



Application

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

17628 - Payne Avenue Pedestrian Safety Improvements Phalen Blvd to Maryland Ave

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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Phone Ext.

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 Payne Avenue Pedestrian Safety Improvements - Phalen Blvd to Maryland Ave

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 pedestrian safety improvements at certain intersections on the Payne Avenue corridor to improve pedestrian safety in an area with high pedestrian traffic and a high mix of uses including higher density residential, commercial and public uses.

Payne Avenue is a Major Collector from Minnehaha Ave from the south to Parkway Dr from the north on the east side of Saint Paul. The street sees a high average daily traffic volume of 8,000 to 9,500 vehicles per day. The Payne Ave corridor is served by Metro Transit's Route 64 which is a high frequency route through the project extent. Additionally, the City had conducted a speed study within the corridor in 2017 which saw 85th percentile speeds at 33 MPH for northbound and 32 MPH for southbound traffic, well above the now 25 MPH speed limit on Payne Ave and speeds which present an increased safety risk to any pedestrians crossing the roadway.

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

Payne Ave is a predominantly commercial street with many high pedestrian traffic generators on both sides of the street. Bars, restaurants, retail and higher density residential on either side of Payne induces pedestrian travel across the street frequently along the length of the project corridor. Additionally, Payne Ave is a multimodal street with bike lanes, transit service and on-street parking. However, the conducted speed study which saw 85th percentile speeds at 33 MPH, indicate that more interventions are needed to slow motor vehicle traffic, intersection treatments like bumpouts or median refuge islands will aid in increasing safety and calming motor vehicle traffic along this active corridor.

(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, ped ramps

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)

0.75

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

\$1,200,000.00

Match Amount

\$300,000.00

Minimum of 20% of project total

Project Total

\$1,500,000.00

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:

Payne Avenue Sidewalk

(i.e., CEDAR LAKE TRAIL)

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

From:

(Intersection or Address)

Payne Avenue and Phalen Boulevard

To:
(Intersection or Address) Payne Avenue and Maryland Avenue

*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

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

Is this a new trail? No

Primary Types of Work SIDEWALK, PED RAMPS, ADA

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

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

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

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:

B1. Regional transportation partners will incorporate safety and security considerations for all modes and users throughout the processes of planning, funding, construction, and operation.

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.

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

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.

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-7. Implement intersection safety improvements such as traffic signal confirmation lights, pedestrian countdown timers, and leading pedestrian signal intervals. Reduce pedestrian roadway exposure via median refuge islands, curb extensions, narrowed travel lanes and other elements designed to lower motor vehicle speeds.

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-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

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

in people's daily routines.

(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.

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)	\$75,000.00
Removals (approx. 5% of total cost)	\$0.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$300,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$200,000.00
Traffic Control	\$20,000.00
Striping	\$30,000.00
Signing	\$40,000.00
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	\$665,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$0.00
Sidewalk Construction	\$250,000.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$175,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$110,000.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$300,000.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$835,000.00

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	\$1,500,000.00
Construction Cost Total	\$1,500,000.00
Transit Operating Cost Total	\$0.00

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

Existing Employment Within One-Half Mile:	26189
Existing Post-Secondary Enrollment Within One-Half Mile:	0
Upload Map	1648152394281_Payne Regional Economy Met Council Map.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One-Half Mile	24716
Upload Map	1648152516377_Payne Population Summary 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 prioritizing pedestrian safety first throughout the City. The proposed project is consistent with that adopted plan's vision. 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. The Pedestrian Plan outlines area of the city which are High Priority Areas for Walking (PAWS) Investment which is a measure that takes into account income, demographics, means of transportation, land use and existing pedestrian infrastructure. Payne Avenue falls within one of those high priority investment areas.

Response:

Throughout development of the Pedestrian Plan, the City received feedback that pedestrian safety needs to be addressed and pedestrian crossings should be prioritized for further investment. The proposed project addresses these concerns by installing sidewalk extensions or medians at unsignalized intersections on Payne Ave to improve safety, make crossing easier and make pedestrians more visible to motorists along the corridor. This will improve walking conditions on a corridor which features significant retail and commercial activity, higher density housing and high frequency bus service, all of which drives increased pedestrian activity along and across the corridor.

The Payne Ave corridor has multiple income restricted developments which are directly adjacent to street and within walking distance. This population, which utilizes transit and walks from necessity, would benefit from the construction of safety improvements at intersections.

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 nearby destinations and transit stops. There is currently limited crossing improvements across Payne Ave through the project corridor. There are painted crossings across one half of most intersections through the corridor and bike lanes are currently located on Payne. The current conditions result in undesirable crossings options for low-income populations, people of color, children, those with disabilities, the elderly, or any other population that relies on walking to get around. The project provides reduced crossing distance for pedestrians and improved sightlines for both pedestrians and motorists. Sidewalk extensions or median refuge islands will also limit the ability of vehicles to pass other vehicles on the right, ensuring more predictable traffic operations which will slow average vehicle speeds and eliminate safety risks of such maneuvers.

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 safer crossings, 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 where high pedestrian activity and standard width crossings present safety issues. The project will narrow the crossing width of intersections improving safety for those crossing Payne which will especially benefit those who cannot walk as quickly, like the elderly, those with disabilities and children.

Impacts:

The project could create situations at intersections where vehicle idle time is increased as they are forced to wait for left turning traffic rather than passing them on the right as is done currently. 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 project's benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:

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

There are 6 affordable housing developments with 610 affordable units within the immediate vicinity of the project location which would benefit from increased safety along Payne. 221 units are restricted to 30% AMI in the Edgerton Hirise located at the Jenks and Payne intersection. 152 units are restricted to 50% AMI within 4 different developments adjacent to or within walking distance to Payne. 222 units are restricted to 60% AMI within 4 developments, notably the Phalen Senior Apartments and Nova SP are both new construction multi-family developments which are income restricted. These two developments have added significant residential density to the southern end of the project corridor.

Response:

Additionally, there is a substantial amount of Naturally Occurring Affordable Housing (NOAH) in the area. The proposed project will improve access for all residents within 0.5 miles of the project. There are 1,000 subsidized rental units within 0.5 miles of the project location.

The project will slow vehicle speeds through the corridor, shorten crossing distances at unsignalized intersections and provide more formal crossing infrastructure for residents who walk from their homes to the many destinations along Payne Avenue. All residents will enjoy improved pedestrian access to retail, other commercial uses, public uses including a library, community and senior centers, and high frequency transit.

(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.

1648154896757_Payne Socio-Economic Met Council Map.pdf

Measure A: Gaps, Barriers and Continuity/Connections

Payne Avenue is a main commercial street running north and south through the east side of Saint Paul. It serves as a key connection for many travelers through the east side seeing 8,000 to 9,500 vehicles per day travel along the corridor. These high volumes combined with the higher average vehicle speed observed in the City's speed study creates a barrier for pedestrians to safely and conveniently cross Payne Ave, this is particularly true for the elderly, disabled and children who require additional time to cross a street. At signalized intersections, pedestrians have right-of-way while green, with enough time given to cross the street. At unsignalized intersections this is typically not the case.

Response:

The project will install pedestrian focused safety infrastructure at unsignalized intersections through the Payne Ave corridor to shorten crossing distances. Sidewalk extensions would be built into the current parking lane on each side of Payne and reduce crossing distances, or median crossing refuge islands would be installed which would split the exposed crossing distance in half, allowing for two stage crossing. Additionally, the presence of a narrowed cross section will slow down vehicles and present visual cues to motorists to yield to crossing pedestrians. Currently, only painted parallel bars exist at intersections through the corridor which do not provide enough context for motorists to yield nor visibility for pedestrians to be seen by passing motorists.

This project would improve the state of ADA facilities in the corridor which are vital to serve the many lower income residents, and elderly who live along the corridor. Currently, sidewalk infrastructure features ADA complaint features, however, reducing crossing distances and updating ADA facilities will have a positive impact on residents

who require these features to walk along and across the corridor.

(Limit 2,800 characters; approximately 400 words)

Measure B: Project Improvements

All data taken from MnDOT's MnCMAT2 application.

There has been a total of 145 crashes within the project extent from 2011 to 2021, with 10 of them involving pedestrians and four of them involving bicyclists. Crashes were spread throughout the corridor from Phalen to Maryland with concentrations near Maryland Avenue and between Jenks and Case Avenues. There has not been any fatal crashes through the project area in the last ten years, however six pedestrian collisions resulted in injuries with three of those serious. All four bicycle crashes resulted in injury.

Response:

The existing conditions pose safety concerns for pedestrians in a high traffic corridor. With half of the incidents occurring at major intersections, many pedestrians could be preferring to cross at controlled intersections rather than uncontrolled ones due to perceptions of safety at those locations. Other factors leading to crossings is the presence of the transit access on Payne and the numerous retail establishments and community uses located along the corridor. Areas with activity centers or adjacent to transit stops are being prioritized for safety improvements to facilitate pedestrian movements happening at these locations. Installing sidewalk extensions or median refuge islands will both make a safer crossing experience all along the corridor and encourage pedestrian activity at these community anchors.

Measure A: Multimodal Elements and Connections

The proposed pedestrian safety improvements will serve as a compliment to existing transit service and bicycle facilities through the corridor. The route 64 bus is a high frequency route which serves Payne Avenue. There are six southbound and northbound stops within the project limits. The project would add safety features to the corridor which would enhance the comfort of transit riders waiting at stops by calming traffic through the corridor and facilitating safer crossing of the corridor to help riders reach destinations along and near Payne. The project will not inhibit bus access to the curb as proposed improvements will avoid impacting existing bus stops or will provide adequate room for buses to maneuver into and out of stop locations.

Response:

Payne Avenue has existing bicycle infrastructure in the form of on-street bike lanes between the travel lanes and parking lanes. The project will not inhibit the bike lanes, they will extend the sidewalk out through the parking lane and bring the curb line to the existing bike lane or install median refuge islands in the center of the roadway, shifting vehicle and bicycle lanes toward the curb line. The project will serve to enhance bicycle safety in areas where right turning movements through the parking lane will no longer be possible due to the new curb line, reducing potential conflict points between vehicles and bicycles. Additionally, limiting a vehicle's ability to pass left turning traffic on the right at certain intersections will increase bicycle and vehicle safety by creating a more predictable environment for traffic operations.

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.

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:

(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):	\$1,500,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$1,500,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

File Name	Description	File Size
Payne Safety Improvements Summary.pdf	One page summary for Payne Avenue project.	242 KB
Payne_Context_Map_Final.pdf	Context map for project displaying intersections identified for safety improvements within the project scope, transit stops, and relevant locations near the project.	1.6 MB
RES 22-334 Regional Solicitation Projects.pdf	City Council Resolution of support for Regional Solicitation applications.	96 KB

Regional Economy

Results

Within HALF Mi of project:

Postsecondary Students: 0

Total Population: 24716

Total Employment: 26189

Mfg and Dist Employment: 1204



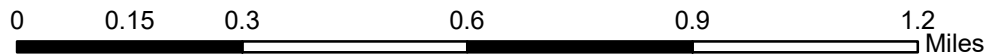
Project



Job Concentration Centers



Manufacturing/Distribution Centers



Created: 3/23/2022
LandscapeRSA5



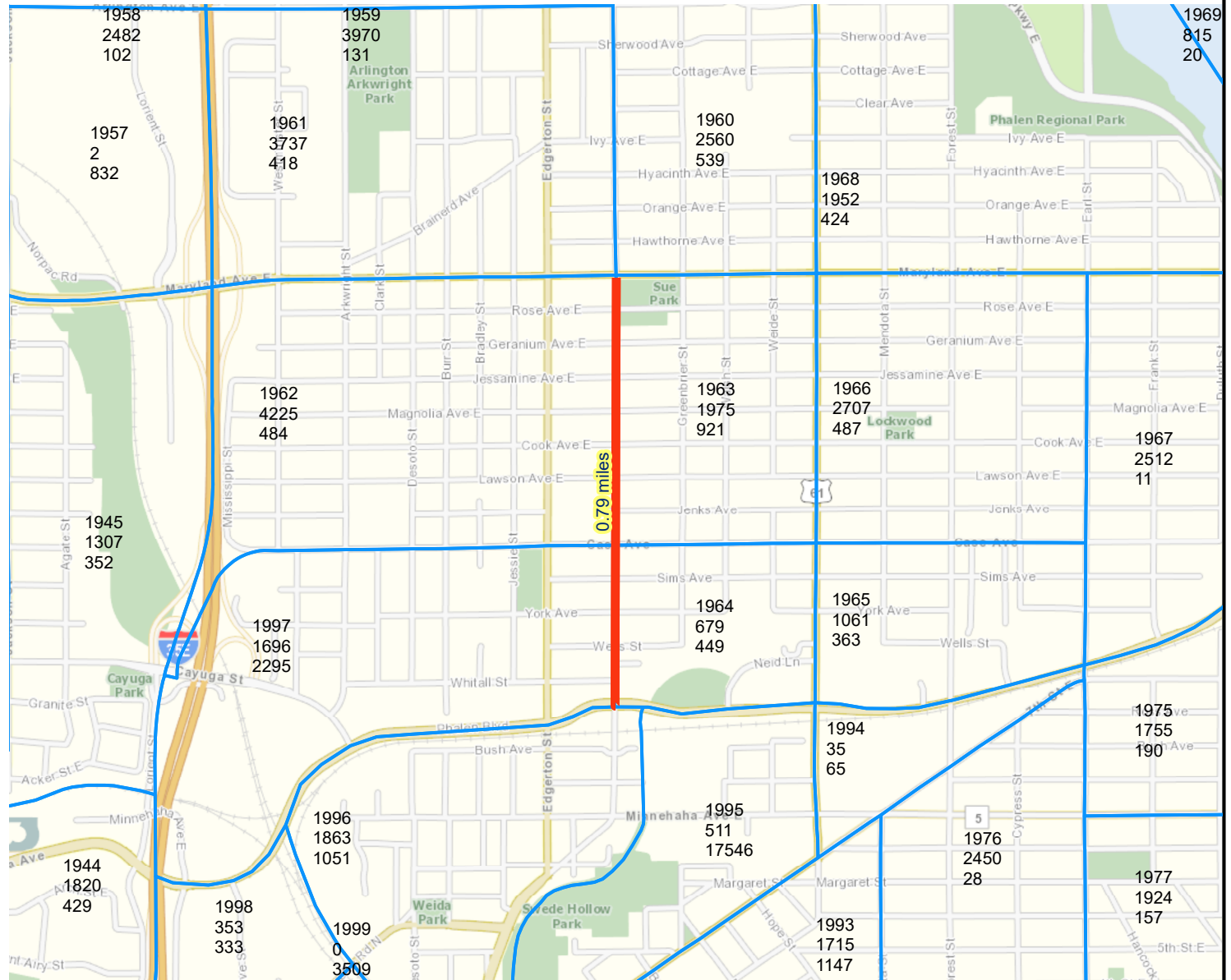
For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



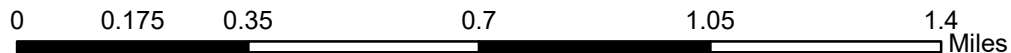
Population/Employment Summary

Results

Within HALF Mile of project:
Total Population: 24716



-  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/gis/site/notice.aspx>

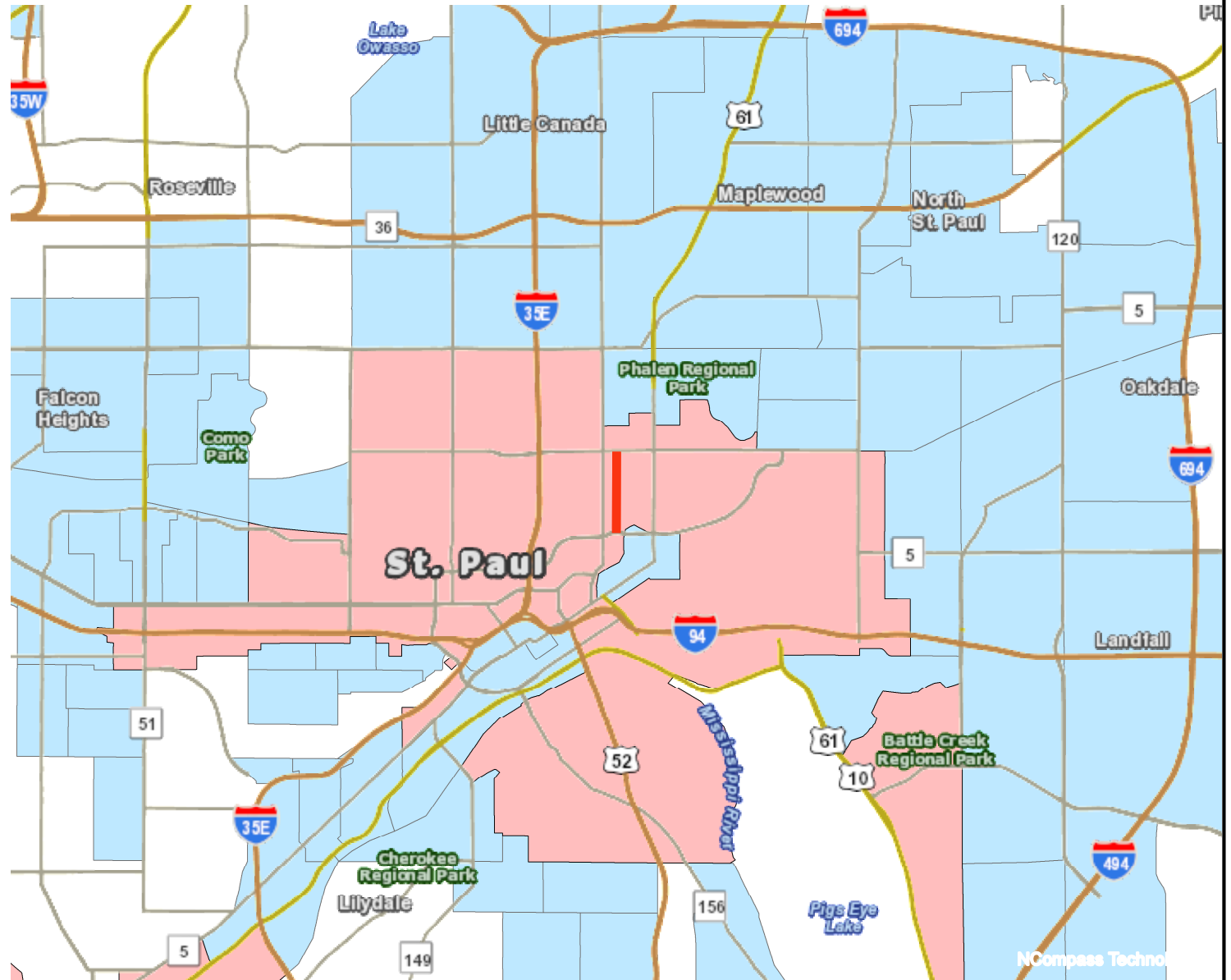


Socio-Economic Conditions

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 1006

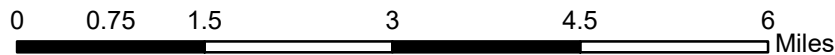
Project located IN an Area of Concentrated Poverty.



— 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/gis/site/notice.aspx>



Payne Avenue Pedestrian Safety Improvements

Project Summary

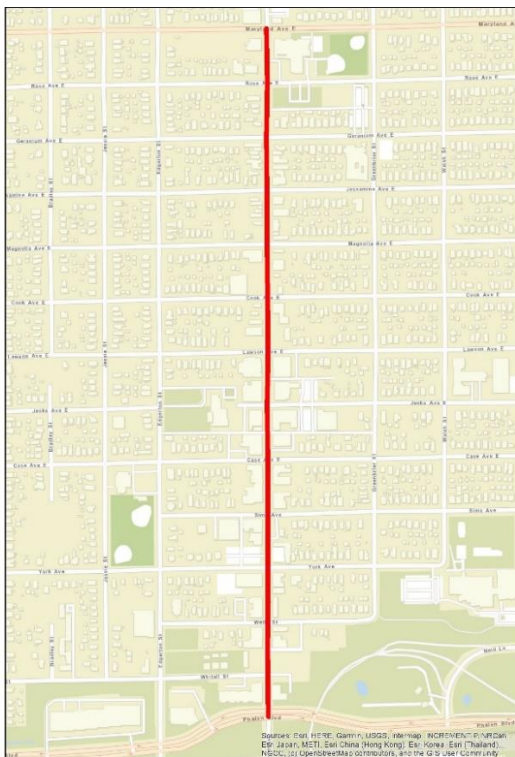
Applicant: City of Saint Paul

Project Summary: The City of Saint Paul is proposing to pedestrian safety enhancements along the Payne Avenue mixed-use corridor which stretches from Phalen Blvd to the south to Maryland Avenue to the north on the east side of St Paul. Payne Avenue is a main commercial route through the east side of St Paul that also features higher density residential and civic uses spread along the project extent, which is served by high frequency transit (route 64).

The project will reconfigure non-signalized intersections which will result in an updated ADA compliant sidewalk extensions or medians to shorten crossing distances for pedestrians, improve intersection sightlines and give visual cues to drivers to slow speeds and yield to pedestrians.

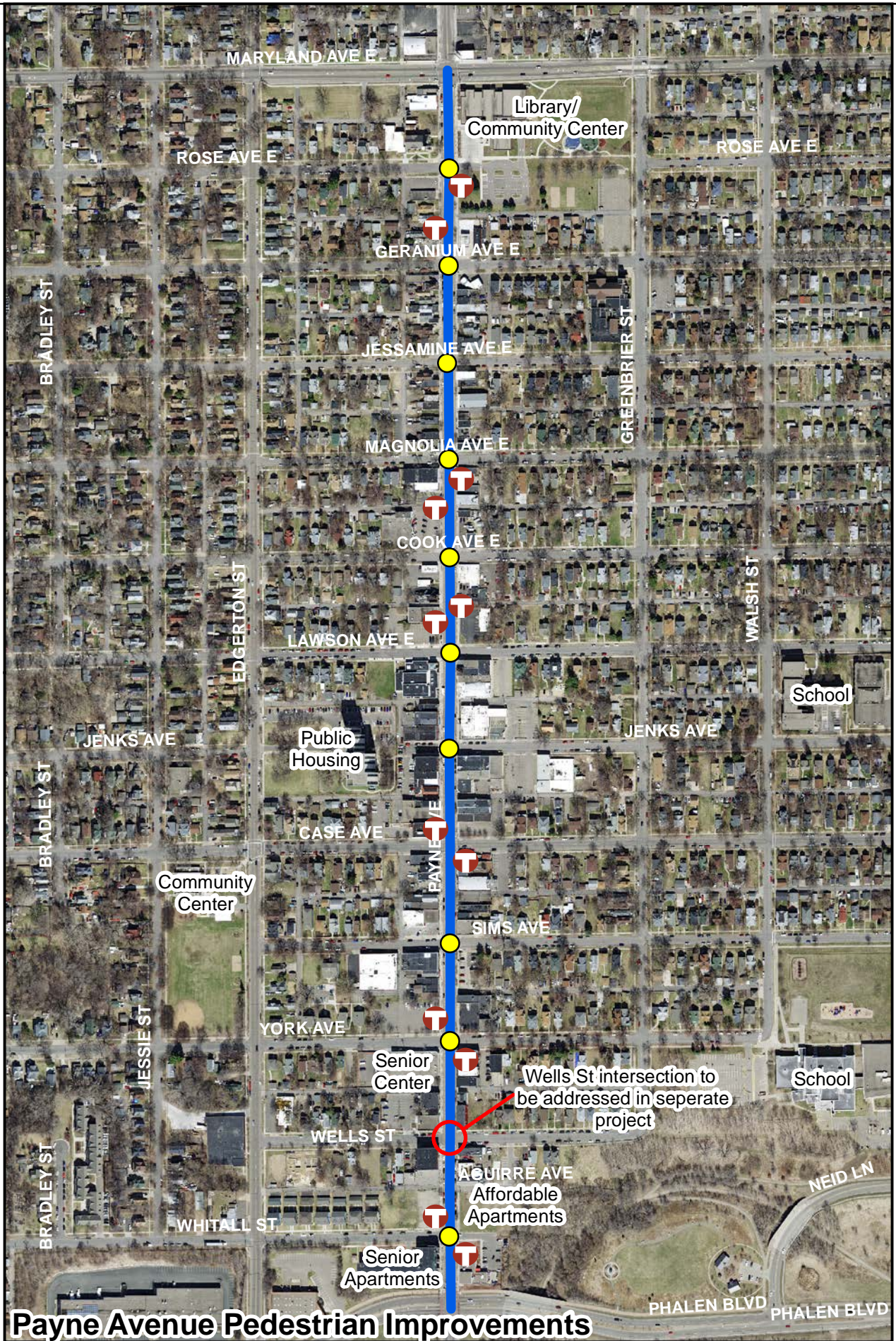
Cost: \$1,200,000 federal; \$300,000 local; \$1,500,000 total

Project Location:



Existing Conditions: Payne Avenue intersection with Jenks Avenue.

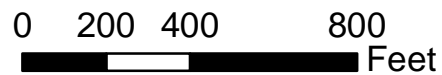




Payne Avenue Pedestrian Improvements

Pedestrian Safety Improvements

- Identified Intersection





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