



Application

17074 - 2022 Multiuse Trails and Bicycle Facilities

17629 - Capital City Bikeway Buildout: Saint Peter St (10th St to Rice St)

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 04/14/2022 12:03 PM

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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.
Fax:
PeopleSoft Vendor Number 0000003222A22

Project Information

Project Name Capital City Bikeway Buildout: Saint Peter St (10th St to Rice St)
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 Saint Peter St Capital City Bikeway project will construct a protected bikeway along Saint Peter St from 10th Street to Rice Street in Saint Paul. Saint Peter St is an "Other Arterial" roadway carrying 2,850-5,200 vehicles per day. Despite its relatively low traffic volumes, the proposed project routing is a critical connection between the State Capitol Grounds and the downtown core, and transportation network connectivity will be greatly improved with the addition of a bicycle facility.

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 near 10th and 11th streets in downtown, and because it serves the unique transportation needs and context of the Capital. Despite these challenges, the corridor connects the downtown core with the Capital; the corridor serves multiple high-density, affordable, and/or public housing developments as well as the future mixed-use redevelopment planned for the former Sears Site on Rice 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 west/south side of Saint Peter St, replacement of several traffic signal systems, new median and crossing improvements, and improvement of the street to the north and east curb lines. Some sidewalk on the north and east sides of the street will be added and/or replaced and improved to ADA standards. The scope will include relocation of utility systems, meeting stormwater requirements, refurbishing or replacing street lighting, and ADA compliance. MnDOT has analyzed Bridge 62897 and even with the added weight from the proposed cross section of this project, the bridge rates well. Therefore, 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.

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 in 2016. 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 proposed Saint Peter St leg of the CCB will connect these funded CCB legs over the freeway, to the Capital, and the rest of Saint Paul.

(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

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 \$2,864,855.00

Minimum of 20% of project total

Project Total \$8,364,855.00

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

Match Percentage 34.25%

Minimum of 20%

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

Source of Match Funds State Aid, Local Funding

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

Preferred Program Year

Select one: 2027

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.

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 06/01/2022

(Approximate) End Construction Date 11/01/2022

Name of Trail/Ped Facility: Capital City Bikeway - Capital Connection

(i.e., CEDAR LAKE TRAIL)

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

From: Saint Peter St & 10th St
(Intersection or Address)

To: Rice St & Saint Anthony Ave
(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, CONCRETE, 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.:

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 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 Saint Peter St and 12th St.

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

The full-build, sidewalk level bikeway design proposed in this project was additionally vetted in the Capital City Bikeway Interim Design Study conducted in 2019-2021.

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

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.

(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: 01/13/2016

Link to plan:

https://www.stpaul.gov/sites/default/files/Media%20Root/ADA%20Transiton%20Plan%20for%20Public%20Works_2016.pdf

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

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link

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)	\$418,000.00
Removals (approx. 5% of total cost)	\$418,000.00
Roadway (grading, borrow, etc.)	\$1,300,000.00
Roadway (aggregates and paving)	\$1,300,000.00
Subgrade Correction (muck)	\$300,000.00
Storm Sewer	\$1,000,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$550,000.00
Traffic Control	\$50,000.00
Striping	\$10,000.00
Signing	\$10,000.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$20,000.00
Bridge	\$500,000.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00

Traffic Signals	\$150,000.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$1,201,255.00
Other Roadway Elements	\$0.00
Totals	\$7,227,255.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$500,000.00
Sidewalk Construction	\$200,000.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$75,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$50,000.00
Pedestrian-scale Lighting	\$123,000.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$189,745.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$1,137,745.00

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	\$8,365,000.00
Construction Cost Total	\$8,365,000.00
Transit Operating Cost Total	\$0.00

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment Yes

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

OR

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

Upload Map 1649640255545_BikeCorridorRBTNMap - Saint Peter CCB 10th to Rice.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 43349

Existing Employment Within One Mile (Integer Only) 80571

Upload the "Population Summary" map 1649640333277_PopAndEmploymentMap - Saint Peter CCB 10th to Rice.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 Serves Those in Need: The project is adjacent to a St. Paul Public Housing Agency community called the Wabasha Hi-Rise. This building has 71 apartments for residents needing public housing. A key purpose of the proposed project's leg of the Capital City Bikeway is to connect these individuals to the social and recreational services within downtown and the broader city without a vehicle.

For instance, the major east-west spine of the Capital City Bikeway network is Kellogg Blvd. This alignment was selected at the recommendation of the CAC as 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. Additionally, the network serves George

Response:

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 proposed project connects the residents of Wabasha Hi-Rise to all of these facilities via the CCB network.

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 project because it serves a public housing building (Wabasha Hi-Rise) and is within a few blocks of several other affordable housing developments. Creating a bicycle connection in this area of downtown directly connects individuals in need to the social services downtown and within the entire region (via transit) without a vehicle.

Response:

A specific equitable connection that this project makes is an intuitive and safe bicycling facility between a future mixed-use redevelopment site (former Sears site, north of downtown) over the I-94 bridge to downtown. Connecting these two locations via bicycle safely means the future residents and users of the former Sears site can enter downtown without a vehicle, and it also means that the residents of the affordable north side of downtown are connected to the new businesses and opportunities at the future redeveloped Sears site.

The project is part of a larger vision to connect diverse segments of the City together. Freeway construction has resulted in a challenging landscape where traveling by bike or foot between the Capital and core of downtown is difficult and uncomfortable, leaving the two destinations disconnected from each other. This project addresses that by constructing a high-quality bikeway on a bridge and connects the two sides downtown together in a multimodal way.

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 14 affordable housing developments within 0.5 miles of the proposed project, all of which are existing. The fourteen projects provide a total of 1,645 affordable units out of a total of 2,006 units in the developments, over 82% 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 the Wabasha Hi-Rise, a public housing development adjacent to the proposed project, Higher Ground Saint Paul Residence, and multiple other affordable housing complexes on the north and west sides of downtown. 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.

Response:

Many affordable housing developments are concentrated in downtown Saint Paul, since these

residents benefit the most from the density of destinations, services, and transportation options

that converge in downtown. The proposed project will help residents access transit stations that provide access to the entire Twin Cities. Residents in affordable housing developments will

also benefit from improved sidewalks and ADA compliance.

(Limit 2,800 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.	1649644217382_SocioEconomicConditionsMap - Saint Peter CCB 10th to Rice.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.

I-94 acts as a physical and psychological barrier between the Capitol and downtown Saint Paul. While there are several bridges over I-94 to make this connection, these bridges are automobile-focused and do not have bicycle infrastructure. I-94 Bridge 62897 on Saint Peter Street (to 12th Street) is the most obvious route for that connection and is identified in the Capital City Bikeway Network as the route to connect the Capitol and the downtown core. The proposed project makes this connection and closes this gap with a sidewalk level bikeway.

Response:

Furthermore, the proposed CCB connection along Kellogg Blvd helps close a gap in the Tier 1 Regional Bicycle Transportation Network and greatly improves connections across a freeway barrier. The southeastern terminus of the proposed project will connect directly to the existing 10th Street Capital City Bikeway facility. The northwestern terminus of the project will connect with the on-street bike lanes on John Ireland Blvd and continue to Rice Street, so that the network is bike-ready for the future mixed-use redevelopment planned for the former Sears Site.

(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

Yes

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

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 78 recorded crashes along Saint Peter St or 12th Street between John Ireland Blvd and 10th Street in downtown. Tragically, approximately 20% of those crashes (specifically, 16 of the crashes) resulted in minor injuries.

Angle crashes were the most common type of crash, followed by side swipe same direction and rear end crashes. These types of crashes are typical for urban environments with signalized intersections.

There were no pedestrian or bicycle crashes in this stretch of Saint Peter or 12th Street. However this is likely due to the infrequent bike and pedestrian travel. The north side of 12th Street is missing a sidewalk gap that this project would address; the bridge only has a non-motorized space on one side of the bridge, curtailing bike and pedestrian activity in general. This project is not looking to increase crashes numbers but would add off-street space for bicyclists to operate along Kellogg (limiting interaction with motorists to intersections) and make this trip more comfortable and safe for the bicyclists that do choose to make this trip. The project would also improve crossing signage and striping at intersections, particularly at the bridge deck to grade on 12th. 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 throughout the project. These improvements will make both bicyclists and pedestrians more visible.

Response:

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. 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.

This project creates an intuitive and safe bicycling facility between the G Line BRT transit alignment on Rice Street and several affordable housing opportunities on the north side of downtown. Connecting these two areas via bicycle safely means the residents of Wabasha Hi Rise and Dorothy Day Place are connected to all the activities and opportunities of Rice Street G Line without the cost of owning and parking a vehicle.

The project significantly improves conditions for pedestrian as well. The proposed project includes adding a multiuse trail on the south side of 12th Street at John Ireland and addressing a sidewalk gap on the north side of that same intersection. The project will reduce the number of times a bicyclists or pedestrian as the cross the street from the Capitol/Rice Street area to get into downtown. 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.

Response:

(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 Saint Peter St 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

1649728512773_Full-Build Concept (2019) - Saint Peter CCB
10th to 12th Street.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

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

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): \$8,364,855.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$8,364,855.00

Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

Other Attachments



Existing Condition photo

6.6 MB

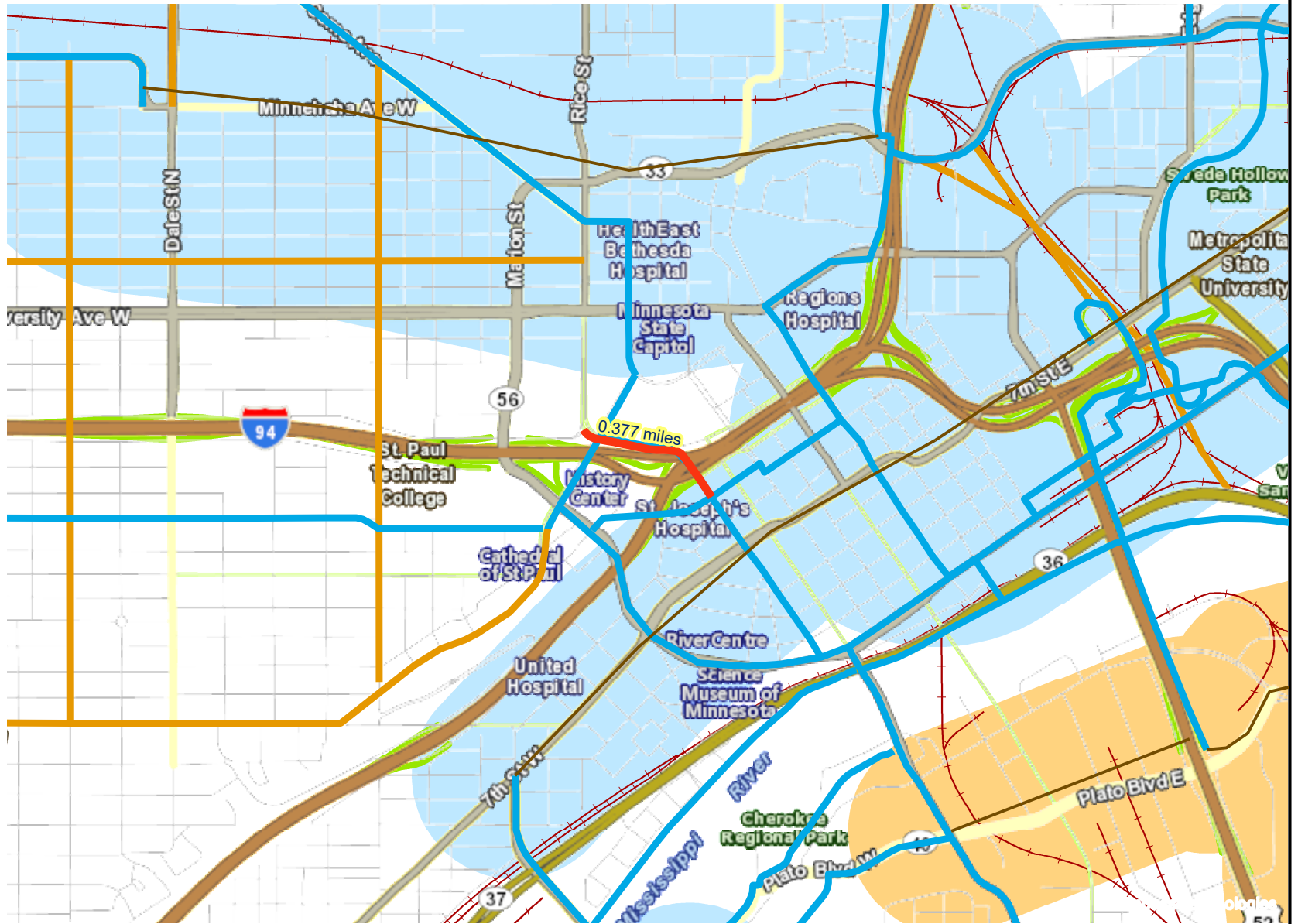
File Name	Description	File Size
Affordable Housing Map - St Peter.pdf	Map of affordable housing near this proposed project	212 KB
Engagemnet Pages from 2016_CapitalCityBikewayNetworkStudyAndDesignGuide-2.pdf	Excerpt from the Capital City Bikeway Network and Design guide illustrating the engagement process to develop this project.	207 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
St Peter CCB - Rice to 10th - Summary.pdf	One page summary of proposed project	329 KB
Transit Connections - Kellogg Phase 3 CCB.pdf	council generated map showing transit connections along proposed project	6.7 MB

Project to RBTN Orientation

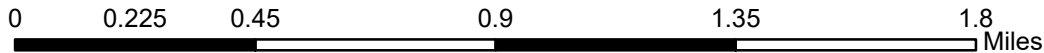
Multiuse Trails and Bicycle Facilities Project: Capital City Bikeway Buildout: Saint Peter St (10th St to Ri | Map ID: 16496398685

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: 4/10/2022
LandscapeRSA6



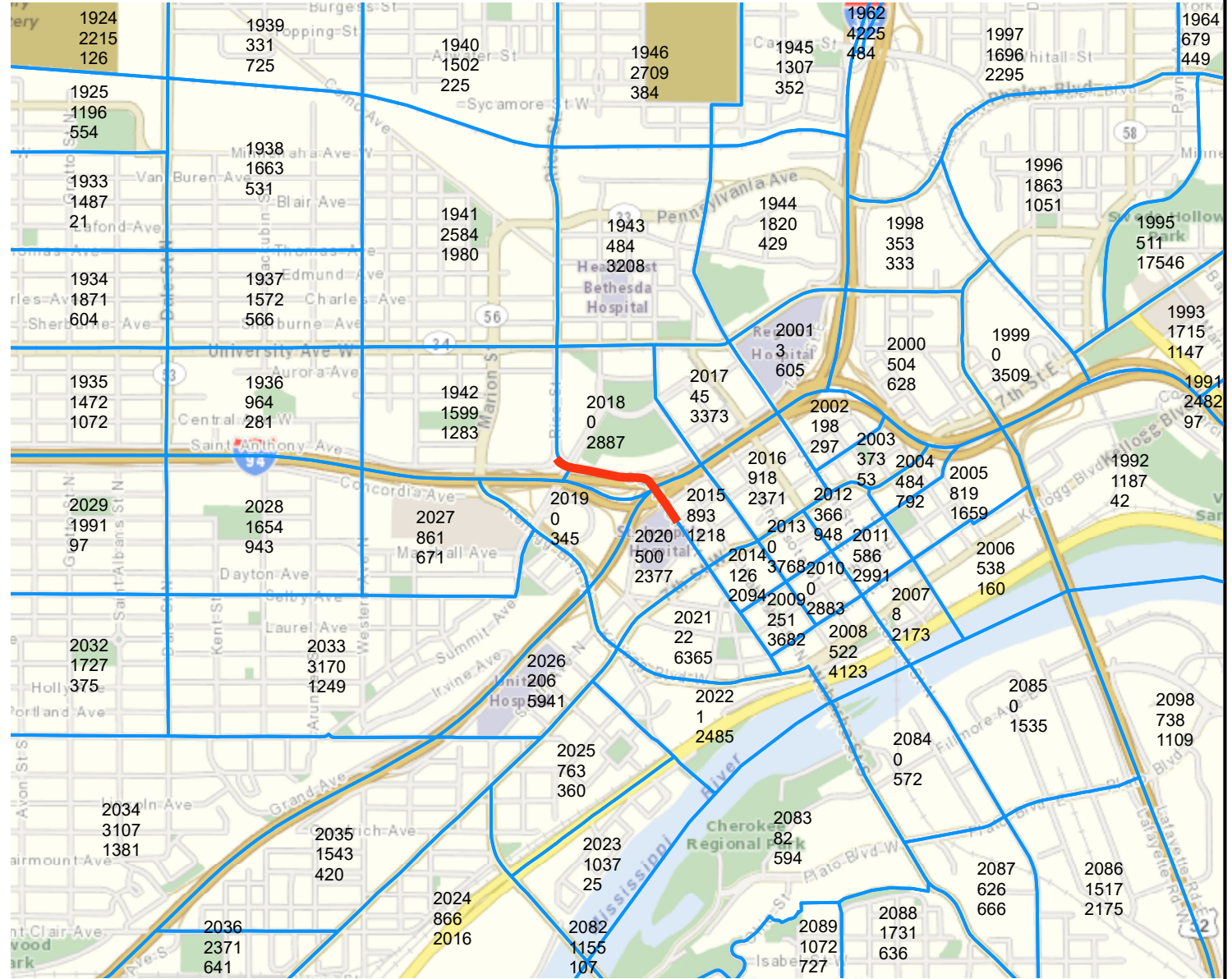
For complete disclaimer of accuracy, please visit
<https://giswebsite.metc.state.mn.us/gis/site/notice.aspx>



Population/Employment Summary

Results

Within ONE Mile of project:
 Total Population: 43349
 Total Employment: 80571



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 4/10/2022
 LandscapeRSA4



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

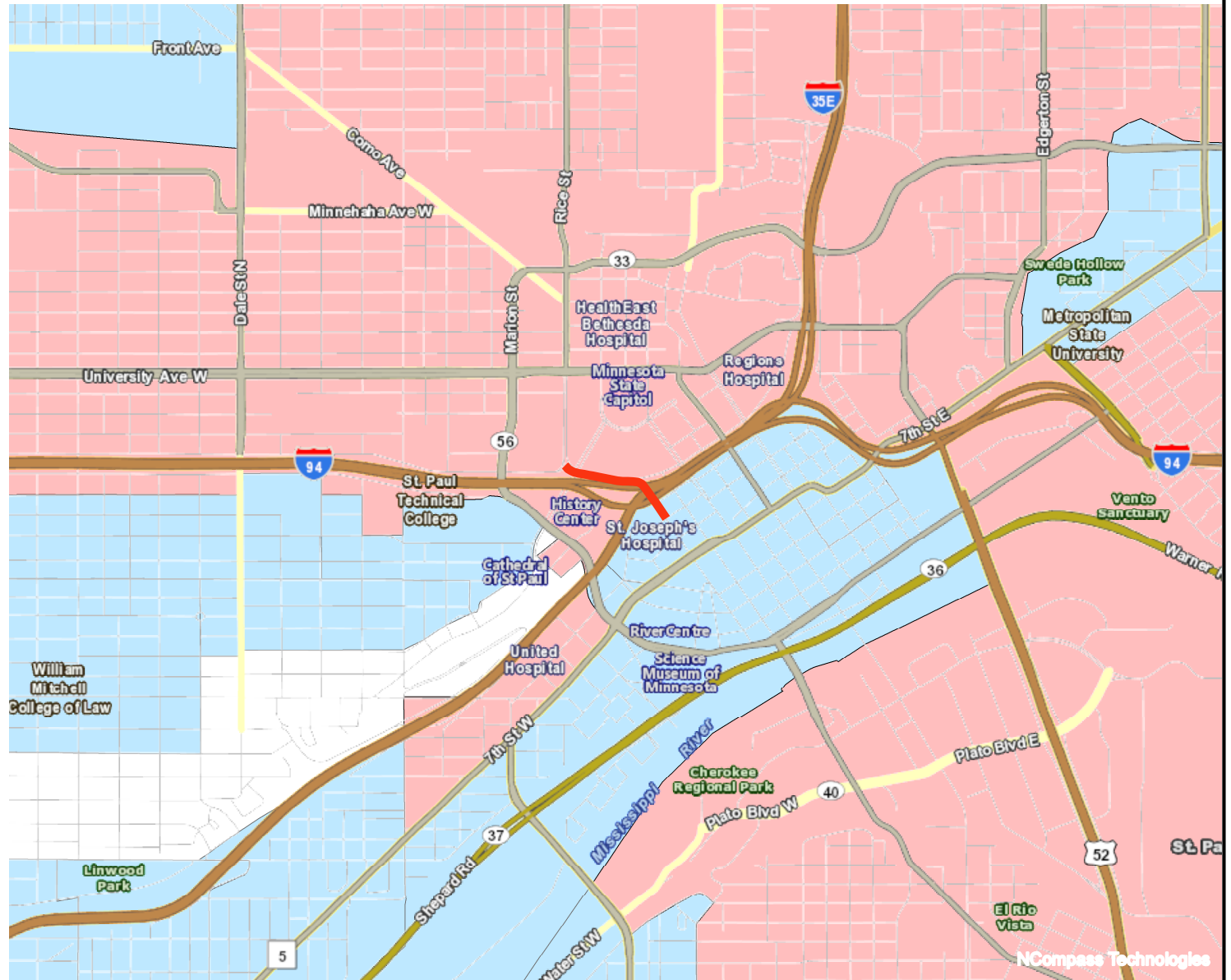


Socio-Economic Conditions

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 4686

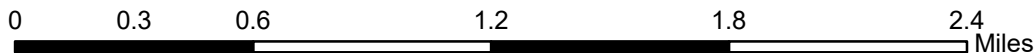
Project located IN an Area of Concentrated Poverty.



— Lines

Regional Environmental Justice Area

Area of Concentrated Poverty



Created: 4/10/2022
LandscapeRSA2

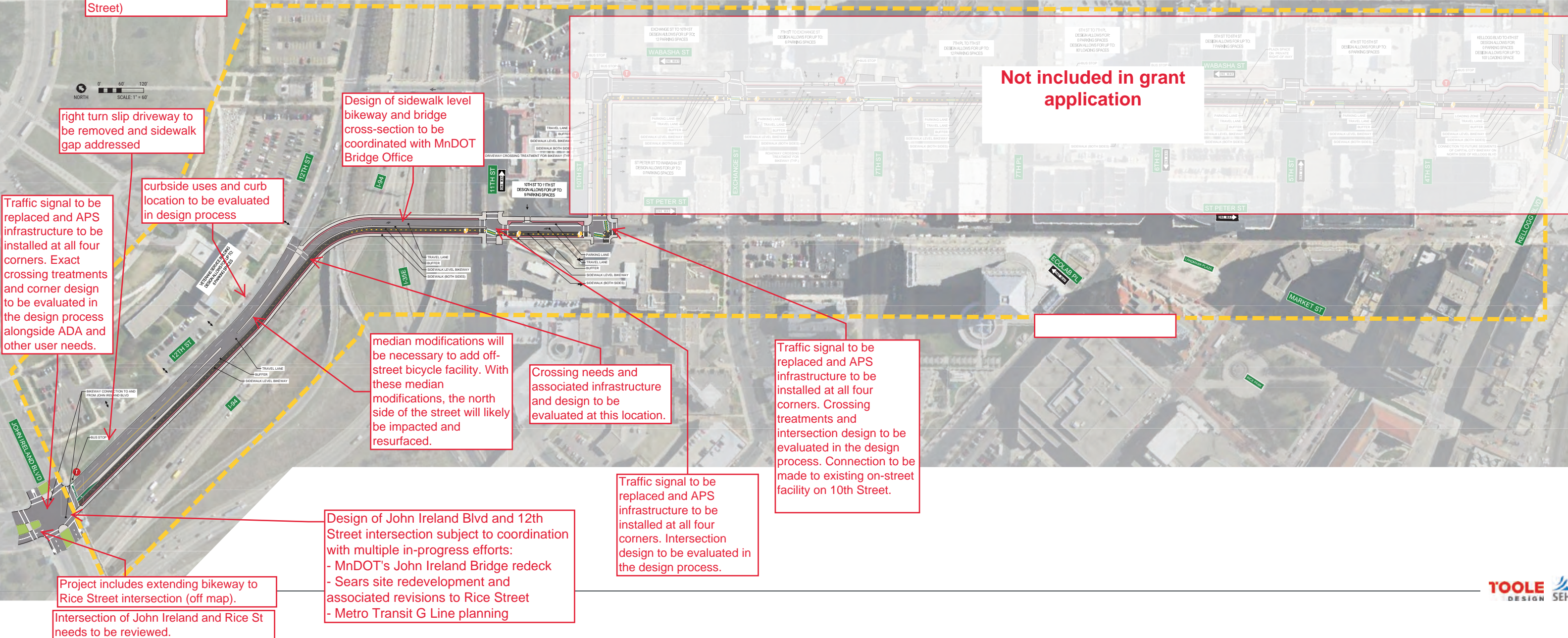
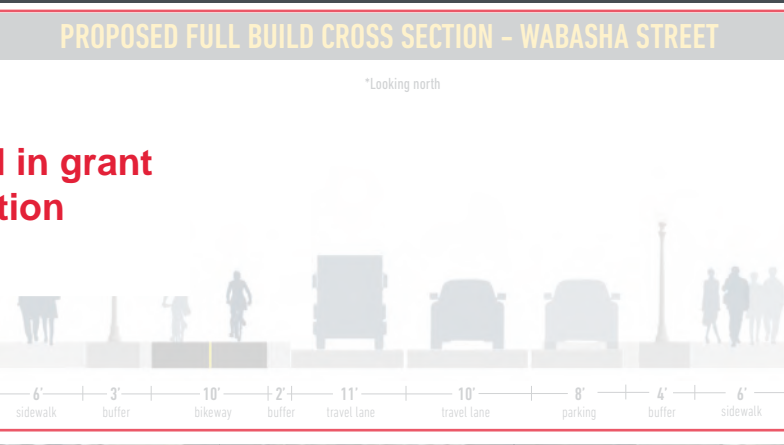
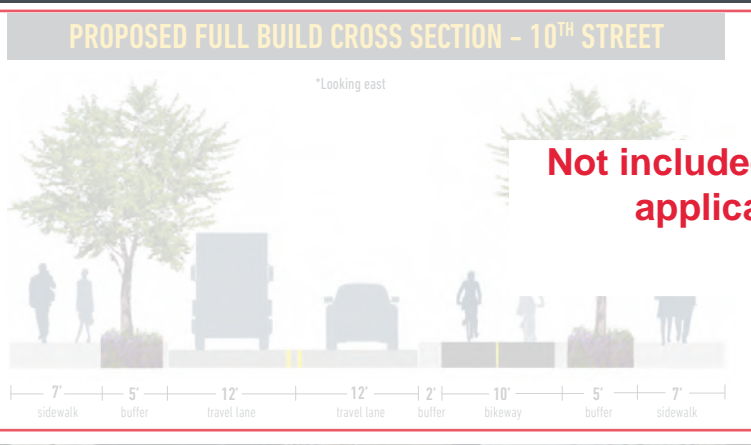
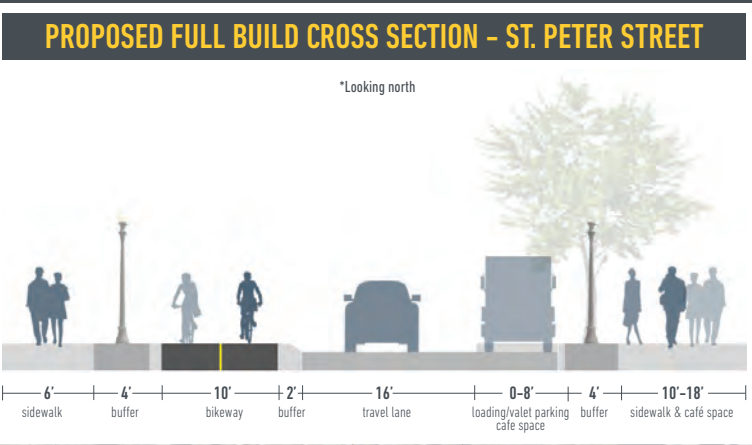
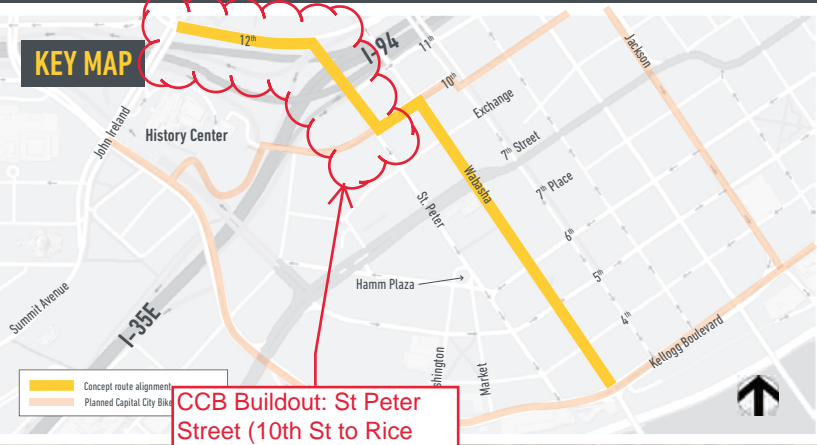


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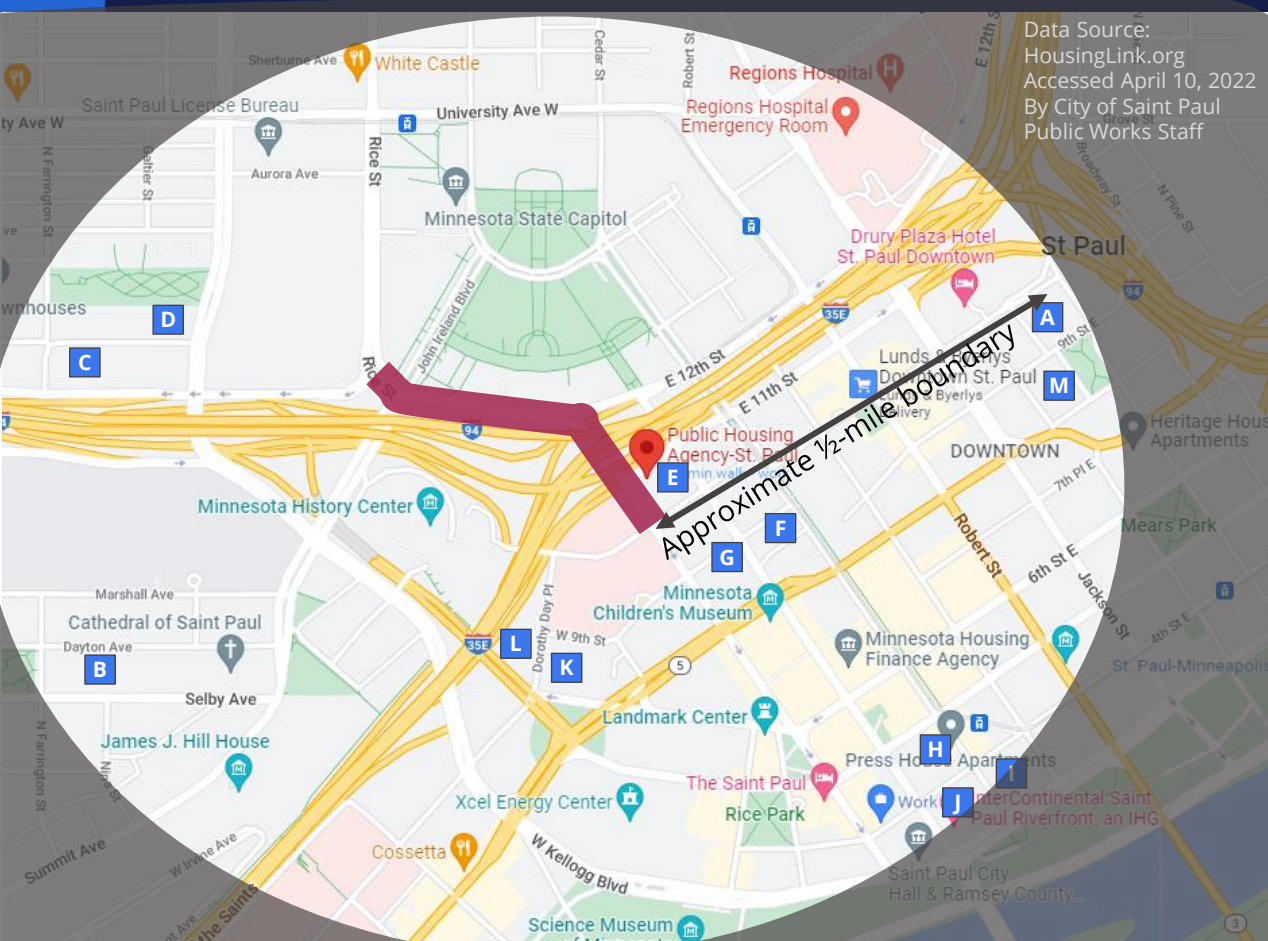
WABASHA STREET / 10TH STREET / ST. PETER STREET

FULL BUILD CONCEPT





Saint Peter St. Capital City Bikeway Project: Affordable Housing



Data Source:
HousingLink.org
Accessed April 10, 2022
By City of Saint Paul
Public Works Staff

Affordable Housing Within a Half-Mile

Property Name (# Affordable Units)

- A: Renaissance Box (70)
- 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: Sibley Court Apartments (52)
- N: Mears Park Place (50)

= 1,645 affordable units within a 1/2-mile

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 4/8/2022 4/6/2022 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

Capital City Bikeway Buildout: Saint Peter St (10th St to Rice Street)

aka "The Capital Connection"



The City of Saint Paul is proposing to construct a protected bikeway along Saint Peter St from 10th Street to Rice Street. 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 proposed project routing is a critical connection between the State Capitol Grounds and the downtown core, and multimodal network connectivity will be greatly improved with the addition of a bicycle facility. 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; \$2,865,000 Local; \$8,365,000 Total

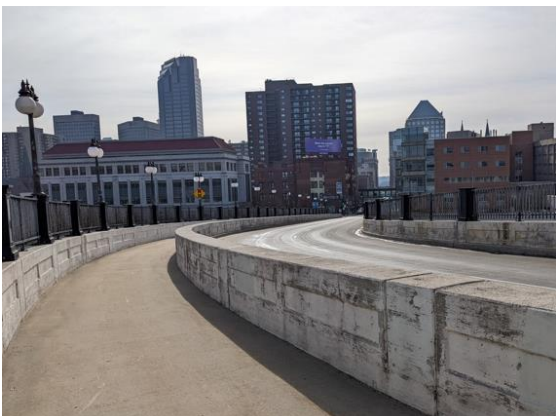
Project Location & Capital City Bikeway Implementation

- 1.3 miles of completed CCB connections
- 1.5 miles of funded projects in design
- **Saint Peter St CCB (10th St to Rice St)**
- 1+ miles of remaining connections (funding being sought)



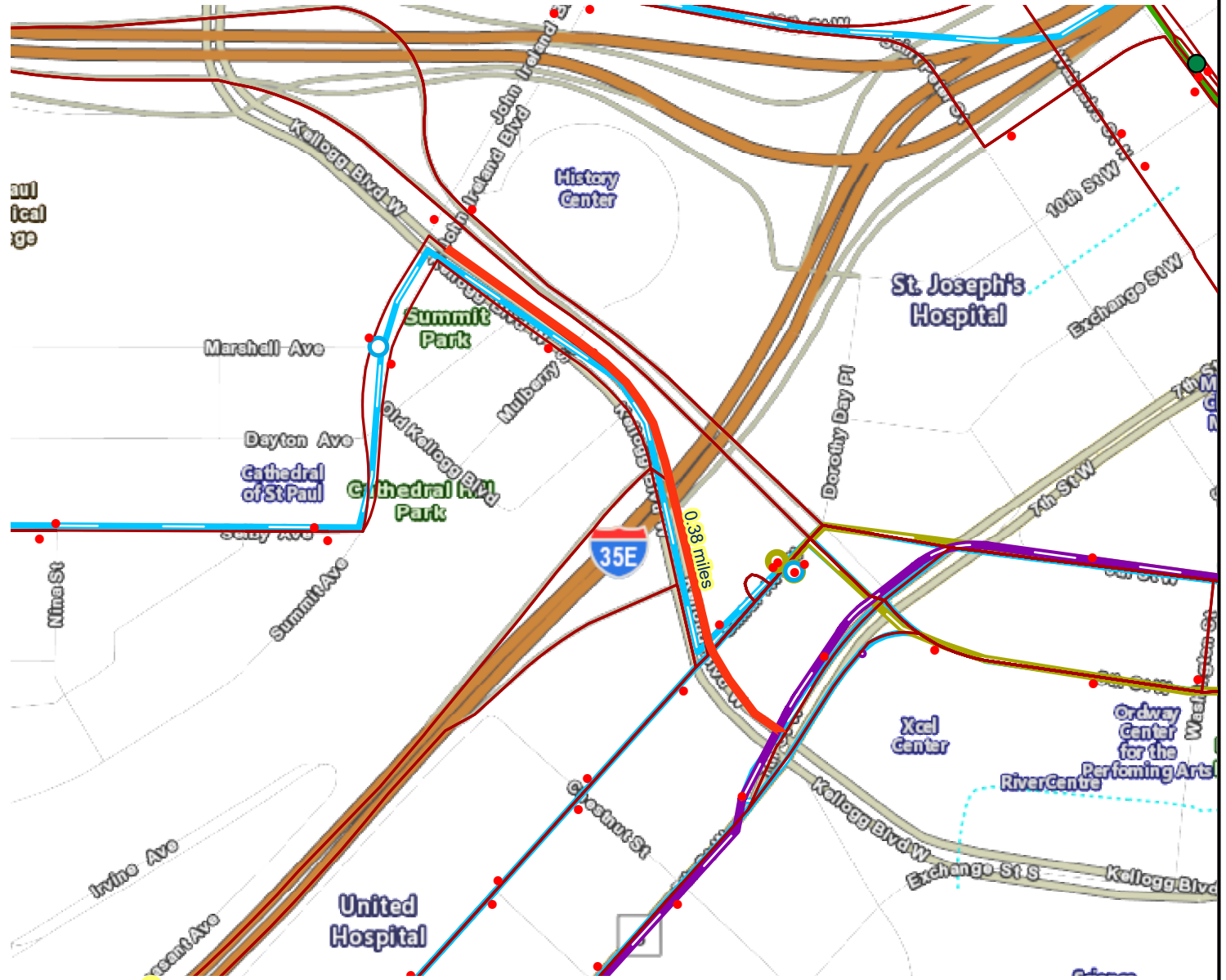
Existing Conditions:

I-94 acts as a barrier between the Capitol and the downtown core. Saint Peter St is the most logical and direct path between the two distinct parts of downtown. Today, the route has a sidewalk on the east side of the I-94 bridge and two travel lanes. A new sidewalk-level trail on the west side of the street would be added. Additionally, the currently automobile-oriented intersection of John Ireland and 12th Street would be reconstructed to increase non-motorized safety and comfort and make a direct bicycle connection between the future mixed-use redevelopment planned for the former Sears Site on Rice Street and downtown.



Transit Connections

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



Results

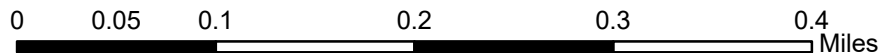
Transit with a Direct Connection to project:
 21 275 294 353 363 480 489 54 61 63 64
 65 70 74 94

- *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 | |
| Arterial Bus Rapid Transit | Arterial Bus Rapid Transit | Transit Routes | Modern Streetcar | Highway Bus Rapid Transit | |



Created: 3/25/2022
 LandscapeRSA3



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

