



Application

17073 - 2022 Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)

17600 - Arlington Avenue Sidewalk Infill - Westminster St to Edgerton St

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
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Primary Contact

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

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Fax:

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 Arlington Avenue Sidewalk Infill
Primary County where the Project is Located Ramsey
Cities or Townships where the Project is Located: Saint Paul
Jurisdictional Agency (If Different than the Applicant):

The proposed project will construct new sidewalk on the north side of Arlington Avenue from Westminster St to Arkwright St and on the south side of Arlington Avenue from the Gateway Trail to Westminster St and Desoto St to Edgerton St. New sidewalk could also involve the moving of curb lines in some areas. Additionally, the project will construct a pair of bumpouts at the the intersection of Arlington and Arkwright.

Arlington Avenue is a Major Collector from Wheelock Pkwy to Payne Ave with average traffic volumes at 3,900 vehicles per day.

Arlington Avenue is the only Collector roadway in the city that still has gaps in pedestrian facilities on both sides of the street. Lack of these facilities on either the northern or southern side of the roadway presents obvious safety risks as pedestrians are forced to either walk in the street or next to the street. This issue is more apparent in winter when grass space is covered by snow and snow build up on the edges of roads would force any pedestrian to walk in the through lane of traffic. Additionally, the wide roadway with limited striping currently encourages high speeds from motor vehicles. The City conducted a speed study within the corridor in 2012 which saw 85th percentile speeds at 35 MPH for both eastbound and westbound traffic, 10 MPH above the current speed limit on Arlington, which presents a clear safety risk to any pedestrians present within the roadway. This project could also narrow the roadway in areas in addition to constructing sidewalks to allow for appropriate driveway grades through the project corridor. This would both provide a space for pedestrians to travel on and calm motor vehicle traffic through the corridor.

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

The project extent includes access to a city park, Arlington Field and Arlington Off-Leash Dog Park. This city park currently has only limited sidewalk access to the community, with a sidewalk extending west to from Desoto Street ending at Westminster Street. The proposed project would extend this existing sidewalk to Edgerton to the east and the Gateway Trail to west. No other sidewalk access exists in the immediate vicinity.

(Limit 2,800 characters; approximately 400 words)

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

DESCRIPTION - will be used in TIP if the project is selected for funding. See MnDOT's TIP description guidance. Sidewalk, curb and gutter

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) 0.5

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 \$920,000.00

Match Amount \$230,000.00

Minimum of 20% of project total

Project Total \$1,150,000.00

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

Match Percentage 20.0%

Minimum of 20%

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

Source of Match Funds Local, State Aid

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

Preferred Program Year

Select one: 2026

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

Additional Program Years:

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

Project Information

County, City, or Lead Agency	Saint Paul
Zip Code where Majority of Work is Being Performed	55130
(Approximate) Begin Construction Date	05/01/2026
(Approximate) End Construction Date	10/31/2026
Name of Trail/Ped Facility: <i>(i.e., CEDAR LAKE TRAIL)</i>	Arlington Avenue sidewalks
TERMINI:(Termini listed must be within 0.3 miles of any work)	
From: (Intersection or Address)	Arlington Avenue and Westminster Street
To: (Intersection or Address)	Arlington Avenue and Edgerton Street
<i>DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR</i>	
Or At:	
Miles of trail (nearest 0.1 miles):	0
Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles):	0
Is this a new trail?	Yes
Primary Types of Work	SIDEWALK, CURB & GUTTER, PED RAMPS, GRADING
<i>Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.</i>	

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

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

Requirements - All Projects

All Projects

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

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

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

The project is consistent with the direction of the TPP which looks to ensure safe and comfortable transportation options for pedestrians. This project is consistent with goal B. Safety and Security, goal C. Access to Destinations and goal E. Healthy and Equitable Communities.

The project is consistent with the following strategies from the TPP:

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

C1. Regional transportation partners will continue to work together to plan and implement transportation systems that are multimodal and provide connections between modes. The Metropolitan Council will prioritize regional projects that are multimodal and cost-effective and encourage investments to include appropriate provisions for bicycle and pedestrian travel.

C2. Local units of government should provide a network of interconnected roadways, bicycle facilities, and pedestrian facilities to meet local travel needs using Complete Streets principles.

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

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

E3. Regional transportation partners will plan and implement a transportation system that considers the needs of all potential users, including children, senior citizens, and persons with disabilities, and that promotes active lifestyles and cohesive communities. A special emphasis should be placed on promoting the environmental and health benefits of alternatives to single-occupant vehicle travel.

(Limit 2,800 characters; approximately 400 words)

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

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

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

Pedestrians, with a focus on safety

Bicyclists, with a focus on safety

Transit

Other vehicles

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

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

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

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

(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

<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.

[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)	\$50,000.00
Removals (approx. 5% of total cost)	\$50,000.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$100,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$300,000.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$500,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES**Cost**

Path/Trail Construction	\$0.00
Sidewalk Construction	\$350,000.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$100,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$200,000.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$650,000.00

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	\$1,150,000.00
Construction Cost Total	\$1,150,000.00
Transit Operating Cost Total	\$0.00

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

Existing Employment Within One-Half Mile:	3511
Existing Post-Secondary Enrollment Within One-Half Mile:	0
Upload Map	1648143921547_Arlington Regional Economy Met Council Map.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One-Half Mile	21171
Upload Map	1648668088703_Arlington Population Met Council Map.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 City of Saint Paul adopted a Pedestrian Plan in June of 2019 establishing a policy of constructing sidewalks along both sides of every street in the City with an emphasis on areas deemed High Priority Areas for Walking investment and higher volume roadways. The proposed project is consistent with that adopted plan. There was substantial community engagement that led up to the adoption of the Pedestrian Plan, including outreach to low-income populations and people of color.

Throughout development of the Pedestrian Plan, the City received feedback that lack of sidewalks is a substantial barrier, especially for people who are walking out of necessity rather than choice due to disability, cost, or other factor. We also heard from the community the importance of prioritizing sidewalks along higher volume streets like collectors and arterials.

Response:

The proposed project addresses these concerns by completing a sidewalk gap connecting single family and multifamily housing in the area, both naturally occurring affordable housing (NOAH) and subsidized, a neighborhood park, access to the Route 71 bus, and the Gateway Regional Trail. Directly adjacent to the project area includes an apartment complex with a lower income population which utilizes the Westminster St bus stops as observed by a dirt desire path that has formed between the apartment complex and the intersection. Additionally, a substantial amount of subsidized housing is located within a half mile of the project location. This population would benefit from the construction of new sidewalk which provides safer access to transit and recreational amenities.

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.

Benefits:

The project will help lower income populations walk safely to surrounding destinations and transit stops. There is currently no sidewalk on either side of Arlington Avenue from Desoto St to Edgerton St and no sidewalk on the south side of Arlington from the Gateway Regional Trail to Westminster St resulting in pedestrians walking in the street or walking along the street either through private property or along boulevard space, which can be inaccessible during winter months. The current conditions result in undesirable transportation options for low-income populations, people of color, children, disabilities, the elderly, or any person that relies on walking to get around. The project provides a simple, yet dignified, sidewalk connecting residents to transit, recreation, and other destinations providing safe transportation through a corridor with observed high vehicle speeds.

Response:

Saint Paul is committed to developing a City where walking is safe for everyone. People of every age and ability deserve to be safe while walking in every neighborhood of Saint Paul. By constructing sidewalks, we connect the people and places that make up our community, and this project proposal focuses on the areas with the greatest need, along collector roadways with higher traffic volumes and higher speeds where the lack of sidewalks propose substantial safety and access issues. This section of Arlington is the last section of a collector or higher classification roadway with no pedestrian accessibility on either side of the roadway. This project would close the final gap in the pedestrian network along these types of routes through the city. This project completes a critical east-west pedestrian connection for the neighborhood. Additionally, this project will further enhance safety

for pedestrians by constructing sidewalk bumpouts on Arlington and Arkwright, aiding access to the adjacent city park for residents to the north of Arlington and acting as a traffic calming measure. Any potential general roadway width reduction could also provide traffic calming effects to the street.

Impacts:

The project could involve impacts to trees, will impact existing boulevard space, and will result in an overall increase in impervious area. Arlington Avenue is lined with mature trees, planted in a way which could prove difficult to construct sidewalk without removing. Unfortunately, many of them will likely need to be removed to construct the sidewalk due to challenging topography and the lack of available right-of-way, thus limiting tree canopy in the area until replacement trees mature. Construction of the project will involve typical construction impacts such as dust, odor, and temporary closures and detours of roadways and pedestrian routes.

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

Measure C: Affordable Housing Access

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

Describe the 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 5 affordable housing developments located in the immediate vicinity of the project with a total of 740 units between them. 580 units are restricted to 30% AMI within the McDonough Homes development located at Arlington and Jackson St. 107 units are restricted to 50% AMI within the Rolling Hills Apartment located on Westminster St south of Arlington. 50 units are restricted to 60% AMI located at 3 small developments scattered near the project area.

Additionally, there is a substantial amount of Naturally Occurring Affordable Housing (NOAH) in the area. There are a total of 1,200 subsidized housing units within a half mile of the project location. The proposed project will improve access for all residents within 0.5 miles of the project. All residents will enjoy improved pedestrian access to local and regional recreation facilities, and transit.

Response:

Many residents in the area do not own cars, either because they can't afford them or choose not to. These residents deserve dignified transportation options that don't include walking within a street that features fast moving motor vehicles or walking across private properties. The lack of sidewalks impacts those with the lowest incomes the most, as they walk the most, the furthest, and in all weather. While the area is served by transit, many residents have to walk several blocks to get to the nearest bus stop, and the sidewalk network is not ADA compliant or sufficient along Arlington Ave to provide direct access.

(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):

Yes

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.

1648146215814_Arlington Socio-Economic Conditions Met Council Map.pdf

Measure A: Gaps, Barriers and Continuity/Connections

The project establishes a pedestrian connection where none exists today. There is no sidewalk at all from Desoto St. to Edgerton St. Arlington is a busy and fast collector roadway carrying over 3,000 vehicles per day traveling well above 30 MPH. While Saint Paul has a fairly extensive sidewalk network, many gaps remain in the system. The City's Pedestrian Plan provides guidance to prioritize construction of sidewalks along collectors and arterials, and within High Priority Areas for Walking Investment as defined in the Plan. While the project is not included in an area identified as a High Priority, it is within a medium priority area and is located along a Major Collector. This is the final stretch of roadway classified as Major Collector or higher which lacks any pedestrian facilities along it.

Response:

There is a city park directly adjacent to the project area and access to the Gateway Regional Trail. The lack of sidewalks force pedestrians to walk in the street, or to walk through grass in residents front yards. In the winter, snow accumulation makes walking in the street the only option. Crossing the street is not easy or convenient due to traffic volumes and speeds through the area. A bumpout extending the curb would serve as a refuge for crossing pedestrians moving north from the neighborhood park and work as a traffic calming measure along a relatively wide and straight street.

There is not currently an ADA compliant walking route in the area connecting Westminster St to Edgerton St. The proposed project will establish an ADA compliant walking route.

(Limit 2,800 characters; approximately 400 words)

Measure B: Project Improvements

All data taken MnDOT's MnCMAT2 application.

There has been a total of 93 crashes within the project extent from 2011 to 2021, with three of them involving pedestrians and two of them involving bicyclists. All pedestrian collisions occurred between Westminster St and Arkwright St on the northern side of Arlington Ave, where there is currently no sidewalk facility. A majority of the crashes (72%) through the project corridor occurred at intersections concentrated at Westminster, Arkwright and Edgerton, none of which are signalized. Of these intersections, Arkwright is the only intersection not to feature pedestrian facilities at each intersection quadrant, however each intersection does have missing sidewalk connections along Arlington.

Response:

There has not been any fatal crashes through the project area in the last ten years, however all three pedestrian collisions resulted in injuries, with one of those serious, likely due to the average speed of vehicles along Arlington and the lack of pedestrian accommodations.

The existing conditions pose a significant safety concern for pedestrians, many of whom are forced to walk in the street, especially during the winter when walking through the grass or dirt isn't possible due to snow and parked cars could force a pedestrian to walk within the traffic lane. New sidewalk would alleviate this risk and the construction of curb extensions at the neighborhood park would allow for safer crossing across Arlington for residents who live north of the street to access recreational opportunities.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements and Connections

The proposed sidewalk would help residents on Arlington and connecting local streets reach existing transit stops at the Westminster and Arlington intersection and the Edgerton and Arlington intersection, both for the Route 71 bus. A dirt desire path between the Park Vista Apartments located on Arlington and the bus stop at Westminster indicate regular and frequent pedestrian use from the apartments to the bus stop. The Edgerton stop has no ADA compatible sidewalk connecting it to Arlington as new ADA ramps at the intersection end at the intersection.

Response:

There are connecting bicycle facilities to Arlington through the project extent, Edgerton features bike lanes in north and south directions on the eastern edge of the project extent, and the Gateway Trail features north and south bicycle access on an off-street trail facility on the western edge of the project extent. Arlington does have in-street bike lanes which connect to the Gateway Trail but do not continue east through the project extent. Arlington is identified for in-street bike lanes to continue to Edgerton in the future but will not be part of the sidewalk infill project. This project will not hinder future bike lane implementation on Arlington. The sidewalk and bumpout project will enhance the corridor for future bicycle facilities by giving dedicated space for pedestrians who might otherwise choose to walk within the bike lanes and help to slow motor vehicle traffic.

(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.

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.

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. Yes

25%

No outreach has led to the selection of this project.

0%

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

Response:

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

(Limit 2,800 characters; approximately 400 words)

2.Layout (25 Percent of Points)

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

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

100%

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

Yes

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

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):	\$1,150,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$1,150,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

File Name	Description	File Size
Arlington Sidewalk Infill Summary.pdf	One page summary for Arlington Avenue project	238 KB
Arlington_Context_Map_Final.pdf	Detailed map depicting context for project including sidewalk status in the immediate area, recreational facilities and transit stops.	1.4 MB
RES 22-334 Regional Solicitation Projects.pdf	City Council Resolution of Support for Regional Solicitation Applications	96 KB

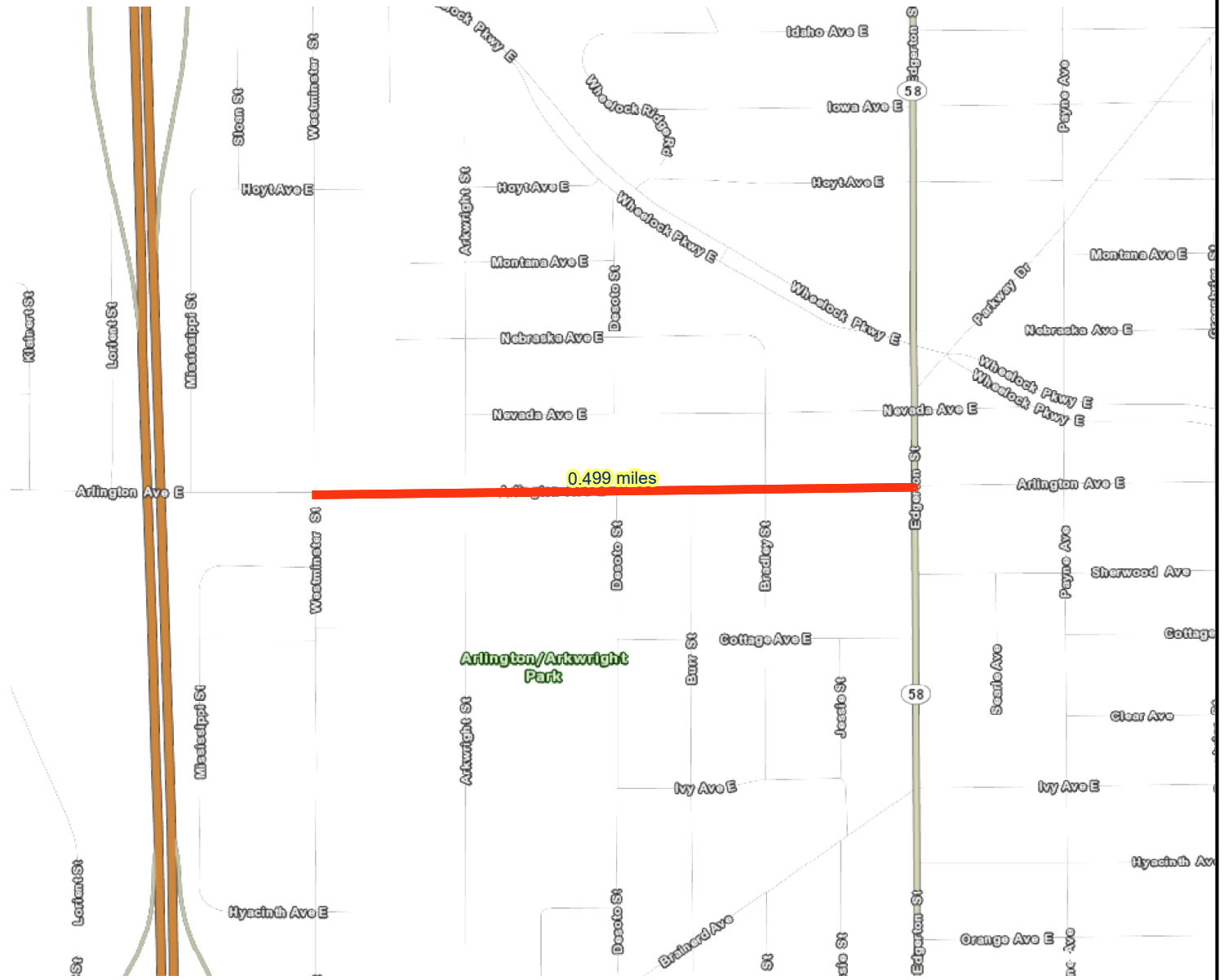
Regional Economy




Pedestrian Facilities Project: Arlington Avenue Sidewalk Infill | Map ID: 1648053684287

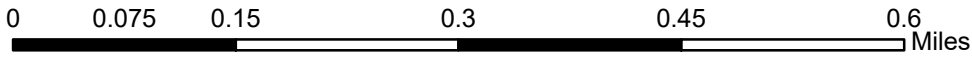
Results

Within HALF Mi of project:
Postsecondary Students: 0

Total Population: 21171
Total Employment: 3511
Mfg and Dist Employment: 798



-  Project
-  Job Concentration Centers
-  Manufacturing/Distribution Centers



Created: 3/23/2022
LandscapeRSA5



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

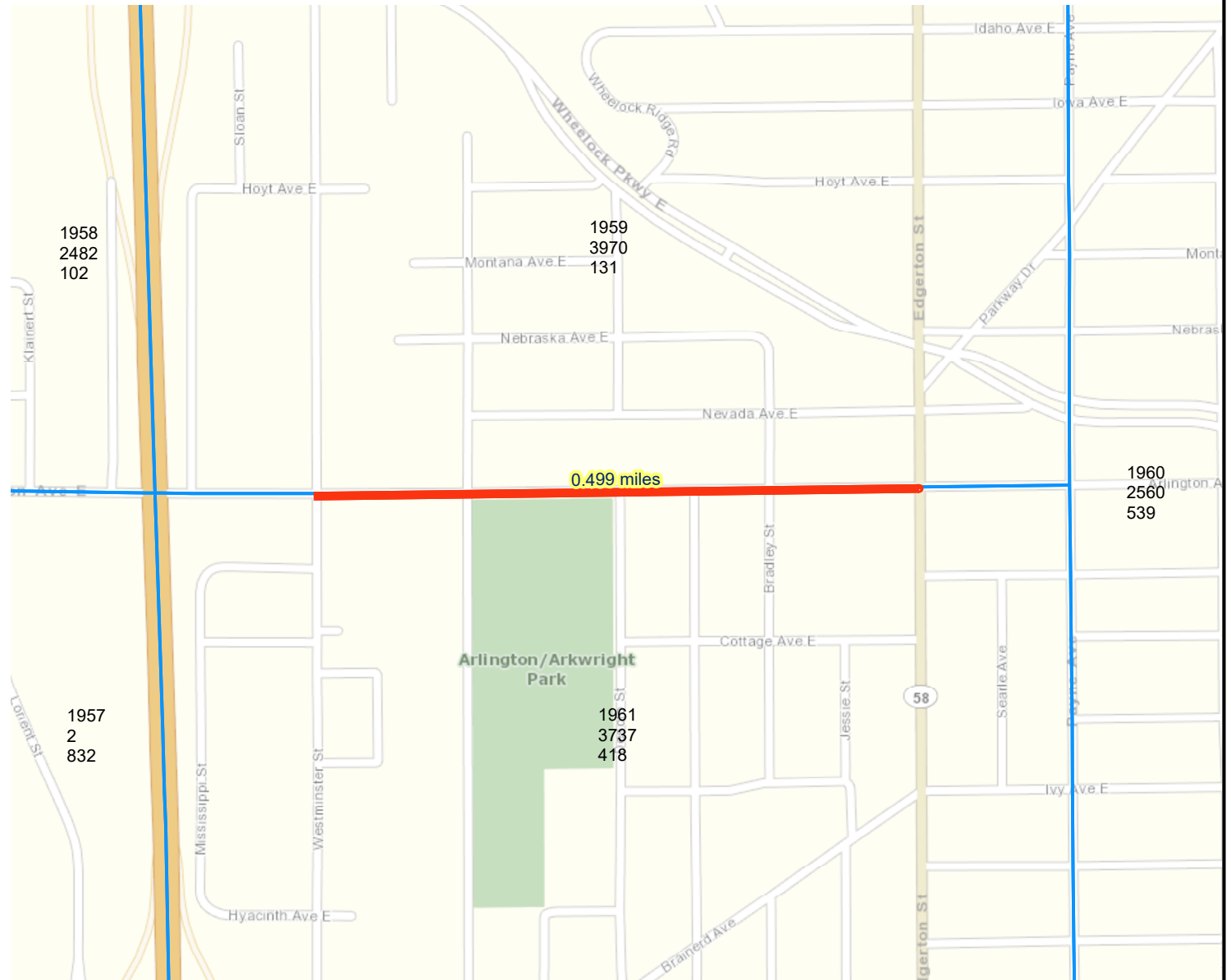


Population/Employment Summary

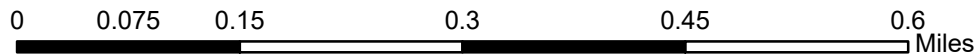
Pedestrian Facilities Project: Arlington Avenue Sidewalk Infill | Map ID: 1648053684287

Results

Within HALF Mile of project:
Total Population: 21171



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 3/23/2022
LandscapeRSA4



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



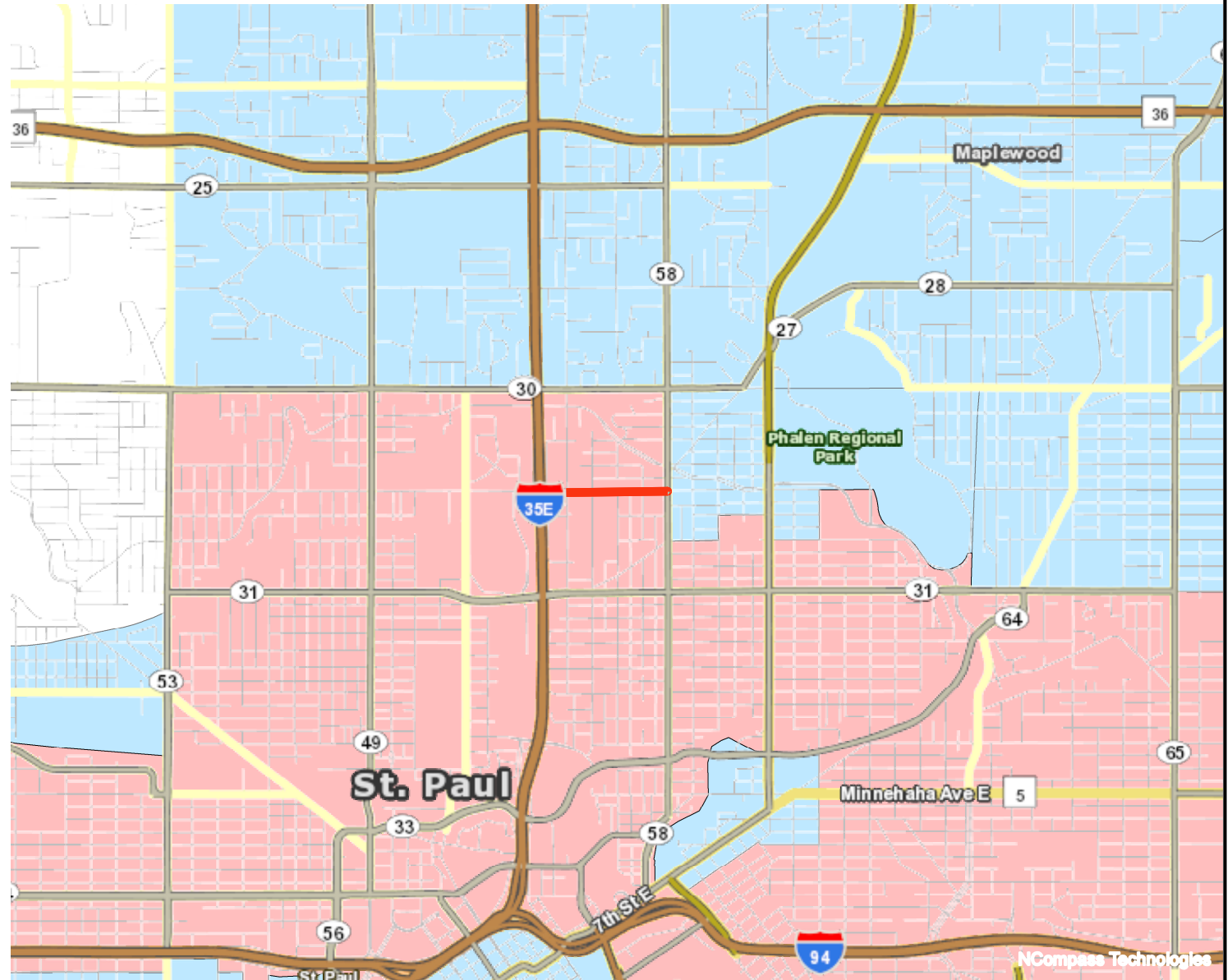
Socio-Economic Conditions

Pedestrian Facilities Project: Arlington Avenue Sidewalk Infill | Map ID: 1648053684287

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 1285

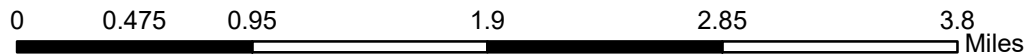
Project located IN an Area of Concentrated Poverty.



— Lines

Regional Environmental Justice Area

Area of Concentrated Poverty



Created: 3/23/2022
LandscapeRSA2



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



Arlington Avenue Sidewalk Infill

Project Summary

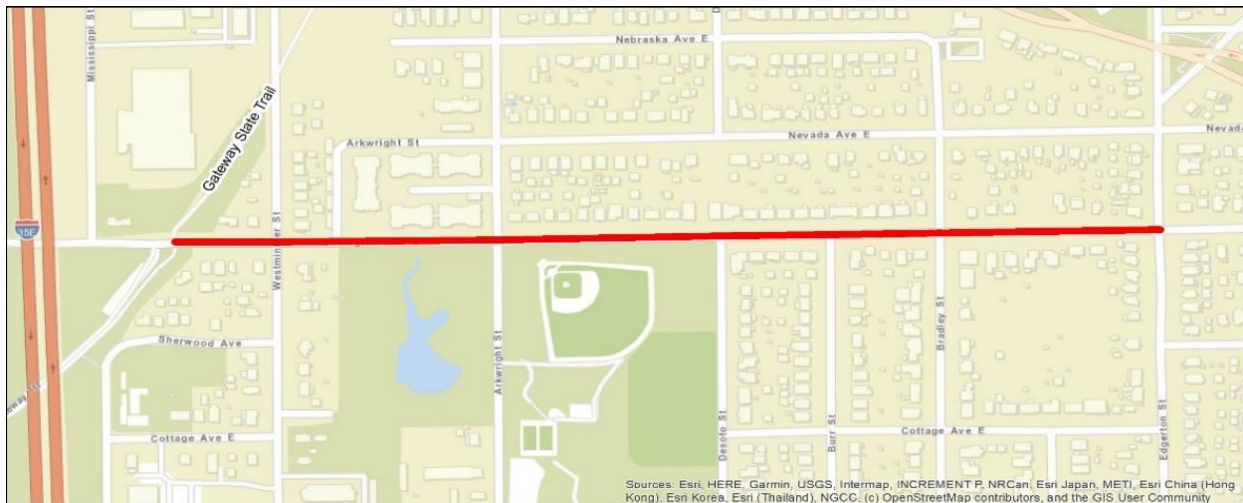
Applicant: City of Saint Paul

Project Summary: The City of Saint Paul is proposing to construct a total of approximately 600 feet of sidewalk along the north side of Arlington Avenue between Westminster St and Arkwright Street, and 1,500 feet of sidewalk along the south side of Arlington Avenue from the Gateway State Trail to Westminster St and from Desoto St to Edgerton St. The project will result in a new ADA compliant sidewalk connecting residential neighborhoods with recreational opportunities, bus stops and the Gateway State Trail.

The project will also reconfigure the intersection of Arlington Ave and Arkwright St, which is an ideal crossing point to access a neighborhood park from the north. The project will prioritize narrowing the size of the intersection as much as possible to encourage slower speeds, shorter pedestrian crossing distances, ADA compliance, and prepare Arlington Ave for future bicycle facilities connected the Gateway State Trail to existing facilities on Edgerton St.

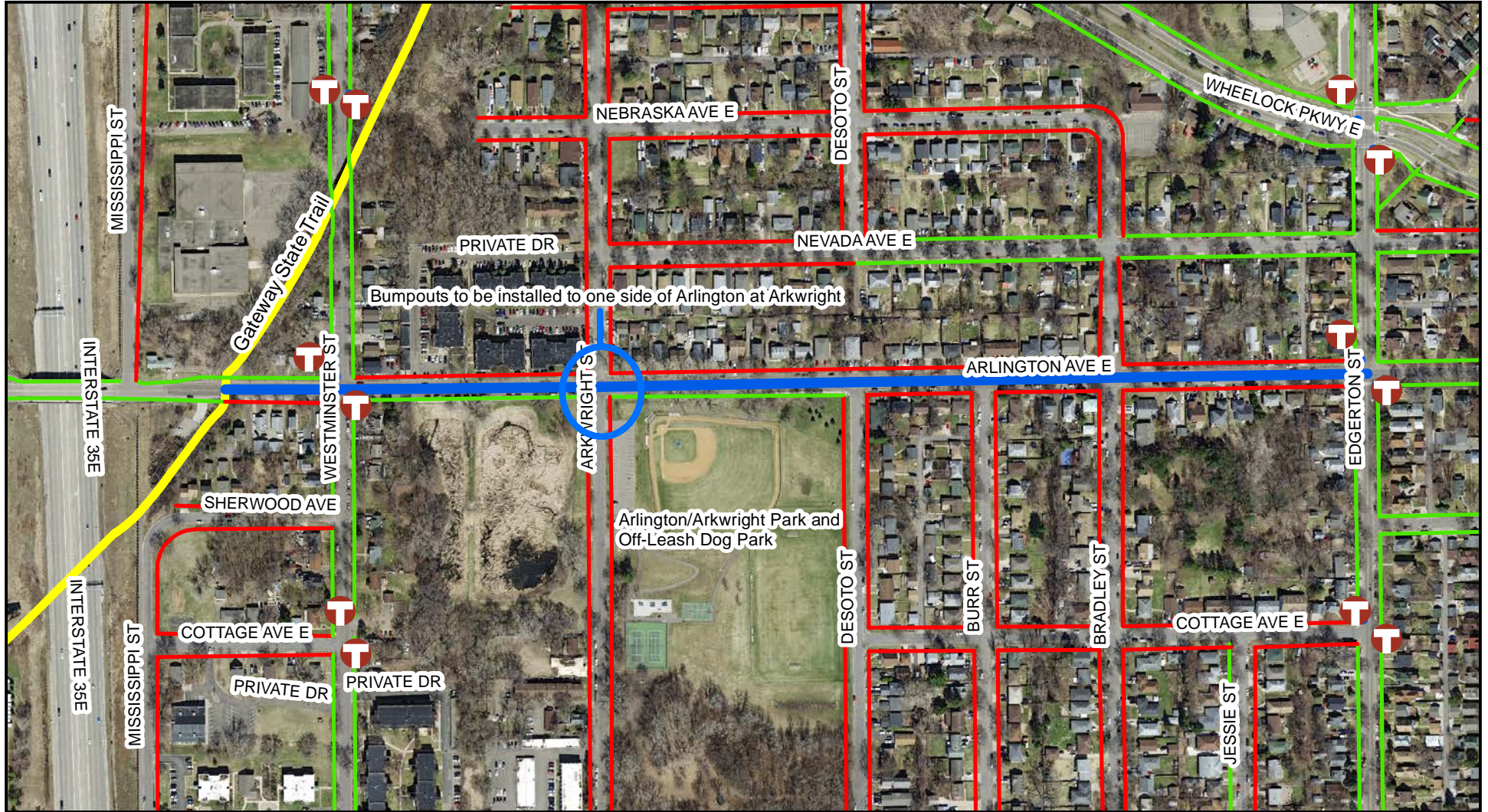
Cost: \$920,000 federal; \$230,000 local; \$1,150,000 total

Project Location:



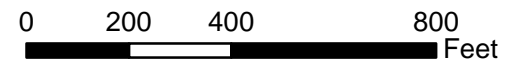
Existing Conditions: A clear desire path connecting affordable housing with Westminster St intersection.





Arlington Avenue Sidewalk Infill

- Existing Sidewalks
- Sidewalk Gap
- Proposed Sidewalk Infill Extent - Gateway Trail to Edgerton





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