



Application

19841 - 2024 Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)
20303 - Gold Line Pedestrian Enhancement Project
Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 12/15/2023 2:23 PM

Primary Contact

Feel free to edit your profile anytime your information changes. Create your own personal alerts using My Alerts.

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Title: Senior Transportation Planner

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

Phone:* 651-266-9724 **Ext.:**

Fax:

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

Organization Information

Name: ST PAUL, CITY OF

Jurisdictional Agency (if different):

Organization Type: City

Organization Website:

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

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

County: Ramsey

Phone:* 651-266-9700 **Ext.:**

Fax:

PeopleSoft Vendor Number 0000003222A22

Project Information

Project Name Saint Paul Gold Line Pedestrian Enhancement Project

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 Saint Paul Gold Line Pedestrian Enhancement Project bolsters the benefit of Metro Transit's investment in the Gold Line BRT project by extending accessible pedestrian infrastructure further into Saint Paul neighborhoods north and south of Gold Line stations that are currently under construction. Many of the streets in these neighborhoods currently lack any sidewalk infrastructure. Existing curb ramps are not ADA-compliant and need to be upgraded to improve accessibility. The proposed project includes approximately 11,700 linear feet of new sidewalk, 34 new curb ramps, curb extensions, and a number of high-visibility crosswalks, all within close proximity to planned Gold Line Stations.

Proposed pedestrian improvements will be located along Griffith Street, Euclid Street, Hudson Road, English Street, Pacific Street, Barclay Street, McLean Avenue, Van Dyke Street, Jayne Street, Wilson Avenue, and Johnson Parkway on Saint Paul's East Side. These are all local roads in the Met Council's functional classification system, with the exceptions of Wilson Avenue (Minor Collector) and Johnson Parkway (Major Collector). The vast majority of improvements will be on local roads. Improvements are all within a half mile of the Earl, Etna, Hazel, and Sun Ray Gold Line Stations.

The Gold Line Project will be completing additional improvements closer to stations to provide access and safety for people walking to stations. The proposed project extends the benefit of these improvements to more residents within close walking distance of the new Gold Line.

(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. ST PAUL EASTSIDE NEAR GOLD LINE BRT STATIONS, MULTI-ROUTE CONSTRUCTION/RECONSTRUCTION OF SIDEWALK, CURB RAMPS, XWALKS, OTHER PED FEATURES

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) 2.1
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) N/A
Federal Amount \$2,000,000.00
Match Amount \$592,825.00

Minimum of 20% of project total

Project Total \$2,592,825.00

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

Match Percentage 22.86%

Minimum of 20%

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

Source of Match Funds MSA

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

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#.

Location

County, City, or Lead Agency

City of Saint Paul

Name of Trail/Ped Facility:

Gold Line Pedestrian Enhancement Project (Multi-Street Improvement)

(example; CEDAR LAKE TRAIL)

IF TRAIL/PED FACILITY IS ADJACENT TO ROADWAY:

Road System

City Street, MSAS

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

Road/Route No.

N/A

(Example: 53 for CSAH 53)

Name of Road

SEE ATTACHED LIST (13 locations)

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

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

From:

Road System

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

Road/Route No.

(Example: 53 for CSAH 53)

Name of Road

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

To:

Road System

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

Road/Route No.

(Example: 53 for CSAH 53)

Name of Road

(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

Yes

Pedestrian Bridge

Signal Revision

Landscaping

Other (do not include incidental items)

ADA-compliant curb ramps, curb extensions, enhanced visibility crossings

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)

05/01/2028

Approximate End Construction Date (MO/YR)

11/15/2028

Miles of Pedestrian Facility/Trail (nearest 0.1 miles):

2.2

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: Ref TPP Chapter 2

Goal B: Safety & Security, Obj. A: Reduce fatal/serious injury crashes and improve safety and security. Strategy B1 (P. 5): Incorporate safety for all modes and users throughout planning, funding, construction, and operation. Strategy B4 (7): Support state vision of zero traffic fatalities and serious injuries. Strategy B6 (8): Use best practices to provide and improve facilities for safe walking and bicycling.

Goal C: Access to Destinations. Obj. A: Increase availability of multimodal travel options. Obj. D: Increase number/share of trips taken using carpools, transit, bicycling and walking. Obj. E: Improve availability/quality of multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities. Strategy C1 (P. 10): Plan/implement multimodal transportation systems and provide connections between modes. Met Council will prioritize regional projects that are multimodal and cost effective and encourage investments to include appropriate provisions for bicycle and pedestrian travel. Strategy C2 (11): Local units of government should provide a network of interconnected roadways, bicycle facilities, and pedestrian facilities. Strategy C11 (20): Expand/modernize transit service, facilities, systems, and technology, to improve access to destinations and maximize the efficiency of investments. Strategy C16 (23): Fund projects that provide for pedestrian travel across physical barriers. Strategy C17 (24): Provide/encourage reliable, cost-effective, and accessible transportation choices that provide and enhance access to employment, housing, education, and social connections for pedestrians and people with disabilities.

Goal D: Competitive Economy. Obj. A: Improve multimodal access to regional job concentrations. Obj. B: Invest in a multimodal transportation system to attract/retain businesses and residents. Strategy D1 (P. 26): Identify/pursue level of increased funding needed to create a multimodal transportation system that is safe, well maintained, offers modal choices, provides reliable access to jobs and opportunities, connects/enhances communities. Strategy D3 (27): Invest in regional transit and bicycle/pedestrian facilities that improve connections to jobs and opportunity, promote economic development, and attract/retain businesses and workers in the region on the established transit corridors.

Goal E: Health & Equitable Communities. Obj. C: Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities. Strategy E3 (P. 31): Plan and implement a transportation system that considers the needs of all potential users, including children, senior citizens, and persons with disabilities, and that promotes active lifestyles and cohesive communities.

(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.

St. Paul Comprehensive Plan: https://www.stpaul.gov/sites/default/files/2022-09/CSP_2040_CompPlan_FinalAdopted_Updated_091322.pdf

Policy LU-9 (39). Promote high-quality urban design that supports pedestrian friendliness and a healthy environment, and enhances the public realm.?

Policy LU-30.2 (43). Prioritize pedestrian-friendly urban design and infrastructure that emphasizes pedestrian safety.

Policy T-3 (73). Design rights-of-way per the following modal hierarchy: 1. Pedestrians, with a focus on safety 2. Bicyclists, with a focus on safety 3. Transit 4. Other vehicles.

Policy T-7 (73). Implement intersection safety improvements such as traffic signal confirmation lights, pedestrian countdown timers, and leading pedestrian signal intervals. Reduce pedestrian roadway exposure via median refuge islands, curb extensions, narrowed travel lanes and other elements designed to lower motor vehicle speeds.

Policy T-25 (75). Implement the Pedestrian Plan to make walking safe and comfortable throughout the city, increase pedestrian mode share for short trips, and increase physical activity in people's daily routines. Until the Pedestrian Plan is adopted, focus pedestrian infrastructure improvements in areas with acute pedestrian safety hazards, with existing or anticipated high pedestrian activity, and/or in racially concentrated areas of poverty.

Saint Paul Pedestrian Plan:
<https://www.stpaul.gov/sites/default/files/Media%20Root/Public%20Works/Saint%20Paul%20Pedestrian%20Plan%206.13.19%20Compressed.pdf>

(7) High priority areas for walking investments

(25) Where are investments in walking most important? Those who rely on walking.

(29, 38) Filling sidewalk gaps

(35) High visibility crosswalks

(88-89) Sidewalk gaps on city streets.

(91) East side sidewalk gap description.

Transportation Safety Action Plan: <https://www.stpaul.gov/sites/default/files/2023-07/Transportation%20Safety%20Action%20Plan%20-%20FINAL.pdf>

(3) Focus on vulnerable road users

(7) Safe Streets for All focus on north and east sides of city for engagement

(12) Improved sidewalks and sidewalk connections

(20) Considering sidewalk gaps in projects.

Nokomis Montessori South Campus and Harding High School Safe Routes to School (<https://www.stpaul.gov/sites/default/files/2023-09/Harding-Nokomis-SRTS-Plan.pdf>)

(22) Recommendation to complete the sidewalk network in the neighborhood.

(43) Walking zone within ½ mile of school.

(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%20Plan%20for%20Public%20Works_2016.pdf

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

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link

Upload as PDF

10. The project must be accessible and open to the general public.

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

11. The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement. 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	\$2,043,825.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$293,000.00
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	\$0.00
Other Bicycle and Pedestrian Elements	\$256,000.00
Totals	\$2,592,825.00

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: None

Totals

Total Cost	\$2,592,825.00
Construction Cost Total	\$2,592,825.00
Transit Operating Cost Total	\$0.00

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

Existing Employment Within One-Half Mile:	17466
Existing Post-Secondary Enrollment Within One-Half Mile:	0
Upload Map	1702669737848_GoldLine_PedEnhancement_Regional-Economy.pdf

Please upload attachment in PDF form

Measure A: Population Summary

Existing Population Within One-Half Mile	40901
Upload Map	1702669763922_GoldLine_PedEnhancement_Population-Employment.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 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:

2020 Census data for the project area shows the population is significantly more diverse than St. Paul. This area has a higher population reporting their race as Asian alone, and the total percentage of residents identifying as non-white is 68% (versus 49% for the city and 24% for the state). This area has a higher percentage of people identifying as Latino or Hispanic than the city (14% versus 10%).

Poverty rates range from 9 to 34% across project area census tracts, compared with 16% for St. Paul. This area has a higher percentage of working-age adults with a disability status compared with the city (11% versus 9%). The project area trends younger than the city (32% 19 years and younger versus 28%). The elderly population is smaller here (10%) versus St. Paul (12%) and the state (17%).

In November 2023 St. Paul staff attended meetings of the Southeast Community Organization and Dayton's Bluff Community Council. Attendees said that walkability is needed, and they welcome new sidewalks to improve transit accessibility. They asked for crossing improvements for Ruth Street, better accommodation on Old Hudson Road, and asked that the City review apartment locations with respect to station access. They also recommended we review Gold Line engagement, which looked at pedestrian needs.

The City completed a Transportation Safety Action Plan in 2023. This effort reviews where traffic crashes happen and identifies solutions. We engaged the public including an online comment map and surveys. Engagement focused on low-income areas and BIPOC populations living in areas most impacted by crashes, including the Eastside. We conducted a pop-up event at Eastern Heights Elementary School. Key takeaways are that people want the city to address driver behavior, including speeding, reckless driving, failure to yield, and running red lights and stop signs. People also asked that safer pedestrian crossings of busy streets be provided. Our online comment map yielded many comments across the east side.

The Gold Line Project conducted public engagement in the project area, working with the community over several years. Metro Transit used a variety of methods ranging from print and digital media to public meetings, pop-up events, and a public website. This found that people want more pedestrian connections between stations and neighborhoods. People rated access for biking, walking, and using a mobility device as more important for Eastside St. Paul stations along the bus route. Most survey respondents said they expect to walk to stations.

Findings from these engagement efforts resulted in pedestrian and shared use path elements being incorporated into the Gold Line project, and to the creation of this proposal to further extend sidewalks and ramps linking to stations.

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

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:

The project will improve pedestrian access and safety for people walking to and from Gold Line stations and community amenities such as Conway Park, Johnson Parkway, Sun Ray library, and numerous commercial destinations in Dayton's Bluff and Eastview/Conway neighborhoods. Accessing the Gold Line provides additional regional access to employment, and commercial, cultural, and educational activities, both directly along the Gold Line in Downtown St. Paul and Woodbury, and further afield via the expanding network of regional public transit options.

The proposed project area has a population that is significantly more diverse than St Paul as a whole, particular folks identifying as Asian and Latinx. Some census tracts have poverty rates that significantly exceed the citywide average. These diverse populations will benefit from the new Gold Line BRT and from improved access to stations that will be constructed with this project.

Benefits extend beyond transit. Several improvements provide access to the regional bikeway system. The project includes pedestrian safety improvements to Conway Park and Sun Ray Public Library, which will allow safer crossings to community amenities. This will benefit children and residents who live in nearby high density housing.

Finally, the project will provide pedestrian access where none exists, benefiting all people but particularly people who do not own cars or have physical disabilities preventing driving. This region of Saint Paul was identified in St. Paul's Pedestrian Plan as a High Priority Area for Walking, determined by a factor analysis of equity, safely crossing busy streets, and connectivity for areas that lack sidewalks.

This project will involve construction of sidewalks, curb ramps, and other features. Construction is loud and disruptive and can involve removing trees or landscaping. Construction may temporarily limit parking or road access. Retaining walls sometimes need to be reconstructed, and there could be unforeseen impacts that appear during design and construction. After construction, the City would require that sidewalks are cleared by adjacent property owners per city statute. This would be a new obligation for an owner and can be a burden for people who may not be able to manage clearing snow (e.g. elderly or disabled residents).

The City would plan to mitigate impacts first by having detailed advanced project engagement well in advance of design, identifying potential impacts and looking first at impact avoidance. If impacts are likely, the City will mitigate with activities such as careful construction staging, replanting of trees and reconstruction of private retaining walls or front walks as needed.

(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:

According to the Socio-Economic Conditions map for the project area generated by Met Council, there are 2,085 publicly subsidized rental housing units in census tracts within one-half mile of proposed project. Please see attached Affordable Housing map, showing the location of these units. Proposed improvements provide pedestrian access to the Earl, Etna, Hazel, and Sun Ray Gold Line stations. Additionally, affordable housing locations south of I-94 would have better access to existing crossings of the I-94 freeway barrier with proposed sidewalk and ramp improvements. Proposed improvements provide better access to schools and park/recreation and library facilities for students and children whose families cannot or choose not to drive. New sidewalk elements would improve access from affordable housing units to Saint Paul Public Schools American Indian Magnet School and to Conway Park and Sun Ray Public Library. There are multiple childcare sites and grocery stores throughout the area. Adding sidewalks and ramps provides better general ease of access and transportation choice for all types of trips and outdoor activities.

(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):

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.

1702669947966_GoldLine_PedEnhancement__Socio-Economic.pdf

Measure A: Gaps, Barriers and Continuity/Connections

Response:

The Project will fill many sidewalk gaps on St. Paul's east side where sidewalks do not exist. Sidewalk segments for this project were purposely chosen based on proximity to new Gold Line BRT stations and the intent of new sidewalks is to provide better access to this new transit resource for area residents. New ramps and sidewalks would be in a zone designated a High Priority Area for Walking in St. Paul's 2019 Pedestrian Plan based on equity, safety, and accessibility criteria. This project will fill known sidewalk and curb ramp gaps that have been identified in St. Paul's ADA Transition Plan. There are many gaps of this type throughout St. Paul's east side.

The Project would link into existing sidewalks and to crossings over and under Interstate I-94 ? the most significant barrier in the area. I-94 crossings range from 1,700 to more than half a mile apart. Access to crossings is important. For example, a new sidewalk on Pacific Street will link to a pedestrian bridge at Hazelwood St and to a new shared use path adjacent to US-61/Etna Avenue that will be constructed with the Gold Line project, crossing underneath I-94. This infill sidewalk extends the benefit of barrier crossings further into the neighborhoods. In total, this project will construct approximately 11,700 linear feet of sidewalk and 34 curb ramps, of which less than 500 feet has a parallel alternative sidewalk or path on the opposite side of the street. All are near I-94 crossings at Ruth Street, Etna Street, White Bear Avenue, and Johnson Parkway.

The project will construct crossing improvements on Johnson Parkway (ADT 4,100, 25 mph speed limit) and Wilson Avenue (ADT 1,139, 25mph speed limit). These are local collector streets with known speed issues due to long stretches with no traffic control or traffic calming. At Johnson Parkway, a high visibility crosswalk will be installed along with new sidewalk and curb ramps, linking Euclid Street to a new shared use path on Wilson Street connecting to the new Gold Line BRT Etna Street Station. This crossing will also provide access to the Johnson Parkway shared use path. Both Johnson and Wilson are RBTN Tier 1 alignments. At Wilson Avenue / Pedersen Street, the project will construct curb extensions to slow traffic, shorten a pedestrian crossing, and enhance visibility. This crossing links high density housing to Conway Park and Rec Center, Sun Ray Library, and the Sanneh Foundation sports complex. These neighborhood amenities serve many children living in apartment housing on the southern side of Wilson Avenue. The enhanced crossing will provide safer crossings for residents and for transit riders using the Gold Line BRT at Sun Ray station one block south and the Sun Ray transit center located on Pedersen Street.

(Limit 2,800 characters; approximately 400 words)

Measure B: Deficiencies corrected or safety problems addressed

Response:

Feedback from the City's Transportation Safety Action Plan and the Gold Line BRT project found that people cite missing sidewalks and difficulty crossing busy streets as key problems. MnCMAT crash data for the 10 years ending Dec. 2022 indicate 3 reported bicycle or pedestrian crashes on streets where project improvements would occur. All three were on Wilson Avenue. At Wilson/Pedersen St, a left turning vehicle struck two children crossing to Conway Park, resulting in injuries and medical transport to hospital for both children. A second Pedersen St crash was a non-injury bicycle crash. At Wilson/Van Dyke St, a hit and run crash in December 2021 killed a 34-year-old pedestrian walking in the street. This block of Wilson lacks sidewalks, so the victim did not have an option to safely walk elsewhere.

Safety improvements include enhanced crossings at 10 locations, including locations along Johnson Parkway (RBTN Tier 1 alignment) ? an MSA collector road. New sidewalk, ramps and enhanced crossing at Euclid Street/Johnson Parkway will provide access to Johnson Parkway and to a new shared use path on Wilson Avenue under construction (RBTN Tier 1 alignment) connecting to the new Etna Street BRT Station.

New crossing improvements will be built at Wilson/Pedersen St adjacent to Conway Park, Sanneh Sports Complex, Sun Ray Library, and near the Sun Ray Transit Center and the new Gold Line Sun Ray BRT Station. Curb extensions will provide safer crossing to the park for people living in dense apartment complexes south of Wilson. This is the location of the crash involving the two children and bicyclist cited above. The park and library host many activities and are important resources for neighborhood children and residents. Wilson Ave is an MSA collector road with no traffic control between McKnight Road and Ruth Street. This half-mile stretch encourages high speeds, which endanger people using the park and library.

Of 95 total crashes of all types over 10 ten years, many were clustered at locations where crossing improvements would occur, including the intersections of Johnson Pkwy/Euclid St, Johnson/Hudson Rd, and Wilson next to Conway Park. Note that planned sidewalk improvements are on streets that currently lack sidewalks, including Wilson Ave where the pedestrian fatality cited above occurred.

The Project employs several FHWA Proven Safety Countermeasures, including crosswalk visibility enhancements (high visibility crosswalks, enhanced signing, and pavement markings) and walkways (sidewalks and curb ramps with a direct and connected network to desired destinations without gaps or abrupt changes). The Project will also include several curb extensions which shorten crossing distances, slow traffic, and improve visibility.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements and Connections

Response:

The central premise of the proposed project is to provide better access to new Gold Line BRT stations located on St. Paul's east side. The proposed project will construct new sidewalk and curb ramps on streets within walking distance of the Etna, Hazel, and Sun Ray BRT stations. All locations currently lack sidewalks and accessible curb ramps. These new sidewalks are intended to provide better accessibility to Gold Line stations, encouraging walking to stations and throughout the neighborhood more generally. At least one pedestrian fatality is known to have taken place within the past ten years on a neighborhood street that currently lacks a sidewalk. This project will seek to remedy that problem on some streets, including the location of that 2021 hit and run crash. Note that this project is closely in tune with the TPP Goals and Objectives for multimodal elements expressed in goals for Safety/Security, Access to Destinations, Competitive Economy, and Health & Equitable Communities.

The project would include several high visibility crosswalks, located primarily across busier roads such as Johnson Parkway and Wilson Avenue. These locations will provide safer opportunities for crossing busy streets. At Johnson Parkway, several crosswalks at Hudson Road and Euclid Street will both help extend access to the Etna Street BRT station and provide better neighborhood access to the Johnson Parkway shared use path ? an RBTN Tier 1 alignment. Further, the Euclid St crossing will also connect to a new shared use path on the south side of Wilson Avenue being constructed with the Gold Line BRT project. Wilson Road is also an RBTN Tier 1 alignment. These crossings will benefit both access to transit and access to the regional bikeway network from the east side neighborhoods.

At Wilson Avenue/Pedersen Street, a series of curb extensions will be constructed adjacent to Conway Park, Sanneh Foundation Sports Complex and Sun Ray library. This is the location of an injury crash where two children were struck crossing the street to the park. The curb extensions and enhanced visibility crosswalks will provide better pedestrian access to and from this important community amenity on the east side. Residents of several dense apartment complexes south of Wilson Avenue will benefit from these improved safety measures, which will decrease crossing distances, improve visibility, and calm traffic. This improved access to Conway Park and Sun Ray Library are also within one block of the Sun Ray Transit Center on Pedersen Street and the new Sun Ray BRT Station at Pederson/Old Hudson Road, so access between the park/library and these important transit centers will also be improved.

(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.

100%

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

Yes

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 Project Team met with the SouthEast Community Organization and Dayton's Bluff Community Council in November 2023 to discuss the project (10 participants). Meeting attendees related that walkability is needed in the community and that they would welcome new sidewalks to improve Gold Line accessibility. They asked for crossing improvements for Ruth Street, better accommodation along Old Hudson Road, and that the City review locations of apartment buildings to better serve people accessing transit. Dayton's Bluff representatives asked that City staff review preliminary engagement work from the Gold Line project, which looked at many pedestrian improvements that were scaled back.

In March-April 2023, the City conducted public engagement for the Transportation Safety Action Plan (https://www.stpaul.gov/sites/default/files/2023-07/Appendix%20B_EngagementSummary.pdf), an effort to identify and understand where traffic crashes happen and why, and to ask the public about improvements. Our team conducted a pop-up event at Eastern Heights Elementary School during parent-teacher conferences (12 participants), in addition to working with schools and other community-based organizations. We conducted a citywide survey (1,238 responses) and online comment map (893 responses). Key findings were that people want the city to address driver behavior, including speeding, reckless driving, failure to yield, and running red lights and stop signs. People asked that safer pedestrian crossings of busy streets be provided. Our online comment map (<https://app.publiccoordinate.com/#!/projects/safe-streets-for-all-saint-paul/map>) yielded many comments across the east side reflecting these sentiments.

Metro Transit's Gold Line Project conducted the most extensive public engagement (<https://www.metrotransit.org/gold-line-public-engagement>) in the project area, working with the community over several years in advance of construction, which started in 2023. This effort involved numerous public meetings, pop-up events, website, print and digital newsletters, postcards and mailers, press releases, social media, and direct emails. Print, digital, and animated news ads were placed in the Pioneer Press, Patch, Dayton's Bluff District Forum, Hmong Times 3HmongTV, La Matraca News, La Voz Latina, Somali American Newspaper, Access Press, and the MN Spokesman Recorder (in English, Spanish, and Somali). People expressed the importance of creating more pedestrian connections between stations and neighborhoods, and rated access for biking, walking, and using a mobility device as important for Eastside BRT stations. Most survey respondents said they expect to walk to stations to access transit.

(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.

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

Yes

0%

Attach Layout

Please upload attachment in PDF form

Additional Attachments

1702670423693_Gold Line Ped Project_Area.pdf

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.

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$2,592,825.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$2,592,825.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

File Name	Description	File Size
DBCC Letter of Support - City of St. Paul Gold Line Ped Enhancement.pdf	Letter in support of the Gold Line Pedestrian Enhancement Project from the Dayton's Bluff Community Council.	144 KB
Gold Line Affordable Housing Location.pdf	Affordable Housing Locations - Gold Line Pedestrian Enhancement Project	1.1 MB
Gold Line Ped Facility Termini List.pdf	Project Streets and Termini List. The web form only allows input of a single set of termini. This project has 13 separate locations.	46 KB
Gold Line Ped Project_Area.pdf	Project Area Map - Gold Line Pedestrian Enhancement Project	1.1 MB
GoldLine_PedEnhancement_Population-Employment.pdf	Met Council Population and Employment Map	5.3 MB
GoldLine_PedEnhancement_RBTN.pdf	Met Council Regional Bikeway Transportation Network output map, included to illustrate how new sidewalks will also provide better access to RBTN Tier 1 alignments and regional parks.	3.2 MB
GoldLine_PedEnhancement_Regional-Economy.pdf	Met Council Regional Economy Map	2.7 MB
GoldLine_PedEnhancement__Socio-Economic.pdf	Met Council Socio-Economic Conditions Map	3.6 MB
Metro Transit LOS - Gold Line Ped Enhancement.pdf	Letter in support of the Gold Line Pedestrian Enhancement Project from Metro Transit.	62 KB
RES 23-1763 Regional Solicitation Applications.pdf	St. Paul City Council resolution authorizing application for this project and committing City of St. Paul to year-round maintenance obligation.	96 KB
SECO_LOS - Gold Line Ped Enhancement.pdf	Letter in support of the Gold Line Pedestrian Enhancement Project from the Southeast Community Organization.	91 KB
Summary_OnePager_GoldLinePed.pdf	One Page Project Summary - Gold Line Pedestrian Enhancement Project	576 KB

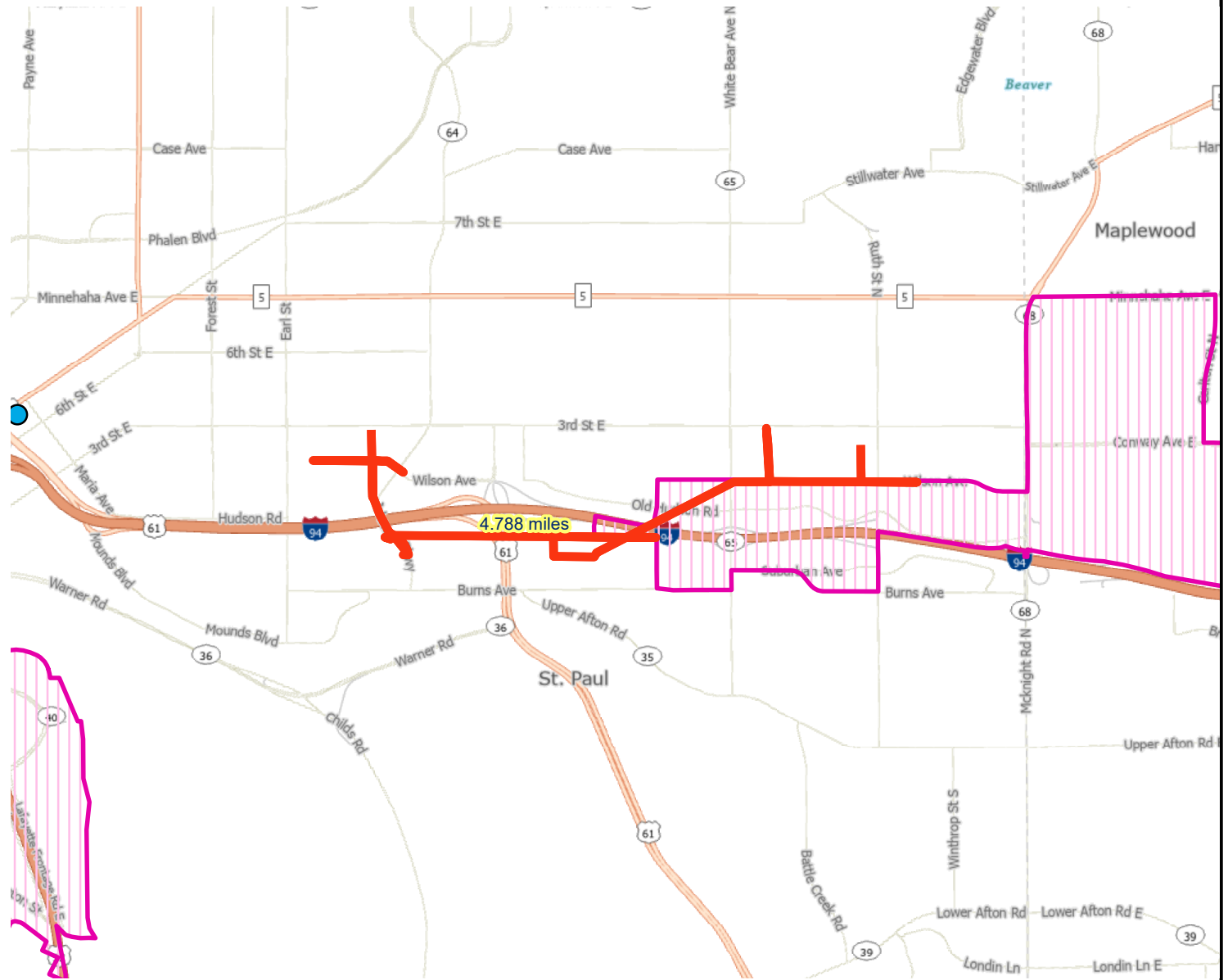
Regional Economy

Pedestrian Facilities Project: Gold Line Pedestrian Enhancement Project | Map ID: 1702418298184

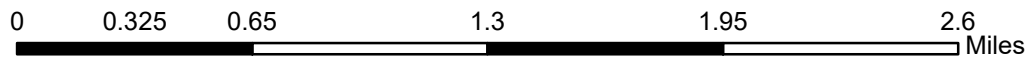
Results

Within HALF Mi of project:
Postsecondary Students: 0

Total Population: 40901
Total Employment: 17446
Mfg and Dist Employment: 490



- Project
- Postsecondary Education Centers
- Manufacturing/Distribution Centers
- Job Concentration Centers



Created: 12/12/2023
LandscapeRSA5

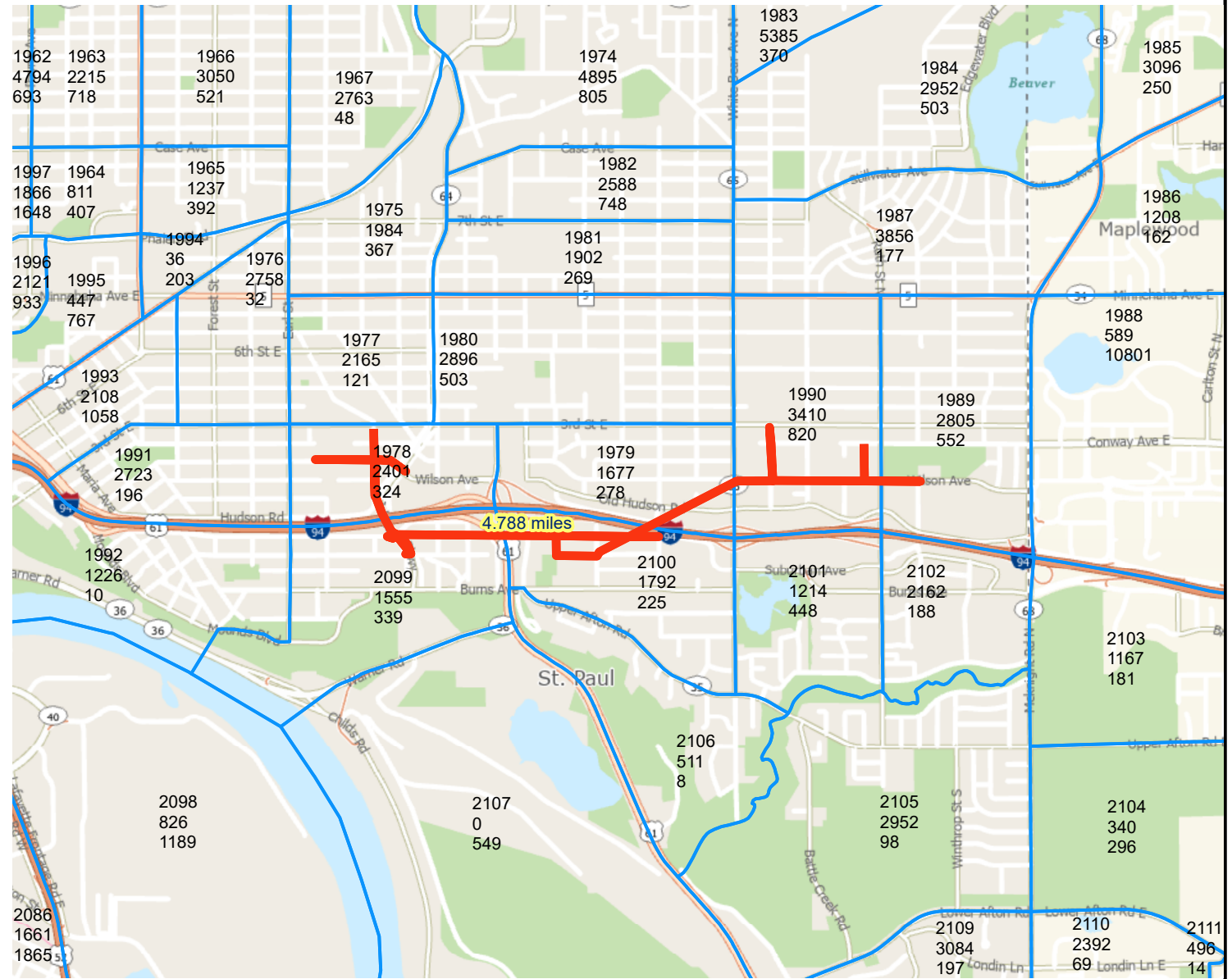


For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>






Population/Employment Summary

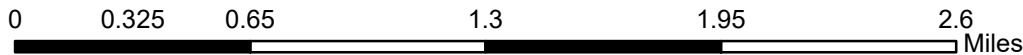
Pedestrian Facilities Project: Gold Line Pedestrian Enhancement Project | Map ID: 1702418298184



Results

Within HALF Mile of project:
Total Population: 40901

-  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/gis/site/notice.aspx>

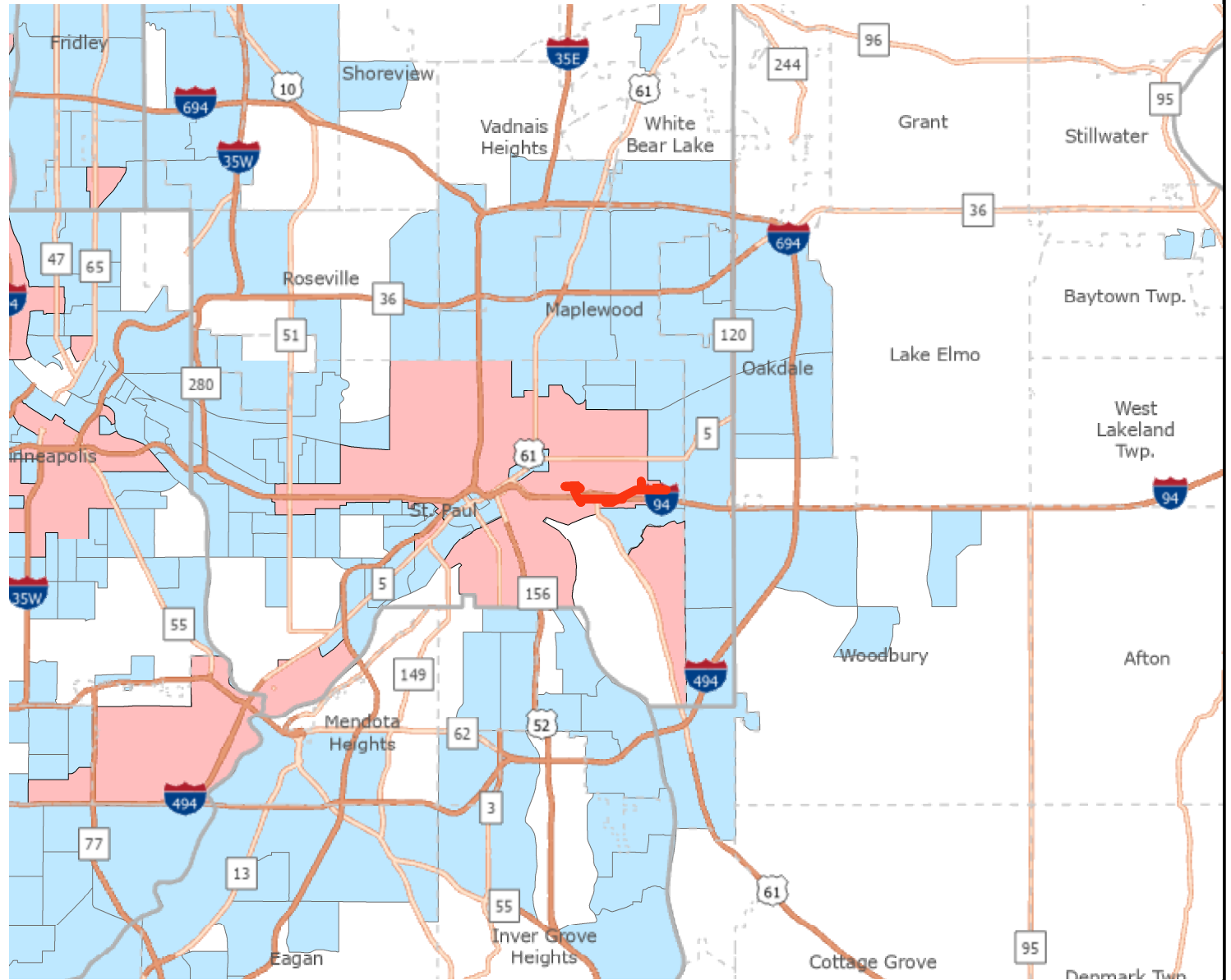


Socio-Economic Conditions

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 2085

Project located IN an Area of Concentrated Poverty.



— Lines

Regional Environmental Justice Area

Area of Concentrated Poverty



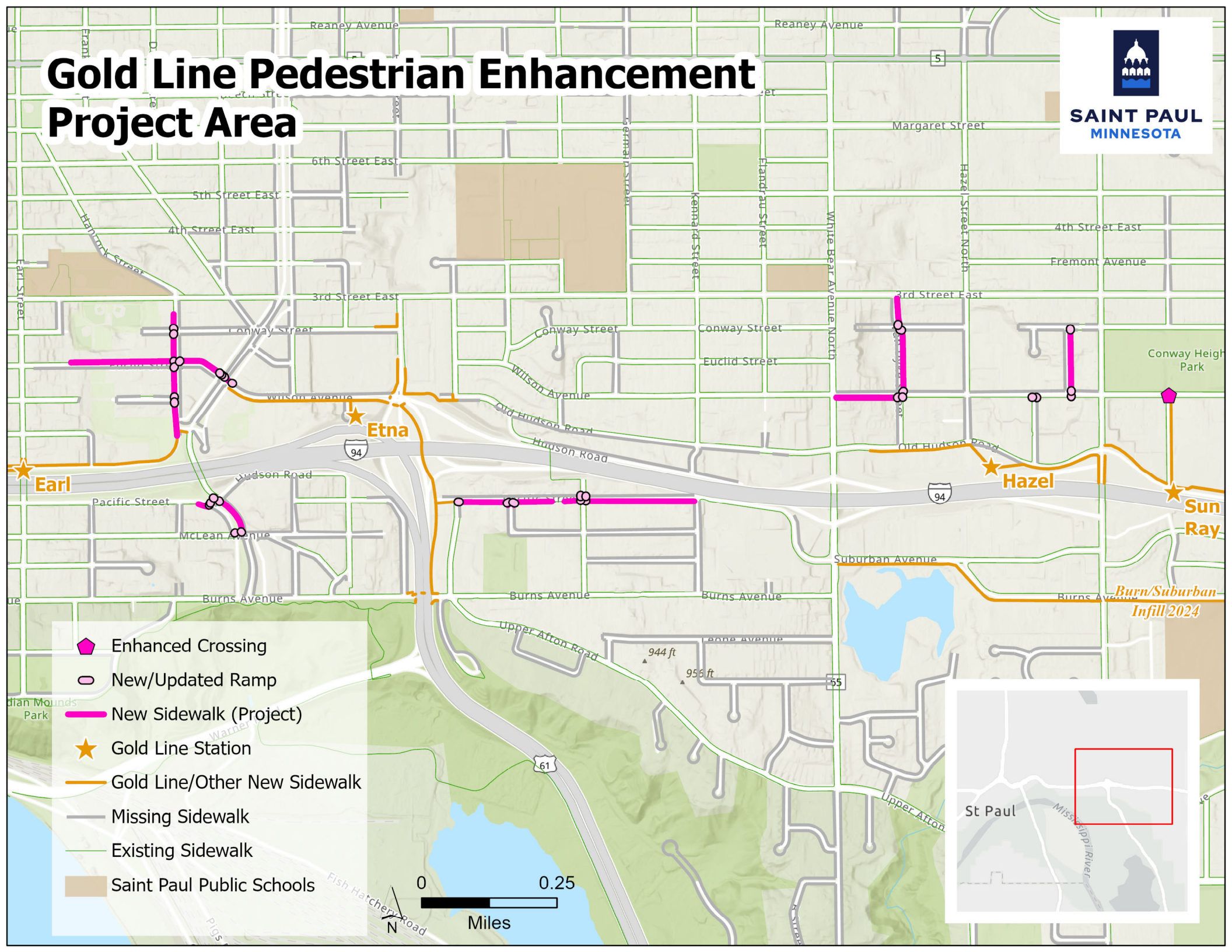
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LandscapeRSA2



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



Gold Line Pedestrian Enhancement Project Area



- Enhanced Crossing
- New/Updated Ramp
- New Sidewalk (Project)
- Gold Line Station
- Gold Line/Other New Sidewalk
- Missing Sidewalk
- Existing Sidewalk
- Saint Paul Public Schools





November 27, 2023

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

Subject: Letter of Support – Saint Paul Gold Line Pedestrian Enhancement Project
Met Council Regional Solicitation Funding Application, Pedestrian Facilities Category

Dear Regional Solicitation Review Committee members:

On behalf of the Dayton's Bluff Community Council (DBCC, Saint Paul Planning District 4), I am pleased to submit this letter of support for the City of Saint Paul's application for a grant to help fund the sidewalk and pedestrian improvements near Gold Line Bus Rapid Transit stations in our district.

Saint Paul's Eastside is a vibrant community with numerous schools, parks, and community centers, and many active commercial districts. Many of our residents live within Census Tracts designated as disadvantaged by the US Department of Transportation's Equity Transportation Community Explorer tool. The Gold Line will be a critical transportation link for Dayton's Bluff, providing access to and through the neighborhood, with quick service to Downtown Saint Paul and Woodbury, along with transit links to other parts of the Metro. It's important that people living and working in our district be able to access this important transit resource safely.

Saint Paul City Council adopted Gold Line Stations Area Plans in 2015 (amended 2019). This document includes priorities for developing multimodal connections to Gold Line stations and providing safe stations and connections to them. We are happy to see the great pedestrian improvements that Metro Transit is constructing along with the Gold Line project. The pedestrian improvements proposed by the City of Saint Paul in this funding application will reach further back into the neighborhood to provide even better access to stations.

City Council adopted our District Plan in 2009. One of our key visions for the district is development of a comprehensive multimodal transportation system that incorporates transit, well-paved streets and opportunities for pedestrians. Our plan recommends construction of sidewalks on streets where none exist, when a need has been

identified. The sidewalk and pedestrian improvements proposed with the City's application will advance pedestrian access and safety, and are in line with District 4 planning goals.

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.

Dayton's Bluff Community Council has supported and advocated for pedestrian improvements in our district for many years. We enthusiastically encourage approval of this proposal to improve access and safety getting to and from Gold Line stations.

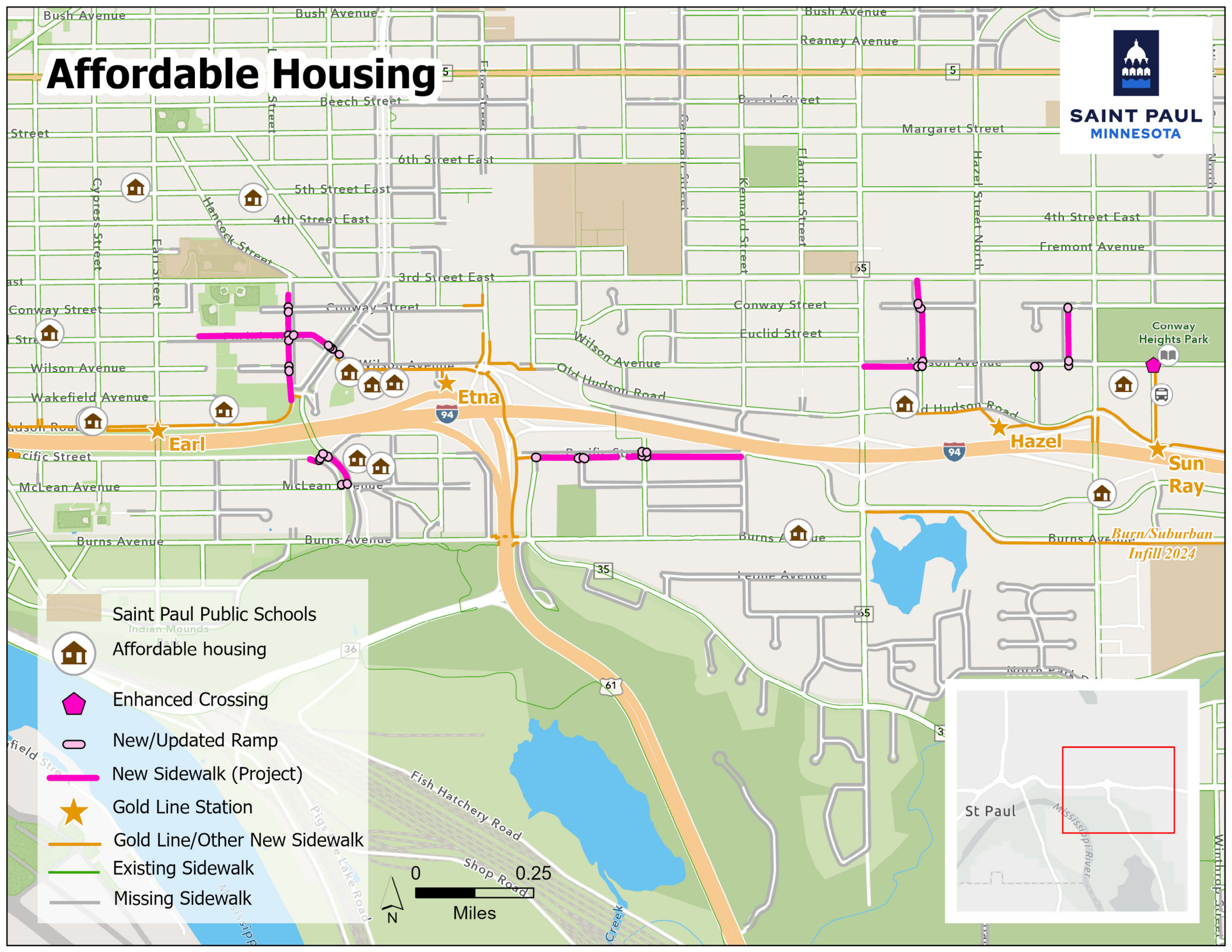
Thank you for your consideration and approval of this application.

Sincerely,

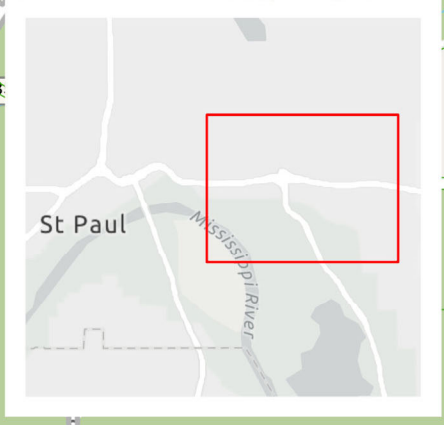
Veronica Burt

Veronica Burt
Executive Director
Dayton's Bluff Community Council

Affordable Housing



- Saint Paul Public Schools
- Affordable housing
- Enhanced Crossing
- New/Updated Ramp
- New Sidewalk (Project)
- Gold Line Station
- Gold Line/Other New Sidewalk
- Existing Sidewalk
- Missing Sidewalk



Gold Line Pedestrian Enhancement Project



SAINT PAUL
MINNESOTA

Project Information Form: Termini Description (Multiple Streets)

1. Name of Facility: Griffith Street Sidewalk

Road System: City Street

Road/Route No: N/A

Name of Road: Griffith Street

Termini—From approximately 167' S of:

Road System: MSAS

Road/Route No. : 206

Name of Road: 3rd Street East

Termini—To

Road System: City Street

Road/Route No. : N/A

Name of Road: Wakefield Avenue

2. Name of Facility: Euclid Street Sidewalk

Road System: City Street

Road/Route No: N/A

Name of Road: Euclid Street

Termini—From approximately 450' E of:

Road System: MSAS

Road/Route No. : 128

Name of Road: Earl Street

Termini—To

Road System: City Street

Road/Route No. : N/A

Name of Road: Johnson Parkway Service Road West

3. Name of Facility: Johnson Parkway Sidewalk North

Road System: MSAS

Road/Route No: 129

Name of Road: Johnson Parkway

Termini—From

Road System: City Street

Road/Route No. : N/A

Name of Road: Johnson Parkway Service Road West

Termini—To

Road System: City Street

Road/Route No. : N/A

Name of Road: Johnson Parkway Service Road East

Gold Line Pedestrian Enhancement Project



SAINT PAUL
MINNESOTA

4. Name of Facility: Pacific Street Sidewalk (West)

Road System: City Street

Road/Route No: N/A

Name of Road: Pacific Street

Termini—From approximately 160' E of Griffith Street

Road System: City Street

Road/Route No. : N/A

Name of Road: Griffith Street

Termini—To

Road System: City Street

Road/Route No. : N/A

Name of Road: Hudson Road

5. Name of Facility: Hudson Road

Road System: City Street

Road/Route No: N/A

Name of Road: Hudson Road

Termini—From

Road System: City Street

Road/Route No. : N/A

Name of Road: Pacific Street

Termini—To

Road System: MSAS

Road/Route No. : 129

Name of Road: Johnson Parkway

6. Name of Facility: Johnson Parkway Sidewalk (South)

Road System: MSAS

Road/Route No: 129

Name of Road: Johnson Parkway

Termini—From

Road System: City Street

Road/Route No. : N/A

Name of Road: Hudson Road

Termini—To

Road System: City Street

Road/Route No. : N/A

Name of Road: McLean Ave E

Gold Line Pedestrian Enhancement Project



SAINT PAUL
MINNESOTA

7. Name of Facility: McLean Avenue E Sidewalk

Road System: Local Street

Road/Route No: N/A

Name of Road: Maclean Avenue East

Termini—From

Road System: City Street

Road/Route No. : N/A

Name of Road: Johnson Parkway Service Road West

Termini—To

Road System: MSAS

Road/Route No. : 129

Name of Road: Johnson Parkway

8. Name of Facility: Pacific Street Sidewalk (East)

Road System: Local Street

Road/Route No: N/A

Name of Road: Pacific Street

Termini—From

Road System: City Street

Road/Route No. : N/A

Name of Road: Birmingham Street

Termini—To

Road System: City Street

Road/Route No. : N/A

Name of Road: Kennard Street

9. Name of Facility: Wilson Avenue

Road System: Local Street

Road/Route No: N/A

Name of Road: Wilson Avenue

Termini—From

Road System: CSAH

Road/Route No. : 65

Name of Road: White Bear Avenue

Termini—To

Road System: City Street

Road/Route No. : N/A

Name of Road: Van Dyke Street

Gold Line Pedestrian Enhancement Project



SAINT PAUL
MINNESOTA

10. Name of Facility: Van Dyke Street Sidewalk

Road System: Local Street

Road/Route No: N/A

Name of Road: Van Dyke Street

Termini—From

Road System: Local Street

Road/Route No. : N/A

Name of Road: Wilson Avenue

Termini—To

Road System: MSAS

Road/Route No. : 206

Name of Road: 3rd Street East

11. Name of Facility: Jayne Street Sidewalk

Road System: Local Street

Road/Route No: N/A

Name of Road: Jayne Street

Termini—From

Road System: Local Street

Road/Route No. : N/A

Name of Road: Wilson Avenue

Termini—To

Road System: Local Street

Road/Route No. : N/A

Name of Road: Conway Street

12. Name of Facility: Hazel/Wilson Curb Ramps

Road System: Local Street

Road/Route No: N/A

Name of Road: Wilson Avenue

Termini—From

Road System: Local Street

Road/Route No. : N/A

Name of Road: Hazel Street

Termini—To

Road System: Local Street

Road/Route No. : N/A

Name of Road: Hazel Street

Gold Line Pedestrian Enhancement Project



SAINT PAUL
MINNESOTA

13. Name of Facility: Pedersen/Wilson Enhanced Crossing

Road System: Local Street

Road/Route No: N/A

Name of Road: Wilson Avenue

Termini—From

Road System: Local Street

Road/Route No. : N/A

Name of Road: Pedersen Street

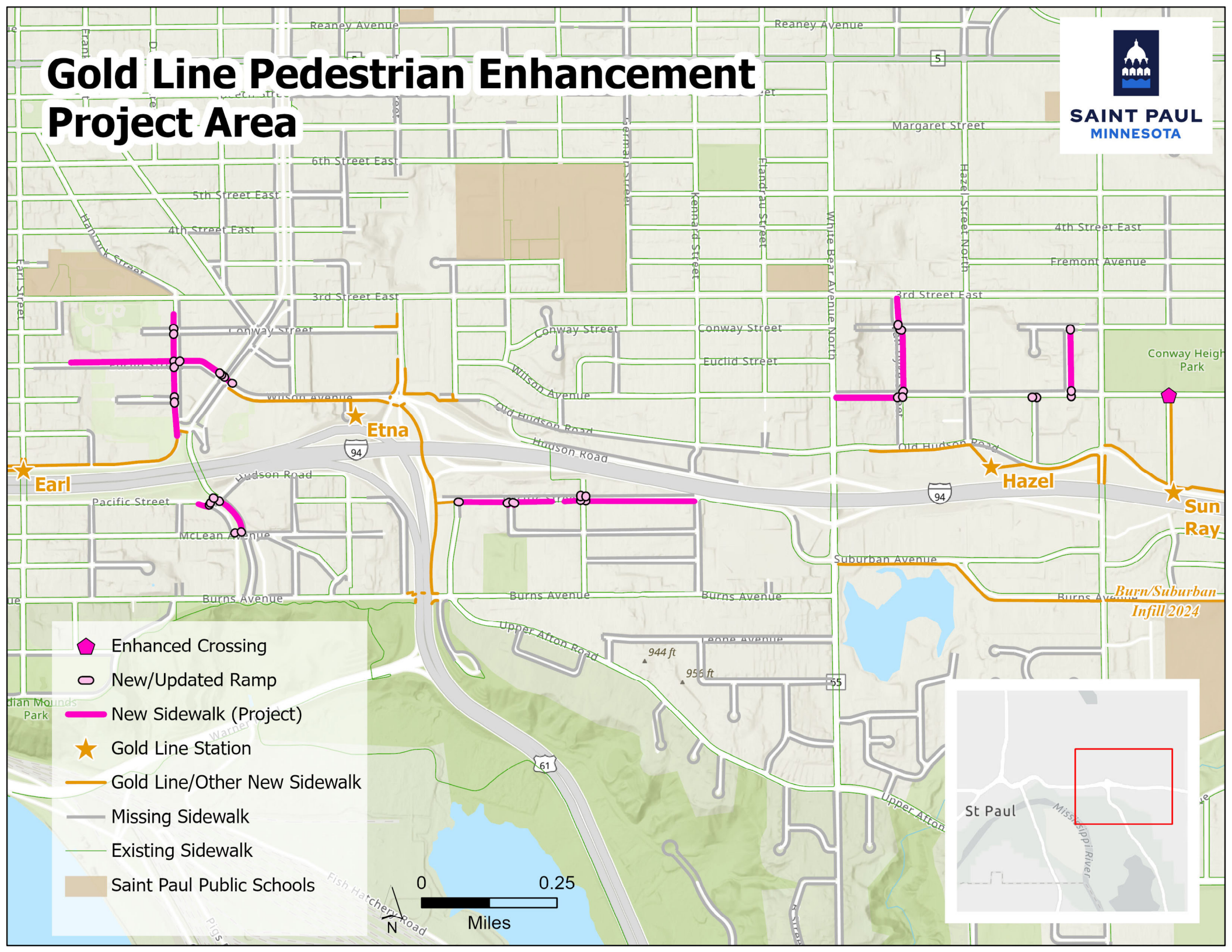
Termini—To

Road System: Local Street

Road/Route No. : N/A

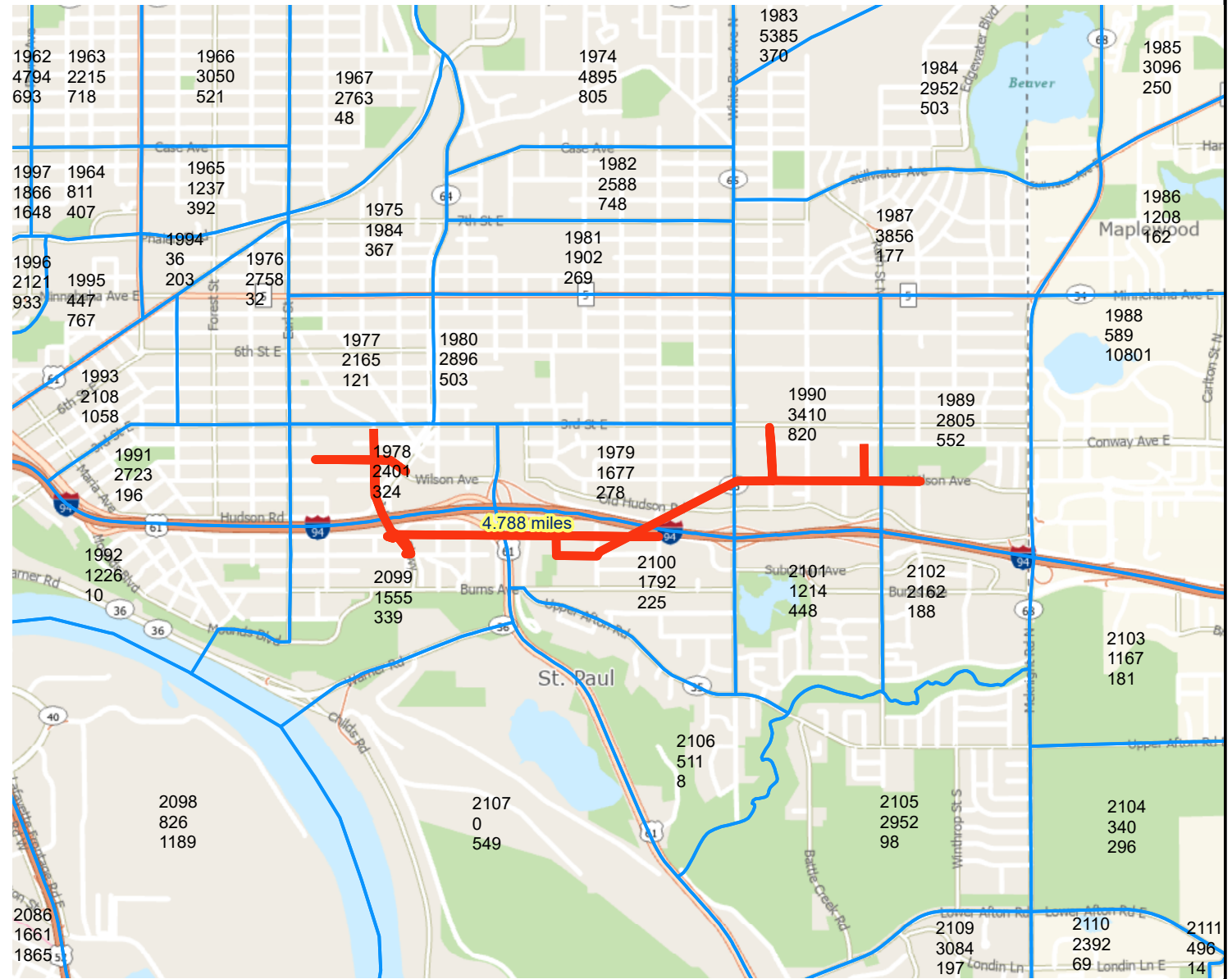
Name of Road: Pedersen Street

Gold Line Pedestrian Enhancement Project Area



Population/Employment Summary

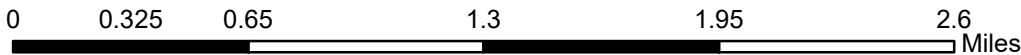
Pedestrian Facilities Project: Gold Line Pedestrian Enhancement Project | Map ID: 1702418298184



Results

Within HALF Mile of project:
Total Population: 40901

-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 12/12/2023
LandscapeRSA4

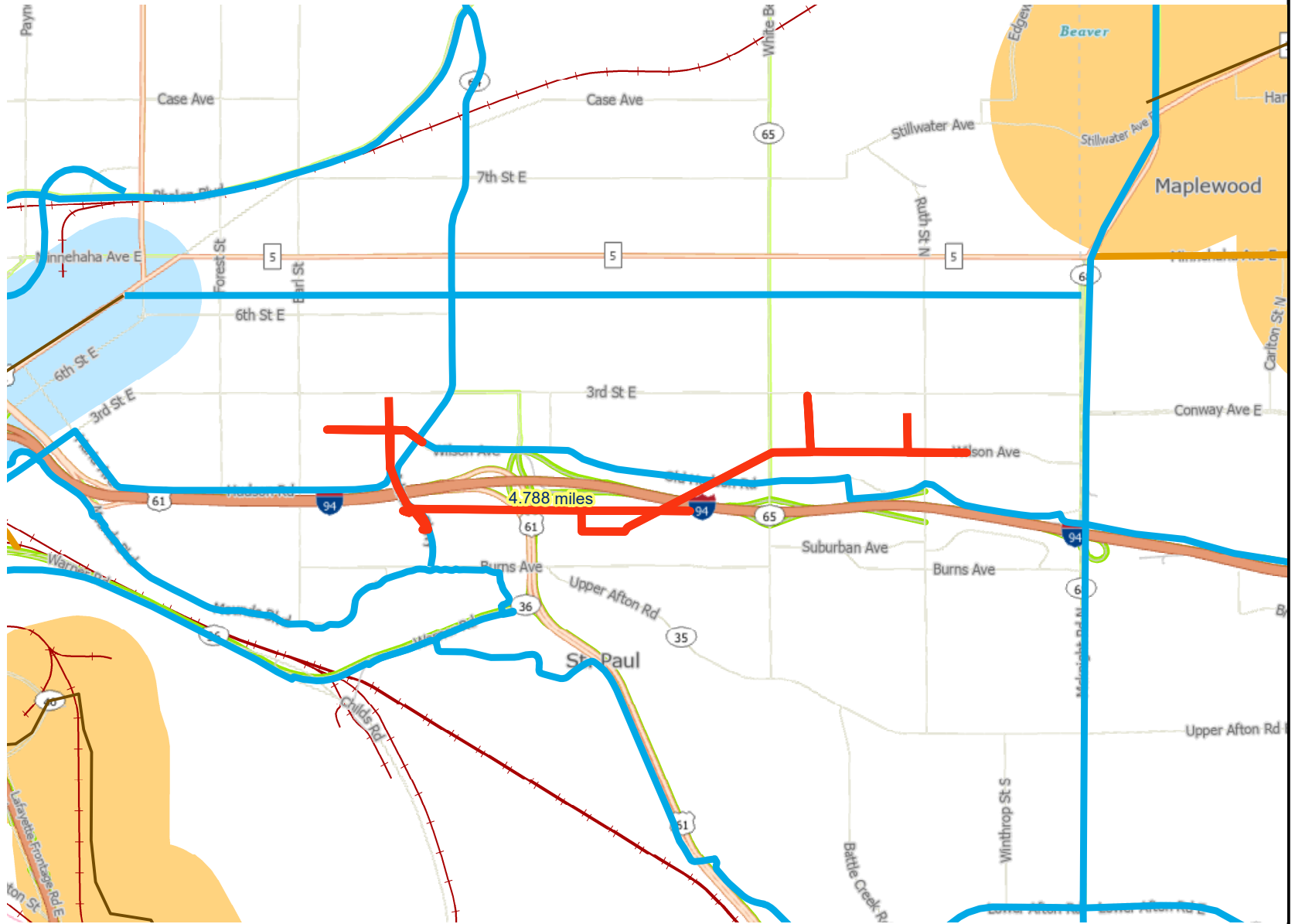


For complete disclaimer of accuracy, please visit
<https://giswebsite.metc.state.mn.us/gis/site/notice.aspx>

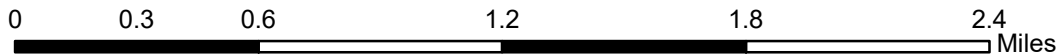


Project to RBTN Orientation

Pedestrian Facilities Project: Gold Line Pedestrian Enhancement Project | Map ID: 1702418298184



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



Created: 12/12/2023
LandscapeRSA6



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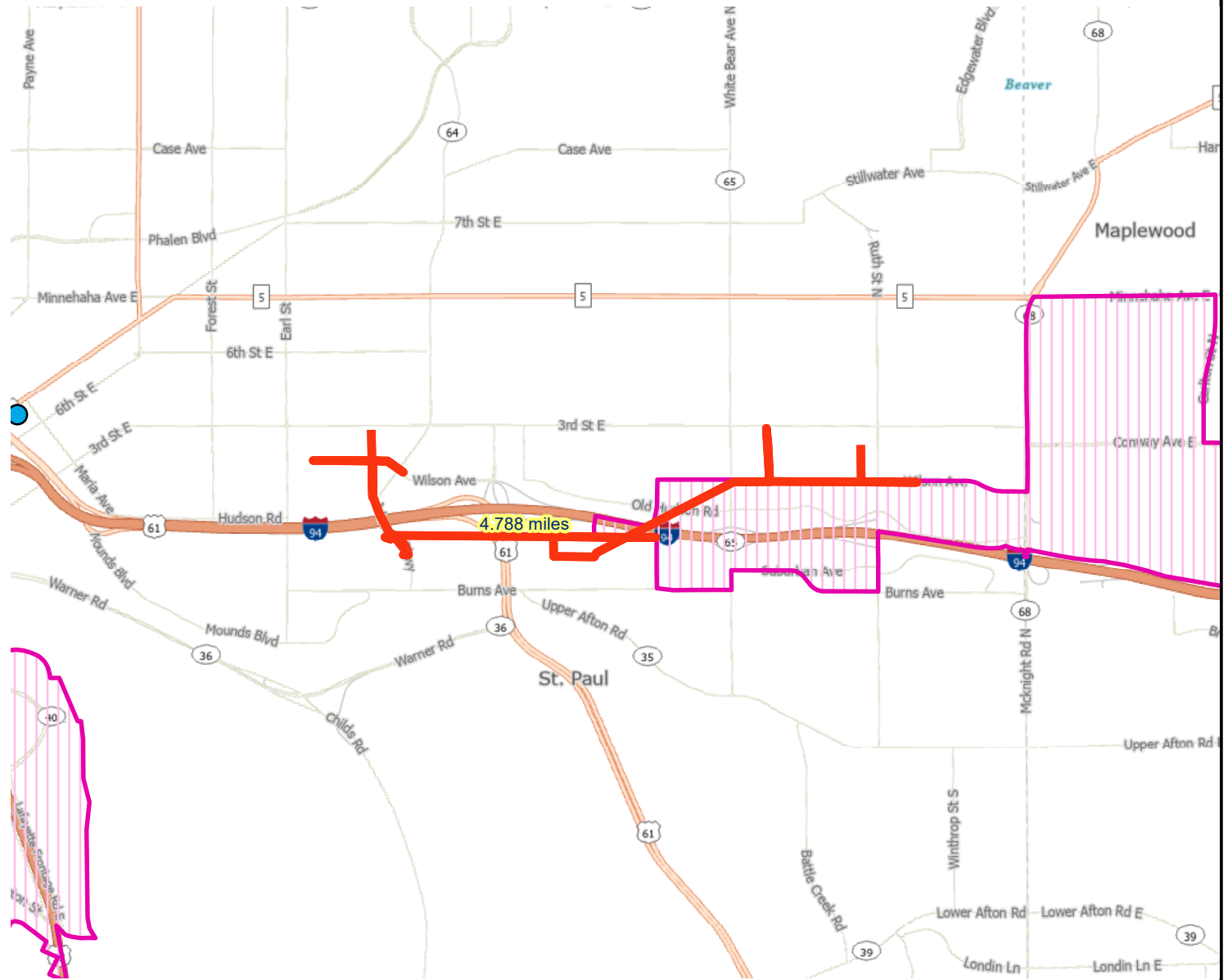


Regional Economy

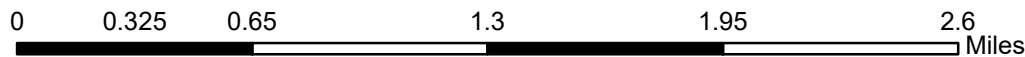
Results

Within HALF Mi of project:
Postsecondary Students: 0

Total Population: 40901
Total Employment: 17446
Mfg and Dist Employment: 490



- Project
- Postsecondary Education Centers
- Manufacturing/Distribution Centers
- Job Concentration Centers



Created: 12/12/2023
LandscapeRSA5



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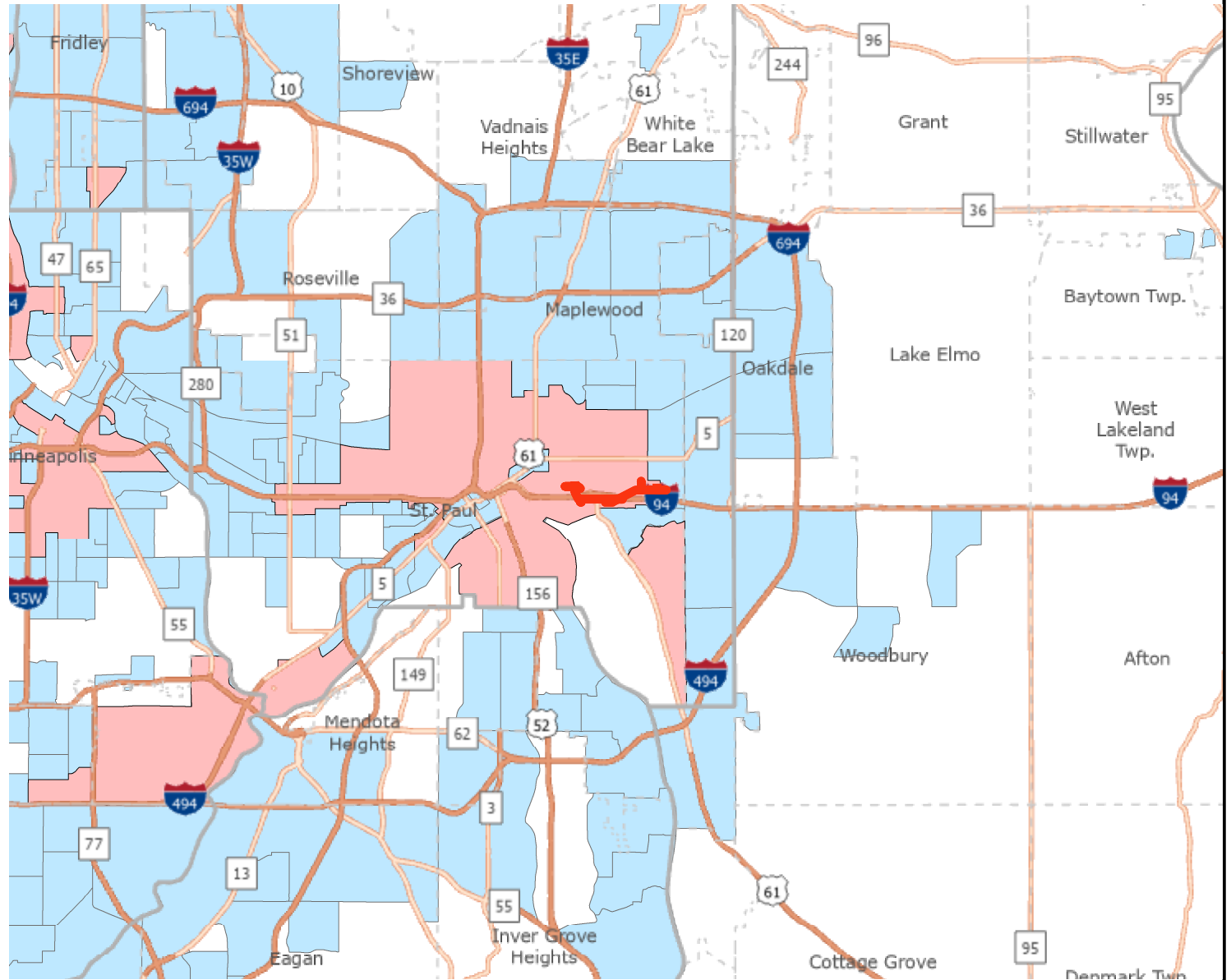


Socio-Economic Conditions

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 2085

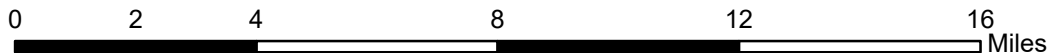
Project located IN an Area of Concentrated Poverty.



— Lines

Regional Environmental Justice Area

Area of Concentrated Poverty



Created: 12/12/2023
LandscapeRSA2



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<http://giswebsite.metc.state.mn.us/gisite/notice.aspx>





December 1, 2023

David Peterson
Senior Transportation Planner
Department of Public Works
City of Saint Paul
St. Paul, MN 55101

Dear Mr. Peterson:

I am writing in support of the City of Saint Paul's application to the Regional Solicitation's Pedestrian Projects category for a Gold Line Pedestrian Enhancement Project.

The City proposes to construct and repair pedestrian infrastructure within the walkshed of new METRO Gold Line Stations. These new and repaired pedestrian connections will better complete the network, reducing barriers to accessibility. This project also proposes to add high-visibility crosswalks, a pedestrian refuge median, and curb extensions which will further increase safety for people accessing transit and other nearby destinations.

Providing safe and accessible routes to transit benefits existing transit riders and future riders who will be able to use high frequency service through METRO Gold Line to access their jobs, homes, and everything in between. Construction for METRO Gold Line has constructed new pedestrian connections, and this application seeks to build upon those improvements, furthering the public investment.

Metro Transit will work with the City of Saint Paul to ensure that their improvements successfully benefit people connecting between transit and other destinations.

Sincerely,

Lesley Kandaras

Lesley Kandaras (Nov 30, 2023 18:44 CST)

Lesley Kandaras
General Manager

CC: Nick Thompson, METRO Projects for Metro Transit
Marilyn Porter, Director of Engineering and Facilities



City of Saint Paul

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

Signature Copy

Resolution: RES 23-1763

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
Shari Moore

Date 12/6/2023

Approved by the Mayor Melvin Carter III
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 Gold Line Pedestrian Enhancement Project
Met Council Regional Solicitation Funding Application, Pedestrian Facilities Category

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 sidewalk and pedestrian improvements near Gold Line Bus Rapid Transit stations in our district. The SECO Land Use Committee voted November 6th to support the City's application for Regional Solicitation funds.

The Eastside of Saint Paul is a vibrant community with numerous schools, parks, and community centers, and many active commercial districts. Many of our residents live within Census Tracts designated as disadvantaged by the US Department of Transportation's Equity Transportation Community Explorer tool. The Gold Line will be a critical transportation link for SECO, providing access to and through the neighborhood, with quick service to Downtown Saint Paul and Woodbury, along with transit links to other parts of the Metro. It's important that people living and working in our district be able to access this important transit resource safely.

The City Council adopted Gold Line Stations Area Plans in 2015 (amended 2019). This document includes priorities for developing multimodal connections to Gold Line stations and providing safe stations and connections to them. We are happy to see the improvements that Metro Transit is constructing along with the Gold Line project. The pedestrian improvements included in this City of Saint Paul funding application will reach further back into the neighborhood to provide even better access.

City Council adopted our District Plan in 2016. For the Gold Line project, our plan envisions transit-oriented development, a welcoming pedestrian realm near the transit corridor, a mix of modes

integrated with the transit line, and bicycle and pedestrian connections to community facilities. The sidewalk and pedestrian improvements proposed with the City's application are fully in line with District 1 planning goals.

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.

SECO has supported and advocated for pedestrian improvements in our district for many years. We enthusiastically encourage approval of this proposal to improve access and safety getting to and from Gold Line stations.

Thank you for your consideration and approval of this application.

Sincerely,

Uriah Ward
Executive Director
Southeast Community Organization

Gold Line Pedestrian Enhancement Project



SAINT PAUL
MINNESOTA

Applicant and Location: City of Saint Paul

Project Cost: \$2,592,825 (Federal Award Request-\$2,000,000; Local Match-\$592,825)

Project Description

The Gold Line Pedestrian Enhancement Project seeks to improve walking access and safety for Eastside St. Paul's residents to more easily reach new Gold Line BRT Stations. Gold Line will deliver a high frequency bus rapid transit service connecting these neighborhoods to Downtown St. Paul and Woodbury, and to destinations well beyond with an expanding transit network. Gold Line will build many pedestrian improvements near stations. This project will extend these benefits further into neighborhoods, allowing more people safe and convenient walking access to stations. Sidewalks will be constructed on many streets where no sidewalks or accessible curb ramps exist. These will link residents not only to transit, but also to the regional bikeway network, local and regional parks, community centers, public libraries, schools, and commercial sites. The project will provide a number of enhanced crosswalks and curb extensions for busier street crossings, a proven safety countermeasure for pedestrian safety.



Johnson Parkway at Euclid/Wilson. This image shows the RBTN Tier 1 shared use path on Johnson Parkway, but no sidewalks linking to the intersection or crosswalks. This project plans to build them. Location is within 1/4 mile of a new BRT station.

Project Benefits

- **New sidewalk on streets with no pedestrian accommodation**
- **New ADA accessible curb ramps**
- **Improved accessibility within walking distance of new Gold Line BRT Transit Stations and other transit stops**
- **Enhanced crossings of busy roads**
- **Improved access to the regional bikeway network**
- **Improved access to parks, libraries, community centers and schools**

