



Application

19842 - 2024 Multiuse Trails and Bicycle Facilities
20187 - Flandrau St Bicycle Boulevard
Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
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Primary Contact

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

Organization Information

Name: ST PAUL, CITY OF

Jurisdictional Agency (if different):

Organization Type: City

Organization Website:

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

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

County: Ramsey

Phone: * 651-266-9700
Ext.

Fax:

PeopleSoft Vendor Number 0000003222A22

Project Information

Project Name Flandrau St Bicycle Boulevard

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):

Brief Project Description (Include location, road name/functional class, type of improvement, etc.) The Flandrau St Bicycle Boulevard project will construct traffic calming, access management, and crossing improvement infrastructure to create a 2.8 mile all ages and abilities bikeway on Flandrau Street between Old Hudson Rd and Larpenteur Ave. The route is a critical north-south bike connection in this area of the city and is shown in the Saint Paul Bicycle Plan. It connects to two RBTN Tier 1 alignments (Margaret St and Old Hudson Rd). Flandrau St is currently a lower volume local street that parallels White Bear Ave, a high volume street and commercial corridor one block to the east.

The project proposes to construct a variety of treatments along the length, including neighborhood traffic circles, bumpouts, median refuge islands, diagonal traffic diverters, and midblock traffic calming. The project will also add ADA compliant curb ramps along the corridor.

The improvements described in this application come from the Flandrau Bicycle Boulevard Plan, a planning process that featured a year of community engagement with East Side residents and community members. Should the application be successful, additional community engagement would take place in advance of construction.

(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. Flandrau St Bicycle Boulevard Old Hudson Rd (MSA Route 151) to Larpenteur Ave (CSAH 30)

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) 2.8

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 \$2,383,660.00

Match Amount \$595,915.00

Minimum of 20% of project total

Project Total \$2,979,575.00

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 City of Saint Paul

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: 2029

Select 2026 or 2027 for TDM and Unique projects only. For all other applications, select 2028 or 2029.

Additional Program Years:

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

Project Information

If your project has already been assigned a State Aid Project # (SAP or SP)

Please indicate here SAP/SP#.

Location

County, City, or Lead Agency City of Saint Paul

Name of Trail/Ped Facility: Flandrau St Bicycle Boulevard

(example; CEDAR LAKE TRAIL)

IF TRAIL/PED FACILITY IS ADJACENT TO ROADWAY:

Road System City Street

(TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)

Road/Route No.

(Example: 53 for CSAH 53)

Name of Road

Flandrau St

(Example: 1st ST., Main Ave.)

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

From:

Road System

MSA

(TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)

Road/Route No.

151

(Example: 53 for CSAH 53)

Name of Road

Old Hudson Rd

(Example: 1st ST., Main Ave.)

To:

Road System

CSAH

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

Road/Route No.

30

(Example: 53 for CSAH 53)

Name of Road

Larpenteur Ave

(Example: 1st ST., Main Ave.)

In the City/Cities of:

Saint Paul

(List all cities within project limits)

IF TRAIL/PED FACILITY IS NOT ADJACENT TO ROADWAY:

Termini: Termini listed must be within 0.3 miles of any work

From:

To:

Or

At:

In the City/Cities of:

(List all cities within project limits)

Primary Types of Work (Check all that apply)

Multi-Use Trail

Reconstruct Trail

Resurface Trail

Bituminous Pavement

Concrete Walk

Pedestrian Bridge

Signal Revision

Landscaping

Other (do not include incidental items)

Traffic calming, access management, crossing improvements, ADA compliant curb ramps, signing, striping

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

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

Zip Code where Majority of Work is Being Performed

55106

Approximate Begin Construction Date (MO/YR)

05/01/2029

Approximate End Construction Date (MO/YR)

11/30/2029

Miles of Pedestrian Facility/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

Requirements - All Projects

All Projects

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

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

Yes

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

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

The 2040 TPP supports this application through the following goals, objectives,

and strategies:

Goal B: Safety and Security - The regional transportation system is safe and secure for all users.

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.

Goal C. Access to Destinations

Objective A: Increase the availability of travel options

Objective D: Increase the number of trips taken using bicycles

Strategy 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

Goal D: Competitive Economy - The regional transportation system supports the economic competitiveness, vitality, and prosperity of the region and state.

Objective A: Improve multimodal access to regional job concentrations identified in Thrive MSP 2040.

Objective B: Invest in a multimodal transportation system to attract and retain businesses and residents.

Strategy D3

Goal E: Healthy and Equitable Communities - The regional transportation system advances equity and contributes to communities' livability and sustainability while protecting the natural, cultural, and developed environments.

Objective A: Reduce transportation-related air emissions.

Objective C: Increase the availability and attractiveness of transit, bicycling, and walking to

encourage nearby communities through the use of active transportation options.

Objective D: Provide a transportation system that promotes community cohesion and connectivity for people of all ages and abilities, particularly for historically under-represented populations.

(Limit 2,800 characters; approximately 400 words)

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

List the applicable documents and pages: Unique projects are exempt from this qualifying requirement because of their innovative nature. This project is supported by several local plans.

The City of Saint Paul 2040 Comprehensive Plan Transportation Chapter identifies several strategies that support investment in bikeways on pages 73-75:

T-3 Modal hierarchy

T-7 Implement intersection safety improvements

T-9 Design streets for accessibility

T-21 Reduce VMT by improving options beyond SOV

T-24 Implement the Saint Paul Bicycle Plan

The project is identified in the Saint Paul Bicycle Plan (Figure 4), which was adopted by the City Council in 2015 and last updated in 2017. There is currently an updated Saint Paul Bicycle Plan being considered for adoption by the Saint Paul City Council. The Flandrau St bike boulevard is identified in the currently-adopted plan (Figure 4) as well as identified as a short term priority for construction in that draft version for Council consideration.

The project is guided by the Flandrau Bicycle Boulevard Plan (corridor plan). All recommendations in this application are drawn from the community feedback, engagement, and design work found in that plan.

(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 2024 funding cycle).

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

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

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

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

Yes

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

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

Yes

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

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

Date plan completed: 01/13/2016

Link to plan: https://www.stpaul.gov/sites/default/files/Media%20Root/ADA%20Transiton%20PIan%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. This includes assurance of year-round use of bicycle, pedestrian, and transit facilities, per FHWA direction established 8/27/2008 and updated 4/15/2019. Unique projects are exempt from this qualifying requirement.

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

12. The project must represent a permanent improvement with independent utility. The term "independent utility" means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match.

Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

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

13. The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

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

14. The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.

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

Requirements - Bicycle and Pedestrian Facilities Projects

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

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

Multiuse Trails on Active Railroad Right-of-Way:

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

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

[Upload Agreement PDF](#)

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

Multiuse Trails and Bicycle Facilities projects only:

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

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

Upload PDF of Agreement in Other Attachments.

Safe Routes to School projects only:

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

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

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

Mobilization (approx. 5% of total cost)

Cost

\$107,956.00

Removals (approx. 5% of total cost)	\$294,239.00
Roadway (grading, borrow, etc.)	\$186,018.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$104,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$180,080.00
Traffic Control	\$323,867.00
Striping	\$59,500.00
Signing	\$188,000.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$30,675.00
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	\$221,150.00
Other Roadway Elements	\$0.00
Totals	\$1,695,485.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$0.00
Sidewalk Construction	\$176,600.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$940,000.00
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	\$167,490.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$1,284,090.00

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

PROTECT Funds Eligibility

One of the new federal funding sources is Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT). Please describe which specific elements of your project and associated costs out of the Total TAB-Eligible Costs are eligible to receive PROTECT funds. Examples of potential eligible items may include: storm sewer, ponding, erosion control/landscaping, retaining walls, new bridges over floodplains, and road realignments out of floodplains.

INFORMATION: Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program Implementation Guidance (dot.gov).

Response:

Totals	
Total Cost	\$2,979,575.00
Construction Cost Total	\$2,979,575.00
Transit Operating Cost Total	\$0.00

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment Yes

Direct connection to an RBTN Tier 2 corridor or alignment

OR

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

Upload Map 1702496697803_RBTN_Map.pdf

Please upload attachment in PDF form

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 71348

Existing Employment Within One Mile (Integer Only) 10739

Upload the "Population Summary" map 1702496824361_PopEmpMap.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:

1. What engagement methods and tools were used?
2. How did you engage specific communities and populations likely to be directly impacted by the project?
3. What techniques did you use to reach populations traditionally not involved in community engagement related to transportation projects?
4. How were the project's purpose and need identified?
5. How was the community engaged as the project was developed and designed?
6. How did you provide multiple opportunities for of Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing to engage at different points of project development?
7. How did engagement influence the project plans or recommendations? How did you share back findings with community and re-engage to assess responsiveness of these changes?
8. If applicable, how will NEPA or Title VI regulations will guide engagement activities?

Response:

The Eastside of St Paul is a diverse area of the city. There are 59 percent people of color, 11 percent Hispanic or Latino, and 33 percent white. 4.3 percent of people on the East Side are under 18 years old, and 26 percent of them are living in poverty. There are ten schools within a half mile of Flandrau Street, and three are located directly on the street. The Iowa Hi Rise on Flandrau and Iowa is home to many elderly and people living with disabilities.

To understand the needs along Flandrau Street, the planning process described in the attached Flandrau Bicycle Boulevard Plan used several engagement techniques: four virtual meetings, several in person community meetings, an interactive map, and an in person mapping workshop. In November 2022, a bike ride of the corridor and neighborhood was held to better understand the challenges. This bike ride included an observation of dismissal of students at Harding High School, just one block off Flandrau. The planning team took this opportunity to speak with the school community and Saint Paul Police traffic enforcement staff to understand the challenges. These events were promoted through the neighborhood District Council, the school district, and other channels. A technical and community advisory was assembled during the planning process and advised the project team.

At each step, the project team would first listen to the community through the events described above in order to identify the vision and purpose, the existing conditions, and to develop the recommendations in the plan and described in this application. The community and technical advisory groups were invited to provide feedback throughout the process to ensure the plan was meeting the needs of the community.

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

Measure B: Disadvantaged Communities Benefits and Impacts

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

- ? pedestrian and bicycle safety improvements;
- ? public health benefits;
- ? direct access improvements for residents or improved access to destinations such as jobs, school, health care, or other;
- ? travel time improvements;
- ? gap closures;
- ? new transportation services or modal options;
- ? leveraging of other beneficial projects and investments;
- ? and/or community connection and cohesion improvements.

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Disadvantaged communities residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Disadvantaged communities 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.

- ? Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
- ? Increased speed and/or cut-through traffic.
- ? Removed or diminished safe bicycle access.
- ? Inclusion of some other barrier to access to jobs and other destinations.

Response:

Over half of the Greater East Side population are people of color. The percentage of individuals living in poverty is higher than the city average on the Greater East side as well at 19%, and 26% of those under the age of 18 are living poverty. Implementation of traffic calming features on Flandrau would help reduce speeds and improve crossings to make biking and walking safer. Comments collected during the planning process explained car speeds and lack of bicycle and pedestrian facilities along Flandrau made access to parks, bus stops, and schools along the corridor difficult. There are 10 schools within half mile of Flandrau and 1,000 Saint Paul Public School students live within one mile of their school. Implementing facilities for a bicycle boulevard would provide a safe bicycle connection to those students to school as well as parks. The bicycle boulevard would fulfill and further the goals of the Nokomis Montessori School and Harding High School Safe Routes to School Plan. Creating a safe north south connection for walking and biking in Saint Paul's East side allows more people to choose those modes for transportation. This is beneficial to the individuals physical and mental health as well as the environment. 25% of residents on the east side commute without a car and the Flandrau bike boulevard would be a vital north south corridor for these residents. It would also serve as an important bike connection to the future Gold Line BRT just north of 94. While the improvements described in this application will bring benefit to people walking and biking in the area, driver access changes on Flandrau might lead to some car traffic re routing to parallel local residential streets. However, the amount of traffic on Flandrau is low, and thus diverted traffic is unlikely to pose any significant safety or livability concern.

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

Measure C: Affordable Housing Access

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

Describe the 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:

- ? specific direct access improvements for residents
- ? improved access to destinations such as jobs, school, health care or other;
- ? new transportation services or modal options;
- ? and/or community connection and cohesion improvements.

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.

Response:

The Socio-Economic map generated indicates 1,970 subsidized units within one-half miles of Flandrau. Furthermore, an analysis by staff shown in an attachments describes 979 units. This staff analysis used data from HousingLink to find naturally occurring affordable housing. There is likely to be some overlap/double counting of units between the two sources. A high quality all ages and abilities bike boulevard like the one proposed in this application will benefit people living in affordable housing - especially those who might not have access to a car. Flandrau is one block to the west of White Bear Avenue. While White Bear is uncomfortable to bike on given traffic volumes and speeds, the improvements described in this application would provide an excellent low volume and comfortable bikeway just one block from the White Bear Ave corridor, the location of services, grocery stores, pharmacies, shops, and restaurants in this area of the city. On the south end, Gold Line BRT is currently under construction and will be a high quality rapid bus line for the East Metro. Both Maryland and White Bear Avenue are being studied as a potential route for the Purple Line BRT, which will connect the East Side to downtown and Maplewood Mall and Century College. There are ten schools within a half mile of Flandrau - including three directly on Flandrau.

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

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

Yes

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

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

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

1702500018956_SocioEcoMap.pdf

Measure A: Bikeway Network Gaps, Physical Barriers, and Continuity of Bicycle Facilities

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

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

Bike system gap improvements include the following:

- Providing a missing link between existing or improved segments of a local transportation network or regional bicycle facility (i.e., regional trail or RBTN alignment);
- Improving bikeability to better serve all ability and experience levels by:
 - Providing a safer, more protected on-street facility or off-road trail;
 - Improving safety of bicycle crossings at busy intersections (e.g., through signal operations, revised signage, pavement markings, etc.); OR
 - Providing a trail adjacent or parallel to a highway or arterial roadway or improving a bike route along a nearby and parallel lower-volume neighborhood collector or local street.

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

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

Response:

The Flandrau bicycle boulevard would fill a gap in the existing bicycle network in this area of the City of Saint Paul. It would be the only direct north south bike connection, allowing a person biking to ride 2.8 miles north and south from the northern city border (Larpenteur Ave) to Old Hudson Road. There are few streets in this area of the city that provide that level of connectivity. One of them is White Bear Avenue, one block to the west of Flandrau. However, given the amount of vehicle traffic and driver speeds on White Bear, biking is not attractive or desirable to anyone outside the most confident.

As a bicycle boulevard, the route is an excellent candidate. It is connected and legible (as described above), traveling 2.8 miles without turning on to or off Flandrau. As existing, Flandrau carries low volumes of traffic at low speeds. But what makes the improvements in this application especially exciting are their ability to 1) further limit traffic volumes and discourage long trips, 2) further calm and slow drivers, and 3) provide more comfortable crossings of higher volume and wider intersecting streets through intersection crossing improvements like medians and bumpouts. Finally, a bike boulevard running on Flandrau provides excellent connectivity to destinations on White Bear Ave, future BRT transit, parks, schools, and other bikeways.

(Limit 2,800 characters; approximately 400 words)

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

DEFINITIONS:

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

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

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

Tier 1

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

Tier 2

Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments

Tier 3

Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments

Non-tiered

Crossings of non-tiered Regional Bicycle Barrier segments

No improvements

Yes

No Improvements to barrier crossings

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

Multiple

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

Measure B: Deficiencies corrected or safety problems addressed

Response:

There have been two bicycle or pedestrian involved crashes reported to MnCMAT (MnDOT crash database) since 2013. One occurred when a person biking near 4th crossing Flandrau was struck by a vehicle. The other occurred when a person walking along Flandrau was crossing Case and struck by a driver. While crash reports indicate the person biking and person walking were both at fault, the collisions both could have been avoided if drivers were traveling slower and had more time to stop, and visibility was improved at crossings. The improvements described in the attached Flandrau Bicycle Boulevard Plan and in this application would improve visibility at crossings and slow drivers. Furthermore, providing a space to bike one block to the west of White Bear Avenue will encourage people to bike on Flandrau instead of White Bear (though they will still be allowed to), thereby reducing the likelihood of bicycle involved crashes on White Bear, where traffic volumes are much higher. According to MnCMAT, since 2013, there have been 11 bicycle-involved crashes on White Bear Avenue. Providing a safe space to bike on Flandrau will provide similar connectivity to destinations.

People sharing the road will always make mistakes. But the improvements described will limit those mistakes, and make the mistakes less dangerous and less likely to be lethal. Bumpouts at intersections will improve visibility of people biking as they cross a busy street. Median refuges planned for the corridor will allow some one biking to cross one lane of traffic, pause, then cross the opposing lane. Neighborhood traffic circles will slow all road users through minor street crossings. Diagonal traffic diverters will prevent T-bone crashes. Midblock traffic calming throughout the corridor will slow cars and make crashes less likely and less severe.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

Response:

Currently, there are four transit lines that connect to Flandrau Street. The east west transit lines run on 3rd street, 7th street, Maryland and Larpenteur. Planned future transit includes the H Line on Maryland Ave and White Bear Avenue, the potential for Purple Line BRT on Maryland and White Bear, and Gold Line BRT on Old Hudson Road. The Flandrau Street Bicycle Boulevard will provide an excellent connection to these, as well as transit that currently runs north and south on White Bear Avenue.

The same traffic calming and crossing improvements that benefit people biking will also benefit people walking on Flandrau Street and crossing higher volume streets. The intersection improvements would not interfere with transit operations. Sidewalk on both sides of Flandrau exists along most of the corridor. There are existing gaps that would be filled with a future project.

(Limit 2,800 characters; approximately 400 words)

Upload Transit map

1702505887305_TransitConnMap.pdf

Transit Projects Not Requiring Construction

If the applicant is completing a transit application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

[Check Here if Your Transit Project Does Not Require Construction](#)

Measure A: Risk Assessment - Construction Projects

1. Public Involvement (20 Percent of Points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. The focus of this section is on the opportunity for public input as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.

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

Yes

100%

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

50%

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

50%

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

25%

No outreach has led to the selection of this project.

0%

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

Response:

The Flandrau Bicycle Boulevard Plan describes a thorough planning process that involved multiple forms of engagement over the course of a year. Four virtual meetings gave the project team an understanding about existing conditions, best practices, and feedback from the community. A community bike ride also highlighted the needs near Harding High School. Members of the Planning Team hosted in-person listening sessions with each district council, the city's Transportation Committee and with families at Nokomis Montessori. Other activities included a city-hosted virtual

open house, Harding High School and Nokomis Montessori SRTS workshop, Ramsey County Active Living Committee and direct mailers, email and phone calls with residents. Community members

and Planning Team members met during an in-person

mapping workshop to identify priorities and key locations for bicycle boulevard treatments. Finally, an interactive online map gave people opportunities to identify issues and opportunities on their own time. These opportunities to provide feedback were promoted through District Council channels, as well as City social media.

(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 project's 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.

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.

Yes

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

1702576137360_Flandrau Bike Blvd Concept.pdf

Please upload attachment in PDF form

Additional Attachments

Please upload attachment in PDF form

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

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

Yes

100%

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

100%

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

80%

Historic/archeological property impacted; determination of ?adverse effect? anticipated

40%

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

0%

Project is located on an identified historic bridge

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

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

Yes

100%

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

50%

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

25%

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

0%

5. Railroad Involvement (15 Percent of Points)

No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable)

Yes

100%

Signature Page

Please upload attachment in PDF form

Railroad Right-of-Way Agreement required; negotiations have begun

50%

Railroad Right-of-Way Agreement required; negotiations have not begun.

0%

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): \$2,979,575.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$2,979,575.00

Points Awarded in Previous Criteria

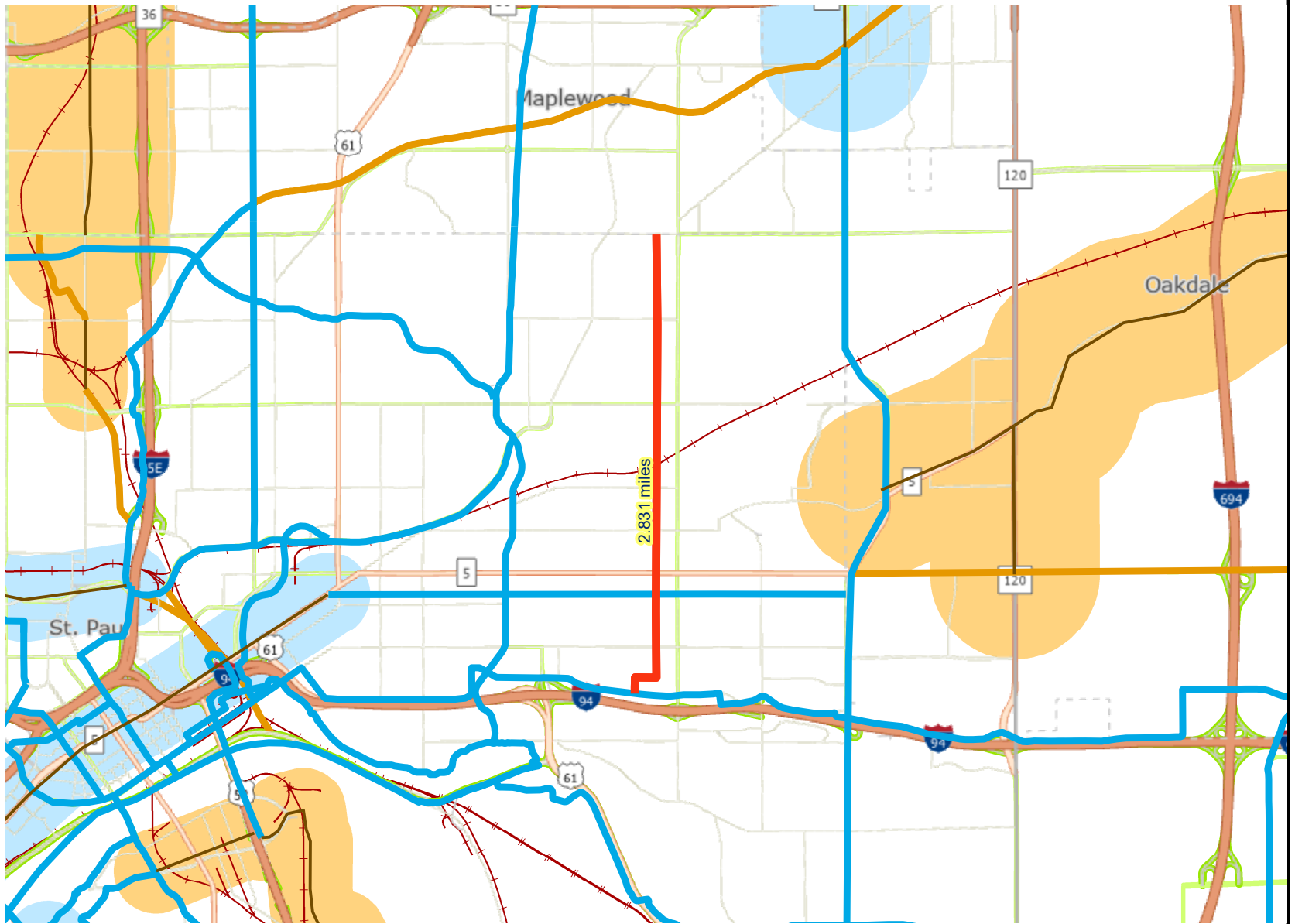
Cost Effectiveness \$0.00

Other Attachments

File Name	Description	File Size
20187 Attachment Flandreau Street Bicycle Boulevard Plan.pdf	Link to Flandrau St Bicycle Blvd Plan	65 KB
2024 Regional Solicitation_SP_Bike BlvdFlandreu.pdf	MnDOT TH5 median Letter of Support	207 KB
Affordable Housing Map-Flandrau.pdf	Affordable housing	144 KB
Concept Map Flandrau Street Bicycle Boulevard 8.5x11.pdf	Concept Drawing	1.0 MB
Flandrau BB_One Page Project Description.pdf	One Page Project Summary	650 KB
Flandrau Bike Blvd Concept.pdf	Draft Flandrau Concept	60.3 MB
Flandrau Bike Blvd Letter of Support.pdf	Ramsey County Maryland Larpenteur median LOS	123 KB
Flandrau St Bicycle Boulevard - Yang Ward 6 Letter of Support.pdf	Ward 6 Letter of Support	82 KB
FlandrauPhotos.pdf	Existing photographs	606 KB
Letter on Flandrau Bike Blvd_Greater East Side CC.pdf	Greater East Side CC LOS	123 KB
Parks_LOS_Flandrau - signed.pdf	Saint Paul Parks Rec LOS	204 KB
Prince LOS Flandrau bike Boulevard.pdf	Ward 7 LOS	166 KB
RES 23-1763 Regional Solicitation Applications.pdf	Saint Paul City Council Resolution and maintenance	96 KB
SECO_LOS_Flandrau.pdf	SECO LOS	90 KB
SPPS Letter of Support- Flandrau bike boulevard_Signed.pdf	SPPS LOS	124 KB

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Flandrau Bike Boulevard | Map ID: 1702418572665



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

0 0.5 1 2 3 4 Miles

Created: 12/12/2023
LandscapeRSA6





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

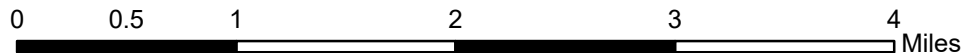


Population/Employment Summary

Results

Within ONE Mile of project:
Total Population: 71348
Total Employment: 10739

-  Project Points
-  Project Area
-  Project
-  2016 TAZ



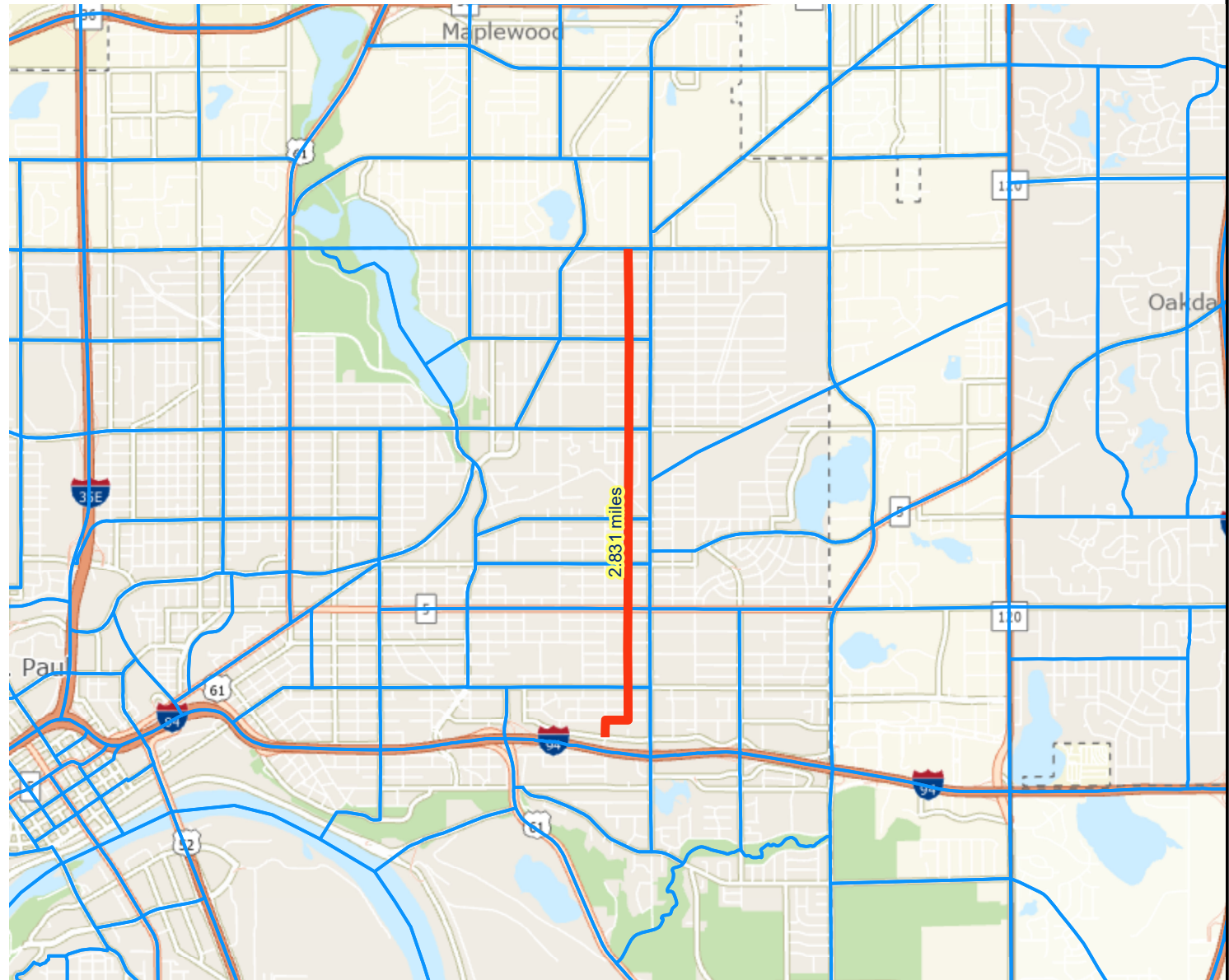
Created: 12/12/2023
LandscapeRSA4



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



Multiuse Trails and Bicycle Facilities Project: Flandrau Bike Boulevard | Map ID: 1702418572665



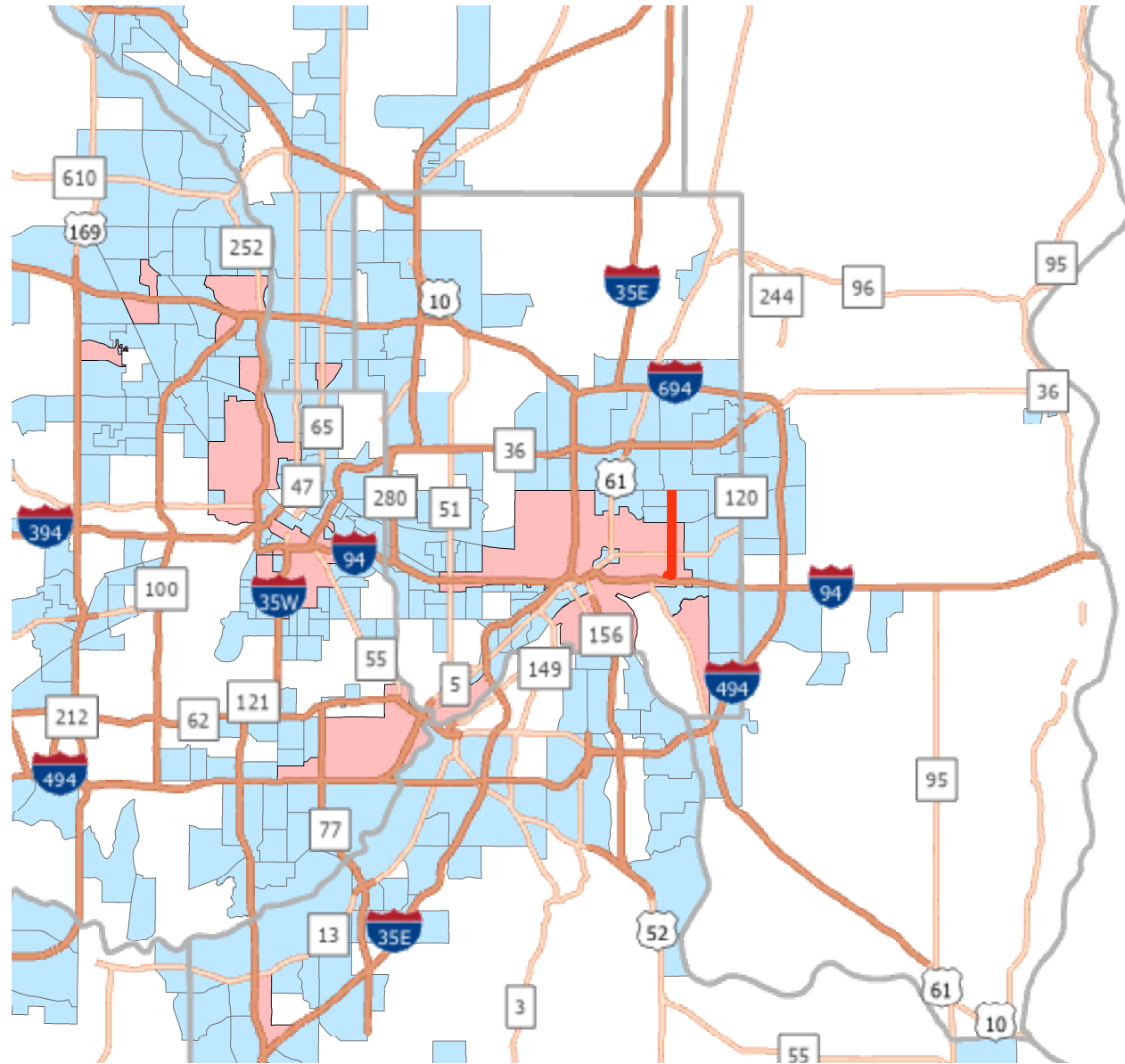
Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: Flandrau Bike Boulevard | Map ID: 1702418572665

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 1970

Project located IN an Area of Concentrated Poverty.



— Lines
— Area of Concentrated Poverty

Regional Environmental Justice Area

0 3.25 6.5 13 19.5 26 Miles

Created: 12/12/2023
LandscapeRSA2



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



Transit Connections

Multiuse Trails and Bicycle Facilities Project: Flandrau Bike Boulevard | Map ID: 1702418572665

Results

Transit with a Direct Connection to project:
294 351 355 54 63 64 74 80

- *H Line
- *Randolph/East 7th
- *Gold Line

**indicates Planned Alignments*

Transit Market areas: 1, 2, 3

Project Points

Transit Routes

Project

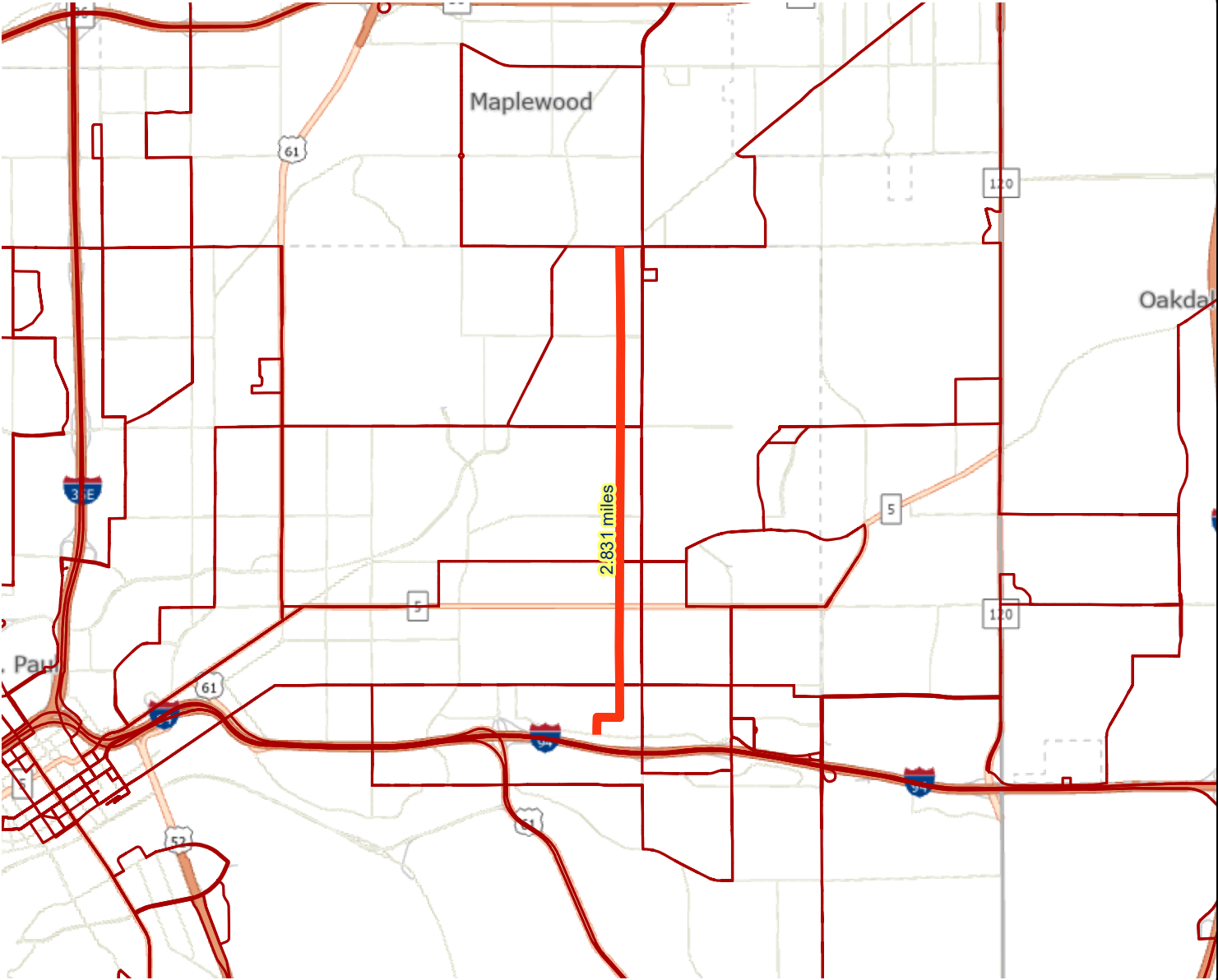
Project Area



Created: 12/12/2023
LandscapeRSA3



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





Existing Schuler

City of Maplewood

LARPENTEUR

City of Saint Paul

CALIFORNIA

IDAHO

IOWA



Hillcrest Knoll Park

FLANDRAU

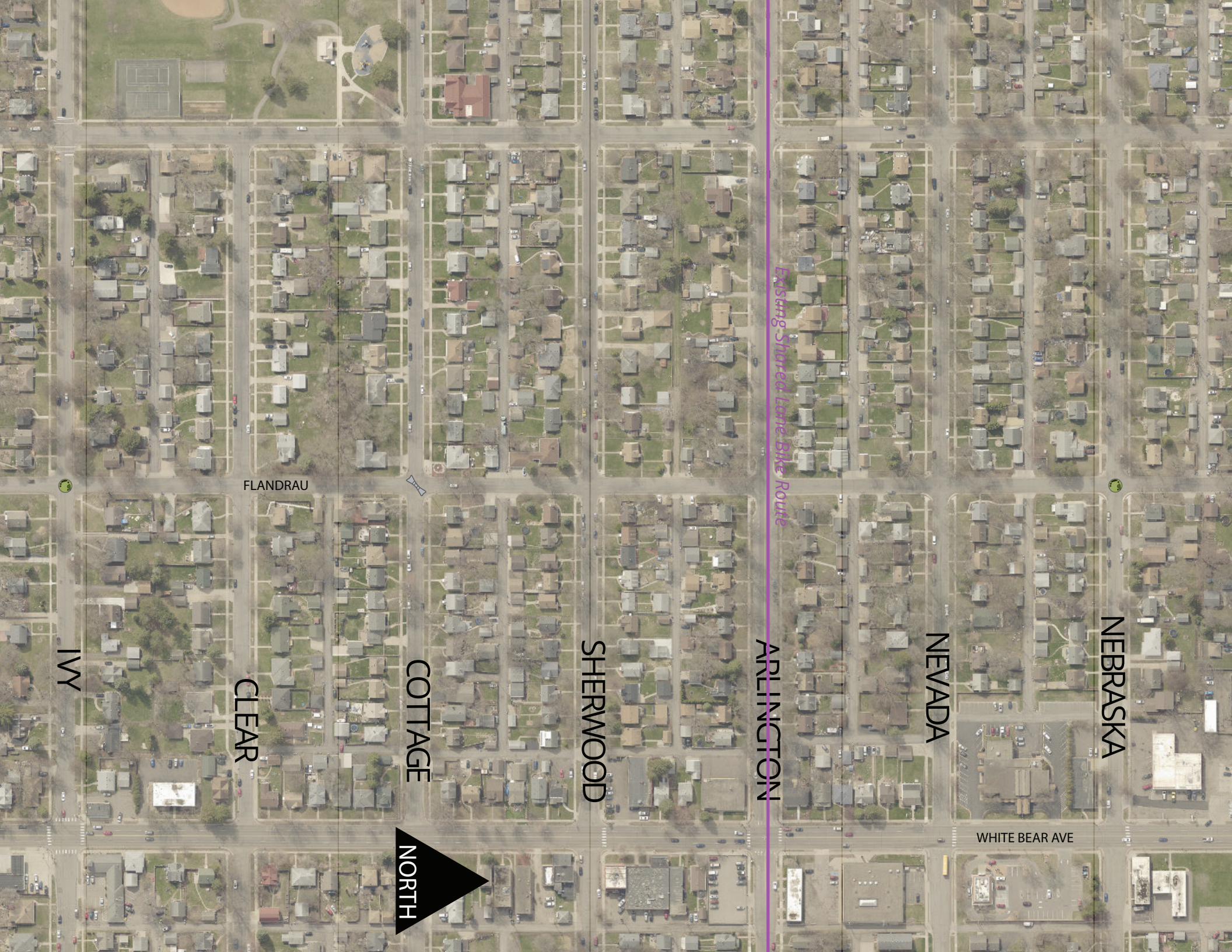
HOYT

MONTANA

NORTH

NEBRASKA





Existing Shared Use Bike Route

NEBRASKA

NEVADA

ARLINGTON

SHERWOOD

COTTAGE

CLEAR

FLANDRAU

IWOY

NORTH

WHITE BEAR AVE



KINGSFORD

ROSE

FLANDRAU

HYACINTH

FLANDRAU

ORANGE

HAWTHORNE

MARYLAND

IVY

WHITE BEAR AVE

NORTH



CASE

FLANDRAU

L'Etoile du
Nord
French
Immersion

FLANDRAU

ECHO

AMES

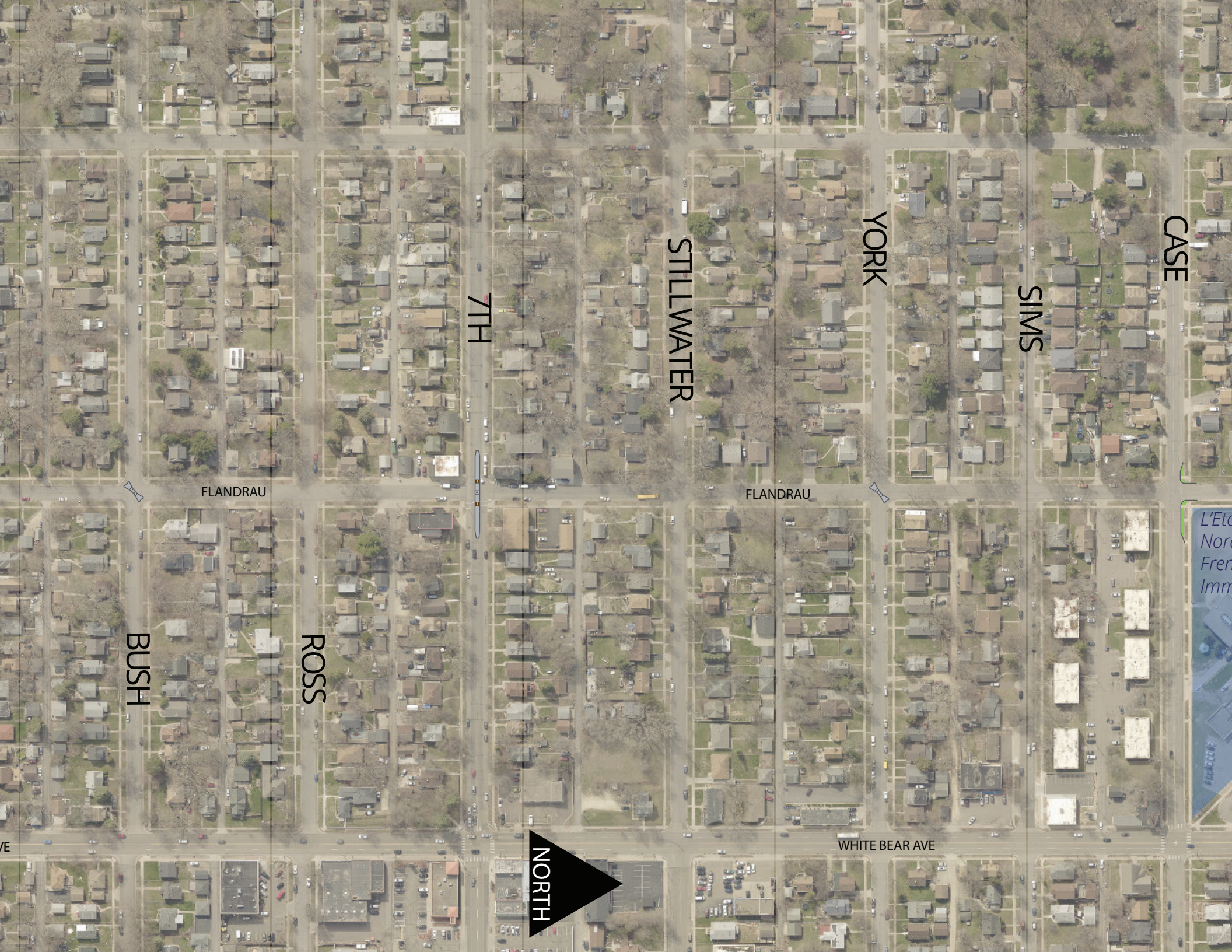
JESSAMINE

KINGSFORD

BREEN

WHITE BEAR AVE

NORTH



CASE

SIMS

YORK

STILLWATER

7TH

FLANDRAU

FLANDRAU

ROSS

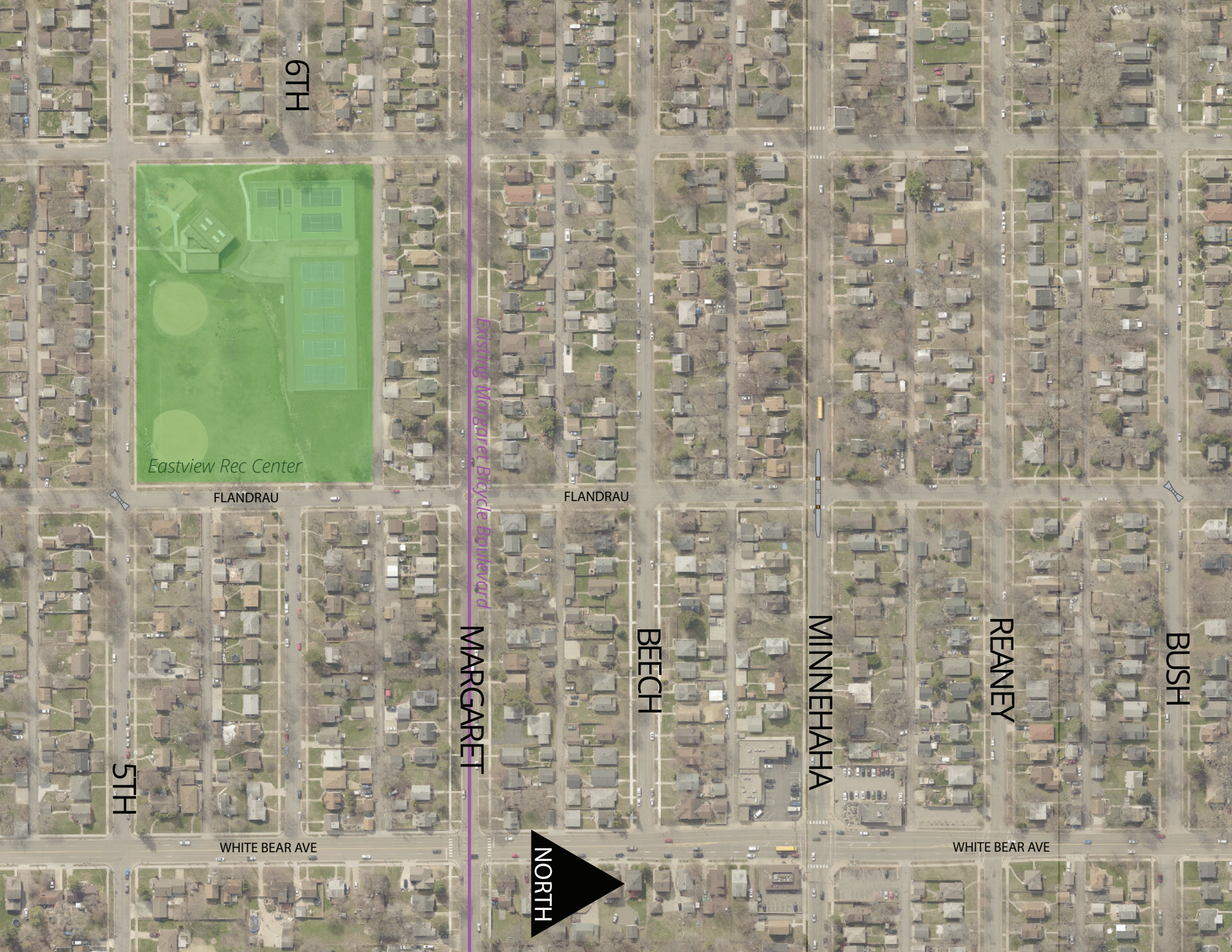
BUSH



NORTH

WHITE BEAR AVE

L'Eto
Nor
Fren
Imm



6TH

Eastview Rec Center

FLANDRAU

FLANDRAU

MARGARET

BEECH

MINNEHAHA

REANEY

BUSH

WHITE BEAR AVE

WHITE BEAR AVE

NORTH

5TH



WILSON

EUCLID

CONWAY

KENNARD

FLANDRAU

FREMONT

4TH

5TH

Harding High
School, two blocks

St Pascal
Regional
Catholic School

Nokomis
Montessori
South

3RD

WHITE BEAR AVE

NORTH



SUBURBAN

MCLEAN

HUDSON

INTERSTATE 94

PACIFIC

OLD HUDSON

BURNS

WHITE BEAR AVE

NORTH

Flandreau Street Bicycle Boulevard Plan - [Flandrau Street Bicycle Boulevard Vision Plan | Saint Paul Minnesota \(stpaul.gov\)](https://stpaul.gov/transportation/bicycle-boulevards/flandreau-street-bicycle-boulevard-vision-plan)

The plan was removed as an attachment on the application because the 61-page document exceeded the 15 page limit. The document can be found on the link.

11/29/2023

Reuben Collins, PE
Department of Public Works
Transportation Planning & Safety Division

**Re: MnDOT Letter for City of Saint Paul
Metropolitan Council/Transportation Advisory Board 2024 Regional Solicitation Funding
Request for Flandrau Traffic Calming Improvements.**

Dear Reuben Collins,

This letter documents MnDOT Metro District's recognition for Saint Paul to pursue funding for the Metropolitan Council/Transportation Advisory Board's (TAB) 2024 Regional Solicitation for the Flandrau Traffic Calming Project.

The proposed project will include traffic calming and crossing improvements along Flandrau St from Larpenteur Ave to I-94. These improvements include bumpouts, medians, neighborhood traffic circles and diverters. A median is planned for Minnehaha/TH5 that will highlight the crossing at Flandrau and give people biking a safe refuge to pause in as they cross Minnehaha/TH5.

As the agency with jurisdiction over TH 5 MnDOT will allow the City of Saint Paul to seek improvements proposed in the application. If funded, details of how the project is delivered and any future maintenance agreement with the City will need to be determined during the project's development to define how the improvements will be maintained for the project's useful life.

MnDOT does not anticipate partnering on local projects beyond current agreements. If your project receives funding, continue to work with MnDOT Area staff to coordinate and review needs and opportunities for cooperation.

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

If you have questions or require additional information at this time, please reach out to your Area Manager at Molly.McCartney@state.mn.us or 651-775-0326.

Sincerely,

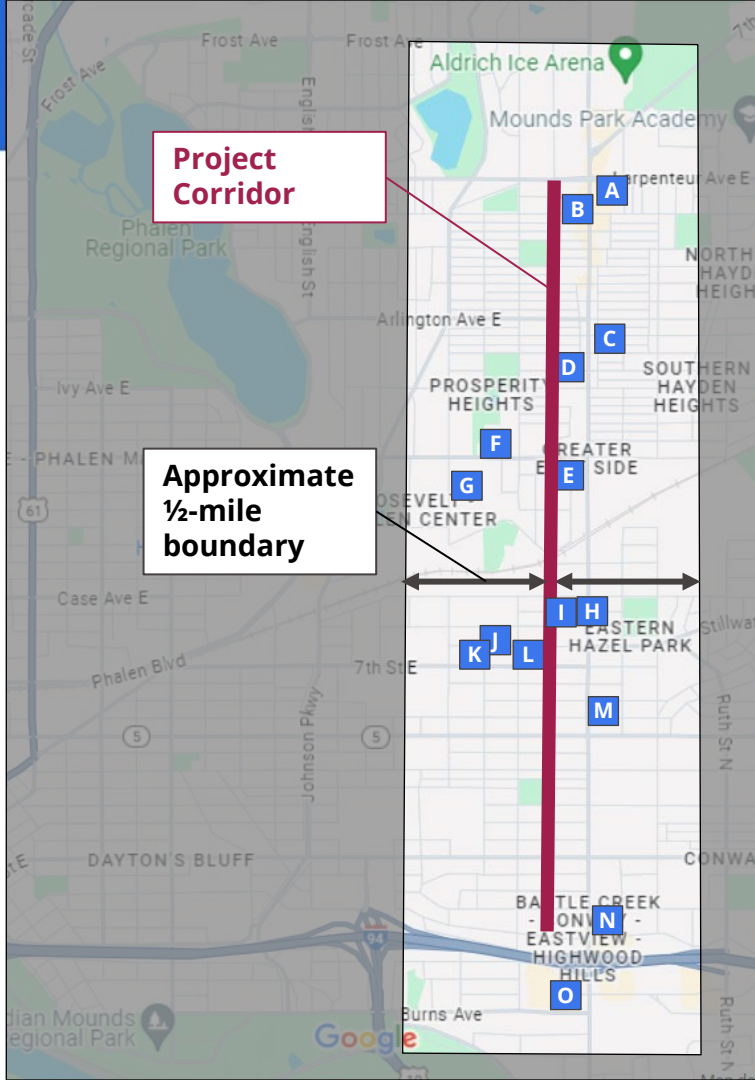
Sheila Kauppi, PE
Metro District Engineer

CC:

Molly McCartney, North Area Manager

Aaron Tag, Metro Program Director

Dan Erickson, Metro State Aid Engineer



Flandrau Street Bike Boulevard: Affordable Housing

Data Source:
HousingLink.org
Accessed Dec 12, 2023
By City of Saint Paul
Public Works Staff

Affordable Housing Within a Half-Mile

Property Name	# Affordable Units
A: Cottages Of Hillcrest	31
B: Iowa Hi-rise	148
C: 1396 White Bear Ave N	7
D: 1335 White Bear Ave N	10
E: 1776 Maryland Ave E #204	1
F: Maryland Park Apts	172
G: Roosevelt Homes	320
H: St. Paul Affordable Housing	90
I: Saint Paul Preservation Project	168
J: 1667 Stillwater Ave	1
K: 1651 7th St E	6
L: 1721 7th St E	6
M: 1842 Reaney Ave	6
N: 395 Van Dyke Street	11
O: 1717 Burns Ave	2

= 979 affordable units within a 1/2-mile

CORRIDOR VISION

Starter Concepts

Larpenteur Ave to Arlington Ave

Key Recommendations – Short-Term (1-5 Years)

- Address major intersection crossings with a median refuge (closed to vehicles) with high visibility crosswalk markings at Larpenteur and Arlington Avenues so people biking can continue through, but vehicles can only turn right-in/right-out.
- Add neighborhood traffic circles at Idaho and Nebraska Avenues.
- Use signage and pavement markings to mark bicycle boulevard.
- Consider adding chicanes, speed humps and/or pinchpoints throughout this section to calm traffic.
- Build neighborhood buy-in and test above treatments through quick build demonstration projects using bollards, paint, removeable curbs, etc. to pilot the ideas and prepare for long-term implementation.

Key Recommendations – Long-Term (5+ Years)

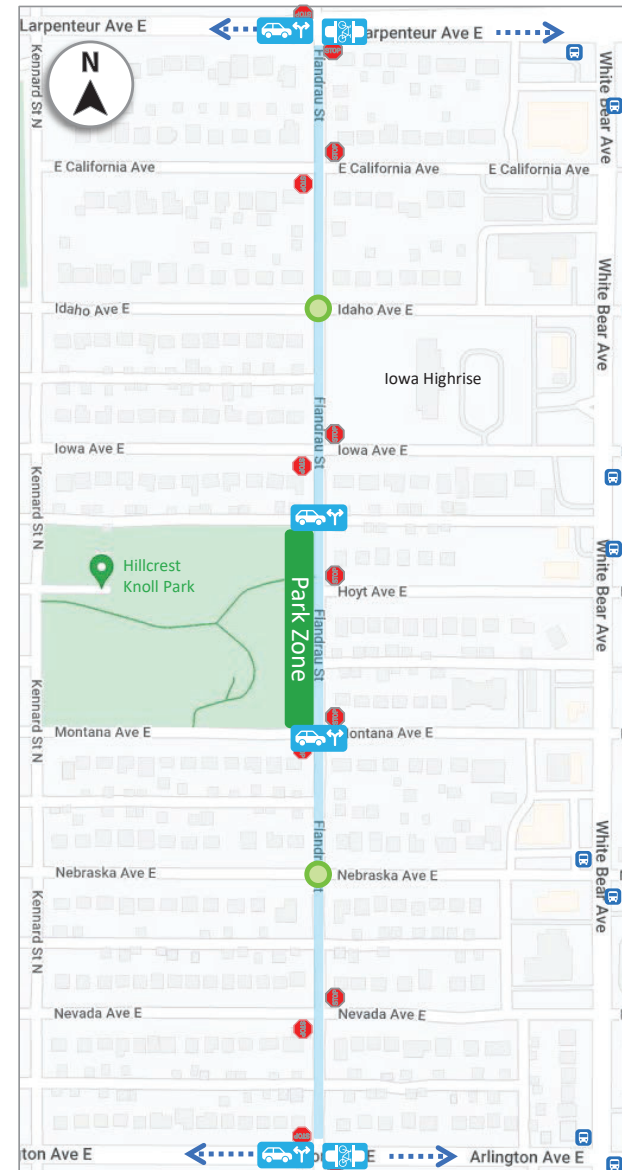
- Create a unique “Park Zone” look and feel along Hillcrest Knoll Park. Use traffic diversion and partial to full street closure of Flandrau Street at Hoyt Avenue and Montana Avenue to create a green street and minimize or eliminate vehicle through traffic. Assess location of stop signs for drivers.
- Improve bikeway on Arlington Avenue as this is an important connection to the larger Saint Paul bicycle network.
- Add sidewalks in sidewalk gap (shown in blue on the map).

LEGEND

-  Neighborhood Traffic Circle
-  Major Intersection Crossing Treatment
-  Traffic Diverter

 Existing Intersecting Bikeway

See the *Bicycle Boulevard Toolbox* section for a more detailed description of these concepts.



CORRIDOR VISION

Starter Concepts

Arlington Ave to Jessamine Ave

Key Recommendations – Short-Term (1-5 Years)

- Address major intersection crossings with a median refuge (closed to vehicles) and high visibility crosswalk markings at Arlington and Maryland Avenues so people biking can continue through, but vehicles can only turn right-in/right-out. Evaluate Maryland Avenue for additional crossing tools such as HAWK, especially if it remains 4-lanes of traffic.
- Evaluate and add diagonal traffic diverter at Cottage Avenue.
- Add neighborhood traffic circles at Ivy, Orange and Jessamine Avenues.
- Use signage and pavement markings to mark bicycle boulevard.
- Flip stop signs on Flandrau Street to stop motorists traveling along Clear and Sherwood Avenues
- Consider adding chicanes, speed humps and/or pinchpoints throughout this section to calm traffic.
- Build neighborhood buy-in and test above treatments through quick build demonstration projects using bollards, paint, removeable curbs, etc. to pilot the ideas and prepare for long-term implementation.

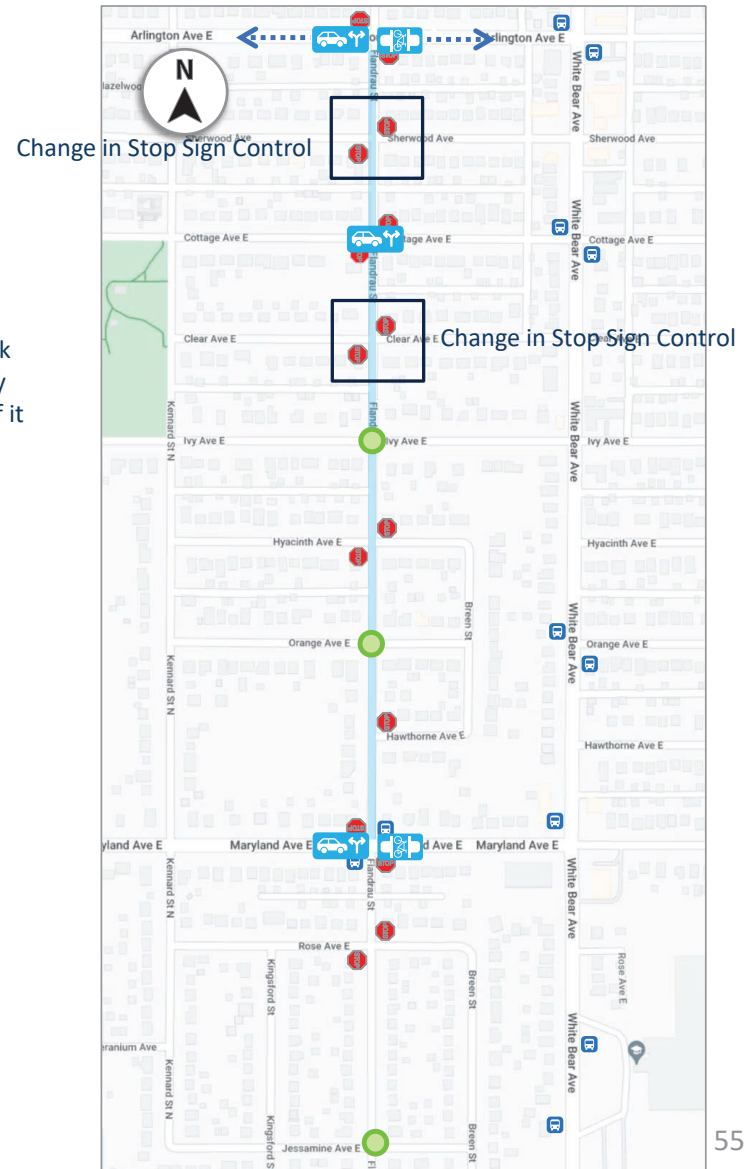
Key Recommendations – Long-Term (5+ Years)

- In partnership with Ramsey County, road diet (4 lane to 3 lane conversion) Maryland Avenue.
- Adjust the traffic signal at White Bear Avenue and Ivy Avenue so it responds to cyclists.
- Add sidewalks in gap (shown in blue on the map).

LEGEND

-  Major Intersection Crossing Treatment
-  Neighborhood Traffic Circle
-  Existing Intersecting Bikeway

See the *Bicycle Boulevard Toolbox* section for a more detailed description of these concepts.







Starter Concepts

Key Recommendations – Short-Term (1-5 Years)

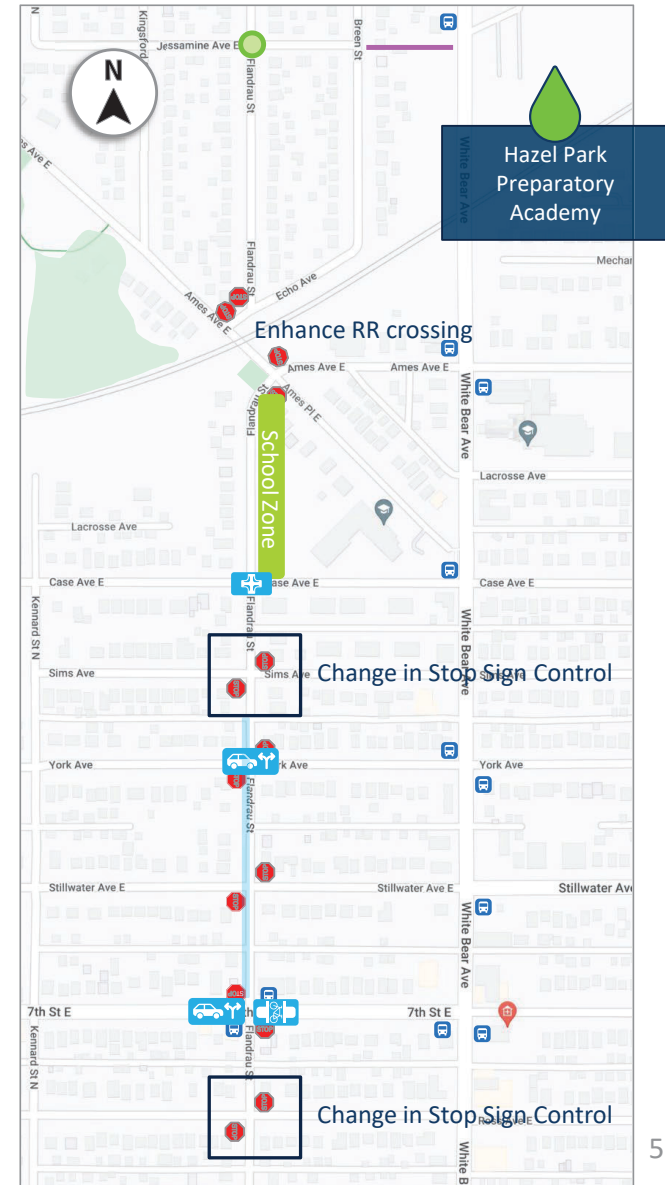
- ### Key Recommendations – Long-Term (5+ Years)

- ## LEGEND

-  Curb Extensions
-  Existing Path
-  Existing Intersecting Bikeway

 Curb Extensions

 Existing Path



CORRIDOR VISION

Starter Concepts

Ross Ave to I-94

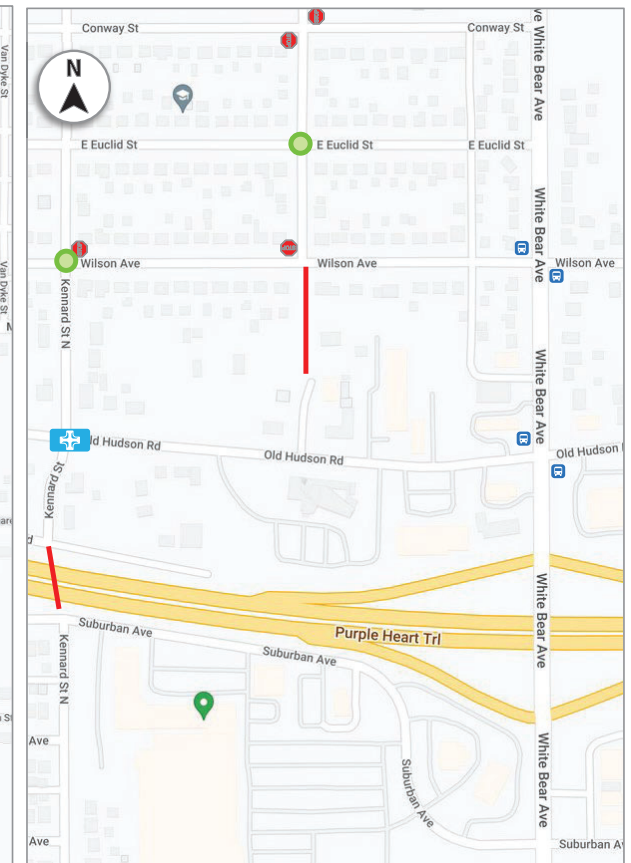
Key Recommendations – Short-Term (1-5 Years)

- Consider vehicle traffic diversion at Bush Avenue, Minnehaha Avenue, and 3rd Street to limit vehicle traffic on Flandrau Street.
- Add high visibility crosswalk and treatments at Minnehaha Avenue and 3rd Street.
- Add neighborhood traffic circles at 4th Street, Euclid Street and Wilson Avenue/Kennard Street intersection.
- Use signage and pavement markings to mark bicycle boulevard
- Add curb extensions at Old Hudson Road and Kennard Street.
- Flip stop signs on Flandrau Street to stop motorists traveling along Ross, Reaney and Beech Avenues.
- Continue to build momentum for Park and School Zones look and feel in partnership with residents and SPPS SRTS partnership.
- Consider adding chicanes, speed humps and/or pinchpoints throughout this section to calm traffic.

Key Recommendations – Long-Term (5+ Years)

- Create a “Park Zone” feel along Eastview Park. Explore traffic diversion at 5th and 6th Streets to remove vehicle traffic. Assess location of stop signs for drivers.
- Ensure a target speed of 15 mph and prioritize children and families walking and biking in School Zone by design; continue SRTS partnerships for education and encouragement initiatives.
- Use city right-of-way south of Wilson Ave to create a more direct link to Old Hudson Road, which connects to Hazel St Gold Line BRT station.
- Coordinate with MnDOT on a ped/bike freeway crossing at Kennard Street.

See the Bicycle Boulevard Toolbox section for a more detailed description of these concepts.



LEGEND

- Neighborhood Traffic Circle
- Vehicle Traffic Diversion
- Major Intersection Crossing Treatment
- Curb Extensions
- Needed or Potential Future Connection
- Existing Intersecting Bikeway

Flandrau Street Bicycle Boulevard

Applicant: City of Saint Paul

Project Description & Benefits: The Flandrau St Bicycle Boulevard project will construct traffic calming, access management, and crossing improvement infrastructure to create a 2.8 mile all ages and abilities bicycle boulevard on Flandrau Street between Old Hudson Rd and Larpenteur Ave on Saint Paul's East Side. The project will fill a major north-south gap in the bike network in this area of the city, and will connect to multiple high quality transit lines, including the Gold Line BRT, the future H Line, and frequent local transit routes. There are three schools on Flandrau that will benefit from this comfortable bikeway, and another seven within a half-mile of the street. Four parks and two recreation centers will be connected by Flandrau, as well as destinations on the White Bear Avenue commercial corridor, one block to the east. This project will set the bar for bicycle boulevards in urban areas and will be a model to point to for creating a calm and low volume street, where all modes can safely travel together.

Project cost: \$2,383,660 Federal Amount + \$595,915 Local Amount = \$2,979,575 Total

Preferred program year: 2029



Proposed improvements and benefits

The Flandrau Street Bicycle Boulevard project will construct many elements to encourage bike travel. Crossing improvements like **medians and bumpouts** will improve visibility, slow traffic, and provide a refuge at major intersections like Larpenteur, Maryland, Arlington, Case, 7th, and 3rd. **Neighborhood traffic circles** at local street intersections will calm traffic and eliminate stop signs so people biking can avoid stopping at every other intersection. **Diagonal diverters** at select intersections will allow for bike traffic, but will discourage car trips other than short trips to access homes. **Midblock traffic calming** will further encourage slow traffic speeds between intersections. These improvements will benefit property owners in the neighborhood and create an excellent space for walking and biking.



Flandrau St at 6th St in 2023

LEGEND

- Intersecting Existing Bikeway
- Neighborhood Traffic Circle
- Half-mile Buffer



**SAINT PAUL
MINNESOTA**



Existing Schuler

City of Maplewood

LARPENTEUR

City of Saint Paul

CALIFORNIA

IDAHO

IOWA



Hillcrest Knoll Park

FLANDRAU

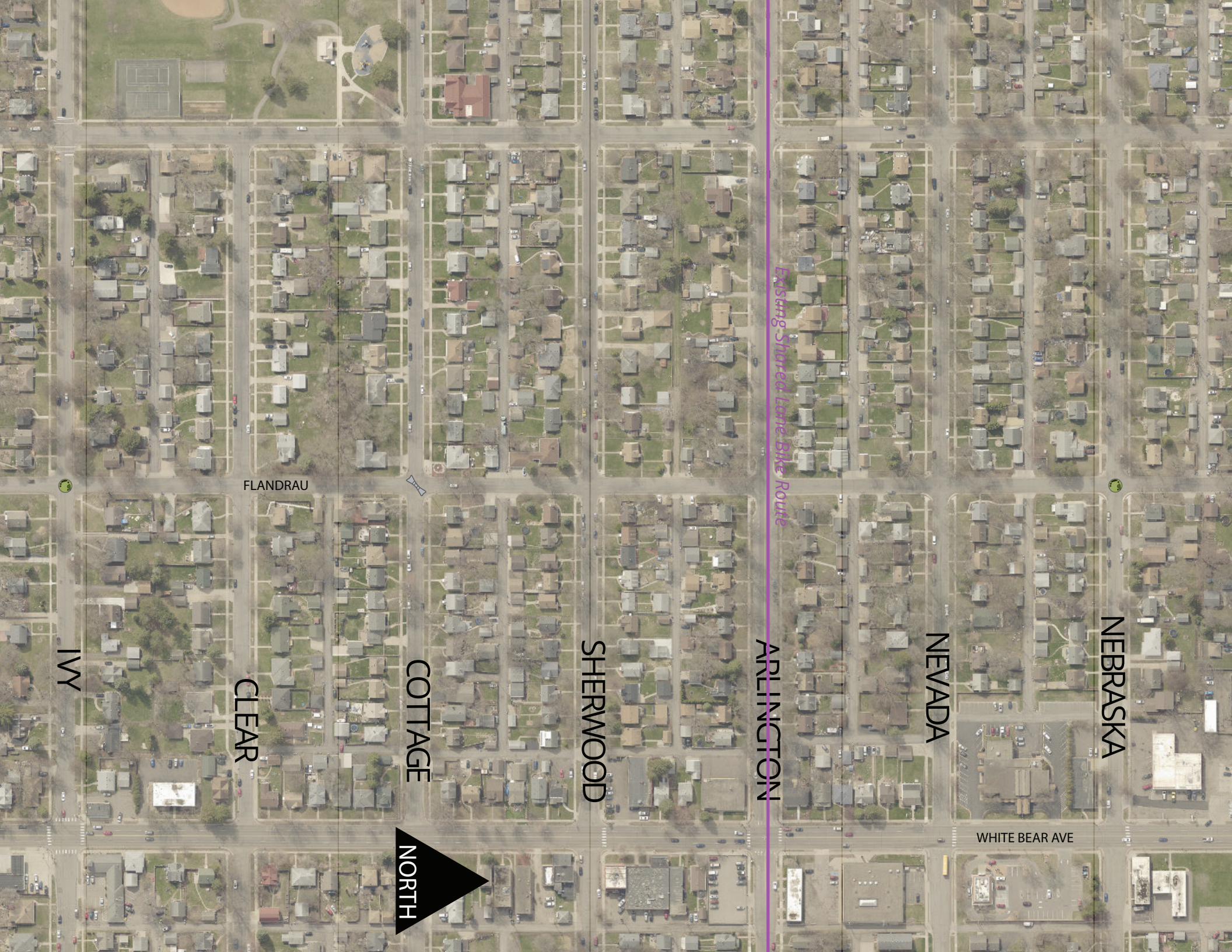
HOYT

MONTANA

NORTH

NEBRASKA





Existing Shared Use Bike Route

NEBRASKA

NEVADA

ARLINGTON

SHERWOOD

COTTAGE

CLEAR

IWOY

NORTH

WHITE BEAR AVE

FLANDRAU



KINGSFORD

ROSE

HYACINTH

FLANDRAU

FLANDRAU

GREEN

HAWTHORNE

ORANGE

IVY

MARYLAND

WHITE BEAR AVE

NORTH



CASE

FLANDRAU

*L'Etoile du
Nord
French
Immersion*

FLANDRAU

ECHO

AMES

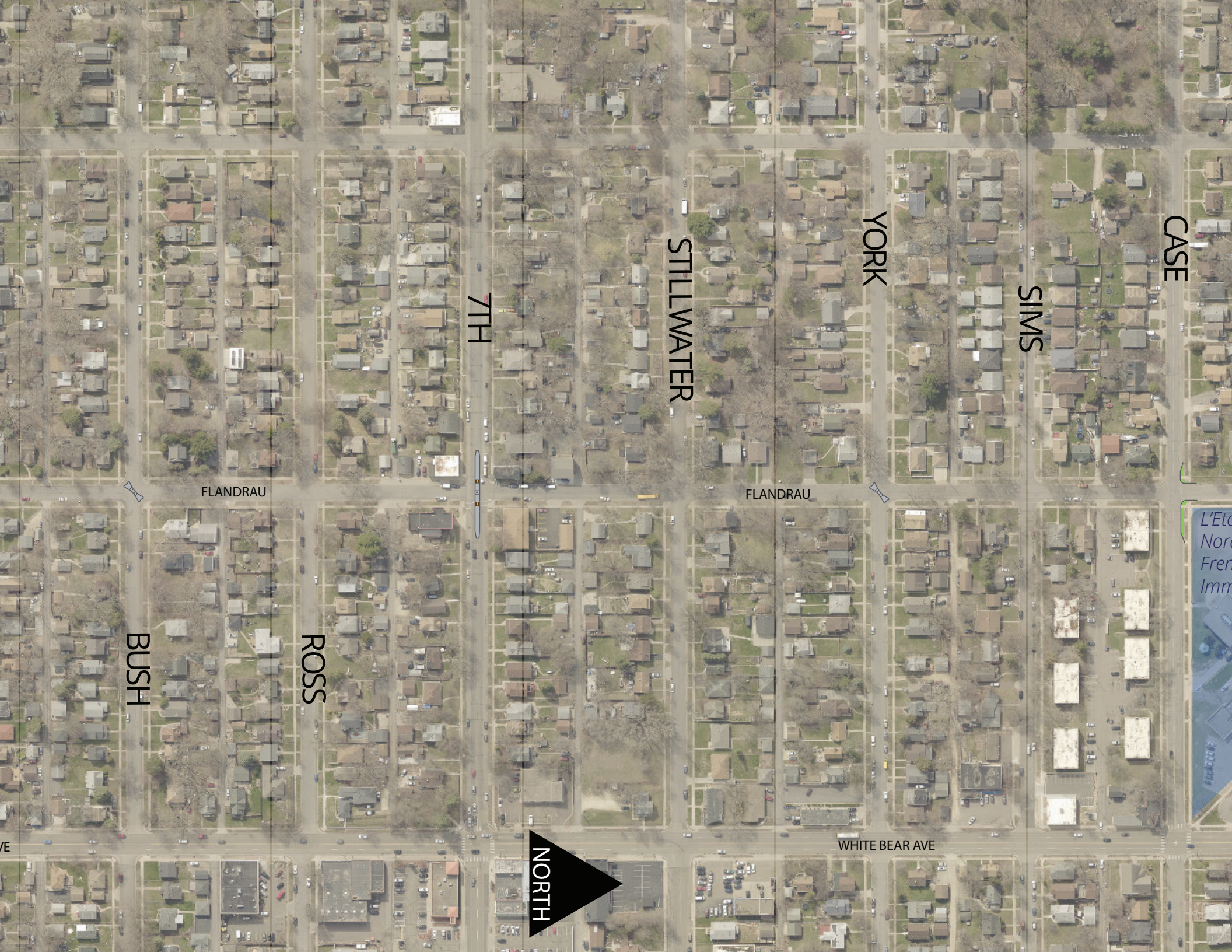
JESSAMINE

KINGSFORD

BREEN

WHITE BEAR AVE

NORTH



CASE

SIMS

YORK

STILLWATER

7TH

FLANDRAU

FLANDRAU

ROSS

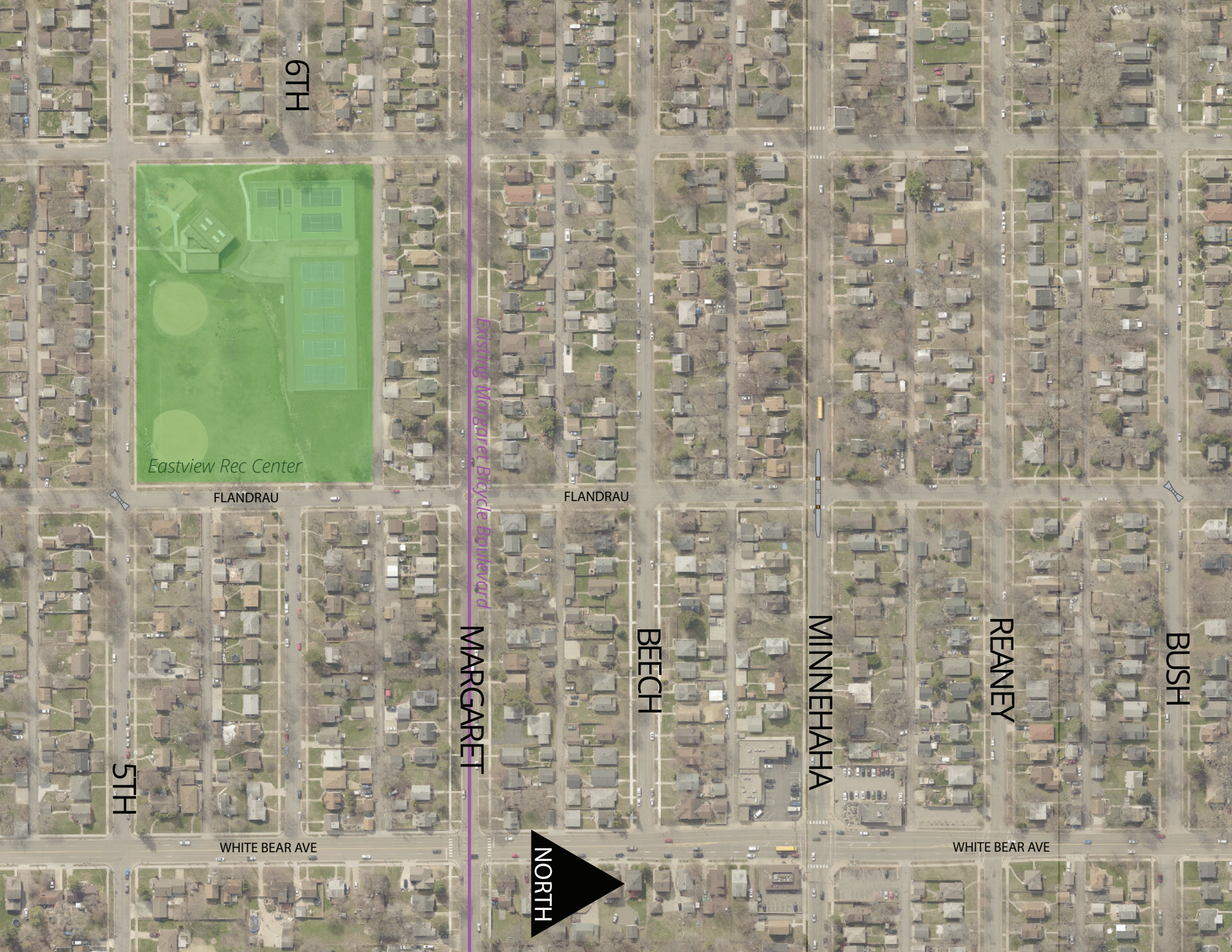
BUSH



NORTH

WHITE BEAR AVE

L'Eto
Nor
Fren
Imm



6TH

Eastview Rec Center

FLANDRAU

FLANDRAU

MARGARET

BEECH

MINNEHAHA

REANEY

BUSH

WHITE BEAR AVE

WHITE BEAR AVE

NORTH

5TH



KENNARD

EUCLID

CONWAY

WILSON

FLEMING

4TH

Harding High
School, two blocks

FLANDRAU

St Pascal
Regional
Catholic School

Nokomis
Montessori
South

3RD

5TH

WHITE BEAR AVE

NORTH



SUBURBAN

MCLEAN

INTERSTATE 94

HUDSON

OLD HUDSON

PACIFIC

BURNS

WHITE BEAR AVE

NORTH

12/13/2023

Transportation Advisory Board
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101

RE: Letter of Support for Flandrau Street Bicycle Boulevard

Ramsey County and the City of St. Paul regularly coordinate transportation projects to meet the needs of our respective residents. Following our All-Abilities Transportation Network Policy, we actively identify and pursue improvements promoting non-motorized transportation. Ramsey County supports the proposed Flandrau Street Bicycle Boulevard to improve bicycle facilities in lieu of trying to implement bicycle facilities on White Bear Ave, a busy county road 650 feet to the east.

Our support also includes the implementation of a right in, right out, at the intersections of Maryland and Larpenteur Ave – two Ramsey County State Aid Highways. This not only helps people crossing the roadways, but it also helps to discourage regional traffic from using a local roadway where the proposed bicycle boulevard will be deployed.

Although the county does not have any financial commitment to this project, we are committed to coordinating with the City on this project so that the needs of the bicycle boulevard and county roadway network are improved because of this multimodal amenity. We feel that this project fits well in the Multiuse Trails and Bicycle Facilities program available in the current Regional Solicitation and support the level of funding requested in their application.

Sincerely,



Brad Estochen
Ramsey County Engineer

cc: Brian Isaacson, Ramsey County Public Works Director
Mike Rogers, Ramsey County Public Works Multimodal Planning



15 West Kellogg Boulevard, 320 City Hall, Suite 320B
Saint Paul, MN 55102-1615
Email: ward6@ci.stpaul.mn.us
Tel: 651-266-8660 | Fax: 651-266-8574

November 17, 2023

TO: Regional Solicitation Review Committee
Metropolitan Council

FROM: Nelsie Yang, Councilmember

SUBJECT: Letter of Support – Saint Paul Flandrau Street Bicycle Boulevard Project Met Council Regional Solicitation Funding Application, Multi-use Trails and Bicycle Facilities

Dear Esteemed Members of the Regional Solicitation Review Committee:

As the councilmember representing Ward 6, I am pleased to submit this letter of support for the City of Saint Paul's application for a grant to help fund the implementation of the Flandrau Street Bicycle Boulevard.

The bicycle boulevard would be an important connection to parks, schools, and businesses along and parallel to Flandrau Street. Additionally, the improvements in the project would not only help make the street more comfortable and safer for pedestrians and bicyclists, but hopefully encourage too, a new demographic of residents to enjoy a walk or bike ride through the East Side of St. Paul.

The City Council adopted the Saint Paul Bicycle Plan in 2015 (amended in 2017). The plan outlines priority routes throughout the city and includes Flandrau Street as a bicycle boulevard. This past summer, the Flandrau Street Bicycle Plan was published, which engaged the community on their vision for the Flandrau Street Bicycle Boulevard and made specific recommendations that this funding will help implement.

The proposed project is aligned with the City's broad goals to provide a high quality of life, improve sustainability by encouraging multimodal transportation, and advancing equity by investing in historically underserved communities. I strongly support this proposal and urge you to support the City of St. Paul's goals and visions.

Thank you for your consideration.

Sincerely,

Nelsie Yang (she/her)
St. Paul Councilmember Ward 6
15 W Kellogg Blvd
City Hall, Ste 320-B
St Paul, MN 55102
Nelsie.Yang@ci.stpaul.mn.us
763-291-3738

Project photographs - Flandrau Street Bicycle Boulevard



Flandrau St crossing of Maryland Ave



Flandrau St at Eastview Park



Greater East Side Community Council

11/4/2023

Dear Regional Solicitation Selection Committee,

On behalf of the Greater East Side/District 2 Community Council Board of Directors, we are very excited to submit this letter of support for the City of Saint Paul's application seeking funding for the Flandrau Bicycle Boulevard.

The City, MnDOT, and a planning consultant worked with our staff, Board, and community for over a year to develop the vision and recommendations in the 2023 Flandrau Street Bicycle Boulevard Plan.

Historically, our neighborhood has been under invested in and has had limited resources especially concerning transit/transportation upgrades. This project would have a positive impact not only on our neighborhood itself but our population. 25% of our neighborhood speak English less than well and a majority of our population identify as members of the BIPOC community. Access to cars and transit is an ongoing issue. We are very excited to bring more trails and biking facilities to our neighborhood and work to make our community less car centric and more walkable/bikeable. A bicycle boulevard like the one described in this application would bring excellent north-south connectivity to our neighborhood, as well as create a calm and comfortable street for people walking to enjoy. It would be a model for future bicycle boulevards in Saint Paul.

Thank you for considering the City's application,

Lisa Theis
Executive Director



SAINT PAUL
MINNESOTA

DEPARTMENT OF PARKS & RECREATION
ANDY RODRIGUEZ, CPRP, DIRECTOR

City Hall Annex
25 West 4th Street, Suite 400
Saint Paul, MN 55102
Tel: 651-266-6400

November 17, 2023

Regional Solicitation Review Committee
Metropolitan Council
390 N. Robert Street
Saint Paul, MN 55101

Subject: Letter of Support – Saint Paul Flandrau Street Bicycle Boulevard Project
Met Council Regional Solicitation Funding Application, Multiuse Trails and Bicycle
Facilities


Dear Regional Solicitation Review Committee members:

Saint Paul Parks and Recreation is pleased to submit this letter of support for the City of Saint Paul's application for a grant to help fund the implementation of the Flandrau Street Bicycle Boulevard.

Our parks serve physical, mental, educational, and recreational needs of our residents. The Flandrau Street Bicycle Boulevard would expand accessibility, safety, and comfort to existing parks along the corridor, as six parks are within ½ a mile of the corridor. Two of those are on Flandrau Street, Eastview Rec Center and Hillcrest Knoll Park. A bicycle boulevard would provide safer travel to and from these destinations for all ages walking and biking.

Connecting our parks better with the Flandrau Street Bicycle Boulevard will expand the benefit of our parks and we look forward to working with the City on future projects.
Thank you for your consideration of this application.

Sincerely,


Andy Rodriguez (Nov 17, 2023 14:41 CST)

Andy Rodriguez, Director

Department of Parks and Recreation

CITY OF SAINT PAUL
MELVIN CARTER, MAYOR
STPAUL.GOV

AN AFFIRMATIVE ACTION &
EQUAL OPPORTUNITY EMPLOYER





Parks_LOS_Flandrau

Final Audit Report

2023-11-17

Created:	2023-11-17
By:	Chelsea Beary (Chelsea.Beary@ci.stpaul.mn.us)
Status:	Signed
Transaction ID:	CBJCHBCAABAApx12sqsv74fnmO1bQttqNkMdFisCkVB2

"Parks_LOS_Flandrau" History

-  Document created by Chelsea Beary (Chelsea.Beary@ci.stpaul.mn.us)
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-  Document emailed to andy.rodriquez@ci.stpaul.mn.us for signature
2023-11-17 - 7:39:10 PM GMT
-  Email viewed by andy.rodriquez@ci.stpaul.mn.us
2023-11-17 - 8:40:56 PM GMT
-  Signer andy.rodriquez@ci.stpaul.mn.us entered name at signing as Andy Rodriguez
2023-11-17 - 8:41:28 PM GMT
-  Document e-signed by Andy Rodriguez (andy.rodriquez@ci.stpaul.mn.us)
Signature Date: 2023-11-17 - 8:41:30 PM GMT - Time Source: server
-  Agreement completed.
2023-11-17 - 8:41:30 PM GMT



OFFICE OF THE CITY COUNCIL
JANE PRINCE, COUNCIL MEMBER

15 West Kellogg Boulevard, 320 City Hall, Suite 320C
Saint Paul, MN 55102-1615
Email: ward7@ci.stpaul.mn.us
Tel: 651-266-8670 | Fax: 651-266-8574

December 7, 2023

Regional Solicitation Review Committee
Metropolitan Council
390 N. Robert Street
Saint Paul, MN 55101

Subject: Letter of Support – Saint Paul Flandrau Street Bicycle Boulevard Project
Met Council Regional Solicitation Funding Application, Multiuse Trails and Bicycle Facilities

Dear Regional Solicitation Review Committee members:

Representing Ward 7 as Councilmember, I am pleased to submit this letter of support for the City of Saint Paul's application for a grant to help fund the implementation of the Flandrau Street Bicycle Boulevard.

This funding would help implement the Flandrau Street Bicycle Boulevard plan that engaged and was informed by constituents. Implementations would calm the street and prioritize bicyclists to provide a safe north south connection to the east side as well as the many businesses that are parallel along White Bear Avenue. The project would also provide safe active transportation to the many parks and schools along and near Flandrau Street.

The City Council adopted the Saint Paul Bicycle Plan 2015 (amended 2017). This document includes priorities for developing a city-wide bike network and calls out Flandrau as a bicycle boulevard. Bicycle boulevards make streets more livable and make biking and walking more attractive to all users.

The proposed project will support the City's broad goals to provide a high quality of life, improve sustainability by encouraging multimodal transportation, and advancing equity by investing in historically underserved communities.

Thank you for your consideration of this application.

Sincerely,



Jane Prince



City of Saint Paul

Signature Copy

Resolution: RES 23-1763

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

File Number: RES 23-1763

Authorizing the Department of Public Works to submit project applications for federal funding into the 2024 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 Department of Public Works is proposing to submit project applications for federal funding into the 2024 Metropolitan Council Regional Solicitation Program for funding in years 2028 and 2029; 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:

- ☐ Flandrau Bike Boulevard
- ☐ West Side Safe Routes to School
- ☐ Gold Line Pedestrian Enhancements
- ☐ Robert Street - Fillmore to Annapolis in partnership with MnDOT
- ☐ Evie Carshare Expansion (Unique Projects 2026/2027 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 to accept the funding if awarded; 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 23-1763 Passed Mayor's Office passed Signed 12/12/2023 12/6/2023 Signed | DAY THAT a meeting of the on , this Resolution was Signed.

Yea: 7 Councilmember Brendmoen, Councilmember Tolbert, Councilmember Noecker, Councilmember Prince, Councilmember Jalali, Councilmember Yang, and Councilmember Balenger

Nay: 0

Vote Attested by
Council Secretary



Shari Moore

Date 12/6/2023

Approved by the Mayor



Melvin Carter III

Date 12/12/2023



November 20, 2023

Regional Solicitation Review Committee
Metropolitan Council
390 N. Robert Street
Saint Paul, MN 55101

Subject: Letter of Support – Saint Paul Flandrau Street Bicycle Boulevard Project
Met Council Regional Solicitation Funding Application, Multiuse Trails and Bicycle
Facilities

Dear Regional Solicitation Review Committee members:

On behalf of the Southeast Community Organization (SECO), I am pleased to submit this letter of support for the City of Saint Paul's application for a grant to help fund the implementation of the Flandrau Street Bicycle Boulevard. The SECO Land Use Committee voted November 6th to support the City's application for Regional Solicitation funds.

The bicycle boulevard would be an important north south connection for our district with schools and businesses that are along or parallel to the project. Additionally, the measures planned for the project would help calm and reduce vehicle traffic on the street to make it more livable and desirable for biking and walking.

The City Council adopted the Saint Paul Bicycle Plan 2015 (amended 2017). This document includes priorities for developing a city wide bike network and calls out Flandrau as a bicycle boulevard. City Council adopted our District Plan in 2016 which outlines our desire to implement the portion of the Bicycle Plan in SECO as well as designing bikeways for all skill levels. SECO is looking forward to the upcoming update to the Saint Paul Bicycle Plan, which includes this same connection on Flandrau. The proposed project will support the City's broad goals to provide a high quality of life, improve sustainability by encouraging multimodal transportation, and advancing equity by investing in historically underserved communities.

Throughout the planning process for the Flandrau Street Bicycle Boulevard Plan, SECO has supported and participated in community engagement. We strongly encourage the funding of this proposal.

Thank you for your consideration of this application.

Sincerely,

Uriah Ward
Executive Director
Southeast Community Organization



December 11, 2023

Regional Solicitation Review Committee
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101

Dear Regional Solicitation review committee members:

Saint Paul Public Schools (SPPS) strongly supports the City of Saint Paul's Regional Solicitation application to build a bicycle boulevard on Flandrau Street in Saint Paul. Seven SPPS schools are located within a half mile of this corridor, with two schools located directly on the street itself. A bicycle boulevard would support safe walking and biking for the approximately 3,700 SPPS students who attend these schools.

Over the last year, SPPS participated in the City's process create the Flandrau Bicycle Boulevard Plan. As a result, this plan reflects the input and needs identified by our schools. A bicycle boulevard on Flandrau would also support implementation of the 2023 Safe Routes to School plan for Harding Senior High (located two blocks from Flandrau) and Nokomis South Montessori (located directly on Flandrau). This plan identified pedestrian and bicycle safety concerns at intersections along Flandrau. A bicycle boulevard projects would help address these concerns and improve safety. In addition to helping students walk and bike to school, a bicycle boulevard would also help schools access nearby parks and other destinations during the school day. It would also complement the schools' other Safe Routes efforts, including Walk and Bike to School Day celebrations and bike education.

If funding is awarded, SPPS will support the implementation of this project, including providing feedback as requested and connecting school administrators, parent groups, and students to the public input process. I encourage you to fund this important project.

Sincerely,

Joe Gothard, Ed.D.
Superintendent

