



Application

19841 - 2024 Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)
20248 - Lothenbach Avenue Sidewalk Project
Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 12/14/2023 8:01 AM

Primary Contact

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Pronouns **Ross** **Allen** **Beckwith**
First Name Middle Name Last Name

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City: Inver Grove Heights **State/Province:** Minnesota **Postal Code/Zip:** 55077
City State/Province Postal Code/Zip

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

Organization Information

Name: WEST ST PAUL, CITY OF

Jurisdictional Agency (if different):

Organization Type: City

Organization Website:

Address: 1616 Humboldt Ave

City: West St Paul **State/Province:** Minnesota **Postal Code/Zip:** 55118
City State/Province Postal Code/Zip

County: Ramsey

Phone:* 651-111-2000 Ext.

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PeopleSoft Vendor Number 0000002999A1

Project Information

Project Name Lothenbach Avenue Sidewalk

Primary County where the Project is Located Dakota

Cities or Townships where the Project is Located: West St Paul

Jurisdictional Agency (If Different than the Applicant): West St Paul

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

The Lothenbach Avenue Sidewalk project will address a critical link in West St. Paul's pedestrian network. The sidewalk along Lothenbach Ave has long been identified as a gap in the City's network. In 2011, this sidewalk was designated as a high- and medium-priority connection in the Robert Street Improvements Pedestrian Connectivity Study. In 2022, Go West St. Paul, the City's master pedestrian and bicycle plan, identified this connection as a top-10 priority gap in the City's network.

Currently, no sidewalk exists for a 0.5-miles along Lothenbach Ave between TH 3 Robert Street and CSAH 73 Oakdale Avenue. Residents and employees wishing to travel on foot between these two streets and their existing transit and trail networks must walk within the roadway. The area surrounding Lothenbach Ave is a busy corridor, home to many commercial and industrial businesses and several residential developments. Over 1,000 people are employed within 0.1 mile of the proposed project at companies including Target, LTS Lohmann Therapy Systems, Walmart, and Lowe's. Residential developments in the area include senior living facilities The Winslow and The Sanctuary at West St. Paul and Holiday Acres Apartments, a 188-unit residential development where roughly 40% of the population is low-income and does not own a vehicle.

The project corridor is located in a census tract where 32% of the residents report having a disability. The current situation, where many of these residents walk within the Lothenbach Ave roadway to reach employment, retail, and service destinations along TH 3, is unsafe. This is particularly true due to the frequent semitruck traffic along Lothenbach Ave and the observed conditions that vehicles often travel at higher rates of speed than the posted 30 miles per hour. The proposed sidewalk will increase the safety of all modes of transportation by removing pedestrians from the road onto a separated pathway.

The proposed project includes the construction of a sidewalk along the south side of Lothenbach Ave, as well as ADA improvements to help pedestrians travel between CSAH 73 and TH 3 and navigate these intersections. The sidewalk will connect to transit and trail opportunities at both ends of the project, including bus routes 68 and 75 and the River to River Greenway, allowing residents in the area to more easily reach employment, recreation, civic, and education destinations throughout the City of West St. Paul, Dakota County, and the broader metro region without needing a personal vehicle.

(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. Lothenbach Ave, West St. Paul from CSAH 73 Oakdale Avenue to TH 3 Robert Street - Construct Sidewalk

Include both the CSAH/MSAS/TH references and their corresponding street names in the TIP Description (see Resources link on Regional Solicitation webpage for examples).

Project Length (Miles) 0.5

to the nearest one-tenth of a mile

Project Funding

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

If yes, please identify the source(s)

Federal Amount \$756,800.00

Match Amount \$189,200.00

Minimum of 20% of project total

Project Total \$946,000.00

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 City Sidewalk Fund

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: 2028, 2029

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

Additional Program Years: 2027

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#. N/A

Location

County, City, or Lead Agency City of West St Paul

Name of Trail/Ped Facility: LOTHENBACH AVE SIDEWALK

(example: CEDAR LAKE TRAIL)

IF TRAIL/PED FACILITY IS ADJACENT TO ROADWAY:

Road System CITY STREET

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

Road/Route No. N/A

(Example: 53 for CSAH 53)

Name of Road LOTHENBACH AVE

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

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

From: Road System TH

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

Road/Route No. 3

(Example: 53 for CSAH 53)

Name of Road ROBERT ST

(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. 73

(Example: 53 for CSAH 53)

Name of Road OAKDALE AVE

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

In the City/Cities of: West St Paul

(List all cities within project limits)

IF TRAIL/PED FACILITY IS NOT ADJACENT TO ROADWAY:

Termini listed must be within 0.3 miles of any work

From: N/A

To: N/A

Or

At: N/A

In the City/Cities of: N/A

(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 Yes

Pedestrian Bridge

Signal Revision

Landscaping

Other (do not include incidental items)

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.: N/A

New Bridge/Culvert No.: N/A

Structure is Over/Under (Bridge or culvert name):	N/A
Zip Code where Majority of Work is Being Performed	55118
Approximate Begin Construction Date (MOYR)	04/01/2028
Approximate End Construction Date (MOYR)	10/31/2028
Miles of Pedestrian Facility/Trail (nearest 0.1 miles):	0.5
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 proposed project is consistent with the 2040 TPP goals, objectives and strategies. More specifically, the proposed project aligns with the following TPP pedestrian and bicycle goals, objectives and strategies. Examples include:

- Goal B: Safety and Security (page 2.5) - Objective A, Strategy B6

- Goal C: Access to Destinations (page 2.10) - Objective D, Objective E, Strategy C1, Strategy C2, Strategy C4, Strategy C16, Strategy C17

- Goal D: Competitive Economy (page 2.26) - Objective A, Objective B, Strategy D3

- Goal E: Healthy Environment (page 2.30) - Objective A, Objective C, Objective D, Strategy E3

- Goal F: Leveraging Transportation Investments to Guide Land Use (page 2.35) - Objective A, Objective C, Strategy F6, Strategy F7

(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. 1. Robert Street Improvements Pedestrian Connectivity Study - Appendix A, Figure 8

2. West St. Paul Pedestrian and Bicycle Master Plan pgs. 23, 26, 27, 31, 33

3. West St. Paul 2040 Comprehensive Plan - Ch 7, page 28-29, 33, 59

(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: 04/01/2018

Link to plan: <https://wspmn.gov/837/ADA-Transition-Plan>

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

Cost

Mobilization (approx. 5% of total cost)	\$0.00
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	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$0.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$0.00
Sidewalk Construction	\$701,360.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$3,640.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$5,000.00
Pedestrian-scale Lighting	\$150,000.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$86,000.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$946,000.00

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

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:

The Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program under the Infrastructure Investment and Jobs Act is intended to provide funds for resilience improvements within communities. Several improvements included within the Lothenbach Avenue Sidewalk project would be eligible to receive PROTECT funds: 1. A short retaining wall, 200 square feet in size, will be installed along the east end of the project site to stabilize steep slopes in the area. (\$15,000) 2. Erosion control measures will be utilized throughout the construction process. (\$12,000) 3. The boulevard along the sidewalk will be landscaped, an area of roughly 4,100 square yards. (\$41,000)

Totals	
Total Cost	\$946,000.00
Construction Cost Total	\$946,000.00
Transit Operating Cost Total	\$0.00

Measure A: Project Location Relative to Jobs and Post-Secondary Education	
Existing Employment Within One-Half Mile:	8108
Existing Post-Secondary Enrollment Within One-Half Mile:	0
Upload Map	1702402809326_Regional Economy.pdf

Please upload attachment in PDF form

Measure A: Population Summary	
Existing Population Within One-Half Mile	11866
Upload Map	1702402841369_Population_Employment Summary.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 1/2 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:

Residential areas adjacent to the project area are more diverse than the overall population of Dakota County. 2017-2021 ACS show the census tract containing the project has a population that is 30% people of color, while in Dakota County, 19% are people of color. In addition, the median household income is \$45,082, which is less than half of the median income of Dakota County at \$97,501.

Community engagement was primarily conducted in 2022 during the planning process for Go West St. Paul, the City's master pedestrian and bicycle plan. It included an online survey and interactive feedback map where community members identified obstacles and opportunities to improve the walking and biking networks. Residents identified Lothenbach Ave as an opportunity, noting the "incomplete sidewalk network and lack of sidewalks create unsafe conditions for pedestrians." Primary conclusions from input included a need for additional sidewalks to complete gaps in sidewalks along local roads and concern for pedestrian safety. Using measures such as connectivity, access to destinations, equitable investment, and community priority, a sidewalk along Lothenbach Ave was identified as a top-10 priority project for the City.

In addition to the community engagement undertaken for Go West St. Paul, City staff report frequent requests from the public for a pedestrian facility between TH 3 and CSAH 73. Management for The Sanctuary at West St. Paul, a 164-unit senior living facility, and Holiday Acres, a 188-unit apartment building with 40% low-income residents without vehicles, report that their residents frequently walk on Lothenbach Ave to access the shopping destinations on Lothenbach Ave and TH 3. A corridor walk audit was also completed by Dakota County in May 2023.

The City considered a sidewalk on the north or south side. As part of the analysis, the City's consultant contacted 10 businesses, nearby housing developments, and community groups to solicit feedback. Through in-person meetings, feedback was received from the two residential developments mentioned above, one business located along the Lothenbach Ave corridor, Living Longer and Stronger in West St. Paul, and the West St. Paul Parks & Recreation Committee. Input indicated that the south side sidewalk was preferred due to the reduced number of driveway conflict points, ability to construct a wider sidewalk, and direct access to Target and the involved residential developments. Based on this feedback, the City chose to proceed with the alternative to place the sidewalk on the south side of Lothenbach Ave. Additional input from these groups, such as a desire for street lighting, has also been incorporated into the plan.

(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:

This project will improve safety and access for area residents and employees. This area of the City includes a higher proportion of low-income residents and residents with disabilities than other areas.

According to the City's Go West St. Paul plan, the area east of the project corridor has the highest proportion of households without access to a vehicle in the City. Several multi-unit developments, including a 164-unit senior housing development and a 188-unit development with 40% low-income residents, are located on CSAH 73 south of the sidewalk corridor. In addition, roughly 32% of residents have a disability. These groups are more likely to rely on accessible sidewalks, trails, and transit to reach their destinations. Providing safe and accessible transportation choices offers these residents equitable access to jobs and services.

Many area residents use Lothenbach Ave to access nearby restaurants, banking, and shopping destinations. Because no sidewalk exists along Lothenbach Ave, people must travel within the roadway. Staff conducted a 1-hour walking study of the area in May 2023 and documented 9 people traveling along the roadway during that time. 2/3 of these were older adults, and 1/3 used mobility devices. Significant semitruck traffic exists on Lothenbach Ave due to the manufacturing facilities along the corridor. The construction of a sidewalk with connections to CSAH 73 and TH 3 will improve connectivity and access for residents and employees and improve safety by moving pedestrians off the roadway.

The project will provide infrastructure to support physical activity which can decrease risk for chronic diseases such as heart disease, type 2 diabetes, stroke, certain types of cancer, and mental health problems. Communities with connected trail networks tend to have more physically active and healthier populations.

The project will complete an important segment in the city-wide sidewalk network, providing connections to the existing local and regional trail and transit networks. This sidewalk will provide a connection to the River to River Greenway along CSAH 73, a trail system extending between Lilydale and South St. Paul. This sidewalk will also provide residents access to pedestrian and transit facilities located along CSAH 73 and TH 3 which extend into St. Paul and Inver Grove Heights.

There are no known negative externalities associated with the project. The project will not displace residents or businesses, but provide positive outcomes by enhancing the local pedestrian network. Standard construction mitigation measures such as limiting hours of construction and using materials which minimize dust will be utilized in compliance with the City's standards to mitigate any short-term impacts from construction activities.

(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 proposed sidewalk along Lothenbach Ave will provide an off-street connection between CSAH 73 and TH 3. This connection will improve safe access for residents of affordable housing locations within a half-mile of the project to nearby employment, retail, and service destinations, as well as the broader transit and trail networks existing within the City.

There are 648 publicly subsidized rental housing units within 1/2 mile of the project area. This number includes 172 subsidized senior housing units in The Winslow development less than 0.25 miles to the north of the project corridor. A majority of the housing options within 0.5 mile of the project area are located on the east end of the corridor. The two most prominent residential developments in the area are The Sanctuary at West St. Paul, a 164-unit senior living facility with assisted living units, and Holiday Acres Apartments. Roughly 40% of the residents at Holiday Acres are low-income and do not have vehicles. Currently, there is a 0.5-mile gap in the City's sidewalk network that prevents residents in these developments from safely traveling between CSAH 73 and TH 3.

The proposed sidewalk not only provides direct access to retail and service businesses along Lothenbach Ave such as Target, Walmart, and Wells Fargo, but also provides safe and accessible connections to the broader sidewalk, trail, and transit networks in the area. The proposed sidewalk would connect to the existing sidewalks along CSAH 73 and TH 3, creating a seamless off-street network in this area. Two bus routes, 68 and 75, exist along TH 3 and extend north and south to St. Paul and Inver Grove Heights. The proposed sidewalk would provide an off-street connection to these bus routes. Lastly, the proposed sidewalk bridges a gap between the River to River Greenway along CSAH 73 and the TH 3 corridor, bringing additional non-residents into the City for recreational opportunities.

Staff engaged with the management of both residential developments, in addition to adjacent businesses and community groups, to determine the preferred alternative for the construction of a sidewalk along Lothenbach Ave. The decision to install the sidewalk on the south side of Lothenbach Ave resulted from feedback to reduce the number of driveway conflict points, provide direct access to Target, and ensure the sidewalk is wide enough to accommodate residents with disabilities.

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

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

Project's 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.

1702403082564_Socio-Economic Conditions.pdf

Measure A: Gaps, Barriers and Continuity/Connections

Response:

The proposed sidewalk will complete a critical link in the City's off-street network. The sidewalk along Lothenbach Ave was designated as a high- and medium-priority connection in the Robert Street Improvements Pedestrian Connectivity Study in 2011. Then in 2022, Go West St. Paul, the City's master pedestrian and bicycle plan, identified this connection as a top-10 priority gap in the City's network.

Lothenbach Ave is classified as an Urban Major Collector roadway and is designated as a Municipal State Aid street. In 2022, the average daily traffic on this road was 3,700 vehicles per day east of Marthaler Lane and 5,392 vehicles per day west of Marthaler Lane. Semitruck traffic serving the manufacturing facilities along Lothenbach Ave is frequent along the eastern part of the corridor.

While the posted speed limit on Lothenbach Ave is 30 miles per hour, Dakota County staff and community members noted that vehicles traveled much faster than the posted speed during a Walking Audit completed in May 2023. This may be due to the width of the road. Lothenbach Ave is 44 feet wide from face of curb to face of curb, which is more than enough for the two traffic lanes that exist. Future reconstruction would narrow the street pavement by 8 feet from 44 feet to 36 feet wide to provide space for the proposed sidewalk and safety boulevard. As part of the trail project, a short retaining wall near the TH 3/Lothenbach Ave intersection will be installed to address steep slopes.

Currently people using Lothenbach Ave to move between CSAH 73 and TH 3 must walk on the edge of the roadway. The nearest parallel off-street facilities that could be used to travel between CSAH 73 and TH 3 are Wentworth Ave E located 0.25 miles to the north or Marie Ave E located 0.27 miles to the south. The proposed sidewalk will include ADA-compliant pedestrian ramps and modifications to the pedestrian push buttons at the TH 3 intersection.

(Limit 2,800 characters; approximately 400 words)

Measure B: Deficiencies corrected or safety problems addressed

Response:

The project will create a paved, off-street sidewalk in an area of demand where no facilities currently exist. Today, residents and employees in the area wishing to travel without a motorized vehicle must do so on the edge of Lothenbach Ave. Lothenbach Ave is classified as an Urban Major Collector roadway. It is a wide, two-lane roadway with a speed limit of 30 miles per hour (mph) and an AADT of 3,700 vehicles per day east of Marthaler Lane and 5,392 vehicles per day west of Marthaler Lane. During a Walking Audit conducted in May 2023, Dakota County staff and community members noted that most vehicles along Lothenbach Ave travel at speeds over the posted limit. In addition, frequent semitruck traffic exists along the eastern section of the corridor between Marthaler Lane and CSAH 73. There have been no recorded pedestrian crashes along this segment of Lothenbach Ave. However, there have been crashes at the TH 3/Lothenbach and the CSAH 73/Lothenbach intersections. One pedestrian crash occurred at the TH 3/Lothenbach Ave intersection between 2013-2022. One bicycle crash occurred at the CSAH 73/Lothenbach Ave intersection during the same timeframe. Both crashes resulted in minor or possible injuries.

During the walking audit, a majority of those people observed walking on Lothenbach were elderly adults, while one-third of those observed were using mobility devices. The paved sidewalk will enhance the safety for pedestrian users by providing a space for pedestrians to travel which is separated from vehicle traffic along the roadway. This will decrease the opportunity for interaction with vehicles along Lothenbach Ave. The proposed project will include the installation of a safety boulevard between the sidewalk and the roadway to provide additional separation. Typically, most crashes involving pedestrians, bicyclists, and vehicles occur at intersection crossings. The proposed sidewalk will remove pedestrians waiting to cross the intersections from the roadway. Improvements to the CSAH 73/Lothenbach Ave and TH 3/Lothenbach Ave intersections that are part of the proposed sidewalk project, including ADA-compliant pedestrian ramps and modifications to the pedestrian push buttons at the TH 3 intersection, will reduce crash potential.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements and Connections

Response:

The proposed sidewalk will connect to transit and trail opportunities at the east and west ends of the project. These connections allow residents in the area to reach employment, recreation, civic, and education destinations throughout the City of West St. Paul, Dakota County, and the broader metro region without needing a personal vehicle. At the CSAH 73/Lothenbach Ave intersection on the east end of the project, the proposed sidewalk will connect with the existing sidewalk and trail network along CSAH 73. This network leads directly to the River to River Greenway roughly 0.25 mile from the project terminus. The River to River Greenway is a trail system connecting South St. Paul in the east to Lilydale in the west. Metro bus route 68 stops at the CSAH 73/Lothenbach Ave intersection. This route extends north to the Hwy 36 and Rice St Park & Ride and south to the Walmart in Inver Grove Heights.

At the TH 3/Lothenbach Ave intersection on the west end of the project, the proposed sidewalk will connect into the existing sidewalk network running along both the east and west sides of TH 3. Bus stops for two routes exist at the TH 3/Lothenbach Ave intersection. These include Route 75, running from downtown St. Paul to Upper 55th St in Inver Grove Heights, and Route 68, which extends from the Rice St Park & Ride to Inver Grove Heights.

The proposed sidewalk will increase the safety of all types of transportation users. By creating a sidewalk that is separated from the roadway, pedestrians traveling between CSAH 73 and TH 3 on Lothenbach Ave will no longer be forced to travel in the roadway. The proposed sidewalk will be constructed with a curb and will be separated from the roadway by a boulevard, increasing the safety of those using it. By decreasing the amount of interaction, and increasing the predictability between pedestrians and vehicles, the safety of all modes of transportation will increase.

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

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

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

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment - Construction Projects

1. Public Involvement (20 Percent of Points)

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

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

100%

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

50%

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

50%

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

25%

No outreach has led to the selection of this project.

0%

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

Response:

Community engagement for the project was primarily conducted in 2022 during the planning process for Go West St. Paul, the City's master pedestrian and bicycle plan. Engagement for this plan was completed in 2 phases. The first phase included an online survey and interactive feedback map where community members identified obstacles and opportunities to improve the City's walking and biking networks. This opportunity for engagement was posted on the City's website and was publicized using the following strategies:

- 2,800 postcards mailed to members of Dakota County's Statewide Health Improvement Partnership priority populations. These populations include rural area residents, people of color, older adults, persons with disabilities, women, people with lower education attainment and people with low incomes or others experiencing a health disparity.
- Yard signs placed and flyers distributed at City and County parks and trailheads
- Staff attended community events to promote sharing feedback about the project
- Promoted the engagement opportunity using the City's social media channels and e-blasts

158 comments were received through the first phase of engagement, with 42 noting issues or concerns with the existing network and 50 comments highlighting opportunities to strengthen the network in the future.

The second phase of engagement included an open-ended online survey where community members could respond to proposed improvements. 5 responses to the online survey were received.

In addition to the community engagement efforts undertaken for Go West St. Paul, City staff report frequent requests from the public for a pedestrian facility between TH 3 and CSAH 73. Two alternatives were considered for the design of this project: a sidewalk on the north or south side of Lothenbach Ave. As part of the analysis, the City's consultant made several attempts to contact 10 businesses along Lothenbach Ave, nearby housing developments, and community groups to solicit feedback. In-person meetings were held and feedback was received from The Sanctuary at West St. Paul, a 164-unit senior living facility, and Holiday Acres, a 188-unit apartment building with 40% low-income residents without vehicles, LTS Lohmann, a business located along the Lothenbach Ave corridor, Living Longer and Stronger in West St. Paul, and West St. Paul Parks and Recreation Committee. Based on the feedback received, the City chose to proceed with the alternative to place the sidewalk on the south side of Lothenbach Ave.

(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. Yes

100%

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

100%

For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

75%

Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points.

50%

Layout has been started but is not complete. A PDF of the layout must be attached to receive points.

25%

Layout has not been started

0%

Attach Layout

1702403742812_Engineering Layout South Alt.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

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

Yes

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):

\$946,000.00

Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$946,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

File Name	Description	File Size
23-068 Authorization of Regional Solicitation Grant Application (signed).pdf	City Authorization	189 KB
Existing Conditions Pictures_Use.pdf	Existing Conditions Images	228 KB
LOS for LothenbachSidewalkWSP RS App 12.4.23 EML.pdf	Letter of Support_Dakota County	2.1 MB
LOS_Living Longer Stronger.pdf	Letter of Support_Living Longer Stronger	114 KB
LOS_LTS.pdf	Letter of Support_LTS Lohmann	14 KB
LOS_The Sanctuary.pdf	Letter of Support_The Sanctuary at West St Paul	139 KB
Project to RBTN Orientation.pdf	RBTN Map	1.0 MB
Regional Solicitation Snow Ice WSP.pdf	West St Paul Snow and Ice letter	99 KB
West St Paul Sidewalk_Halfmile.pdf	Project Map with 1/2 Mile Perimeter	2.0 MB
West St Paul Sidewalk_Zoom.pdf	Project map zoomed in	2.0 MB
West St Paul_Project Summary.pdf	One-page project summary	2.1 MB

Regional Economy

Pedestrian Facilities Project: West St Paul Pedestrian | Map ID: 1698690599642

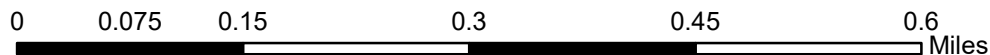
Results

Within HALF Mi of project:
Postsecondary Students: 0

Total Population: 11866
Total Employment: 8108
Mfg and Dist Employment: 835



-  Project
-  Job Concentration Centers
-  Manufacturing/Distribution Centers



Created: 10/30/2023
LandscapeRSA5



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

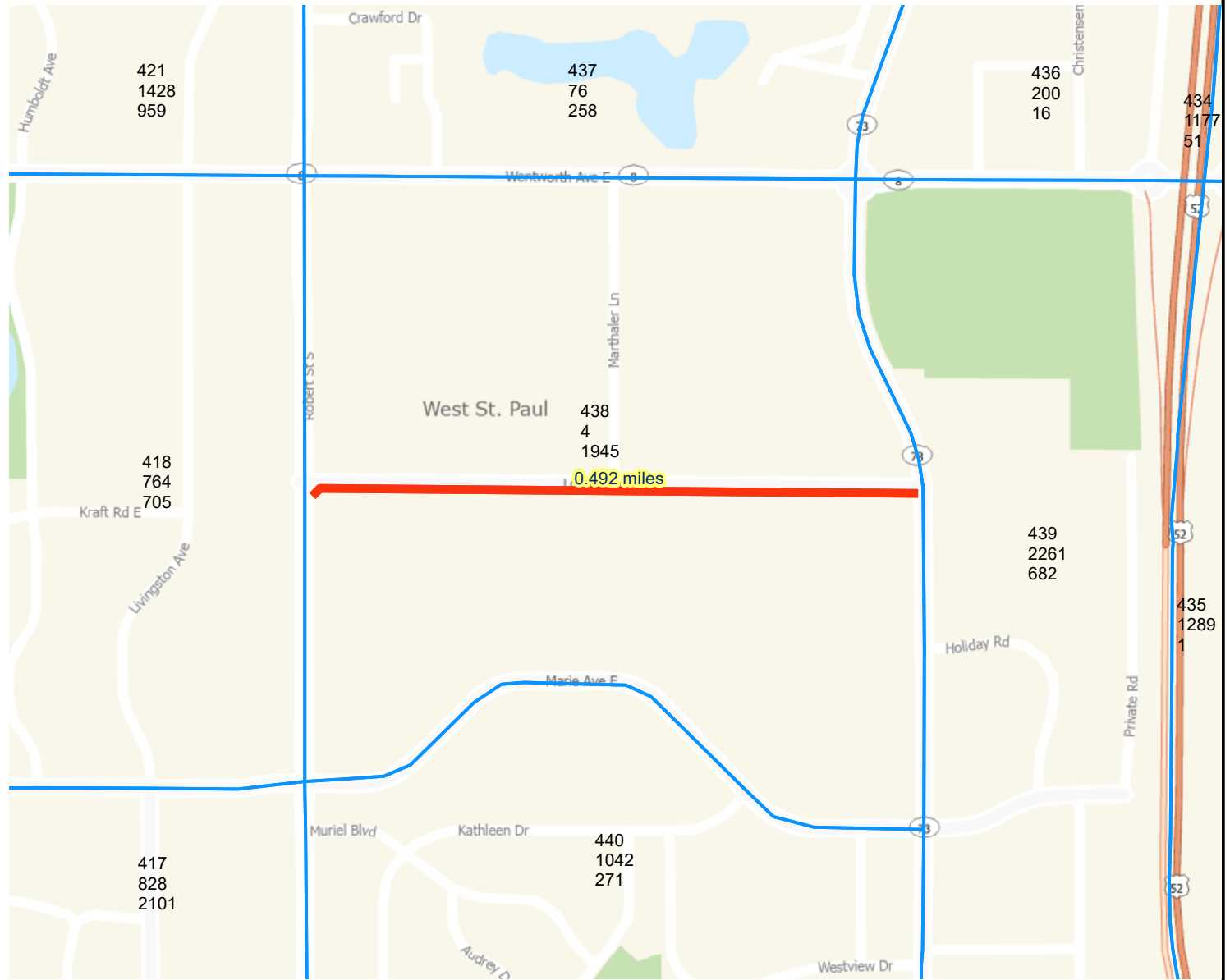




Population/Employment Summary

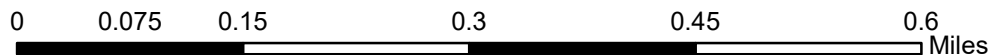
Pedestrian Facilities Project: West St Paul Pedestrian | Map ID: 1698690599642

Results

Within HALF Mile of project:
Total Population: 11866



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 10/30/2023
LandscapeRSA4



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



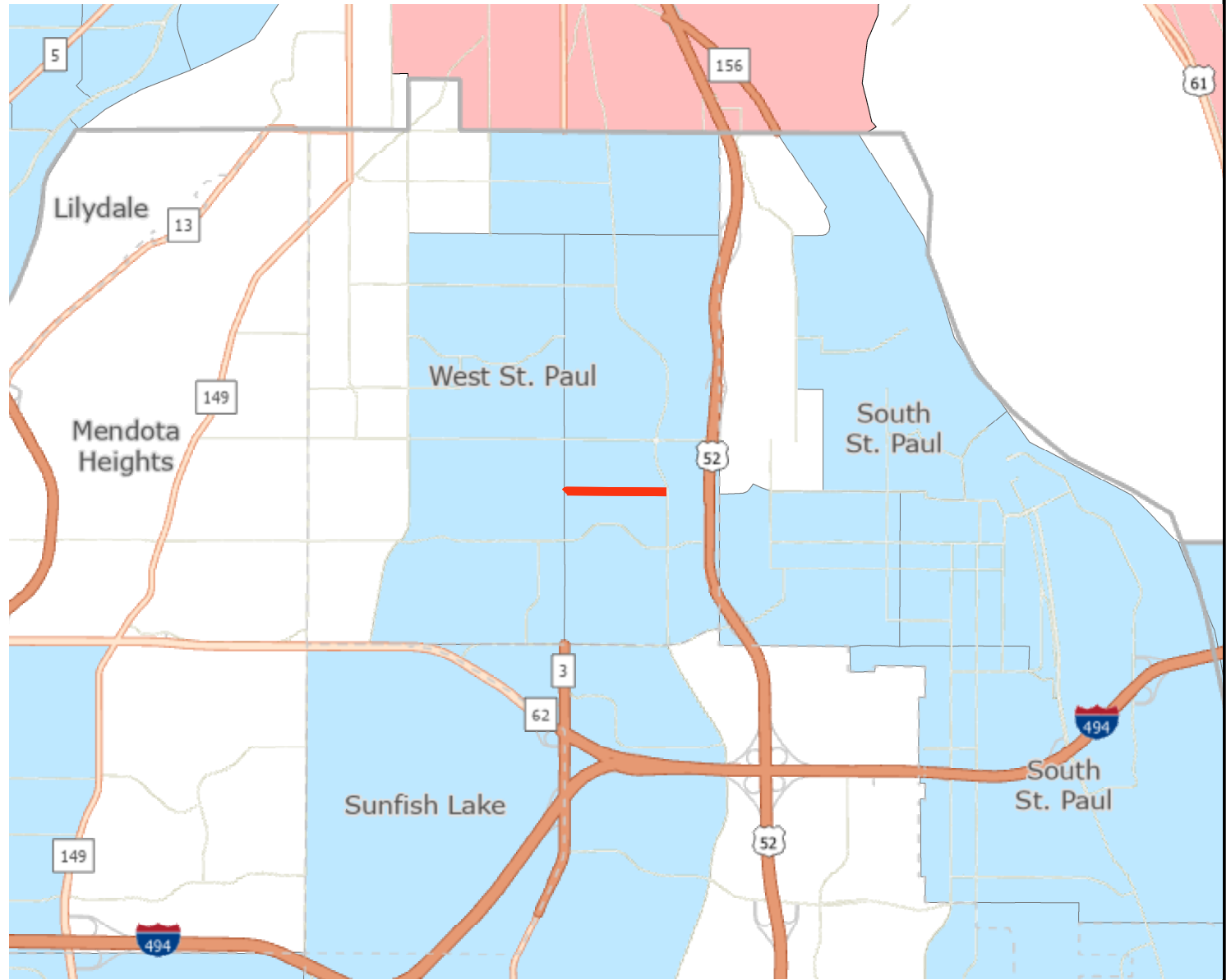
Socio-Economic Conditions

Pedestrian Facilities Project: West St Paul Pedestrian | Map ID: 1698690599642

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 648

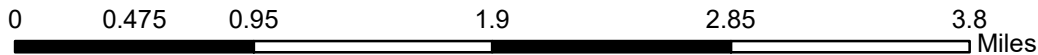
Project located in census tract(s) that are ABOVE the regional average for population in poverty or population of color.



— Lines

Regional Environmental Justice Area

Area of Concentrated Poverty







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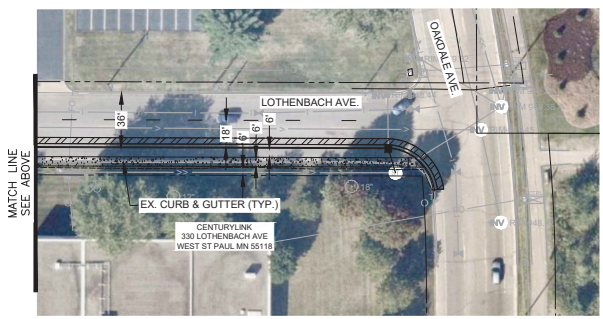
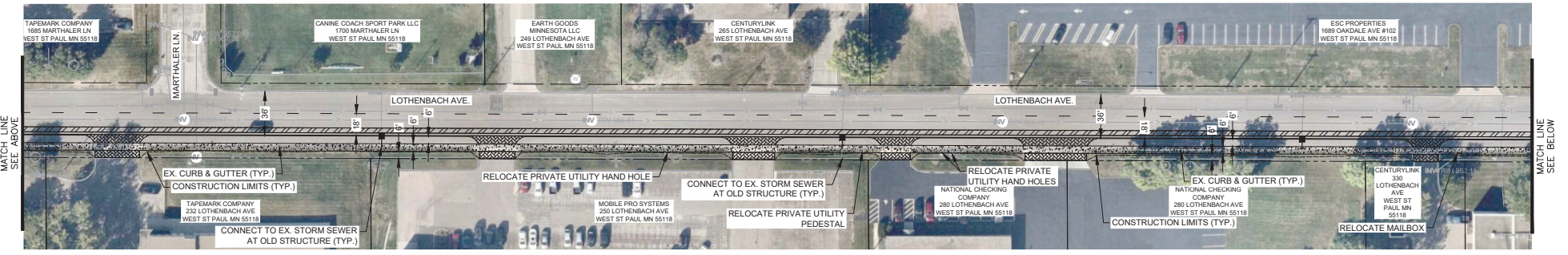
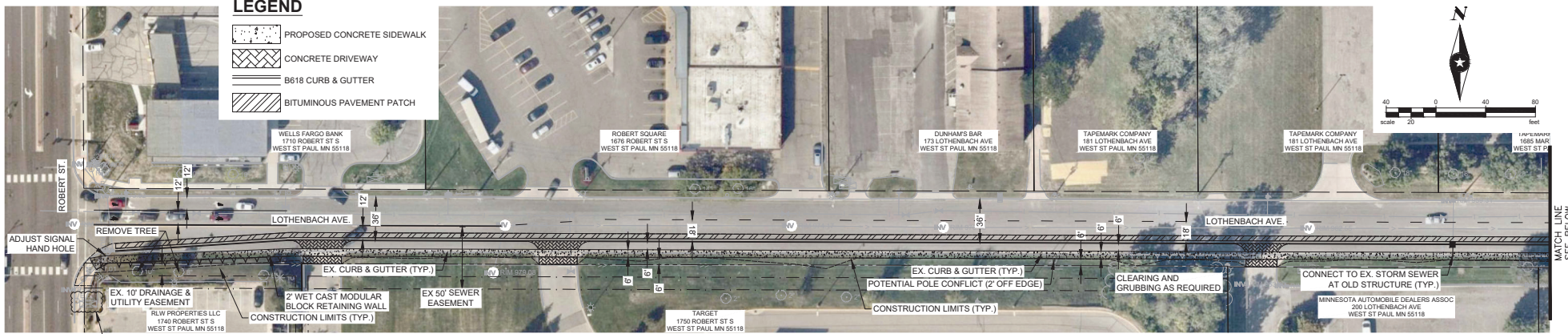
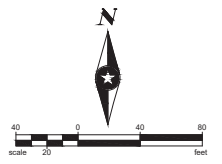


For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gisite/notice.aspx>



LEGEND

-  PROPOSED CONCRETE SIDEWALK
-  CONCRETE DRIVEWAY
-  B618 CURB & GUTTER
-  BITUMINOUS PAVEMENT PATCH



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SEH Project	Rev.#	Revision Issue	Date	Rev.#	Revision Issue	Date
Drawn By		Description			Description	
Designed By						
Checked By						



**LOTTHENBACH AVENUE
PRELIMINARY SIDEWALK DESIGN
WEST ST. PAUL, MINNESOTA**

**SIDEWALK EXHIBIT -
LOTTHENBACH AVE. SOUTH ALT.**

**CITY OF WEST ST. PAUL
DAKOTA COUNTY, MINNESOTA**

RESOLUTION NO. 23-068

**RESOLUTION AUTHORIZING THE SUBMISSION OF AN APPLICATION FOR
A REGIONAL SOLICITATION GRANT**

WHEREAS, the Metropolitan Council and the Transportation Advisory Board has announced a Regional Solicitation Grant application for transportation projects in 2028 and 2029 funds; and

WHEREAS, the program will fund up to 80 percent of project construction costs; and

WHEREAS, the city has budgeted the additional 20 percent of the project costs; and

WHEREAS, an application must be submitted by December 15, 2023 for consideration;
and

WHEREAS, City Staff has identified a gap in the city's sidewalk network along Lothenbach Avenue where the construction of a sidewalk may qualify for funding under this program; and

WHEREAS, the proposed project is identified in the City's 2022 Pedestrian and Bicycle Plan; and

NOW, THEREFORE, BE IT RESOLVED that the West St. Paul City Council approved the submittal of the Regional Solicitation grant application as described above.

Adopted by the City Council of the City of West St. Paul, Minnesota, this 13th day of November 2023.



David J. Napier, Mayor

Attest:



Nicole Tillander, City Clerk

Existing Conditions Images – West St. Paul Lothenbach Ave Sidewalk



Looking east along Lothenbach Ave toward the Lothenbach Ave/CSAH 73 intersection. The Sanctuary at West St. Paul, a senior housing development whose residents often walk along Lothenbach Ave, can be seen in the distance.



Looking east along Lothenbach Ave.



The proposed sidewalk would provide direct access to retail, service, and employment opportunities in the area including Target.



Looking west along Lothenbach Ave toward the Lothenbach Ave/TH 3 intersection. The slope visible in the center of the image will require installation of a short retaining wall.



Transportation Department
14955 Galaxie Ave.
Apple Valley, MN 55124-8579

December 8, 2023

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

RE: 2023 Regional Solicitation Application for Lothenbach Avenue Sidewalk Project from TH 3 (Robert Street) to CSAH 73 (Oakdale Avenue)

Dear Ms. Koutsoukos:

The City of West St. Paul has requested Dakota County's support of the Lothenbach Avenue Sidewalk Project from TH 3 (Robert Street) to CSAH 73 (Oakdale Avenue). Please see the attached Dakota County Board resolution indicating Dakota County's support for the City of West St. Paul's Regional Solicitation application for this project.

Dakota County has received, reviewed, and approved the general layout of Lothenbach Avenue Sidewalk Project. The project layout has been attached to this letter.




Thank you for considering this project for the Regional Solicitation.

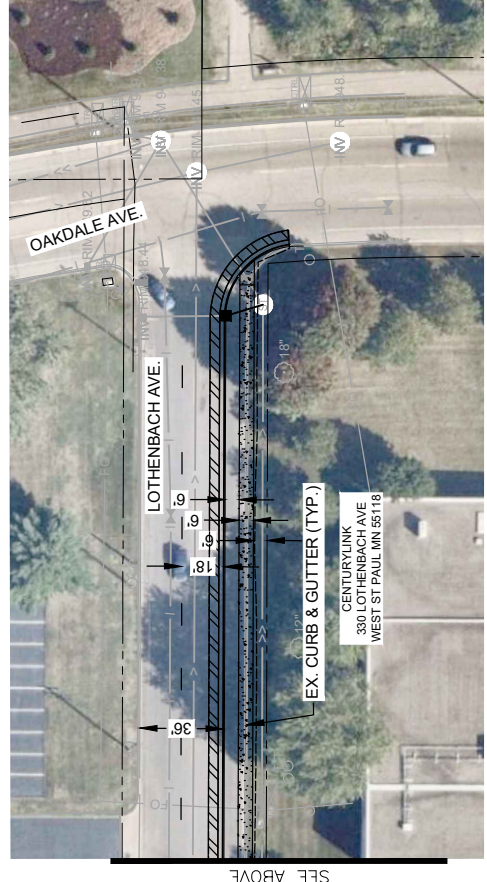
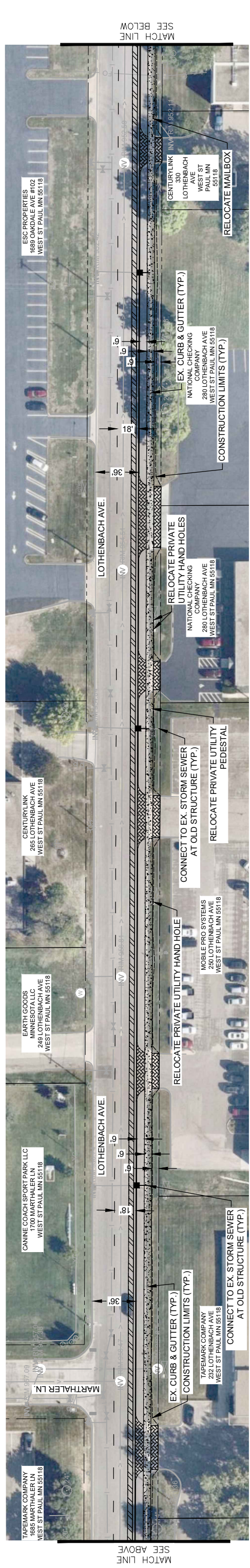
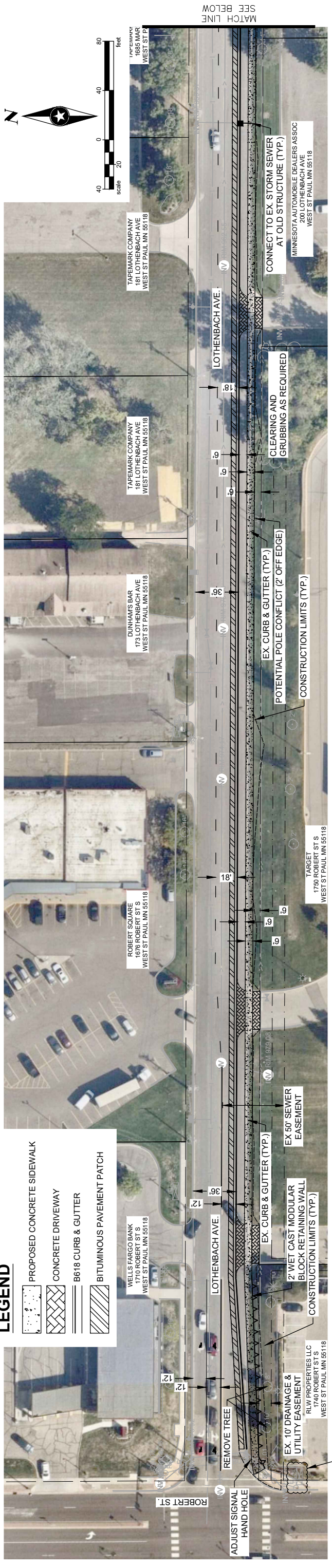
Sincerely,

A handwritten signature in blue ink that reads "Erin Laberee".

Erin Laberee, PE
Dakota County Transportation Director/County Engineer

LEGEND

-  PROPOSED CONCRETE SIDEWALK
-  CONCRETE DRIVEWAY
-  8818 CURB & GUTTER
-  BITUMINOUS PAVEMENT PATCH



SEH Project
 Drawn By
 Designed By
 Checked By

Rev.#	Date	Rev.#	Date	Revision Issue Description	Date

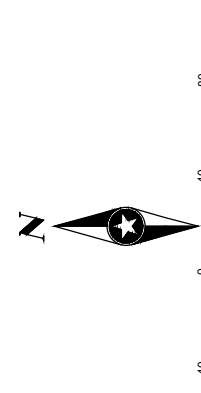
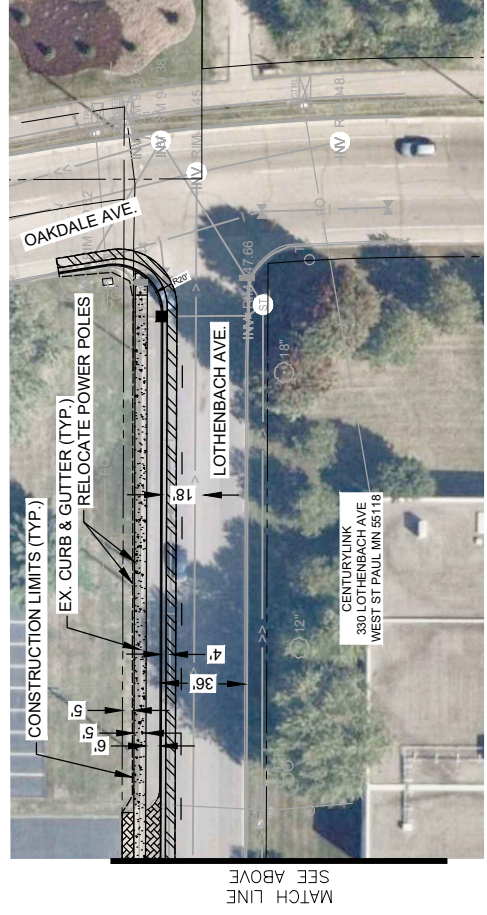
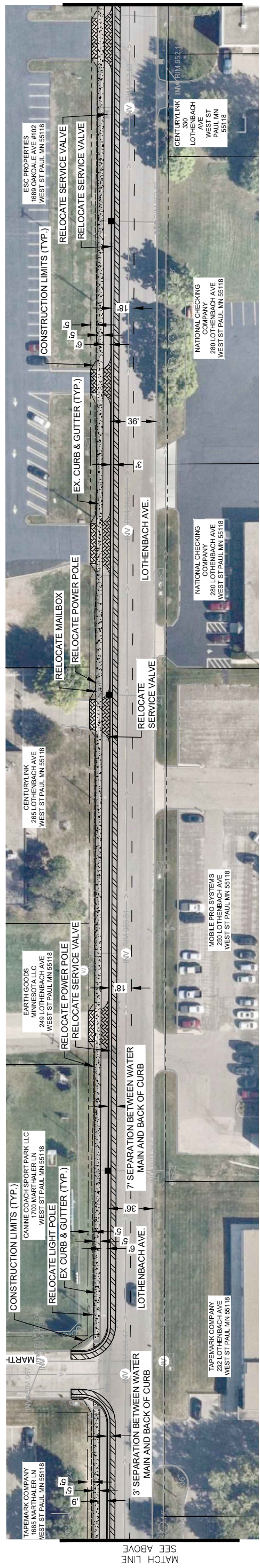
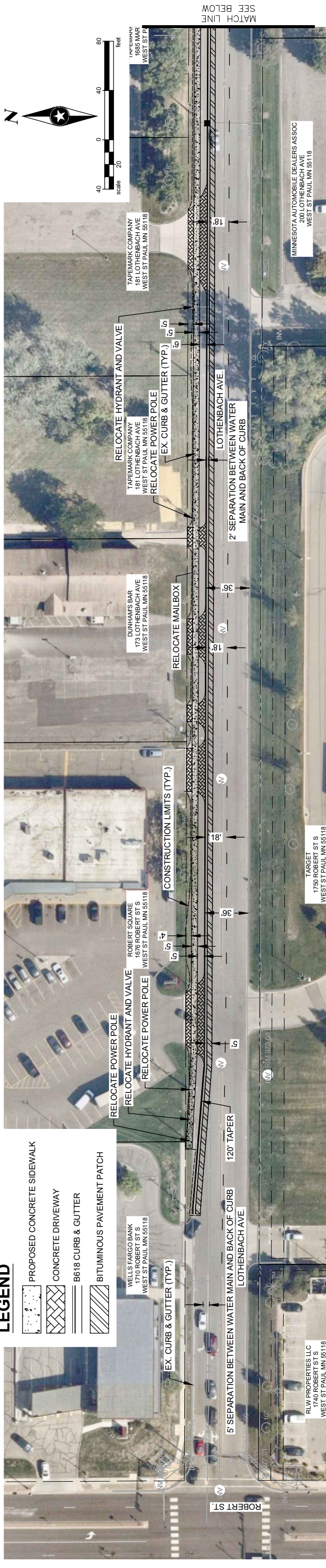


**LOTENBACH AVENUE
 PRELIMINARY SIDEWALK DESIGN
 WEST ST. PAUL, MINNESOTA**

**SIDEWALK EXHIBIT -
 LOTENBACH AVE. SOUTH ALT.**

LEGEND

-  PROPOSED CONCRETE SIDEWALK
-  CONCRETE DRIVEWAY
-  8818 CURB & GUTTER
-  BITUMINOUS PAVEMENT PATCH



SEH Project
 Drawn By
 Designed By
 Checked By

Rev.#	Date	Revision Issue Description



LOTTHENBACH AVENUE
 PRELIMINARY SIDEWALK DESIGN
 WEST ST. PAUL, MINNESOTA

SIDEWALK EXHIBIT -
 LOTTHENBACH AVE. NORTH ALT.

**BOARD OF COUNTY COMMISSIONERS
DAKOTA COUNTY, MINNESOTA**

November 28, 2023

Resolution No. 23-542

Motion by Commissioner Hamann-Roland

Second by Commissioner Halverson

Authorization To Approve Six Letters Of Support For Submittal To 2023-2024 Regional Solicitation And Authorization Of Replacement Of Projects Being Submitted To 2023-2024 Regional Solicitation For Federal Funding

WHEREAS, the Transportation Advisory Board is requesting project submittals for federal funding under the Infrastructure Investment and Jobs Act through the Regional Solicitation process; and

WHEREAS, the Solicitation programs fund up to 80 percent of project construction costs; and

WHEREAS, federal funding of projects reduces the burden on local taxpayers for regional improvements; and

WHEREAS, project submittals are due on December 15, 2023; and

WHEREAS, all projects proposed are consistent with the adopted Dakota County 2040 Comprehensive Plan; and

WHEREAS, by Resolution No. 23-424 (September 26, 2023), the County Board authorized staff to submit 13 applications to the Regional Solicitation; and

WHEREAS, since then, the City of Farmington has taken lead on the North Creek Greenway application and the City of Lakeville has taken lead on the 185th Street (CSAH 60) regional solicitation applications; and

WHEREAS, this Resolution replaces Resolution No. 23-424 (September 26, 2023), for authorization to submit 11 projects to the Regional Solicitation.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby supports the following submittals by others:

Projects Led By Others Requesting Letters of Support

- 1.1 Greenwood Drive Sidewalk from Leah's Apartments to CSAH 5 – Lead Agency: Burnsville
- 1.2 Lothenbach Avenue Sidewalk Project from TH 3 (Robert Street) to CSAH 73 (Oakdale Avenue)– Lead Agency: West St. Paul
- 1.3 North Creek Greenway from 195th to Downtown Farmington - Lead Agency: Farmington
- 1.4 185th St (CSAH 60) from CSAH 50 (Kenwood Trail) to CSAH 9 (Dodd Blvd) – Lead Agency: Lakeville
- 1.5 Marie Avenue from 3rd Avenue to 21st Avenue – Lead Agency: South St. Paul

STATE OF MINNESOTA
County of Dakota

	YES		NO
Slavik	<u> X </u>	Slavik	_____
Atkins	<u> X </u>	Atkins	_____
Halverson	<u> X </u>	Halverson	_____
Droste	<u> X </u>	Droste	_____
Workman	<u> X </u>	Workman	_____
Holberg	<u> X </u>	Holberg	_____
Hamann-Roland	<u> X </u>	Hamann-Roland	_____

I, Jeni Reynolds, Clerk to the Board of the County of Dakota, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Dakota County, Minnesota, at their session held on the 28th day of November 2023, now on file in the Office of the County Manager Department, and have found the same to be a true and correct copy thereof.

Witness my hand and official seal of Dakota County this 28th day of November 2023.

Jeni Reynolds

Clerk to the Board

1.6 Trunk Highway 13 from Lynn Avenue in Savage to Washburn Avenue in Burnsville - Lead Agency: Burnsville

; and

BE IT FURTHER RESOLVED, That, subject to federal funding award of the city-led projects, the Dakota County Board of Commissioners will provide the local match for regional greenway projects; and

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners hereby authorizes the submittal of the following County-led projects to the Regional Solicitation application process for federal funding:

County-Led Highway Projects

- 2.1 County State Aid Highway (CSAH) 50 (Kenwood Trail) from 172nd to 175th and I-35 interchange in Lakeville (Strategic Capacity Category)
- 2.2 CSAH 46 (160th Street/Brandel Drive) from Trunk Highway (TH) 3 to TH 52 in Coates, Empire Township, and Rosemount (Strategic Capacity Category)
- 2.3 CSAH 32 (117th Street) from US 52 to CSAH 71 in Inver Grove Heights (Reconstruction Category)
- 2.4 CSAH 46 (160th Street) from 1,300 feet west of General Sieben Drive to Highway 61 in Hastings (Reconstruction Category)
- 2.5 CSAH 32 (122nd St) at frontage road on east side of interstate 35 in Burnsville (Spot Mobility Category)
- 2.6 CSAH 4 (Butler Ave) trail from Roberts Street to US Highway 52 in West St. Paul (Multi-Use Trails Category)
- 2.7 CSAH 42 (Egan Drive) trail from CSAH 5 to CSAH 11 in Burnsville (Multi-Use Trails Category)

County-Led Safe Routes to School Projects

- 2.8 CSAH 4 (Butler Ave) from CSAH 63 to Smith Ave. in West St. Paul

County-Led Greenway Multiuse Trails and Bicycle Facilities Projects

- 2.9 North Creek Greenway: CSAH 42 Grade Separation and Trail to Flagstaff Road in Apple Valley
- 2.10 Lake Marion Greenway through the Industrial Park in Lakeville
- 2.11 River to River Greenway from TH 149 trail and TH 149 underpass in Mendota Heights

; and

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners hereby authorizes the Physical Development Director to accept grant funds, if awarded, and execute grant agreements subject to approval as to form by the Dakota County Attorney's Office.

STATE OF MINNESOTA
County of Dakota

	YES		NO
Slavik	<u> X </u>	Slavik	_____
Atkins	<u> X </u>	Atkins	_____
Halverson	<u> X </u>	Halverson	_____
Droste	<u> X </u>	Droste	_____
Workman	<u> X </u>	Workman	_____
Holberg	<u> X </u>	Holberg	_____
Hamann-Roland	<u> X </u>	Hamann-Roland	_____

I, Jeni Reynolds, Clerk to the Board of the County of Dakota, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Dakota County, Minnesota, at their session held on the 28th day of November 2023, now on file in the Office of the County Manager Department, and have found the same to be a true and correct copy thereof.

Witness my hand and official seal of Dakota County this 28th day of November 2023.



Clerk to the Board



9-29-23

Mr. Ross Beckwith
City of West St. Paul
1616 Humboldt Avenue
West St. Paul, MN 55118

Mr. Beckwith,

On behalf of the Living Longer and Stronger in West St. Paul, a nonprofit coalition representing older adult issues in West St. Paul, I am writing in support of the City of West St. Paul's application for a Regional Solicitation grant for the construction of a sidewalk on Lothenbach Avenue from Robert Street to Oakdale Avenue.

The city had been very active in recent years installing sidewalks and safer connections to help get residents to the Robert St. business district. The proposed sidewalk addresses an important gap in the city's sidewalk and trail system. There are a number of (affordable) apartment buildings and assisted living facilities on Oakdale avenue, which would greatly benefit from a safer sidewalk to travel on to Robert St. This is an important connection within a growing sidewalk system in the area.

Living Longer and Stronger would also like to see businesses, like Target, and others make the connections to the proposed Lothenbach sidewalk by adding their own private sidewalks to allow residents to complete their trip to the entrances of businesses.

Thank you for the opportunity to support the City of West St. Paul's Regional Solicitation grant.

If you have any questions, please contact me.

Thank you,

Jess Luce

Communities for a Lifetime Initiative, Program Manager
Dakota County Public Health

One Mendota Road West, Suite 410, West St. Paul, MN 55118
Office phone (651) 554-6104
jess.luce@co.dakota.mn.us

August 16, 2023

Mr. Ross Beckwith
City of West St. Paul
1616 Humboldt Avenue
West St. Paul, MN 55118

Dear Mr. Beckwith,

On behalf of staff of LTS in West St Paul, I am writing in support of the City of West St. Paul's application for a Regional Solicitation grant for the construction of a sidewalk on Lothenbach Avenue from Robert Street to Oakdale Avenue.

The proposed sidewalk addresses an important gap in the City's sidewalk and trail system. The proposed sidewalk is important in linking both residents and staff to the commercial and transit facilities available one-half mile west along Robert Street.

Thank you for the opportunity to express our support for the Regional Solicitation grant. If you have any questions, please give me a call at 651-552-3357 or email me at scotthoyt@ltslohmann.com.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Hoyt", followed by a long horizontal line extending to the right.



Aug 28, 2023

Mr. Ross Beckwith
City of West St. Paul
1616 Humboldt Avenue
West St. Paul, MN 55118

Dear Mr. Beckwith,

On behalf of the residents, staff, and guests of The Sanctuary at West St Paul, I am writing in support of the City of West St. Paul's application for a Regional Solicitation grant for the construction of a sidewalk on Lothenbach Avenue from Robert Street to Oakdale Avenue.

The proposed sidewalk addresses an important gap in the City's sidewalk and trail system. As a 164-unit affordable, senior housing facility, the proposed sidewalk is important in linking both residents and staff to the commercial and transit facilities available one-half mile west along Robert Street. This sidewalk will improve our resident's ability to utilize so many businesses that are located on Roberts Street, as most do not own transportation. Currently to access business' they must walk, or utilize their personal power wheelchair, or scooter on the road.

Thank you for the opportunity to express our support for the Regional Solicitation grant. If you have any questions, please give me a call at 952-666-2736 or email me at teresa.brenneke@fairview.org.

Respectfully,

Teresa Brenneke

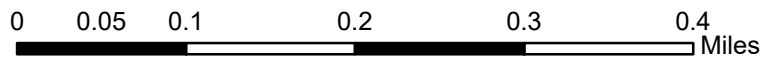
Teresa Brenneke
Executive Director
The Sanctuary at West St. Paul
1746 Oakdale Ave, West St. Paul 55118

Project to RBTN Orientation

Pedestrian Facilities Project: West St Paul Pedestrian | Map ID: 1698690599642



- Project
- RBTN Tier 1 Alignment
- RBTN Tier 2 Alignment
- Principal Arterials
- Minor Arterials
- RBTN Tier 1
- RBTN Tier 2



Created: 10/30/2023
LandscapeRSA6



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



October 24, 2023

Elaine Koutsoukos
TAB Coordinator
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101

Dear Ms. Koutsoukos:

The City of West St. Paul is submitting this 2024 Regional Solicitation Grant to address a ½ mile gap in the pedestrian network. This gap along Lothenbach Avenue is a priority for the city and identified in the 2022 updated Pedestrian and Bicycle Plan, known as *Go West St. Paul*. If the city is awarded funding through the Pedestrian Facilities category, the city commits to ensuring that snow and ice removal along the sidewalk occurs to support year-round pedestrian use. City Code Section 95.04 reinforces the city's priority for winter maintenance.

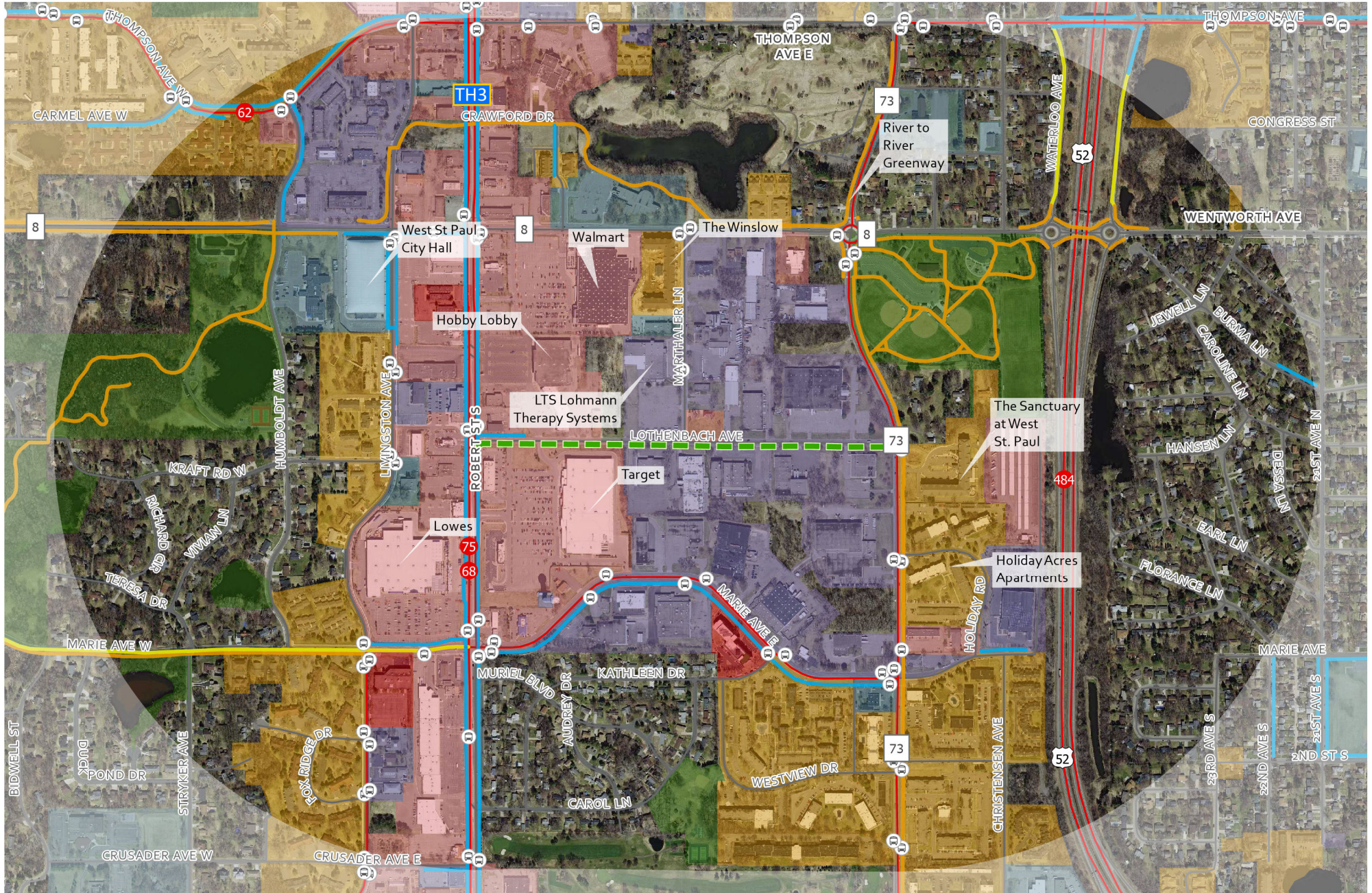
Please contact me if you have any questions or concerns regarding this letter.

Sincerely,



Ross A. Beckwith, P.E.
Public Works Director/City Engineer

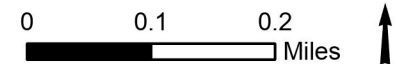
West St Paul Pedestrian Sidewalk



- West St Paul Lothenback Sidewalk
- Transit Routes
- Transit Stops
- Bicycle and Pedestrian Network**
- Multi Use Trail
- Bike Lane
- Sidewalk

- Generalized Land Use 2020**
- Multifamily Housing
- Commercial
- Mixed Use

- Industrial/Employment
- Institutional
- Parks and Open Space

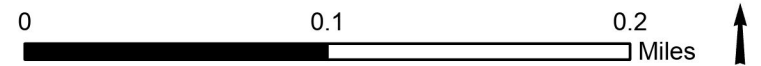


West St Paul Sidewalk Zoomed In



- West St Paul Lothenbach Sidewalk
- Transit Stops
- Transit Routes

- Bicycle and Pedestrian Network**
- Multi Use Trail
 - Sidewalk





Dakota County | Lothenbach Avenue Sidewalk

PEDESTRIAN FACILITIES

PROJECT DESCRIPTION

The Lothenbach Ave Sidewalk will address a critical link in West St. Paul's pedestrian network. The proposed sidewalk will be 6 feet wide with curb ramps, intersection improvements at the TH 3/Lothenbach Ave intersection, and a retaining wall where necessary to meet ADA slope standards. A 6-foot boulevard will separate sidewalk users from roadway traffic. This sidewalk has been identified in the Go West St. Paul bicycle and pedestrian master plan as a top-10 priority gap in the City's network.

Project Location: West St. Paul

Requested Award Amount: \$756,800.00

Total Project Cost: \$946,000.00

PROJECT BENEFITS

- » Provides local connections to the Robert St (TH 3) commercial corridor.
- » Fills a gap in the local sidewalk network with connections to the City's broader sidewalk network.
- » Provides safer connections to transit links along TH 3 and CSAH 73.
- » Direct access to neighborhood amenities including restaurants, retail, and service businesses.
- » Improved safety for pedestrians and bicyclists with an off-road separated sidewalk built to meet ADA standards.

West St Paul Pedestrian Sidewalk

