost of owning and parking a vehicle. Additionally, the project is the third leg of a longer bikeway that brings users into the core of downtown Saint Paul and within a block of the METRO Green Line Central Station.

The project is part of a larger vision to connect diverse segments of the City together. Topography as well as railroads and freeway construction has resulted in a challenging landscape where traveling by bike or foot between the western and eastern

half of the city is difficult, leaving the two halves of the city disconnected from each other, and highlighting economic disparities and demographic differences. This project addresses that by constructing Phase III of a high-quality bikeway through a grade-challenged part of downtown and connects two sides of the city together.

The bikeway enables low income populations and people of color an opportunity to feel welcomed into downtown, and will provide high quality urban public spaces accessible to everyone. The project will address ADA concerns along the corridor to facilitate use by disabled populations, and the project will move the curbs and improve pedestrian and bicycle crossings of Kellogg Blvd so that those less experienced bicyclists and pedestrians, including children and elderly populations, are comfortable using the facility.

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

Measure C: Affordable Housing Access

Describe any affordable housing developments 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 projects 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 13 affordable housing developments within 0.5 miles of the proposed project, all of which are existing. The thirteen projects provide a total of 1,680 affordable units out of a total of 1,723 units in the developments, over 98% of the units in these buildings. A map and list of affordable developments is provided as an attachment.

This project is a key connection between many affordable housing units in the area and in the region including Higher Ground Saint Paul, Saint Paul Opportunity Center and Higher Ground Saint Paul Residence, that is within 1 block of the corridor and was completed in the fall of 2019. The project will provide substantial benefits for residents of affordable housing developments by providing low-cost connectivity to transit, retail, commercial opportunities, and recreational opportunities. The project is designed to prioritize the needs of those who can't afford to drive or park in downtown. By providing safe and affordable transportation options to residents, the project allows residents of affordable developments to spend a smaller portion of their resources on transportation.

Many affordable housing developments are concentrated in downtown Saint Paul, since these residents benefit the most from the density of destinations, services, and transportation options that converge in downtown. The proposed project will help residents access transit stations that provide access to the entire Twin Cities. Residents in affordable housing developments will also benefit from improved sidewalks and ADA compliance.

Response:

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

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.

1649297196704_SocioEconomicConditionsMap - Kellogg Phase 3 CCB.pdf

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

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

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

Bike system gap improvements include the following:

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

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

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

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

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

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

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

There is currently no obvious and comfortable way for bicyclists on Summit Avenue, the City's most heavily used bikeway, to safely connect into downtown Saint Paul. Kellogg Blvd is the only route for that connection, and despite the lack of accommodations for them, some bicyclists do use this route today.

Kellogg Blvd carries between 14,000 and 22,000 vehicles per day, and it serves as a regional connection point between two freeways (I-94 and I-35E). People using bicycles currently connecting between Summit Avenue and downtown destinations are generally sharing the road with these vehicles because bicycling on the sidewalk is prohibited in downtown Saint Paul. Therefore, only the bravest and most confident cyclists will currently ride on Kellogg Blvd and commute via bicycle into downtown Saint Paul. The proposed project establishes a sidewalk level bicycle facility in this stretch of Kellogg to eliminate the barrier to bicycling into downtown Saint Paul.

Response:

The proposed CCB connection along Kellogg Blvd helps close a gap in the Tier 1 Regional Bicycle Transportation Network and greatly improves safety along Kellogg Blvd. The eastern terminus of the proposed project will connect directly to the Kellogg Blvd Capital City Bikeway Phase I and Phase II projects scheduled for 2023 and 2025 (both of which are Tier 1 alignments and connect to the Sam Morgan Regional Trail). The western terminus of the project, at John Ireland Blvd connects to Summit Avenue and Marshall Avenue, both of which are Tier 1 or 2 RBTN alignments.

(Limit 2,800 characters; approximately 400 words)

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

DEFINITIONS:

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

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

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

Tier 1

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

Tier 2

Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments

Tier 3

Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments

Non-tiered

Crossings of non-tiered Regional Bicycle Barrier segments

No improvements

Yes

No Improvements to barrier crossings

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

Multiple

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

Measure B: Project Improvements

From 2012 to 2021, there have been 193 recorded crashes along Kellogg Boulevard between John Ireland Blvd and W 7th Street. Tragically, approximately 12% of those crashes resulted in fatalities or injuries. 5 of the 193 crashes involved pedestrians and 1 crash involved a bicyclist within this time period. All of the pedestrian and bicycle crashes resulted in injury, and one of them tragically resulted in a fatality.

Rear end crashes were the most common type of crash, followed by angle crashes and side swipe same direction crashes. These types of crashes are typical for urban environments with signalized intersections. However, with 10 percent of the crashes, the fourth most common type of crash is the Vehicle Run Off Road type, which is less standard of a crash type in urban environments with curb and gutter. This crash trend could be linked to the grade change in this short stretch of roadway; the horizontal and vertical curves of the roadway would be evaluated in this project and improved to reduce this crash type.

Response:

At least five of the six pedestrian and bicycle crashes are of a crash type that may be mitigated by the proposed project because they occurred at intersections or while traversing Kellogg Boulevard. This project would add off-street space for bicyclists to operate along Kellogg (limiting interaction with motorists to intersections) and improve crossing signage and striping at intersections. Signalization, signage, and pavement marking strategies will be used to control and highlight conflict points and provide improved visibility of bicyclists on the sidewalk level facility. These improvements will make bicyclists more visible and separate from vehicles and prevent crashes like these in the future.

In 2014, a 28 year old bicyclist was riding on the

sidewalk approaching the intersection of Kellogg Blvd and West 7th Street and was struck by an SUV driven by a police officer, who was making a right-turn movement and failed to see the bicyclist. No citations were issued in the crash, and the narrative in the police report suggests both parties shared some blame in causing the incident. This crash resulted in a possible injury to the bicyclist. While it is technically illegal to operate a bicycle on a sidewalk in most areas of downtown Saint Paul, it is far too common. Many bicyclists do not feel safe riding in the street, especially on streets like Kellogg Blvd, which carries over 20,000 vehicles per day and does not have any bicycle accommodations. However, motorists are generally not looking for bicyclists on the sidewalk. The proposed project will result in a safe and dedicated space for bicyclists, separate from the roadway and visible at sidewalk level.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

The proposed project will benefit transit users, pedestrians, and drivers in addition to bicyclists.

An improvement this project makes for transit users is adding additional modal connectivity to the Smith Avenue Transit Center, a regional transit hub and the western terminus of the METRO Gold Line METRO Gold Line. This project connects that transit center to the Capital City Bikeway ? a network of approximately 5 miles of off-street trails throughout downtown Saint Paul that connects the regional destinations downtown with the existing trail network and residential locations throughout the City.

Additionally, this project creates an intuitive and safe bicycling facility between the Smith Avenue Transit Center and a community college (Saint Paul College). Connecting these two locations via bicycle safely means the students of Saint Paul College are connected to the entire region without the cost of owning and parking a vehicle.

Response:

Although this is a bicycle connection, the project significantly improves the conditions of Kellogg Blvd for pedestrian as well. The proposed project includes reconstruction of the sidewalk on the east side of Kellogg Blvd, where the sidewalk is in poor condition with cracked panels and heaved panels. The proposed project will address ADA deficiencies along the corridor to improve conditions for persons with disabilities and will ensure Accessible Pedestrian Signals at the signalized intersections.

In order to add a bikeway on the corridor, the travel lanes will need to narrow. Doing this will slow vehicle traffic down, which will both make the corridor more comfortable for pedestrians to walk along and yield less severe vehicle crashes when they do happen.

Drivers will additionally benefit from the project by providing safe and attractive space for bicyclists to operate within the right-of-way outside of the vehicle travel lanes. Bicyclists using the right-of-way today share travel lanes with motorists, which can create stress and conflict between modes.

Finally, adding a bicycle connection on Kellogg means that pedestrians, bicyclists, and shared mobility users can get between events that occur at the Cathedral or on Summit and downtown or West 7th Street easily and safely, no matter what mode they choose to use. This connection opens options for all modes on a corridor currently designed for the automobile.

(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.

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

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

Response:

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

The design team held four pop-up events to gather additional input on the project. Events were held at Mears Park, Pedro Park, and Rondo Days, including a bike ride at Rondo Days with the NiceRide Neighborhood Group and Major Taylor Bicycling Club. During the pop-up events

participants provided input on the project including suggestions for the name of the bikeway, location of the bikeway routes, and how the City could encourage more people to bike.

The final conceptual designs for Kellogg Blvd were presented to the public and downtown stakeholders at an Open House on October 27, 2016. Since approval of the plan by City Council in 2017, City Staff has focused additional engagement on the Capital City Bikeways through additional Open Houses and community meetings focused on the Wabasha, 10th Street, and 9th Street legs of the bikeway network. Additionally, City staff has been engaging property owners adjacent to the bikeway directly again as specific legs enter final design and construction.

(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. Yes

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.

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.

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

1649388501777_Conceptual Design Plans (2016) - Kellogg
CCB West 7th to John Ireland_v2.pdf

Please upload attachment in PDF form.

Additional Attachments

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 Yes

100%

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

100%

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

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

Project is located on an identified historic bridge

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 Yes

100%

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

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): \$9,435,912.60

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$9,435,912.60

Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

Other Attachments



Kellogg CCB Phase 3 Before Looking South

3.6 MB

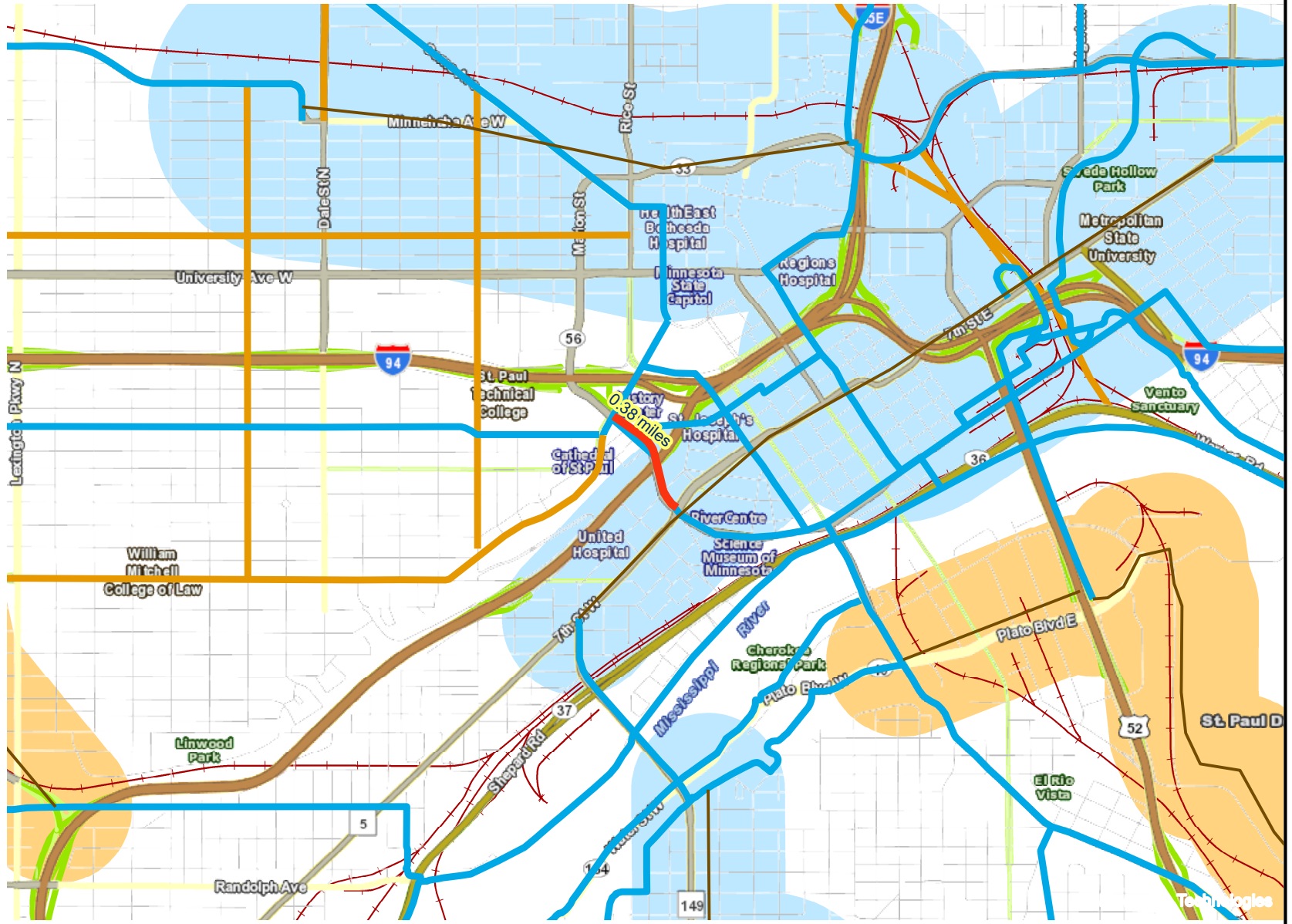
File Name	Description	File Size
Affordable Housing Map.pdf	Map of affordable housing locations within a half mile of the proposed project	196 KB
Kellogg CCB Ph III Summary.pdf	One page summary of proposed project	425 KB
Kellogg Extracts from 2016_CapitalCityBikewayNetworkStudyAndDesignGuide.pdf	Extracts from the Capital City Bikeway Design Guide related to this proposed project	582 KB
RES 22-334 Regional Solicitation Projects.pdf	Resolution from City Council authorizing use of local funds and acknowledging maintenance responsibility.	96 KB
RS MnDOT Letter St Paul Capital City Bikeway apps.pdf	Letter from MnDOT supporting this application.	258 KB
Transit Connections - Kellogg Phase 3 CCB.pdf	Met Council generated map showing transit connections along proposed project	6.7 MB

Project to RBTN Orientation

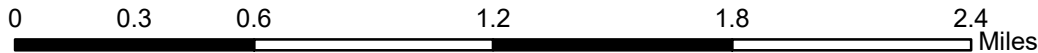
Multiuse Trails and Bicycle Facilities Project: Capital City Bikeway Buildout: Phase 3 Kellogg Blvd (W. 7th | Map ID: 164823934

Results

Project IN TIER 1
Bicycle Transport 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



Created: 3/25/2022
LandscapeRSA6

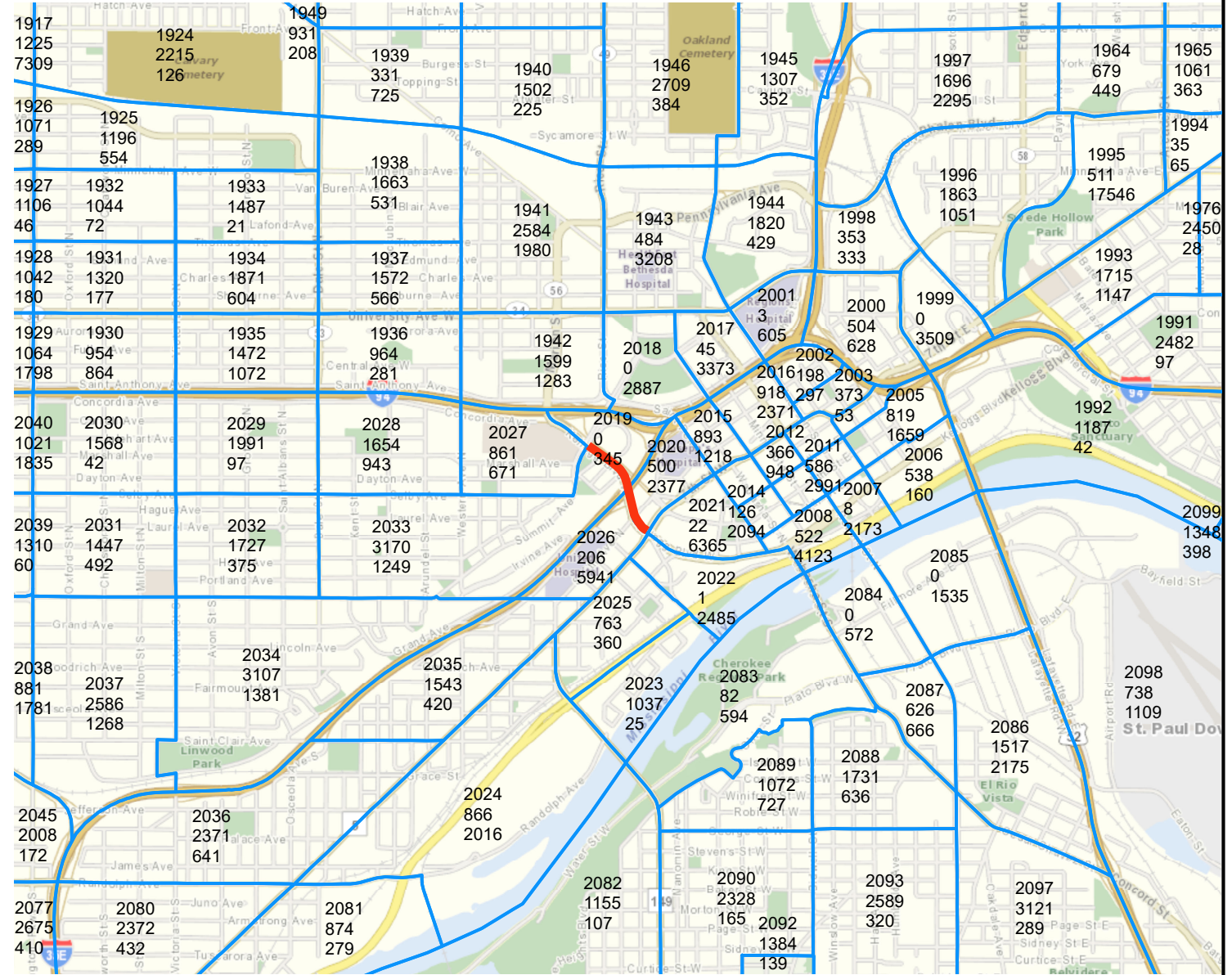


For complete disclaimer of accuracy, please visit
<https://giswebsite.metc.state.mn.us/gis/site/notice.aspx>



Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: Capital City Bikeway Buildout: Phase 3 Kellogg Blvd (W. 7th | Map ID: 1



Results

Within ONE Mile of project:
 Total Population: 45470
 Total Employment: 76884

-  Project Points
-  Project
-  Project Area
-  2016 TAZ



Created: 3/25/2022
 LandscapeRSA4



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

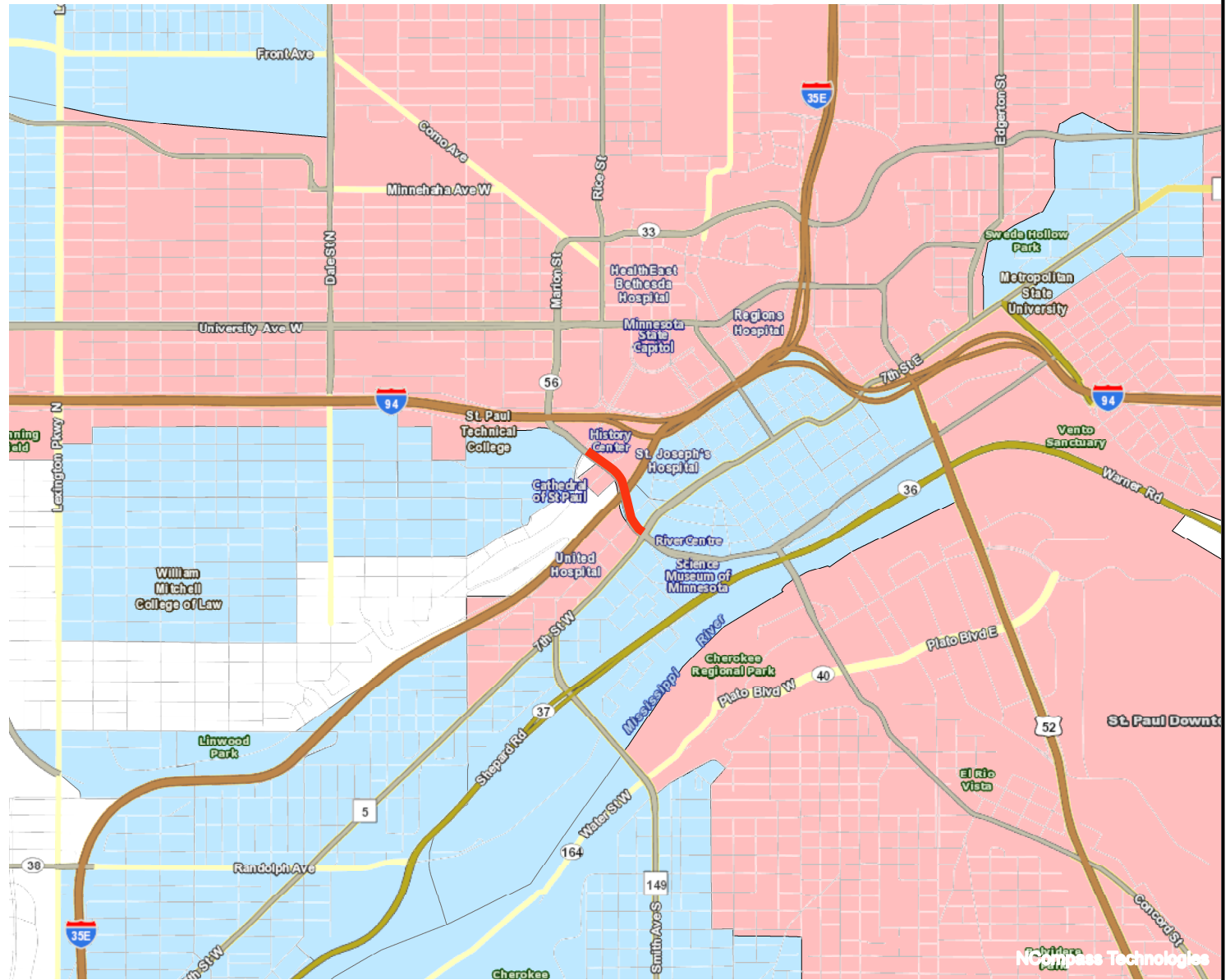


Socio-Economic Conditions

Results

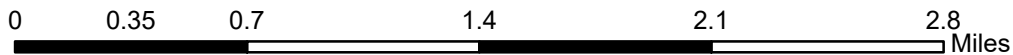
Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 5125

Project located IN an Area of Concentrated Poverty.



— Lines Regional Environmental Justice Area

Area of Concentrated Poverty

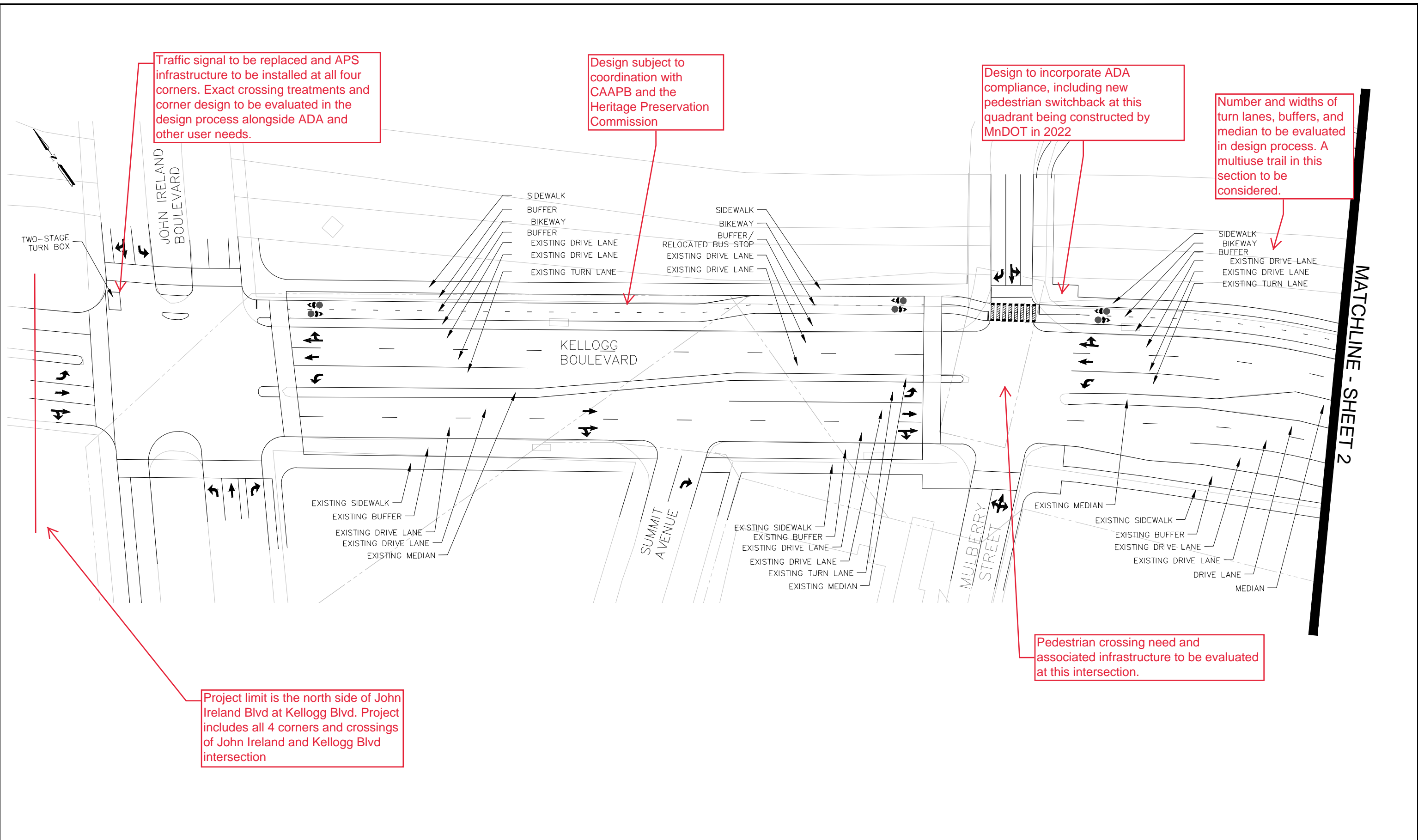


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LandscapeRSA2



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





Traffic signal to be replaced and APS infrastructure to be installed at all four corners. Exact crossing treatments and corner design to be evaluated in the design process alongside ADA and other user needs.

Design subject to coordination with CAAPB and the Heritage Preservation Commission

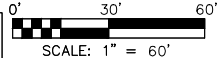
Design to incorporate ADA compliance, including new pedestrian switchback at this quadrant being constructed by MnDOT in 2022

Number and widths of turn lanes, buffers, and median to be evaluated in design process. A multiuse trail in this section to be considered.

Pedestrian crossing need and associated infrastructure to be evaluated at this intersection.

Project limit is the north side of John Ireland Blvd at Kellogg Blvd. Project includes all 4 corners and crossings of John Ireland and Kellogg Blvd intersection

CONCEPT DESIGN PLANS
NOT FOR CONSTRUCTION



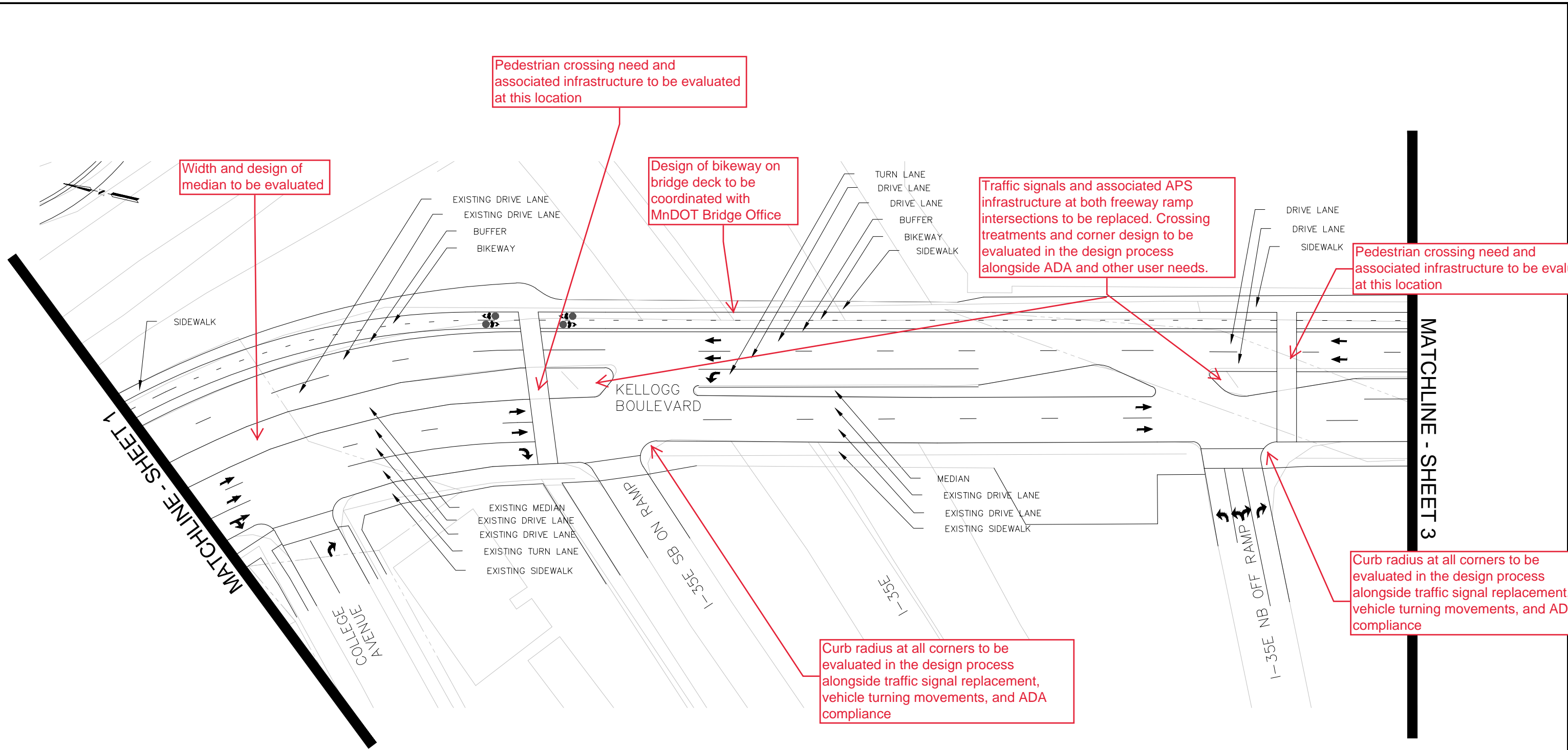
	DESIGNED	DC
	DGN CHECK	KCA
	DRAWN	DC
	DWG CHECK	KCA

Toole Design Group
 212 3RD AVE N, SUITE 476, MINNEAPOLIS, MN 55401
 PHONE: (612) 584-4094 FAX: (612) 927-2800
 www.tooledesign.com

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

PROJECT: CAPITAL CITY BIKEWAY	
CAD DRAWING	
NAME: H:\A000\A021 Jackson Street Reconstruction\CAD\Bike Loop Files\Plans\KelloggNorth.dwg	
DATE: 06/08/16	SHEET NO. 1 OF 7 SHEETS





CONCEPT DESIGN PLANS
NOT FOR CONSTRUCTION

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

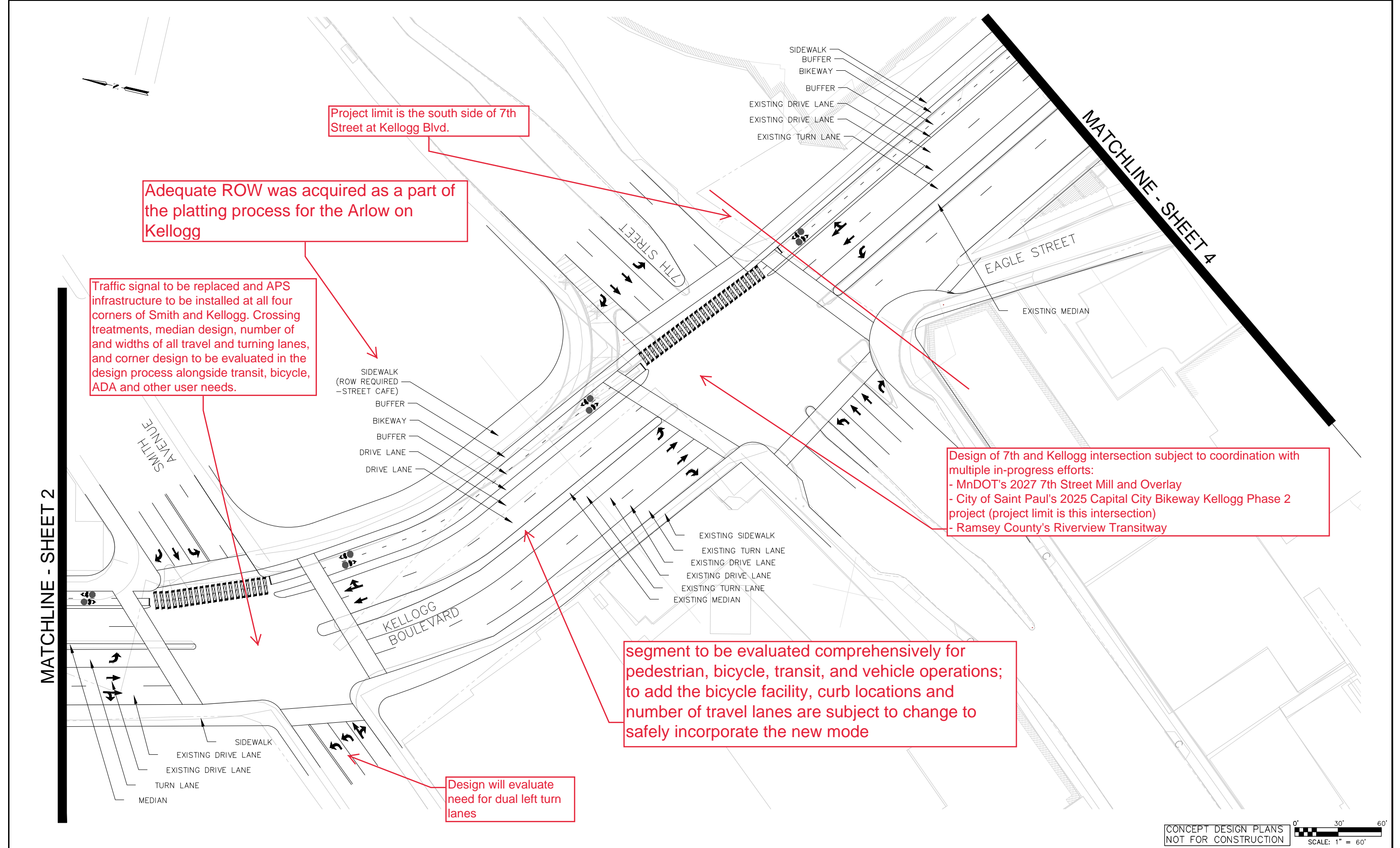
	DESIGNED	DC
	DGN CHECK	KCA
	DRAWN	DC
	DWG CHECK	KCA

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KELLOGG BOULEVARD CORRIDOR
JOHN IRELAND BOULEVARD TO JACKSON STREET

PROJECT: CAPITAL CITY BIKEWAY	
CAD DRAWING NAME: H:\A000\A021 Jackson Street Reconstruction\CAD\Bike Loop Files\Plans\KelloggNorth.dwg	
DATE: 06/08/16	SHEET NO. 2 OF 7 SHEETS



Project limit is the south side of 7th Street at Kellogg Blvd.

Adequate ROW was acquired as a part of the platting process for the Arlow on Kellogg

Traffic signal to be replaced and APS infrastructure to be installed at all four corners of Smith and Kellogg. Crossing treatments, median design, number of and widths of all travel and turning lanes, and corner design to be evaluated in the design process alongside transit, bicycle, ADA and other user needs.

Design of 7th and Kellogg intersection subject to coordination with multiple in-progress efforts:
 - MnDOT's 2027 7th Street Mill and Overlay
 - City of Saint Paul's 2025 Capital City Bikeway Kellogg Phase 2 project (project limit is this intersection)
 - Ramsey County's Riverview Transitway

segment to be evaluated comprehensively for pedestrian, bicycle, transit, and vehicle operations; to add the bicycle facility, curb locations and number of travel lanes are subject to change to safely incorporate the new mode

Design will evaluate need for dual left turn lanes

MATCHLINE - SHEET 2

MATCHLINE - SHEET 4

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

DESIGNED	DC
DGN CHECK	KCA
DRAWN	DC
DWG CHECK	KCA

Toole Design Group
 212 3RD AVE N, SUITE 476, MINNEAPOLIS, MN 55401
 PHONE: (612) 584-4284 FAX: (612) 927-2800
 www.tooledesign.com

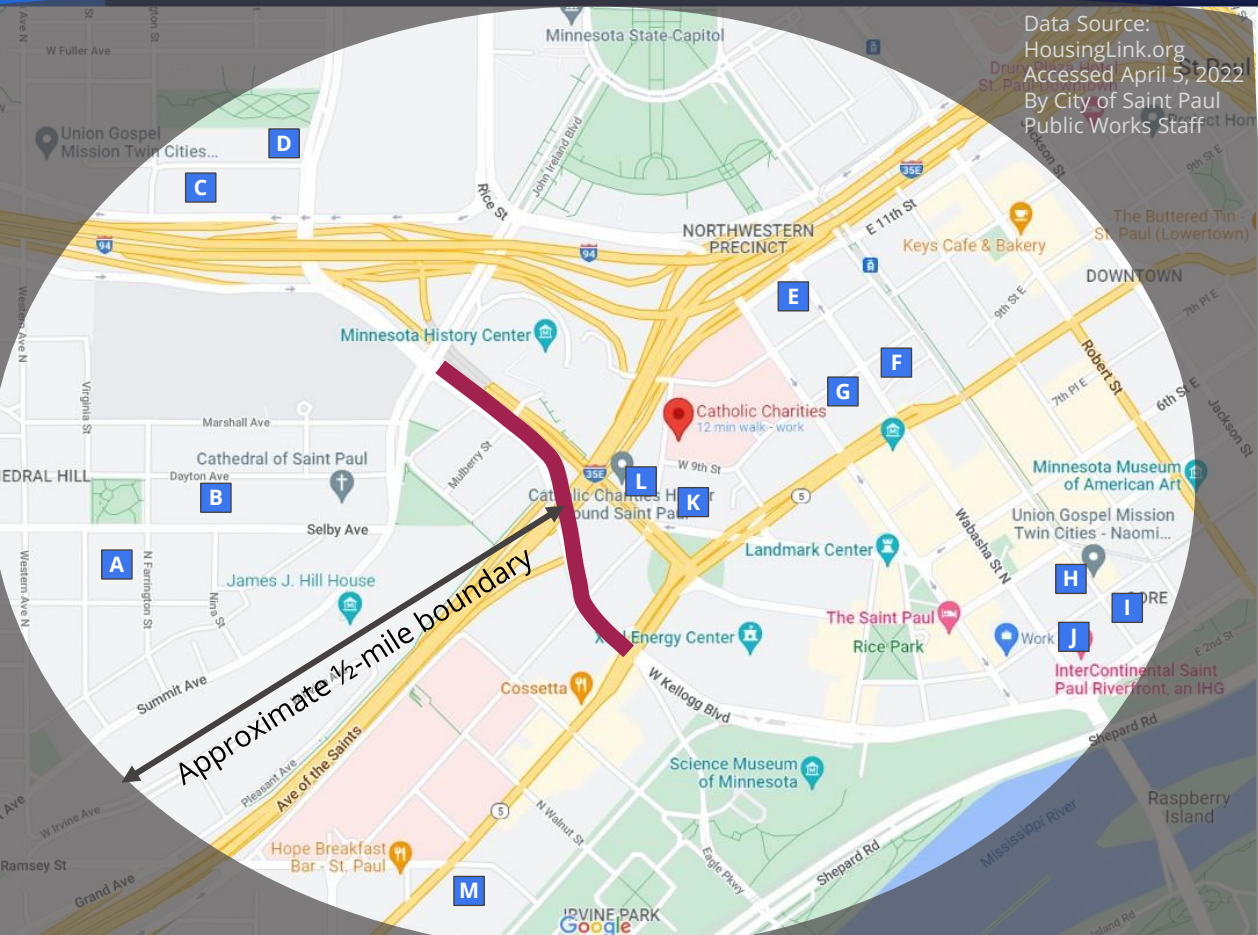
PREPARED FOR THE CITY OF SAINT PAUL, DEPARTMENT OF PUBLIC WORKS
 CAPITAL CITY BIKEWAY CONCEPT DESIGN
 KELLOGG BOULEVARD CORRIDOR
 JOHN IRELAND BOULEVARD TO JACKSON STREET

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





Kellogg Boulevard Capital City Bikeway Phase III Project: Affordable Housing



Affordable Housing Within a Half-Mile

Property Name (# Affordable Units)

- A: Neill Hirise (103)
- B: Cathedral Hill Homes (60)
- C: Ravoux Hi-rise (220)
- D: Capitol Plaza South (36)
- E: Wabasha Hi-rise (71)
- F: Central Towers (197)
- G: Exchange Hi-rise (194)
- H: Press House Apartments (143)
- I: Minnesota Place aka: Minnesota Vistas (137)
- J: Commerce Apts Phase 2 (45)
- K: Dorothy Day Residence, Phase 2 (177)
- L: Higher Ground I, aka Dorothy Day Phase 1 (193)
- M: Sherman-Forbes Housing (104)

= 1,680 affordable units within a 1/2-mile

Capital City Bikeway Buildout: Phase 3 Kellogg Blvd (W. 7th to John Ireland)



Applicant: City of Saint Paul

Project Summary: The City of Saint Paul is proposing to construct a new off-street bikeway along the east side of Kellogg Boulevard from 7th Street to John Ireland Boulevard. The project will be part of the [Capital City Bikeway](#), a network of approximately 5 miles of off-street trails throughout downtown Saint Paul that connects the regional cultural,

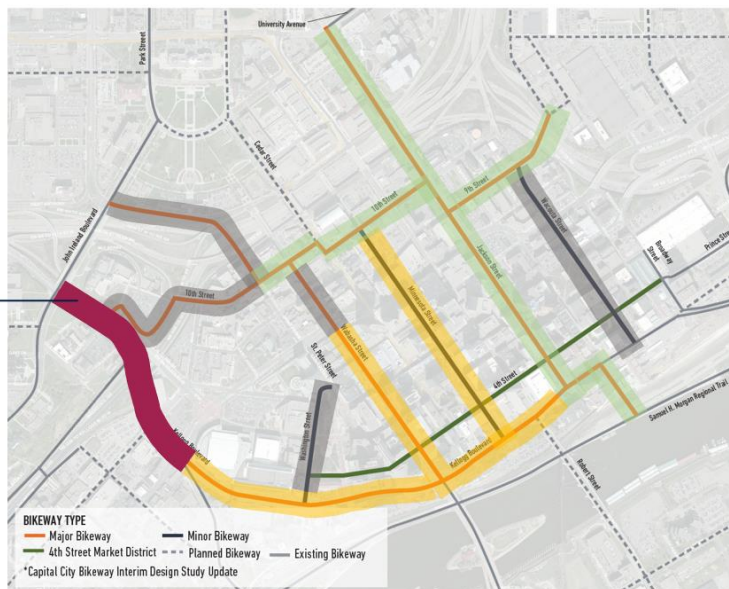
entertainment, and employment opportunities downtown with the existing trail network and residential locations throughout the City. The project is the third and final phase of the Kellogg Boulevard leg of the bikeway network and completes a critical Tier 1 RBTN. The scope of work will include revisions to curbs, gutters, sidewalks, traffic signals, lighting, and other streetscape elements as needed to ensure safety and ADA compliance within the project area.

Construction Cost: \$5,500,000 Federal + \$3,935,913 Local = \$9,435,913 Construction Cost Total



Capital City Bikeway Implementation

- 1.3 miles of completed CCB connections
- 1.5 miles of funded projects in design
- Phase 3 Kellogg Blvd (W. 7th to John Ireland)**
- 1+ miles of remaining connections (funding being sought)

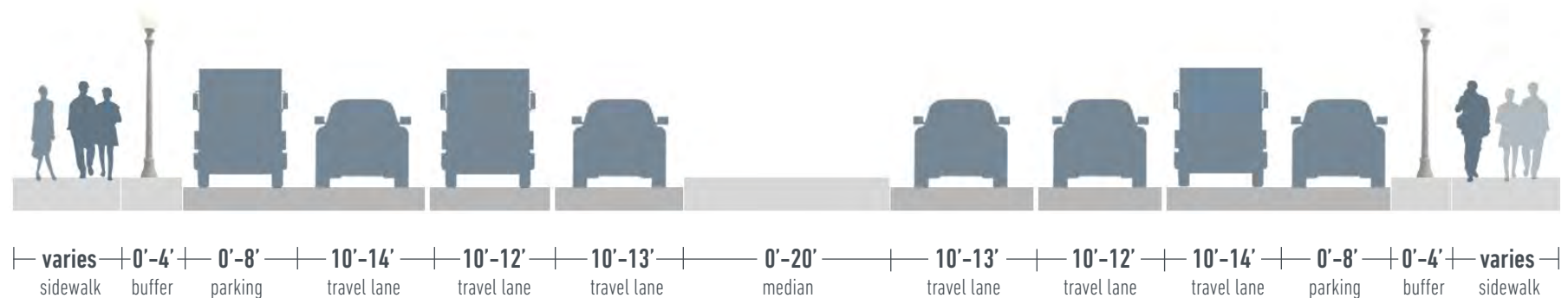


Existing Conditions:

Kellogg Boulevard is a critical regional connection for all modes, and this route is the only path between the Summit Avenue regional trail and the downtown core. A new bicycle trail would connect the Saint Paul College and frequent winter events at the Cathedral with Minnesota History Center, the Smith Avenue Transit Center, and the Xcel Energy Center. Pedestrian activity is high in this stretch and adding this trail will complete the regional modal connections in this important segment of downtown Saint Paul.



Existing Conditions



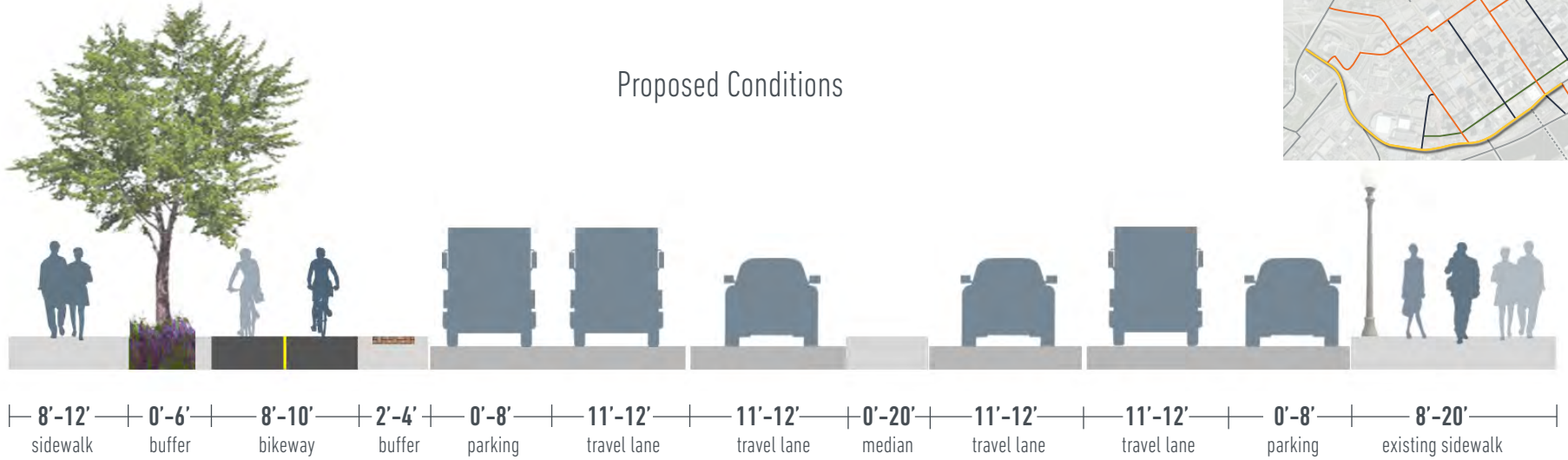
Kellogg Boulevard
Long Term Conceptual Design

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

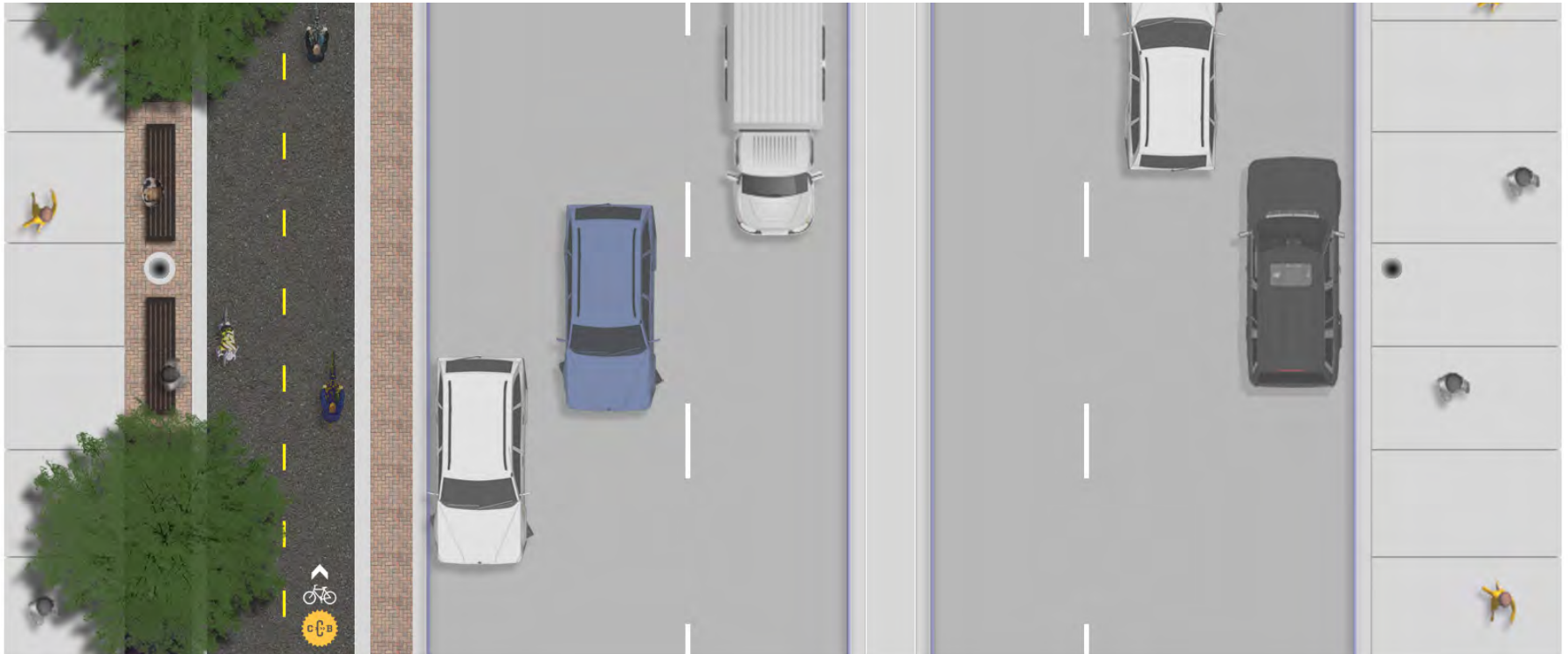
The design of the bikeway respects and accommodates the loading and drop off areas along Kellogg Boulevard, which are located near the Xcel Energy Center, the River Centre, and the InterContinental Hotel. Two westbound travel lanes are provided throughout the corridor, with left turn lanes at Robert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



Proposed Conditions



8'-12' sidewalk | 0'-6' buffer | 8'-10' bikeway | 2'-4' buffer | 0'-8' parking | 11'-12' travel lane | 11'-12' travel lane | 0'-20' median | 11'-12' travel lane | 11'-12' travel lane | 0'-8' parking | 8'-20' existing sidewalk



Kellogg Boulevard & 4th Street Market District

Street Alternatives

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

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

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

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

Bikeway Location on Kellogg Boulevard

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

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

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

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

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

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

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

4th Street Market District

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

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

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



Existing conditions on Kellogg Boulevard.

Kellogg Boulevard

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

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

COMMUNITY ENGAGEMENT PROCESS

The City met with community groups, business owners, property owners, and the broader public throughout the duration of the project. Community engagement included two week-long workshops, two online surveys, pop-up events, and monthly meetings with the project's community advisory committee (CAC), technical advisory committee (TAC) comprised of city staff, and policy advisory committee (PAC) comprised of city staff leadership. The input gathered from these engagement efforts helped inform this Guide and the design of Jackson Street, which is being reconstructed in 2016-2017.

Community Advisory Committee (CAC)

A community advisory committee (CAC) was appointed by the Mayor in early May 2015. The committee consists of 26 individuals who live and/or work downtown, represent downtown businesses, or represent community groups in Saint Paul. The CAC met throughout the planning and design process to discuss bikeway route alternatives, bikeway design elements, and brand identity.

Discovery Workshop

A four day "discovery workshop" was held in May 2015. The purpose of the workshop was to hear from stakeholders, community members, and City staff regarding the desires, concerns, likes, and dislikes related to establishing a downtown bikeway network.

The workshop week began with a site tour of the possible alignments of the Capital City Bikeway and was followed by a facilitated public workshop. The workshop included background information about the project, project goals, objectives, scope, and schedule. Workshop attendees participated in a small group activity focused on identifying desires, needs, and concerns.

The design team held individual stakeholder interviews with community leaders, downtown business/property owners, cultural institution representatives, local organizations, City staff, and elected officials. Information from these interviews helped to create

criteria to evaluate alignment alternatives for the downtown bikeway network and create starter ideas for what may be possible along the alternative bikeway routes. An online survey supplemented the community input received on the materials and starter ideas presented at the discovery workshop.

A comprehensive summary of the discovery workshop, can be found in Appendix A.

Design Workshop

In June 2015, the City facilitated a four day design workshop. The purpose of the workshop was to work with stakeholders to refine the Capital City Bikeway



network, and generate initial design concepts and layouts for the Capital City Bikeway routes and the Jackson Street reconstruction project. Conceptual designs were developed for Jackson Street, Kellogg Boulevard, St. Peter Street, and 9th Street/10th Street. The design team emphasized the design and analysis of Jackson Street since it is the first segment of the Capital City Bikeway to be built.

The design team hosted “open studio” hours for the public, CAC, TAC, PAC and City staff to provide input and react to the designs. In addition, focus group meetings were held between City staff, stakeholders and the design team. Focus group meeting topics included

urban design, stormwater management, traffic, public art, and historic and cultural resources.

On the final day of the design workshop, the design team prepared preliminary design concepts and bikeway alignment recommendations to share with the community at an evening public open house. At the event, community members were able to interact with staff and share their reactions to concept layouts for Jackson Street and Kellogg Boulevard, public art, paving, plantings, and branding.

A more comprehensive summary of the design workshop can be found in Appendix B.

Pop-Up Events

The design team held four pop-up events to gather additional input on the project. Events were held at Mears Park, Pedro Park, and Rondo Days, including a bike ride at Rondo Days with the NiceRide Neighborhood Group and Major Taylor Bicycling Club. During the pop-up events participants provided input on the project including suggestions for the name of the bikeway, location of the bikeway routes, and how the City could encourage more people to bike.





City of Saint Paul

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

Signature Copy

Resolution: RES 22-334

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.

Resolution RES 22-334 Passed Mayor's Office passed Signed 4/8/2024/6/2022 Signed | DAY THAT a meeting of the on , this Resolution was Signed.

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



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

April 12, 2022

Anna Potter
Department of Public Works
City of Saint Paul

Re: MnDOT Letter for City of Saint Paul's Metropolitan Council/Transportation Advisory Board 2022 Regional Solicitation Funding Request for Capital City Bikeway projects

Anna Potter,

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 Capital City Bikeway improvements.

- **Capital City Bikeway Buildout: Phase 3 Kellogg Blvd (W. 7th to John Ireland)**, including MnDOT right of way on Kellogg Blvd between 35E interchange ramps and John Ireland Blvd.
- **Capital City Bikeway Buildout: Saint Peter St (10th St to Rice St)**, including MnDOT right of way on the St Peter bridge deck over I-94/I-35E commons.

As proposed, these projects impact MnDOT right of way as described above. As the agency with jurisdiction over this system, MnDOT will allow the City to seek improvements proposed in the application. Details of any future maintenance agreement will need to be determined during project development to define how the improvements will be maintained for the project's useful life if the project receives funding.

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.

MnDOT Metro District looks forward to continued cooperation with Saint Paul as this project moves forward and as we work together to improve safety and travel options within the Metro Area.

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

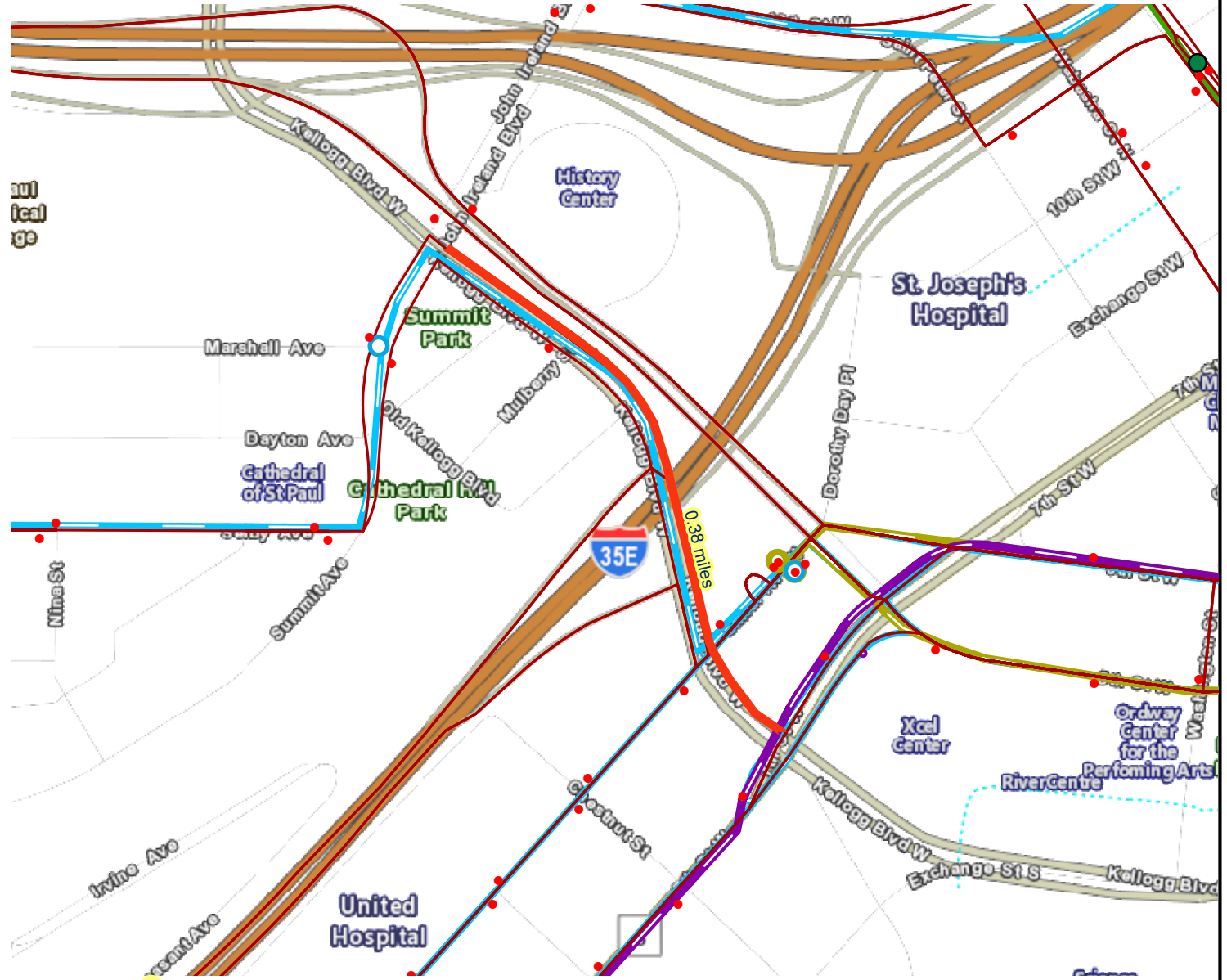
Sincerely,

Michael Barnes, PE
Metro District Engineer

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

Transit Connections

Multiuse Trails and Bicycle Facilities Project: Capital City Bikeway Buildout: Phase 3 Kellogg Blvd (W. 7th | Map ID:



Results

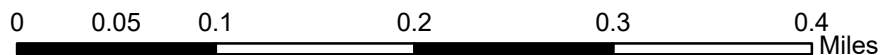
Transit with a Direct Connection to project:
 21 275 294 353 363 480 489 54 61 63 64
 65 70 74 94

- *Grand
- *Randolph/East 7th
- *B Line
- *Gold Line
- *Riverview

*indicates Planned Alignments

Transit Market areas: 1

- | | | | | | | | | | | | |
|--|----------------------------|--|-----------------------------|--|-----------------------------|--|-----------------------------|--|-----------------------------|--|---------------------------|
| | Project Points | | Commuter Rail | | Commuter Rail | | Arterial Bus Rapid Transit | | Undetermined | | Light Rail |
| | Project | | Dedicated Bus Rapid Transit | | Dedicated Bus Rapid Transit | | Dedicated Bus Rapid Transit | | Arterial Bus Rapid Transit | | Modern Streetcar |
| | Project Area | | Highway Bus Rapid Transit | | Highway Bus Rapid Transit | | Highway Bus Rapid Transit | | Commuter Rail | | Undetermined |
| | Active Stop | | Light Rail | | Light Rail | | Light Rail | | Dedicated Bus Rapid Transit | | Highway Bus Rapid Transit |
| | Arterial Bus Rapid Transit | | Arterial Bus Rapid Transit | | Transit Routes | | Modern Streetcar | | Highway Bus Rapid Transit | | |



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 LandscapeRSA3



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

