Streets and Utilities
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Streets and Utilities
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2015 Streets and Utilities Task Force
Tuesdays, 4:30 - 6:30 p.m.
City Hall-Courthouse Building, Room 40 (lower level)

DATE	PROJECT NAME	PROPOSING AGENCY	PRESENTER
March 3			
4:30	Announcements; review process and TF schedule; questions.		
4:40	White Bear Avenue Reconstruction - I94 to Minnehaha	Dept. of Public Works	Jesse Farrell
4:50	Rice Street Streetscape - Sycamore to Pennsylvania	Dept. of Public Works	Jesse Farrell
5:00	Rice Street Streetscape - Pennsylvania to University	Dept. of Public Works	Jesse Farrell
5:10	Battle Creek Road Reconstruction / Battle Creek Reconstrution Phase 1	Dept. of Public Works/ District 1 Community Council	Barb Mundahl
5:20	Randolph Avenue Reconstruction Ph. II	Dept. of Public Works	Barb Mundahl
5:30	Raymond Avenue Reconstruction Ph. III	Dept. of Public Works	Barb Mundahl
5:40	Payne Avenue Reconstruction - Edgerton to Woodward	Dept. of Public Works	Barb Mundahl
5:50	West 7th Streetscape - Phase 1	Highland District Council, Dept. of Public Works	Kathy Carruth
6:00	Territorial Road Equitable Use	Saint Anthony Park Community Council	Suyapa Miranda
6:10	Pedestrian Safety and Traffic Improvements in Snelling-Selby Area	Union Park District Council	Julie Reiter
6:20	Pelham Boulevard on Grand Round	Desnoyer Park Improvement Association	Drew Ross
6:30	Como Avenue Improved Lighting for Pedestrians	Theresa Tichich	Theresa Tichich
March 10			
4:30	Announcements; questions.		
4:35	Margaret Street Bike Boulevard & McKnight Road Trail Design	Dept. of Public Works	Reuben Collins
4:45	Maryland Avenue @ Edgerton Street Channelization	Dept. of Public Works	Paul St. Martin
4:55	Phalen Boulevard @ Mississippi Street - Traffic Signal	Dept. of Public Works	Paul St. Martin
5:05	Phalen Boulevard @ Olive Street - Traffic Signal	Dept. of Public Works	Paul St. Martin
5:15	Safe Routes to School - Plan Development	Dept. of Public Works	Paul St. Martin
5:25	Pierce Butler East Extension	Dept. of Public Works	Eriks Ludins
5:35	Prince Street & Trout Brook Road Extensions - ROW & Design	Dept. of Public Works	Paul Kurtz
5:45	Pierce Butler - Lexington Parkway Bicycle Connection	Mr. Michael Recycles Bicycles, Dept. of Public Works	Benita Warns
5:55	Pascal Saratoga Street Bicycle Connection	Mr. Michael Recycles Bicycles	Benita Warns
6:05	Charles Avenue Bicycle - Pedestrian Boulevard	Frogtown Neighborhood Association	Caty Royce
6:15	Bike Racks on Saint Paul's East Side	Daniel Choma	Daniel Choma
6:25	Improvements to Ruth St./ I-94 Bridge	District 1 Community Council	Betsy Leach
March 17			
4:30	Announcements; questions.		
4:35	PED/Bike Crossing to Pig Eyes	District 1 Community Council	Betsy Leach
4:45	Cleveland Avenue Lighting Improvement	West Summit Neighborhood Advisory Committee	Doug Hennes
4:55	Street Lighting Improvements (Wall Street between 5th street and 7th street)	Capital River Council	Paul Bengtson
5:05	Street Lighting Improvements (East 6th, Eichenwald, Maple and Hope St.)	Dayton's Bluff Community Council	Matt Mazanec
5:15	Vacation of East 6th Street between Mounds Blvd. and Maria Ave.	Dayton's Bluff Community Council	Matt Mazanec
5:25	Mounds Boulevard Promenade Redesign	Dayton's Bluff Community Council	Matt Mazanec
5:35	East 3rd Street Kellogg Bridge Streetscape Improvements	Dayton's Bluff Community Council	Matt Mazanec
5:45	Make it Happen on E. 7th Street Safety and Beautification	Dayton's Bluff Community Council	Denna Abbott-Foster
5:55	Oakdale Avenue Lighting Improvements	West Side Community Organization	Mason Wells
6:05	Wabasha Street Bike Lane Connection	West Side Community Organization	Mason Wells
6:15	Sidney State Robert Intersection Redesign and Reconstruction	West Side Community Organization	Mason Wells

2015 Streets and Utilities Task Force
Tuesdays, 4:30 - 6:30 p.m.
City Hall-Courthouse Building, Room 40 (lower level)

DATE	PROJECT NAME	PROPOSING AGENCY	PRESENTER
March 24			
4:30	Announcements; questions.		
4:35	Central Corridor Sidewalk Completion Fund	Dept. of Planning and Economic Development, Dept. of Public Works	Al Czaia
4:45	Montgomery Street Reconstruction from University to Wabash	Dept. of Planning and Economic Development	Hilary Holmes
4:55	Smith Avenue Traffic Signals	Dept. of Public Works	Eriks Lundins
5:05	Forest Street Bridge Replacement	Dept. of Public Works	Brent Christensen
5:15	St. Clair & Grand/Ramsey Bridges over I35E Rehabilitation	Dept. of Public Works	Brent Christensen
5:25	Kellogg Boulevard/ Third Street Bridge - Design	Dept. of Public Works	Brent Christensen
5:35	Lafayette Road Bridge Rehabilitation - University to Otsego	Dept. of Public Works	Brent Christensen
5:40	Reconstruction of Summit Ave Bridge	Dept. of Public Works	Brent Christensen
5:45	Smith Avenue Bridge (aka: "High Bridge") Rehabilitation	Dept. of Public Works	Brent Christensen
5:55	Vandalia Street Bridge - Structural Capital Improvements	Dept. of Public Works	Brent Christensen
6:05	Bridge Capital Improvements Program	Dept. of Public Works	Brent Christensen
6:15	White Bear Avenue Bridge	White bear Ave. Bus Association	Chuck Repke
6:25	White Bear - East Seventh Turn Lanes	District 2 Community Council	Chuck Repke
March 31			
4:30	Announcements; questions.		
4:35	Higher Ground St. Paul	Catholic Charities of St. Paul and Minneapolis	Tracy Berglund
4:45	Little Mekong Public Infrastructure Improvement Project	Asian Economic Development Association	Va-Megn Thoj
4:55	Rice Street Traffic Study	District 6 Planning Council	Kerry Antrim
5:05	Greenbriar Bike Boulevard and Bruce Vento Connection Preliminary Design	Eric Saathoff	Eric Saathoff
5:15	Payne Avenue Overlooks into Swede Hollow	Railroad Island Task Force	Don Lorr
5:25	Railroad Island Neighborhood Signage	Railroad Island Task Force	Don Lorr
5:35	Downtown Sidewalk Tree Preservation	Saint Paul Downtown Alliance	Jim Ivey
5:45	Grand Avenue Pedestrian Safety and Traffic Calming	Summit-Hill Association, Macalester-Groveland Community Council	Sara Schmidt
5:55	Pedestrian Safety Flag Project	Summit-Hill Neighborhood Association	Nicholas Hooper
6:05	Signalized Crossing for Easter Heights Elementary School	District 1 and Eastern Heights Elementary School	Betsy Leach, Billy Chan
6:15	Point Douglas Road Reconstruction Phase 1	District 1 Community Council	Betsy Leach
6:25	Replacement of Hazelwood/I-94 Bridge	District 1 Community Council	Betsy Leach
6:35	Sidewalk to Battle Creek Recreation Center	District 1 Community Council	Betsy Leach

April 4 (Saturday)	Bus Tour, 8:30 a.m-12:30 p.m. Board bus at Public Works Garage, 891 N. Dale
April 7	**NO TASK FORCE MEETING**
April 8	**ALL PROJECT SCORES DUE TO OFS**
April 14	
4:30	Announcements; questions.
4:35	Discuss and rate projects
April 21	
4:30	Announcements; questions.
4:35	Review project ratings and make final recommendations

1. Please provide the following information about your organization and proposed project:

Project Title: - White Bear Avenue Reconstruction – I94 to Minnehaha

Proposing Agency or Group: - Department of Public Works

Proposer's Address: - 900 City Hall Annex, 25 W. Fourth Street, Saint Paul, MN 55102

Contact Person: - Jesse Farrell

Phone Number: - 651-266-6155

Email Address: - Jesse.Farrell@ci.stpaul.mn.us

Address or Cross Streets of Proposed Project: - I94 and Minnehaha Avenue

2. Citizen Participation District(s):

District 1 Eastview –Conway -Battle Creek - Highwood Hills

3. City Council Ward(s):

Ward 7

4. I am aware of the City's public art ordinance:

Yes

5. Please provide a short description of your project.

Provide local funds to contribute to a Ramsey County project reconstructing White Bear Avenue with bituminous pavement, including concrete curb and gutter, driveway aprons, outwalks, ADA compliant pedestrian ramps, storm sewer system improvements and grade and sod boulevards. In addition, the City of Saint Paul would like to include new street lighting, tree planting, traffic signal revisions and signal interconnection improvements.

Ramsey County has scheduled the roadway for reconstruction in 2016. This proposal is to fund the City share of the project cost.

Section B – Narrative/Long Description: • Why is this project important? • Is there any historical context we should be aware of? • What does this project accomplish? What problem is it trying to solve? • Will this project occur in phases? What are they?

White Bear Avenue is a County State Aid Highway (CSAH 65). The existing roadway was originally constructed in the 1950's and 60's.. The Average Pavement Condition Index (PCI) is 41 which indicates a roadway in poor condition.. The Average Daily Traffic ranges from 17,500 to 20,800 vehicles per day. White Bear Avenue is a designated bike route from Old Hudson Road to the south. It is also a bus route serving Routes 63 and 80.

The Ramsey County project strives to provide a better driving surface, improve existing drainage, and to bring pedestrian ramps up to current ADA standards. Additional

improvements include ROW acquisition for turn lanes and bicycle facilities at the Old Hudson intersection, improved street lighting, traffic signal replacement and signal interconnection. The City of Saint Paul is required to pay a percentage of the project cost.

The Ramsey County project is scheduled for construction in 2016.

Section C – Fit with Evaluation Criteria

1. Project Importance: • Project stabilizes the structural or mechanical integrity of an asset • Project improves or creates an asset that is currently in high use or demand • Project improves or creates an asset to meet new demand • Project improves the functionality of an asset • What is the need for the project

This project improves a high use asset – White Bear Avenue is a critical roadway for this part of the City.

This project creates an asset to meet new demand – the City Bike Plan demonstrates the importance of providing bicycle facilities that cross significant barriers – in this case that is I-94. ROW acquisition will prove valuable for when MnDOT is ready to address the White Bear Bridge over Interstate 94

	Points Possible	Points Awarded
Project Importance Score:	10	

2. Safety Concerns: • Project remedies safety issues that pose a danger to the community • Project addresses code violations or other mandates or legal requirements

Pedestrian Ramps do not meet current ADA guidelines. Bringing these to current requirements will improve pedestrian safety. Pavement condition is approaching “failed”. Pavement that has failed represents a potential hazard to the travelling public.

	Points Possible	Points Awarded
Safety Concerns Score:	10	

3. Demonstrated Support: • Project demonstrates community support and organizational commitment • Proposal demonstrates evidence of community collaborations or partnerships • Continued funding is needed to deliver expected services or to preserve an asset • Project leverages outside funding • What progress, if any, has been made on the project

Ramsey County is moving forward with street reconstruction in 2016 contingent on our cost participation. Public Works is required to contribute a local share for certain project work. It is cost effective to complete street lighting, signal revisions, and other improvements in conjunction with this project rather than to have a separate project for these amenities later. As this is a County State Aid Highway, Ramsey County is bearing the majority of the costs – the local contribution represents a good value for the City to provide service to our residents and other users of this asset.

	Points Possible	Points Awarded
Demonstrated Support Score:	10	

4. Community Benefit: • Project significantly benefits a neighborhood, district, area, or city as a whole • Project enhances livability by improving quality of life or property values, providing unmet needs, improving safety or accessibility, etc. • Project improves aesthetic appearance of an asset or area through landscaping, public art, lighting, signage, or other design features

As a significant artery for residents in District 1, reconstructing White Bear Avenue will receive strong local support. The project adds turn lanes at a congested intersection (Old Hudson Road) that will improve safety for all users.

	Points Possible	Points Awarded
Community Benefit Score:	10	

5. Long-Range Impact: • Project's impact on future operating costs (both increases/decreases) • Project exceeds standards in environmental sustainability • Project provides tangible return on investment • Project is included in City-approved plan • Project maintains an asset with historical significance • Project demonstrates ability to achieve stated outcomes

As a significant artery for residents in District 1, reconstructing White Bear Avenue will provide a long-range impact for the City. The project adds turn lanes at a congested intersection (Old Hudson Road) that will improve convenience for all users. Adding signal interconnections will provide tangible benefits that will improve signal timing. Acquiring ROW for bicycle facilities will facilitate long-range improvement in area consistent with other planning efforts – especially a potential Gateway Corridor station located at or near the White Bear Avenue interchange.

	Points Possible	Points Awarded
Long-range Impact Score:	10	

Section D – Additional Information

1. Additional Information Requested: Please provide additional information that would be important to know about your project.

White Bear Avenue is a County State Aid Highway. The existing roadway was originally constructed in the 1950's and 60's.. The Average Pavement Condition Index is 41 which indicates a roadway in poor condition. The Average Daily Traffic ranges from 17,500 to 20,800 vehicles per day. White Bear Avenue is a designated bike route from Old Hudson Road to the south. It is also a bus route serving Routes 63 and 80.

While residential streets have improved significantly as a result of the RSVP program, arterials routes, generally, have suffered. This project addresses a critical arterial roadway that is in need of reconstruction.

City of Saint Paul
2016-2020 Unified Capital Improvement Program and Budget Process

Budget Year 2015 Status: FINAL Stage S

SU - 0103473

White Bear Avenue Reconstruction I94 to Minnehaha

Phase Detail

Phase	Fin Code	Start Date	End Date	Prior App	2016	2017	2018	2019	2020	Total
				Yearly Amount (in thousands)						
Acq/Demo/Reloc	MSA			0	500	0	0	0	0	500
Const-Plans/Spec's	AST			0	580	0	0	0	0	580
Const-Plans/Spec's	MSA			0	695	0	0	0	0	695
TOTAL:				**0**	**1,775**	**0**	**0**	**0**	**0**	**1,775**

Phase Summary

Phase	Prior Appr	2016	2017	2018	2019	2020	Total	% of Total
	Yearly Amount (in thousands)							
Acq/Demo/Reloc	0	500	0	0	0	0	500	100.00%
Const-Plans/Spec's	0	1,275	0	0	0	0	1,275	100.00%
TOTAL:	**0**	**1,775**	**0**	**0**	**0**	**0**	**1,775**	**100.00%**

Outside Project Money paid by Other Entities

Phase	Fin Code	Start Date	End Date	Prior App	2016	2017	2018	2019	2020	Total
				Yearly Amount (in thousands)						
Construction/Rehab	Ramsey County			0	3,999	0	0	0	0	3,999
TOTAL:				**0**	**3,999**	**0**	**0**	**0**	**0**	**3,999**

Total Cost of Project

Phase	Fin Code	Start Date	End Date	Prior App	2016	2017	2018	2019	2020	Total
				Yearly Amount (in thousands)						
Acq/Demo/Reloc	MSA	(City's Share)		0	500	0	0	0	0	500
Const-Plans/Spec's	AST	(City's Share)		0	580	0	0	0	0	580
Const-Plans/Spec's	MSA	(City's Share)		0	695	0	0	0	0	695
Const-Plans/Spec's	Ramsey County			0	3,999	0	0	0	0	3,999
TOTAL:				**0**	**5,774**	**0**	**0**	**0**	**0**	**5,774**

1. Please provide the following information about your organization and proposed project:

Project Title: - Rice Street Streetscape – Pennsylvania to Sycamore

Proposing Agency or Group: - Department of Public Works

Proposer's Address: - 900 City Hall Annex, 25 W. Fourth Street, Saint Paul, MN 55102

Contact Person: - Jesse Farrell

Phone Number: - 651-266-6155

Email Address: - Jesse.Farrell@ci.StPaul.mn.us

Address or Cross Streets of Proposed Project: - Pennsylvania Ave to Sycamore St

2. Citizen Participation District(s):

District 6 - North End, District 7 - Thomas-Dale/Frogtown

3. City Council Ward(s):

Ward 1

4. I am aware of the City's public art ordinance:

Yes

5. Please provide a short description of your project.

Enhance the Streetscape of Rice Street between Sycamore Street and Pennsylvania Avenue. Enhancements will include: sidewalk and driveway apron replacement, pedestrian ramps, spot curb-replacement as necessary, and trees. Additional improvements include traffic signal work, new twin-lantern street lighting system, and new signal interconnect. Aesthetic improvements to the Rice Street Bridge over the BNSF tracks include new lighting and railing, and may be combined with additional bridge repairs.

Section B – Narrative/Long Description: • Why is this project important? • Is there any historical context we should be aware of? • What does this project accomplish? What problem is it trying to solve? • Will this project occur in phases? What are they?

This project will continue with the streetscape improvements previously made along Rice Street from Sycamore Street to Maryland Avenue. This proposed section of Rice Street from Sycamore Street to Pennsylvania Avenue features cracked and deteriorating concrete walk and driveways, and poor lighting. Project improvements will be made under a single contract and completed in one construction season.

Section C – Fit with Evaluation Criteria

1. Project Importance: • Project stabilizes the structural or mechanical integrity of an asset • Project improves or creates an asset that is currently in high use or demand • Project improves or creates an asset to meet new demand • Project improves the functionality of an asset • What is the need for the project

This is a heavily used stretch of sidewalk with several businesses along the route. Improving the sidewalk and lighting will make it safer for pedestrians along Rice Street. This project, combined with the "Rice Street Streetscape South" project, will complete the streetscape improvements on Rice Street between Maryland Avenue and University Avenue, and will connect to recent improvements along University Avenue completed with the Green Line LRT project.

	Points Possible	Points Awarded
Project Importance Score:	10	

2. Safety Concerns: • Project remedies safety issues that pose a danger to the community • Project addresses code violations or other mandates or legal requirements

New sidewalk and lighting will improve the safety for pedestrian, vehicle and bicycle traffic. Pedestrian ramps will be installed at intersection quadrants to comply with current Americans with Disabilities Act (ADA) standards.

	Points Possible	Points Awarded
Safety Concerns Score:	10	

3. Demonstrated Support: • Project demonstrates community support and organizational commitment • Proposal demonstrates evidence of community collaborations or partnerships • Continued funding is needed to deliver expected services or to preserve an asset • Project leverages outside funding • What progress, if any, has been made on the project

New sidewalk and lighting will improve pedestrian, vehicle and bicycle safety. New sidewalk and lights will directly benefit the businesses and property owners along this stretch of Rice Street. Project will be funded with Municipal State Aid (MSA) funds and assessments.

	Points Possible	Points Awarded
Demonstrated Support Score:	10	

4. Community Benefit: • Project significantly benefits a neighborhood, district, area, or city as a whole • Project enhances livability by improving quality of life or property values, providing unmet needs, improving safety or accessibility, etc. • Project improves aesthetic appearance of an asset or area through landscaping, public art, lighting, signage, or other design features

Project will improve livability, safety for pedestrians, vehicles, and bikes. The project will also improve the aesthetics for the area.

	Points Possible	Points Awarded
Community Benefit Score:	10	

5. Long-Range Impact: • Project's impact on future operating costs (both increases/decreases) • Project exceeds standards in environmental sustainability

• Project provides tangible return on investment • Project is included in City-approved plan • Project maintains an asset with historical significance • Project demonstrates ability to achieve stated outcomes

Improving walk surface and lighting will reduce annual maintenance costs and reduce possible litigation claims against the city.

	Points Possible	Points Awarded
Long-range Impact Score:	10	

Section D – Additional Information

1. Additional Information Requested: Please provide additional information that would be important to know about your project.

Pedestrian surveys have not been completed for the Rice Street corridor. Anecdotal evidence suggests that the sidewalk in this area is heavily utilized by pedestrians hailing from a wide variety of demographics.

City of Saint Paul

2016-2020 Unified Capital Improvement Program and Budget Process

Budget Year: **2015** Status: **FINAL** Stage: **S**

SU-5503459 Rice Street Streetscape Pennsylvania to Sycamore

Phase Detail

Phase	Fin Code	Start Date	End Date	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total
Const-Plans/Spec's	AST			0	0	32	0	0	0	32
Const-Plans/Spec's	CIB			0	0	12	0	0	0	12
Const-Plans/Spec's	MSA			0	0	500	0	0	0	500
Const-Plans/Spec's	RAM			0	0	70	0	0	0	70
Construction/Rehab	AST			0	0	98	0	0	0	98
Construction/Rehab	CIB			0	0	42	0	0	0	42
Construction/Rehab	MSA			0	0	1,428	0	0	0	1,428
Construction/Rehab	RAM			0	0	124	0	0	0	124
Total:				**0**	**0**	**2,306**	**0**	**0**	**0**	**2,306**

Phase Summary

Phase	Prior Appr	Yearly Amount (in Thousands) 2016	2017	2018	2019	2020	Total	% of Total
Const-Plans/Spec's	0	0	614	0	0	0	614	100.0%
Construction/Rehab	0	0	1,692	0	0	0	1,692	100.0%
Total:	**0**	**0**	**2,306**	**0**	**0**	**0**	**2,306**	**100.0%**

Financing Source Detail / Summary

Fin Code	Phase	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total	% of Total
AST - Assessments									
	Const-Plans/Spec's	0	0	32	0	0	0	32	
	Construction/Rehab	0	0	98	0	0	0	98	
		0	**0**	**130**	**0**	**0**	**0**	**130**	**5.6%**
CIB - Capital Imp. Bonds									
	Const-Plans/Spec's	0	0	12	0	0	0	12	
	Construction/Rehab	0	0	42	0	0	0	42	
		0	**0**	**54**	**0**	**0**	**0**	**54**	**2.3%**
MSA - Municipal State Aid									
	Const-Plans/Spec's	0	0	500	0	0	0	500	
	Construction/Rehab	0	0	1,428	0	0	0	1,428	
		0	**0**	**1,928**	**0**	**0**	**0**	**1,928**	**83.6%**
RAM - Ramsey County									
	Const-Plans/Spec's	0	0	70	0	0	0	70	
	Construction/Rehab	0	0	124	0	0	0	124	
		0	**0**	**194**	**0**	**0**	**0**	**194**	**8.4%**
Total:		**0**	**0**	**2,306**	**0**	**0**	**0**	**2,306**	**100.0%**

1. Please provide the following information about your organization and proposed project:

Project Title: - Rice Street Streetscape – Pennsylvania to University

Proposing Agency or Group: - Department of Public Works

Proposer's Address: - 900 City Hall Annex, 25 W. Fourth Street, Saint Paul, MN 55102

Contact Person: - Jesse Farrell

Phone Number: - 651-266-6155

Email Address: - Jesse.Farrell@ci.StPaul.mn.us

Address or Cross Streets of Proposed Project: - University Ave to Pennsylvania Ave

2. Citizen Participation District(s):

District 7 - Frogtown

3. City Council Ward(s):

Ward 1

4. I am aware of the City's public art ordinance:

Yes

5. Please provide a short description of your project.

Enhance the Streetscape of Rice Street between University Avenue and Pennsylvania Avenue. Enhancements will include sidewalk and driveway apron replacement, pedestrian ramps, spot curb-replacement as necessary, and trees. Additional improvements include traffic signal work, new twin-lantern street lighting system, and new signal interconnect.

Section B – Narrative/Long Description: • Why is this project important? • Is there any historical context we should be aware of? • What does this project accomplish? What problem is it trying to solve? • Will this project occur in phases? What are they?

This project will continue with the streetscape improvements previously made along Rice Street from Sycamore to Maryland. This proposed section of Rice Street from University Avenue to Pennsylvania Avenue features cracked and deteriorating concrete walk and driveways, and poor lighting. Project improvements will be made under a single contract and completed in one construction season. This project was submitted during the 2013 CIB Process but was not recommended for funding.

Section C – Fit with Evaluation Criteria

1. Project Importance: • Project stabilizes the structural or mechanical integrity of an asset • Project improves or creates an asset that is currently in high use or demand • Project improves or creates an asset to meet new demand • Project improves the functionality of an asset • What is the need for the project

This is a heavily used stretch of sidewalk with several businesses along the route. Improving the sidewalk and lighting will make it safer for pedestrians along Rice Street. This project, combined with the Rice Street Streetscape - Sycamore to Pennsylvania project, will complete the streetscape improvements on Rice Street between Maryland Avenue and University Avenue, and will abut recent improvements along University Avenue completed with the Green Line LRT project.

	Points Possible	Points Awarded
Project Importance Score:	10	

2. Safety Concerns: • Project remedies safety issues that pose a danger to the community • Project addresses code violations or other mandates or legal requirements

New sidewalk and lighting will improve the safety for pedestrian, vehicle and bicycle traffic. Pedestrian ramps will be installed at intersection quadrants to comply with current Americans with Disabilities Act (ADA) standards.

	Points Possible	Points Awarded
Safety Concerns Score:	10	

3. Demonstrated Support: • Project demonstrates community support and organizational commitment • Proposal demonstrates evidence of community collaborations or partnerships • Continued funding is needed to deliver expected services or to preserve an asset • Project leverages outside funding • What progress, if any, has been made on the project

New sidewalk and lighting will improve pedestrian, vehicle and bicycle safety. New sidewalk and lights will directly benefit the businesses and property owners along this stretch of Rice Street. Project will be funded with Municipal State Aid (MSA) funds and assessments.

	Points Possible	Points Awarded
Demonstrated Support Score:	10	

4. Community Benefit: • Project significantly benefits a neighborhood, district, area, or city as a whole • Project enhances livability by improving quality of life or property values, providing unmet needs, improving safety or accessibility, etc. • Project improves aesthetic appearance of an asset or area through landscaping, public art, lighting, signage, or other design features

Project will improve livability, safety for pedestrians, vehicles, and bikes. The project will also improve the aesthetics for the area.

	Points Possible	Points Awarded
Community Benefit Score:	10	

5. Long-Range Impact: • Project's impact on future operating costs (both increases/decreases) • Project exceeds standards in environmental sustainability

• Project provides tangible return on investment • Project is included in City-approved plan • Project maintains an asset with historical significance • Project demonstrates ability to achieve stated outcomes

Improving walk surface and lighting will reduce annual maintenance costs and reduce possible litigation claims against the city.

	Points Possible	Points Awarded
Long-range Impact Score:	10	

Section D – Additional Information

1. Additional Information Requested: Please provide additional information that would be important to know about your project.

Pedestrian surveys have not been completed for the Rice Street corridor. Anecdotal evidence suggests that the sidewalk in this area is heavily utilized by pedestrians hailing from a wide variety of demographics.

City of Saint Paul

2016-2020 Unified Capital Improvement Program and Budget Process

Budget Year: **2015** Status: **FINAL** Stage: **S**

SU-0703458 Rice Street Streetscape Pennsylvania to University

Phase Detail

Phase	Fin Code	Start Date	End Date	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total
Const-Plans/Spec's	AST			0	0	41	0	0	0	41
Const-Plans/Spec's	CIB			0	0	22	0	0	0	22
Const-Plans/Spec's	MSA			0	0	336	0	0	0	336
Const-Plans/Spec's	RAM			0	0	64	0	0	0	64
Construction/Rehab	AST			0	0	125	0	0	0	125
Construction/Rehab	CIB			0	0	85	0	0	0	85
Construction/Rehab	MSA			0	0	965	0	0	0	965
Construction/Rehab	RAM			0	0	254	0	0	0	254
Total:				**0**	**0**	**1,892**	**0**	**0**	**0**	**1,892**

Phase Summary

Phase	Prior Appr	Yearly Amount (in Thousands) 2016	2017	2018	2019	2020	Total	% of Total
Const-Plans/Spec's	0	0	463	0	0	0	463	100.0%
Construction/Rehab	0	0	1,429	0	0	0	1,429	100.0%
Total:	**0**	**0**	**1,892**	**0**	**0**	**0**	**1,892**	**100.0%**

Financing Source Detail / Summary

Fin Code	Phase	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total	% of Total
AST - Assessments									
	Const-Plans/Spec's	0	0	41	0	0	0	41	
	Construction/Rehab	0	0	125	0	0	0	125	
		0	**0**	**166**	**0**	**0**	**0**	**166**	**8.8%**
CIB - Capital Imp. Bonds									
	Const-Plans/Spec's	0	0	22	0	0	0	22	
	Construction/Rehab	0	0	85	0	0	0	85	
		0	**0**	**107**	**0**	**0**	**0**	**107**	**5.7%**
MSA - Municipal State Aid									
	Const-Plans/Spec's	0	0	336	0	0	0	336	
	Construction/Rehab	0	0	965	0	0	0	965	
		0	**0**	**1,301**	**0**	**0**	**0**	**1,301**	**68.8%**
RAM - Ramsey County									
	Const-Plans/Spec's	0	0	64	0	0	0	64	
	Construction/Rehab	0	0	254	0	0	0	254	
		0	**0**	**318**	**0**	**0**	**0**	**318**	**16.8%**
Total:		**0**	**0**	**1,892**	**0**	**0**	**0**	**1,892**	**100.0%**

1. Please provide the following information about your organization and proposed project:

Project Title: - Battle Creek Road Reconstruction – Upper to Lower Afton

Proposing Agency or Group: - Department of Public Works

Proposer's Address: - 900 City Hall Annex, 25 W. Fourth Street, Saint Paul, MN 55102

Contact Person: - Barb Mundahl

Phone Number: - 651-266-6112

Email Address: - Barbara.mundahl@ci.stpaul.mn.us

Address or Cross Streets of Proposed Project: - Lower Afton Road to Upper Afton Road

2. Citizen Participation District(s):

District 1 – Eastview, Conway, Battle Creek, Highwood Hills

3. City Council Ward(s):

Ward 7

4. I am aware of the City's public art ordinance:

Yes

5. Please provide a short description of your project.

The project is to reconstruct this older paved street with new bituminous pavement. The project would also include constructing concrete curb and gutter, concrete driveway aprons, concrete outwalks, Americans with Disabilities Act (ADA) compliant pedestrian ramps at intersections, grading and sodding boulevards, planting trees, installing new lantern style street lighting and any necessary improvements in the storm sewer system and water main system.

Section B – Narrative/Long Description: • Why is this project important? • Is there any historical context we should be aware of? • What does this project accomplish? What problem is it trying to solve? • Will this project occur in phases? What are they?

Battle Creek Road is a Municipal State Aid (MSA) route. The existing roadway was originally constructed in 1926 and has had limited pavement improvements since then. The Pavement Condition Index varies from 18 to 39 between Lower and Upper Afton which indicates a poor quality roadway condition. The Average Daily Traffic is 875 vehicles per day.

Section C – Fit with Evaluation Criteria

1. Project Importance: • Project stabilizes the structural or mechanical integrity of an asset • Project improves or creates an asset that is currently in high use or demand • Project improves or creates an asset to meet new demand • Project improves the functionality of an asset • What is the need for the project

This project would improve the infrastructure for the neighborhood surrounding it.

Continued deferment of reconstruction will increase the maintenance costs to the City and allow the existing pavement to deteriorate further.

	Points Possible	Points Awarded
Project Importance Score:	10	

2. Safety Concerns: • Project remedies safety issues that pose a danger to the community • Project addresses code violations or other mandates or legal requirements

No safety concerns have been identified.

	Points Possible	Points Awarded
Safety Concerns Score:	10	

3. Demonstrated Support: • Project demonstrates community support and organizational commitment • Proposal demonstrates evidence of community collaborations or partnerships • Continued funding is needed to deliver expected services or to preserve an asset • Project leverages outside funding • What progress, if any, has been made on the project

This project was proposed in the 2011 and 2013 CIB processes. Although it was not recommended for funding in either of the two previous cycles, it did receive much discussion from the Streets and Utilities Task Forces regarding its poor condition. It was given serious consideration, but with other higher priority projects it was not recommended for funding.

	Points Possible	Points Awarded
Demonstrated Support Score:	10	

4. Community Benefit: • Project significantly benefits a neighborhood, district, area, or city as a whole • Project enhances livability by improving quality of life or property values, providing unmet needs, improving safety or accessibility, etc. • Project improves aesthetic appearance of an asset or area through landscaping, public art, lighting, signage, or other design features

This project will greatly improve the condition of the roadway for all users. Lantern style street lighting will increase safety and improve the aesthetic appearance of the roadway.

	Points Possible	Points Awarded
Community Benefit Score:	10	

5. Long-Range Impact: • Project's impact on future operating costs (both increases/decreases) • Project exceeds standards in environmental sustainability • Project provides tangible return on investment • Project is included in City-

approved plan • Project maintains an asset with historical significance • Project demonstrates ability to achieve stated outcomes

This project will replace the deteriorating pavement along this roadway and thereby reduce annual maintenance costs. The southern end of Battle Creek Road near Lower Afton has been used as a dumping ground because of the poor lighting in the area and convenient side of the road ditch sections . Adding the curb and gutter, street lighting and storm sewer facilities will hopefully deter the dumping and thereby reduce the cost of Street Maintenance activities to remove and dispose of all the debris being left along Battle Creek Road.

	Points Possible	Points Awarded
Long-range Impact Score:	10	

Section D – Additional Information

1. Additional Information Requested: Please provide additional information that would be important to know about your project.

The Pavement Condition Index varies from 18 to 39, indicating a poor pavement condition. The Average Daily Traffic is 875 vehicles. Battle Creek Road between Upper Afton and Lower Afton is not a bus route nor is it identified in the Citywide Bicycle Plan for bike facilities.

City of Saint Paul

2016-2020 Unified Capital Improvement Program and Budget Process

Budget Year: **2015** Status: **FINAL** Stage: **S**

SU-0102325 Battle Creek Road Reconstruct - Upper Afton to Lower Afton

Phase Detail

Phase	Fin Code	Start Date	End Date	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total
Const-Plans/Spec's	AST			0	0	565	0	0	0	565
Const-Plans/Spec's	MSA			0	0	2,608	0	0	0	2,608
Design	AST			0	0	188	0	0	0	188
Design	MSA			0	0	869	0	0	0	869
Total:				**0**	**0**	**4,230**	**0**	**0**	**0**	**4,230**

Phase Summary

Phase	Prior Appr	Yearly Amount (in Thousands) 2016	2017	2018	2019	2020	Total	% of Total
Const-Plans/Spec's	0	0	3,173	0	0	0	3,173	100.0%
Design	0	0	1,057	0	0	0	1,057	100.0%
Total:	**0**	**0**	**4,230**	**0**	**0**	**0**	**4,230**	**100.0%**

Financing Source Detail / Summary

Fin Code	Phase	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total	% of Total
AST - Assessments									
	Const-Plans/Spec's	0	0	565	0	0	0	565	
	Design	0	0	188	0	0	0	188	
		0	**0**	**753**	**0**	**0**	**0**	**753**	**17.8%**
MSA - Municipal State Aid									
	Const-Plans/Spec's	0	0	2,608	0	0	0	2,608	
	Design	0	0	869	0	0	0	869	
		0	**0**	**3,477**	**0**	**0**	**0**	**3,477**	**82.2%**
Total:		**0**	**0**	**4,230**	**0**	**0**	**0**	**4,230**	**100.0%**

1. Please provide the following information about your organization and proposed project:

Project Title: - Battle Creek Road reconstruction phase 1

Proposing Agency or Group: - District 1 Community Council

Proposer's Address: - 2105 ½ Old Hudson SP 55119

Contact Person: - Betsy Leach

Phone Number: - 651-578-7600

Email Address: - district1council@aol.com

Address or Cross Streets of Proposed Project: - BC Rd from Upper Afton to BC Park boundary

2. Citizen Participation District(s):

District 1

3. City Council Ward(s):

Ward 7

4. I am aware of the City's public art ordinance:

Yes

5. Please provide a short description of your project.

Reconstruction of with new curb and gutter, sewer upgrades draining to Upper Afton, lighting and road structure from UpperAfton Road to the boundary of Battle Creek Park (south of Park Court).

Section B – Narrative/Long Description: • Why is this project important? • Is there any historical context we should be aware of? • What does this project accomplish? What problem is it trying to solve? • Will this project occur in phases? What are they?

This road has not been fully reconstructed for well over 50 years. It lacks curb and gutter and standard lighting fixtures as other streets in the city have. Its rain sewer needs upgrading and the road surface is in extremely bad repair. This is the first phase of a full reconstruction, focusing on the portion of the road that is bounded by residences. The southern/eastern extension to Lower Afton Road travels through Battle Creek Park and has added problems of slope and so should be considered in a second phase. The project would help with stormwater management in the area, provide a safer street for travel both on foot and by car, and would bring the road into closer compliance with general standards for city streets. The project has not been funded in the past because the entire length has previously been proposed for reconstruction and problems with financing in the County bounded section of the road made the project cost-prohibitive. This phasing of the project is an attempt to address neighbors' concerns and recognize financial constraints.

Section C – Fit with Evaluation Criteria

1. Project Importance: • Project stabilizes the structural or mechanical integrity of an asset • Project improves or creates an asset that is currently in high use or demand • Project improves or creates an asset to meet new demand • Project improves the functionality of an asset • What is the need for the project

This project brings a city street that has not been upgraded to the standard of other city streets into closer compliance, improves its functionality and stabilizes the structural integrity of this asset (it is one of few connections between Battle Creek neighborhood and Highwood Hills (and Highway 61).

	Points Possible	Points Awarded
Project Importance Score:	10	

2. Safety Concerns: • Project remedies safety issues that pose a danger to the community • Project addresses code violations or other mandates or legal requirements

The street is currently unsafe for travel with a deteriorating road surface, and is unsafe for pedestrian travel with lack of adequate lighting.

	Points Possible	Points Awarded
Safety Concerns Score:	10	

3. Demonstrated Support: • Project demonstrates community support and organizational commitment • Proposal demonstrates evidence of community collaborations or partnerships • Continued funding is needed to deliver expected services or to preserve an asset • Project leverages outside funding • What progress, if any, has been made on the project

This project has been repeatedly suggested for completion by both neighbors along the street and the neighborhood organization. By phasing the project, it should become more economically feasible.

	Points Possible	Points Awarded
Demonstrated Support Score:	10	

4. Community Benefit: • Project significantly benefits a neighborhood, district, area, or city as a whole • Project enhances livability by improving quality of life or property values, providing unmet needs, improving safety or accessibility, etc. • Project improves aesthetic appearance of an asset or area through landscaping, public art, lighting, signage, or other design features

This project benefits people living on the street and its side streets (which are cul de sacs), those traveling from Battle Creek to Highway 61, and those accessing the park for recreation purposes. It also improves the aesthetic appearance of the area, and should increase property values.

	Points Possible	Points Awarded
Community Benefit Score:	10	

5. Long-Range Impact: • Project's impact on future operating costs (both increases/decreases) • Project exceeds standards in environmental sustainability • Project provides tangible return on investment • Project is included in City-approved plan • Project maintains an asset with historical significance • Project demonstrates ability to achieve stated outcomes

Improving the stormwater drainage should help the area meet standards of environmental sustainability. Costs for doing this reconstruction are only going to increase over time, without there being any change to the potential sources for assessing those costs.

	Points Possible	Points Awarded
Long-range Impact Score:	10	

Section D – Additional Information

1. Additional Information Requested: Please provide additional information that would be important to know about your project.

This street has not been reconstructed for well over 50 years (there are statements that it hasn't been reconstructed since the 1930s).

City of Saint Paul

2016-2020 Unified Capital Improvement Program and Budget Process

Budget Year: **2015** Status: **FINAL** Stage: **S**

SU-0103485 Battle Creek Road reconstruction phase 1

Phase Detail

Phase	Fin Code	Start Date	End Date	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total
Const-Plans/Spec's	AST			0	100	0	0	0	0	100
Const-Plans/Spec's	MSA			0	300	0	0	0	0	300
Construction/Rehab	AST			0	500	0	0	0	0	500
Construction/Rehab	MSA			0	700	0	0	0	0	700
Total:				**0**	**1,600**	**0**	**0**	**0**	**0**	**1,600**

Phase Summary

Phase	Prior Appr	Yearly Amount (in Thousands) 2016	2017	2018	2019	2020	Total	% of Total
Const-Plans/Spec's	0	400	0	0	0	0	400	100.0%
Construction/Rehab	0	1,200	0	0	0	0	1,200	100.0%
Total:	**0**	**1,600**	**0**	**0**	**0**	**0**	**1,600**	**100.0%**

Financing Source Detail / Summary

Fin Code	Phase	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total	% of Total
AST - Assessments									
	Const-Plans/Spec's	0	100	0	0	0	0	100	
	Construction/Rehab	0	500	0	0	0	0	500	
		0	**600**	**0**	**0**	**0**	**0**	**600**	**37.5%**
MSA - Municipal State Aid									
	Const-Plans/Spec's	0	300	0	0	0	0	300	
	Construction/Rehab	0	700	0	0	0	0	700	
		0	**1,000**	**0**	**0**	**0**	**0**	**1,000**	**62.5%**
Total:		**0**	**1,600**	**0**	**0**	**0**	**0**	**1,600**	**100.0%**

1. Please provide the following information about your organization and proposed project:

Project Title: - Randolph Avenue Reconstruction Ph II – Syndicate to I35E

Proposing Agency or Group: - Department of Public Works

Proposer's Address: - 900 City Hall Annex, 25 W. Fourth Street, Saint Paul, MN 55102

Contact Person: - Barb Mundahl

Phone Number: - 651-266-6112

Email Address: - Barbara.mundahl@ci.stpaul.mn.us

Address or Cross Streets of Proposed Project: - Syndicate to 35E

2. Citizen Participation District(s):

District 14 – Macalester-Groveland, District 15 - Highland

3. City Council Ward(s):

Ward 3

4. I am aware of the City's public art ordinance:

Yes

5. Please provide a short description of your project.

This Ramsey County project is to reconstruct Randolph Avenue with bituminous pavement, concrete curb and gutter, driveway aprons, outwalks, Americans with Disabilities Act (ADA) compliant pedestrian ramps, storm sewer system improvements and grade and sod boulevards. In addition, Public Works would like to include new street lighting, tree planting and traffic signal revisions.

Ramsey County has scheduled the roadway for reconstruction in 2015-2016. This proposal is to fund the City share of the project cost for the 2016 phase of the project.

Section B – Narrative/Long Description: • Why is this project important? • Is there any historical context we should be aware of? • What does this project accomplish? What problem is it trying to solve? • Will this project occur in phases? What are they?

Randolph Avenue is a County State Aid Highway (CASH) route. The existing roadway was last paved in 1982. The Average Pavement Condition Index is 24, indicating a roadway in poor condition. The Average Daily Traffic is 26,650 vehicles. Randolph Avenue is not a bike route. Randolph Avenue is a bus route. It carries 112 buses per day.

The Ramsey County project strives to provide a better driving surface, improve existing drainage issues and bring pedestrian ramps up to current ADA standards. The City of Saint Paul is required to pay a percentage of the project cost to cover city utilities and amenities such as traffic signals, street lighting and tree planting. Traffic Signal revision

costs will be shared by the City and County based on approach roadway designation. This project does not involve the acquisition of any right-of-way.

This Ramsey County project is scheduled over two years. They will reconstruct Randolph between Snelling and Syndicate in 2015 and reconstruct Randolph between Syndicate and I35E in 2016.

Section C – Fit with Evaluation Criteria

1. Project Importance: • Project stabilizes the structural or mechanical integrity of an asset • Project improves or creates an asset that is currently in high use or demand • Project improves or creates an asset to meet new demand • Project improves the functionality of an asset • What is the need for the project

Without City cost participation, work on city utilities and amenities such as traffic signals, street lighting and tree planting will not take place.

	Points Possible	Points Awarded
Project Importance Score:	10	

2. Safety Concerns: • Project remedies safety issues that pose a danger to the community • Project addresses code violations or other mandates or legal requirements

No safety concerns have been identified.

	Points Possible	Points Awarded
Safety Concerns Score:	10	

3. Demonstrated Support: • Project demonstrates community support and organizational commitment • Proposal demonstrates evidence of community collaborations or partnerships • Continued funding is needed to deliver expected services or to preserve an asset • Project leverages outside funding • What progress, if any, has been made on the project

Ramsey County is moving forward with street reconstruction in 2015 and 2016. Public Works is required to contribute a local share for certain project work. It would be more cost effective to include street lighting, tree planting and signal revisions to this project rather than to have a separate project for these amenities later.

This project was proposed in the 2013 CIB Process.

	Points Possible	Points Awarded
Demonstrated Support Score:	10	

4. Community Benefit: • Project significantly benefits a neighborhood, district, area, or city as a whole • Project enhances livability by improving quality of life or property values, providing unmet needs, improving safety or accessibility, etc. • Project improves aesthetic appearance of an asset or area through landscaping, public art, lighting, signage, or other design features

This project will improve the transportation system within the City of St. Paul. Lantern style street lighting will increase safety and improve the aesthetic appearance of the roadway.

	Points Possible	Points Awarded
Community Benefit Score:	10	

5. Long-Range Impact: • Project's impact on future operating costs (both increases/decreases) • Project exceeds standards in environmental sustainability • Project provides tangible return on investment • Project is included in City-approved plan • Project maintains an asset with historical significance • Project demonstrates ability to achieve stated outcomes

Ramsey County is moving forward with street reconstruction in 2015 and 2016. Public Works is required to contribute a local share for certain project work. It would be more cost effective to include street lighting, tree planting and signal revisions to this project rather than to have a separate project for these amenities later.

	Points Possible	Points Awarded
Long-range Impact Score:	10	

Section D – Additional Information

1. Additional Information Requested: Please provide additional information that would be important to know about your project.

The Average Pavement Condition Index along this stretch of Randolph Avenue is 24 which indicates a roadway in poor condition. The Average Daily Traffic is 26,650 vehicles per day. Randolph Avenue is not a bike route. Randolph Avenue is a bus route. It carries 112 buses per day.

City of Saint Paul
2016-2020 Unified Capital Improvement Program and Budget Process

Budget Year 2015 Status: FINAL Stage S

SU - 5503457

Randolph Avenue Reconstruction Ph II Syndicate to I35E

Phase Detail

Phase	Fin Code	Start Date	End Date	Prior App	2016	2017	2018	2019	2020	Total
				Yearly Amount (in thousands)						
Const-Plans/Spec's	AST			0	350	0	0	0	0	850
Const-Plans/Spec's	MSA			0	850	0	0	0	0	350
TOTAL:				**0**	**1,200**	**0**	**0**	**0**	**0**	**1,200**

Phase Summary

Phase	Prior Appr	2016	2017	2018	2019	2020	Total	% of Total
		Yearly Amount (in thousands)						
Const-Plans/Spec's	0	1,200	0	0	0	0	1,200	100.00%
TOTAL:	**0**	**1,200**	**0**	**0**	**0**	**0**	**1,200**	**100.00%**

Outside Project Money paid by Other Entities

Phase	Fin Code	Start Date	End Date	Prior App	2016	2017	2018	2019	2020	Total
				Yearly Amount (in thousands)						
Const-Plans/Spec's	Ramsey County			0	906	0	0	0	0	906
Const-Plans/Spec's	Ramsey County			0	2,720	0	0	0	0	2,720
TOTAL:				**0**	**3,626**	**0**	**0**	**0**	**0**	**3,626**

Total Cost of Project

Phase	Fin Code	Start Date	End Date	Prior App	2016	2017	2018	2019	2020	Total
				Yearly Amount (in thousands)						
Const-Plans/Spec's	AST	(City's Share)		0	350	0	0	0	0	850
Const-Plans/Spec's	MSA	(City's Share)		0	850	0	0	0	0	350
Const-Plans/Spec's	Ramsey County			0	906	0	0	0	0	906
Const-Plans/Spec's	Ramsey County			0	2,720	0	0	0	0	2,720
TOTAL:				**0**	**4,826**	**0**	**0**	**0**	**0**	**4,826**

1. Please provide the following information about your organization and proposed project:

Project Title: - Raymond Avenue Reconstruction Phase III – EPD to Como

Proposing Agency or Group: - Department of Public Works

Proposer's Address: - 900 City Hall Annex, 25 W. Fourth Street, Saint Paul, MN 55102

Contact Person: - Barb Mundahl

Phone Number: - 651-266-6112

Email Address: - Barbara.mundahl@ci.stpaul.mn.us

Address or Cross Streets of Proposed Project: - Energy Park Drive to Como Avenue

2. Citizen Participation District(s):

District 12 – Saint Anthony Park

3. City Council Ward(s):

Ward 4

4. I am aware of the City's public art ordinance:

Yes

5. Please provide a short description of your project.

The project is to reconstruct this older paved street with new bituminous pavement. The project would also include constructing concrete curb and gutter, concrete driveway aprons, concrete outwalks, Americans with Disabilities (ADA) compliant pedestrian ramps at intersections, grading and sodding boulevards, planting trees, installing new lantern style street lighting and any necessary improvements in the storm sewer system.

Section B – Narrative/Long Description: • Why is this project important? • Is there any historical context we should be aware of? • What does this project accomplish? What problem is it trying to solve? • Will this project occur in phases? What are they?

Raymond Avenue is a County State Aid Highway (CSAH) route. The existing roadway was last paved in 1956 and has had limited pavement improvements since then. The Pavement Condition Index (PCI) varies from 27 to 52 along this stretch indicating a poor to fair condition roadway.

Raymond Avenue is a designated truck route. Raymond Avenue is also a designated for bike facilities and is part of the City's Grand Round Bicycle route. The improvements for Raymond Avenue will result in a roadway that is calmer, safer and more accessible for all users and modes of transportation.

This project would be phase III of a three phase project to improve Raymond Avenue between University and Como Avenue. Phases I and II have been approved by the CIB committee. Phase I was completed in 2013. Phase II will be constructed in 2015.

Both Federal and Ramsey County funds will contribute to fully fund this project. This project is included in the Ramsey County Transportation Improvement Plan and in the State Transportation Improvement Plan.

Section C – Fit with Evaluation Criteria

1. Project Importance: • Project stabilizes the structural or mechanical integrity of an asset • Project improves or creates an asset that is currently in high use or demand • Project improves or creates an asset to meet new demand • Project improves the functionality of an asset • What is the need for the project

This project would improve the infrastructure for the neighborhood surrounding it. Continued deferment of reconstruction will increase the maintenance costs and allow the existing pavement to deteriorate further.

The existing water main was originally installed in 1889. This water main would be replaced in conjunction with this project.

	Points Possible	Points Awarded
Project Importance Score:	10	

2. Safety Concerns: • Project remedies safety issues that pose a danger to the community • Project addresses code violations or other mandates or legal requirements

No safety concerns have been identified.

	Points Possible	Points Awarded
Safety Concerns Score:	10	

3. Demonstrated Support: • Project demonstrates community support and organizational commitment • Proposal demonstrates evidence of community collaborations or partnerships • Continued funding is needed to deliver expected services or to preserve an asset • Project leverages outside funding • What progress, if any, has been made on the project

This project was proposed during the 2013 CIB Process. At that point, we were coordinating efforts with the County to get the project fully funded. The County now has this project programmed in their Transportation Improvement Plan (TIP) and the Federal funding has been secured.

	Points Possible	Points Awarded
Demonstrated Support Score:	10	

4. Community Benefit: • Project significantly benefits a neighborhood, district, area, or city as a whole • Project enhances livability by improving quality of life or property values, providing unmet needs, improving safety or accessibility, etc. • Project improves aesthetic appearance of an asset or area through landscaping, public art, lighting, signage, or other design features

This project will improve the transportation system within the City of St. Paul. Lantern style street lighting will increase safety and improve the aesthetic appearance of the public right-of-way. The new sodded boulevards and trees will also enhance the aesthetic appearance of the area.

	Points Possible	Points Awarded
Community Benefit Score:	10	

5. Long-Range Impact: • Project's impact on future operating costs (both increases/decreases) • Project exceeds standards in environmental sustainability • Project provides tangible return on investment • Project is included in City-approved plan • Project maintains an asset with historical significance • Project demonstrates ability to achieve stated outcomes

This project will improve the deteriorating pavement along this roadway and reduce annual maintenance costs.

	Points Possible	Points Awarded
Long-range Impact Score:	10	

Section D – Additional Information

1. Additional Information Requested: Please provide additional information that would be important to know about your project.

The Pavement Condition Index (PCI) ranges from 27 to 52 along this stretch of Raymond which indicates a poor to fair roadway condition. The Average Daily Traffic is 14,575 vehicles per day. Raymond Avenue is designated as a truck route, bus route and a bike route.

City of Saint Paul

2016-2020 Unified Capital Improvement Program and Budget Process

Budget Year: **2015** Status: **FINAL** Stage: **S**

SU-1203202 Raymond Avenue Streetscape - EPD to Como (Ph.III)

Phase Detail

Phase	Fin Code	Start Date	End Date	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total
Const-Plans/Spec's	AST			0	46	0	0	0	0	46
Const-Plans/Spec's	MSA			0	64	0	0	0	0	64
Const-Plans/Spec's	RAM			400	410	0	0	0	0	410
Construction/Rehab	AST			104	139	0	0	0	0	139
Construction/Rehab	MSA			136	191	0	0	0	0	191
Construction/Rehab	RAM			0	1,230	0	0	0	0	1,230
Construction/Rehab	TEA21			1,000	1,120	0	0	0	0	1,120
Total:				**1,640**	**3,200**	**0**	**0**	**0**	**0**	**3,200**

Phase Summary

Phase	Prior Appr	Yearly Amount (in Thousands) 2016	2017	2018	2019	2020	Total	% of Total
Const-Plans/Spec's	400	520	0	0	0	0	520	100.0%
Construction/Rehab	1,240	2,680	0	0	0	0	2,680	100.0%
Total:	**1,640**	**3,200**	**0**	**0**	**0**	**0**	**3,200**	**100.0%**

Financing Source Detail / Summary

Fin Code	Phase	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total	% of Total
AST - Assessments									
	Const-Plans/Spec's	0	46	0	0	0	0	46	
	Construction/Rehab	104	139	0	0	0	0	139	
		104	**185**	**0**	**0**	**0**	**0**	**185**	**5.8%**
MSA - Municipal State Aid									
	Const-Plans/Spec's	0	64	0	0	0	0	64	
	Construction/Rehab	136	191	0	0	0	0	191	
		136	**255**	**0**	**0**	**0**	**0**	**255**	**8.0%**
RAM - Ramsey County									
	Const-Plans/Spec's	400	410	0	0	0	0	410	
	Construction/Rehab	0	1,230	0	0	0	0	1,230	
		400	**1,640**	**0**	**0**	**0**	**0**	**1,640**	**51.3%**
TEA21 - Trnsptn Equity Act21									
	Construction/Rehab	1,000	1,120	0	0	0	0	1,120	
		1,000	**1,120**	**0**	**0**	**0**	**0**	**1,120**	**35.0%**
Total:		**1,640**	**3,200**	**0**	**0**	**0**	**0**	**3,200**	**100.0%**

1. Please provide the following information about your organization and proposed project:

Project Title: - Payne Avenue Reconstruction – Edgerton to Woodward

Proposing Agency or Group: - Department of Public Works

Proposer's Address: - 900 City Hall Annex, 25 W. Fourth Street, Saint Paul, MN 55102

Contact Person: - Barb Mundahl

Phone Number: - 651-266-6112

Email Address: - Barbara.mundahl@ci.stpaul.mn.us

Address or Cross Streets of Proposed Project: - Woodward Avenue Street to Edgerton

2. Citizen Participation District(s):

District Council 5 – Payne Phalen

3. City Council Ward(s):

Ward 5 and 7

4. I am aware of the City's public art ordinance:

Yes

5. Please provide a short description of your project.

The project is to reconstruct this older paved street with new bituminous pavement. The project would also include: constructing concrete curb and gutter, concrete driveway aprons, concrete outwalks, Americans with Disabilities Act (ADA) compliant pedestrian ramps at intersections, grading and sodding boulevards, planting trees, installing new lantern style street lighting and any necessary improvements in the storm sewer system and water mains.

Section B – Narrative/Long Description: • Why is this project important? • Is there any historical context we should be aware of? • What does this project accomplish? What problem is it trying to solve? • Will this project occur in phases? What are they?

Payne Avenue is a Municipal State Aid (MSA) route. The existing roadway was last paved in 1983 and has undergone limited pavement improvements since then. The Pavement Condition Index (PCI) varies from 64 to 80. The Average Daily Traffic is 13,575 vehicles.

This portion of Payne Avenue is designated as County State Aid Highway 58. The County does not have the project programmed in their Transportation Improvement Plan (TIP) at this time, but it is on their list of potential future projects. Payne Avenue north of Edgerton has all been reconstructed over the past few years. This would be the last phase of reconstructing Payne Avenue. There are also two other projects that are currently funded that would have a direct impact on this project. They are the

Realignment of Payne Avenue at 7th Street and the Realignment of Bedford Street near Morellis Market as part of the 8-80 Vitality funding program. This project is being proposed in order to complete the improvements along Payne Avenue between Edgerton and 7th Street.

Section C – Fit with Evaluation Criteria

1. Project Importance: • Project stabilizes the structural or mechanical integrity of an asset • Project improves or creates an asset that is currently in high use or demand • Project improves or creates an asset to meet new demand • Project improves the functionality of an asset • What is the need for the project

This project would improve the infrastructure for the neighborhood surrounding it. Continued deferment of reconstruction will increase the maintenance costs to the City and allow the existing pavement to deteriorate further.

	Points Possible	Points Awarded
Project Importance Score:	10	

2. Safety Concerns: • Project remedies safety issues that pose a danger to the community • Project addresses code violations or other mandates or legal requirements

No safety concerns have been identified.

	Points Possible	Points Awarded
Safety Concerns Score:	10	

3. Demonstrated Support: • Project demonstrates community support and organizational commitment • Proposal demonstrates evidence of community collaborations or partnerships • Continued funding is needed to deliver expected services or to preserve an asset • Project leverages outside funding • What progress, if any, has been made on the project

This project was proposed in the 2013 CIB Process.

	Points Possible	Points Awarded
Demonstrated Support Score:	10	

4. Community Benefit: • Project significantly benefits a neighborhood, district, area, or city as a whole • Project enhances livability by improving quality of life or property values, providing unmet needs, improving safety or accessibility, etc. • Project improves aesthetic appearance of an asset or area through landscaping, public art, lighting, signage, or other design features

This project will improve the City's transportation system. Lantern style street lighting will increase safety and improve the aesthetic appearance of the roadway.

	Points Possible	Points Awarded
Community Benefit Score:	10	

5. Long-Range Impact: • Project's impact on future operating costs (both increases/decreases) • Project exceeds standards in environmental sustainability • Project provides tangible return on investment • Project is included in City-approved plan • Project maintains an asset with historical significance • Project demonstrates ability to achieve stated outcomes

This project will improve the deteriorating pavement along this roadway and reduce annual maintenance costs.

	Points Possible	Points Awarded
Long-range Impact Score:	10	

Section D – Additional Information

1. Additional Information Requested: Please provide additional information that would be important to know about your project.

The Pavement Condition Index (PCI) varies from 64 to 80. The Average Daily Traffic is 13,575 vehicles per day. This segment of Payne Avenue is a bike route and bike facilities will be planned for accordingly. Payne Avenue along this stretch is not a designated bus route.

SU-0503449 Payne Avenue Reconstruction Edgerton to Woodward

Phase Detail

Phase	Fin Code	Start Date	End Date	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total
Const-Plans/Spec's	AST			0	84	0	0	0	0	84
Const-Plans/Spec's	CIB			0	887	0	0	0	0	887
Const-Plans/Spec's	MSA			0	104	0	0	0	0	104
Construction/Rehab	AST			0	250	0	0	0	0	250
Construction/Rehab	CIB			0	2,663	0	0	0	0	2,663
Construction/Rehab	MSA			0	312	0	0	0	0	312
Total:				**0**	**4,300**	**0**	**0**	**0**	**0**	**4,300**

Phase Summary

Phase	Prior Appr	Yearly Amount (in Thousands) 2016	2017	2018	2019	2020	Total	% of Total
Const-Plans/Spec's	0	1,075	0	0	0	0	1,075	100.0%
Construction/Rehab	0	3,225	0	0	0	0	3,225	100.0%
Total:	**0**	**4,300**	**0**	**0**	**0**	**0**	**4,300**	**100.0%**

Financing Source Detail / Summary

Fin Code	Phase	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total	% of Total
AST - Assessments									
	Const-Plans/Spec's	0	84	0	0	0	0	84	
	Construction/Rehab	0	250	0	0	0	0	250	
		0	**334**	**0**	**0**	**0**	**0**	**334**	**7.8%**
CIB - Capital Imp. Bonds									
	Const-Plans/Spec's	0	887	0	0	0	0	887	
	Construction/Rehab	0	2,663	0	0	0	0	2,663	
		0	**3,550**	**0**	**0**	**0**	**0**	**3,550**	**82.6%**
MSA - Municipal State Aid									
	Const-Plans/Spec's	0	104	0	0	0	0	104	
	Construction/Rehab	0	312	0	0	0	0	312	
		0	**416**	**0**	**0**	**0**	**0**	**416**	**9.7%**
Total:		**0**	**4,300**	**0**	**0**	**0**	**0**	**4,300**	**100.0%**

1. Please provide the following information about your organization and proposed project:

Project Title: - West 7th Streetscape - Phase 1

Proposing Agency or Group: - Highland District Council and City of St Paul Public Works

Proposer's Address: - 1978 Ford Pkwy

Contact Person: - Kathy Carruth

Phone Number: - 651.695.4005

Email Address: - hdc@visi.com

Address or Cross Streets of Proposed Project: - West 7th Streetscape –Northside of West 7th St between Davern and Saint Paul Ave, and the East side of Davern st from West 7th to the Railroad Tracks

2. Citizen Participation District(s):

District 15 - Highland

3. City Council Ward(s):

Ward 3

4. I am aware of the City's public art ordinance:

Yes

5. Please provide a short description of your project.

This project addresses pedestrian safety issues by replacing aging, crumbling sidewalks, boulevards and trees, adding lighting, and burying power lines. It will help beautify a gateway to the City of St Paul. Phase 1 will be completed in conjunction with the redevelopment of Sibley Plaza, scheduled for 2015-17.

Section B – Narrative/Long Description: • Why is this project important? • Is there any historical context we should be aware of? • What does this project accomplish? What problem is it trying to solve? • Will this project occur in phases? What are they?

The West 7th streetscape project will help revitalize a very important area of the city and the Highland Park neighborhood. This portion of West 7th street is a main gateway to the city from the airport and Hwy 5 from the west, connecting Saint Paul to 35E, Fort Road and downtown businesses. It is very important to our community that as the area is redeveloped the streetscape is also updated to reflect a healthy, thriving community. With many new mixed use and residential developments scheduled to be built in this area, it is an opportune time to be making improvements. The street lighting was redone three years ago for improved vehicular visability, but nothing was done to update the pedestrian environment including sidewalks, boulevards or trees. With the addition of many new residents from both the proposed Sibley Plaza redevelopment and the Johnson Brothers housing development, this is an important time to help make this a

pedestrian friendly commercial district, it is vital to renew this infrastructure for the coming decades. The new design places an emphasis on longevity through high-quality, long last materials. Phase 1 will add specially designed Highland Park bike racks, to promote biking and to help connect the West 7th neighborhood to the rest of the Highland Park. This project will occur in phases. This first phase being done with the Sibley Plaza redevelopment, will be the template for ensuing phases, with the next phases waiting for the outcomes of both the Riverview Corridor Study and the Hwy 5 interchange study.

Section C – Fit with Evaluation Criteria

1. Project Importance: • Project stabilizes the structural or mechanical integrity of an asset • Project improves or creates an asset that is currently in high use or demand • Project improves or creates an asset to meet new demand • Project improves the functionality of an asset • What is the need for the project

The current West 7th streetscape is in need of a renewal. Street light Improvements put in over three years ago have helped create an environment that enhances the aesthetic atmosphere of the street. However, the tall lantern lights that were installed were mostly designed for automobile traffic and not pedestrian safety. The Highland community would like to build on this initial step by refreshing the streetscape design so this area of Saint Paul can continue to thrive economically. Of utmost concern is the deteriorating condition of the area.

	Points Possible	Points Awarded
Project Importance Score:	10	

2. Safety Concerns: • Project remedies safety issues that pose a danger to the community • Project addresses code violations or other mandates or legal requirements

This project will improve accessibility and pedestrian safety by bringing the streetscape up to ADA requirements. Pedestrian crossings and lighting will be improved both to help with visibility but also for Crime prevention through design. Deteriorating sidewalks will be replaced and permeable pavers installed, which will give pedestrians a wider sidewalk.

	Points Possible	Points Awarded
Safety Concerns Score:	10	

3. Demonstrated Support: • Project demonstrates community support and organizational commitment • Proposal demonstrates evidence of community collaborations or partnerships • Continued funding is needed to deliver expected services or to preserve an asset • Project leverages outside funding • What progress, if any, has been made on the project

The streetscape improvements were a main focal point for the Shepard Davern task force and the new amendment to the District 15 Plan. The D15 amendment states: • Improve all transportation modes, including the walkability, of the area to better accommodate the high density of residents in the area. • Incorporate a mix of uses and

a pedestrian-friendly street environment in commercial areas. • Improve the safety and walkability of West 7th Street, including the slowing of traffic coming into the city off the Highway 5 bridge, to create the feeling of a Gateway to Saint Paul . • Work with crime specialists to address particular issues in the area, through methods that may include increased lighting, camera surveillance, and/or Crime Prevention Through Environmental Design (CPTED), particularly in reviewing retail area parking lot design. Phase 1 of the West 7th Streetscape project will be done in conjunction with the private redevelopment of Sibley Plaza, the area's commercial hub.

	Points Possible	Points Awarded
Demonstrated Support Score:	10	

4. Community Benefit: • Project significantly benefits a neighborhood, district, area, or city as a whole • Project enhances livability by improving quality of life or property values, providing unmet needs, improving safety or accessibility, etc. • Project improves aesthetic appearance of an asset or area through landscaping, public art, lighting, signage, or other design features

The West 7th streetscape project will improve livability standards by enhancing the pedestrian environment for residents, shoppers and employees. It will improve property values for a large commercial and residential area, and accessibility standards along West 7th Street. The aesthetic appearance of the Shepard Davern area, a major gateway to the city, will be improved with new trees, plantings, and low-maintenance, high-quality materials. Ash trees in the boulevard which are susceptible to emerald ash borer will be replaced with several hard tree species thus adding to the overall health of the City's urban forest. This project significantly benefits the entire neighborhood and has been ranked very highly by the Highland District Council. An improved gateway to the City on West 7th street will positively impact both the residents and businesses in Highland Park and the City of Saint Paul.

	Points Possible	Points Awarded
Community Benefit Score:	10	

5. Long-Range Impact: • Project's impact on future operating costs (both increases/decreases) • Project exceeds standards in environmental sustainability • Project provides tangible return on investment • Project is included in City-approved plan • Project maintains an asset with historical significance • Project demonstrates ability to achieve stated outcomes

This project is called out for specifically by the Shepard Davern Amemdment to the District 15 plan. Materials have been selected for longevity, and have been pulled from existing above standard streetscape elsewhere in the city to facilitate future maintenance and replacement, as necessary. Tree planting areas will be designed for long-term tree health and tree planting techniques that exceed environmental sustainability standards will be pursued. Stormwater management will be improved through the installation of pervious pavers in the boulevards.

	Points Possible	Points Awarded
Long-range Impact Score:	10	

Section D – Additional Information

1. Additional Information Requested: Please provide additional information that would be important to know about your project.

Demographics of the Shepard Davern Area: Appendix: Basic Census and Market Information Data source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2012 data. 2010 data unless otherwise noted.

Population • Total Population: 5,465 • 59.3% White Alone • 26.9% Black Alone • 0.3% American Indian Alone • 4.8% Asian Alone • 0.0% Pacific Islander Alone • 6.0% Some other race Alone • 2.6% Two or more races • 10.2% Hispanic Origin Housing • Households: 2,846 •

Average Household Size: 1.91 • Housing Units: 3,187 • Owner Occupied Units: 16.9% • Renter Occupied Units: 72.4% • Vacant Housing Units: 10.7% • Households with children: 17.9% Income • Average Household Income (2012):$44,974 • Households with income <$15,000: 26.4% Data source: Esri and Dun & Bradstreet, 2012

SU-1503471 West 7th Streetscape - Phase 1

Phase Detail

Phase	Fin Code	Start Date	End Date	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total
Const-Plans/Spec's	AST			0	98	0	0	0	0	98
Const-Plans/Spec's	CIB			0	238	0	0	0	0	238
Const-Plans/Spec's	MSA			0	58	0	0	0	0	58
Construction/Rehab	AST			0	292	0	0	0	0	292
Construction/Rehab	CIB			0	712	0	0	0	0	712
Construction/Rehab	MSA			0	172	0	0	0	0	172
Total:				**0**	**1,570**	**0**	**0**	**0**	**0**	**1,570**

Phase Summary

Phase	Prior Appr	Yearly Amount (in Thousands) 2016	2017	2018	2019	2020	Total	% of Total
Const-Plans/Spec's	0	394	0	0	0	0	394	100.0%
Construction/Rehab	0	1,176	0	0	0	0	1,176	100.0%
Total:	**0**	**1,570**	**0**	**0**	**0**	**0**	**1,570**	**100.0%**

Financing Source Detail / Summary

Fin Code	Phase	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total	% of Total
AST - Assessments									
	Const-Plans/Spec's	0	98	0	0	0	0	98	
	Construction/Rehab	0	292	0	0	0	0	292	
		0	**390**	**0**	**0**	**0**	**0**	**390**	**24.8%**
CIB - Capital Imp. Bonds									
	Const-Plans/Spec's	0	238	0	0	0	0	238	
	Construction/Rehab	0	712	0	0	0	0	712	
		0	**950**	**0**	**0**	**0**	**0**	**950**	**60.5%**
MSA - Municipal State Aid									
	Const-Plans/Spec's	0	58	0	0	0	0	58	
	Construction/Rehab	0	172	0	0	0	0	172	
		0	**230**	**0**	**0**	**0**	**0**	**230**	**14.6%**
Total:		**0**	**1,570**	**0**	**0**	**0**	**0**	**1,570**	**100.0%**

1. Please provide the following information about your organization and proposed project:

Project Title: - Territorial Road Equitable Use

Proposing Agency or Group: - Saint Anthony Park Community Council/ District 12

Proposer's Address: - 890 Cromwell Ave. Saint Paul, MN 55114

Contact Person: - Suyapa Miranda

Phone Number: - 651-649-5992

Email Address: - suyapa@sapcc.org

Address or Cross Streets of Proposed Project: - Territorial Road/ Berry/Vandalia

2. Citizen Participation District(s):

12 - St. Anthony Park Community Council

3. City Council Ward(s):

Council Ward 4

4. I am aware of the City's public art ordinance:

Yes

5. Please provide a short description of your project.

Territorial Road needs reconstruction for the benefit of South St Anthony and Saint Paul residents, businesses, and industry. This is a vital route that can connect clusters of disconnected populations, boost participation with area retail and economic activity, provide access to jobs, improve the connection for local industry, and connect residents to South St Anthony's parks and green spaces.

Section B – Narrative/Long Description: • Why is this project important? • Is there any historical context we should be aware of? • What does this project accomplish? What problem is it trying to solve? • Will this project occur in phases? What are they?

Territorial Road is a tremendous opportunity to build a strong community connection among clusters of our residents, help to increase population density near the Green Line, and help South St Anthony industrial partners have a connection that benefits them. Stakeholders include South St Anthony residents, retail and service businesses from Westgate to Raymond, and industrial partners in the neighborhood and throughout Saint Paul. Each of these groups has overlapping needs. We have a cluster of residents at Emerald/Curfew/Westgate that do not have an equitable connection to our retail businesses and parks in the neighborhood. We have another cluster along Carleton and North Hampden, increasing in density that also does not have an equitable connection to South St Anthony's parks. We have significant commercial and industrial activity in South St Anthony that needs an improved connection to MN280 and I94, along with improved access to our powerful local workforce. The state of Territorial Road today does not represent the priorities of the neighborhood or the City. While

Territorial Road needs substantial improvements, it is currently a significant route for residential, commercial, and industrial use. This is a connection that is ripe for opportunity and can transform the neighborhood. The suggestions in this application are consistent with the City's Comprehensive Plan, include elements from the Plan, and District 12 wishes to work with the City and all stakeholders to better establish this important transportation connection in a revitalized South St Anthony Park. Territorial Road is one of the oldest transportation routes in the state's history. We hope this history will be recognized as part of the project.

Section C – Fit with Evaluation Criteria

1. Project Importance: • Project stabilizes the structural or mechanical integrity of an asset • Project improves or creates an asset that is currently in high use or demand • Project improves or creates an asset to meet new demand • Project improves the functionality of an asset • What is the need for the project

Territorial Road is a high demand street and important route for residential and commercial/industrial use in South St Anthony Park and the City of Saint Paul. Better sidewalks, addition of bike lanes, and improved boulevards will meet neighborhood needs. Intersections need safety improvements for all users—pedestrians, bikers, cars, and commercial vehicles. Improvements will help increase density, benefit Walk Scores, connect the surrounding community, and beautify the neighborhood.

	Points Possible	Points Awarded
Project Importance Score:	10	

2. Safety Concerns: • Project remedies safety issues that pose a danger to the community • Project addresses code violations or other mandates or legal requirements

This project balances the needs of our neighborhood residents and our industrial partners. Safer intersections with better markings for vehicle turns and pedestrian walkways, along with bike lanes, will make this vital route finally safe. Territorial from Vandalia to Raymond needs better sight lines and lighting overall; intersections at Eustis and Cromwell are currently unsafe for pedestrians and unsuitable for walking. This road needs reconstruction to accommodate commercial traffic co-existing with increasingly dense residential developments.

	Points Possible	Points Awarded
Safety Concerns Score:	10	

3. Demonstrated Support: • Project demonstrates community support and organizational commitment • Proposal demonstrates evidence of community collaborations or partnerships • Continued funding is needed to deliver expected services or to preserve an asset • Project leverages outside funding • What progress, if any, has been made on the project

Representatives from the Northwest Area Transportation Study task force and West Midway Industrial Study task force are working with District 12 on this project. D12 is

including priorities identified from both studies. Additionally D12 has worked with Prospect Park on the "Bridging the Gap" transportation study, recommending reconstruction of this street (2009). The Creative Enterprise Zone and its members are willing to help with public art. Joy of the People at South St Anthony Recreation Center and the Seal Hi-Rise Residents Council are involved.

	Points Possible	Points Awarded
Demonstrated Support Score:	10	

4. Community Benefit: • Project significantly benefits a neighborhood, district, area, or city as a whole • Project enhances livability by improving quality of life or property values, providing unmet needs, improving safety or accessibility, etc. • Project improves aesthetic appearance of an asset or area through landscaping, public art, lighting, signage, or other design features

Recommended improvements to Territorial Road substantially benefit population clusters in South St Anthony Park that are currently lacking in physical/social connections (Emerald/Curfew/Westgate and Carleton/North Hampden). Our residents will ultimately have a strong connection after this project, will have much better access to South St Anthony retail and service businesses, and have much better access to South St Anthony Park/recreation center and Hampden Park. Our industrial partners will have stronger connections to MN280 with better traffic control and improved intersections. This is a further investment along the Green Line corridor, will help increase population density, and significantly beautify the neighborhood.

	Points Possible	Points Awarded
Community Benefit Score:	10	

5. Long-Range Impact: • Project's impact on future operating costs (both increases/decreases) • Project exceeds standards in environmental sustainability • Project provides tangible return on investment • Project is included in City-approved plan • Project maintains an asset with historical significance • Project demonstrates ability to achieve stated outcomes

Reconstruction of Territorial Road is included in the City's Comprehensive Plan, is included in recent long-range studies such as Northwest Transportation Study and West Midway Industrial Study, and 2009 D12/Prospect Park joint transportation study. This project is consistent with the City's accepted recommendations from District 12's 10-year plan (adopted 2008). This project greatly affects and improves the built environment of the neighborhood and City. It will stimulate growth for residential and retail projects and strengthen the City's relationship with its industrial partners. This project will revitalize South SAP and enhance a historic route. This project builds social, economic, and physical connections among neighborhood residents and business/industrial partners. This area has been extensively studied and this project is a significant step toward resolving recommendations and the neighborhood's current needs.

	Points Possible	Points Awarded
Long-range Impact Score:	10	

Section D – Additional Information

1. Additional Information Requested: Please provide additional information that would be important to know about your project.

The pavement condition of Territorial Road is severely deteriorated across most of its run. It is currently a concrete street with asphalt patchings which make it uneven and unattractive. The current concrete is noisy and disruptive to area residents. Territorial Road is not currently suitable for bicycle or pedestrian use, modes that are greatly increasing near the Green Line. Much of Territorial lacks adequate sight lines and street lighting for perceived safety by pedestrians and bikers. Boulevards and sidewalks need significant improvements. Some parts of Territorial have limited sidewalk access or none at all. This area has experienced significant population growth due to the Green Line and expects continued growth. Joy of the People has operated the South St Anthony Recreation Center since 2009. The program has experienced tremendous growth and the facility is now a significant destination for neighborhood residents, St Paul residents, and greater Twin Cities residents. Traffic counts and forecasts on Territorial Road have been examined by the Northwest Area Transportation Study Task Force and are readily available. Territorial Road is in close proximity to sections of public housing in South St Anthony. District 12 is committed to including all stakeholders as part of this project. South Saint Anthony Park is in great need of increased walkability. Our residents need better social and physical connections in this area to build a better sense of community.

SU-1203468 Territorial Road Equitable Use

Phase Detail

Phase	Fin Code	Start Date	End Date	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total
Construction/Rehab	AST			0	820	0	0	0	0	820
Construction/Rehab	MSA			0	6,080	0	0	0	0	6,080
Total:				**0**	**6,900**	**0**	**0**	**0**	**0**	**6,900**

Phase Summary

Phase	Prior Appr	Yearly Amount (in Thousands) 2016	2017	2018	2019	2020	Total	% of Total
Construction/Rehab	0	6,900	0	0	0	0	6,900	100.0%
Total:	**0**	**6,900**	**0**	**0**	**0**	**0**	**6,900**	**100.0%**

Financing Source Detail / Summary

Fin Code	Phase	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total	% of Total
AST - Assessments									
	Construction/Rehab	0	820	0	0	0	0	820	
		0	**820**	**0**	**0**	**0**	**0**	**820**	**11.9%**
MSA - Municipal State Aid									
	Construction/Rehab	0	6,080	0	0	0	0	6,080	
		0	**6,080**	**0**	**0**	**0**	**0**	**6,080**	**88.1%**
Total:		**0**	**6,900**	**0**	**0**	**0**	**0**	**6,900**	**100.0%**

1. Please provide the following information about your organization and proposed project:

Project Title: - Pedestrian safety and traffic improvements in the Snelling-Selby area

Proposing Agency or Group: - Union Park District Council

Proposer's Address: - 1602 Selby Avenue, Suite 10, Saint Paul, MN 55104

Contact Person: - Julie Reiter, Executive Director

Phone Number: - 651-645-6887

Email Address: - julie@unionparkdc.org

Address or Cross Streets of Proposed Project: - Snelling & Selby area (Selby & Saratoga; Saratoga & Dayton; and Hague & Fry)

2. Citizen Participation District(s):

District 13 – Union Park

3. City Council Ward(s):

Ward 1 and Ward 4

4. I am aware of the City's public art ordinance:

Yes

5. Please provide a short description of your project.

This three-part project addresses serious concerns about pedestrian safety in the Snelling-Selby area. It implements infrastructure changes, some already designed by Saint Paul Public Works, and uses placemaking elements, including public art and signage, to divert and slow vehicle traffic in the area, making it safer for all users.

Section B – Narrative/Long Description: • Why is this project important? • Is there any historical context we should be aware of? • What does this project accomplish? What problem is it trying to solve? • Will this project occur in phases? What are they?

On August 14, 2014, ground was broken for a new development called the Vintage, at the corner of Snelling and Selby Avenues. The five-story apartment complex with 210 apartments will be done in late 2015, and the attached 39,100 square foot Whole Foods will open in spring 2016, on a total of 2.5 acres of land. The development will include 495 parking stalls, with 175 parking spots for the grocery store. The Union Park District Council has supported the development, but recognized that "the community has serious concerns about the effects of the project on traffic congestion, pedestrian safety, parking and the quality of life in the adjacent residential neighborhoods." It recommended approval of the site plan, conditional on the city working with the community on pedestrian safety and traffic mitigation issues.

Over the last year, the community and city worked together with MnDOT (Snelling is a state highway) and arrived at this three-part project, designed to mitigate the negative effects of the increased traffic pressures brought by the new development.

1. The first part of the project involves **infrastructure changes at the Selby-Saratoga and Saratoga-Dayton intersections to divert traffic away from the Snelling-Selby intersection.** Specifically, plans call for the city to:

- Remove the existing bump-out at the northeast corner of Selby and Saratoga to add a right turn lane from westbound Selby to northbound Saratoga.
- Install signage encouraging right turns at Saratoga from westbound Selby for traffic going to north Snelling and I-94. This will eliminate up to 70% of right hand turns made from Selby westbound to Snelling northbound, routing vehicle traffic around the back of the Vintage and away from the Snelling-Selby intersection itself, where the majority of pedestrian activity occurs.
- Paint the crosswalk across Selby on the west side of Saratoga, and improve crosswalk lighting.
- Extend the bump-out at the northwest corner of Selby and Saratoga to slow traffic and shorten the distance for pedestrians crossing Selby.
- Stripe the lane at the curve at Saratoga and Dayton, around the back of the Vintage, and add bollards or a median island to separate the traffic lanes and slow traffic around the curve.
- Install signage indicating a reduced speed limit at the curve at Saratoga and Dayton.

2. The second part of the project involves **an infrastructure change at the intersection of Hague and Fry to preserve the quality of life in the immediately adjacent residential neighborhood.** Specifically, we propose that the city:

- Construct a diverter through the intersection at Fry Street and Hague Avenue, requiring westbound Hague traffic to turn southbound onto Fry, and northbound Fry traffic to turn east on Hague. This will significantly reduce the amount of traffic cutting through residential streets to avoid the Snelling-Selby intersection, and trolling for parking in the residential area around the shopping district.

3. The third part of this project involves **designing and installing placemaking elements in the Snelling-Selby area to achieve traffic calming through a sense of place.** Specifically, we plan to have an artist work with the community and the city to:

- Design and construct visual gateway markers along Snelling and Selby Avenues, with the form to be determined by local residents and business owners through a Friendly Streets event in the spring. Funding has already been secured for this event.

- Design and construct artistic seating, planters, bike racks and other placemaking elements in the Snelling-Selby area, also to be determined at the Friendly Streets event in the spring.

Section C – Fit with Evaluation Criteria

1. Project Importance: • Project stabilizes the structural or mechanical integrity of an asset • Project improves or creates an asset that is currently in high use or demand • Project improves or creates an asset to meet new demand • Project improves the functionality of an asset • What is the need for the project

All three parts of this project are important to protect and improve a highly valuable city asset—a vibrant, walkable commercial core centered around the Snelling-Selby intersection. The problem: this is one of the most congested intersections in the city. 43,000 vehicles pass through the intersection every day. The Traffic Impact Study for the Vintage project rates the intersection's current service levels either "E" or "F" on an A-F scale, for all directions of travel in both morning and evening peak traffic hours.

As Councilmember Russ Stark has acknowledged, residents have good reason to be worried that the development "will add traffic to an area that's already burdened." With almost 500 new parking spaces, over 300 new residents, and a massive new grocery, everyone anticipates increased traffic in the Snelling-Selby area. The Vintage's own conservative estimates project almost 250 additional vehicle movements per hour in peak morning and evening periods. Levels of service would still be rated "F," with many projected wait times even longer than they are today.

Diverting through-traffic away from the intersection, and encouraging traffic calming around the intersection, will allow users of all modes of transportation to better access the businesses and services in this neighborhood shopping district. Pedestrian access is particularly important for the success of the Vintage development—a development with projected annual tax revenue of $1.5 million. Designed to promote walking, public transit use, and bicycling by residents and customers, the store's main entrance will be directly on the Snelling-Selby corner, and will have 24 dedicated bicycle parking stalls, along with dedicate bicycle parking for all residents. Pedestrian access is equally important for the success of Metro Transit's $25 million Bus Rapid Transit A-Line, which will run through the intersection on Snelling, stopping a block north of Selby on Dayton. If people don't feel safe walking to access these private and public amenities, clearly they won't use them.

This project is also important for the success of the more than 30 existing businesses—many locally owned and operated—around the intersection, and many more nearby. Responding to a January 2014 Union Park survey, residents specifically cited difficulty accessing Snelling-Selby businesses as a concern that needed to be addressed:

- "I never stop at businesses in that area because they are difficult to get to regardless of mode of transportation."

- "I am a small business owner just outside that district in Macalester-Groveland. I am hearing from my customers that traffic congestion @ Selby and Snelling is costing me business as they are unwilling to fight the traffic."

Traffic diversion and calming is also crucial to maintain the quality of life of the area's many residents. Walkability is a top priority for residents. Census data show that over thirty percent of working Union Park residents travel to work by public transportation, walking, and biking (or work at home). In a recent open-ended survey of 400 Union Park residents, over half of them named walkability to local businesses as an important neighborhood asset. A Friendly Streets Initiative survey of 78 residents in the immediately-adjacent residential district indicated that 99% of them are patrons of Snelling-Selby businesses, almost all of them walking to those businesses.

In that survey, residents specifically expressed concern about increased traffic from the Vintage. For example: "We had an idyllic, friendly, safe, not much vehicle traffic (but lots of foot traffic) block. It's a peaceful family neighborhood that is going to become ruined for residential living." The January 2014 Union Park resident survey on the Snelling-Selby area reflects this concern:

- "Something really needs to be done before the new development is built. I feel for the residents of this neighborhood. It's a great place to live, but awful when it comes to traffic..."
- "The safety and quality of life of the people who LIVE in this neighborhood is more important than the convenience of those who are driving through it."
- "Selby and Snelling should be looked at by the city as a destination point and not just a way to move a lot of car traffic. Make it safe and make it inviting for pedestrians, bikes and motor vehicles."
- "The goal should be to improve the quality of life around these intersections and to make this a special, walkable shopping destination."

This project has been carefully designed to achieve a balance between improved traffic flow and pedestrian access to all the amenities the intersection has to offer.

	Points Possible	Points Awarded
Project Importance Score:	10	

2. Safety Concerns: • Project remedies safety issues that pose a danger to the community • Project addresses code violations or other mandates or legal requirements

This project addresses serious pedestrian safety concerns at the Snelling-Selby intersection and surrounding area. It will divert up to 70% of right hand vehicle turns away from the corner where pedestrian activity will increase the most. It will reduce the number and speed of vehicles in the immediately adjacent Hague-Fry residential area, and will achieve traffic calming in the area through placemaking and public art.

The 2013 MnDOT Snelling Avenue Multi-Modal Study found that the Selby intersection already experiences the second busiest level of pedestrian and bicycle activity (behind only University), with about 100 pedestrians crossing Snelling at Selby per hour throughout the day, and more during peak hours. The Vintage traffic report highlighted residents' current grave pedestrian safety concerns:

- Pedestrians don't feel safe crossing Snelling
- Drivers don't yield to pedestrians in crosswalks, especially when turning at intersections
- Cut-through traffic goes too fast on residential streets and doesn't pay close enough attention to children playing, pedestrians, and bicyclists
- Cars do not stop at stop signs on residential streets and don't yield to pedestrians and bicyclists
- Recent car/bicycle accident at Hague and Fry brings additional urgency to addressing safety issues at this intersection where few cars come to a stop at stop signs

The data supports these concerns. Pedestrian crashes have occurred at the Snelling-Selby, Snelling-Marshall, Snelling-Dayton, Snelling-Hague, and Selby-Saratoga intersections. The January 2014 Union Park survey on the Snelling-Selby area ranked the number-one issue to resolve "pedestrians feel unsafe crossing the street," with two-thirds putting it in the top three. Comments from residents also highlighted the pedestrian safety issue:

- "Pedestrian safety needs to be our biggest concern."
- "This is going to be a crucial pedestrian intersection once the [Whole Foods] opens there. Please make it safe for pedestrians!"
- "As someone who crosses Snelling on the north side of Selby, I often feel very unsafe with traffic …trying to turn on to Snelling."
- "Cars often speed through back streets to avoid the traffic and this makes for unsafe conditions as well."

Safety was highlighted in the Friendly Streets Initiative survey of 78 residents in the immediately adjacent residential area. The leading problem for Hague Avenue residents is that cars drive too fast along the street, with 78% of the respondents selecting this as the number one problem. A close second was motorists using Hague and Fry as a cut-through to avoid the Snelling-Selby intersection. Almost half of the residents cited "too much car traffic" as a problem in the area, and specifically identified the Hague and Fry intersection as dangerous.

Numerous residents on Hague and the surrounding area contacted the District Council and Councilmember Russ Stark. In December 2013, one resident wrote: "While I am not opposed to the development generally, I am very concerned about the increased traffic and congestion it will create. My neighbors and I are worried that this traffic will

threaten pedestrian safety in the area and will decrease the quality of life in the surrounding neighborhoods. We already experience a lot of cut-through traffic—both cars and trucks—seeking to avoid the backup at that intersection."

Pedestrian safety concerns at intersections, due to fast traffic and drivers not watching for pedestrians, was also the number one community priority in outreach done in July-September 2014 in conjunction with a Snelling Avenue walkability workshop conducted by the District Councils Collaborative and the Saint Paul Riverfront Design Center, with support from the Blue Cross/Blue Shield Center for Prevention. Saint Paul Public Works and MnDOT were also involved in the workshop.

	Points Possible	Points Awarded
Safety Concerns Score:	10	

3. Demonstrated Support: • Project demonstrates community support and organizational commitment • Proposal demonstrates evidence of community collaborations or partnerships • Continued funding is needed to deliver expected services or to preserve an asset • Project leverages outside funding • What progress, if any, has been made on the project

The first part of this project was developed through community collaboration with Saint Paul Public Works, MnDOT, Metro Transit, residents, city staff, and local business owners—and has been approved by the community and endorsed by the Union Park District Council board. First, more than 80 residents attended a community meeting on January 14, 2014, convened by the District Council on issues surrounding the Vintage development at Snelling and Selby. This meeting, and a survey of 215 residents, both highlighted traffic congestion and pedestrian safety as the primary concerns to be addressed.

Then, a Task Force was convened, with Bill Goff of MnDOT, Paul St. Martin and Monica Beeman of Saint Paul Public Works, Mai Chong Xiong of Councilmember Dai Thao's office, two Union Park board members, four residents, two business association representatives, and a representative from the Vintage development. They met numerous times to analyze the survey data and community input, address the community's concerns, and arrive at the infrastructure changes set out in the first part of this project.

The Task Force brought its recommendations back to the community on May 13, receiving widespread support. None of the handful of residents who live along the Saratoga/Dayton route is opposed to the diversion of traffic there; they are also supportive of the proposal for traffic slowing measures at the ninety-degree turn at Saratoga and Dayton. The Union Park Land Use Committee approved the Task Force recommendations on May 27, and Union Park District Council board endorsed them on June 4.

This project is designed to address a number of pedestrian safety issues identified by the Task Force. In the meantime, the District Council has leveraged outside participation as well, to make additional infrastructure improvements recommended by the Task Force. MnDOT has committed to install a median island pedestrian refuge on Snelling at Dayton, near the new Bus Rapid Transit stop. And the Vintage developer has agreed to expand the bump-out at the northeast corner of Snelling and Selby, to reduce the number of right-hand turn movements on a red light, increasing pedestrian safety.

The second and third parts of this project have also received widespread community support. In response to resident concerns, the District Council engaged the Friendly Streets Initiative to "determine how to best maintain safe, pleasant streets and a high quality of life in a three-block residential area around the new development at Snelling and Selby." At a June 7 event, residents observed models and photographs of possible improvements, and the initiative collected 78 resident surveys and 408 opinions expressed on a gallery of images. The improvement with the strongest support in the survey and voting data from residents in the project area was the diverter placed at Fry and Hague—the second part of this project.

A visual gateway marker, and public seating and art, also have wide support. In the June 7 survey, street art received strong support from all categories of respondents—business owners, residents on Hague, and residents from other nearby areas. In a January 6, 2015 focus group of residents, the most popular ideas to surface were an "archway or other marker indicating an entrance into the area" and "bench and other outdoor seating opportunities." During the Snelling walkability workshop held in conjunction with the District Councils Collaborative, the Saint Paul Riverfront Corporation Design Center, and Blue Cross/Blue Shield, one of the top recommendations for the stretch of Snelling immediately north of Selby was to "add aesthetic and wayfinding elements to improve the pedestrian environment," including a gateway marker identifying the neighborhood.

The third part of the project leverages funding provided by the District Council to engage the Friendly Streets Initiative for a community event around placemaking at Snelling and Selby in the spring of 2015. The report coming out of that event will determine the form of the gateway marker and public art that is implemented as the third part of this project.

	Points Possible	Points Awarded
Demonstrated Support Score:	10	

4. Community Benefit: • Project significantly benefits a neighborhood, district, area, or city as a whole • Project enhances livability by improving quality of life or property values, providing unmet needs, improving safety or accessibility, etc. •

Project improves aesthetic appearance of an asset or area through landscaping, public art, lighting, signage, or other design features

Diverting through-traffic around the Snelling-Selby intersection and encouraging traffic calming through the intersection will increase pedestrian safety and improve traffic flow, significantly benefiting the businesses at the intersection, the residents in the surrounding area, and all other users of these streets. The Snelling-Selby area is a strong asset in the city, with its diversity of locally owned businesses, and with the significant development of the Vintage property.

Discouraging cut-through traffic in the immediately adjacent residential area will improve the quality of life of the residents in the nearby residential community, improve the safety of children, pedestrians, and bicyclists along Hague and Fry, and will likely increase residential property values.

The public art and gateway marker will improve the aesthetic appearance along Snelling Avenue for the thousands of drivers that pass through the intersection each day. And, creating a greater sense of pedestrian space through public seating and art will calm traffic as it proceeds through the intersection.

	Points Possible	Points Awarded
Community Benefit Score:	10	

5. Long-Range Impact: • Project's impact on future operating costs (both increases/decreases) • Project exceeds standards in environmental sustainability • Project provides tangible return on investment • Project is included in City-approved plan • Project maintains an asset with historical significance • Project demonstrates ability to achieve stated outcomes

This project involves permanent infrastructure and public art installations that will serve the community for years to come. Saint Paul Public Works staff designed the infrastructure improvements at Selby and Saratoga and Saratoga and Dayton specifically to achieve the stated outcome of improving pedestrian safety while maintaining traffic flow. They considered the positive and negative aspects of numerous proposals, weighing the effects on pedestrians, users with disabilities, bicyclists, public transit, car traffic, and truck traffic, and arrived at the specific proposal in part one of this project.

The diverter in part two of this project is designed specifically to provide relief to residential areas adjacent to the Snelling and Selby commercial districts. There are successful examples of such diverters being implemented in the Twin Cities, as well as other cities throughout the United States.

The buildings at and near the corner of Snelling and Selby, besides the Vintage, were all built between 1908 and 1927. The landmark O'Gara's Bar and Grill has been there since 1942. The improvements proposed in this project will enhance and maintain the vitality of this area, which has been a key neighborhood commercial district in Saint Paul for over 100 years.

	Points Possible	Points Awarded
Long-range Impact Score:	10	

Section D – Additional Information

1. Additional Information Requested: Please provide additional information that would be important to know about your project.

N/A

City of Saint Paul

2016-2020 Unified Capital Improvement Program and Budget Process

Budget Year: **2015** Status: **FINAL** Stage: **S**

SU-1303450 Pedestrian safety and traffic improvements

Phase Detail

Phase	Fin Code	Start Date	End Date	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total
Const-Plans/Spec's	CIB			0	55	0	0	0	0	55
Construction/Rehab	CIB			0	220	0	0	0	0	220
Total:				**0**	**275**	**0**	**0**	**0**	**0**	**275**

Phase Summary

Phase	Prior Appr	Yearly Amount (in Thousands) 2016	2017	2018	2019	2020	Total	% of Total
Const-Plans/Spec's	0	55	0	0	0	0	55	100.0%
Construction/Rehab	0	220	0	0	0	0	220	100.0%
Total:	**0**	**275**	**0**	**0**	**0**	**0**	**275**	**100.0%**

Financing Source Detail / Summary

Fin Code	Phase	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total	% of Total
CIB - Capital Imp. Bonds									
	Const-Plans/Spec's	0	55	0	0	0	0	55	
	Construction/Rehab	0	220	0	0	0	0	220	
		0	**275**	**0**	**0**	**0**	**0**	**275**	**100.0%**
Total:		**0**	**275**	**0**	**0**	**0**	**0**	**275**	**100.0%**

1. Please provide the following information about your organization and proposed project:

Project Title: - Pelham Boulevard on Grand Round

Proposing Agency or Group: - Desnoyer Park Improvement Association

Proposer's Address: - 2434 Beverly Road

Contact Person: - Drew Ross

Phone Number: - 651-341-2265

Email Address: - dpia.drew@gmail.com

Address or Cross Streets of Proposed Project: - Pelham Boulevard between Mississippi River Boulevard and University Avenue

2. Citizen Participation District(s):

District 13 – Union Park

3. City Council Ward(s):

Ward 4

4. I am aware of the City's public art ordinance:

Yes

5. Please provide a short description of your project.

Leverage current trail funding to rebuild Pelham Boulevard. Tear out crumbling concrete road between Mississippi River Boulevard and University Avenue, including Grand Round route to Raymond. Replace with a Complete Street that addresses unsafe conditions. Reorient intersections. Incorporate traffic calming. Create on-street presence for bikes. Build safe crossings for pedestrians.

Section B – Narrative/Long Description: • Why is this project important? • Is there any historical context we should be aware of? • What does this project accomplish? What problem is it trying to solve? • Will this project occur in phases? What are they?

Pelham Boulevard is a part of Saint Paul's Grand Round. The street is functionally obsolete and has unsafe conditions for motorists, pedestrians and bicyclists. An off-street trail will be built in 2016 with money from the 8-80 Vitality Fund. MnDOT plans to replace or resurface the bridge over I-94 in 2019. Either way, the bridge will be widened and will incorporate bike and pedestrian facilities. Reconstructing the roadway now will leverage committed funds for a cohesive design among all three elements (trail, bridge and street) and eliminate duplicating work, including intersection alignment, curbs, and lighting, thereby saving money.

Importance to City and Regional Connectivity

In one short mile, Pelham connects the greatest investment in a generation – the Green Line – with our city's greatest amenity – the Mississippi River. The Green Line's Raymond Station is the closest station to the river outside of downtown. Pelham's

connection with Raymond Avenue to the north also creates one of a few north-south routes for bicyclists seeking to cross I-94 and the railroad yards. The nearest alternate route is Hamline Avenue, 2.5 miles to the east, and 15th Avenue in Minneapolis, 2.5 miles to the west. This creates a funnel in the bike network and highlights the importance of Pelham's role in the region's bike infrastructure. This geography made it a natural segment in the Grand Round, and we're excited about the role the off-street trail will play in the regional network of bike trails.

Poor Road Conditions

It would be wonderful if the off-street trail addressed all of the issues drivers, cyclists, and pedestrians have on Pelham. Unfortunately, that isn't the case. Pelham is falling apart. It is an old truck highway built of concrete in the 1950s. The concrete in the roadway is crumbling and beyond repair. Potholes and the linear cracks make it difficult riding for bicycle commuters and participants in the St. Paul Classic. The poor conditions are responsible for numerous bike accidents each year. Seal-coating isn't an option and the pothole repairs (at least twice a year) are costly. We have been advised by City engineers that Pelham will need to be rebuilt at some point in the near future.

Rebuild Benefits Motorists

Pelham's design is functionally obsolete and wrong for its current role in the City's transportation plan. This leads to unsafe driving practices. It has become a major cut-through route during rush hour. As it was designed for trucks, it is overly wide, which signals drivers to drive faster, often exceeding the speed limit. Drivers routinely roll through stop signs (at Doane Avenue and Otis Avenue). According to the neighborhood history, Desnoyer Park was not designed by a professional engineer (the only neighborhood in the city). This resulted in awkward lane shifts and acute angles at some intersections. In particular, the Otis/Pelham intersection has long been on the drawing board to be reconfigured. Its oblique shape confuses drivers. They don't know where to stop. They chronically cut the inside corner in one direction and roll through in the other. Such a confusing geometry distracts drivers and results in car accidents and routine close calls with pedestrians.

Rebuild Benefits Cyclists

According to the St. Paul's Bikeways Plan, as part of the Grand Round, Pelham will have an on-street bike facility. Currently, the entire length is "Share the Road." There are no on-street markings indicating where bikes should travel. The off-street trail will alleviate some of that but Pelham plays an important role for both future recreational (off-street) and current commuter (on-street) bicycling. Pelham has a bike count of 50 in two hours (per City). Near its south end is the Marshall Avenue bridge, which has the highest bike count in St. Paul (City count: 300 bikers in two hours). Here Pelham is a tributary to the busiest bike route, a bridge that crosses the river. As mentioned, it is the only north-south route over logistical hurdles of both the interstate and the railroad yards for miles in each direction. In this way the street itself already plays an instrumental role in the bicycle network, a role expected to grow in importance.

Every autumn, thousands of participants in the popular St. Paul Bike Classic ride down Pelham. Furthermore, Pelham plays a role in three City plans (Bikeways Plan/Grand Round, Raymond Station Plan/Green Line, and Great River Passage). Each plan identifies Pelham as a dedicated route for pedestrians and bicyclists. From neighborhood safety to City priorities, the new design should reflect a Complete Streets that gives bicyclists a prominent and safe place on the street.

Rebuild Benefits Pedestrians

The five right-angled intersections on Pelham have very relaxed radii. This results in very spacious intersections. In order to cross the street, pedestrians must walk ~50% farther than on safer streets. Consequently, pedestrians are exposed to oncoming traffic that much longer. Either bump outs and/or medians would give pedestrians a safer passage, particularly at the cross streets of Doane Avenue, Beverly Road, and Otis Avenue. Pelham travels along Desnoyer Park's park and playground. The Desnoyer Park Recreation Center is leased to KidsPark, one of the few hourly drop-in child care centers in the metro area that has over 100 participating families. To get there, families cross the street throughout the day with young children. A median or high visibility crosswalk at mid-block in front of the Recreation Center would slow traffic. In recent years the neighborhood has experienced a demographic shift and is attracting younger families. The park is a popular place for families to gather and play. Avalon School is located on Myrtle Avenue, a half mile north of the park. The high school students walk to the park in all seasons for exercise. The Pelham bridge over I-94 and the railroad is at the northern edge of Desnoyer Park. The bridge has only one sidewalk (on the west side). Pedestrians must cross to this sidewalk or walk on the shoulder of the road. The redesign of the street should communicate to auto drivers that pedestrians should be expected here.

Community Support and Commitment

The Desnoyer Park Improvement Association has conducted extensive community outreach. In 2013, we partnered with the Friendly Streets Initiative to educate the neighborhood on various traffic calming measures and to get community feedback on priorities and concerns. Over the past two years we have held three events, including the neighborhood picnic and a couple of block parties. Residents were able to identify problem areas on a map, rate images of their preferred traffic calming and placemaking devices, and take surveys. In 99 surveys taken, 100% of respondents indicated that Pelham had problems. Among the top concerns: traffic drives too fast, traffic ignores signs, and Pelham is unsafe for children. We wrote a report detailing our findings. For one of the block parties, called the Pelham Palooza, we closed Pelham for a few hours. Bike advocate Steve Clark from Transit for Livable Communities conducted a tour, educating neighbors on traffic calming possibilities. From that, Transit for Livable Communities produced design options for Pelham, helping us to better understand the on-street possibilities. We conducted a parking study to identify parking use and needs, and wrote a report detailing these findings. Also, we have had numerous meetings with City planners and engineers, walking the length of Pelham to discuss the various issues and possible solutions.

In 2014, the City released the draft of the St. Paul Bicycle Plan. We supported the plan's proposal for an off-street path and an on-street bike lane along Pelham. The Bicycle Plan received 92 comments that addressed a specific street and 60 of those comments mentioned Pelham. This is extraordinary involvement. We have reached out to neighbors to the north and involved them in this discussion, including businesses and Avalon School. We have received letters of support from the Minnesota Bike Alliance, St. Paul Bike Coalition, Friends of Ramsey County Parks and Trails, Town and Country Golf Club, Avalon School, and others.

Current Work

We are currently working to identify route scenarios for the Grand Round through the stretch between I-94 and the intersection at University Avenue/Raymond Avenue (known as the Missing Link). This northern part of our proposal includes the north part of Pelham, Myrtle Avenue (and/or Wabash Avenue), and Raymond Avenue. With the help of the Friendly Streets Initiative, we are collaborating with Saint Anthony Park Community Council, the residents, and the businesses to identify solutions for the Missing Link. Except for a few "bike route" and "Share the Road" signs, it lacks all amenities of the Grand Round. The trail wanders through this light industrial area that is experiencing renewed energy. It is home to several nonprofits and is a part of the Creative Enterprise Zone. A well-defined Grand Round with green space will help increase access and safe travel through this area.

In the same spirit of community-oriented visioning projects, we are working with the Friendly Streets Initiative on their recently initiated Better Bridges project. This project will seek to enhance the bridges over I-94 to tie communities to the Green Line and each other. Working with the same neighbors mentioned above, we will identify pedestrian, bicyclist and motorist needs on the bridge and collect local knowledge from the users of the bridge. This work is ongoing through 2015.

With a deteriorating, hazardous roadway, and a real opportunity to re-align the road and key intersections to make it safer for all, it makes sense to simultaneously redesign and reconstruct Pelham Boulevard with the off-street trail. Through community engagement over the past two years, we have documented community support for reimagining this street. Rather than shoehorning in an off-street trail and waiting a few years to reconstruct the roadway, let's coordinate those investments, get the design right, and avoid duplicating infrastructure improvements at taxpayer expense.

Section C – Fit with Evaluation Criteria

1. Project Importance: • Project stabilizes the structural or mechanical integrity of an asset • Project improves or creates an asset that is currently in high use or demand • Project improves or creates an asset to meet new demand • Project improves the functionality of an asset • What is the need for the project

• Pelham Boulevard is a key link in the city's transportation network - it connects University Avenue with Mississippi River Boulevard, and - in combination with Raymond

- forms a rare north-south connection across both I-94 and the railway for cars, bikes, and pedestrians.

• Pelham is slated to be one of the next segments of St. Paul's Grand Round to be constructed, which would currently mean an off-street trail in 2016. The Grand Round is a great vision for a strong bike and pedestrian connection through Saint Paul, but it will only be special if we make it special. Horace Cleveland's original vision for the Grand Rounds connected the natural assets of Minneapolis and Saint Paul with green, inviting, safe parkways. An off-street trail shoehorned in next to a street that was designed for truck traffic would not be the right way to start making this vision a reality.

• A well-designed parkway between the river and the Raymond Avenue station would mean that anyone with a bike can enjoy a world-class multi-modal connection from many points in the city to the Mississippi River. Pelham's ample right-of-way and relatively low traffic counts mean the constraints in reimagining streets elsewhere in the city are less of a problem here.

• Pelham is functionally obsolete in its current form. As a deteriorating concrete street, Pelham will need to be reconstructed soon - sealcoating would be an expensive, ineffective stopgap measure. There is community support for traffic calming, which could mean realigning intersections and the roadway itself. A phased approach risks duplicating costs for streetscape improvements, and - perhaps worse - putting the off-street trail in the wrong place. The off-street trail would cross unsafe intersections.

• Pelham is a key link in a major regional trailhead: it helps connect the Green Line to the Mississippi River, the St. Paul Grand Round to the Minneapolis Grand Round, and will someday be the site where the Midtown Greenway crosses the river. This will be a major intersection for two of the region's largest trails, the Grand Round and the Midtown Greenway.

	Points Possible	Points Awarded
Project Importance Score:	10	

2. Safety Concerns: • Project remedies safety issues that pose a danger to the community • Project addresses code violations or other mandates or legal requirements

● Pelham was engineered and designed as a truck route – as such, it induces speeding and bad behavior at stop signs.

● Potholes and linear cracks create hazards for cyclists. Numerous bike accidents occur on the hill each year because of the poor conditions.

● The City has studied redesigning the Otis/Pelham intersection due to longstanding safety concerns. Its geometry confuses drivers - they don't know where to stop. Sightlines are extremely poor. They chronically cut the inside corner in one direction and roll through in the other. Such a confusing situation distracts drivers and results in car accidents and routine close calls with pedestrians.

● Making Pelham a safe, useful connection in the City's bike infrastructure would focus bike traffic there as opposed to other nearby corridors that are not designed to minimize conflicts between cars and bikes.

● Because of its width, the corners on Pelham have very relaxed radii. In order to cross the street, pedestrians must walk ~50% farther than on safer streets and are exposed to

oncoming traffic that much longer. Either bump outs and/or medians would give pedestrians a safer passage, particularly at the cross streets of Doane and Otis.

● The bridge has no sidewalk on the east side, which requires unaware pedestrians to cross the street on the bridge or walk on the shoulder.

	Points Possible	Points Awarded
Safety Concerns Score:	10	

3. Demonstrated Support: • Project demonstrates community support and organizational commitment • Proposal demonstrates evidence of community collaborations or partnerships • Continued funding is needed to deliver expected services or to preserve an asset • Project leverages outside funding • What progress, if any, has been made on the project

● Improvements to Pelham are called for and consistent with multiple City plans: the draft Bike Plan, Great River Passage, the Raymond Avenue Station Area Plan, Bike Walk Central Corridor Action Plan.

● The City identified this as one of the first sections of the Grand Round to be constructed, citing strong community support. This City and neighborhood support led to 8-80 Vitality Fund allocation for an off-street trail to be constructed in 2016.

● Desnoyer Park Improvement Association along with the Friendly Streets Initiative have conducted extensive community outreach to educate the neighborhood and get feedback on concerns. Over the past two years we have held three events and numerous meetings with City planners and engineers. In 99 surveys taken, 100% said Pelham had problems. The top concerns were traffic ignores signs, traffic drives to fast, and Pelham is unsafe for children. We wrote a report detailing our findings.

● We conducted a parking study to identify parking use and needs. Report is available for designers.

● We supported the Bikeways Plan for an off-street path and an on-street bike lane. Of 92 comments on the Bikeways Plan that addressed a specific street, Pelham was mentioned 60 times. This is extraordinary involvement.

● We have reached out to neighbors to the north and involved them in this discussion, including businesses and Avalon School. We are working with Saint Anthony Park Community Council on design and route on the north side of the bridge.

● We have letters of support from the Minnesota Bike Alliance, St. Paul Bike Coalition, Friends of Ramsey County Parks and Trails, Town and Country Golf Club, Avalon School, and others.

	Points Possible	Points Awarded
Demonstrated Support Score:	10	

4. Community Benefit: • Project significantly benefits a neighborhood, district, area, or city as a whole • Project enhances livability by improving quality of life or property values, providing unmet needs, improving safety or accessibility, etc. • Project improves aesthetic appearance of an asset or area through landscaping, public art, lighting, signage, or other design features

● Neighborhood benefits: Pelham is our neighborhood's main road. It connects us to points north and south. It also bisects our neighborhood. In its current alignment and design, it creates a barrier that divides the neighborhood in two. A redesigned street would have the potential to do the opposite - create a safe, inviting place that connects us. This is very important for a small neighborhood that is "landlocked" by our borders (river, I-94, railway).

● Broader community benefits: A safer Pelham would create a welcoming, enjoyable bike/ped connection near Saint Paul's western border for residents, workers, or visitors. This would connect people who live, work, and play in the city's southwestern neighborhoods up to the commercial corridor of University Avenue. The close proximity to the Marshall-Lake Bridge would create similar benefits to draw residents of South Minneapolis to University Ave. Vice versa, it would connect people in the city's northwestern corner across I-94 to the river and points south. As noted above, an inviting bike/ped connection from the Green Line to the river along Pelham would benefit people along that corridor, and it has been identified as a priority in City plans.

● Economic benefits: Redesigning Pelham as one project would save the City taxpayers money. A realigned Pelham could mean less roadway to maintain in the long run. Safer, better designed roads are more inviting, and an improved Pelham would be an amenity to support economic development in the Westgate and Raymond station areas of the Green Line.

	Points Possible	Points Awarded
Community Benefit Score:	10	

5. Long-Range Impact: • Project's impact on future operating costs (both increases/decreases) • Project exceeds standards in environmental sustainability • Project provides tangible return on investment • Project is included in City-approved plan • Project maintains an asset with historical significance • Project demonstrates ability to achieve stated outcomes

● Connectedness: Our city and its neighborhoods are often divided by hard barriers: highways, railways, wide streets, and the river. A redesigned Pelham would connect neighborhoods on the city's western end across I-94 and the railway.

● More welcoming neighborhood for young, old, and those with limited mobility: A redesigned, reconstructed Pelham would be more friendly to anyone concerned with walking or biking along or across a busy street. That group would include young families, aging residents, and those with disabilities.

● Precedent for Grand Round: Constructing the proposed on- and off-street bike facilities at the same time would create an opportunity to create a precedent for what we want Saint Paul's Grand Round to become. The Grand Round should be an amenity to the entire city, and it will be if it is designed well and constructed economically.

● Creating infrastructure to support more transportation options: In many other cities, it's been demonstrated that more people will walk and bike if the infrastructure is there. A safe, welcoming, inviting Pelham would become a key link in the city's bike/ped network, potentially reducing motor vehicle traffic by making other options viable.

	Points Possible	Points Awarded
Long-range Impact Score:	10	

Section D – Additional Information

1. Additional Information Requested: Please provide additional information that would be important to know about your project.

• Traffic count on street projects: 4500 cars per day (City count).
• On-street bike count: 300 per day, based on 50 in 2-hour count (City and Transit for Livable Communities).
• Pavement condition: Pelham Boulevard, from Mississippi River to University Avenue
Pavement Condition Index (ranges from 0 to 100, lower numbers mean worse pavement condition)
*Mississippi River Boulevard to Otis – 41
Otis to Desnoyer – 74
Desnoyer to Beverly – 78
*Beverly to Doane – 52
Doane to Saint Anthony – 70
*Saint Anthony to Wabash – 55
Wabash to Myrtle – 60
Myrtle to Franklin – 75

Placemaking

Pelham Boulevard south of the I-94 bridge is a parkway and a greenway maintained by the City of St. Paul Parks and Recreation Department. The right of way is 120 feet wide. The street is, at its widest, 38 feet wide. It is flanked by two 40-foot wide boulevards with elegant mature trees and captivating views of the Mississippi River and up the hill. We propose such amenities for these boulevards that would enhance the transit corridor, such as park benches and public art. The neighborhood is recognized by the Minnesota Historical Society as hosting a remnant of the historic Oxcart Trail. Thus, the oxcart is a symbol for this neighborhood, as is the river. A bike rack in front of the Recreation Center might incorporate these themes to further enhance placemaking.

Environmental Concerns and Opportunities

As a public space, the spacious boulevards are a vital feature of the local ecosystem, offering green space to residents and visitors, as well as a variety of animals and birds. When neighborhoods are regarded as ecosystems, community dialogue to create friendly streets can extend beyond the paved surfaces to consider the web of features that comprise the landscape as well as the populations that reside in or visit the neighborhoods. It offers an opportunity to consider a holistic design.
The geography and soil composition pose a particular challenge. The peat moss common to this area requires special building and landscaping techniques. In addition, during heavy rainfall, rainwater run-off down the steep hill routinely proves a significant erosion problem. The green space is ideally suited for management of this problem

with a combination of rain gardens and landscaping designed to mitigate the impact of excess water.

While the soil of the area is a building challenge, the soil's fertility offers tremendous opportunity for natural additions to the landscape. We envision this public space enhanced by plantings of a variety of hardy fruit and flowering trees as well as development of a community garden adjacent to the boulevard in the park property located at the corner of Pelham and Desnoyer known as the Pelham Triangle. We imagine the garden area offering a place to stop for pedestrians and cyclists while providing neighbors of all ages a shared public space for growing varieties of plants (vegetable and flowers) adapted to the conditions of the area. With low to moderate investment, these public green spaces can add measurably to the life of the community.

City of Saint Paul

2016-2020 Unified Capital Improvement Program and Budget Process

Budget Year: **2015** Status: **FINAL** Stage: **S**

SU-1303452 Pelham Boulevard on Grand Round

Phase Detail

Phase	Fin Code	Start Date	End Date	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total
Construction/Rehab	AST			0	760	0	0	0	0	760
Construction/Rehab	CIB			0	5,640	0	0	0	0	5,640
Total:				**0**	**6,400**	**0**	**0**	**0**	**0**	**6,400**

Phase Summary

Phase	Prior Appr	Yearly Amount (in Thousands) 2016	2017	2018	2019	2020	Total	% of Total
Construction/Rehab	0	6,400	0	0	0	0	6,400	100.0%
Total:	**0**	**6,400**	**0**	**0**	**0**	**0**	**6,400**	**100.0%**

Financing Source Detail / Summary

Fin Code	Phase	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total	% of Total
AST - Assessments									
	Construction/Rehab	0	760	0	0	0	0	760	
		0	**760**	**0**	**0**	**0**	**0**	**760**	**11.9%**
CIB - Capital Imp. Bonds									
	Construction/Rehab	0	5,640	0	0	0	0	5,640	
		0	**5,640**	**0**	**0**	**0**	**0**	**5,640**	**88.1%**
Total:		**0**	**6,400**	**0**	**0**	**0**	**0**	**6,400**	**100.0%**

1. Please provide the following information about your organization and proposed project:

Project Title: - Como Avenue Improved Lighting for Pedestrian Safety

Proposing Agency or Group: - Theresa Tichich

Proposer's Address: - 735 Como Ave

Contact Person: - Theresa Tichich

Phone Number: - 651-208-3283

Email Address: - tichich@umn.edu

Address or Cross Streets of Proposed Project: - Dale, Como and railroad tracks

2. Citizen Participation District(s):

District 10 Como Community Council

3. City Council Ward(s):

5

4. I am aware of the City's public art ordinance:

Yes

5. Please provide a short description of your project.

This project request is to replace or supplement the current tall "bent-straw" lights on Como Avenue with the shorter, lantern style streetlights. The current streetlights work well to illuminate the street but do not provide safe, sufficient lighting for the sidewalks which handles a good deal of pedestrian traffic.

Section B – Narrative/Long Description: • Why is this project important? • Is there any historical context we should be aware of? • What does this project accomplish? What problem is it trying to solve? • Will this project occur in phases? What are they?

The project will provide increased lighting on the street and sidewalks of a short strip of Como Avenue which runs from the railroad tracks near the east side of Como Lake and to Dale Avenue. This is a residential street on a busy street which has a large amount of pedestrian traffic. It's important because we need better lighting for safety reasons. The project will provide light to the sidewalks which get a great deal of pedestrian traffic.

Section C – Fit with Evaluation Criteria

1. Project Importance: • Project stabilizes the structural or mechanical integrity of an asset • Project improves or creates an asset that is currently in high use or demand • Project improves or creates an asset to meet new demand • Project improves the functionality of an asset • What is the need for the project

This will improve an asset that is currently in high demand that being high pedestrian traffic.

	Points Possible	Points Awarded
Project Importance Score:	10	

2. Safety Concerns: • Project remedies safety issues that pose a danger to the community • Project addresses code violations or other mandates or legal requirements

Better sidewalk lighting provides better pedestrian safety.

	Points Possible	Points Awarded
Safety Concerns Score:	10	

3. Demonstrated Support: • Project demonstrates community support and organizational commitment • Proposal demonstrates evidence of community collaborations or partnerships • Continued funding is needed to deliver expected services or to preserve an asset • Project leverages outside funding • What progress, if any, has been made on the project

This project is supported by the local neighbors but isn't being funded at this time.

	Points Possible	Points Awarded
Demonstrated Support Score:	10	

4. Community Benefit: • Project significantly benefits a neighborhood, district, area, or city as a whole • Project enhances livability by improving quality of life or property values, providing unmet needs, improving safety or accessibility, etc. • Project improves aesthetic appearance of an asset or area through landscaping, public art, lighting, signage, or other design features

It would benefit the neighborhood by providing increased lighting to the sidewalk area and to provide continuity with the immediate streets surrounding Como Avenue - they have the lantern lights but our stretch of Como does not.

	Points Possible	Points Awarded
Community Benefit Score:	10	

5. Long-Range Impact: • Project's impact on future operating costs (both increases/decreases) • Project exceeds standards in environmental sustainability • Project provides tangible return on investment • Project is included in City-approved plan • Project maintains an asset with historical significance • Project demonstrates ability to achieve stated outcomes

This project should not impact any future costs. There are lights on the street now that I believe are consuming a similar amount of energy that the new lighting would incur.

	Points Possible	Points Awarded
Long-range Impact Score:	10	

Section D – Additional Information

1. Additional Information Requested: Please provide additional information that would be important to know about your project.

We have not done a pedestrian traffic count on this stretch of Como Avenue but I know there are a lot of people using it as a connecting point to the main bus lines at Dale, Front and Como/Maryland Avenue. This path is also used by high school students from Como Senior High.

City of Saint Paul

2016-2020 Unified Capital Improvement Program and Budget Process

Budget Year: **2015** Status: **FINAL** Stage: **S**

SU-0603242 Como Avenue Lighting Improvements

Phase Detail

Phase	Fin Code	Start Date	End Date	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total
Const-Plans/Spec's	AST			0	28	0	0	0	0	28
Const-Plans/Spec's	MSA			0	14	0	0	0	0	14
Construction/Rehab	AST			0	43	0	0	0	0	43
Construction/Rehab	MSA			0	67	0	0	0	0	67
Total:				**0**	**152**	**0**	**0**	**0**	**0**	**152**

Phase Summary

Phase	Prior Appr	Yearly Amount (in Thousands) 2016	2017	2018	2019	2020	Total	% of Total
Const-Plans/Spec's	0	42	0	0	0	0	42	100.0%
Construction/Rehab	0	110	0	0	0	0	110	100.0%
Total:	**0**	**152**	**0**	**0**	**0**	**0**	**152**	**100.0%**

Financing Source Detail / Summary

Fin Code	Phase	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total	% of Total
AST - Assessments									
	Const-Plans/Spec's	0	28	0	0	0	0	28	
	Construction/Rehab	0	43	0	0	0	0	43	
		0	**71**	**0**	**0**	**0**	**0**	**71**	**46.7%**
MSA - Municipal State Aid									
	Const-Plans/Spec's	0	14	0	0	0	0	14	
	Construction/Rehab	0	67	0	0	0	0	67	
		0	**81**	**0**	**0**	**0**	**0**	**81**	**53.3%**
Total:		**0**	**152**	**0**	**0**	**0**	**0**	**152**	**100.0%**

1. Please provide the following information about your organization and proposed project:

Project Title: - Margaret Street Bike Boulevard & McKnight Trail Design

Proposing Agency or Group: - Department of Public Works

Proposer's Address: - 1500 City Hall Annex; 25 W Fourth St.; Saint Paul, MN, 55102

Contact Person: - Reuben Collins

Phone Number: - 651-266-6059

Email Address: - reuben.collins@ci.stpaul.mn.us

Address or Cross Streets of Proposed Project: - Margaret St, McKnight St

2. Citizen Participation District(s):

District 1 – Eastview, Conway, Battle Creek and Highwood Hills and District 4 – Dayton's Bluff

3. City Council Ward(s):

Ward 7

4. I am aware of the City's public art ordinance:

Yes

5. Please provide a short description of your project.

This proposal would provide funding to complete the design of the Margaret Street Bike Boulevard (Forest Street to McKnight Road) as well as the design of an off-street path along the west side of McKnight Road between Minnehaha Avenue to Hudson Road.

Section B – Narrative/Long Description: • Why is this project important? • Is there any historical context we should be aware of? • What does this project accomplish? What problem is it trying to solve? • Will this project occur in phases? What are they?

This proposal would fund engineering study and design for a bicycle boulevard facility on Margaret Street as well as an off-street path along the west side of McKnight Road.

The bicycle boulevard on Margaret Street would extend from Forest Street to McKnight Road. The primary benefit is that it would provide a continuous east/west bicycle route on a low volume local street as an alternative to making difficult modifications to other continuous routes with higher traffic volumes such as 3rd Street, Minnehaha Avenue, or 7th Street. For a bicycle boulevard to be successful, traffic calming elements must be included to ensure that bicyclists and motorists can safely share the roadway, and crossing treatments must be included to ensure that bicyclists can safely pass through intersections with larger roadways. This proposal funds the design of those additional elements.

In the 2013 CIB process, $100K was allocated to complete preliminary design for the Margaret Street Bike Boulevard as well as Phase I implementation, which consisted only of pavement markings and signs, but did not include any of the desired traffic calming elements or crossing treatments. Throughout 2014, city staff engaged city residents and stakeholders in a public process to identify a concept design for a full build-out of the Margaret Street Bicycle Boulevard. This concept design identified approximately $1.5 million of geometric improvements to Margaret Street, as well as the trail along McKnight Road, which helps bicyclists on Margaret Street cross McKnight at a signalized intersection. With $50,000 available for implementation, pavement markings and signs on Margaret Street were installed in the fall of 2014. This proposal builds off this previous planning and implementation effort.

The off-street path would be constructed along the west side of McKnight Road between Minnehaha Avenue and Hudson Road. It would connect to an existing off-street path along the west side of McKnight Road north of Minnehaha Avenue, and MnDOT is tentatively planning to construct an off-street path along the west side of McKnight Road south of Hudson Road. The proposed trail would close this gap in the trail network. In addition, the trail is part of a strategy to address bicyclist safety at the Margaret Street/McKnight Road intersection. McKnight Road carries approximately 16,000 vehicles per day and many bicyclists will not feel comfortable crossing McKnight at Margaret Street, which is an unsignalized intersection. The path will allow bicyclists to travel north or south to reach a signalized intersection at Minnehaha Avenue or Conway Avenue.

In 2014, city staff prepared a grant application to request federal funding from the Metropolitan Council for the construction of the $1.5 million full build-out project. If that grant application is successful, construction would begin in 2018.

Section C – Fit with Evaluation Criteria

1. Project Importance: • Project stabilizes the structural or mechanical integrity of an asset • Project improves or creates an asset that is currently in high use or demand • Project improves or creates an asset to meet new demand • Project improves the functionality of an asset • What is the need for the project

A map of bike routes in Saint Paul will show that currently, Margaret Street is the only existing east/west route that has been implemented on the east side. However, it currently consists of only shared lane pavement markings and signs, and the community has identified $1.5 million in additional safety improvements necessary for it to live up to its full potential. This proposal would fund the detailed design of those additional safety and comfort improvements. This project is important because there are no other east/west alternative bike routes on the east side, so it is important that we address safety concerns.

	Points Possible	Points Awarded
Project Importance Score:	10	

2. Safety Concerns: • Project remedies safety issues that pose a danger to the community • Project addresses code violations or other mandates or legal requirements

In 2014, the city installed pavement markings and signage identifying Margaret Street as a bicycle route. However, there remain significant safety concerns in locations where Margaret Street crosses larger streets, such as Forest St, Earl St, Johnson Pkwy, White Bear Ave, Ruth St, and McKnight Road. None of these crossings are signal controlled. The proposed improvements would improve safety conditions:

- Bumpouts to be constructed at Earl St, Forest St, & Ruth St to shorten crossing distances and calm north/south traffic.
- Neighborhood Traffic Circles to be installed at Atlantic St, Hazelwood St, Flandreau St, Hazel St, & Winthrop St.
- Geometric Crossing Improvements (TBD) at Johnson Parkway.
- Dynamic Speed Display Sign (or other treatment TBD) at White Bear Avenue.
- The proposed off-street path along the west side of McKnight will allow bicyclists to travel north/south to reach a signalized intersection.

	Points Possible	Points Awarded
Safety Concerns Score:	10	

3. Demonstrated Support: • Project demonstrates community support and organizational commitment • Proposal demonstrates evidence of community collaborations or partnerships • Continued funding is needed to deliver expected services or to preserve an asset • Project leverages outside funding • What progress, if any, has been made on the project

The Margaret St Bike Boulevard project was originally proposed by the community, rather than city staff. The 2013 CIB application that was successful was submitted by the District 4 Dayton's Bluff Greenspace Committee. Throughout 2014, additional public involvement efforts were completed, including several open house events to discuss the project and presentations given to the District 1 community council. In 2014, city staff worked with the community to establish the long-term full build-out concept design. This proposal provides funding to complete final design and preparations for construction.

	Points Possible	Points Awarded
Demonstrated Support Score:	10	

4. Community Benefit: • Project significantly benefits a neighborhood, district, area, or city as a whole • Project enhances livability by improving quality of life or property values, providing unmet needs, improving safety or accessibility, etc. • Project improves aesthetic appearance of an asset or area through landscaping, public art, lighting, signage, or other design features

The project provides much-needed safety improvements to the only east/west bike route that has been developed through the Dayton's Bluff neighborhood and the east side. According to census data, roughly 15% of Saint Paul residents do not have daily

access to a motor vehicle, either because they choose not to drive, or they can't afford to drive. It is essential that we provide these city residents with safe and efficient bicycle routes. In many cases, residents may use a bicycle to access nearby transit stations, where they connect to a bus or LRT to complete a longer distance trip.

	Points Possible	Points Awarded
Community Benefit Score:	10	

5. Long-Range Impact: • Project's impact on future operating costs (both increases/decreases) • Project exceeds standards in environmental sustainability • Project provides tangible return on investment • Project is included in City-approved plan • Project maintains an asset with historical significance • Project demonstrates ability to achieve stated outcomes

The project is identified in the draft Citywide Bicycle Plan, which is anticipated to be adopted in early 2015. The project improves bicycle accessibility for all residents, which promotes environmental sustainability and affordability.

	Points Possible	Points Awarded
Long-range Impact Score:	10	

Section D – Additional Information

1. Additional Information Requested: Please provide additional information that would be important to know about your project.

Traffic Volumes:

Margaret Street: 300-700 VPD
Forest Street: 2500 VPD
Earl Street: 4700 VPD
Johnson Parkway: 11,300 VPD
White Bear Avenue: 17,500 VPD
Ruth Street: 6,600 VPD
McKnight Road: 16,000 -18,000 VPD
Pavement Condition Index on Margaret: 70-86
Portions of Margaret were address in previous RSVP projects in 1996, 1998, 2001, & 2003. There are no pending RSVP projects along Margaret Street.

City of Saint Paul

2016-2020 Unified Capital Improvement Program and Budget Process

Budget Year: **2015** Status: **FINAL** Stage: **S**

SU-5503247 Margaret Street Bike Boulevard

Phase Detail

Phase	Fin Code	Start Date	End Date	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total
Construction/Rehab	CIB			0	0	0	320	0	0	320
Construction/Rehab	FED			0	0	0	1,250	0	0	1,250
Design	CIB			0	0	400	0	0	0	400
Total:				**0**	**0**	**400**	**1,570**	**0**	**0**	**1,970**

Phase Summary

Phase	Prior Appr	Yearly Amount (in Thousands) 2016	2017	2018	2019	2020	Total	% of Total
Construction/Rehab	0	0	0	1,570	0	0	1,570	100.0%
Design	0	0	400	0	0	0	400	100.0%
Total:	**0**	**0**	**400**	**1,570**	**0**	**0**	**1,970**	**100.0%**

Financing Source Detail / Summary

Fin Code	Phase	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total	% of Total
CIB - Capital Imp. Bonds									
	Construction/Rehab	0	0	0	320	0	0	320	
	Design	0	0	400	0	0	0	400	
		0	**0**	**400**	**320**	**0**	**0**	**720**	**36.5%**
FED - Federal Discretnry									
	Construction/Rehab	0	0	0	1,250	0	0	1,250	
		0	**0**	**0**	**1,250**	**0**	**0**	**1,250**	**63.5%**
Total:		**0**	**0**	**400**	**1,570**	**0**	**0**	**1,970**	**100.0%**

1. Please provide the following information about your organization and proposed project:

Project Title: - Maryland Avenue at Edgerton Street Channelization

Proposing Agency or Group: - Department of Public Works

Proposer's Address: - 800 City Hall Annex, 25 W 4th Street, St. Paul, MN 55102

Contact Person: - Paul St. Martin

Phone Number: - 651-266-6118

Email Address: - paul.st.martin@ci.stpaul.mn.us

Address or Cross Streets of Proposed Project: - Maryland – Bradley to Payne

2. Citizen Participation District(s):

District Council 5 – Payne Phalen

3. City Council Ward(s):

Ward 5 and 6

4. I am aware of the City's public art ordinance:

Yes

5. Please provide a short description of your project.

The Maryland/Edgerton intersection is on the City's top ten list for the highest number of crashes at an intersection. This project will include: widening of Maryland to accommodate left turn lanes; reconstruction of the traffic signal at Edgerton to include left turn arrows, install Accessible Pedestrian Signals (APS) and upgraded Emergency Vehicle Preemption (EVP) equipment; install new lantern style street lighting; reconstruction of sidewalks where needed, and construction of pedestrian ramps to meet current Americans with Disabilities Act (ADA) standards. The Project will be managed by Ramsey County.

Section B – Narrative/Long Description: • Why is this project important? • Is there any historical context we should be aware of? • What does this project accomplish? What problem is it trying to solve? • Will this project occur in phases? What are they?

The proposed project is a continuation of a joint effort between the City and Ramsey County to improve safety along the Maryland Avenue and White Bear Avenue corridors. In past years, similar improvements were implemented along Maryland Avenue at the intersections of Rice, Arkwright, Payne, Arcade, Clarence and Prosperity and along White Bear Avenue at the intersections of Minnehaha and Maryland.

The proposed project seeks to improve the safety and capacity at the Maryland Avenue/Edgerton Street intersection. The Maryland/Edgerton intersection is on the City's top ten list for the highest number of intersection related crashes. Left turn crashes account for a large portion of the total number of crashes.

This project will dramatically reduce the potential for the most dangerous and injury prone collisions to occur, i.e. those related to left turn movements.

Similar to the past projects, the proposed project is a cooperative project between the City and Ramsey County, with the County taking the lead role.

Right-of-way (ROW) was acquired on the south side of Maryland between Edgerton and Payne in 2014 for the Maryland/Payne Channelization project. Enough ROW was acquired and the roadway was widened to provide adequate width for the portion of this project east of Edgerton. This project would require ROW acquisition and widening on south side of Maryland between Bradley and Edgerton along with reconstruction of the Maryland/Edgerton intersection and the traffic signal system. The section of Maryland between Edgerton and Payne will be re-striped to include the left turn lane for westbound Maryland to southbound Edgerton.

Public process and ROW acquisition would be completed in 2017 with construction planned for 2018.

Section C – Fit with Evaluation Criteria

1. Project Importance: • Project stabilizes the structural or mechanical integrity of an asset • Project improves or creates an asset that is currently in high use or demand • Project improves or creates an asset to meet new demand • Project improves the functionality of an asset • What is the need for the project

Existing roadway lane widths and lack of available left turn lanes do not meet current standards. The traffic signal was originally built in 1965 and modified in 1996. The existing traffic signal does not have Accessible Pedestrian Signals (APS) and pedestrian ramps at intersection do not meet current ADA standards. The Maryland Avenue pavement was originally constructed in 1954 with some improvements completed at the Jessie Street intersection in 1988. The proposed project will provide an intersection that meets current Standards and revitalizes aging structural and mechanical infrastructure. Improving the intersection will provide a safe roadway that efficiently meets current and future demand for all users.

	Points Possible	Points Awarded
Project Importance Score:	10	

2. Safety Concerns: • Project remedies safety issues that pose a danger to the community • Project addresses code violations or other mandates or legal requirements

The Maryland/Edgerton intersection is on the City's top ten list for the highest number of intersection related crashes. Left turn crashes account for a large portion of the total number of crashes. Existing lane widths and pedestrian facilities do not meet current Standards. The project being developed by the County will correct deficiencies in the roadway thereby reducing the number of crashes experienced at the intersection - with the goal of removing the intersection from the top ten list.

	Points Possible	Points Awarded
Safety Concerns Score:	10	

3. Demonstrated Support: • Project demonstrates community support and organizational commitment • Proposal demonstrates evidence of community collaborations or partnerships • Continued funding is needed to deliver expected services or to preserve an asset • Project leverages outside funding • What progress, if any, has been made on the project

The City funds being requested are "matching" dollars for the County led project. The County is applying for Federal Highway Safety Improvement Program (HSIP) funds. The proposed project is a continuation of a joint effort between the City and County to improve safety along the Maryland Avenue and White Bear Avenue. Previous projects were funded in part with HSIP funds and have been very successful in reducing crash rates. The City Funds being requested will fund City share of construction and ROW acquisition costs in accordance with County cost participation policy.

	Points Possible	Points Awarded
Demonstrated Support Score:	10	

4. Community Benefit: • Project significantly benefits a neighborhood, district, area, or city as a whole • Project enhances livability by improving quality of life or property values, providing unmet needs, improving safety or accessibility, etc. • Project improves aesthetic appearance of an asset or area through landscaping, public art, lighting, signage, or other design features

This intersection improvement project will benefit the neighborhood, the district, the local area and the City as a whole. Safety of the intersection, as well as the corridor, will be improved. Accessibility and safety for pedestrians will be improved. New pavement, curb and gutter, sidewalk, lantern style lighting, landscaping, signage and striping will improve the aesthetic environment of the area.

	Points Possible	Points Awarded
Community Benefit Score:	10	

5. Long-Range Impact: • Project's impact on future operating costs (both increases/decreases) • Project exceeds standards in environmental sustainability • Project provides tangible return on investment • Project is included in City-approved plan • Project maintains an asset with historical significance • Project demonstrates ability to achieve stated outcomes

Maintenance costs for the all infrastructure elements will be reduced since the elements will be new. The project will include storm water quality management features as required by the Capital Regions Watershed District. The project as being developed by the County will achieve the stated goals of improving intersection safety and corridor capacity while enhancing the environment for all users.

	Points Possible	Points Awarded
Long-range Impact Score:	10	

Section D – Additional Information

1. Additional Information Requested: Please provide additional information that would be important to know about your project.

Both Maryland Avenue and Edgerton Street are Ramsey County State Aid Highways and are both classified as 'A Minor' Arterial Roadways in City's Transportation Plan. The most recent Average Daily Traffic (ADT) count on Maryland is 21,100 vehicles per day and on Edgerton is 3,825 (south of Maryland) and 6,125 (north of Maryland). The most recent Pavement Condition Index on Maryland is 49 between Bradley and Jessie and 72 between Jessie and Edgerton. The pavement between Edgerton and Payne was reconstructed in 2014 and will not be affected by this project. There are no MTC bus routes on Maryland or Edgerton at this intersection. The proposed St. Paul Bicycle Plan does not propose any bicycle facilities on Maryland Avenue and proposes an In-Street Separated Lane on Edgerton. The project will be designed to accommodate the future bike lane on Edgerton.

SU-0503445 Maryland Avenue at Edgerton Street Channelization

Phase Detail

Phase	Fin Code	Start Date	End Date	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total
Acq/Demolition/Reloc	MSA			0	0	200	300	0	0	500
Construction/Rehab	MSA			0	0	0	200	0	0	200
Design	CIB			0	0	50	0	0	0	50
Total:				**0**	**0**	**250**	**500**	**0**	**0**	**750**

Phase Summary

Phase	Prior Appr	Yearly Amount (in Thousands) 2016	2017	2018	2019	2020	Total	% of Total
Acq/Demolition/Reloc	0	0	200	300	0	0	500	100.0%
Construction/Rehab	0	0	0	200	0	0	200	100.0%
Design	0	0	50	0	0	0	50	100.0%
Total:	**0**	**0**	**250**	**500**	**0**	**0**	**750**	**100.0%**

Financing Source Detail / Summary

Fin Code	Phase	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total	% of Total
CIB - Capital Imp. Bonds									
	Design	0	0	50	0	0	0	50	
		0	**0**	**50**	**0**	**0**	**0**	**50**	**6.7%**
MSA - Municipal State Aid									
	Acq/Demolition/Reloc	0	0	200	300	0	0	500	
	Construction/Rehab	0	0	0	200	0	0	200	
		0	**0**	**200**	**500**	**0**	**0**	**700**	**93.3%**
Total:		**0**	**0**	**250**	**500**	**0**	**0**	**750**	**100.0%**

1. Please provide the following information about your organization and proposed project:

Project Title: - Phalen Boulevard at Mississippi Street - Traffic Signal Installation

Proposing Agency or Group: - Department of Public Works

Proposer's Address: - 800 City Hall Annex, 25 W 4th Street, St. Paul, MN 55102

Contact Person: - Paul St. Martin

Phone Number: - 651-266-6118

Email Address: - paul.st.martin@ci.stpaul.mn.us

Address or Cross Streets of Proposed Project: - Phalen Blvd/Mississippi Street Intersection

2. Citizen Participation District(s):

District 5 – Payne Phalen

3. City Council Ward(s):

Ward 2

4. I am aware of the City's public art ordinance:

Yes

5. Please provide a short description of your project.

Install Traffic Signal at the intersection of Phalen Boulevard and Mississippi Street.

Section B – Narrative/Long Description: • Why is this project important? • Is there any historical context we should be aware of? • What does this project accomplish? What problem is it trying to solve? • Will this project occur in phases? What are they?

A proposed redevelopment at 295 Phalen Boulevard encompasses roughly 5 acres of professional office and medical clinic use. The development will include an office building which will house the proposed Health Partners Neuroscience Building and a parking garage. The primary access for patients of the medical clinic will be via Phalen Boulevard on the north leg of the intersection with Olive Street. Access for staff will be via Phalen Blvd and Mississippi Street Intersection. Traffic Study completed for the project recommends a traffic signal be constructed at the Phalen Blvd/Mississippi Street Intersection. The signal will improve access, traffic operations and safety at this intersection, both for the new development and for the existing traffic which uses Mississippi Street south of Phalen Blvd.

When Phalen Blvd was originally constructed, it was expected that some traffic signals would need to be added along the corridor as development was completed.

A traffic signal at this intersection is proposed to be constructed in 2017. A separate proposal has been submitted for signal at Phalen Blvd/Olive Street Intersection for 2016 construction.

Section C – Fit with Evaluation Criteria

1. Project Importance: • Project stabilizes the structural or mechanical integrity of an asset • Project improves or creates an asset that is currently in high use or demand • Project improves or creates an asset to meet new demand • Project improves the functionality of an asset • What is the need for the project

This project creates a new asset to meet new demands of additional traffic generated by the development at 295 Phalen Blvd.

	Points Possible	Points Awarded
Project Importance Score:	10	

2. Safety Concerns: • Project remedies safety issues that pose a danger to the community • Project addresses code violations or other mandates or legal requirements

Installation of Traffic Signal will improve access at this intersection. The signal will also provide an improved pedestrian/bicycle crossing of Phalen Blvd at Mississippi Street. There is a bike path on the north side of Phalen Blvd, and a traffic signal would allow for crossing of Phalen Blvd to access the path. The draft St. Paul Bicycle Plan includes proposed bike lanes on Mississippi Street south of Phalen Blvd, so this traffic signal will provide for improved crossing to the path.

	Points Possible	Points Awarded
Safety Concerns Score:	10	

3. Demonstrated Support: • Project demonstrates community support and organizational commitment • Proposal demonstrates evidence of community collaborations or partnerships • Continued funding is needed to deliver expected services or to preserve an asset • Project leverages outside funding • What progress, if any, has been made on the project

City and Developer are in process of negotiating a cost sharing agreement for the installation of the traffic signal. Developer is willing to fund a portion of the cost. The amount of financing by the developer shown in the proposal is an estimate and subject to final terms of the agreement.

	Points Possible	Points Awarded
Demonstrated Support Score:	10	

4. Community Benefit: • Project significantly benefits a neighborhood, district, area, or city as a whole • Project enhances livability by improving quality of life or property values, providing unmet needs, improving safety or accessibility, etc. • Project improves aesthetic appearance of an asset or area through landscaping, public art, lighting, signage, or other design features

The proposed signal will improve vehicle, pedestrian and bicycle access to the development at 295 Phalen Blvd and to Mississippi Street south of Phalen Boulevard.

	Points Possible	Points Awarded
Community Benefit Score:	10	

5. Long-Range Impact: • Project's impact on future operating costs (both increases/decreases) • Project exceeds standards in environmental sustainability • Project provides tangible return on investment • Project is included in City-approved plan • Project maintains an asset with historical significance • Project demonstrates ability to achieve stated outcomes

Future operating costs will be increased due to addition of the traffic signal. Consideration for ongoing operating and maintenance costs will be included in the cost sharing agreement with the developer.

	Points Possible	Points Awarded
Long-range Impact Score:	10	

Section D – Additional Information

1. Additional Information Requested: Please provide additional information that would be important to know about your project.

After the construction of the I-35E/Cayuga Interchange is complete, it is expected that Phalen Blvd will carry 14,400 vehicles per day and Mississippi Street will carry about 7,600 vehicles per day.

The initial development at 295 Phalen Blvd is expected to consist of 4 levels at 32,000 square feet per level for the office building and a 4 level parking ramp with a total of 680 parking stalls.

There is potential for a future expansion of the proposed redevelopment. The office building may have a future expansion of up to 2 additional levels for a total potential of 192,000 square feet and the parking garage would add one and a half additional levels for a total potential of 960 parking stalls.

City of Saint Paul

2016-2020 Unified Capital Improvement Program and Budget Process

Budget Year: **2015** Status: **FINAL** Stage: **S**

SU-0503454 Phalen Boulevard at Mississippi Street - Traffic Signal Inst

Phase Detail

Phase	Fin Code	Start Date	End Date	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total
Const-Plans/Spec's	MSA			0	0	25	0	0	0	25
Const-Plans/Spec's	PVT			0	0	30	0	0	0	30
Traffic Signals	MSA			0	0	100	0	0	0	100
Traffic Signals	PVT			0	0	120	0	0	0	120
Total:				**0**	**0**	**275**	**0**	**0**	**0**	**275**

Phase Summary

Phase	Prior Appr	Yearly Amount (in Thousands) 2016	2017	2018	2019	2020	Total	% of Total
Const-Plans/Spec's	0	0	55	0	0	0	55	100.0%
Traffic Signals	0	0	220	0	0	0	220	100.0%
Total:	**0**	**0**	**275**	**0**	**0**	**0**	**275**	**100.0%**

Financing Source Detail / Summary

Fin Code	Phase	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total	% of Total
MSA - Municipal State Aid									
	Const-Plans/Spec's	0	0	25	0	0	0	25	
	Traffic Signals	0	0	100	0	0	0	100	
		0	**0**	**125**	**0**	**0**	**0**	**125**	**45.5%**
PVT - Private									
	Const-Plans/Spec's	0	0	30	0	0	0	30	
	Traffic Signals	0	0	120	0	0	0	120	
		0	**0**	**150**	**0**	**0**	**0**	**150**	**54.5%**
Total:		**0**	**0**	**275**	**0**	**0**	**0**	**275**	**100.0%**

1. Please provide the following information about your organization and proposed project:

Project Title: - Phalen Boulevard at Olive Street - Traffic Signal Installation

Proposing Agency or Group: - Department of Public Works

Proposer's Address: - 800 City Hall Annex, 25 W 4th Street, St. Paul, MN 55102

Contact Person: - Paul St. Martin

Phone Number: - 651-266-6118

Email Address: - paul.st.martin@ci.stpaul.mn.us

Address or Cross Streets of Proposed Project: - Phalen Blvd/Olive Street Intersection

2. Citizen Participation District(s):

District Council 5 – Payne Phalen

3. City Council Ward(s):

Ward 2

4. I am aware of the City's public art ordinance:

Yes

5. Please provide a short description of your project.

Install a traffic signal at the intersection of Phalen Boulevard and Olive Street.

Section B – Narrative/Long Description: • Why is this project important? • Is there any historical context we should be aware of? • What does this project accomplish? What problem is it trying to solve? • Will this project occur in phases? What are they?

A proposed redevelopment at 295 Phalen Boulevard encompasses roughly 5 acres of professional office and medical clinic use. The development will include an office building which will house the proposed Health Partners Neuroscience Building and a parking garage. The primary access for patients of the medical clinic will be via Phalen Boulevard on the north leg of the intersection with Olive Street. Access for staff will be via Phalen Blvd and Mississippi Street Intersection. Traffic Study completed for the project recommends a traffic signal be constructed at the Phalen Blvd and Olive Street Intersection. The signal will improve access, traffic operations and safety at this intersection, both for the new development and for the existing businesses in the Williams Hill Business Park along Olive Street south of Phalen Blvd.

When Phalen Blvd was originally constructed, it was expected that some traffic signals would need to be added along the corridor as development was completed.

Traffic Signal at this intersection is proposed to be constructed in 2016. A separate proposal has been submitted for signal at Phalen Blvd/Mississippi St. Intersection for 2017 construction.

Section C – Fit with Evaluation Criteria

1. Project Importance: • Project stabilizes the structural or mechanical integrity of an asset • Project improves or creates an asset that is currently in high use or demand • Project improves or creates an asset to meet new demand • Project improves the functionality of an asset • What is the need for the project

This project creates a new asset to meet new demands of additional traffic generated by the development at 295 Phalen Boulevard.

	Points Possible	Points Awarded
Project Importance Score:	10	

2. Safety Concerns: • Project remedies safety issues that pose a danger to the community • Project addresses code violations or other mandates or legal requirements

Installation of Traffic Signal will improve access at this intersection. The signal will also provide an improved pedestrian/bicycle crossing of Phalen Blvd at Olive Street. There is a bike path on the north side on Phalen Blvd, and signal would allow for crossing of Phalen Blvd to access the path.

	Points Possible	Points Awarded
Safety Concerns Score:	10	

3. Demonstrated Support: • Project demonstrates community support and organizational commitment • Proposal demonstrates evidence of community collaborations or partnerships • Continued funding is needed to deliver expected services or to preserve an asset • Project leverages outside funding • What progress, if any, has been made on the project

City and Developer are in process of negotiating cost sharing agreement for the installation of a traffic signal. Developer is willing to fund a portion of the cost. The amount of financing by the developer shown in the proposal is an estimate and subject to final terms of the agreement.

	Points Possible	Points Awarded
Demonstrated Support Score:	10	

4. Community Benefit: • Project significantly benefits a neighborhood, district, area, or city as a whole • Project enhances livability by improving quality of life or property values, providing unmet needs, improving safety or accessibility, etc. • Project improves aesthetic appearance of an asset or area through landscaping, public art, lighting, signage, or other design features

The proposed traffic signal will improve vehicle, pedestrian and bicycle access to the development at 295 Phalen Blvd and to Olive Street south of Phalen Boulevard.

	Points Possible	Points Awarded
Community Benefit Score:	10	

5. Long-Range Impact: • Project's impact on future operating costs (both increases/decreases) • Project exceeds standards in environmental sustainability • Project provides tangible return on investment • Project is included in City-approved plan • Project maintains an asset with historical significance • Project demonstrates ability to achieve stated outcomes

Future operating costs will be increased due to addition of the traffic signal. Consideration for ongoing operating and maintenance costs will be included in the cost sharing agreement with the developer.

	Points Possible	Points Awarded
Long-range Impact Score:	10	

Section D – Additional Information

1. Additional Information Requested: Please provide additional information that would be important to know about your project.

After the construction of the I-35E/Cayuga Interchange is complete, it is expected that Phalen Blvd will carry 14,400 vehicles per day and Olive Street will carry about 3,000 vehicles per day.

The initial development at 295 Phalen Blvd is expected to consist of 4 levels at 32,000 square feet per level for the office building and a 4 level parking ramp with a total of 680 parking stalls.

There is potential for a future expansion of the proposed redevelopment. The office building may have a future expansion of up to 2 additional levels for a total potential of 192,000 square feet and the parking garage would add one and a half additional levels for a total potential of 960 parking stalls.

City of Saint Paul

2016-2020 Unified Capital Improvement Program and Budget Process

Budget Year: **2015** Status: **FINAL** Stage: **S**

SU-0503453 Phalen Boulevard at Olive Street - Traffic Signal

Phase Detail

Phase	Fin Code	Start Date	End Date	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total
Const-Plans/Spec's	MSA			0	25	0	0	0	0	25
Const-Plans/Spec's	PVT			0	30	0	0	0	0	30
Traffic Signals	MSA			0	100	0	0	0	0	100
Traffic Signals	PVT			0	120	0	0	0	0	120
Total:				**0**	**275**	**0**	**0**	**0**	**0**	**275**

Phase Summary

Phase	Prior Appr	Yearly Amount (in Thousands) 2016	2017	2018	2019	2020	Total	% of Total
Const-Plans/Spec's	0	55	0	0	0	0	55	100.0%
Traffic Signals	0	220	0	0	0	0	220	100.0%
Total:	**0**	**275**	**0**	**0**	**0**	**0**	**275**	**100.0%**

Financing Source Detail / Summary

Fin Code	Phase	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total	% of Total
MSA - Municipal State Aid									
	Const-Plans/Spec's	0	25	0	0	0	0	25	
	Traffic Signals	0	100	0	0	0	0	100	
		0	**125**	**0**	**0**	**0**	**0**	**125**	**45.5%**
PVT - Private									
	Const-Plans/Spec's	0	30	0	0	0	0	30	
	Traffic Signals	0	120	0	0	0	0	120	
		0	**150**	**0**	**0**	**0**	**0**	**150**	**54.5%**
Total:		**0**	**275**	**0**	**0**	**0**	**0**	**275**	**100.0%**

1. Please provide the following information about your organization and proposed project:

Project Title: - Safe Routes to School - Plan Development

Proposing Agency or Group: - Department of Public Works

Proposer's Address: - 800 City Hall Annex, 25 W 4th Street, St. Paul, MN 55102

Contact Person: - Paul St. Martin

Phone Number: - 651-266-6118

Email Address: - paul.st.martin@ci.stpaul.mn.us

Address or Cross Streets of Proposed Project: - Citywide

2. Citizen Participation District(s):

Citywide

3. City Council Ward(s):

Citywide

4. I am aware of the City's public art ordinance:

Yes

5. Please provide a short description of your project.

Develop and /or update 'Safe Route to School Plans' for public, private and charter schools throughout the City of St. Paul.

Section B – Narrative/Long Description: • Why is this project important? • Is there any historical context we should be aware of? • What does this project accomplish? What problem is it trying to solve? • Will this project occur in phases? What are they?

Over the past several years, many schools have opened, relocated, changed attendance boundaries, added grade levels served, etc. across St. Paul. In many cases, Safe Routes to School walking/biking plans for each school have not been updated.

This project would provide a funding source for Public Works to work with individual schools to update or develop safe routes to school plans. We would also pursue funding from schools and grant funds to assist in this effort.

An updated Safe Route to School Plan would identify any infrastructure needs such as sidewalks or pedestrian crossing improvements which would benefit and encourage students to walk or bike to school.

These plans would then provide City and the schools a framework for infrastructure projects which could be submitted and potentially funded under existing Federal and State Safe Routes to School Programs.

Section C – Fit with Evaluation Criteria

1. Project Importance: • Project stabilizes the structural or mechanical integrity of an asset • Project improves or creates an asset that is currently in high use or demand • Project improves or creates an asset to meet new demand • Project improves the functionality of an asset • What is the need for the project

This project lays the groundwork for improving walkability and bikeability for students and will promote students biking and walking to school. Future Infrastructure improvements that are made as a result of Safe Routes to School Plan implementation will also benefit bikers and walkers of all ages.

	Points Possible	Points Awarded
Project Importance Score:	10	

2. Safety Concerns: • Project remedies safety issues that pose a danger to the community • Project addresses code violations or other mandates or legal requirements

Walkability and bikeability audits which are completed as part of a Safe Routes to School Plan can help identify areas around schools in need of infrastructure upgrades. Once problem areas have been identified, City and/or school can apply for funding through Federal and State Funded Safe Routes to School Programs. Infrastructure improvements completed will improve safety of students and pedestrians/bicyclists of all ages.

	Points Possible	Points Awarded
Safety Concerns Score:	10	

3. Demonstrated Support: • Project demonstrates community support and organizational commitment • Proposal demonstrates evidence of community collaborations or partnerships • Continued funding is needed to deliver expected services or to preserve an asset • Project leverages outside funding • What progress, if any, has been made on the project

St. Paul School District is supportive of this effort. If this proposal is funded, it will allow Public Works to hire a consulting engineer to assist in development of Safe Routes to School Plans. Updated Safe Routes to School plans will position us to pursue State/Federal and Grant Funding for infrastructure improvements.

	Points Possible	Points Awarded
Demonstrated Support Score:	10	

4. Community Benefit: • Project significantly benefits a neighborhood, district, area, or city as a whole • Project enhances livability by improving quality of life or property values, providing unmet needs, improving safety or accessibility, etc. • Project improves aesthetic appearance of an asset or area through landscaping, public art, lighting, signage, or other design features

This project benefits the City as a whole with overall goal of improving walkability and bikeability for students and pedestrians/bicyclists of all ages

	Points Possible	Points Awarded
Community Benefit Score:	10	

5. Long-Range Impact: • Project's impact on future operating costs (both increases/decreases) • Project exceeds standards in environmental sustainability • Project provides tangible return on investment • Project is included in City-approved plan • Project maintains an asset with historical significance • Project demonstrates ability to achieve stated outcomes

This project will provide opportunities to identify locations across the City for walkability and bikeability safety improvements. This proposal supports many of the strategies listed in the Transportation Plan Chapter of the St. Paul Comprehensive Plan

	Points Possible	Points Awarded
Long-range Impact Score:	10	

Section D – Additional Information

1. Additional Information Requested: Please provide additional information that would be important to know about your project.

N/A

City of Saint Paul

2016-2020 Unified Capital Improvement Program and Budget Process

Budget Year: **2015** Status: **FINAL** Stage: **S**

SU-6603461 Safe Routes to School - Plan Development

Phase Detail

Phase	Fin Code	Start Date	End Date	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total
Design	CIB			0	100	100	0	0	0	200
Total:				**0**	**100**	**100**	**0**	**0**	**0**	**200**

Phase Summary

Phase	Prior Appr	Yearly Amount (in Thousands) 2016	2017	2018	2019	2020	Total	% of Total
Design	0	100	100	0	0	0	200	100.0%
Total:	**0**	**100**	**100**	**0**	**0**	**0**	**200**	**100.0%**

Financing Source Detail / Summary

Fin Code	Phase	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total	% of Total
CIB - Capital Imp. Bonds									
	Design	0	100	100	0	0	0	200	
		0	**100**	**100**	**0**	**0**	**0**	**200**	**100.0%**
Total:		**0**	**100**	**100**	**0**	**0**	**0**	**200**	**100.0%**

1. Please provide the following information about your organization and proposed project:

Project Title: - Pierce Butler East Extension (Ph I Construction) – Grotto to Arundel

Proposing Agency or Group: - Department of Public Works

Proposer's Address: - 1500 City Hall Annex, 25 West 4th Street, St. Paul, MN 55102

Contact Person: - Eriks Ludins

Phone Number: - 651-266-6204

Email Address: - eriks.ludins@ci.stpaul.mn.us

Address or Cross Streets of Proposed Project: - Pierce Butler – Grotto St. to Arundel St.

2. Citizen Participation District(s):

District 7 - Frogtown

3. City Council Ward(s):

Ward 1

4. I am aware of the City's public art ordinance:

Yes

5. Please provide a short description of your project.

The Pierce Butler East Extension Project is a new road that will run south of, and parallel to, the BNSF Railroad and along existing Empire Drive connecting existing Pierce Butler Route to Phalen Boulevard. This will create a continuous east-west street connecting the West Midway Industrial Area to the East Side. This project is to fund the first phase of construction from Grotto Street (just west of Dale Street) to Arundel Street (three blocks east of Dale Street).

Section B – Narrative/Long Description: • Why is this project important? • Is there any historical context we should be aware of? • What does this project accomplish? What problem is it trying to solve? • Will this project occur in phases? What are they?

The Pierce Butler East Extension Project will connect existing Pierce Butler Route to Phalen Boulevard creating a new east-west connection between the West Midway Industrial Area and the East Side. The new road will include "on-road" bike lanes and an "off-road" combined bicycle/pedestrian trail. The roadway itself will consist of two lanes of traffic in each direction separated by a planted median with turn lanes at intersections. The project will also include decorative lantern style lighting.

This roadway will remove traffic, particularly trucks, from more residential type streets such as Minnehaha, Thomas, and Como while at the same time increasing regional access to existing industrial properties and provide a corridor for new industrial development.

The project also provides a bike/ped connection from the Minnehaha recreation Center to the Gateway and Vento trails.

Section C – Fit with Evaluation Criteria

1. Project Importance: • Project stabilizes the structural or mechanical integrity of an asset • Project improves or creates an asset that is currently in high use or demand • Project improves or creates an asset to meet new demand • Project improves the functionality of an asset • What is the need for the project

By creating a new east-west connection, the project allows vehicles and truck traffic to use a dedicated truck route rather than local streets to move between the Midway area and the East Side. This will take traffic off of University, Thomas, Minnehaha, and Como Avenues making them safer for all users. The project also connects the Vento and Gateway Trails to the Minnehaha Recreation Center and the Midway area with an off-road trail. Proceeding west of the Rec Center, bicyclists will use the existing on-road bike lanes on Pierce Butler extending to University Avenue at Transfer Road.

	Points Possible	Points Awarded
Project Importance Score:	10	

2. Safety Concerns: • Project remedies safety issues that pose a danger to the community • Project addresses code violations or other mandates or legal requirements

The project will redistribute traffic, both vehicles and trucks, from local streets to a designated truck route on Pierce Butler. This will reduce traffic on other streets in the area making them safer for all modes of transportation.

The project will also provide an off-road bicycle trail that will connect the Vento Trail to the Minnehaha Rec. Center and on-road bike lanes all the way to University Avenue at Transfer Road.

	Points Possible	Points Awarded
Safety Concerns Score:	10	

3. Demonstrated Support: • Project demonstrates community support and organizational commitment • Proposal demonstrates evidence of community collaborations or partnerships • Continued funding is needed to deliver expected services or to preserve an asset • Project leverages outside funding • What progress, if any, has been made on the project

The project has been awarded $7,000,000.00 in Federal Surface Transportation funding and the City needs to provide a “local match” for the first phase of construction. The project has previously been awarded funding for environmental studies and right-of-way acquisition which are nearing completion. Right-of-way acquisition has proven to be much more costly than originally anticipated. The project is listed in the Transportation chapter of the City’s Comprehensive Plan; Appendix T-A, Policy T-2.4 Recommended Projects, page T29.

	Points Possible	Points Awarded
Demonstrated Support Score:	10	

4. Community Benefit: • Project significantly benefits a neighborhood, district, area, or city as a whole • Project enhances livability by improving quality of life or property values, providing unmet needs, improving safety or accessibility, etc. • Project improves aesthetic appearance of an asset or area through landscaping, public art, lighting, signage, or other design features

This project will:

- Remove truck traffic from more neighborhood arterial streets like Thomas, Como, Minnehaha, Front, and Maryland,
- Create an off-road bicycle/pedestrian connection from Minnehaha Rec. Center to the East Side and the Vento and Gateway Trails,
- Will create new opportunities for industrial development,
- New storm water management measures will be implemented as part of the project,
- Will clean up polluted land as the City acquires right-of-way needed for the roadway and trail,
- Will allow the opportunity for public art to be included in the project.

	Points Possible	Points Awarded
Community Benefit Score:	10	

5. Long-Range Impact: • Project's impact on future operating costs (both increases/decreases) • Project exceeds standards in environmental sustainability • Project provides tangible return on investment • Project is included in City-approved plan • Project maintains an asset with historical significance • Project demonstrates ability to achieve stated outcomes

The project will decrease truck traffic on other streets and the resulting reduction of congestion will improve air quality by reducing the overall release of carbon monoxide and other pollutants.

The project is listed as a primary objective in the Thomas/Dale Small Area Plan.

By significantly reducing traffic on Como Avenue, the City could begin to transform Como into the grand parkway envisioned by Horace Cleveland when he was designing the Grand Round for Minneapolis and St. Paul.

	Points Possible	Points Awarded
Long-range Impact Score:	10	

Section D – Additional Information

1. Additional Information Requested: Please provide additional information that would be important to know about your project.

Because this is a new road, there currently are no traffic counts or pavement conditions to consider. However, the projected ADT of the completed project would have 16,500 vehicles per day on the Phase I segment. These would all be coming off of nearby streets of a more local nature (Minnehaha, Como, Thomas, University). The entire

project is within what the Met Council defines as a Racially Concentrated Area of Poverty. The construction of this project will create opportunities for new industrial development which would bring much needed jobs to the neighborhood. The Pierce Butler East Extension itself does not go through residential areas, rather business and industrial.

City of Saint Paul

2016-2020 Unified Capital Improvement Program and Budget Process

Budget Year: **2015** Status: **FINAL** Stage: **S**

SU-0703455 Pierce Butler East Extension - Grotto to Arundel

Phase Detail

Phase	Fin Code	Start Date	End Date	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total
Const-Plans/Spec's	MSA			0	500	0	0	0	0	500
Acq/Demolition/Reloc	MSA			13,442	0	2,000	0	0	0	2,000
Construction/Rehab	FED			0	7,000	0	0	0	0	7,000
Construction/Rehab	MSA			0	1,500	0	0	0	0	1,500
Total:				**13,442**	**9,000**	**2,000**	**0**	**0**	**0**	**11,000**

Phase Summary

Phase	Prior Appr	Yearly Amount (in Thousands) 2016	2017	2018	2019	2020	Total	% of Total
Const-Plans/Spec's	0	500	0	0	0	0	500	100.0%
Acq/Demolition/Reloc	13,442	0	2,000	0	0	0	2,000	100.0%
Construction/Rehab	0	8,500	0	0	0	0	8,500	100.0%
Total:	**13,442**	**9,000**	**2,000**	**0**	**0**	**0**	**11,000**	**100.0%**

Financing Source Detail / Summary

Fin Code	Phase	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total	% of Total
FED - Federal Discretnry									
	Construction/Rehab	0	7,000	0	0	0	0	7,000	
		0	**7,000**	**0**	**0**	**0**	**0**	**7,000**	**63.6%**
MSA - Municipal State Aid									
	Const-Plans/Spec's	0	500	0	0	0	0	500	
	Acq/Demolition/Reloc	13,442	0	2,000	0	0	0	2,000	
	Construction/Rehab	0	1,500	0	0	0	0	1,500	
		13,442	**2,000**	**2,000**	**0**	**0**	**0**	**4,000**	**36.4%**
Total:		**13,442**	**9,000**	**2,000**	**0**	**0**	**0**	**11,000**	**100.0%**

1. Please provide the following information about your organization and proposed project:

Project Title: - Prince Street & Trout Brook Road Extensions – ROW & Design

Proposing Agency or Group: - Department of Public Works

Proposer's Address: - 25 W. 4th Street, 1500 City Hall Annex, St. Paul, MN 55102

Contact Person: - Paul Kurtz

Phone Number: - 651-266-6203

Email Address: - paul.kurtz@ci.stpaul.mn.us

Address or Cross Streets of Proposed Project: - Willius to Trout Brook & Prince to Lafayette

2. Citizen Participation District(s):

District 4 – Dayton's Bluff

3. City Council Ward(s):

Ward 7

4. I am aware of the City's public art ordinance:

Yes

5. Please provide a short description of your project.

Design Prince Street from Willius Street to Trout Brook Road and design Trout Brook Road from Prince Street north to the Lafayette Bridge off-ramp . The extension and construction of these roadways will improve access into and out of Lowertown area and to the new regional ballpark. The project also includes the design of an off-road bicycle trail , the planting of boulevard trees and the installation of lantern lighting system.

Section B – Narrative/Long Description: • Why is this project important? • Is there any historical context we should be aware of? • What does this project accomplish? What problem is it trying to solve? • Will this project occur in phases? What are they?

The extension and construction of Prince Street and Trout Brook Road will provide a more direct access to the new Regional Ballpark for northbound Lafayette Bridge traffic and from E. 7th Street traffic via Kittson Street. This new access will reduce event congestion, improve ballpark functionality and improve the overall visitor experience to Downtown. These new roadways will also provide a direct access into Lowertown, the LRT Operations and Maintenance Facility and the Bruce Vento Nature Sanctuary.

This project will also provide an off-road trail along each roadway segment to improve and expand the trail network. The project will plant boulevard trees and install a street lighting system.

The funding being asked for in this proposal is for ROW acquisition and design of the new roadways and bridge structure. The Department of Public Works submitted the project into the recent Metropolitan Council Regional Solicitation process for Federal construction funding in years 2018 and 2019. The city will need to be ready to deliver the project if the federal funds are awarded. Therefore, it is imperative that ROW acquisition and design get started early so the project can be delivered on time and as scoped.

Section C – Fit with Evaluation Criteria

1. Project Importance: • Project stabilizes the structural or mechanical integrity of an asset • Project improves or creates an asset that is currently in high use or demand • Project improves or creates an asset to meet new demand • Project improves the functionality of an asset • What is the need for the project

This roadway construction project will improve the operation and efficiency of the transportation network into and out of Downtown St. Paul for businesses, residents and visitors.

	Points Possible	Points Awarded
Project Importance Score:	10	

2. Safety Concerns: • Project remedies safety issues that pose a danger to the community • Project addresses code violations or other mandates or legal requirements

The construction of this roadway network will provide another access point into downtown thereby reducing the congestion and improving the overall safety of the transportation system. An off-street trail network will provide a safe environment for pedestrians and bicyclists.

	Points Possible	Points Awarded
Safety Concerns Score:	10	

3. Demonstrated Support: • Project demonstrates community support and organizational commitment • Proposal demonstrates evidence of community collaborations or partnerships • Continued funding is needed to deliver expected services or to preserve an asset • Project leverages outside funding • What progress, if any, has been made on the project

The city has applied for Federal funding for constructing this project in 2018-19 through the Metropolitan Council Regional Solicitation process. This project is needed in order to acquire the necessary ROW and get started with the roadway and bridge designs in order to be ready to deliver the project if the federal funds are awarded. This project is consistent with the City's Transportation Policy Plan.

	Points Possible	Points Awarded
Demonstrated Support Score:	10	

4. Community Benefit: • Project significantly benefits a neighborhood, district, area, or city as a whole • Project enhances livability by improving quality of life or property values, providing unmet needs, improving safety or accessibility, etc. • Project improves aesthetic appearance of an asset or area through landscaping, public art, lighting, signage, or other design features

This project greatly benefits downtown venues, business owners and residents. It will provide another access point into Lowertown/Downtown thereby reducing congestion and improving traffic flow. The addition of the tress, street lighting and trails will improve the aesthetics of the area and improve access to events at the new Regional Ballpark.

	Points Possible	Points Awarded
Community Benefit Score:	10	

5. Long-Range Impact: • Project's impact on future operating costs (both increases/decreases) • Project exceeds standards in environmental sustainability • Project provides tangible return on investment • Project is included in City-approved plan • Project maintains an asset with historical significance • Project demonstrates ability to achieve stated outcomes

New roadway segments equals more to maintain, but an additional access point into downtown and to events at the new Regional Ballpark will greatly improve traffic flow and congestion.

	Points Possible	Points Awarded
Long-range Impact Score:	10	

Section D – Additional Information

1. Additional Information Requested: Please provide additional information that would be important to know about your project.

The new roadways of Prince Street and Trout Brook Road will be designated as Municipal State Aid (MSA) routes. They currently do not exist so there are no counts to report. We do know that these roadways, with a direct access to the Regional Ballpark Stadium, will greatly reduce congestion during events. It will provide a means or access and circulation. It will also provide a means of access for bicyclists with the off-road trail construction.

City of Saint Paul

2016-2020 Unified Capital Improvement Program and Budget Process

Budget Year: **2015** Status: **FINAL** Stage: **S**

SU-0402962 Prince Street - Trout Brook Construction

Phase Detail

Phase	Fin Code	Start Date	End Date	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total
Acq/Demolition/Reloc	CIB			0	200	0	0	0	0	200
Construction/Rehab	FED			0	0	0	3,120	0	0	3,120
Construction/Rehab	MSA			0	0	0	780	0	0	780
Design	CIB			0	500	500	0	0	0	1,000
Total:				**0**	**700**	**500**	**3,900**	**0**	**0**	**5,100**

Phase Summary

Phase	Prior Appr	Yearly Amount (in Thousands) 2016	2017	2018	2019	2020	Total	% of Total
Acq/Demolition/Reloc	0	200	0	0	0	0	200	100.0%
Construction/Rehab	0	0	0	3,900	0	0	3,900	100.0%
Design	0	500	500	0	0	0	1,000	100.0%
Total:	**0**	**700**	**500**	**3,900**	**0**	**0**	**5,100**	**100.0%**

Financing Source Detail / Summary

Fin Code	Phase	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total	% of Total
CIB - Capital Imp. Bonds									
	Acq/Demolition/Reloc	0	200	0	0	0	0	200	
	Design	0	500	500	0	0	0	1,000	
		0	**700**	**500**	**0**	**0**	**0**	**1,200**	**23.5%**
FED - Federal Discretnry									
	Construction/Rehab	0	0	0	3,120	0	0	3,120	
		0	**0**	**0**	**3,120**	**0**	**0**	**3,120**	**61.2%**
MSA - Municipal State Aid									
	Construction/Rehab	0	0	0	780	0	0	780	
		0	**0**	**0**	**780**	**0**	**0**	**780**	**15.3%**
Total:		**0**	**700**	**500**	**3,900**	**0**	**0**	**5,100**	**100.0%**

1. Please provide the following information about your organization and proposed project:

Project Title: - Pierce Butler Lexington Parkway Bicycle Connection

Proposing Agency or Group: - Mr. Michael Recycles Bicycles, District 11 Neighbors, Department of Public Works

Proposer's Address: - 520 N. Prior Avenue, St. Paul 55104

Contact Person: - Benita Warns

Phone Number: - 651-641-1037

Email Address: - warns@pclink.com

Address or Cross Streets of Proposed Project: - Where Lexington Parkway crosses over Pierce Butler Route

2. Citizen Participation District(s):

District 10 Como Community Council and District 11Hamline Midway Coalition

3. City Council Ward(s):

4

4. I am aware of the City's public art ordinance:

Yes

5. Please provide a short description of your project.

Provide a paved, off-street path connecting the south end of the Lexington Bicycle Bridge over Pierce Butler Route to the existing bicycle route on Pierce Butler, making the connection close to the intersection of Dunlap Street and Pierce Butler Route.

Section B – Narrative/Long Description: • Why is this project important? • Is there any historical context we should be aware of? • What does this project accomplish? What problem is it trying to solve? • Will this project occur in phases? What are they?

The connection provides a direct off-street connection between two regional bicycle routes, improving the integrity and structural linkage of a transportation asset. This project was recommended for funding in the 2013 CIB process and was scheduled for construction in 2014. The City Council voted to defund this project in order to cover shortfalls on other bicycle projects that were not a part of the CIB process. Building this connection will eliminate the need for bicyclists and pedestrians to cross streets with high volumes of motorized traffic. This project enhances the functionality of the Lexington Parkway Regional Trail, which directly connects to the St. Paul Grand Round.

Section C – Fit with Evaluation Criteria

1. Project Importance: • Project stabilizes the structural or mechanical integrity of an asset • Project improves or creates an asset that is currently in high use or

demand • Project improves or creates an asset to meet new demand • Project improves the functionality of an asset • What is the need for the project

The connection provides a direct off-street connection between two regional bicycle routes, improving the integrity and structural linkage of a transportation asset. Provides bicycle infrastructure to serve increasing numbers of bicycle commuters and families by providing less stops and clear routes that are separated from motor vehicle traffic. The connection improves ability for western and eastern neighborhoods to reach Como Park by bicycle, reducing parking demand in the park and providing an alternative route that bypasses other highly congested roads. This project enhances the functionality of the Lexington Parkway Regional Trail, which directly connects to the St. Paul Grand Round. Future plans call for an off-street trail to be built along Pierce Butler Route, and this project will connect directly to it.

	Points Possible	Points Awarded
Project Importance Score:	10	

2. Safety Concerns: • Project remedies safety issues that pose a danger to the community • Project addresses code violations or other mandates or legal requirements

Remedies the need for bicyclists to cross Lexington Parkway traffic (over 23,000 vpd) to access the Lexington bike/ped bridge (completed in Fall of 2012). The current route from Pierce Butler Route up to the new bridge directs bicyclists to a dangerous crossing at Lexington and Hubbard. Completion of the Como Pool in 2012 has created additional use of the Lexington Parkway Regional Trail, especially by families with children. This project provides a direct connection that keeps bicyclists and pedestrians separated from motor vehicle traffic. This link will serve the needs of those currently using the on-street lanes on Pierce Butler Route, and also be fully compatible when the off-road path is constructed on Pierce Butler sometime in the coming years.

	Points Possible	Points Awarded
Safety Concerns Score:	10	

3. Demonstrated Support: • Project demonstrates community support and organizational commitment • Proposal demonstrates evidence of community collaborations or partnerships • Continued funding is needed to deliver expected services or to preserve an asset • Project leverages outside funding • What progress, if any, has been made on the project

This project is being jointly submitted by two entities, and also has the support of the St. Paul Bicycle Coalition. The project finished in the top 10 Streets and Utilities projects in the 2013-2014 CIB cycle and was included in the Mayor's Adopted 2014 budget. This project would already be complete, but for the need to redirect the funding to cover shortages incurred by another non-CIB project. Earlier investments in the Lexington Regional Trail include building a tunnel under the railroad tracks ($900,000) and building the bike/ped bridges ($1,070,000). These investments will be maximized by adding this connection, which will enhance the ability to use them. The District 10 Como Community Council, Hamline Midway Coalition (District 11), Leonardo's

Basement, and SPARC Community Development Corporation (served Districts 6 and 11) all supported this proposal in the 2014-2015 budget cycle, and are likely to do so again, along with additional supporters listed above.

	Points Possible	Points Awarded
Demonstrated Support Score:	10	

4. Community Benefit: • Project significantly benefits a neighborhood, district, area, or city as a whole • Project enhances livability by improving quality of life or property values, providing unmet needs, improving safety or accessibility, etc. • Project improves aesthetic appearance of an asset or area through landscaping, public art, lighting, signage, or other design features

The entire City of St. Paul bicycle transportation network is affected by this project, because it directly connects a regional route with a regional trail, and existing routes can be used instead of building new ones. Livability and property values of surrounding neighborhoods are enhanced by having better connections for both recreational and commuting cyclists to other city parks and trails, especially the St. Paul Grand Round and Como Park. Air quality will improve as more people use this route ride bicycles or walk, rather than drive motor vehicles. Parking congestion at Como Park will be reduced when more people are able to safely ride to the park. Adding way-finding signage to this route provides a great public art opportunity.

	Points Possible	Points Awarded
Community Benefit Score:	10	

5. Long-Range Impact: • Project's impact on future operating costs (both increases/decreases) • Project exceeds standards in environmental sustainability • Project provides tangible return on investment • Project is included in City-approved plan • Project maintains an asset with historical significance • Project demonstrates ability to achieve stated outcomes

Both Pierce Butler and the Lexington Regional Trail are included in the current Transportation Chapter of the Comprehensive Plan, and are also included in the St. Paul Bicycle Plan (not yet adopted). The Bicycle Plan specifically states that these types of connections are considered to be consistent with this plan. The project will support the wide range of people who ride bicycles as an affordable way to keep healthy and fit (social sustainability, economic sustainability through improved citizen health). More people will be able to afford housing near these two routes because this convenient option provides an alternative to expensive car ownership (economic sustainability). The project enhances our strong network of parks by providing a direct link to the St. Paul Grand Round and Como Park (environmental sustainability). The project enhances air quality when a properly designed project encourages people to ride bicycles or walk rather than using motor vehicles (environmental sustainability), and can reduce traffic and parking congestion at Como Park (economic sustainability by reducing the need for new parking lots). In the St. Paul Bicycle Plan, the annual maintenance cost for off-street paths is $12,000 per mile. This connection is around 1/10 of a mile, so the annual maintenance cost would be a minimal $1,200 per mile.

	Points Possible	Points Awarded
Long-range Impact Score:	10	

Section D – Additional Information

1. Additional Information Requested: Please provide additional information that would be important to know about your project.

In 2012, Lexington Parkway had an estimated traffic count of 23,000 vehicles per day. This project will eliminate the need for many bicyclists to cross Lexington Avenue at Hubbard to get to the off-street bicycle/pedestrian bridges. Although this project is primarily located in District 11, the Lexington Regional Trail runs north through District 10 to Como Park and connects to the St. Paul Grand Round. The Frogtown (District 7) neighborhood is directly across Lexington from this project. Use of these routes is projected to increase significantly in 2015 due to major changes coming to the next-closest north/south railroad crossing, which is Snelling Avenue.

City of Saint Paul

2016-2020 Unified Capital Improvement Program and Budget Process

Budget Year: **2015** Status: **FINAL** Stage: **S**

SU-1103012 Pierce Butler Lexington Parkway Bicycle Connection

Phase Detail

Phase	Fin Code	Start Date	End Date	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total
Construction/Rehab	CIB			0	220	0	0	0	0	220
Total:				**0**	**220**	**0**	**0**	**0**	**0**	**220**

Phase Summary

Phase	Prior Appr	Yearly Amount (in Thousands) 2016	2017	2018	2019	2020	Total	% of Total
Construction/Rehab	0	220	0	0	0	0	220	100.0%
Total:	**0**	**220**	**0**	**0**	**0**	**0**	**220**	**100.0%**

Financing Source Detail / Summary

Fin Code	Phase	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total	% of Total
CIB - Capital Imp. Bonds									
	Construction/Rehab	0	220	0	0	0	0	220	
		0	**220**	**0**	**0**	**0**	**0**	**220**	**100.0%**
Total:		**0**	**220**	**0**	**0**	**0**	**0**	**220**	**100.0%**

1. Please provide the following information about your organization and proposed project:

Project Title: - Pascal/Saratoga Street Bicycle Connection

Proposing Agency or Group: - Mr. Michael Recycles Bicycles

Proposer's Address: - 520 N. Prior Avenue

Contact Person: - Benita Warns

Phone Number: - 651-641-1037

Email Address: - warns@pclink.com

Address or Cross Streets of Proposed Project: - Intersections of Pascal/Dayton and Saratoga/Dayton

2. Citizen Participation District(s):

District 13 – Union Park

3. City Council Ward(s):

Ward 1

4. I am aware of the City's public art ordinance:

Yes

5. Please provide a short description of your project.

Provide an off-road direct connection across the railroad tracks between the bicycle route on Pascal Street and the proposed bicycle route on Saratoga Street.

Section B – Narrative/Long Description: • Why is this project important? • Is there any historical context we should be aware of? • What does this project accomplish? What problem is it trying to solve? • Will this project occur in phases? What are they?

There is a serious lack of safe bicycle routes to travel north and south across the barriers of the railroad tracks and I-94 through the Midway area. Current plans for Snelling Avenue preclude provide a safe bicycle route directly on Snelling. Hamline Avenue does not provide an appropriate alternative because there is no additional right-of-way available to widen the road, and the high traffic volume on the stretch of Hamline between Marshall and University precludes eliminating traffic lanes. There is an existing bicycle route on Pascal Street that safely crosses I-94 but does not cross the railroad tracks to the south. The City of St. Paul Bicycle Plan (soon to be adopted) proposes a north-south bicycle route on Saratoga Street that terminates at the intersection of Saratoga Street and Dayton Avenue. This project will provide a direct and safe off-road link between these two bicycle routes, creating a continuous and viable north-south route through the Midway area, and will provide direct bicycle access to the Midway Shopping Area. Since the railroad is not likely to approve an at-grade crossing, a bridge would be built across the tracks. Access to the bridge from the Pascal/Dayton intersection would be on a narrow strip of land currently used as a

footpath. Access from the Saratoga/Dayton intersection would be through existing City right-of-way extending east of that intersection toward the tracks.

The City of St. Paul Bicycle Plan calls for establishing a regional trail along the railroad tracks and then alongside Ayd Mill Road. This trail would be part of extending the Midtown Greenway into St. Paul from Minneapolis. A bicycle connection from Pascal Street to the proposed Greenway extension has been proposed in the 2011 and 2013 CIB budget cycles. However, it was premature to fund the project due to the lack of a viable plan for the Midtown Greenway Extension Regional Trail, and for Ayd Mill Road. Elimination of Snelling and Hamline as viable alternatives for a north-south bicycle connection, and the addition of a north-south route on Saratoga Street, makes this connection especially important.

Section C – Fit with Evaluation Criteria

1. Project Importance: • Project stabilizes the structural or mechanical integrity of an asset • Project improves or creates an asset that is currently in high use or demand • Project improves or creates an asset to meet new demand • Project improves the functionality of an asset • What is the need for the project

Demand for safe bicycling and pedestrian routes is increasing rapidly. There has historically been a lack of viable and safe north-south bicycle routes through the Midway area. Both Snelling and Hamline are not viable options for adding bicycle routes due to high traffic volumes, lack of available right-of-way, and high cost. This project also increases the functionality of the existing Pascal Bicycle Route by connecting it to the proposed route on Saratoga, thereby creating one long, safe, and continuous north-south bicycle route through the Midway area.

	Points Possible	Points Awarded
Project Importance Score:	10	

2. Safety Concerns: • Project remedies safety issues that pose a danger to the community • Project addresses code violations or other mandates or legal requirements

There are few safe travel options for bicyclists through the Midway area, particularly in close proximity to Snelling Avenue. This project provides a direct, safe, off-street connection between two routes with much lower motorized traffic volumes. Building a bridge across the railroad tracks will allow bicyclists and pedestrians to cross the tracks safely, and remove the footpath that pedestrians currently use to make illegal, at-grade crossings.

	Points Possible	Points Awarded
Safety Concerns Score:	10	

3. Demonstrated Support: • Project demonstrates community support and organizational commitment • Proposal demonstrates evidence of community collaborations or partnerships • Continued funding is needed to deliver expected

services or to preserve an asset • Project leverages outside funding • What progress, if any, has been made on the project

The City of St. Paul's (soon to be adopted) Bicycle Plan calls for adding viable and safe north-south bicycle routes through the Midway area. This plan was created with input from hundreds of individuals and community groups, and has backing from the district councils in the western half of St. Paul. The district plans of all these neighborhoods have identified the need for viable and safe north-south bicycle routes through the Midway area. This project would be a strong candidate for federal funding, as it connects to a future regional trail and crosses a railroad. This project is also supported by St. Paul Women on Bikes.

	Points Possible	Points Awarded
Demonstrated Support Score:	10	

4. Community Benefit: • Project significantly benefits a neighborhood, district, area, or city as a whole • Project enhances livability by improving quality of life or property values, providing unmet needs, improving safety or accessibility, etc. • Project improves aesthetic appearance of an asset or area through landscaping, public art, lighting, signage, or other design features

This project benefits all the neighborhoods in the western portion of St. Paul by providing a viable and safe bicycle route that connects neighborhoods all the way from Highland Park up through Hamline Midway. The route connects to other local routes that provide connections to the Lexington Parkway Regional Trail, and will provide a direct connection to the Midtown Greenway Extension Regional Trail when it is built, as well as access to two Green Line stations. Building a bridge will provide a safe crossing of the railroad track, and also provides an opportunity for creative and artistic design in signage/way-finding and of the bridge itself. Quality of life is enhanced as more people use this facility to walk and ride bicycles, especially the health benefits of a more active lifestyle. The new bridge will also provide an ADA compliant facility, increasing options for people with limitations on their mobility. Making bicycling and walking more attractive with this bridge allows more families to live with less cars, or even no car, which increases their buying power and allows more people to afford to own homes in the Midway area.

	Points Possible	Points Awarded
Community Benefit Score:	10	

5. Long-Range Impact: • Project's impact on future operating costs (both increases/decreases) • Project exceeds standards in environmental sustainability • Project provides tangible return on investment • Project is included in City-approved plan • Project maintains an asset with historical significance • Project demonstrates ability to achieve stated outcomes

Providing viable and safe north-south bicycle options is an important outcome in the St. Paul Bicycle Plan, as well as in the various district plans adopted by nearby neighborhoods. Building this direct connection will achieve this outcome. It also improves the functionality of the existing bicycle route through the Midway shopping

area by directly connecting it to another north-south route, which will at least double the range of the Pascal route via Saratoga. The project will cost money to build and to maintain, but it is a far less expensive option than attempting to either reengineer the roadways or acquire sufficient right-of-way to create high-quality bicycle facilities on either Snelling or Hamline Avenues. Also, as more people choose to ride bicycles and walk for transportation, nearby roadways will see less growth in motorized traffic and last longer, and air quality will improve from a reduction in auto travel. The Midway area has long had some of the poorest air quality readings in the Twin Cities Metro Area, so less auto travel can improve the situation.

	Points Possible	Points Awarded
Long-range Impact Score:	10	

Section D – Additional Information

1. Additional Information Requested: Please provide additional information that would be important to know about your project.

The intersection of Snelling Avenue and University Avenue has long been one of the most congested intersections in the Twin Cities Metro Area, with motor vehicle counts of close to 40,000 per day. Traffic counts on nearby Hamline Avenue, while substantially less than on Snelling, are still very high – too high to consider eliminating traffic lanes. Snelling Avenue is being rebuilt in 2015, and Hamline Avenue was resurfaced in 2014. The pavement on Pascal and Saratoga streets is in varying conditions, most of which is reasonable for bicycle travel. The notable exception is the portion of Pascal between University and I-94, which is in poor condition. It is anticipated that this street will be rebuilt in conjunction with the development of the adjacent Bus Barn site.

The neighborhoods surrounding the project area are increasingly ethnically, racially, and economically diverse. The Midway Shopping area contains a wide range of businesses from national and regional chain stores down to locally-owned, mom and pop businesses. Many of the small businesses serve the various ethnic groups that call Midway home. Families with children are attracted to the area by housing that is less expensive than in other parts of the city, but still in a safe area. Several nearby affordable housing developments, such as Skyline Tower, house many newly-arrived immigrants. For all of these people, bicycling and walking is an affordable transportation option if they have safe routes available to use. This project will provide a safe major north-south route that serves most of the western portion of St. Paul.

City of Saint Paul

2016-2020 Unified Capital Improvement Program and Budget Process

Budget Year: **2015** Status: **FINAL** Stage: **S**

SU-1303249 Pascal Street Bicycle Connection

Phase Detail

Phase	Fin Code	Start Date	End Date	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total
Const-Plans/Spec's	CIB			0	545	0	0	0	0	545
Acq/Demolition/Reloc	CIB			0	992	0	0	0	0	992
Construction/Rehab	CIB			0	0	2,180	0	0	0	2,180
Total:				**0**	**1,537**	**2,180**	**0**	**0**	**0**	**3,717**

Phase Summary

Phase	Prior Appr	Yearly Amount (in Thousands) 2016	2017	2018	2019	2020	Total	% of Total
Const-Plans/Spec's	0	545	0	0	0	0	545	100.0%
Acq/Demolition/Reloc	0	992	0	0	0	0	992	100.0%
Construction/Rehab	0	0	2,180	0	0	0	2,180	100.0%
Total:	**0**	**1,537**	**2,180**	**0**	**0**	**0**	**3,717**	**100.0%**

Financing Source Detail / Summary

Fin Code	Phase	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total	% of Total
CIB - Capital Imp. Bonds									
	Const-Plans/Spec's	0	545	0	0	0	0	545	
	Acq/Demolition/Reloc	0	992	0	0	0	0	992	
	Construction/Rehab	0	0	2,180	0	0	0	2,180	
		0	**1,537**	**2,180**	**0**	**0**	**0**	**3,717**	**100.0%**
Total:		**0**	**1,537**	**2,180**	**0**	**0**	**0**	**3,717**	**100.0%**

1. Please provide the following information about your organization and proposed project:

Project Title: - Charles Avenue Bicycle-Pedestrian Boulevard

Proposing Agency or Group: - Frogtown Neighborhood Association

Proposer's Address: - 685 W. Minnehaha, St. Paul, MN 55407

Contact Person: - Caty Royce

Phone Number: - 651-789-7480

Email Address: - caty@frogtownmn.org

Address or Cross Streets of Proposed Project: - Charles Avenue, Park to Aldine

2. Citizen Participation District(s):

District 7 – Frogtown, District 11 - Hamline

3. City Council Ward(s):

Ward 1 and Ward 4

4. I am aware of the City's public art ordinance:

Yes

5. Please provide a short description of your project.

This project will complete the Charles Avenue Bicycle-Pedestrian Boulevard, constructing nine traffic circles, a raised intersection, a mid-block bump-out, and several changes to stop signs. Charles Avenue, from Park to Aldine, is poised to become a signature east-west roadway that is safer and more attractive for residents and road users.

Section B – Narrative/Long Description: • Why is this project important? • Is there any historical context we should be aware of? • What does this project accomplish? What problem is it trying to solve? • Will this project occur in phases? What are they?

Charles Avenue was originally identified in Central Corridor Station Area Plans as an east-west bicycling route that could serve as an alternative to University. With the construction of the Green Line, and reduction of lanes on University Avenue, providing parallel bicycling routes became a goal for the City. Charles was identified as one such route. Connectivity of these safe corridors is critical. Bike/walk areas should be near to the Green Line and integrate into Saint Paul's multimodal transportation system. After three years of community engagement about the Charles Avenue Bicycle-Pedestrian Boulevard – through a collaboration of Frogtown and Hamline-Midway residents that achieved significant public input and strong City support -- the Saint Paul City Council approved the final design for the Charles Avenue Bicycle-Pedestrian Boulevard (www.stpaul.gov/index.aspx?NID=4987) on September 5, 2012. This plan implements priorities identified in the Bike Walk Central Corridor Action Plan (adopted by the City Council in May, 2010). The approved project is scheduled to be completed by 2015.

The following elements have been completed: A. Pedestrian refuge medians at the intersection of Charles Avenue with: Snelling Avenue, Hamline Avenue, Lexington Parkway, Dale Street, Western Avenue, Marion Street, and Rice Street. B. Bike boulevard pavement markings along the entire length of Charles Avenue, Park Street to Aldine Street. C. Route-marker and destination signage along the entire length of Charles Avenue, Park Street to Aldine Street. Funding is sought for the completion of the project, specifically the following elements: D. Landscaped traffic circles at the intersection of Charles Avenue with the following streets (from east to west): Farrington, Arundel, Grotto, Milton, Chatsworth, Dunlap, Griggs, Pascal, and Fry. E. A raised intersection at Charles Avenue and Syndicate Street and landscaped bump-outs along Charles between Elfelt Street and Galtier Street. F. Changes to stop-sign configuration at several intersections.

Section C – Fit with Evaluation Criteria

1. Project Importance: • Project stabilizes the structural or mechanical integrity of an asset • Project improves or creates an asset that is currently in high use or demand • Project improves or creates an asset to meet new demand • Project improves the functionality of an asset • What is the need for the project

The Charles Avenue Bicycle-Pedestrian Boulevard creates an asset that meets growing demand for high-quality biking and walking infrastructure in Saint Paul and addresses the central goal of the Bike Walk Central Corridor Action Plan: "To enhance biking and walking to and within the Central Corridor and foster bicycling and walking as a major portion of the transportation solution. The Plan will achieve this goal of increasing biking and walking travel mode share in the Central Corridor by focusing on five objectives - Improving Connectivity, Enhancing Safety, Improving the Bike-Walk Experience, Fostering Creative Solutions, and Feasibility/Functionality." Specifically, the Charles Avenue Bicycle-Pedestrian Boulevard will serve as both a commuter bikeway (facilitating east-west movement through the Central Corridor and connecting to several north-south bike routes) and as a local bikeway (facilitating trips to local businesses, transit stops, and other local destinations). The project will also calm traffic and enhance the pedestrian experience, making Charles Avenue a safer and more walkable street. At present the Charles Avenue Bicycle-Pedestrian Boulevard is partially built. This CIB proposal is seeking funding to complete Charles Avenue.

	Points Possible	Points Awarded
Project Importance Score:	10	

2. Safety Concerns: • Project remedies safety issues that pose a danger to the community • Project addresses code violations or other mandates or legal requirements

The Charles Avenue Bicycle-Pedestrian Boulevard is designed to calm traffic and provide a needed safe bike and pedestrian corridor near the Green Line that will benefit residents, pedestrians, bicyclists and motorists. The plan reflects community calls for the increased safety of residents, families, and children who live on or near Charles. This is achieved through a reduction in motorized traffic as well as its speed. It also, simultaneously, increases safety for both non-motorized and motorized traffic.

	Points Possible	Points Awarded
Safety Concerns Score:	10	

3. Demonstrated Support: • Project demonstrates community support and organizational commitment • Proposal demonstrates evidence of community collaborations or partnerships • Continued funding is needed to deliver expected services or to preserve an asset • Project leverages outside funding • What progress, if any, has been made on the project

The Charles Avenue Bicycle-Pedestrian Boulevard was the first project of the Friendly Streets Initiative. Over 1000 persons were engaged with the planning process of Charles from 2009 – 2012, at five block parties along Charles during the summer of 2011, at presentations at neighborhood meetings and festivals in the spring of 2012, at two public meetings in July 2012, and at the City Council hearing in September. Throughout this public engagement process residents expressed overwhelming support for making Charles calmer, quieter, safer, and easier for bicyclists and pedestrians to use. A full report on the Charles Avenue public engagement process can be found here: http://friendlystreetsinitiative.org/projects/charles-bikeway/. Today, residents and community organizations continue to work on Charles Avenue. Frogtown Neighborhood Association (District 7) and Hamline Midway Coalition (District 11) support the project. It also has support from Saint Paul Smart Trips and Transit for Livable Communities. When the City Council approved the Charles Avenue Bicycle-Pedestrian Boulevard in September 2012, the Bike Walk Twin Cities program provided $450,000 to the project, and the City provided another $700,000. That led to the initial construction of the initial elements of the plan (A, B, and C, above). In this proposal we are seeking CIB funding to complete Charles, to build the remaining elements (D, E, and F, above). District Councils 7 and 11 brought a request for completing Charles to CIB in 2013, seeking funding then to assure the project would be completed by 2015 (as scheduled by City Council). Given that the 2015 CIB process is primarily for projects to be built in 2016 and 2017, and given the hard work of Frogtown and Hamline-Midway communities on the project, we feel a sense of urgency about achieving funding to complete Charles Avenue.

	Points Possible	Points Awarded
Demonstrated Support Score:	10	

4. Community Benefit: • Project significantly benefits a neighborhood, district, area, or city as a whole • Project enhances livability by improving quality of life or property values, providing unmet needs, improving safety or accessibility, etc. • Project improves aesthetic appearance of an asset or area through landscaping, public art, lighting, signage, or other design features

The Charles Avenue Bicycle-Pedestrian Boulevard will be a significant transportation asset - a signature street - for the City of Saint Paul. The project will also enhance the livability of the Frogtown and Hamline-Midway neighborhoods by calming traffic, improving pedestrian safety, increasing beauty, and creating a sense of place.

	Points Possible	Points Awarded
Community Benefit Score:	10	

5. Long-Range Impact: • Project's impact on future operating costs (both increases/decreases) • Project exceeds standards in environmental sustainability • Project provides tangible return on investment • Project is included in City-approved plan • Project maintains an asset with historical significance • Project demonstrates ability to achieve stated outcomes

We hope that the Charles Avenue Bicycle-Pedestrian Boulevard will serve as a model residential "complete street," one that is safer and more attractive for residents and all users, including pedestrians, cyclists, and motorists. We believe that the Charles Avenue Bicycle-Pedestrian Boulevard represents the future of street design in the City of Saint Paul and advances the goal of making Saint Paul the most livable city in America.

	Points Possible	Points Awarded
Long-range Impact Score:	10	

Section D – Additional Information

1. Additional Information Requested: Please provide additional information that would be important to know about your project.

Demographics of the two neighborhoods directly related to the Charles Avenue Bicycle-Pedestrian Boulevard: The 2010 Census shows that Frogtown residents are over-represented among low-income categories relative to the City of Saint Paul; nearly 60% earn less than $35,000 in annual income, while about 40% are evenly distributed in income categories from $35,000 to $100,000. Approximately two-thirds of Frogtown residents are Asian or black, one-fifth white, and ten percent Hispanic (Minnesota Compass 2011). Hamline-Midway's income distribution mirrors the overall income distribution in Saint Paul, but it is both less poor and less wealthy than the City. About one-third of Hamline-Midway residents make less than $35,000, almost 40% make between $35,000 and $74,000, and 26% earn greater than $75,000 (Minnesota Compass 2011). Nearly 70% of Hamline-Midway are white, 15% are black, and about 11% report as Hispanic or Asian (Minnesota Compass 2011).

City of Saint Paul

2016-2020 Unified Capital Improvement Program and Budget Process

Budget Year: **2015** Status: **FINAL** Stage: **S**

SU-5503439 Charles Avenue Bicycle-Pedestrain Blvd

Phase Detail

Phase	Fin Code	Start Date	End Date	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total
Const-Plans/Spec's	CIB			0	188	0	0	0	0	188
Construction/Rehab	CIB			0	562	0	0	0	0	562
Total:				**0**	**750**	**0**	**0**	**0**	**0**	**750**

Phase Summary

Phase	Prior Appr	Yearly Amount (in Thousands) 2016	2017	2018	2019	2020	Total	% of Total
Const-Plans/Spec's	0	188	0	0	0	0	188	100.0%
Construction/Rehab	0	562	0	0	0	0	562	100.0%
Total:	**0**	**750**	**0**	**0**	**0**	**0**	**750**	**100.0%**

Financing Source Detail / Summary

Fin Code	Phase	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total	% of Total
CIB - Capital Imp. Bonds									
	Const-Plans/Spec's	0	188	0	0	0	0	188	
	Construction/Rehab	0	562	0	0	0	0	562	
		0	**750**	**0**	**0**	**0**	**0**	**750**	**100.0%**
Total:		**0**	**750**	**0**	**0**	**0**	**0**	**750**	**100.0%**

1. Please provide the following information about your organization and proposed project:

Project Title: - Bike Racks on Saint Paul's East Side

Proposing Agency or Group: - Daniel Choma

Proposer's Address: - 1166 Duluth St Saint Paul, MN 55106

Contact Person: - Daniel Choma

Phone Number: - 507-358-1726

Email Address: - dachoma@gmail.com

Address or Cross Streets of Proposed Project: - East Saint Paul

2. Citizen Participation District(s):

District 2 Community Council, District 4 – Dayton's Bluff, District 5 – Payne-Phalen, and District 7 - Frogtown

3. City Council Ward(s):

Ward 6 and Ward 7

4. I am aware of the City's public art ordinance:

Yes

5. Please provide a short description of your project.

I propose that the city invest $20K towards installation of public bike racks on the East Side to best utilize the new bike infrastructure the city has proposed in 2016.

Section B – Narrative/Long Description: • Why is this project important? • Is there any historical context we should be aware of? • What does this project accomplish? What problem is it trying to solve? • Will this project occur in phases? What are they?

The city of Saint Paul has admirably chosen to invest in bike infrastructure in the coming years. In 2016, the city will begin to complete the Grand Rounds by installing bicycle paths along Johnson and Wheelock on Saint Paul's East Side. This is an excellent first step in accomplishing the mayor's goals of improving multi-modal travel in the coming years. All that said, Saint Paul's east side has a shortage of places where a cyclist can safely lock their bicycle. Even with this year's $10,000 investment by Transit for Livable Communities into bicycle rack's in the city of Saint Paul, there are currently zero listed bike racks in city right on way of the East Side of Saint Paul. Considering that 1/3 of the city's population lives on the East Side, I feel this is a discrepancy that needs to be rectified. By installing public bike racks on Saint Paul's East side, the city will best utilize it's investment of bicycle infrastructure. Not only will the residents of the East side be able to safely lock up their bicycles, but bike racks will encourage visits from outside of the neighborhood in order to further bolster the growing economy of this neighborhood. I propose the city budgets $20,000 in order to install bicycle racks on the East side between 2016-2017. These racks would be in city right of way by businesses, parks,

and schools to encourage commuters of all ages to stop and enjoy Saint Paul's historic East Side.

Section C – Fit with Evaluation Criteria

1. Project Importance: • Project stabilizes the structural or mechanical integrity of an asset • Project improves or creates an asset that is currently in high use or demand • Project improves or creates an asset to meet new demand • Project improves the functionality of an asset • What is the need for the project

The city of Saint Paul has already planned to put in bicycle infrastructure on the East Side. Wheelock and Johnson are along the Grand Rounds and are scheduled for bike paths. Margaret in Dayton's Bluff has become a bicycle boulevard. Greenbrier in Payne Phalen is scheduled to become a bicycle boulevard in 2015. To best utilize these new bicycle routes, it is imperative that the city install bicycle racks so cyclists may safely lock their vehicles. As stated previously, there are zero bicycle racks on Saint Paul's east side in city right of way. There are a great deal of bicyclists of all ages and cultures on Saint Paul's East Side. With the installation of new bicycle paths, this already robust group of cyclists is certainly likely to grow. Installing bike racks will improve the functionality of the bike paths to be built, more aptly deal with the demand of new cyclists, and make up for the clear disparity in bike racks between Saint Paul's East side and other neighborhoods.

	Points Possible	Points Awarded
Project Importance Score:	10	

2. Safety Concerns: • Project remedies safety issues that pose a danger to the community • Project addresses code violations or other mandates or legal requirements

Saint Paul's East side is home to a large group of multicultural residents. Many of these residents young and old use a bicycle as a primary form of transit. With no places to lock their bikes, many have experienced bicycle theft. Increasing the amount of places where people may lock their bikes on the east side will discourage bicycle theft and make the East side a safer and more convenient place to ride a bicycle.

	Points Possible	Points Awarded
Safety Concerns Score:	10	

3. Demonstrated Support: • Project demonstrates community support and organizational commitment • Proposal demonstrates evidence of community collaborations or partnerships • Continued funding is needed to deliver expected services or to preserve an asset • Project leverages outside funding • What progress, if any, has been made on the project

This CIB proposal has been approved and supported by Saint Paul Women on Bikes, Saint Paul Bicycle Coalition, and will be reviewed by the Payne Phalen District Five Planning Council. Currently pursuing support from East Side Neighborhood Development Company and District 1 Community Council.

	Points Possible	Points Awarded
Demonstrated Support Score:	10	

4. Community Benefit: • Project significantly benefits a neighborhood, district, area, or city as a whole • Project enhances livability by improving quality of life or property values, providing unmet needs, improving safety or accessibility, etc. • Project improves aesthetic appearance of an asset or area through landscaping, public art, lighting, signage, or other design features

Bicycle infrastructure has been proven by study after study to improve property values, encourage a healthier quality of life, and bolster community involvement. Installing bike racks will encourage East Side residents and visitors to the East Side to become involved in neighborhood business and social activity, experience a high quality of life, and see the property values on the East Side improve. As these property values improve on the East Side, the city will enjoy a healthier tax base.

	Points Possible	Points Awarded
Community Benefit Score:	10	

5. Long-Range Impact: • Project's impact on future operating costs (both increases/decreases) • Project exceeds standards in environmental sustainability • Project provides tangible return on investment • Project is included in City-approved plan • Project maintains an asset with historical significance • Project demonstrates ability to achieve stated outcomes

Installing bicycle racks on the East Side will improve multi-modal transportation as is a stated goal of the City. Furthermore, encouraging bicycle use as a means of transit will improve environmental sustainability. Bike racks will allow visitors to tour the East Side on bicycle at a tempo that encourages participation in local business and neighborhood activity.

	Points Possible	Points Awarded
Long-range Impact Score:	10	

Section D – Additional Information

1. Additional Information Requested: Please provide additional information that would be important to know about your project.

Saint Paul's East Side has long been a neighborhood with diverse demographics. With a high population of people of color, installing bike racks would improve the lives of people not traditionally included in the civic process. By improving a neighborhood whose majority qualifies as people of color, the city would be investing in equality. By enabling people of color, the city can have a wider and more diverse base of residents, taxpayers, and cultural assets. The benefits of this are wide and not to be underestimated.

City of Saint Paul

2016-2020 Unified Capital Improvement Program and Budget Process

Budget Year: **2015** Status: **FINAL** Stage: **S**

SU-5503382 Bike Racks on Saint Paul's East Side

Phase Detail

Phase	Fin Code	Start Date	End Date	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total
Construction/Rehab	CIB			0	20	0	0	0	0	20
Total:				**0**	**20**	**0**	**0**	**0**	**0**	**20**

Phase Summary

Phase	Prior Appr	Yearly Amount (in Thousands) 2016	2017	2018	2019	2020	Total	% of Total
Construction/Rehab	0	20	0	0	0	0	20	100.0%
Total:	**0**	**20**	**0**	**0**	**0**	**0**	**20**	**100.0%**

Financing Source Detail / Summary

Fin Code	Phase	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total	% of Total
CIB - Capital Imp. Bonds									
	Construction/Rehab	0	20	0	0	0	0	20	
		0	**20**	**0**	**0**	**0**	**0**	**20**	**100.0%**
Total:		**0**	**20**	**0**	**0**	**0**	**0**	**20**	**100.0%**

1. Please provide the following information about your organization and proposed project:

Project Title: - Improvements to Ruth Street/I-94 bridge

Proposing Agency or Group: - District 1 Community Council

Proposer's Address: - 2105 ½ Old Hudson SP 55119

Contact Person: - Betsy Leach

Phone Number: - 651-578-7600

Email Address: - district1council@aol.com

Address or Cross Streets of Proposed Project: - Ruth Street over I-94

2. Citizen Participation District(s):

District 1

3. City Council Ward(s):

Ward 7

4. I am aware of the City's public art ordinance:

Yes

5. Please provide a short description of your project.

Upgrades to the Ruth Street/I-94 bridge including reconfiguration of the sidewalks, lighting and railing so that it is comparable to such bridges elsewhere in Saint Paul.

Section B – Narrative/Long Description: • Why is this project important? • Is there any historical context we should be aware of? • What does this project accomplish? What problem is it trying to solve? • Will this project occur in phases? What are they?

This bridge is the first bridge seen by those traveling into our city from the east along I-94. It serves an ethnically and economically diverse community that has very few ways to cross the freeway and provides access to public facilities and commercial areas. It is a connection to the Gateway Corridor transit line that is being planned along its northern terminus. Ruth street connects housing for seniors, heavy concentrations of renters, our library, grocery stores, schools; and it is the on-street bike route that represents the only north-south bike route possible in our area (which has over 20,000 residents. This bridge is critical to the life of District 1. It is unpleasant and dangerous to walk across. As Gateway Corridor is being planned, this upgrades to this bridge must be undertaken.

Section C – Fit with Evaluation Criteria

1. Project Importance: • Project stabilizes the structural or mechanical integrity of an asset • Project improves or creates an asset that is currently in high use or demand • Project improves or creates an asset to meet new demand • Project improves the functionality of an asset • What is the need for the project

It improves an asset that is critical and in high demand and that will be in even greater demand as Gateway Corridor transit line is built. It is also an opportunity to put a welcoming face on the city of Saint Paul for travelers from the east.

	Points Possible	Points Awarded
Project Importance Score:	10	

2. Safety Concerns: • Project remedies safety issues that pose a danger to the community • Project addresses code violations or other mandates or legal requirements

The pedestrian route across this bridge is unsafe. Cars do not recognize the bike lanes that are the only separation between pedestrians and those cars. The bridge is unlighted. The sidewalk is narrow.

	Points Possible	Points Awarded
Safety Concerns Score:	10	

3. Demonstrated Support: • Project demonstrates community support and organizational commitment • Proposal demonstrates evidence of community collaborations or partnerships • Continued funding is needed to deliver expected services or to preserve an asset • Project leverages outside funding • What progress, if any, has been made on the project

This project has been repeatedly submitted for consideration. Gateway Corridor developments provide an opportunity to leverage outside funding.

	Points Possible	Points Awarded
Demonstrated Support Score:	10	

4. Community Benefit: • Project significantly benefits a neighborhood, district, area, or city as a whole • Project enhances livability by improving quality of life or property values, providing unmet needs, improving safety or accessibility, etc. • Project improves aesthetic appearance of an asset or area through landscaping, public art, lighting, signage, or other design features

This project is critical to creating an atmosphere of walkability in District 1. It enhances livability and aesthetic appearance of the eastern doorway to Saint Paul.

	Points Possible	Points Awarded
Community Benefit Score:	10	

5. Long-Range Impact: • Project's impact on future operating costs (both increases/decreases) • Project exceeds standards in environmental sustainability • Project provides tangible return on investment • Project is included in City-approved plan • Project maintains an asset with historical significance • Project demonstrates ability to achieve stated outcomes

This project is connected to the Gateway Corridor planning process, and fits the approved plans of the city that call for increased walkability.

	Points Possible	Points Awarded
Long-range Impact Score:	10	

Section D – Additional Information

1. Additional Information Requested: Please provide additional information that would be important to know about your project.

The bridge is located in the portion of the district that is dominated by high density multifamily housing units. It is in a CDBG recognized area. The area is ethnically diverse, but is the location of the highest concentration of African Americans on Saint Paul's eastside. It is an area with large numbers of children and of elders. And it is the ONLY north-south crossing of the freeway in District 1 that is designated as a bicycle route. Because it does not have a complete array of freeway access ramps, it has the potential to be the safest crossing for pedestrians if it is upgraded.

City of Saint Paul

2016-2020 Unified Capital Improvement Program and Budget Process

Budget Year: **2015** Status: **FINAL** Stage: **S**

SU-0103486 Improvements to Ruth Street/I-94 bridge

Phase Detail

Phase	Fin Code	Start Date	End Date	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total
Const-Plans/Spec's	CIB			0	40	0	0	0	0	40
Construction/Rehab	CIB			0	320	0	0	0	0	320
Inspec / Constr Mgmt	CIB			0	40	0	0	0	0	40
Total:				**0**	**400**	**0**	**0**	**0**	**0**	**400**

Phase Summary

Phase	Prior Appr	Yearly Amount (in Thousands) 2016	2017	2018	2019	2020	Total	% of Total
Const-Plans/Spec's	0	40	0	0	0	0	40	100.0%
Construction/Rehab	0	320	0	0	0	0	320	100.0%
Inspec / Constr Mgmt	0	40	0	0	0	0	40	100.0%
Total:	**0**	**400**	**0**	**0**	**0**	**0**	**400**	**100.0%**

Financing Source Detail / Summary

Fin Code	Phase	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total	% of Total
CIB - Capital Imp. Bonds									
	Const-Plans/Spec's	0	40	0	0	0	0	40	
	Construction/Rehab	0	320	0	0	0	0	320	
	Inspec / Constr Mgmt	0	40	0	0	0	0	40	
		0	**400**	**0**	**0**	**0**	**0**	**400**	**100.0%**
Total:		**0**	**400**	**0**	**0**	**0**	**0**	**400**	**100.0%**

1. Please provide the following information about your organization and proposed project:

Project Title: - Ped/Bike crossing to Pigs Eye

Proposing Agency or Group: - District 1 Community Council

Proposer's Address: - 2105 ½ Old Hudson SP 55119

Contact Person: - Betsy Leach

Phone Number: - 651-578-7600

Email Address: - district1council@aol.com

Address or Cross Streets of Proposed Project: - Battle Creek Park southern entrance across Hiway 61

2. Citizen Participation District(s):

District 1

3. City Council Ward(s):

Ward 7

4. I am aware of the City's public art ordinance:

Yes

5. Please provide a short description of your project.

Construction of a bike and ped bridge over Highway 61 from the Lower Entrance to Battle Creek Park to provide access to Pigs Eye Lake and park, as specified in the Great River Park plan.

Section B – Narrative/Long Description: • Why is this project important? • Is there any historical context we should be aware of? • What does this project accomplish? What problem is it trying to solve? • Will this project occur in phases? What are they?

In every park and District 1 planning document, the lack of connection from the District 1 neighborhoods to Pigs Eye Lake and Nature area has been noted as needing correction. Despite District 1 having the largest area of riverfront of any neighborhood in the city, it has no direct access to the river – a fact that is in direct opposition to stated city objectives in its parks master plan. Pigs Eye Lake remains a large inaccessible park property that is in constant danger of encroachment – a situation that is largely due to its inaccessibility and residents' lack of personal knowledge of their neighborhood asset, as well as its proximity to industrial and railroad activities. The only current, indirect access is a tunnel beneath Highway 61 which is the site of vandalism and criminal activity, and is perceived of as a dangerous area, especially for women and children. This project is intended to meet the goals of the Great River Passage Plan and the city's Master Plan for parks.

Section C – Fit with Evaluation Criteria

1. Project Importance: • Project stabilizes the structural or mechanical integrity of an asset • Project improves or creates an asset that is currently in high use or demand • Project improves or creates an asset to meet new demand • Project improves the functionality of an asset • What is the need for the project

This project would create a asset that would meet a new demand for access to currently inaccessible parkland and natural areas. Providing the asset would bring to a large district something that all other riverfront districts have.

	Points Possible	Points Awarded
Project Importance Score:	10	

2. Safety Concerns: • Project remedies safety issues that pose a danger to the community • Project addresses code violations or other mandates or legal requirements

The current underpass is considered unsafe by large portions of the population of potential visitors to the park because of its isolation –lack of visibility.

	Points Possible	Points Awarded
Safety Concerns Score:	10	

3. Demonstrated Support: • Project demonstrates community support and organizational commitment • Proposal demonstrates evidence of community collaborations or partnerships • Continued funding is needed to deliver expected services or to preserve an asset • Project leverages outside funding • What progress, if any, has been made on the project

This project has support in the credence given it in existing city plans that have gone through extensive community process.

	Points Possible	Points Awarded
Demonstrated Support Score:	10	

4. Community Benefit: • Project significantly benefits a neighborhood, district, area, or city as a whole • Project enhances livability by improving quality of life or property values, providing unmet needs, improving safety or accessibility, etc. • Project improves aesthetic appearance of an asset or area through landscaping, public art, lighting, signage, or other design features

This project benefits people living District 1, but also visitors to Battle Creek Park – a major regional park – by increasing their access to Pigs Eye Lake and Natural area. Pigs Eye Lake is a major regional heron rookery, as well as a haven for other wildlife, and is therefore an educational asset to the residents of District 1, the city of Saint Paul, and of the region.

	Points Possible	Points Awarded
Community Benefit Score:	10	

5. Long-Range Impact: • Project's impact on future operating costs (both increases/decreases) • Project exceeds standards in environmental sustainability • Project provides tangible return on investment • Project is included in City-approved plan • Project maintains an asset with historical significance • Project demonstrates ability to achieve stated outcomes

This project is included in several city-approved plans. Pigs Eye Lake is a significant site of historical interest in addition to being of environmental interest. Access to it provides a means to educate our residents about the natural environment and human impacts to it. (It is, after all, a former SuperFund site.)

	Points Possible	Points Awarded
Long-range Impact Score:	10	

Section D – Additional Information

1. Additional Information Requested: Please provide additional information that would be important to know about your project.

The surrounding community is a large population without direct access to the river. The area is in close proximity to an extremely diverse population, including a large Somali population who, unlike other residents do not have access to the river.

City of Saint Paul

2016-2020 Unified Capital Improvement Program and Budget Process

Budget Year: **2015** Status: **FINAL** Stage: **S**

SU-0103487 Ped/Bike crossing to Pigs Eye

Phase Detail

Phase	Fin Code	Start Date	End Date	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total
Const-Plans/Spec's	CIB			0	550	0	0	0	0	550
Construction/Rehab	CIB			0	4,500	0	0	0	0	4,500
Inspec / Constr Mgmt	CIB			0	550	0	0	0	0	550
Total:				**0**	**5,600**	**0**	**0**	**0**	**0**	**5,600**

Phase Summary

Phase	Prior Appr	Yearly Amount (in Thousands) 2016	2017	2018	2019	2020	Total	% of Total
Const-Plans/Spec's	0	550	0	0	0	0	550	100.0%
Construction/Rehab	0	4,500	0	0	0	0	4,500	100.0%
Inspec / Constr Mgmt	0	550	0	0	0	0	550	100.0%
Total:	**0**	**5,600**	**0**	**0**	**0**	**0**	**5,600**	**100.0%**

Financing Source Detail / Summary

Fin Code	Phase	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total	% of Total
CIB - Capital Imp. Bonds									
	Const-Plans/Spec's	0	550	0	0	0	0	550	
	Construction/Rehab	0	4,500	0	0	0	0	4,500	
	Inspec / Constr Mgmt	0	550	0	0	0	0	550	
		0	**5,600**	**0**	**0**	**0**	**0**	**5,600**	**100.0%**
Total:		**0**	**5,600**	**0**	**0**	**0**	**0**	**5,600**	**100.0%**

1. Please provide the following information about your organization and proposed project:

Project Title: - Cleveland Avenue Lighting Improvements (between Summit and Marshall Avenues)

Proposing Agency or Group: - West Summit Neighborhood Advisory Committee

Proposer's Address: - 2115 Summit Avenue, St. Paul, MN 55105 (Mail No. LOR-508, University of St. Thomas)

Contact Person: - Doug Hennes

Phone Number: - 651-962-6402

Email Address: - dehennes@stthomas.edu

Address or Cross Streets of Proposed Project: - Cleveland Avenue between Summit (on the south) and Marshall (on the north) Avenues

2. Citizen Participation District(s):

District 13 – Union Park

3. City Council Ward(s):

Ward 4

4. I am aware of the City's public art ordinance:

Yes

5. Please provide a short description of your project.

We propose that the City of St. Paul install brighter lights on Cleveland Avenue between Summit and Marshall avenues; Cleveland borders the east side of the University of St. Thomas campus.

Section B – Narrative/Long Description: • Why is this project important? • Is there any historical context we should be aware of? • What does this project accomplish? What problem is it trying to solve? • Will this project occur in phases? What are they?

The two dozen street lights on Cleveland Avenue between Summit and Marshall Avenues are dim and should be brighter to better accommodate motorists on Cleveland, a two-lane street with parking on both sides, and the hundreds of pedestrians who cross Cleveland every day to get to and from the University of St. Thomas campus. The West Summit Neighborhood Advisory Committee has consulted with St. Thomas on this issue, and St. Thomas has agreed to provide approximately $25,000 toward the new lights. City engineering staff estimates are that it would cost up to $2,000 per pole to provide new lights, meaning the project could cost approximately $48,000. The St. Thomas commitment, then, would provide at least 50 percent of the funds necessary for the project. WSNAC would prefer that the project occur in one phase; because pedestrian traffic in the vicinity is lightest during the summer, it might make the most sense to install new lights between Memorial Day and Labor Day. WSNAC prefers white

LED lights, like those installed in 2014 on Montreal Avenue between Fairview and St. Paul avenues in Highland Park, over the traditional yellow lights.

Section C – Fit with Evaluation Criteria

1. Project Importance: • Project stabilizes the structural or mechanical integrity of an asset • Project improves or creates an asset that is currently in high use or demand • Project improves or creates an asset to meet new demand • Project improves the functionality of an asset • What is the need for the project

St. Thomas has received numerous complaints from motorists and pedestrians that Cleveland Avenue is too dark, even at the points where streets such as Portland, Ashland, Laurel, Selby and Dayton Avenues end at, or intersect with, Cleveland. The city improved visibility on Summit Avenue, between Cleveland Avenue on the east and Cretin Avenue on the west, several years ago by installing brighter lights, and it is WSNAC's belief that brighter lights on Cleveland would provide greater safety for motorists, bicyclists and pedestrians.

	Points Possible	Points Awarded
Project Importance Score:	10	

2. Safety Concerns: • Project remedies safety issues that pose a danger to the community • Project addresses code violations or other mandates or legal requirements

The proposal to install brighter lights on Cleveland between Summit and Marshall has the support of the West Summit Neighborhood Advisory Committee (WSNAC) and its Campus Development and Transportation Subcommittee. WSNAC voted unanimously (9-0) on January 13, 2015, to support this CIB application. WSNAC is a city-mandated advisory organization with 12 members, including representatives from St. Thomas and four neighborhood organizations (Union Park District Council, Macalester-Groveland Community Council, Summit Avenue Residential Preservation Association and Neighbors United. In addition, St. Paul City Council member Russ Stark serves as an ex-officio member of WSNAC. The project would leverage outside funding. St. Thomas has agreed to commit approximately $25,000 (or at least 50 percent of the projected cost).

	Points Possible	Points Awarded
Safety Concerns Score:	10	

3. Demonstrated Support: • Project demonstrates community support and organizational commitment • Proposal demonstrates evidence of community collaborations or partnerships • Continued funding is needed to deliver expected services or to preserve an asset • Project leverages outside funding • What progress, if any, has been made on the project

The proposal to install brighter lights on Cleveland between Summit and Marshall has the support of the West Summit Neighborhood Advisory Committee (WSNAC) and its Campus Development and Transportation Subcommittee. WSNAC voted unanimously (9-0) on January 13, 2015, to support this CIB application. WSNAC is a city-mandated

advisory organization with 12 members, including representatives from St. Thomas and four neighborhood organizations (Union Park District Council, Macalester-Groveland Community Council, Summit Avenue Residential Preservation Association and Neighbors United. In addition, St. Paul City Council member Russ Stark serves as an ex-officio member of WSNAC. The project would leverage outside funding. St. Thomas has agreed to commit approximately $25,000 (or at least 50 percent of the projected cost).

	Points Possible	Points Awarded
Demonstrated Support Score:	10	

4. Community Benefit: • Project significantly benefits a neighborhood, district, area, or city as a whole • Project enhances livability by improving quality of life or property values, providing unmet needs, improving safety or accessibility, etc. • Project improves aesthetic appearance of an asset or area through landscaping, public art, lighting, signage, or other design features

The project would provide a variety of benefits to the community by providing brighter lighting along a heavily traveled street and by enhancing the safety of motorists, bicyclists and pedestrians. A better-lit street would look more attractive, too.

	Points Possible	Points Awarded
Community Benefit Score:	10	

5. Long-Range Impact: • Project's impact on future operating costs (both increases/decreases) • Project exceeds standards in environmental sustainability • Project provides tangible return on investment • Project is included in City-approved plan • Project maintains an asset with historical significance • Project demonstrates ability to achieve stated outcomes

Brighter, more efficient new street lights, particularly if they are LED lights, would reduce energy usage and costs compared with the current street lights, and also would be more environmentally friendly.

	Points Possible	Points Awarded
Long-range Impact Score:	10	

Section D – Additional Information

1. Additional Information Requested: Please provide additional information that would be important to know about your project.

St. Paul Public Works Department can provide exact figures on traffic counts for Cleveland Avenue, but WSNAC believes they exceed 10,000 cars a day. Pedestrian crossing counts probably never have been done for Portland, Ashland, Laurel, Selby and Dayton at Cleveland, but we believe they run in the hundreds every day, 24/7, because of the presence of the university. The neighborhood in question has strong housing stock and a mix of single-family, owner-occupied houses as well as duplexes and apartment buildings. Hundreds of St. Thomas students live in rental housing east of

Cleveland and walk back and forth between the university and where they live. It should be noted that of the 12 blocks of Cleveland between Summit and Marshall (6 blocks on the west side of Cleveland and 6 on the east side), St. Thomas owns nearly 50 percent of the property. This includes the four blocks on the west side of Cleveland between Summit and Selby, the block on the east side between Summit and Portland, and a portion of the block on the east side Cleveland between Portland and Ashland. The remaining blocks are occupied by owner-occupied homes or rental housing.

City of Saint Paul

2016-2020 Unified Capital Improvement Program and Budget Process

Budget Year: **2015** Status: **FINAL** Stage: **S**

SU-1303440 Cleveland Avenue Lighting Improvements

Phase Detail

Phase	Fin Code	Start Date	End Date	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total
Construction/Rehab	CIB			0	35	0	0	0	0	35
Construction/Rehab	OTHER			0	25	0	0	0	0	25
Total:				**0**	**60**	**0**	**0**	**0**	**0**	**60**

Phase Summary

Phase	Prior Appr	Yearly Amount (in Thousands) 2016	2017	2018	2019	2020	Total	% of Total
Construction/Rehab	0	60	0	0	0	0	60	100.0%
Total:	**0**	**60**	**0**	**0**	**0**	**0**	**60**	**100.0%**

Financing Source Detail / Summary

Fin Code	Phase	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total	% of Total
CIB - Capital Imp. Bonds									
	Construction/Rehab	0	35	0	0	0	0	35	
		0	**35**	**0**	**0**	**0**	**0**	**35**	**58.3%**
OTHER - Other									
	Construction/Rehab	0	25	0	0	0	0	25	
		0	**25**	**0**	**0**	**0**	**0**	**25**	**41.7%**
Total:		**0**	**60**	**0**	**0**	**0**	**0**	**60**	**100.0%**

1. Please provide the following information about your organization and proposed project:

Project Title: - Street Lighting Improvements (Wall Street between 5th Street and 7th Street)

Proposing Agency or Group: - Capitol River Council

Proposer's Address: - 101 East 5th Street Suite 240 , 55101

Contact Person: - Paul Bengtson

Phone Number: - 651-221-0488

Email Address: - paul@capitolrivercouncil.org

Address or Cross Streets of Proposed Project: - Wall Street / 5th Street to Wall Street / 7th Street

2. Citizen Participation District(s):

District 17 – Capital River

3. City Council Ward(s):

Ward 2

4. I am aware of the City's public art ordinance:

Yes

5. Please provide a short description of your project.

Installation of historic district appropriate street lighting on both sides of Wall Street from 5th Street to 6th Street and on the west side of Wall Street from 6th Street to 7th Street.

Section B – Narrative/Long Description: • Why is this project important? • Is there any historical context we should be aware of? • What does this project accomplish? What problem is it trying to solve? • Will this project occur in phases? What are they?

The Wall Street lighting project will improve pedestrian visibility and personal security on a stretch of Wall Street that is currently very dark at night and in the early morning. It is in the heart of a growing residential population and will be used as a pedestrian route for patrons of local businesses and the new ballpark. The Wall Street lighting project is located within the Lowertown Historic District and lighting installed should follow the historic standard for globe style lighting elsewhere in the district. The installation of the same lights will provide these blocks a visual continuity with the rest of the Lowertown Historic District. The Wall Street lighting project will provide a safe pedestrian environment to the residents who live in the surrounding area and to patrons of local businesses and the new ballpark. The Wall Street lighting project does not have a phase/stage plan at this time.

Section C – Fit with Evaluation Criteria

1. Project Importance: • Project stabilizes the structural or mechanical integrity of an asset • Project improves or creates an asset that is currently in high use or demand • Project improves or creates an asset to meet new demand • Project improves the functionality of an asset • What is the need for the project

The Wall Street lighting project would improve an existing pedestrian amenity in order to meet the new demand generated by the new residential units, businesses and the ballpark. The Wall Street lighting project improves the functionality of the existing sidewalk as it allows it to be used safely over a 24 hour period instead of only during daylight hours. The Wall Street lighting project satisfies the need of the surrounding neighborhood to have well lit, safe walkways for residents and the patrons of local businesses and the ballpark.

	Points Possible	Points Awarded
Project Importance Score:	10	

2. Safety Concerns: • Project remedies safety issues that pose a danger to the community • Project addresses code violations or other mandates or legal requirements

The Wall Street lighting project remedies an unsafe walking environment for the surrounding residents and patrons of the business and the ballpark.

	Points Possible	Points Awarded
Safety Concerns Score:	10	

3. Demonstrated Support: • Project demonstrates community support and organizational commitment • Proposal demonstrates evidence of community collaborations or partnerships • Continued funding is needed to deliver expected services or to preserve an asset • Project leverages outside funding • What progress, if any, has been made on the project

The Wall Street lighting project was initiated in response to safety concerns voiced at a neighborhood block meeting. The CapitolRiver Council has committed to submit this project for consideration by the CIB committees, and will continue to have a role in any public engagement activities associated with the project. The Wall Street lighting project will required ongoing funding for the cost of electricity for the operation of the lighting.

	Points Possible	Points Awarded
Demonstrated Support Score:	10	

4. Community Benefit: • Project significantly benefits a neighborhood, district, area, or city as a whole • Project enhances livability by improving quality of life or property values, providing unmet needs, improving safety or accessibility, etc. • Project improves aesthetic appearance of an asset or area through landscaping, public art, lighting, signage, or other design features

The Wall Street lighting project would provide an immediate benefit to the surrounding residents and business owners as another safe pedestrian route will be established for

the entire day, not just during daytime hours. All of Lowertown will benefit as a safe pedestrian route will be added to the options for patrons of the new ballpark. The City as a whole will benefit as the Lowertown neighborhood is home to the new ballpark, which is a city park and regional draw for visitors to the city. The Wall Street lighting project will provide greater safety to the pedestrians who use this street and therefore it will improve the quality of life surrounding the street, and it will increase accessibility to the local businesses and the new ballpark. The Wall Street lighting project will improve the aesthetic appearance of the street by creating a visual continuity with the rest of the Lowertown Historic District.

	Points Possible	Points Awarded
Community Benefit Score:	10	

5. Long-Range Impact: • Project's impact on future operating costs (both increases/decreases) • Project exceeds standards in environmental sustainability • Project provides tangible return on investment • Project is included in City-approved plan • Project maintains an asset with historical significance • Project demonstrates ability to achieve stated outcomes

The Wall Street lighting project will increase future operating costs for the city for the electricity used to operate the lights. The Wall Street lighting project will play a role in maintaining the Lowertown Historic District by creating a safer pedestrian environment and creating visual continuity throughout the district. The Wall Street lighting project will install historic district appropriate lighting on a downtown street that currently has little to no lighting, and that lighting will both visually unify these blocks with the rest of the Lowertown Historic District and will provide a safe pedestrian experience for residents and patrons of local businesses and the new ballpark.

	Points Possible	Points Awarded
Long-range Impact Score:	10	

Section D – Additional Information

1. Additional Information Requested: Please provide additional information that would be important to know about your project.

SU-1703467 Street Lighting Improvements (Wall Street)

Phase Detail

Phase	Fin Code	Start Date	End Date	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total
Const-Plans/Spec's	AST			0	44	0	0	0	0	44
Const-Plans/Spec's	MSA			0	23	0	0	0	0	23
Construction/Rehab	AST			0	130	0	0	0	0	130
Construction/Rehab	MSA			0	133	0	0	0	0	133
Total:				**0**	**330**	**0**	**0**	**0**	**0**	**330**

Phase Summary

Phase	Prior Appr	Yearly Amount (in Thousands) 2016	2017	2018	2019	2020	Total	% of Total
Const-Plans/Spec's	0	67	0	0	0	0	67	100.0%
Construction/Rehab	0	263	0	0	0	0	263	100.0%
Total:	**0**	**330**	**0**	**0**	**0**	**0**	**330**	**100.0%**

Financing Source Detail / Summary

Fin Code	Phase	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total	% of Total
AST - Assessments									
	Const-Plans/Spec's	0	44	0	0	0	0	44	
	Construction/Rehab	0	130	0	0	0	0	130	
		0	**174**	**0**	**0**	**0**	**0**	**174**	**52.7%**
MSA - Municipal State Aid									
	Const-Plans/Spec's	0	23	0	0	0	0	23	
	Construction/Rehab	0	133	0	0	0	0	133	
		0	**156**	**0**	**0**	**0**	**0**	**156**	**47.3%**
Total:		**0**	**330**	**0**	**0**	**0**	**0**	**330**	**100.0%**

1. Please provide the following information about your organization and proposed project:

Project Title: - Street Lighting Improvements (East 6th, Eichenwald, Maple & Hope St.)

Proposing Agency or Group: - Dayton's Bluff District 4 Community Council

Proposer's Address: - 804 Margaret Street

Contact Person: - Matt Mazanec

Phone Number: - 651-399-3988

Email Address: - Victoriansalvage@gmail.com

Address or Cross Streets of Proposed Project: - East 6th St, Eichenwald, Maple & Hope Streets

2. Citizen Participation District(s):

District 4- Dayton's Bluff Community Council

3. City Council Ward(s):

Ward 7

4. I am aware of the City's public art ordinance:

Yes

5. Please provide a short description of your project.

Install lantern lighting- single residential lanterns, 100 watt bulbs- spaced 130 feet apart on both sides of East 6th Street from Hope St eastward until Johnson Parkway. Also replacement of existing bent straw style lights to lantern style lighting per city standard on Eichenwald Street, Hope Street (From East 7th to 3rd St.), Maple Street (7th St to 3rd St).

Section B – Narrative/Long Description: • Why is this project important? • Is there any historical context we should be aware of? • What does this project accomplish? What problem is it trying to solve? • Will this project occur in phases? What are they?

An organized and active block club approached the Dayton's Bluff Community Council with the idea for this project a number of years ago. There are not enough streetlights along these streets and residents are concerned about: a) safety, and b) the appearance and livability of their neighborhood. The neighbors in these areas ask that the upgraded lighting is funded as soon as possible. Also the quality of the housing stock is improving and the current street lighting is working against the general improvements in the neighborhood.

Section C – Fit with Evaluation Criteria

1. Project Importance: • Project stabilizes the structural or mechanical integrity of an asset • Project improves or creates an asset that is currently in high use or demand • Project improves or creates an asset to meet new demand • Project improves the functionality of an asset • What is the need for the project

This project absolutely improves the functionality and appearance of these highly used corridors. The existing lights on these streets do not meet the demand for lighting. These

streets have many different uses and they currently do not function properly with all the current demands for lighting, safety and viability for drivers and pedestrians alike.

	Points Possible	Points Awarded
Project Importance Score:	10	

2. Safety Concerns: • Project remedies safety issues that pose a danger to the community • Project addresses code violations or other mandates or legal requirements

The current street lighting is insufficient and unsafe, particularly when considering that the neighborhood has a high concentration of children living in the neighborhood. A large number of children attend Sacred Heart Church, Twin Cities Academy, Bethlehem Lutheran Church, St. Michael's Academy are all only within a block of East 6th Street.

	Points Possible	Points Awarded
Safety Concerns Score:	10	

3. Demonstrated Support: • Project demonstrates community support and organizational commitment • Proposal demonstrates evidence of community collaborations or partnerships • Continued funding is needed to deliver expected services or to preserve an asset • Project leverages outside funding • What progress, if any, has been made on the project

This proposal was initiated from the residents who reside on these streets with a partnership with the community council. This is the 6th cycle for this proposal.

	Points Possible	Points Awarded
Demonstrated Support Score:	10	

4. Community Benefit: • Project significantly benefits a neighborhood, district, area, or city as a whole • Project enhances livability by improving quality of life or property values, providing unmet needs, improving safety or accessibility, etc. • Project improves aesthetic appearance of an asset or area through landscaping, public art, lighting, signage, or other design features

Comprehensive Plan – 23. The City should design streetscape and operations in ways that alleviate the negative impact of major streets on their surroundings, protecting pedestrian safety as the highest priority.

38. The City should incorporate in the principals recommended in Policy 13 (p. 10), streetscape guidelines which emphasize enhancement of the neighborhood environment, particularly its pedestrian quality, in accordance with its historical development patterns and current uses, and which maintain and improve a feeling of personal safety among users.

43 .The city should continue to work with other agencies to enhance the design of transportation improvements (streets, lighting, bridges, parking facilities, transit shelters, bike paths, walkways)

in accordance with community and neighborhood objectives. The city should continue its practice of using community inclusive design process for major transportation projects.

	Points Possible	Points Awarded
Community Benefit Score:	10	

5. Long-Range Impact: • Project's impact on future operating costs (both increases/decreases) • Project exceeds standards in environmental sustainability • Project provides tangible return on investment • Project is included in City-approved plan • Project maintains an asset with historical significance • Project demonstrates ability to achieve stated outcomes

This project will fit and compliment seamlessly with the surrounding historic district and character. East Sixth Street, Hope Street, Eichenwald Street and Maple Street are all historic streets that have been improving significantly over the past decade. This improvement will restore some character and functionality to these historic street as well as benefit the residents, churches, schools and other institutions. This project must be done as the next revitalization effort.

	Points Possible	Points Awarded
Long-range Impact Score:	10	

Section D – Additional Information

1. Additional Information Requested: Please provide additional information that would be important to know about your project.

City of Saint Paul

2016-2020 Unified Capital Improvement Program and Budget Process

Budget Year: **2015** Status: **FINAL** Stage: **S**

SU-0403263 Street Lighting - E. 6th, Eichenwald, Maple & Hope

Phase Detail

Phase	Fin Code	Start Date	End Date	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total
Const-Plans/Spec's	AST			0	49	0	0	0	0	49
Const-Plans/Spec's	MSA			0	179	0	0	0	0	179
Construction/Rehab	AST			0	147	0	0	0	0	147
Construction/Rehab	MSA			0	764	0	0	0	0	764
Total:				**0**	**1,139**	**0**	**0**	**0**	**0**	**1,139**

Phase Summary

Phase	Prior Appr	Yearly Amount (in Thousands) 2016	2017	2018	2019	2020	Total	% of Total
Const-Plans/Spec's	0	228	0	0	0	0	228	100.0%
Construction/Rehab	0	911	0	0	0	0	911	100.0%
Total:	**0**	**1,139**	**0**	**0**	**0**	**0**	**1,139**	**100.0%**

Financing Source Detail / Summary

Fin Code	Phase	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total	% of Total
AST - Assessments									
	Const-Plans/Spec's	0	49	0	0	0	0	49	
	Construction/Rehab	0	147	0	0	0	0	147	
		0	**196**	**0**	**0**	**0**	**0**	**196**	**17.2%**
MSA - Municipal State Aid									
	Const-Plans/Spec's	0	179	0	0	0	0	179	
	Construction/Rehab	0	764	0	0	0	0	764	
		0	**943**	**0**	**0**	**0**	**0**	**943**	**82.8%**
Total:		**0**	**1,139**	**0**	**0**	**0**	**0**	**1,139**	**100.0%**

1. Please provide the following information about your organization and proposed project:

Project Title: - Vacation of East 6th Street between Mounds Blvd & Maria Ave

Proposing Agency or Group: - Dayton's Bluff District 4 Community Council

Proposer's Address: - 804 Margaret Street

Contact Person: - Matt Mazanec

Phone Number: - 651-399-3988

Email Address: - Victoriansalvage@gmail.com

Address or Cross Streets of Proposed Project: - East 6TH, Mounds Blvd and Maria

2. Citizen Participation District(s):

District 4- Dayton's Bluff Community Council

3. City Council Ward(s):

Ward 7

4. I am aware of the City's public art ordinance:

Yes

5. Please provide a short description of your project.

This proposal is to vacate the street between Mounds Blvd and Maria Ave on East 6th Street and turn the space into a pedestrian mall / community green space.

Section B – Narrative/Long Description: • Why is this project important? • Is there any historical context we should be aware of? • What does this project accomplish? What problem is it trying to solve? • Will this project occur in phases? What are they?

By vacating this small section of street several goals will be accomplished. Metro State will have safe and easy access to the new science building, it will direct traffic onto the business corridor of East 7th St and off the residential East 6th St and will have a major and positive impact on Metro State, Sacred Heart, Trinity School, Twin Cities Academy, residents of East 6th St and the pedestrians, bicyclists and cars that currently use East 6th St.

The speed and volume of traffic on East 6th street is and has been a major concern due to the residential and demographic nature of the surrounding area. This concern is not only shared by the residents of East 6th Street, but also with Metro State University, police, pedestrians and bicyclists as well as motorists that use the street. Before the freeway off-ramp was installed, East 6th Street was like any other residential street; quite, lined with trees, used by the community and residents and not simply used as an exit ramp to ignore the community surroundings. Once the exit ramp was built, it destroyed the character, safety and beauty of East 6th St. It in essence and actuality,

made the street a freeway off ramp. By allowing this vacation it will push the majority of non-local traffic onto the business corridor where it belongs and allows East 6th St to be open to the community in a safer and friendlier capacity. By vacating the street several objectives will be accomplished;

1. By vacating the street a pedestrian mall/ community green space will be constructed which will provide east and safe access to Metro State's buildings and allow the students to be more interactive within the community. Metro State has the exact same concerns as the block club with the traffic that uses East 6th St and we are both concerned for the safety of pedestrians, the speeds of cars and the amount of traffic that currently uses the street. This proposal will provide a more open, sprawling campus like feel for the university. This could also be an opportunity to create a fantastic overlook park for the community and Metro State to share that is located on the north side of Highway 94. This closure could also give better access to Metro State's parking ramp. The new lot may be easier to access from 7th Street. East 6th St (From Maria to Mounds Blvd as well as on the actual exit ramp) gets quite backed up by Metro traffic.

2. Forcing traffic off 6th St directs traffic into the business districts. The current design of 6th St. simply “dumps” traffic from the freeway into a neighborhood with no signs of commercial business. There is absolutely no incentive for drivers to use 7th St and in fact, turning north onto Mounds Blvd from the exit ramp is difficult at best and the light allows a limited number of motorists to do such. The current design actually encouraged drivers to use 6th St as an “easier” route. By directing traffic onto 7th St, it leads them to the business districts. The traffic that uses 6th St is wanted and desired on 7th St. This additional traffic flow will give 7th St. business owners the possibility of increased business and visibility to contribute to growing business districts. It should also be observed that 6th St is substantially different than 7th St and 3rd St. Both 3rd and 7th Streets allow ease of large amounts of vehicles to continue east to White Bear Ave and further. Sixth Street simply “fizzles” out and is only classified as a minor arterial route for a mere 5 or 6 blocks and then goes onto Arcade. What sense does this make when there are two parallel streets that serve the community much farther and larger than 6th St ever could? 6Th St is a residential street, but the current design forces it to be an exit thoroughfare to and from the freeway. Sixth Street should not be compared to 7th or 3rd Streets in any way as they are clearly different in form and function. To compare 6th St to 7th or 3rd is to not understand each of their functions to the community. Remember we are speaking of traffic simply using a parallel street, one block over.

3. It will provide direct and clear access to the new Mississippi Market and Dominium projects as well as Beacon Bluff. With the large amounts of development occurring on these sites, it is essential that traffic be diverted directly onto 7th Street to allow these sites to be easily found without disrupting the residential nature of the surrounding community. It is much easier to access these mentioned developments directly from 7th St, rather than the existing design.

4. It will also have HUGE and positive impact to the residents of 6th Street as well as Sacred Heart, Trinity School and Twin Cities Academy. Currently there are numerous

issues with the amount of traffic that currently uses 6th Street which makes the street undesirable to residents, other motorists and bicyclists and pedestrians alike. With slower speeds and less traffic, the street will become safer and will be more appealing to the existing home owners as well as help attract new residents, making the street safer and more appealing to the children that live on the street as well as bicyclists and pedestrians. Sacred Heart has expressed support for a closure of the street in the past. The main door of the church is merely feet away from the traffic where speeds and volume are a serious safety concern to the church and school. In fact the church has been hit several times by cars driving off the road, onto the sidewalk and damaging the building. Some of the more specific issues with the vehicle traffic are"

A. Speeds: Speeds have long been a safety concern to those around 6th Street. With less traffic it will be safer and slower for children, pedestrians, bicyclists, school bus stops and residents to use the street.

B. Vehicle Noise: Current noise from vehicles make the street in many ways unlivable. From loud bass stereos, modified exhaust systems, broken mufflers, tail pipes dragging on the street, windows shaking in the house and being disturbed at all times of the day and night make it a constant irritant and violation of noise ordinances. Sadly these are violations that are seldom, if ever enforced. Reducing traffic numbers will assist in reducing this and simple road noise.

C. Vehicle Trash: Frequently car owners use the street as their trash can. From broken bottles, to large amounts of food wrappers to furniture have been thrown out of moving vehicles or left in the street for residents to clean up. It is also not surprising to find car parts such as tailpipes or mufflers or even front bumpers left in the street. These items of trash are unacceptable to be left so frequently in the street and on the property of residents. Residents are then generally forces to be responsible for the cost and disposal of this trash.

D. Large Commercial Traffic: Daily tow trucks, large semi trucks. Dump trucks, large construction vehicles and even city buses are using 6th Street and not following the small truck route sigh. Often this traffic is simply turning off onto Arcade Street turn off. This traffic is too large for the street and is not only extremely loud, but also shakes the houses. This traffic if not for or desired on a residential neighborhood street.

E. Excessive Traffic Volumes: Approximately 1/3rd of vehicles us the Arcade turn-off, leaving the neighborhood altogether. This is unacceptable to use this residential street as a cut through and this large amount of traffic should be using 7th Street.

F. Excessive Pollution: With the large amount of traffic come large amounts of pollution expelled from semi-trucks, tow trucks, city buses, modified dual exhaust trucks, motorcycles and other vehicles that use the street. A study presented in the UK in 2012 with MIT states that traffic pollution kills more people than deaths due to road accidents. Imagine this pollution only feet from your front door.

It should also be noted that this CIB proposal is completely complimentary with another proposal to redesign Mounds Boulevard.

Section C – Fit with Evaluation Criteria

1. Project Importance: • Project stabilizes the structural or mechanical integrity of an asset • Project improves or creates an asset that is currently in high use or demand • Project improves or creates an asset to meet new demand • Project improves the functionality of an asset • What is the need for the project

This project absolutely improves the functionality and appearance of this highly used street. The existing design of East 6th St simply makes it feel like another off ramp from the freeway. This street has many different uses and it currently does not function with all the current demands. This is an opportunity to capitalize on Metro State's expansion, drive traffic to the commercial corridor, to finally address speed and safety concerns on 6th St and to improve the functionality of this highly used street for motorists, pedestrians, bicycles, residents, institutions, schools and the community as a whole.

	Points Possible	Points Awarded
Project Importance Score:	10	

2. Safety Concerns: • Project remedies safety issues that pose a danger to the community • Project addresses code violations or other mandates or legal requirements

This project will remedy the absolutely pressing safety concerns for non-motorized traffic. This is a very dangerous street with limited means to address these safety needs in its current design. Metro State along with the business corridors, residents, pedestrians and other are all concerned for the safety due to high speeds, volume of traffic and erratic driving behavior. This proposal will meet all of these concerns and improve the conditions dramatically.

	Points Possible	Points Awarded
Residential and Economic Score:	10	

3. Demonstrated Support: • Project demonstrates community support and organizational commitment • Proposal demonstrates evidence of community collaborations or partnerships • Continued funding is needed to deliver expected services or to preserve an asset • Project leverages outside funding • What progress, if any, has been made on the project

This is the 2nd cycle for this proposal and has substantial support within the community. A petition with nearly 100 signatures supports this proposal as well as the Dayton's Bluff land use committee has expressed support to explore this idea further along with the residents of 6th Street. Sacred heart has expressed interest in a similar proposal in the past. Metro state has been informed of this proposal and have chosen to remain

neutral on the subject. Dayton's Bluff Community Council have expressed support for this project in the past.

	Points Possible	Points Awarded
Demonstrated Support Score:	10	

4. Community Benefit: • Project significantly benefits a neighborhood, district, area, or city as a whole • Project enhances livability by improving quality of life or property values, providing unmet needs, improving safety or accessibility, etc. • Project improves aesthetic appearance of an asset or area through landscaping, public art, lighting, signage, or other design features

This project will clearly and significantly benefit the business community, the neighborhood, community, the city and all that use East 6th St and the numerous other businesses and institutions within the community. It will make the street more livable and changes the perception of the street from a freeway tamp and restores it to an actual community street which takes advantage of the historic nature of the district.

Comprehensive Plan – 23. The City should design streetscape and operations in ways that alleviate the negative impact of major streets on their surroundings, protecting pedestrian safety as the highest priority.

38. The City should incorporate in the principals recommended in Policy 13 (p. 10), streetscape guidelines which emphasize enhancement of the neighborhood environment, particularly its pedestrian quality, in accordance with its historical development patterns and current uses, and which maintain and improve a feeling of personal safety among users.

43 .The city should continue to work with other agencies to enhance the design of transportation improvements (streets, lighting, bridges, parking facilities, transit shelters, bike paths, walkways) in accordance with community and neighborhood objectives. The city should continue its practice of using community inclusive design process for major transportation projects.

The existing design does not meet the needs of the community and the people that currently use the street. With this redesign it will meet many more needs of the city as a whole. It will address the serious safety concerns that currently exist on the street. It will also dramatically improve the livability of the street and improve the quality of life, safety for non-motorized traffic, improve property appeal and will enhance the campus of Metro State University. It will also improve the aesthetic appearance as this is the first spot many are introduced to Dayton's Bluff. Improvements on the street will shot that the city and community care about impressions, safety, livability and function.

	Points Possible	Points Awarded
Community Benefit Score:	10	

5. Long-Range Impact: • Project's impact on future operating costs (both increases/decreases) • Project exceeds standards in environmental sustainability • Project provides tangible return on investment • Project is included in City-approved plan • Project maintains an asset with historical significance • Project demonstrates ability to achieve stated outcomes

This project will fir and compliment seamlessly with the surrounding historic district and character. East 6th St is a historic street that has been abused and mistreated for many decades. This improvement will restore some dignity and functionality to this historic street as well as benefit the university, business corridors, residents, churches, schools and other institutions. This project must be done as the next revitalization effort. This is a huge benefit to Metro State and the community. Diverting traffic one block for safety and community enhancement seems like a small sacrifice for the great reward this project will have on the community.

	Points Possible	Points Awarded
Long-range Impact Score:	10	

Section D – Additional Information

1. Additional Information Requested: Please provide additional information that would be important to know about your project.

The current average daily traffic, (ADT) for East 6th St from Mounds Blvd to Arcade St is around 6000. Traffic studies have indicated that approximately 1/3 of this traffic turns onto Arcade and either leaves the neighborhood, or continues onto 7th St heading East. These approximately 2000 daily cars are considered “cut through traffic”.

The community is heavily populated with children as well as pedestrian and bicycle traffic, not to mention the large amount of students attending Metro State University. This proposal has innumerable benefits for these local demographics.

City of Saint Paul

2016-2020 Unified Capital Improvement Program and Budget Process

Budget Year: **2015** Status: **FINAL** Stage: **S**

SU-0403262 Vacation of East 6th St. between Mounds Blvd & Maria Ave

Phase Detail

Phase	Fin Code	Start Date	End Date	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total
Const-Plans/Spec's	CIB			0	198	0	0	0	0	198
Construction/Rehab	CIB			0	592	0	0	0	0	592
Total:				**0**	**790**	**0**	**0**	**0**	**0**	**790**

Phase Summary

Phase	Prior Appr	Yearly Amount (in Thousands) 2016	2017	2018	2019	2020	Total	% of Total
Const-Plans/Spec's	0	198	0	0	0	0	198	100.0%
Construction/Rehab	0	592	0	0	0	0	592	100.0%
Total:	**0**	**790**	**0**	**0**	**0**	**0**	**790**	**100.0%**

Financing Source Detail / Summary

Fin Code	Phase	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total	% of Total
CIB - Capital Imp. Bonds									
	Const-Plans/Spec's	0	198	0	0	0	0	198	
	Construction/Rehab	0	592	0	0	0	0	592	
		0	**790**	**0**	**0**	**0**	**0**	**790**	**100.0%**
Total:		**0**	**790**	**0**	**0**	**0**	**0**	**790**	**100.0%**

1. Please provide the following information about your organization and proposed project:

Project Title: - Mounds Boulevard/ Promenade Redesign

Proposing Agency or Group: - Dayton's Bluff Community Council

Proposer's Address: - 804 Margaret Street

Contact Person: - Matt Mazanec

Phone Number: - 651-399-3988

Email Address: - Victoriansalvage@gmail.com

Address or Cross Streets of Proposed Project: - Mounds Blvd from E. 7th St. to Plum St

2. Citizen Participation District(s):

District 4- Dayton's Bluff Community Council

3. City Council Ward(s):

Ward 7

4. I am aware of the City's public art ordinance:

Yes

5. Please provide a short description of your project.

To redesign Mounds Boulevard from Mounds Park to 7th St. Improvements would include bicycle lanes, safe and easy pedestrian access, lane reconfiguration, installation of lantern streetlights, installation of turn arrows at the intersections of E. 3rd St/ Mounds Blvd & reconfiguration of adding of a right turn lane from 94 East off ramp onto Mounds. Widening of medium and installation of trees and vegetation to create a more parkway feel.

Section B – Narrative/Long Description: • Why is this project important? • Is there any historical context we should be aware of? • What does this project accomplish? What problem is it trying to solve? • Will this project occur in phases? What are they?

The construction of I 94 severed Dayton's Bluff, isolated Mounds Park and converted Mounds Blvd into freeway tamps that make no provision for pedestrians or bicyclists. Over time modification attempts were made to connect people, but the retrofit pathways are not safe or accessible. No street level paths connect 7th St. to Mounds Park, and no bicycle lanes exist, even though Kellogg Bridge is the main bicycle entrance into downtown from the East. The Gateway Commission has identified the Kellogg/ Mounds Blvd. Intersection as the place where a new rapid transit commuter lane will enter the city street system. This would further complicate access for bicyclists and pedestrians even more. Opportunities to create space by lane adjustment, curb adjustment, wall replacement, and utilizing the spectacular bluff edge would be

investigates. Lanes for bicycles, and walkways for pedestrians would be installed to make the street feel pedestrian friendly and livable. Widening the mediums ans installing trees and plantings, examination of lane shifts or removal, installation of turn arrows at E 3rd St & Mounds Blvd, installation of historic style lantern style street lights and matching railings that currently exist on part of the Blvd, installation of a right turn lane from 94 E turning onto Mounds Blvd are all improvements what will make this section of road more accessible and safer to bicyclists, pedestrians and vehicles alike.

Mounds Park contains numerous burial mounds from 2000 years ago, and provides a scenic prospect of the Mississippi River valley that has been enjoyed for thousands of years. Access to Mounds Park was severely limited by I 94 is the primary entry for this isolated neighborhood, and it needs to become a complete street that serves pedestrians and bicyclists. Mounds Boulevard/ Promenade would stitch Dayton's Bluff together again, link thousands of people to Mounds Park with safe bicycle and pedestrian pathways at street level, showcase the extraordinary bluffs that make St. Paul unique, and create a gateway that welcomes people into St. Paul when they exit the freeway. Mounds Boulevard/ Promenade would connect Swede Hollow and Bruce Vento Nature Sanctuary at street grade, making the trail system more effective and more widely used.

Section C – Fit with Evaluation Criteria

1. Project Importance: • Project stabilizes the structural or mechanical integrity of an asset • Project improves or creates an asset that is currently in high use or demand • Project improves or creates an asset to meet new demand • Project improves the functionality of an asset • What is the need for the project

This proposal converts a dangerous roadway that doesn't serve pedestrians and bicyclists and makes it a gateway into the city. Mounds Boulevard/ Promenade links Dayton's Bluff to Mounds Park. It will improve access to trails, nature, the river and skyline views which will increase the number of people who use this heavily traffic-centric corridor.

	Points Possible	Points Awarded
Project Importance Score:	10	

2. Safety Concerns: • Project remedies safety issues that pose a danger to the community • Project addresses code violations or other mandates or legal requirements

This proposal solves several pressing safety concerns. Accident rates on this corridor are very high, and pedestrians and bicyclists risk their lives to attempt to share the corridor with cars, or to cross at intersections. Immediate action is needed to explore the SW corner of Kellogg & Mounds Blvd., where only 2' of sidewalk space exists at the crosswalk area. Vehicles have 2 right turn lanes there, and traffic seldom pauses to

allow pedestrians and bicycles to cross safely. No accessible ADA sidewalk exists between 6th St. and Kellogg.

	Points Possible	Points Awarded
Safety Concerns Score:	10	

3. Demonstrated Support: • Project demonstrates community support and organizational commitment • Proposal demonstrates evidence of community collaborations or partnerships • Continued funding is needed to deliver expected services or to preserve an asset • Project leverages outside funding • What progress, if any, has been made on the project

Dayton's Bluff Community Council has expressed support for this project in the past as well as group of citizens who originally came up with this conception idea. This is the 2nd cycle this project is being proposed.

	Points Possible	Points Awarded
Demonstrated Support Score:	10	

4. Community Benefit: • Project significantly benefits a neighborhood, district, area, or city as a whole • Project enhances livability by improving quality of life or property values, providing unmet needs, improving safety or accessibility, etc. • Project improves aesthetic appearance of an asset or area through landscaping, public art, lighting, signage, or other design features

This proposal benefits Dayton's Bluff be stitching it back together, providing access to Mounds Park, and access to scenic trails. It benefits nearby neighborhoods by linking trains to Lowertown, Swede Hollow and Bruce Vento Nature Sanctuary at street level. It promotes greater and safer access to the public on a whole by creating safe passageways and promoting exercise. It also benefits the city by creating a beautiful gateway with skyline views that welcomes visitors as they enter the city. It will reclaim the bluff edge for people, and make it more beautiful with landscaping, public art, aesthetic lighting and places to enjoy the fine views of St. Paul

	Points Possible	Points Awarded
Community Benefit Score:	10	

5. Long-Range Impact: • Project's impact on future operating costs (both increases/decreases) • Project exceeds standards in environmental sustainability • Project provides tangible return on investment • Project is included in City-approved plan • Project maintains an asset with historical significance • Project demonstrates ability to achieve stated outcomes

Restoring pedestrian access to the bluff edge will enhance the historic significance of Dayton's Bluff. Accidents should decrease and traffic will be multi-modal and safer.

This returns a significant asset that has been lost and overlooked by the city for many years. This will capitalize on one of the greatest asset the community has, a fantastic bluff edge overlooking the growing city.

	Points Possible	Points Awarded
Long-range Impact Score:	10	

Section D – Additional Information

1. Additional Information Requested: Please provide additional information that would be important to know about your project.

City of Saint Paul

2016-2020 Unified Capital Improvement Program and Budget Process

Budget Year: **2015** Status: **FINAL** Stage: **S**

SU-0403248 Mounds Promenade

Phase Detail

Phase	Fin Code	Start Date	End Date	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total
Const-Plans/Spec's	CIB			0	1,550	0	0	0	0	1,550
Construction/Rehab	AST			0	72	0	0	0	0	72
Construction/Rehab	CIB			0	4,578	0	0	0	0	4,578
Total:				**0**	**6,200**	**0**	**0**	**0**	**0**	**6,200**

Phase Summary

Phase	Prior Appr	Yearly Amount (in Thousands) 2016	2017	2018	2019	2020	Total	% of Total
Const-Plans/Spec's	0	1,550	0	0	0	0	1,550	100.0%
Construction/Rehab	0	4,650	0	0	0	0	4,650	100.0%
Total:	**0**	**6,200**	**0**	**0**	**0**	**0**	**6,200**	**100.0%**

Financing Source Detail / Summary

Fin Code	Phase	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total	% of Total
AST - Assessments									
	Construction/Rehab	0	72	0	0	0	0	72	
		0	**72**	**0**	**0**	**0**	**0**	**72**	**1.2%**
CIB - Capital Imp. Bonds									
	Const-Plans/Spec's	0	1,550	0	0	0	0	1,550	
	Construction/Rehab	0	4,578	0	0	0	0	4,578	
		0	**6,128**	**0**	**0**	**0**	**0**	**6,128**	**98.8%**
Total:		**0**	**6,200**	**0**	**0**	**0**	**0**	**6,200**	**100.0%**

1. Please provide the following information about your organization and proposed project:

Project Title: - East 3rd Street/ Kellogg Bridge Streetscape Improvements

Proposing Agency or Group: - Dayton's Bluff Community Council

Proposer's Address: - 804 Margaret Street

Contact Person: - Matt Mazanec

Phone Number: - 651-399-3988

Email Address: - Victoriansalvage@gmail.com

Address or Cross Streets of Proposed Project: - : E 3rd St./Kellogg Bridge btwn Broadway & Mounds Blvd

2. Citizen Participation District(s):

District 4- Dayton's Bluff Community Council

3. City Council Ward(s):

Ward 7

4. I am aware of the City's public art ordinance:

Yes

5. Please provide a short description of your project.

This project consists of adding historic redesigned lanterns, ornamental iron railings and related streetscape improvements to the 3rd St/ Kellogg Boulevard Bridge. Since this bridge may need to be replaced, examination of this proposal along with adding a sidewalk on the north side of the bridge should be explored.

Section B – Narrative/Long Description: • Why is this project important? • Is there any historical context we should be aware of? • What does this project accomplish? What problem is it trying to solve? • Will this project occur in phases? What are they?

This bridge was built in the 1980s, is a major access point to downtown St. Paul and Dayton's Bluff, carrying nearly 16,000 vehicles daily. The current lighting and railing configuration makes for an uninviting and desolate entrance to both neighborhoods. The bridge connects both the Dayton's Bluff and Lowertown historic districts and the streets leasing to the bridge already have historic style lighting. This is one of the only bridges that remains inconsistent with the city lighting policy. Presently the speed limit on the bridge is 40 mph, which also makes walking and bicycling on the bridge an experience of less than pleasant. The bridge has a history of having accidents on the bridge and the intersections at the end of the bridge. With the newly opened Union Depot and the new Saints Stadium, the time is right to upgrade the 3rd St/ Kellogg

Bridge. The views from the bridge are outstanding. To the south is the Brice Vento Nature Sanctuary and the Mississippi River, to the west Lowertown and downtown St. Paul, to the east is historic Dayton's Bluff. You can also see trains, boats, planes and plenty of automobiles.

The bridge is currently under examination for complete replacement and with any renovation or replacement, the goals of the project description should be met.

Section C – Fit with Evaluation Criteria

1. Project Importance: • Project stabilizes the structural or mechanical integrity of an asset • Project improves or creates an asset that is currently in high use or demand • Project improves or creates an asset to meet new demand • Project improves the functionality of an asset • What is the need for the project

The current bridge was built in the 1980s and lighting and rails are showing their age. The project will make the bridge a safer and more pleasant way of traveling for everyone. With these improvements more people may feel inclined to walk to ride bikes to and from Lowertown, Union Depot, the Saints Stadium and Dayton's Bluff.

	Points Possible	Points Awarded
Project Importance Score:	10	

2. Safety Concerns: • Project remedies safety issues that pose a danger to the community • Project addresses code violations or other mandates or legal requirements

The 3rd Street/ Kellogg Bridge project will make the bridge safer and a more pleasant way of traveling for all. There are a number of motor vehicle accidents at the Mounds Blvd end of the bridge.

	Points Possible	Points Awarded
Safety Concerns Score:	10	

3. Demonstrated Support: • Project demonstrates community support and organizational commitment • Proposal demonstrates evidence of community collaborations or partnerships • Continued funding is needed to deliver expected services or to preserve an asset • Project leverages outside funding • What progress, if any, has been made on the project

Continued funding would not be needed for this project other than general maintenance. This is the 6th cycle for this proposal. We would like to work with District 17 and others that have an interest in these improvements. This would change the bridge from a bridge/ freeway ramp feel into a neighborhood bridge that is a lovely city connection to and from downtown.

	Points Possible	Points Awarded
Demonstrated Support Score:	10	

4. Community Benefit: • Project significantly benefits a neighborhood, district, area, or city as a whole • Project enhances livability by improving quality of life or property values, providing unmet needs, improving safety or accessibility, etc. • Project improves aesthetic appearance of an asset or area through landscaping, public art, lighting, signage, or other design features

This project would return some of the historic beauty to the bridge that connects two historic districts and downtown. In Dayton's Bluff, there is a lot of neighborhood improvement, both new construction like Metro State's parking ramp and science building, Beacon Bluff and the rehabilitation of homes and new families moving in. This project would enhance the improvements. This project will add value to the City of St. Paul and will improve the streetscape of this popular entrance into and out of downtown.

	Points Possible	Points Awarded
Community Benefit Score:	10	

5. Long-Range Impact: • Project's impact on future operating costs (both increases/decreases) • Project exceeds standards in environmental sustainability • Project provides tangible return on investment • Project is included in City-approved plan • Project maintains an asset with historical significance • Project demonstrates ability to achieve stated outcomes

This proposal fits with the following city and other plane: Mississippi River Corridor Plan Policy 7.1.7 (pg 46) “Bridges and other ' gateways' should be designed to be attractive and inviting and maximize the sense of connection to the river. This can be accomplished with signage, landscaping treatments, ornamental lighting and railings, comfortable sidewalks and special architectural elements.” Saint Paul Street Lighting Policy, Policy 15 (pg 4) Bridge Lighting. “At a minimum lighting installed on bridges shall conform to the lighting planned for the streets approaching the bridges.” St. Paul Downtown Development Strategy, Strategy 7.12 (pg 29.) “improve connections to areas on the edge of downtown... through improved streetscape, lighting, planting and public art.” Strategy 7.16 (pg. 30) “continue to upgrade and maintain downtown 'gateways' and approaches... Key locations include... Kellogg Boulevard/ Third Street.” District 4 plan Update (pg 1.) Strongly advocates for improvement of the appearance of Gateway areas.

	Points Possible	Points Awarded
Long-range Impact Score:	10	

Section D – Additional Information

1. Additional Information Requested: Please provide additional information that would be important to know about your project.

Last counts have approximately an average daily traffic of 16,000. Currently the bridge has some severe structural issues which must be addressed. This proposal is complimentary to and replacement or renovations the bridge structurally requires.

SU-0402948 East 3rd St - Kellogg Bridge Streetscape Improvements

Phase Detail

Phase	Fin Code	Start Date	End Date	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total
Const-Plans/Spec's	CIB			0	680	0	0	0	0	680
Construction/Rehab	CIB			0	2,300	0	0	0	0	2,300
Inspec / Constr Mgmt	CIB			0	680	0	0	0	0	680
Total:				**0**	**3,660**	**0**	**0**	**0**	**0**	**3,660**

Phase Summary

Phase	Prior Appr	Yearly Amount (in Thousands) 2016	2017	2018	2019	2020	Total	% of Total
Const-Plans/Spec's	0	680	0	0	0	0	680	100.0%
Construction/Rehab	0	2,300	0	0	0	0	2,300	100.0%
Inspec / Constr Mgmt	0	680	0	0	0	0	680	100.0%
Total:	**0**	**3,660**	**0**	**0**	**0**	**0**	**3,660**	**100.0%**

Financing Source Detail / Summary

Fin Code	Phase	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total	% of Total
CIB - Capital Imp. Bonds									
	Const-Plans/Spec's	0	680	0	0	0	0	680	
	Construction/Rehab	0	2,300	0	0	0	0	2,300	
	Inspec / Constr Mgmt	0	680	0	0	0	0	680	
		0	**3,660**	**0**	**0**	**0**	**0**	**3,660**	**100.0%**
Total:		**0**	**3,660**	**0**	**0**	**0**	**0**	**3,660**	**100.0%**

1. Please provide the following information about your organization and proposed project:

Project Title: - Make It Happen on E. 7th Street Safety and Beautification

Proposing Agency or Group: - Dayton's Bluff Community Council District 4

Proposer's Address: - 804 Margaret Street St. Paul, MN 55106

Contact Person: - Deanna Abbott-Foster

Phone Number: - 651-621-2758

Email Address: - deanna@daytonsbluff.org

Address or Cross Streets of Proposed Project: - 804 Margaret Street and 798 East 7th Street

2. Citizen Participation District(s):

District 4 – Dayton's Bluff

3. City Council Ward(s):

Ward 7

4. I am aware of the City's public art ordinance:

Yes

5. Please provide a short description of your project.

Make it Happen on E. 7th Street Safety and Beautification provides improvements to enhance pedestrian environments and commercial viability. Replacement of sidewalks and placement of trash cans, planters, benches, and signage will create a distinct identity to a business district that is currently the center of major economic development activity.

Section B – Narrative/Long Description: • Why is this project important? • Is there any historical context we should be aware of? • What does this project accomplish? What problem is it trying to solve? • Will this project occur in phases? What are they?

This project is a central priority in the Near East Side Roadmap, adopted by the City as part of the area comprehensive plan. Achieving the redevelopment and economic revitalization goals requires enhancement of the E. 7th streetscape to make it safe, welcoming and visually attractive to businesses and consumers, residents and visitors. Many of the sidewalks are broken, uneven and deteriorated, while trash cans, benches, planters and other street furniture are nonexistent or in poor condition. There are few streetscape amenities in the Make it Happen district, leaving it lacking any distinct, attractive, or pedestrian-friendly image. The sidewalks create hazardous conditions in both summer and winter, spoiling the pedestrian experience and exposing the city to possible lawsuits and ADA non-compliance. E. 7th Street in Dayton's Bluff is the connecting link between downtown and the near east side of St. Paul. Public transportation and automobile traffic uses 7th Street to connect with Arcade going north

and Johnson Parkway to the East. Beacon Bluff, the St. Paul Port Authority's major redevelopment of the 46 acre former 3M site is bordered on the south by 7th Street. Metropolitan State University's main campus on 7th and Mounds Boulevard draws thousands to the area daily and is undergoing significant expansion. The 2.5 acre site just east of Metro State is being redeveloped with senior rental housing and the new Mississippi Market commercial development. The Dayton's Bluff Community Council is managing a $1 million plus public/private capital investment program to promote small business growth and development. The new East Side Enterprise Center opened in 2014 to serve the needs of small business owners locating on the East Side. CLUES provides services for individuals and families and houses the Mexican Consulate, serving immigrants in a four state area; CLUES is also preparing to redevelop the old Napa building abutting the CLUES campus. All this investment and effort to support economic development requires a corresponding investment in the public infrastructure that serves shoppers, visitors, residents, students and employees. • Is there any historical context we should be aware of? Well into the 1970's, this section of E. 7th Street was part of a very walkable, busy commercial district that served as a center of activity for community residents and thriving businesses. • What does this project accomplish? What problem is it trying to solve? The project will provide critical and strategic investment in a growing commercial center in the Dayton's Bluff neighborhood. Healthy business environments are essential to healthy communities, and the level of economic activity and development happening in the immediate area indicates a critical need for comparable investment in the public realm. We are working on multiple fronts to spur and support strengthened economic activity on this increasingly important commercial district that will grow employers and jobs. The public sidewalks and amenities are needed to create a welcoming and appealing environment that connects the anchor developments at each end of the district – Beacon Bluff to the East and Metropolitan State University to the west. We are working to overcome the perception that E. 7th Street is an unwelcome place for businesses to locate and thrive. • Will this project occur in phases or stages? What are they? Improvements to the area should occur as soon as possible to enhance the impact of the many new building projects planned and currently underway. Streetscape amenities and sidewalk replacements are needed along the entire Make it Happen District, between Maria and Mendota, creating a uniquely defined and identified commercial district with appropriate signage and pedestrian supports.

Section C – Fit with Evaluation Criteria

1. Project Importance: • Project stabilizes the structural or mechanical integrity of an asset • Project improves or creates an asset that is currently in high use or demand • Project improves or creates an asset to meet new demand • Project improves the functionality of an asset • What is the need for the project

1) For all projects. Project Importance

• Project stabilizes the structural integrity of an asset Sidewalks are very deteriorated (cracked, bulging and uneven) creating safety issues for pedestrians, maintenance issues for businesses (winter snow/ice removal; summer weed infestations) and adding credibility to negative perceptions of the area.

• Project improves or creates an asset that is currently in high use or demand This East 7th Street district has high traffic volumes, including public transportation routes, over 50 existing businesses, and a large transit dependent (pedestrian) residential population. Existing businesses are planning for significant capital projects, driven by the St. Paul Port Authority development of Beacon Bluff, HRA redevelopment of long vacant land (Hospital Linen site), work of the East Side Enterprise Center and the $500,000 Neighborhood STAR program managed by the Community Council.
• Project improves an asset to meet new demand In the near future many currently planned developments will be completed: The new developments at Metro State include an 830 space parking ramp, a new student center and a science building, all of which reflect expanded programming and student population on this campus. The redevelopment of a vacant 2.5 acre city owned property (Hospital Linen site) will bring 100 new residential units plus an anchor commercial tenant (Mississippi Market). The previously vacant Dellwood Garden on E7th is being renovated as an Assisted Living/Memory Care facility with hundreds of patient beds. At Beacon Bluff, the East Side Clinic was completed in 2013, with over 80 employees and hundreds of patients on a daily basis. Also, the developer for the former 3M main headquarters (Bldg 21) is currently seeking lessees for the 75,000 square feet of leasable office/commercial space. We are working with Shingobee Builders to secure an anchor tenant for the parcel on the south side of E. 7th at Forest. All these developments create new opportunities for new and existing business development as well as improving the commercial center of the neighborhood. Without public sector investment in the aging streetscape, the impact of all the new investment will be curtailed, perhaps placing downward pressure on the hard fought momentum we have achieved.
• Project improves the functionality of an asset E. 7th Street is a public asset that provides the connecting links for all existing and new development. If the city does not begin to provide the necessary investment in a timely way for this growing commercial district, the functionality of the streetscape (the creation of a sense of place) on E. 7th will be greatly compromised. The new developments will remain islands unto themselves, adding little value to the adjacent local economy. With appropriate public investment, the sum of the whole will be greater than the sum of its parts, and the commercial district will grow and thrive, becoming a local and regional destination.

	Points Possible	Points Awarded
Project Importance Score:	10	

2. Safety Concerns: • Project remedies safety issues that pose a danger to the community • Project addresses code violations or other mandates or legal requirements

2) A. For Community Facilities and Streets and Utilities Projects Only. Safety Concerns
• Project remedies pressing life safety issues that pose a danger to the community The greatest dangers felt in this community are fear of crime and declining economic opportunity (property values, jobs, investment, etc.) A revitalized streetscape supports the economic success of a business district by creating a walkable, safe environment. At present, multiple actual and perceived safety issues face pedestrians. When pedestrians do not feel safe or welcomed, their absence (no eyes on the street)

exacerbates parking problems, and increases opportunities for serious criminal behavior as well as small, but impactful quality of life crimes (public urination, littering, graffiti, vandalism, petty theft, etc.) Potential customers are discouraged and/or driven away. Street amenities support positive pedestrian activity; way-finding signage improves access to businesses and local attractions; active business districts improve the quality of life in the surrounding area. People feel safe, business improves, expectation rises and the local economy improves.
• Immediate action is needed to address critical safety issues. Sidewalk conditions are critical in some places, leaving the City vulnerable to lawsuits.
• Project addresses code violations or other mandates or legal requirements Sidewalks may pose ADA compliance issues.

	Points Possible	Points Awarded
Safety Concerns Score:	10	

3. Demonstrated Support: • Project demonstrates community support and organizational commitment • Proposal demonstrates evidence of community collaborations or partnerships • Continued funding is needed to deliver expected services or to preserve an asset • Project leverages outside funding • What progress, if any, has been made on the project

3) For all projects. Demonstrated Commitment
• Continued funding is needed to deliver expected services or to preserve an asset The current business owners and local residents through the Community Council have a proven record of continuous effort to beautify the aging and deteriorated streetscape. In the last 3 years, significant volunteer activity and local donations from businesses and individuals ensured that E. 7th Street was beautified in many small yet impactful ways: litter and graffiti removal, perennial plantings, weed removal, flowering planters (temporary plastic containers), regular watering of plants, and multiple collaborations with city departments to enforce and/or maintain the current streetscape. The community expects a public investment that we have demonstrated the ability to participate in providing necessary ongoing maintenance.
• Project leverages outside funding The Community Council raises funds annually for “greening” the street. The project will attract more private investment, business growth and new business locations on E. 7th Street and Beacon Bluff.
• Project has been proposed in previous cycles This project was proposed in the last CIB round, and is directly related to other publicly funded efforts that demonstrate long-term vision and commitment to E. 7th Street.
• Proposal demonstrates evidence of community collaborations or partnerships, community support This Make it Happen project is a direct outcome of an extensive community planning process that resulted in the creation of the Near East Side Roadmap, adopted by the city as part of the comprehensive plan for the area. 65 business and property owners participated in a survey to identify business district needs and many continue to meet on a quarterly basis to discuss economic development strategies for the district. The issues addressed by this proposal are outlined by both the Near East Side Task Force (created Roadmap) and the business community. Through our Make it Happen on E. 7th Street Initiative, the Council maintains continuous

communication with all parties involved in the new developments, including MSU, SPPA, PED, and private owners/developers. The business growth and development program partners at the East Side Enterprise Center are actively promoting business growth and capacity on the East Side.
• Project demonstrates organizational commitment When the Near East Side Roadmap was completed, the Dayton's Bluff District 4 Community Council made a commitment to the aggressive implementation of the plan for E. 7th Street between Maria and Mendota by launching Make it Happen on E. 7th Street. Since that time, we have done extensive business organizing, sponsored an annual Business Fair that draws participation of 90+ businesses and over 1,000 people to E. 7th Street, funded a $500,000 STAR capital improvement program and enhanced that with a $250,000 loan fund provided by the McKnight Foundation to help grow E. 7th Street businesses. The Enterprise Center and other economic growth work shows we are firmly committed to the revitalization and economic success of the project area.

	Points Possible	Points Awarded
Demonstrated Support Score:	10	

4. Community Benefit: • Project significantly benefits a neighborhood, district, area, or city as a whole • Project enhances livability by improving quality of life or property values, providing unmet needs, improving safety or accessibility, etc. • Project improves aesthetic appearance of an asset or area through landscaping, public art, lighting, signage, or other design features

4) For all projects. Community Benefit
• Project significantly benefits a neighborhood, district, area, or city as a whole This project supports larger economic development activities, adding to the neighborhood vitality and economic growth. Making E. 7th Street a successful commercial corridor will better connect the east side to the regional economy, reducing the “leakage” of expenditures to other areas and creating more economic balance for the east side.
• Project enhances livability by improving quality of life or property values, providing unmet needs, improving safety or accessibility, etc. A lively commercial district is a primary indicator of a successful neighborhood. Improvements and investment in commercial districts spill over to the residential areas by making the neighborhood a desirable place to live, work and raise a family. Property values rise and quality of life improves.
• Project improves aesthetic appearance of an asset or area through landscaping, public art, lighting, signage, or other design features This project creates a coordinated streetscape design to update and improve pedestrian amenities throughout the district. It brings together common elements that can be used by new developments to create a new physical character that creates a unique and appealing identity for the district.

	Points Possible	Points Awarded
Community Benefit Score:	10	

5. Long-Range Impact: • Project's impact on future operating costs (both increases/decreases) • Project exceeds standards in environmental sustainability

• Project provides tangible return on investment • Project is included in City-approved plan • Project maintains an asset with historical significance • Project demonstrates ability to achieve stated outcomes

5) For all projects. Long-range impact

• Project's impact on future operating costs (both increases/decreases) Ongoing maintenance of streetscape furniture and amenities is an important consideration when developing a streetscape program. Continual maintenance is critical to providing an organized, inviting streetscape appearance. It is expected that there will be additional costs to the city to maintain the streetscape; however, the offsetting value of increased economic activity will far exceed the routine maintenance costs.

• Project exceeds standards in environmental sustainability This would be a priority in the project scope. • Project provides tangible return on investment Increased property values and reduced criminal enforcement will create a high return on investment.

• Project is included in City-approved plan Yes.

• Project maintains an asset with historical significance E. 7th Street was historically a thriving commercial corridor. This project helps revive that history.

• Project demonstrates ability to achieve stated outcomes This project is a small yet important interim step for this commercial section of E. 7th Street. Public transportation changes and full streetscape replacement is needed in the next 10 years. However, it is essential to make these small changes now to ensure the success of all new developments and business activity currently underway in the area. This is needed now to ensure maximum impact.

	Points Possible	Points Awarded
Long-range Impact Score:	10	

Section D – Additional Information

1. Additional Information Requested: Please provide additional information that would be important to know about your project.

Traffic count is significant and increasing due to new development at Beacon Bluff, Metropolitan State University, Mississippi Market, and other new developments.

Total population - 16,434 Median Income - 41,864

Race: White – 39.5 Black – 16.2 Native American- 1.3 Asian - 23.8 Hispanic/Latino – 15.0

Household Income: Less than 35,000 – 41.5 35-49,999 – 18.2 50-74,999 – 20.5 75 – 99,999 – 10.1 100k - 9.7

City of Saint Paul

2016-2020 Unified Capital Improvement Program and Budget Process

Budget Year: **2015** Status: **FINAL** Stage: **S**

SU-0403246 Make it Happen on E 7th Street Safety and Beautification

Phase Detail

Phase	Fin Code	Start Date	End Date	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total
Construction/Rehab	CIB			0	750	0	0	0	0	750
Construction/Rehab	MSA			0	2,000	0	0	0	0	2,000
Total:				**0**	**2,750**	**0**	**0**	**0**	**0**	**2,750**

Phase Summary

Phase	Prior Appr	Yearly Amount (in Thousands) 2016	2017	2018	2019	2020	Total	% of Total
Construction/Rehab	0	2,750	0	0	0	0	2,750	100.0%
Total:	**0**	**2,750**	**0**	**0**	**0**	**0**	**2,750**	**100.0%**

Financing Source Detail / Summary

Fin Code	Phase	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total	% of Total
CIB - Capital Imp. Bonds									
	Construction/Rehab	0	750	0	0	0	0	750	
		0	**750**	**0**	**0**	**0**	**0**	**750**	**27.3%**
MSA - Municipal State Aid									
	Construction/Rehab	0	2,000	0	0	0	0	2,000	
		0	**2,000**	**0**	**0**	**0**	**0**	**2,000**	**72.7%**
Total:		**0**	**2,750**	**0**	**0**	**0**	**0**	**2,750**	**100.0%**

1. Please provide the following information about your organization and proposed project:

Project Title: - Oakdale Avenue Lighting Improvements

Proposing Agency or Group: - West Side Community Organization

Proposer's Address: - 1 W Water St, STE 260, St. Paul, MN 55107

Contact Person: - Mason Wells

Phone Number: - 651-293-1708

Email Address: - mason@wsco.org

Address or Cross Streets of Proposed Project: - Oakdale Ave from State St to Annapolis St

2. Citizen Participation District(s):

District 3 Planning Council

3. City Council Ward(s):

Ward 2

4. I am aware of the City's public art ordinance:

Yes

5. Please provide a short description of your project.

This project is to replace and supplement current bent straw lights on Oakdale Ave between State St and Annapolis St. with lantern style LED lighting. Current lighting is dim, inefficient, and unattractive.

Section B – Narrative/Long Description: • Why is this project important? • Is there any historical context we should be aware of? • What does this project accomplish? What problem is it trying to solve? • Will this project occur in phases? What are they?

Current lighting along Oakdale Ave between State Street and Annapolis Street is lacking. The addition of new high efficiency lantern style street lamps would increase motorist, pedestrian, and bike visibility, while creating a more attractive street corridor that is in line with many of the homes that line the street from the 1880s. This section of Oakdale is also home to future bike lanes, as proposed in the City's Draft Bike Plan. This route will act as an important connection between Downtown, the Cesar Chavez on street bike lanes and West St. Paul's future planned bike lanes along Oakdale Ave. This stretch of Oakdale will serve as an important commuter and recreational bike corridor between our two cities. By providing an attractive and welcoming streetscape that is well lit, the city can enhance these planned investments.

In recent years, this section of Oakdale has received investments in new sewers, sidewalks, and curbs. Additionally, a mill and overlay project for the street pavement is planned for 2015. By making this investment in modern and efficient lighting, the City

will have completed the overhaul of Oakdale and will not need to make significant new investments along this corridor for many years.

Section C – Fit with Evaluation Criteria

1. Project Importance: • Project stabilizes the structural or mechanical integrity of an asset • Project improves or creates an asset that is currently in high use or demand • Project improves or creates an asset to meet new demand • Project improves the functionality of an asset • What is the need for the project

This project will increase visibility along the corridor and will improve the usability of future bike lanes.

	Points Possible	Points Awarded
Project Importance Score:	10	

2. Safety Concerns: • Project remedies safety issues that pose a danger to the community • Project addresses code violations or other mandates or legal requirements

The sidewalks and street is very dim due to the insufficient lighting provided by current bent straw street lamps. This creates a safety hazard for potential falls, hard to see pedestrians and bicyclists, and insufficient lighting to make residents feel safe.

	Points Possible	Points Awarded
Safety Concerns Score:	10	

3. Demonstrated Support: • Project demonstrates community support and organizational commitment • Proposal demonstrates evidence of community collaborations or partnerships • Continued funding is needed to deliver expected services or to preserve an asset • Project leverages outside funding • What progress, if any, has been made on the project

The city continues to invest in this corridor by making improvements to sewers, sidewalks, pavement, and bike lanes. This investment in new lighting would enhance these investments and the value of surrounding homes.

	Points Possible	Points Awarded
Demonstrated Support Score:	10	

4. Community Benefit: • Project significantly benefits a neighborhood, district, area, or city as a whole • Project enhances livability by improving quality of life or property values, providing unmet needs, improving safety or accessibility, etc. • Project improves aesthetic appearance of an asset or area through landscaping, public art, lighting, signage, or other design features

This project will improve the aesthetic appearance of a city street. It will also improve the livability of residents by increasing a sense of safety and decreasing accidents caused by insufficient lighting.

	Points Possible	Points Awarded
Community Benefit Score:	10	

5. Long-Range Impact: • Project's impact on future operating costs (both increases/decreases) • Project exceeds standards in environmental sustainability • Project provides tangible return on investment • Project is included in City-approved plan • Project maintains an asset with historical significance • Project demonstrates ability to achieve stated outcomes

This project will lower costs for the city, by both reducing the amount of electricity used and eliminating the need to replace burnt out bulbs. It will also improve the usability of investments in bike infrastructure and the benefits the city sees in this, from increased community health to improved connections to a vibrant downtown.

	Points Possible	Points Awarded
Long-range Impact Score:	10	

Section D – Additional Information

1. Additional Information Requested: Please provide additional information that would be important to know about your project.

SU-0303447 Oakdale Avenue Lighting Improvements

Phase Detail

Phase	Fin Code	Start Date	End Date	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total
Const-Plans/Spec's	AST			0	19	0	0	0	0	19
Const-Plans/Spec's	MSA			0	74	0	0	0	0	74
Construction/Rehab	AST			0	56	0	0	0	0	56
Construction/Rehab	MSA			0	314	0	0	0	0	314
Total:				**0**	**463**	**0**	**0**	**0**	**0**	**463**

Phase Summary

Phase	Prior Appr	Yearly Amount (in Thousands) 2016	2017	2018	2019	2020	Total	% of Total
Const-Plans/Spec's	0	93	0	0	0	0	93	100.0%
Construction/Rehab	0	370	0	0	0	0	370	100.0%
Total:	**0**	**463**	**0**	**0**	**0**	**0**	**463**	**100.0%**

Financing Source Detail / Summary

Fin Code	Phase	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total	% of Total
AST - Assessments									
	Const-Plans/Spec's	0	19	0	0	0	0	19	
	Construction/Rehab	0	56	0	0	0	0	56	
		0	**75**	**0**	**0**	**0**	**0**	**75**	**16.2%**
MSA - Municipal State Aid									
	Const-Plans/Spec's	0	74	0	0	0	0	74	
	Construction/Rehab	0	314	0	0	0	0	314	
		0	**388**	**0**	**0**	**0**	**0**	**388**	**83.8%**
Total:		**0**	**463**	**0**	**0**	**0**	**0**	**463**	**100.0%**

1. Please provide the following information about your organization and proposed project:

Project Title: - Wabasha Street Bike Lane Connection

Proposing Agency or Group: - West Side Community Organization

Proposer's Address: - 1 W Water St

Contact Person: - Mason Wells

Phone Number: - 651-293-1708

Email Address: - mason@wsco.org

Address or Cross Streets of Proposed Project: - Wabasha St from Water St to Plato Blvd

2. Citizen Participation District(s):

District 3 – West Side

3. City Council Ward(s):

Ward 2

4. I am aware of the City's public art ordinance:

Yes

5. Please provide a short description of your project.

This project proposes to connect existing on street bike lanes along the Wabasha Bridge to Wabasha Street bike lanes south of Plato Boulevard.

Section B – Narrative/Long Description: • Why is this project important? • Is there any historical context we should be aware of? • What does this project accomplish? What problem is it trying to solve? • Will this project occur in phases? What are they?

The gap in the Wabasha on street bike lane between the base of the Wabasha Street Bridge north of Water Street and the beginning of one lane traffic south of Plato Boulevard presents a major barrier for bicycle connectivity in the City of St. Paul. As noted in the Draft Saint Paul Bicycle Plan, Wabasha Street represents the only opportunity currently proposed for on street bike facilities that connect Downtown St. Paul to the West Side and southern suburbs. Without this connection over 15,000 City residents are completely cut off from safe bike access to downtown. Given the investments that have already been made in bike lanes on the Wabasha Street Bridge and on Wabasha Street south of Plato Boulevard, it is important to complete the work by connecting these on street paths. Future investments in the Downtown Bike Loop will only strengthen the need for this connection.

Section C – Fit with Evaluation Criteria

1. Project Importance: • Project stabilizes the structural or mechanical integrity of an asset • Project improves or creates an asset that is currently in high use or demand • Project improves or creates an asset to meet new demand • Project improves the functionality of an asset • What is the need for the project

This project would transform bike connections from the West Side to downtown. This route is already utilized by bicyclists. Three NiceRide stations are located along Wabasha Street. One at the top of the Wabasha Street Bridge in Downtown St. Paul, one along the stretch of Wabasha Street that lacks on street bike lanes, and another up the bluff near the CommonBondTorre de San Miguel multi-family housing site. Pent up demand exists and nearby facilities including these NiceRide stations and existing bike lanes will support the success of this investment.

	Points Possible	Points Awarded
Project Importance Score:	10	

2. Safety Concerns: • Project remedies safety issues that pose a danger to the community • Project addresses code violations or other mandates or legal requirements

Currently, community members riding their bike either north towards Plato Boulevard or south towards Water Street exit the on street bike lane and are immediately funneled into a normal lane. Given the downward slope and high traffic volumes, cars are often speeding at both these points. Even the most experienced bicyclists can find this transition unnerving and dangerous. These experienced bicyclists, recognizing that the lane widths and traffic speed will not allow for a safe passing distance for motorists, take the lane. Motorists, who often use this stretch of Wabasha to connect to Hwy 52, are often impatient or aggressive towards bicyclists who take this necessary safety precaution. Less confident bicyclists, if they have made it this far, will often decide to depart the traffic lane and ride on the sidewalk. This creates an even more dangerous situation for the bikers, pedestrians, and motorists at driveways and crosswalks along the stretch, greatly increasing the risks of collision.

	Points Possible	Points Awarded
Safety Concerns Score:	10	

3. Demonstrated Support: • Project demonstrates community support and organizational commitment • Proposal demonstrates evidence of community collaborations or partnerships • Continued funding is needed to deliver expected services or to preserve an asset • Project leverages outside funding • What progress, if any, has been made on the project

This bike lane cennection is included in all relevant community plans, including the 10 Year West Side Community Plan that is an addendum to the City of St. Paul Comprehensive Plan and the Draft St. Paul Bike Plan. This investment has been called for by the community for many years.

	Points Possible	Points Awarded
Demonstrated Support Score:	10	

4. Community Benefit: • Project significantly benefits a neighborhood, district, area, or city as a whole • Project enhances livability by improving quality of life or property values, providing unmet needs, improving safety or accessibility, etc. • Project improves aesthetic appearance of an asset or area through landscaping, public art, lighting, signage, or other design features

This project will provide a safe bicycle connection between the West Side and Downtown, helping satisfy many of St. Paul's long term goals of increased environmental sustainability, community health, and connections to Downtown.

	Points Possible	Points Awarded
Community Benefit Score:	10	

5. Long-Range Impact: • Project's impact on future operating costs (both increases/decreases) • Project exceeds standards in environmental sustainability • Project provides tangible return on investment • Project is included in City-approved plan • Project maintains an asset with historical significance • Project demonstrates ability to achieve stated outcomes

This project is an important part of making the City's future investment in a Downtown Bike Loop a success.

	Points Possible	Points Awarded
Long-range Impact Score:	10	

Section D – Additional Information

1. Additional Information Requested: Please provide additional information that would be important to know about your project.

Pavement along this stretch of Wabasha is in a poor condition.

City of Saint Paul

2016-2020 Unified Capital Improvement Program and Budget Process

Budget Year: **2015** Status: **FINAL** Stage: **S**

SU-0303470 Wabasha Street Bike Lane Connection

Phase Detail

Phase	Fin Code	Start Date	End Date	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total
Construction/Rehab	CIB			0	25	0	0	0	0	25
Total:				**0**	**25**	**0**	**0**	**0**	**0**	**25**

Phase Summary

Phase	Prior Appr	Yearly Amount (in Thousands) 2016	2017	2018	2019	2020	Total	% of Total
Construction/Rehab	0	25	0	0	0	0	25	100.0%
Total:	**0**	**25**	**0**	**0**	**0**	**0**	**25**	**100.0%**

Financing Source Detail / Summary

Fin Code	Phase	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total	% of Total
CIB - Capital Imp. Bonds									
	Construction/Rehab	0	25	0	0	0	0	25	
		0	**25**	**0**	**0**	**0**	**0**	**25**	**100.0%**
Total:		**0**	**25**	**0**	**0**	**0**	**0**	**25**	**100.0%**

1. Please provide the following information about your organization and proposed project:

Project Title: - Sidney/State/Robert Intersection Redesign and Reconstruction

Proposing Agency or Group: - West Side Community Organization and Eric Thurstin

Proposer's Address: - 1 W Water St, STE 260, St. Paul, MN 55107

Contact Person: - Mason Wells

Phone Number: - 651-293-1708

Email Address: - mason@wsco.org

Address or Cross Streets of Proposed Project: - Sidney St, State St, and Robert St

2. Citizen Participation District(s):

District 3 – West Side

3. City Council Ward(s):

Ward 2

4. I am aware of the City's public art ordinance:

Yes

5. Please provide a short description of your project.

Redesign and reconstruct the intersection of Sidney Street East, South Robert Street, and State Street to reduce speeds and blind spots. Upgrading the complicated and deadly corner will create a safer commute for the neighborhood and safer streets for businesses on the corner.

Section B – Narrative/Long Description: • Why is this project important? • Is there any historical context we should be aware of? • What does this project accomplish? What problem is it trying to solve? • Will this project occur in phases? What are they?

Sidney Street connects with Robert St at a t-intersection. State Street is an angled street that breaks off Robert Street immediately north of this t-intersection. Cars driving west on Sidney towards Robert are confronted by a blind spot created by the building at the southeast corner of the intersection. In order to see around this blind spot motorists are forced to creep into the direct path of high speed northbound traffic exiting off of Robert Street to State Street. Residents who live in the area know the risks that are associated with the corner and avoid using it whenever possible. Negotiating the intersection is extremely unclear to drivers, particularly those unfamiliar with it and the risks associated with the blind spots and high speed turns. There have been two deaths at this corner and there are memorials hung on the stop sign located on the concrete island. Parents and children attending karate lessons at the southeast corner building, the one that causes blind spots in the current intersection configuration, are not always aware of traffic and how quickly vehicles exit from Robert Street onto Sidney Street. This creates an extreme hazard for these families. There has been a previous

attempt to turn Sidney Street into a one-way. This one-way solution did not seem viable to the community. It would have forced residents to use this corner when they already take alternate routes to avoid the danger involved.

A solution for this intersection would extend the sidewalk on the east side of Robert Street further south, allowing residents direct access from Sidney Street to State Street, via a right turn. By removing the concrete island currently at State and Robert and replacing it with a corner, northbound traffic heading onto State St would be forced to slow down and make a more deliberate right turn. This configuration would allow residents and businesses to retain two-way traffic on Sidney Street.

Section C – Fit with Evaluation Criteria

1. Project Importance: • Project stabilizes the structural or mechanical integrity of an asset • Project improves or creates an asset that is currently in high use or demand • Project improves or creates an asset to meet new demand • Project improves the functionality of an asset • What is the need for the project

The future increased investment in mass transit along this route, predictions of increased motor vehicles on Robert Street, and new bicyclists and pedestrians in the area are sure to make this corner more dangerous if the intersection is not redesigned and reconstructed.

	Points Possible	Points Awarded
Project Importance Score:	10	

2. Safety Concerns: • Project remedies safety issues that pose a danger to the community • Project addresses code violations or other mandates or legal requirements

Two deaths have occurred at this intersection, and when residents are asked about the corner they are familiar with the hazards. Most choose to exit or enter from a different location. There is currently a stop sign on Sidney Street east that falls significantly short of the intersection. The building at the corner of South Robert and Sidney blocks all view of northbound traffic on Robert Street. Vehicles attempting to enter onto Robert must edge forward to see past the building and in the process block northbound travelers from Robert to State Street northbound. Many times the vehicles have to reverse to get out of the way of oncoming traffic. Vehicles from Robert Street are often quick to cross that intersection due to its confusing nature. Karate lessons take place with young children exiting from the building on the corner and often they are not watching for oncoming traffic from either direction. Legally commuters southbound on State Street that want to turn on Sidney have to exit onto Robert Street South, then cross back onto Sidney. Those unfamiliar with this intersection end up going into northbound State Street traffic to make that left-hand turn, risking head-on collisions. The risk grows even higher with the regularly timed Metro Transit buses entering on and off State Street. This is a major route and during the week there is one northbound and one southbound bus every 20 minutes. On weekends the bus passes this intersection every 45 minutes. Vehicles heading south on State Street, and at the same time, vehicles from Sidney Street heading northbound to Robert Street often end up

confronting one another and travelers on Robert Street have to swerve and many times the driver exiting from Sidney Street still ends up in the middle of State Street traffic.

	Points Possible	Points Awarded
Safety Concerns Score:	10	

3. Demonstrated Support: • Project demonstrates community support and organizational commitment • Proposal demonstrates evidence of community collaborations or partnerships • Continued funding is needed to deliver expected services or to preserve an asset • Project leverages outside funding • What progress, if any, has been made on the project

Summer of 2014 Eric Thurstin petitioned the immediate residents of Sidney Street and 4 blocks surrounding this area asking if they would like the corner to be changed. A significant amount of neighbors embrace this proposal.

	Points Possible	Points Awarded
Demonstrated Support Score:	10	

4. Community Benefit: • Project significantly benefits a neighborhood, district, area, or city as a whole • Project enhances livability by improving quality of life or property values, providing unmet needs, improving safety or accessibility, etc. • Project improves aesthetic appearance of an asset or area through landscaping, public art, lighting, signage, or other design features

It will reduce the risk of accidents, fear of future fatalities, and improve safety for general commuters, residents, and customers of local businesses near this intersection.

	Points Possible	Points Awarded
Community Benefit Score:	10	

5. Long-Range Impact: • Project's impact on future operating costs (both increases/decreases) • Project exceeds standards in environmental sustainability • Project provides tangible return on investment • Project is included in City-approved plan • Project maintains an asset with historical significance • Project demonstrates ability to achieve stated outcomes

Residents and travelers in the area will be much safer. Businesses will continue to grow and improve in the area. Residential homes will potentially rise in value and keep residents in this area longer, keeping a healthy neighborhood.

	Points Possible	Points Awarded
Long-range Impact Score:	10	

Section D – Additional Information

1. Additional Information Requested: Please provide additional information that would be important to know about your project.

City of Saint Paul

2016-2020 Unified Capital Improvement Program and Budget Process

Budget Year: **2015** Status: **FINAL** Stage: **S**

SU-0303462 Sidney/State/Robert Intersection Redesign and Reconstruction

Phase Detail

Phase	Fin Code	Start Date	End Date	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total
Const-Plans/Spec's	CIB			0	50	0	0	0	0	50
Total:				**0**	**50**	**0**	**0**	**0**	**0**	**50**

Phase Summary

Phase	Prior Appr	Yearly Amount (in Thousands) 2016	2017	2018	2019	2020	Total	% of Total
Const-Plans/Spec's	0	50	0	0	0	0	50	100.0%
Total:	**0**	**50**	**0**	**0**	**0**	**0**	**50**	**100.0%**

Financing Source Detail / Summary

Fin Code	Phase	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total	% of Total
CIB - Capital Imp. Bonds									
	Const-Plans/Spec's	0	50	0	0	0	0	50	
		0	**50**	**0**	**0**	**0**	**0**	**50**	**100.0%**
Total:		**0**	**50**	**0**	**0**	**0**	**0**	**50**	**100.0%**

1. Please provide the following information about your organization and proposed project:

Project Title: - Central Corridor Sidewalk Completion Fund

Proposing Agency or Group: - City of Saint Paul PED and Public Works

Proposer's Address: - 25 W. 4th Street St. Paul, MN 55102

Contact Person: - Al Czaia (Public Works), Hilary Holmes (PED)

Phone Number: - 651-266-6108; 651-266-6612

Email Address: - al.czaia@ci.stpaul.mn.us ; hilary.holmes@ci.stpaul.mn.us

Address or Cross Streets of Proposed Project: - Area bounded by Marshall Ave to the south, Pierce Butler Route and rail yards to the north, western city border (approximately Emerald Street), and Snelling Ave to the east.

2. Citizen Participation District(s):

District 11 – Hamline Midway Coalition, District 12 – St. Anthony Park, and District 13 – Union Park

3. City Council Ward(s):

Ward 4

4. I am aware of the City's public art ordinance:

Yes

5. Please provide a short description of your project.

This project proposes the continuation of a flexible fund to construct missing sidewalks or off-street trails that would help link residential, commercial, and industrial properties with access to the Green Line (Central Corridor) and University Avenue.

Section B – Narrative/Long Description: • Why is this project important? • Is there any historical context we should be aware of? • What does this project accomplish? What problem is it trying to solve? • Will this project occur in phases? What are they?

Many streets in the West Midway area of Saint Paul are missing sidewalks, which are a critical part of the city's transportation network. This project proposes the continuation of a flexible fund to complete missing sidewalks or off-street trails that would help link residential, commercial, and industrial properties with access to the Green Line (Central Corridor) and University Avenue. With Green Line LRT now in service on University Avenue, the existing and missing pedestrian and bicycle connections leading to and through this corridor (especially jobs-rich industrial areas) will only become more important. While there are many specific road segments that could be identified for sidewalk installation, this fund is intended to be flexible enough to fund a variety of projects within the area, depending on where sidewalks or off-street trails would be supported by the community and property owners. This fund would provide a strong

incentive to property owners, who could normally be assessed for up to 100% of the costs of a new sidewalk, depending on the land use.

Section C – Fit with Evaluation Criteria

1. Project Importance: • Project stabilizes the structural or mechanical integrity of an asset • Project improves or creates an asset that is currently in high use or demand • Project improves or creates an asset to meet new demand • Project improves the functionality of an asset • What is the need for the project

Sidewalks are a crucial part of the city's infrastructure and transportation network. Pedestrians depend on sidewalks to get to their destinations safely and efficiently. When sidewalks are missing, people are forced to choose between potentially unsafe direct routes without pedestrian accommodations, indirect routes, or not walking at all. Sidewalks in this area are traditionally difficult to construct because of the large properties occupied by commercial or industrial uses, which would normally have to shoulder the entire cost for a new sidewalk. Filling in gaps in the sidewalk network is increasingly important as Saint Paul tries to help its citizens lead more active and healthy lives. Further, with Green Line LRT on University Ave, pedestrian access to jobs, housing, and destinations within the corridor will continue to be a critical issue as more people move through the area. This proposal builds on completed planning work in the Central Corridor, including the adopted Central Corridor Development Strategy and Station Area Plans, the Bike Walk Central Corridor Action Plan and the West Midway Industrial Area Plan.

	Points Possible	Points Awarded
Project Importance Score:	10	

2. Safety Concerns: • Project remedies safety issues that pose a danger to the community • Project addresses code violations or other mandates or legal requirements

Sidewalks are necessary for pedestrians to traverse the city safely. Pedestrians are visible and protected from traffic when they are on sidewalks. Motorists expect them to be there. Their movements are more predictable; they have safer places to cross streets. Sidewalks are the legal responsibility of adjacent property owners *(Code Sect. 113.02),* who must maintain a clear pathway for pedestrians in all seasons. When sidewalks are missing, pedestrians are forced to find other places to walk that are inevitably more dangerous.

Pedestrian safety issues are particularly important in this project area because the West Midway is home to services for the vision-impaired as well as healthcare service and product providers. These services and businesses attract persons with disabilities to travel in the area. A safer pedestrian environment will help accommodate all visitors and make the city's streets more ADA compliant.

Finally, increasing physical activity in the Saint Paul is a key public health issue for the City. Incorporating walking into our daily lives is an easy way to begin to increase

physical activity, but it is difficult for people to get out and start walking in areas that are missing key sidewalks.

	Points Possible	Points Awarded
Safety Concerns Score:	10	

3. Demonstrated Support: • Project demonstrates community support and organizational commitment • Proposal demonstrates evidence of community collaborations or partnerships • Continued funding is needed to deliver expected services or to preserve an asset • Project leverages outside funding • What progress, if any, has been made on the project

This project has been supported by the work of the West Midway Industrial Area task force and is addressed in the West Midway Industrial Area Plan (adopted by City Council September 2014). This project is a continuation of a previously funded CIB program for the construction of sidewalks in the West Midway area. This fund would assist property owners, who could normally be assessed for up to 100% of the costs of a new sidewalk, depending on the land use. With many sidewalks missing in this area, this fund makes projects such as these feasible.

This first installment of the program was made possible through a 50% assessment by the property owners with the remaining 50% to be paid for through CIB funding. The first installment of this program was funded in 2011 and was constructed in 2013. This fund is intended to be flexible enough to fund a variety of projects within the area, depending on where sidewalks would be supported by the community and property owners.

	Points Possible	Points Awarded
Demonstrated Support Score:	10	

4. Community Benefit: • Project significantly benefits a neighborhood, district, area, or city as a whole • Project enhances livability by improving quality of life or property values, providing unmet needs, improving safety or accessibility, etc. • Project improves aesthetic appearance of an asset or area through landscaping, public art, lighting, signage, or other design features

Walkable neighborhoods are key to meeting many of the economic, social, and environmental goals of the Central Corridor Development Strategy, the Westgate, Raymond and Fairview Station Area Plans, and the West Midway Industrial Area Plan. Improved and expanded pedestrian infrastructure will improve the livability of the residential neighborhoods; help to connect people to jobs and transit, and support a more continuous business district through this industrial area. The public realm investments in improved streetscape, infrastructure and amenities will also have a positive impact on adjacent property values.

Walkable neighborhoods also strengthen small businesses by providing an improved public realm experience between residential neighborhoods and commercial corridors, allowing residents and employees' access to and mobility in the area. In the largely

industrial areas of the West Midway, new sidewalks will provide safe and clear walking paths for employees to reach their destinations.

	Points Possible	Points Awarded
Community Benefit Score:	10	

5. Long-Range Impact: • Project's impact on future operating costs (both increases/decreases) • Project exceeds standards in environmental sustainability • Project provides tangible return on investment • Project is included in City-approved plan • Project maintains an asset with historical significance • Project demonstrates ability to achieve stated outcomes

The West Midway Industrial Area Plan was adopted by City Council as an addendum to the Comprehensive Plan in September 2014. The West Midway Industrial Area Plan includes the following strategies for public investments:

- **PI-2** Invest in the street and roadway network
- **PI-3** Improve the physical environment in ways that help businesses
- **PI-4** Improve the physical environment in ways that help workers
- **PI-5** Improve the physical environment in ways that help neighborhoods
- **PI-6** Improve bicycle and pedestrian facilities

The Central Corridor Development Strategy and Station Area Plans stress the importance of "putting the pedestrian first," whether it be in connecting the urban sidewalk network, creating a safe pedestrian environment, linking neighborhoods and jobs with north-south pathways to the LRT stations, or enhancing the pedestrian experience with new infrastructure and amenities.

The Transportation Chapter of the Comprehensive Plan (2010) also provides language on the importance of completing missing sidewalks (Policy 4.7):

> *Close gaps in the sidewalk network in areas that create significant barriers to the largest numbers of pedestrians. Sidewalks should be required on both sides of the street where possible. Property owners should not be able to completely opt out of this requirement where the new sidewalk would improve the pedestrian connection to nearby services and amenities, or complete the urban neighborhood fabric.*

	Points Possible	Points Awarded
Long-range Impact Score:	10	

Section D – Additional Information

1. Additional Information Requested: Please provide additional information that would be important to know about your project.

An estimated 7,776 people live in the immediate project area (Census tract information available through American Community Survey results for 2013.) With more new housing units planned and anticipated in the area, the number of residents is undoubtedly higher. In 2008, there were over 20,000 jobs in the Midway industrial area. This project also serves and improves conditions for the Green Line's (at least) 34,000 average daily riders.

City of Saint Paul

2016-2020 Unified Capital Improvement Program and Budget Process

Budget Year: **2015** Status: **FINAL** Stage: **S**

SU-5503438 Central Corridor Sidewalk Completion Fund

Phase Detail

Phase	Fin Code	Start Date	End Date	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total
Construction/Rehab	AST			0	200	0	0	0	0	200
Construction/Rehab	CIB			0	200	0	0	0	0	200
Total:				**0**	**400**	**0**	**0**	**0**	**0**	**400**

Phase Summary

Phase	Prior Appr	Yearly Amount (in Thousands) 2016	2017	2018	2019	2020	Total	% of Total
Construction/Rehab	0	400	0	0	0	0	400	100.0%
Total:	**0**	**400**	**0**	**0**	**0**	**0**	**400**	**100.0%**

Financing Source Detail / Summary

Fin Code	Phase	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total	% of Total
AST - Assessments									
	Construction/Rehab	0	200	0	0	0	0	200	
		0	**200**	**0**	**0**	**0**	**0**	**200**	**50.0%**
CIB - Capital Imp. Bonds									
	Construction/Rehab	0	200	0	0	0	0	200	
		0	**200**	**0**	**0**	**0**	**0**	**200**	**50.0%**
Total:		**0**	**400**	**0**	**0**	**0**	**0**	**400**	**100.0%**

1. Please provide the following information about your organization and proposed project:

Project Title: - Montgomery Street Reconstruction from University to Wabash

Proposing Agency or Group: - Department of Planning and Eco. Development

Proposer's Address: - 25 W. 4th Street St. Paul, MN 55102

Contact Person: - Hilary Holmes

Phone Number: - 651-266-6612

Email Address: - hilary.holmes@ci.stpaul.mn.us

Address or Cross Streets of Proposed Project: - Montgomery Street between University Avenue and Wabash Avenue.

2. Citizen Participation District(s):

District 12 – St. Anthony Park

3. City Council Ward(s):

Ward 4

4. I am aware of the City's public art ordinance:

Yes

5. Please provide a short description of your project.

The project is the reconstruction of Montgomery Street including new bituminous pavement, concrete curb and gutter, driveway aprons where appropriate, sidewalks, ADA compliant pedestrian ramps, storm sewer system improvements, sanitary sewer grade and sod boulevards, a new street lighting system and planting trees.

Section B – Narrative/Long Description: • Why is this project important? • Is there any historical context we should be aware of? • What does this project accomplish? What problem is it trying to solve? • Will this project occur in phases? What are they?

The West Midway Industrial Area Plan (adopted September 2014) is intended to foster reinvestment and redevelopment in the West Midway Industrial Area and to attract and accommodate investments in both existing businesses and new development. The Plan includes strategies for Strategic Public Investments in the area to further this effort. Reconstruction of Montgomery Street with improvements to the public realm and addition of streetscaping will be implementation of the Plan.

Montgomery Street does not have sidewalks, curb and gutter, streetlights or any streetscaping. This project would allow the opportunity to reconstruct the street, to upgrade sewer utilities and storm sewer and to construct a sanitary sewer. This will make the street safer for all modes of transportation and invest in the street for the long-term.

Section C – Fit with Evaluation Criteria

1. Project Importance: • Project stabilizes the structural or mechanical integrity of an asset • Project improves or creates an asset that is currently in high use or demand • Project improves or creates an asset to meet new demand • Project improves the functionality of an asset • What is the need for the project

This project would improve the public infrastructure and be a direct benefit to the adjacent property owners as well as employees and visitors to the area. West Midway is a major jobs producing area in the city and will remain so into the future with almost 20,000 employees in the West Midway area, almost 200 businesses and 7,776 residents in the project area.

Since the Green Line LRT opened for service in June 2014 daily ridership averages 34,600. Activity in the area has increased as a result of this new transportation investment and will continue to do so as the area's desirability as a location for new businesses grows. This project will meet new demand on Montgomery as a result of the ongoing redevelopment project at Montgomery and Wabash (Vandalia Tower) and potential repositioning of the Morrell building (Montgomery between Myrtle and Wabash). City records do not indicate when the street was constructed. However, this project will address the structural and functional integrity of the street as there are no sidewalks and no sanitary sewer under Montgomery. Montgomery has a storm sewer from Wabash to University (built in 1947). Montgomery has water main from University to about 100' south of University.

	Points Possible	Points Awarded
Project Importance Score:	10	

2. Safety Concerns: • Project remedies safety issues that pose a danger to the community • Project addresses code violations or other mandates or legal requirements

Sidewalks are necessary for pedestrians to traverse the city safely; therefore the opportunity to construct sidewalks on Montgomery remedies a safety concern in the West Midway area. Pedestrians are visible and protected from traffic when they are on sidewalks and they have safer places to cross streets. A safer pedestrian, bicycle and traffic environment will help accommodate all employees and visitors and make the city's streets more ADA compliant. Encroachment in the right of way is an issue on this street and in the West Midway area – working with property owners and the community in planning for reconstruction and design of the street will address this.

	Points Possible	Points Awarded
Safety Concerns Score:	10	

3. Demonstrated Support: • Project demonstrates community support and organizational commitment • Proposal demonstrates evidence of community collaborations or partnerships • Continued funding is needed to deliver expected services or to preserve an asset • Project leverages outside funding • What progress, if any, has been made on the project

This project has not been submitted in previous funding cycles. This project is the direct result of the West Midway Industrial Area task force (including residents, businesses, property owners and City staff) that worked to develop a plan for land use recommendations, strategies for improving the public infrastructure as well as business retention and attraction in the West Midway.

	Points Possible	Points Awarded
Demonstrated Support Score:	10	

4. Community Benefit: • Project significantly benefits a neighborhood, district, area, or city as a whole • Project enhances livability by improving quality of life or property values, providing unmet needs, improving safety or accessibility, etc. • Project improves aesthetic appearance of an asset or area through landscaping, public art, lighting, signage, or other design features

The proposed reconstruction and streetscape improvements will continue to make the West Midway area a desirable place to own property and to do business. Investments in the public realm will have a positive impact on property values in the long term. Street trees and pedestrian scale lighting will act to calm traffic while at the same time make the area much more attractive for businesses and visitors. The enhanced streetscape and pedestrian experience will be achieved through the addition of street trees, new pedestrian-scale lighting, and new sidewalks (where there currently are none). These investments in the public realm will improve the experience and vastly improve the safety of those moving through the area as well as those with destinations in the area.

	Points Possible	Points Awarded
Community Benefit Score:	10	

5. Long-Range Impact: • Project's impact on future operating costs (both increases/decreases) • Project exceeds standards in environmental sustainability • Project provides tangible return on investment • Project is included in City-approved plan • Project maintains an asset with historical significance • Project demonstrates ability to achieve stated outcomes

The West Midway Industrial Area Plan includes the following strategies for public investments:

- **PI-2** Invest in the street and roadway network
- **PI-3** Improve the physical environment in ways that help businesses
- **PI-4** Improve the physical environment in ways that help workers
- **PI-5** Improve the physical environment in ways that help neighborhoods
- **PI-6** Improve bicycle and pedestrian facilities

The project maintains a historically industrial area of the city as well as one of the city's employment bases. The addition of street trees to an industrial area, on a street where there a none currently, will help reduce storm water runoff with the potential for more of an impact on storm water management in the area.

	Points Possible	Points Awarded
Long-range Impact Score:	10	

Section D – Additional Information

1. Additional Information Requested: Please provide additional information that would be important to know about your project.

Montgomery Street is a non-MSA city owned street. City records do not indicate an exact construction date. There is no sanitary sewer under Montgomery Street Montgomery was seal coated in 2006. The Pavement Condition Index is 71 from University to Myrtle and 75 from Myrtle to Wabash. There is no Average Daily Traffic (ADT) count for the two blocks of Montgomery, though in 2012 the ADT was 2,050 vehicles per day on Wabash between Cleveland and Montgomery. This can be expected to increase with the current redevelopment project currently underway on Wabash between Montgomery and Vandalia and other future redevelopment.

The project area is currently home to 7,776 residents (American Community Survey 2013), almost 200 businesses and approximately 20,000 jobs in the entire West Midway area (MN DEED).

City of Saint Paul

2016-2020 Unified Capital Improvement Program and Budget Process

Budget Year: **2015** Status: **FINAL** Stage: **S**

SU-1203446 Montgomery Street Reconstruction from University to Wabash

Phase Detail

Phase	Fin Code	Start Date	End Date	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total
Design	CIB			0	150	0	0	0	0	150
Total:				**0**	**150**	**0**	**0**	**0**	**0**	**150**

Phase Summary

Phase	Prior Appr	Yearly Amount (in Thousands) 2016	2017	2018	2019	2020	Total	% of Total
Design	0	150	0	0	0	0	150	100.0%
Total:	**0**	**150**	**0**	**0**	**0**	**0**	**150**	**100.0%**

Financing Source Detail / Summary

Fin Code	Phase	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total	% of Total
CIB - Capital Imp. Bonds									
	Design	0	150	0	0	0	0	150	
		0	**150**	**0**	**0**	**0**	**0**	**150**	**100.0%**
Total:		**0**	**150**	**0**	**0**	**0**	**0**	**150**	**100.0%**

1. Please provide the following information about your organization and proposed project:

Project Title: - Smith Avenue Traffic Signals

Proposing Agency or Group: - Department of Public Works

Proposer's Address: - 1500 City Hall Annex, 25 West 4th Street, St. Paul, MN 55102

Contact Person: - Eriks Ludins

Phone Number: - 651-266-6204

Email Address: - eriks.ludins@ci.stpaul.mn.us

Address or Cross Streets of Proposed Project: - Smith Avenue from Annapolis to West 7th

2. Citizen Participation District(s):

District Council 3 – West Side and District Council 9 – West Seventh/Ford Road

3. City Council Ward(s):

Ward 2

4. I am aware of the City's public art ordinance:

Yes

5. Please provide a short description of your project.

MnDOT will be performing a "mill and overlay" of Smith Avenue in 2017 and as a part of the project will replace all non ADA conforming sidewalks in the corridor. The traffic signals along Smith are old and in need of replacement. This project would fund the City's portion of replacing the traffic signals. It would also fund the construction of a "Bump-Out" at Baker Street.

Section B – Narrative/Long Description: • Why is this project important? • Is there any historical context we should be aware of? • What does this project accomplish? What problem is it trying to solve? • Will this project occur in phases? What are they?

The traffic signals along Smith Avenue at West 7th, George, and Annapolis Streets are old and in need of replacement. MnDOT is planning to "mill and overlay" the pavement on this segment of Smith Avenue (Trunk Highway 149). In addition, MnDOT will be replacing all of the pedestrian ramps at each intersection through the corridor as well as any sidewalk that does not meet current ADA standards. This would be the best time to reconstruct the traffic signals.

Baker Street has been identified in the St. Paul Bicycle Plan as a bike boulevard. As such, an improved crossing at Smith is desired. Placing bump outs into Smith Avenue will create shorter crossing distances for both bicyclists and pedestrians improving safety and creating a more pleasant street scape.

Section C – Fit with Evaluation Criteria

1. Project Importance: • Project stabilizes the structural or mechanical integrity of an asset • Project improves or creates an asset that is currently in high use or demand • Project improves or creates an asset to meet new demand • Project improves the functionality of an asset • What is the need for the project

The project will improve the corridor by replacing old traffic signals with new signals that include pedestrian count down timers. In addition, replacing the signals at the same time as when MnDOT is replacing the sidewalks adjacent to the signals will be much more efficient than replacing the signals at a later time.

Bump outs at Baker Street will improve bicycle crossing safety at an identified Bike Boulevard. It will also decrease the crossing distance and improve sightline visibility for pedestrians crossing at Baker.

	Points Possible	Points Awarded
Project Importance Score:	10	

2. Safety Concerns: • Project remedies safety issues that pose a danger to the community • Project addresses code violations or other mandates or legal requirements

The pedestrian signals would be equipped with “count down timers” which are a proven safety improvement over the old style walk-don’t walk lights.

Bump outs at Baker Street will shorten the crossing distance across Smith creating a safer crossing for both pedestrians and bicyclists.

	Points Possible	Points Awarded
Safety Concerns Score:	10	

3. Demonstrated Support: • Project demonstrates community support and organizational commitment • Proposal demonstrates evidence of community collaborations or partnerships • Continued funding is needed to deliver expected services or to preserve an asset • Project leverages outside funding • What progress, if any, has been made on the project

This project will leverage Mn/DOT funding for the reconstruction of the traffic signals along Smith Avenue. Replacing the signals is cheaper when the sidewalks are already removed for replacement and the bump outs will similarly be cheaper since MnDOT is already removing curb and sidewalks for ADA reasons.

	Points Possible	Points Awarded
Demonstrated Support Score:	10	

4. Community Benefit: • Project significantly benefits a neighborhood, district, area, or city as a whole • Project enhances livability by improving quality of life or property values, providing unmet needs, improving safety or accessibility, etc. •

Project improves aesthetic appearance of an asset or area through landscaping, public art, lighting, signage, or other design features

The project will improve safety, primarily for pedestrians, along Smith Avenue. The inclusion of count-down timers and high visibility cross-walks will make crossing Smith easier and safer as well as the bump outs at Baker Street.

	Points Possible	Points Awarded
Community Benefit Score:	10	

5. Long-Range Impact: • Project's impact on future operating costs (both increases/decreases) • Project exceeds standards in environmental sustainability • Project provides tangible return on investment • Project is included in City-approved plan • Project maintains an asset with historical significance • Project demonstrates ability to achieve stated outcomes

The existing signals are nearing the end of their useful life span. Increasing maintenance will make replacing the signals within ten years necessary. Therefore it is best to combine their replacement with a project that is removing and replacing the sidewalks at those locations anyway.

The proposed bump outs at Baker Street will improve a crossing along an identified bike boulevard by making the crossing distance shorter and improve visibility of peds and bikers wanting to cross Smith Avenue.

	Points Possible	Points Awarded
Long-range Impact Score:	10	

Section D – Additional Information

1. Additional Information Requested: Please provide additional information that would be important to know about your project.

Smith Avenue is a primarily residential arterial street with a few businesses mixed in. The current traffic counts on Smith are: 17,000 vehicles per day between the bridge and West 7th, 15,700 vehicles per day on the bridge, and 10,500 vehicles per day closer to Annapolis.

There is one elementary school and several parks within a short walking distance from Smith Avenue.

City of Saint Paul

2016-2020 Unified Capital Improvement Program and Budget Process

Budget Year: **2015** Status: **FINAL** Stage: **S**

SU-5503465 Smith Avenue Traffic Signals

Phase Detail

Phase	Fin Code	Start Date	End Date	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total
Const-Plans/Spec's	MSA			0	0	113	0	0	0	113
Traffic Signals	MSA			0	0	340	0	0	0	340
Total:				**0**	**0**	**453**	**0**	**0**	**0**	**453**

Phase Summary

Phase	Prior Appr	Yearly Amount (in Thousands) 2016	2017	2018	2019	2020	Total	% of Total
Const-Plans/Spec's	0	0	113	0	0	0	113	100.0%
Traffic Signals	0	0	340	0	0	0	340	100.0%
Total:	**0**	**0**	**453**	**0**	**0**	**0**	**453**	**100.0%**

Financing Source Detail / Summary

Fin Code	Phase	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total	% of Total
MSA - Municipal State Aid									
	Const-Plans/Spec's	0	0	113	0	0	0	113	
	Traffic Signals	0	0	340	0	0	0	340	
		0	**0**	**453**	**0**	**0**	**0**	**453**	**100.0%**
Total:		**0**	**0**	**453**	**0**	**0**	**0**	**453**	**100.0%**

1. Please provide the following information about your organization and proposed project:

Project Title: - Forest Street Bridge Replacement No. 5962

Proposing Agency or Group: - Department of Public Works – Bridge Division

Proposer's Address: - 800 CHA

Contact Person: - Glenn Pagel

Phone Number: - 651- 266-6187

Email Address: - glenn.pagel@ci.stpaul.mn.us

Address or Cross Streets of Proposed Project: - Between Bush Ave. and Wells Street

2. Citizen Participation District(s):

District 4 – Dayton's Bluff and District 5 – Payne Phalen

3. City Council Ward(s):

Wards 6 and 7

4. I am aware of the City's public art ordinance:

Yes

5. Please provide a short description of your project.

This proposal seeks design funding for the replacement of Forest Street Bridge No. 5962. The project improvements to include a new bridge and bituminous approach roadways (from Bush Avenue to Wells Street) including retaining walls, curb & gutter, sidewalks and lantern lighting.

Section B – Narrative/Long Description: • Why is this project important? • Is there any historical context we should be aware of? • What does this project accomplish? What problem is it trying to solve? • Will this project occur in phases? What are they?

This project will fund the design of a proposed replacement for the existing MSAS 135 (Forest Street) Bridge No. 5962 over Phalen Boulevard and the Union Pacific Railroad tracks between Bush Avenue and Wells Street. The project would also include bituminous approach roadways, retaining walls, concrete curb & gutters, concrete sidewalks and lighting, from Bush Avenue to Wells Street. Forest Street in the area of the bridge had a 2010 ADT of 4,800 vehicles per day, is classified as a major collector street, and performs the vital function of conveying residential multimodal traffic to and from the City's east side arterial streets. Existing Forest Street Bridge No. 5962 was constructed in 1942 and was rehabilitated in 1981. The Bridge has a sufficiency rating of 49.9 (out of 100) in the most recent annual inspection, and is structurally deficient. The bridge is currently load posted for a maximum of 26 ton total vehicle weight for non-combination vehicles. This load restriction has been implemented to protect public safety and to maintain this reduced level of service until a replacement bridge can be constructed.

The bridge employs pin-and-hanger (hinge) assemblies which show significant corrosion and require special MnDOT inspections. Due to corrosion risk and material alternatives, these systems are no longer used. The replacement bridge would likely employ prestressed precast reinforced concrete beams, which are efficient, cost-effective, and durable solutions for bridges of these span lengths.

This project will upgrade bridge pedestrian facilities by increasing the current sidewalk width. The proposed bridge would be widened to accommodate an in-street bicycle lane as indicated in the Draft Saint Paul Bicycle Plan, dated 9/18/2014. The proposed bridge would also include ornamental metal railing and lantern lighting consistent with other recently constructed bridges within the City.

Bridge No. 5962 is not eligible for listing on the National Register of Historic Places. The bridge is not located in a City Historic District or listed as an individual historic site by The City Department of Planning and Economic Development's Heritage Preservation Group.

Any project to replace Bridge No. 5962 would be constructed in one phase and within one construction season.

If this project is funded in the 2015 CIB process, design will take place during late 2016 and early 2017. Public Works would then apply for Local Construction funds during the 2018-19 CIB process. State Bridge Bonds would be secured after the bridge construction plans are approved by MnDOT.

Section C – Fit with Evaluation Criteria

1. Project Importance: • Project stabilizes the structural or mechanical integrity of an asset • Project improves or creates an asset that is currently in high use or demand • Project improves or creates an asset to meet new demand • Project improves the functionality of an asset • What is the need for the project

The existing bridge is 73 years old and is nearing the end of its useful design life. This project would design a replacement for a structurally deficient, load posted bridge with a new code compliant multimodal bridge, with a design life of 70+ years.

Replacement of Bridge No. 5962 will address a new demand and improve asset functionality by allowing bridge width for a future in-street separated bicycle lane, as proposed in the Draft Saint Paul Bicycle Plan.

	Points Possible	Points Awarded
Project Importance Score:	10	

2. Safety Concerns: • Project remedies safety issues that pose a danger to the community • Project addresses code violations or other mandates or legal requirements

The superstructure (steel beams and deck) of the existing bridge are rated in poor condition (4 out of 10) in the most recent annual bridge inspection, due to failure of the beam protection system, the waterproof expansion joint devices, and functionality of the steel beam hinge system (fixed pin assembly). MnDOT recently performed an ultrasonic inspection of the hinge hanger pins and reported that areas of the pins show significant corrosion with no signs that the pins are allowing the required design movement of the superstructure. The approach roadway railings are also substandard by today's codes.

The proposed bridge will increase pedestrian safety by widening the sidewalks and increasing the distance between pedestrian and adjacent vehicles.

Bicycle safety will be improved by allowing for the future installation of an in-street separated bicycle lane as indicated in the Saint Paul Bicycle Plan.

	Points Possible	Points Awarded
Safety Concerns Score:	10	

3. Demonstrated Support: • Project demonstrates community support and organizational commitment • Proposal demonstrates evidence of community collaborations or partnerships • Continued funding is needed to deliver expected services or to preserve an asset • Project leverages outside funding • What progress, if any, has been made on the project

In previous CIB cycles, the Payne-Phalen District Planning Council and the community has applied for funding to replace the existing unattractive railings and lighting fixtures with ornamental metal railings and lantern lighting, indicating community support for the aesthetic improvement aspect of this project.

Public works has presented the Draft Saint Paul Bicycle Plan in several dedicated public meetings. The plan was well received indicating community support for the future bicycle facilities that can be accommodated by the bridge deck geometry improvements included in this project.

Based on its structural condition, replacement of this bridge is eligible for state bridge bond financing. This bridge is identified on the prioritized bridge replacement list adopted by City Council and the Mayor.

Public Works will be applying for State Bridge Bonds (SBB) to construct this bridge after design is complete. SBB funds typically funds 50% of the eligible bridge construction items. These SBB funds can only be captured by being leveraged by local funds. The estimated SBB contribution to this project is $2,000,000.00.

	Points Possible	Points Awarded
Demonstrated Support Score:	10	

4. Community Benefit: • Project significantly benefits a neighborhood, district, area, or city as a whole • Project enhances livability by improving quality of life or

property values, providing unmet needs, improving safety or accessibility, etc. • Project improves aesthetic appearance of an asset or area through landscaping, public art, lighting, signage, or other design features

This project would benefit the adjacent neighborhoods by promoting a walkable and bikeable community by removing the constriction of non-motorized transportation over Phalen Boulevard and the Union Pacific Railroad tracks that the existing bridge presents to both pedestrians and bicyclists.

The project will improve aesthetics by replacing existing unattractive railings and lighting with upgraded ornamental metal railings and lantern lighting. The under bridge aesthetics would be improved by replacing the existing utilitarian piers with architecturally-pleasing pier designs similar in visual effect (if not detail) to the recently constructed Arcade and Earl Street bridges over Phalen Boulevard.

The bridge project will comply to the Saint Paul Public Art Ordinance with 1% of the allocated CIB funds being dedicated to public art.

	Points Possible	Points Awarded
Community Benefit Score:	10	

5. Long-Range Impact: • Project's impact on future operating costs (both increases/decreases) • Project exceeds standards in environmental sustainability • Project provides tangible return on investment • Project is included in City-approved plan • Project maintains an asset with historical significance • Project demonstrates ability to achieve stated outcomes

This bridge is identified on the prioritized bridge replacement list adopted by City Council and the Mayor. The draft city bicycle plan identifies the proposed bicycle facility improvement.

The demonstrated need to replace the Forest Street Bridge coincides well with the adopted 2015 East 7th Streetscape, Pedestrian and Bicycle Enhancements project, and the Draft Saint Paul Bicycle Plan.

	Points Possible	Points Awarded
Long-range Impact Score:	10	

Section D – Additional Information

1. Additional Information Requested: Please provide additional information that would be important to know about your project.

Average Annual Daily Traffic (AADT) =4,800 vehicles per day (2010). MnDOT estimates the present daily traffic volume at 4,150 vehicles per day.

Functional classification of roadway = Major collector

Pavement Condition Index (Roadway) = 56 / 100 (a secondary benefit to the bridge reconstruction will be rehabilitation of a portion of substandard arterial roadway).

Sufficiency Rating (Bridge) = 49.9 / 100 possible points (considered “structurally deficient”)

Demographics of surrounding community: Demographics of surrounding community: The Payne-Phalen and Dayton’s Bluff neighborhoods adjacent to the bridge are identified by Metropolitan Council as a racially concentrated area of poverty.

City of Saint Paul

2016-2020 Unified Capital Improvement Program and Budget Process

Budget Year: **2015** Status: **FINAL** Stage: **S**

SU-5503442 Forest Street Bridge Replacement

Phase Detail

Phase	Fin Code	Start Date	End Date	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total
Construction/Rehab	MSA			0	0	0	3,000	0	0	3,000
Construction/Rehab	STATE			0	0	0	2,000	0	0	2,000
Inspec / Constr Mgmt	MSA			0	0	0	250	0	0	250
Design	CIB			0	375	375	0	0	0	750
Total:				**0**	**375**	**375**	**5,250**	**0**	**0**	**6,000**

Phase Summary

Phase	Prior Appr	Yearly Amount (in Thousands) 2016	2017	2018	2019	2020	Total	% of Total
Construction/Rehab	0	0	0	5,000	0	0	5,000	100.0%
Inspec / Constr Mgmt	0	0	0	250	0	0	250	100.0%
Design	0	375	375	0	0	0	750	100.0%
Total:	**0**	**375**	**375**	**5,250**	**0**	**0**	**6,000**	**100.0%**

Financing Source Detail / Summary

Fin Code	Phase	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total	% of Total
CIB - Capital Imp. Bonds									
	Design	0	375	375	0	0	0	750	
		0	**375**	**375**	**0**	**0**	**0**	**750**	**12.5%**
MSA - Municipal State Aid									
	Construction/Rehab	0	0	0	3,000	0	0	3,000	
	Inspec / Constr Mgmt	0	0	0	250	0	0	250	
		0	**0**	**0**	**3,250**	**0**	**0**	**3,250**	**54.2%**
STATE - State Grants									
	Construction/Rehab	0	0	0	2,000	0	0	2,000	
		0	**0**	**0**	**2,000**	**0**	**0**	**2,000**	**33.3%**
Total:		**0**	**375**	**375**	**5,250**	**0**	**0**	**6,000**	**100.0%**

1. Please provide the following information about your organization and proposed project:

Project Title: - St. Clair & Grand/Ramsey Bridges over I35E - Rehabilitation

Proposing Agency or Group: - Department of Public Works, Bridge Division

Proposer's Address: - 800 City Hall Annex, 25W 4th Street, Saint Paul, MN 55102

Contact Person: - Glenn Pagel, City Bridge Engineer

Phone Number: - 651-266-6187

Email Address: - glenn.pagel@ci.stpaul.mn.us

Address or Cross Streets of Proposed Project: - I-35E from St. Clair Ave to Ramsey St

2. Citizen Participation District(s):

District Council 9 – West Seventh/Ford Road, District Council 16 – Summit Hill, and District Council 17 – Capital River

3. City Council Ward(s):

Ward 2

4. I am aware of the City's public art ordinance:

Yes

5. Please provide a short description of your project.

This project is to fund the railing and lighting upgrades that the City has requested be included in the MnDOT project to rehabilitate the I35E local overpass bridges at St. Clair Avenue and Grand Avenue/Ramsey Street in St. Paul.

Section B – Narrative/Long Description: • Why is this project important? • Is there any historical context we should be aware of? • What does this project accomplish? What problem is it trying to solve? • Will this project occur in phases? What are they?

MnDOT plans to rehabilitate Bridge #9519 carrying MSAS 188 St. Clair Avenue, and Bridge #62803 carrying MSAS 182 Grand Avenue / Ramsey Street over Interstate 35E. This work is anticipated to occur in 2016, thus PW is requesting that the full amount required be funded in the 2016 budget.

As is MnDOT practice, bridge railings and lighting on the interstate system typically would consist of simple metal slat or chain link-style fencing and highway-style bent straw lights. These basic railing and lighting components do not meet the City's more aesthetic standard of ornamental metal architectural railings and closely-spaced lantern lights.

Thus, whenever MnDOT administers new bridge projects within Saint Paul City limits, the City is required to fund any costs for above-standard railing and lighting. This

funding ensures that the capital city aesthetic is preserved, which provides great value to the communities surrounding the roadway corridor.

City staff will coordinate with MnDOT engineers to incorporate City standards into project plans. MnDOT will design, bid, and administer the construction work.

Section C – Fit with Evaluation Criteria

1. Project Importance: • Project stabilizes the structural or mechanical integrity of an asset • Project improves or creates an asset that is currently in high use or demand • Project improves or creates an asset to meet new demand • Project improves the functionality of an asset • What is the need for the project

City residents, businesses and visitors all benefit from the aesthetic improvements that are applied to capital city bridge infrastructure.

The City standard ornamental metal railing is much more durable than chain link fencing, and requires very little maintenance. The ornamental lantern-type lighting provides more uniform light distribution along sidewalk and roadway.

	Points Possible	Points Awarded
Project Importance Score:	10	

2. Safety Concerns: • Project remedies safety issues that pose a danger to the community • Project addresses code violations or other mandates or legal requirements

City-standard railings meet or exceed all current safety design requirements.

	Points Possible	Points Awarded
Safety Concerns Score:	10	

3. Demonstrated Support: • Project demonstrates community support and organizational commitment • Proposal demonstrates evidence of community collaborations or partnerships • Continued funding is needed to deliver expected services or to preserve an asset • Project leverages outside funding • What progress, if any, has been made on the project

Saint Paul has sought to provide and sustain its capital city architecture for decades. In recent years the City has strengthened its partnership with MnDOT to ensure that our aesthetic standards are implemented on all bridges within the City, regardless of the contracting agency. Recent examples of this partnership include the upgraded ornamental metal railings and lantern lighting installed on the new Interstate 35E local overpass bridges at Maryland Avenue, Arlington Avenue, Wheelock Parkway and Larpentuer Avenue.

This project leverages the State funding required to rehabilitate the interstate freeway bridges.

	Points Possible	Points Awarded
Demonstrated Support Score:	10	

4. Community Benefit: • Project significantly benefits a neighborhood, district, area, or city as a whole • Project enhances livability by improving quality of life or property values, providing unmet needs, improving safety or accessibility, etc. • Project improves aesthetic appearance of an asset or area through landscaping, public art, lighting, signage, or other design features

In recent years, City-standard railings and lighting have been so positively received by communities that an annual capital program has been developed to support the installation of upgraded features on county- or state-built bridges that provided lesser-quality features at time of original construction. The most cost effective approach, of course, is to provide additional funding at time of design, which is the intent of this project.

The ornamental railing and lighting systems developed by City engineers have become widely regarded as its own architectural form, a variation of 'federal' architecture that brings consistency and character to Saint Paul.

	Points Possible	Points Awarded
Community Benefit Score:	10	

5. Long-Range Impact: • Project's impact on future operating costs (both increases/decreases) • Project exceeds standards in environmental sustainability • Project provides tangible return on investment • Project is included in City-approved plan • Project maintains an asset with historical significance • Project demonstrates ability to achieve stated outcomes

The design life of a bridge structure is estimated at 70+ years. Bridge deck and superstructure typically remain serviceable for 30 – 40 years. Railing and lighting components are among the most visible elements to those who walk, bike or drive along the bridge deck. Further, because bridges are often viewed from the facility they span (in this case a freeway carrying 81,000 vehicles per day) and other distant vantage points, the visual impact of a bridge makes a constant and long-lasting statement about its surroundings.

The inclusion of ornamental metal railings and lightings offers improved aesthetics, and retains the capitol-city aesthetic along the state freeway corridor.

	Points Possible	Points Awarded
Long-range Impact Score:	10	

Section D – Additional Information

1. Additional Information Requested: Please provide additional information that would be important to know about your project.

Interstate 35E AADT = 81,000 vehicles per day (2012)

MSAS 188 St. Clair Avenue AADT = 6,100 vehicles per day (2012), Major collector. Sufficiency rating (bridge) = 69.3/100. Built 1967. Notable deficiencies include deck concrete cracking and spalling, bearing corrosion.

MSAS 182 (Ramsey Street) AADT = 13,900 vehicles per day (2012), B-minor arterial. Sufficiency rating (bridge) = 76.5/100. Built 1985. Notable deficiencies include steel beam rust, deck cracking and spalling.

The state owns and operates these bridges over the interstate freeway.

City of Saint Paul

2016-2020 Unified Capital Improvement Program and Budget Process

Budget Year: **2015** Status: **FINAL** Stage: **S**

SU-5503466 St. Clair & Grand/Ramsey Bridges over I35E - Rehabilitation

Phase Detail

Phase	Fin Code	Start Date	End Date	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total
Construction/Rehab	CIB			0	160	0	0	0	0	160
Total:				**0**	**160**	**0**	**0**	**0**	**0**	**160**

Phase Summary

Phase	Prior Appr	Yearly Amount (in Thousands) 2016	2017	2018	2019	2020	Total	% of Total
Construction/Rehab	0	160	0	0	0	0	160	100.0%
Total:	**0**	**160**	**0**	**0**	**0**	**0**	**160**	**100.0%**

Financing Source Detail / Summary

Fin Code	Phase	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total	% of Total
CIB - Capital Imp. Bonds									
	Construction/Rehab	0	160	0	0	0	0	160	
		0	**160**	**0**	**0**	**0**	**0**	**160**	**100.0%**
Total:		**0**	**160**	**0**	**0**	**0**	**0**	**160**	**100.0%**

1. Please provide the following information about your organization and proposed project:

Project Title: - Kellogg Boulevard/Third Street Bridge - Design

Proposing Agency or Group: - Department of Public Works, Bridge Division

Proposer's Address: - 800 City Hall Annex, 25W 4th Street, Saint Paul, MN 55102

Contact Person: - Glenn Pagel, City Bridge Engineer

Phone Number: - 651-266-6187

Email Address: - glenn.pagel@ci.stpaul.mn.us

Address or Cross Streets of Proposed Project: - Kellogg/Third from Lafayette to Maria

2. Citizen Participation District(s):

District 4 – Dayton's Bluff

3. City Council Ward(s):

Ward 2 and 7

4. I am aware of the City's public art ordinance:

Yes

5. Please provide a short description of your project.

This project will provide design funding for reconstruction of the 20-span, 2116-foot long Kellogg-Third Street Bridge #62080/62080A over I-94, various railroads, the Bruce Vento Nature Sanctuary, Commercial Street and 4th Street.

Section B – Narrative/Long Description: • Why is this project important? • Is there any historical context we should be aware of? • What does this project accomplish? What problem is it trying to solve? • Will this project occur in phases? What are they?

In September 2014 the City imposed a reduced lane configuration on the Kellogg-Third Street Bridge that connects Lowertown to the Dayton's Bluff community. This action was required due to inspections and structural analysis that concluded that the bridge's pier cantilevers are not adequately designed to support today's traffic loads. Thus, the portion of deck supported by the cantilevers will remain indefinitely closed, and traffic will be restricted to the center portion of the bridge deck, until rehabilitation or reconstruction occurs.

Kellogg Boulevard (MSAS 158) is classified as an "A-minor reliever", carrying approximately 14,400 vehicles per day (2014 count) and serving as a major conduit for Lowertown community multimodal ingress and egress. Four vehicular lanes are needed to adequately carry projected traffic volumes (currently two lanes are provided inbound to downtown and one lane outbound). The current bridge configuration provides a substandard sidewalk only on one side (south side). To promote walkability and provide

safe pedestrian access to Lowertown, sidewalks on both sides of the bridge will be considered during the design phase. The Gateway Initiative's preliminary request for dedicated Bus Rapid Transit lanes on any new bridge further demonstrates the need for replacement of the bridge (rather than rehabilitation) if future multi-modal transportation needs are to be met.

This project will be separated into several phases. The first major phase (design) will finalize the project approach, work scope and estimated construction cost. Future CIB request(s) will be made with anticipation of a 2018 construction. Construction will span two or more years. An accelerated construction schedule would be pursued in the event that state or federal direct appropriation funding is secured in 2015. Several external funding sources are being actively pursued at the state and federal level.

Section C – Fit with Evaluation Criteria

1. Project Importance: • Project stabilizes the structural or mechanical integrity of an asset • Project improves or creates an asset that is currently in high use or demand • Project improves or creates an asset to meet new demand • Project improves the functionality of an asset • What is the need for the project

The City performs regular structural inspections and a review of inspection reports indicated an acceleration of cracking in cantilevered bridge piers. During preliminary design activities aimed at repairing the existing piers, a specialized inspection and load capacity analysis found that under current codes, the pier cap cantilevers cannot safely support today's traffic loads without risking further damage to the bridge. City officials responded by moving all traffic loads onto interior beams, consequently reducing the number of vehicle lanes and reducing sidewalk width. Left in its current state, the bridge will continue to deteriorate, maintenance costs will increase, and further restrictions or bridge closure will become necessary to protect public safety and welfare.

	Points Possible	Points Awarded
Project Importance Score:	10	

2. Safety Concerns: • Project remedies safety issues that pose a danger to the community • Project addresses code violations or other mandates or legal requirements

Analysis has concluded that the bridge pier cantilevers cannot safely support the required 4 lane configuration (4 vehicular lanes plus separated sidewalk). The reconfigured bridge layout (3 vehicular lanes plus reduced-width sidewalk) allows for continued use of the bridge. However, as noted by recent inspection and load capacity analysis, the bridge does not meet current geometric design code standards. Significant rehabilitation or replacement is required at this time.

	Points Possible	Points Awarded
Safety Concerns Score:	10	

3. Demonstrated Support: • Project demonstrates community support and organizational commitment • Proposal demonstrates evidence of community collaborations or partnerships • Continued funding is needed to deliver expected services or to preserve an asset • Project leverages outside funding • What progress, if any, has been made on the project

The Mayor and City Council are working with state and federal partners to identify funding options for the bridge. This project is among the City's top priorities in the 2015 state legislative session. Public Works has applied for federal funding in the current Met Council solicitation, and will apply for State Bridge Bonds to the maximum extent possible. Local matching funds are required for all scenarios.

City bridge officials, engineering consultants, and county/state agencies have (under the prior-year project) coordinated: inspection, analysis, and preliminary design. Scoping for regional transit needs has also been initiated.

	Points Possible	Points Awarded
Demonstrated Support Score:	10	

4. Community Benefit: • Project significantly benefits a neighborhood, district, area, or city as a whole • Project enhances livability by improving quality of life or property values, providing unmet needs, improving safety or accessibility, etc. • Project improves aesthetic appearance of an asset or area through landscaping, public art, lighting, signage, or other design features

City Council and residents have expressed support for a new bridge, and due to its prominence as one of very few connections between Downtown and the Dayton's Bluff community the bridge lends itself well to representing 'gateway' significance. A new structure would best provide both functional and aesthetic value to the City.

Walkability will be greatly improved by providing sidewalk and northerly connections where there currently are none. Widened sidewalk, physically separated from roadway traffic, will also achieve the desire for off-street bicycle path as proposed by the draft City Bicycle Plan. On-road (commuter) bicyclists will be accommodated by improved roadway shoulder. Bus rapid transit will share adequate traffic lanes or be operated on designated lanes. New structural capacities will support heavy traffic as well as potential future installation of light rail facilities.

Aesthetic improvements include the installation of ornamental metal railings and lantern style lighting. A wide range of opportunity exists for the incorporation of public art into the project.

	Points Possible	Points Awarded
Community Benefit Score:	10	

5. Long-Range Impact: • Project's impact on future operating costs (both increases/decreases) • Project exceeds standards in environmental sustainability • Project provides tangible return on investment • Project is included in City-approved plan • Project maintains an asset with historical significance • Project demonstrates ability to achieve stated outcomes

In the present condition and configuration, the restricted bridge will require considerable maintenance. Regardless of effort, maintenance will not restore required strength. Rehabilitation is a costly option and does not address significant geometric and accessibility issues. A new structure, though a costly investment, will minimize long-term maintenance and operation costs associated with prolonging the deficient existing bridge.

Opportunity may exist to re-use or salvage existing bridge components. Many of the construction materials that cannot be incorporated into a new design will be recycled off-site upon demolition.

The Mayor and City Council have shown support for this project including it on the approved City agenda for the 2015 state legislative session.

A new bridge will be designed for a service life of 70+ years.

	Points Possible	Points Awarded
Long-range Impact Score:	10	

Section D – Additional Information

1. Additional Information Requested: Please provide additional information that would be important to know about your project.

Kellogg Boulevard AADT = 14,400 vehicles per day (2014). In addition to the local traffic from Dayton's Bluff and greater East Saint Paul, this bridge serves Metro Transit bus routes 63, 70, 294, 350, 351, 353, 361, and 364, collects freeway commuter traffic from Interstate 94 at Mounds Boulevard, and is along the proposed route for the Gateway Bus Rapid Transit corridor that will provide service to cities east to Stillwater.

Functional classification of roadway is an 'A-minor reliever'

Sufficiency Rating (Bridge) = 36.7 (62080) and 78.0 (62080A = two spans over interstate 94)

Notable deficiencies include insufficient pier cap cantilever strength capacity, deck joint thermal movements exceeding allowable gland flexure, concrete spalling and delamination, and corrosion of reinforcing steel.

Demographics of surrounding community: The Dayton's Bluff neighborhood adjacent to the bridge is identified by Metropolitan Council as a racially concentrated area of poverty. Further, this is a very high-density residential area. It is therefore of special

importance to provide adequate and multiple modes for transportation to and from downtown business (especially pedestrian and public transit opportunity).

The draft Saint Paul Bicycle Plan identifies Kellogg Boulevard as an off-street path. This can be accommodated through the provision of a widened, separated bridge sidewalk.

City of Saint Paul

2016-2020 Unified Capital Improvement Program and Budget Process

Budget Year: **2015** Status: **FINAL** Stage: **S**

SU-0403189 Kellogg/3rd Street Bridge Rehabilitation

Phase Detail

Phase	Fin Code	Start Date	End Date	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total
Const-Plans/Spec's	MSA			0	0	0	0	0	0	0
Construction/Rehab	MSA			300	0	0	0	0	0	0
Design	CIB			0	1,800	1,800	0	0	0	3,600
Total:				**300**	**1,800**	**1,800**	**0**	**0**	**0**	**3,600**

Phase Summary

Phase	Prior Appr	Yearly Amount (in Thousands) 2016	2017	2018	2019	2020	Total	% of Total
Const-Plans/Spec's	0	0	0	0	0	0	0	**********
Construction/Rehab	300	0	0	0	0	0	0	**********
Design	0	1,800	1,800	0	0	0	3,600	100.0%
Total:	**300**	**1,800**	**1,800**	**0**	**0**	**0**	**3,600**	**100.0%**

Financing Source Detail / Summary

Fin Code	Phase	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total	% of Total
CIB - Capital Imp. Bonds									
	Design	0	1,800	1,800	0	0	0	3,600	
		0	**1,800**	**1,800**	**0**	**0**	**0**	**3,600**	**100.0%**
MSA - Municipal State Aid									
	Const-Plans/Spec's	0	0	0	0	0	0	0	
	Construction/Rehab	300	0	0	0	0	0	0	
		300	**0**	**0**	**0**	**0**	**0**	**0**	**0.0%**
Total:		**300**	**1,800**	**1,800**	**0**	**0**	**0**	**3,600**	**100.0%**

1. Please provide the following information about your organization and proposed project:

Project Title: - Lafayette Road Bridge Rehabilitation – University to Otsego

Proposing Agency or Group: - Department of Public Works, Bridge Division

Proposer's Address: - 800 City Hall Annex, 25W 4th Street, Saint Paul, MN 55102

Contact Person: - Glenn Pagel, City Bridge Engineer

Phone Number: - 651-266-6187

Email Address: - glenn.pagel@ci.stpaul.mn.us

Address or Cross Streets of Proposed Project: - Lafayette Road at University Avenue

2. Citizen Participation District(s):

District 5 – Payne Phalen

3. City Council Ward(s):

Ward 2

4. I am aware of the City's public art ordinance:

Yes

5. Please provide a short description of your project.

This project will rehabilitate Lafayette Road Bridge No. 62515 and associated approach roadway over Burlington Northern Sante Fe (BNSF) and Canadian Pacific (CP) Railroad tracks between University Avenue and Otsego Street.

Section B – Narrative/Long Description: • Why is this project important? • Is there any historical context we should be aware of? • What does this project accomplish? What problem is it trying to solve? • Will this project occur in phases? What are they?

Bridge #62515 serves MSAS 113 (Lafayette Road) over BNSF and CP Railroads. The route is classified as an "A Minor reliever" arterial roadway, carrying an AADT of 8,100 vehicles per day. The route is served by urban local (route 64) and express (375) Metro Transit bus service.

The existing bridge has a "sufficiency rating" of 79.3 out of a possible 100 points, making it eligible for rehabilitation state bridge bond funding. Of special concern are deficiencies related to the structural deck and waterproof expansion joints.

The main bridge span (136-foot length) employs a steel hinge assembly that is no longer utilized in highway bridge design. The replacement bridge will likely replace the steel beams with reinforced concrete beams, which offer several advantages including increased durability and stability under dynamic traffic loads. Current codes and the use of a concrete superstructure may require strengthening of abutments, piers and footings. However, these substructure elements will be re-used to the extent possible.

A new deck system will enable the City to provide improved accommodations for bicyclists and pedestrians by providing additional sidewalk and widening the roadway. The draft City Bicycle Plan identifies an “in-street separated lane” (bike lane) across the bridge.

If this project is successful in obtaining 2016 design funding, Public Works will apply for construction funding during the 2018-2019 CIB process to leverage State Bridge Bond Funding (50/50 funding split for Bridge Bond eligible items). Upon securing construction funding the bridge will be constructed within one calendar year.

Existing bridge no. 62515 is not eligible for listing on the National Register of Historic Places. The bridge is not located in a City Historic district or listed as an individual historic site by The City Department of Planning and Economic Development’s Heritage Preservation Group.

Section C – Fit with Evaluation Criteria

1. Project Importance: • Project stabilizes the structural or mechanical integrity of an asset • Project improves or creates an asset that is currently in high use or demand • Project improves or creates an asset to meet new demand • Project improves the functionality of an asset • What is the need for the project

This project will improve the structural condition and functionality of the roadway bridge.

Notable deficiencies include scaling of the low slump concrete deck overlay, steel beam and bearing corrosion, expansion joint gland failures, deck cracking and prior fire damage. Without significant rehabilitation action today’s deficiencies will continue to grow causing increased maintenance expense and/or advanced deterioration. Rideability will become another short-term concern as significant scaling (present today) becomes unsound and begins to spall.

	Points Possible	Points Awarded
Project Importance Score:	10	

2. Safety Concerns: • Project remedies safety issues that pose a danger to the community • Project addresses code violations or other mandates or legal requirements

The existing bridge provides a sidewalk only on one side (north side). Part of the design process will include coordination and scoping with traffic engineers to determine whether pedestrian accessibility is adequate or if warrants exist to expand sidewalk to both sides. Regardless, numerous existing metrics are less than desirable by current design code. These deficiencies include narrow sidewalk width, low railing height, non-uniform/low lighting levels and road shoulder width that is insufficient for bicycle designation. These deficiencies will be resolved through the rehabilitation project.

	Points Possible	Points Awarded
Safety Concerns Score:	10	

3. Demonstrated Support: • Project demonstrates community support and organizational commitment • Proposal demonstrates evidence of community collaborations or partnerships • Continued funding is needed to deliver expected services or to preserve an asset • Project leverages outside funding • What progress, if any, has been made on the project

Based on its structural condition, rehabilitation of this bridge is eligible for state bridge bond financing. This bridge is identified on the prioritized bridge replacement list adopted by City Council and the Mayor.

The community has consistently demonstrated a commitment to projects that upgrade bridge amenities, as evidenced by several past community CIB applications for funding to upgrade metal bridge railings and lighting.

	Points Possible	Points Awarded
Demonstrated Support Score:	10	

4. Community Benefit: • Project significantly benefits a neighborhood, district, area, or city as a whole • Project enhances livability by improving quality of life or property values, providing unmet needs, improving safety or accessibility, etc. • Project improves aesthetic appearance of an asset or area through landscaping, public art, lighting, signage, or other design features

Rehabilitation of the Lafayette Bridge will improve walkability (current sidewalk width is approximately 6 feet) and bicycle use (currently there is insufficient space for designated lanes). The addition of higher ornamental metal railing will further provide safety over the railroad, as well as bring aesthetic value to the neighborhood. Likewise, ornamental lantern lighting will replace the few bent-straw lights that exist today improving roadway lighting levels and offering improved pedestrian comfort.

Aesthetic improvements include the installation of ornamental metal railings and lantern style lighting. A wide range of opportunity exists for the incorporation of public art into the project.

	Points Possible	Points Awarded
Community Benefit Score:	10	

5. Long-Range Impact: • Project's impact on future operating costs (both increases/decreases) • Project exceeds standards in environmental sustainability • Project provides tangible return on investment • Project is included in City-approved plan • Project maintains an asset with historical significance • Project demonstrates ability to achieve stated outcomes

This bridge is identified on the prioritized bridge replacement list adopted by City Council and the Mayor. The draft city bicycle plan identifies the proposed bicycle facility improvement.

At this time deficiencies are concentrated to superstructure elements (deck, joints) and the substructure appears viable for strengthening and re-use. Thus, rehabilitation may extend the serviceable life of the updated structure for 50 years or more.

	Points Possible	Points Awarded
Long-range Impact Score:	10	

Section D – Additional Information

1. Additional Information Requested: Please provide additional information that would be important to know about your project.

Lafayette Road AADT = 8,100 (2012).

Functional classification of roadway = A-minor reliever

Pavement Condition Index (Roadway) = 63 / 100 (thus a secondary benefit to the bridge project will be improvement of a portion of substandard arterial roadway).

Sufficiency Rating (Bridge) = 79.3 / 100

Notable deficiencies include scaling of the low slump concrete deck overlay, steel beam and bearing corrosion, expansion joint gland failures, deck cracking and prior fire damage.

Demographics of surrounding community: The Payne-Phalen and Dayton's Bluff neighborhoods adjacent to the bridge are identified by Metropolitan Council as a racially concentrated area of poverty.

City of Saint Paul

2016-2020 Unified Capital Improvement Program and Budget Process

Budget Year: **2015** Status: **FINAL** Stage: **S**

SU-0503444 Lafayette Road Brige Rehabilitation - University to Otsego

Phase Detail

Phase	Fin Code	Start Date	End Date	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total
Construction/Rehab	MSA			0	0	0	2,050	0	0	2,050
Construction/Rehab	STATE			0	0	0	1,750	0	0	1,750
Inspec / Constr Mgmt	MSA			0	0	0	350	0	0	350
Design	CIB			0	300	300	0	0	0	600
Total:				**0**	**300**	**300**	**4,150**	**0**	**0**	**4,750**

Phase Summary

Phase	Prior Appr	Yearly Amount (in Thousands) 2016	2017	2018	2019	2020	Total	% of Total
Construction/Rehab	0	0	0	3,800	0	0	3,800	100.0%
Inspec / Constr Mgmt	0	0	0	350	0	0	350	100.0%
Design	0	300	300	0	0	0	600	100.0%
Total:	**0**	**300**	**300**	**4,150**	**0**	**0**	**4,750**	**100.0%**

Financing Source Detail / Summary

Fin Code	Phase	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total	% of Total
CIB - Capital Imp. Bonds									
	Design	0	300	300	0	0	0	600	
		0	**300**	**300**	**0**	**0**	**0**	**600**	**12.6%**
MSA - Municipal State Aid									
	Construction/Rehab	0	0	0	2,050	0	0	2,050	
	Inspec / Constr Mgmt	0	0	0	350	0	0	350	
		0	**0**	**0**	**2,400**	**0**	**0**	**2,400**	**50.5%**
STATE - State Grants									
	Construction/Rehab	0	0	0	1,750	0	0	1,750	
		0	**0**	**0**	**1,750**	**0**	**0**	**1,750**	**36.8%**
Total:		**0**	**300**	**300**	**4,150**	**0**	**0**	**4,750**	**100.0%**

1. Please provide the following information about your organization and proposed project:

Project Title: - Smith Avenue Bridge (High Bridge) Rehabilitation

Proposing Agency or Group: - Department of Public Works, Bridge Division

Proposer's Address: - 800 City Hall Annex, 25W 4th Street, Saint Paul, MN 55102

Contact Person: - Glenn Pagel, City Bridge Engineer

Phone Number: - 651-266-6187

Email Address: - glenn.pagel@ci.stpaul.mn.us

Address or Cross Streets of Proposed Project: - Smith Avenue (TH149) over Mississippi River

2. Citizen Participation District(s):

District Council 3 – West Side and District Council 9 – West Seventh / Fort Road

3. City Council Ward(s):

Ward 2

4. I am aware of the City's public art ordinance:

Yes

5. Please provide a short description of your project.

Mn/DOT is proposing to re-deck the High Bridge in 2017. As part of that construction, the City would like to request an above-standard ornamental railing and an above-standard lantern lighting system be installed as part of the re-decking project. The City will be responsible for funding the above-standard items per MnDOT policy. If funding is not secured than Mn/DOT will install standard railing and put back the existing globe lighting system or a new highway style lighting system.

Section B – Narrative/Long Description: • Why is this project important? • Is there any historical context we should be aware of? • What does this project accomplish? What problem is it trying to solve? • Will this project occur in phases? What are they?

MnDOT plans to rehabilitate (re-deck) the TH 149 Smith Avenue High Bridge in 2017. As is standard state and county practice, the provisions for new railings and lighting would consist of chain link fencing and highway-style bent straw lights. These basic railing and lighting components do not meet the City's more aesthetic standard of ornamental picket-style railings and closely-spaced lantern lights.

Thus, whenever MnDOT rehabilitates a bridge within the St. Paul City limits, the City provides supplemental funding for its above-standard railing and light systems. This funding supplement ensures that the capital city aesthetic is preserved and provides great value to the communities surrounding the roadway corridor.

City staff will coordinate with MnDOT project managers to incorporate City standards into project plans. MnDOT will design, bid, and administer the construction work.

Section C – Fit with Evaluation Criteria

1. Project Importance: • Project stabilizes the structural or mechanical integrity of an asset • Project improves or creates an asset that is currently in high use or demand • Project improves or creates an asset to meet new demand • Project improves the functionality of an asset • What is the need for the project

City residents, businesses and visitors all benefit from the aesthetic improvements that are applied to the bridge infrastructure.

The City standard ornamental metal railing is much more durable than chain link fencing and requires very little maintenance. The ornamental lantern lighting provides more uniform light distribution along sidewalk and roadway, and as a standard City-stocked item, the uniformity is a great benefit to operation and maintenance of the electric lighting system which is provided by City forces.

	Points Possible	Points Awarded
Project Importance Score:	10	

2. Safety Concerns: • Project remedies safety issues that pose a danger to the community • Project addresses code violations or other mandates or legal requirements

City-standard railings meet or exceed safety design requirements.

The uniform light distribution of a lantern lighting system will provide a safe environment for motorists, pedestrians and bicyclists alike.

	Points Possible	Points Awarded
Safety Concerns Score:	10	

3. Demonstrated Support: • Project demonstrates community support and organizational commitment • Proposal demonstrates evidence of community collaborations or partnerships • Continued funding is needed to deliver expected services or to preserve an asset • Project leverages outside funding • What progress, if any, has been made on the project

Saint Paul has sought to provide and sustain its capital city architecture for decades. In recent years the City has strengthened its partnership with the State to ensure that its aesthetic standards may be implemented on all bridges within the City, regardless of the contracting agency.

This project leverages the State funding required to rehabilitate the High Bridge.

	Points Possible	Points Awarded
Demonstrated Support Score:	10	

4. Community Benefit: • Project significantly benefits a neighborhood, district, area, or city as a whole • Project enhances livability by improving quality of life or property values, providing unmet needs, improving safety or accessibility, etc. • Project improves aesthetic appearance of an asset or area through landscaping, public art, lighting, signage, or other design features

In recent years, the above-standard railings and lighting have been so positively received by communities that an annual capital program has been developed to support the installation of upgraded features on county- or state-built bridges that provided lesser-quality features at time of original construction. The most cost effective approach, of course, is to provide additional funding at time of design, which is the intent of this project.

The ornamental metal railing and lantern lighting systems developed by City engineers have become the City standard for all Saint Paul bridges. The design theme of this railing/lighting system is a variation of 'federal' architecture that brings consistency and character to Saint Paul.

	Points Possible	Points Awarded
Community Benefit Score:	10	

5. Long-Range Impact: • Project's impact on future operating costs (both increases/decreases) • Project exceeds standards in environmental sustainability • Project provides tangible return on investment • Project is included in City-approved plan • Project maintains an asset with historical significance • Project demonstrates ability to achieve stated outcomes

Railing and lighting components are among the most visible elements to those who walk, bicycle or drive along the High Bridge. Further, because bridges are often viewed from the facility they span (in this case the Mississippi River and Shepard Road) and other distant vantage points, the visual impact of a bridge makes a constant and long-lasting statement about its surroundings.

The inclusion of ornamental metal railings and lighting offers improved aesthetics, maintenance benefit, and retains the historical character of one of the most prominent bridges in Saint Paul.

	Points Possible	Points Awarded
Long-range Impact Score:	10	

Section D – Additional Information

1. Additional Information Requested: Please provide additional information that would be important to know about your project.

TH 149 (Smith Avenue) AADT = 14,000 vehicles per day (2008)

Functional classification of roadway = A-minor reliever

Sufficiency Rating (Bridge) = 90.7 / 100 possible points. Deck geometry is rated 5 out of 10.

As of its 2014 structural inspection, the deck was identified in a deficient state with significant transverse cracking, underdeck spalling and delamination, and poor deck drainage.

The bridge connects the West Seventh and West Side planning districts within Ward 2, spanning over railroads, Shepard Road, the Sam Morgan Regional Trail, Mississippi River, and Lilydale-Harriet Island Regional Park. Due to its great length and height above the river, it is one of the most prominent landmarks in the Downtown area.

City of Saint Paul

2016-2020 Unified Capital Improvement Program and Budget Process

Budget Year: **2015** Status: **FINAL** Stage: **S**

SU-5503464 Smith Avenue Bridge (High Bridge) Rehabilitation

Phase Detail

Phase	Fin Code	Start Date	End Date	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total
Construction/Rehab	CIB			0	0	690	0	0	0	690
Total:				**0**	**0**	**690**	**0**	**0**	**0**	**690**

Phase Summary

Phase	Prior Appr	Yearly Amount (in Thousands) 2016	2017	2018	2019	2020	Total	% of Total
Construction/Rehab	0	0	690	0	0	0	690	100.0%
Total:	**0**	**0**	**690**	**0**	**0**	**0**	**690**	**100.0%**

Financing Source Detail / Summary

Fin Code	Phase	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total	% of Total
CIB - Capital Imp. Bonds									
	Construction/Rehab	0	0	690	0	0	0	690	
		0	**0**	**690**	**0**	**0**	**0**	**690**	**100.0%**
Total:		**0**	**0**	**690**	**0**	**0**	**0**	**690**	**100.0%**

1. Please provide the following information about your organization and proposed project:

Project Title: - Vandalia Street Bridge - Structural Capital Improvements

Proposing Agency or Group: - Department of Public Works, Bridge Division

Proposer's Address: - 800 City Hall Annex, 25W 4th Street, Saint Paul, MN 55102

Contact Person: - Glenn Pagel, City Bridge Engineer

Phone Number: - 651-266-6187

Email Address: - glenn.pagel@ci.stpaul.mn.us

Address or Cross Streets of Proposed Project: - Vandalia Street north of Interstate 94

2. Citizen Participation District(s):

District 12 – Saint Anthony Park

3. City Council Ward(s):

Ward 4

4. I am aware of the City's public art ordinance:

Yes

5. Please provide a short description of your project.

This project will make capital improvement repairs related to hollow concrete abutment substructures of the Vandalia Street Bridge located 300' north of Interstate 94 over the Canadian Pacific (CP) Railroad tracks. The bridge deficiencies must be addressed to prevent further deterioration and subsequent bridge load restrictions on this heavily used facility. This bridge is used by passenger and commercial vehicles and provides access to local industrial facilities.

Section B – Narrative/Long Description: • Why is this project important? • Is there any historical context we should be aware of? • What does this project accomplish? What problem is it trying to solve? • Will this project occur in phases? What are they?

Bridge #9451 carries MSAS 233 (Vandalia Street) over the CP Railroad. The route is classified as a "B Minor" arterial roadway, carrying an AADT of 16,500 vehicles per day. The route is served by urban local (route 63) and express (134) Metro Transit bus service.

The existing bridge has a "sufficiency rating" of 81.1 out of a possible 100 points. Despite its relatively high rating (making it ineligible for rehabilitation state bridge bond funding) the bridge abutments demonstrate a short-term repair need. The abutments are of a somewhat uncommon design: hollow and "U-shaped", they form an internal rigid structure of cast-in-place concrete. The intent of this design (built in 1967) was to reduce dead load and thereby prevent settlement of roadway approaches. Inspections have been monitoring the "girders" supporting the slab spans (bridge approaches),

which have developed cracks. Cracks are also propagating into the overlying panels (roadway slabs) and are leaking. Without a short-term solution these cracks pose risk to the structural capacity of the abutments and serviceability of the truck route between Interstate 94 and University Avenue.

Specialized inspection, scoping, and preliminary design will be conducted in 2016. Several repair options have been considered. Assuming a viable low-cost solution is identified, Public Works Bridge Division will finalize the improvement design and make repairs to the bridge in 2016-17.

Section C – Fit with Evaluation Criteria

1. Project Importance: • Project stabilizes the structural or mechanical integrity of an asset • Project improves or creates an asset that is currently in high use or demand • Project improves or creates an asset to meet new demand • Project improves the functionality of an asset • What is the need for the project

This project will improve the structural condition and functionality of the roadway bridge.

Notable deficiencies include cracking of "girders" in the hollow abutment rigid frame system, cracking of the slabs (roadway approach), and restricted expansion joints. The origin of these deficiencies appear to be related to the hollow abutment design; thus the repair solution will look to create an acceptable abutment design without generating unacceptable dead loads. Such action will preserve the main span over the railroad (considered in good overall condition) for the remainder of its design life (approximately 25 years).

	Points Possible	Points Awarded
Project Importance Score:	10	

2. Safety Concerns: • Project remedies safety issues that pose a danger to the community • Project addresses code violations or other mandates or legal requirements

This project will make necessary repairs to preserve the structural capacity (strength) required to carry unrestricted legal roadway traffic.

City forces have and will continue to maintain the bridge in a serviceable condition. Repairs exceeding maintenance are required. If deficiencies remain unaddressed, conditions will continue to be monitored until a load capacity analysis finds that vehicle load restrictions are warranted.

	Points Possible	Points Awarded
Safety Concerns Score:	10	

3. Demonstrated Support: • Project demonstrates community support and organizational commitment • Proposal demonstrates evidence of community collaborations or partnerships • Continued funding is needed to deliver expected

services or to preserve an asset • Project leverages outside funding • What progress, if any, has been made on the project

City engineers have determined that this repair is necessary to preserve the remaining design life of the infrastructure asset (approximately 25 years).

	Points Possible	Points Awarded
Demonstrated Support Score:	10	

4. Community Benefit: • Project significantly benefits a neighborhood, district, area, or city as a whole • Project enhances livability by improving quality of life or property values, providing unmet needs, improving safety or accessibility, etc. • Project improves aesthetic appearance of an asset or area through landscaping, public art, lighting, signage, or other design features

This improvement project will allow continued use of the roadway corridor. Traffic impacts and construction timeframe will be greatly reduced by avoiding road closures associated with bridge replacement.

Maintaining unrestricted traffic on this bridge will benefit the Thomas /Dale neighborhood by maintaining vehicular access to I94, and benefit the Summit/University area by maintaining multi modal access to University Avenue and the Green Line Light Rail.

	Points Possible	Points Awarded
Community Benefit Score:	10	

5. Long-Range Impact: • Project's impact on future operating costs (both increases/decreases) • Project exceeds standards in environmental sustainability • Project provides tangible return on investment • Project is included in City-approved plan • Project maintains an asset with historical significance • Project demonstrates ability to achieve stated outcomes

At this time deficiencies are concentrated to the hollow concrete bridge abutments (approach spans) and the main span superstructure appears to be in good overall condition. Thus, repair may extend the serviceable life of the bridge for 25 years or more.

	Points Possible	Points Awarded
Long-range Impact Score:	10	

Section D – Additional Information

1. Additional Information Requested: Please provide additional information that would be important to know about your project.

Vandalia Street Average Daily Traffic (ADT) is 16,500 vehicles per day (2012).

The roadway functional classification is a ‘B-minor reliever.’

Pavement Condition Index (Roadway) = 21 / 100 (thus any improvement to approach roadway due to necessary repairs will subsequently provide a secondary benefit to a portion of substandard arterial roadway).

Sufficiency Rating (Bridge) = 81.1 / 100

Notable deficiencies include cracking of “girders” in the hollow abutment rigid frame system, cracking of the slabs (roadway approach), and restricted expansion joints.

SU-1203469 Vandalia Street Bridge - Structural Capital Improvements

Phase Detail

Phase	Fin Code	Start Date	End Date	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total
Construction/Rehab	CIB			0	200	400	0	0	0	600
Design	CIB			0	150	0	0	0	0	150
Total:				**0**	**350**	**400**	**0**	**0**	**0**	**750**

Phase Summary

Phase	Prior Appr	Yearly Amount (in Thousands) 2016	2017	2018	2019	2020	Total	% of Total
Construction/Rehab	0	200	400	0	0	0	600	100.0%
Design	0	150	0	0	0	0	150	100.0%
Total:	**0**	**350**	**400**	**0**	**0**	**0**	**750**	**100.0%**

Financing Source Detail / Summary

Fin Code	Phase	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total	% of Total
CIB - Capital Imp. Bonds									
	Construction/Rehab	0	200	400	0	0	0	600	
	Design	0	150	0	0	0	0	150	
		0	**350**	**400**	**0**	**0**	**0**	**750**	**100.0%**
Total:		**0**	**350**	**400**	**0**	**0**	**0**	**750**	**100.0%**

1. Please provide the following information about your organization and proposed project:

Project Title: - Bridge Capital Improvements Program

Proposing Agency or Group: - Department of Public Works, Bridge Division

Proposer's Address: - 800 City Hall Annex, 25W 4th Street, Saint Paul, MN 55102

Contact Person: - Glenn Pagel, City Bridge Engineer

Phone Number: - 651-266-6187

Email Address: - glenn.pagel@ci.stpaul.mn.us

Address or Cross Streets of Proposed Project: - Various

2. Citizen Participation District(s):

Citywide

3. City Council Ward(s):

Citywide

4. I am aware of the City's public art ordinance:

Yes

5. Please provide a short description of your project.

This program will provide dedicated annual funding to cost-effectively preserve or restore structural integrity of City bridge infrastructure by way of capital improvements program.

Section B – Narrative/Long Description: • Why is this project important? • Is there any historical context we should be aware of? • What does this project accomplish? What problem is it trying to solve? • Will this project occur in phases? What are they?

Public Works Bridge Division performs routine bridge maintenance (regularly scheduled) and extra-ordinary bridge maintenance (performed on an 'as needed' basis) to prevent structure deterioration and maintain safety and serviceability of the City's public infrastructure. Regular maintenance activities include sweeping and plowing, annual cleaning and flushing expansion joint glands. Extraordinary maintenance includes items such as crack sealing, repair of spalled concrete, and painting of structural steel and metal railings. Without a doubt, maintenance operations prolong the life of each bridge. When a bridge has deteriorated to the point where major rehabilitation or replacement is necessary Public Works will apply for funding to perform this work at great expense and inconvenience to the public.

This proposed Bridge Capital Improvement Program is not intended to replace bridge maintenance operations, nor is it intended to eliminate the need for eventual major rehabilitation or bridge replacement projects. This program is intended to fill the gap between when maintenance of bridge elements is no longer effective (or possible) and

the eventual need to replace a structure. This annual program is intended to replace deteriorated structural elements of a bridge to get the maximum design life out of City bridge structures.

The proposed Bridge Capital Improvement program will include Items such as removal and replacement of concrete bridge overlays, expansion joint extrusions and concrete or steel beams or columns.

The average age of City bridge infrastructure is 50 years. Every year, a few bridges exhibit a deficiency that provides opportunity for a timely response to make an effective capital improvement and significantly extend the lifecycle of the bridge. However, because the deficiency does not qualify for federal or state funding, and/or because the capital budget cycle may take several years to allocate structure specific funds, the condition will worsen (and become more costly to resolve) before a project can be submitted and funding can be approved.

As yearly bridge inspections are performed and reviewed, program dollars will be assigned by the Bridge Division to fund and immediately address (in-house or by contract) critical repair needs.

Section C – Fit with Evaluation Criteria

1. Project Importance: • Project stabilizes the structural or mechanical integrity of an asset • Project improves or creates an asset that is currently in high use or demand • Project improves or creates an asset to meet new demand • Project improves the functionality of an asset • What is the need for the project

This program will stabilize the structural integrity of bridge assets. Depending on which bridge element(s) is/are addressed by the capital improvement. The program will either extend the serviceability of the structure or improve its functionality - maybe both.

The City manages and maintains approximately 150 bridges, of which around 60 are City-owned. The average age of City bridge infrastructure is 50 years.

	Points Possible	Points Awarded
Project Importance Score:	10	

2. Safety Concerns: • Project remedies safety issues that pose a danger to the community • Project addresses code violations or other mandates or legal requirements

The proposed annual program will ensure that whenever possible, structural issues are addressed before conditions produce economic and/or safety impacts to the community. Those impacts may include:

1. Weight restrictions to prevent crack propagation or local failure.
2. A reasonably reparable ‘element’ defect grows into a larger and more expensive problem.
3. Total replacement of the structure becomes the only option.

Capital improvement actions will meet today's best practices and often employ innovative repair.

	Points Possible	Points Awarded
Safety Concerns Score:	10	

3. Demonstrated Support: • Project demonstrates community support and organizational commitment • Proposal demonstrates evidence of community collaborations or partnerships • Continued funding is needed to deliver expected services or to preserve an asset • Project leverages outside funding • What progress, if any, has been made on the project

This program was submitted for consideration in the 2014-15 CIB process. In that and prior years the budget committee chose to consider projects rather than adopt an annual program. City engineers believe that an annual program will more effectively enable timely and coordinated responses to correct isolated improvement needs. For example, in the 2016-17 this program would reduce budget need for the proposed Vandalia Street Bridge Repairs, address deck deficiencies at the Eastbound Kellogg Rivercentre Bridge (2018-19 CIB request), or proactively repair glands at various bridges as they begin to fail, preventing acceleration of pier cap cracks and bearing corrosion. These examples highlight the potential long-term economic benefits of this program.

	Points Possible	Points Awarded
Demonstrated Support Score:	10	

4. Community Benefit: • Project significantly benefits a neighborhood, district, area, or city as a whole • Project enhances livability by improving quality of life or property values, providing unmet needs, improving safety or accessibility, etc. • Project improves aesthetic appearance of an asset or area through landscaping, public art, lighting, signage, or other design features

The proposed City-wide annual program will benefit all neighborhoods, Planning Districts and Council Wards within the City. Structures requiring short-term future capital improvements are distributed across the City.

	Points Possible	Points Awarded
Community Benefit Score:	10	

5. Long-Range Impact: • Project's impact on future operating costs (both increases/decreases) • Project exceeds standards in environmental sustainability • Project provides tangible return on investment • Project is included in City-approved plan • Project maintains an asset with historical significance • Project demonstrates ability to achieve stated outcomes

This proposed annual program will reduce future operating and capital costs.

The capital improvements made under this program will occur after ordinary maintenance of the element is no longer effective, but before advanced deterioration (frequently onset by minor cracks and then accelerated by road salts, moisture and corrosion) necessitates full replacement of a structure.
While not specifically targeting bridges that are eligible for the National Register of Historic places, this annual program funding may be used for improvement of bridges with historic significance.

Projects implemented under this annual program would be of a much smaller nature than full bridge replacement. These projects would extend the useful life of bridge infrastructure within the City, a more environmentally-sustainable alternative to complete bridge replacement.

	Points Possible	Points Awarded
Long-range Impact Score:	10	

Section D – Additional Information

1. Additional Information Requested: Please provide additional information that would be important to know about your project.

This annual program will address issues with bridge across the City of Saint Paul. As such, the Traffic counts, pavement condition, facility use and demographics of the surrounding communities will vary greatly.

City of Saint Paul

2016-2020 Unified Capital Improvement Program and Budget Process

Budget Year: **2015** Status: **FINAL** Stage: **S**

SU-6603206 Bridge Capital Improvement Program

Phase Detail

Phase	Fin Code	Start Date	End Date	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total
Const-Plans/Spec's	CIB			0	350	350	0	0	0	700
Total:				**0**	**350**	**350**	**0**	**0**	**0**	**700**

Phase Summary

Phase	Prior Appr	Yearly Amount (in Thousands) 2016	2017	2018	2019	2020	Total	% of Total
Const-Plans/Spec's	0	350	350	0	0	0	700	100.0%
Total:	**0**	**350**	**350**	**0**	**0**	**0**	**700**	**100.0%**

Financing Source Detail / Summary

Fin Code	Phase	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total	% of Total
CIB - Capital Imp. Bonds									
	Const-Plans/Spec's	0	350	350	0	0	0	700	
		0	**350**	**350**	**0**	**0**	**0**	**700**	**100.0%**
Total:		**0**	**350**	**350**	**0**	**0**	**0**	**700**	**100.0%**

1. Please provide the following information about your organization and proposed project:

Project Title: - Reconstruction of Summit Ave. Bridge No. 62504

Proposing Agency or Group: - Department of Public Works, Bridge Division

Proposer's Address: - 800 City Hall Annex, 25W 4th Street, Saint Paul, MN 55102

Contact Person: - Glenn Pagel, City Bridge Engineer

Phone Number: - 651-266-6187

Email Address: - glenn.pagel@ci.stpaul.mn.us

Address or Cross Streets of Proposed Project: - Summit Ave. from Syndicate St. to Griggs St.

2. Citizen Participation District(s):

District 13 – Union Park

3. City Council Ward(s):

Ward 1

4. I am aware of the City's public art ordinance:

Yes

5. Please provide a short description of your project.

This project will reconstruct Summit Avenue Bridge No. 62504 and associated approach roadway over Ayd Mill Road and Canadian Pacific (CP) Railroad tracks between Syndicate Street and Griggs Street.

Section B – Narrative/Long Description: • Why is this project important? • Is there any historical context we should be aware of? • What does this project accomplish? What problem is it trying to solve? • Will this project occur in phases? What are they?

Bridge #62504 carries Summit Avenue (MSAS 203) over Ayd Mill Road and CP Railroad. The route is classified as an "A Minor Expander" Roadway carrying an AADT of 11,000 vehicles per day.

The existing bridge was constructed in 1897 and originally spanned the railroad only. The bridge was modified in 1962 to also span the newly constructed Short Line Road (now Ayd Mill Road). The original west abutment was modified to serve as a pier. The bridge currently has a "sufficiency rating" of 49.9 out of a possible 100 points, making it eligible for federal and state bridge reconstruction funding. Of special concern are deficiencies related to the structural deck and waterproof expansion joints.

The main bridge span (86-foot length) employs a steel hinge assembly that is no longer utilized in highway bridge design. The replacement bridge will likely replace the steel beams with reinforced concrete beams, which offer several advantages including

increased durability and stability under dynamic traffic loads. Current codes and the use of a concrete superstructure will require new abutments, piers and footings.

The proposed bridge geometry will provide accommodations for pedestrians and an "in-street separated bike lane" as identified in the City Bike Plan.

This project was awarded $1.71M in 2019 Federal BROS (Bridge Replacement Off System) funding. This funding source will also be supplemented by state bridge bond funding. This CIB proposal seeks design funding in the amount of $425K in 2016 and $425K in 2017. PW will apply for construction funding during the 2017 CIB process to fund approach roadway construction and leverage the federal and state bridge replacement funds. Upon securing all required funding, the bridge will be constructed during the next construction season.

Existing Bridge No. 62504 is not eligible for listing on the National Register of Historic Places, and is not listed as an individual historic site by the City Department of Planning and Economic Development's Heritage Preservation Group. However, Bridge No. 62504 is located in the City's Summit Avenue West Heritage Preservation District.

Section C – Fit with Evaluation Criteria

1. Project Importance: • Project stabilizes the structural or mechanical integrity of an asset • Project improves or creates an asset that is currently in high use or demand • Project improves or creates an asset to meet new demand • Project improves the functionality of an asset • What is the need for the project

This project will improve the structural condition and functionality of the roadway bridge. Notable deficiencies include scaling of the low slump concrete deck overlay, steel beam and bearing corrosion, expansion joint gland failures and deck cracking. Without this project to replace this bridge, today's deficiencies will continue to grow, causing increased maintenance expense and advancing deterioration. Ride-ability will become another short-term concern as deck deficiencies (present today) will become increasingly unsound and begins to spall.

	Points Possible	Points Awarded
Project Importance Score:	10	

2. Safety Concerns: • Project remedies safety issues that pose a danger to the community • Project addresses code violations or other mandates or legal requirements

The existing bridge does not have significant safety issues. However if the bridge is not replaced and is allowed to deteriorate, safety issues due to condition will become an issue.

City forces have and will continue to maintain the bridge in a serviceable condition. Deficiencies cannot be reversed, nor can conditions be improved without significant corrective action.

	Points Possible	Points Awarded
Safety Concerns Score:	10	

3. Demonstrated Support: • Project demonstrates community support and organizational commitment • Proposal demonstrates evidence of community collaborations or partnerships • Continued funding is needed to deliver expected services or to preserve an asset • Project leverages outside funding • What progress, if any, has been made on the project

Based on its structural condition, replacement of this bridge is eligible for federal and state bridge funding

This project leverages $1.71M in Federal Bridge Replacement Off System (BROS) funding. This project will also leverage approximately $1.5M in state bridge bond funding that will be secured when the project plans are approved by MnDOT.

	Points Possible	Points Awarded
Demonstrated Support Score:	10	

4. Community Benefit: • Project significantly benefits a neighborhood, district, area, or city as a whole • Project enhances livability by improving quality of life or property values, providing unmet needs, improving safety or accessibility, etc. • Project improves aesthetic appearance of an asset or area through landscaping, public art, lighting, signage, or other design features

Replacement of the Summit Avenue Bridge will improve walkability (current sidewalk width is substandard) and bicycle accommodations, which will be consistent with the City Bike Plan. Ornamental metal railing will further provide safety over the railroad, as well as bring aesthetic value to the neighborhood. Likewise, ornamental lantern lighting will replace the few bent-straw lights that exist today, improving roadway lighting levels and offering improved pedestrian comfort.

Aesthetic improvements include the installation of ornamental metal railings and lantern style lighting. A wide range of opportunity exists for the incorporation of public art into the project.

	Points Possible	Points Awarded
Community Benefit Score:	10	

5. Long-Range Impact: • Project's impact on future operating costs (both increases/decreases) • Project exceeds standards in environmental sustainability • Project provides tangible return on investment • Project is included in City-approved plan • Project maintains an asset with historical significance • Project demonstrates ability to achieve stated outcomes

Portions of the existing bridge are 118 years old. The remainder of the bridge is 53 years old. Maintenance costs for structures increase dramatically with advancing age.

Therefore it should be assumed that maintenance costs for this bridge will rise dramatically if the bridge is not replaced. A new prestressed beam bridge will be expected to have very minimal maintenance cost for the first 25-30 years of its design life.

	Points Possible	Points Awarded
Long-range Impact Score:	10	

Section D – Additional Information

1. Additional Information Requested: Please provide additional information that would be important to know about your project.

Summit Avenue AADT = 11,000.

Functional classification of roadway = A-minor expander

Pavement Condition Index (Roadway) = 63 / 100 (thus a secondary benefit to the bridge project will be improvement of a portion of Summit Avenue).

Sufficiency Rating (Bridge) = 49.9 / 100

Notable deficiencies include scaling of the low slump concrete deck overlay, steel beam and bearing corrosion, and expansion joint gland failures,

City of Saint Paul

2016-2020 Unified Capital Improvement Program and Budget Process

Budget Year: **2015** Status: **FINAL** Stage: **S**

SU-1303502 Reconstruction of Summit Ave. Bridge

Phase Detail

Phase	Fin Code	Start Date	End Date	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total
Construction/Rehab	FED			0	0	0	0	1,720	0	1,720
Construction/Rehab	MSA			0	0	0	0	1,300	0	1,300
Construction/Rehab	STATE			0	0	0	0	2,070	0	2,070
Inspec / Constr Mgmt	MSA			0	0	0	0	1,300	0	1,300
Design	MSA			0	425	425	0	0	0	850
Total:				**0**	**425**	**425**	**0**	**6,390**	**0**	**7,240**

Phase Summary

Phase	Prior Appr	Yearly Amount (in Thousands) 2016	2017	2018	2019	2020	Total	% of Total
Construction/Rehab	0	0	0	0	5,090	0	5,090	100.0%
Inspec / Constr Mgmt	0	0	0	0	1,300	0	1,300	100.0%
Design	0	425	425	0	0	0	850	100.0%
Total:	**0**	**425**	**425**	**0**	**6,390**	**0**	**7,240**	**100.0%**

Financing Source Detail / Summary

Fin Code	Phase	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total	% of Total
FED - Federal Discretnry									
	Construction/Rehab	0	0	0	0	1,720	0	1,720	
		0	**0**	**0**	**0**	**1,720**	**0**	**1,720**	**23.8%**
MSA - Municipal State Aid									
	Construction/Rehab	0	0	0	0	1,300	0	1,300	
	Inspec / Constr Mgmt	0	0	0	0	1,300	0	1,300	
	Design	0	425	425	0	0	0	850	
		0	**425**	**425**	**0**	**2,600**	**0**	**3,450**	**47.7%**
STATE - State Grants									
	Construction/Rehab	0	0	0	0	2,070	0	2,070	
		0	**0**	**0**	**0**	**2,070**	**0**	**2,070**	**28.6%**
Total:		**0**	**425**	**425**	**0**	**6,390**	**0**	**7,240**	**100.0%**

1. Please provide the following information about your organization and proposed project:

Project Title: - White Bear Avenue Bridge

Proposing Agency or Group: - White Bear Ave Bus Association

Proposer's Address: - 1365 Prosperity, Saint Paul

Contact Person: - Chuck Repke

Phone Number: - 651-771-6955

Email Address: - Chuckrepke@aol.com

Address or Cross Streets of Proposed Project: - White Bear Ave (south of Maryland)

2. Citizen Participation District(s):

District Council 2 – Greater East Side

3. City Council Ward(s):

Ward 6

4. I am aware of the City's public art ordinance:

Yes

5. Please provide a short description of your project.

New iron railings and lighting for bridge #62530 on White Bear Avenue using historic styled lanterns and "St Paul" design rail and repairing bridge walls.

Section B – Narrative/Long Description: • Why is this project important? • Is there any historical context we should be aware of? • What does this project accomplish? What problem is it trying to solve? • Will this project occur in phases? What are they?

New iron railings and lighting for bridge #62530 on White Bear Avenue using historic styled lanterns and "St Paul" design rail and repairing bridge walls.

The White Bear Avenue Bridge is the largest public works structure in the District 2 planning area. Currently, it lacks any character or design features. Most new bridges in Saint Paul now have a consistent style of ironwork and lighting hardware. Making these improvements to the White Bear Avenue Bridge would give it the same treatment as other significant bridges. The current chain link fence makes a poor gateway to the Hazel Park and Hayden Heights neighborhoods.

Section C – Fit with Evaluation Criteria

1. Project Importance: • Project stabilizes the structural or mechanical integrity of an asset • Project improves or creates an asset that is currently in high use or demand • Project improves or creates an asset to meet new demand • Project improves the functionality of an asset • What is the need for the project

Over 14,000 cars a day drive over this section of White Bear Avenue. All of those commuters would be positively impacted by the physical improvements to the bridge.

	Points Possible	Points Awarded
Project Importance Score:	10	

2. Safety Concerns: • Project remedies safety issues that pose a danger to the community • Project addresses code violations or other mandates or legal requirements

Bridge lighting is poor and may be a safety hazard or at least does not make walkers feel safe.

	Points Possible	Points Awarded
Safety Concerns Score:	10	

3. Demonstrated Support: • Project demonstrates community support and organizational commitment • Proposal demonstrates evidence of community collaborations or partnerships • Continued funding is needed to deliver expected services or to preserve an asset • Project leverages outside funding • What progress, if any, has been made on the project

The project is supported by the White Bear Avenue Business Association and the District 2 Community Council

	Points Possible	Points Awarded
Demonstrated Support Score:	10	

4. Community Benefit: • Project significantly benefits a neighborhood, district, area, or city as a whole • Project enhances livability by improving quality of life or property values, providing unmet needs, improving safety or accessibility, etc. • Project improves aesthetic appearance of an asset or area through landscaping, public art, lighting, signage, or other design features

There are 28,000 people in District 2 and there is one…one bridge maintained by the City of Saint Paul and it has none of the physical improvements that most other bridges in the City enjoy.

	Points Possible	Points Awarded
Community Benefit Score:	10	

5. Long-Range Impact: • Project's impact on future operating costs (both increases/decreases) • Project exceeds standards in environmental sustainability • Project provides tangible return on investment • Project is included in City-approved plan • Project maintains an asset with historical significance • Project demonstrates ability to achieve stated outcomes

White Bear Avenue Plan – page 53 – Case – Ames Institutional Node
"The bridge between the two schools should have new lighting, railings and walls…"
Saint Paul Street Light Policy #15 – Bridge Lighting (minimum standards)

	Points Possible	Points Awarded
Long-range Impact Score:	10	

Section D – Additional Information

1. Additional Information Requested: Please provide additional information that would be important to know about your project.

Again, 28,000 people in District 2 and the one bridge maintained by the City of Saint Paul suffers from this kind of neglect. White Bear Avenue is the only north – south throughway in District 2 and the bridge has more than 15,000 trips per day on it.

City of Saint Paul

2016-2020 Unified Capital Improvement Program and Budget Process

Budget Year: **2015** Status: **FINAL** Stage: **S**

SU-0202958 White Bear Avenue Bridge Improvements

Phase Detail

Phase	Fin Code	Start Date	End Date	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total
Const-Plans/Spec's	CIB			0	30	0	0	0	0	30
Construction/Rehab	CIB			0	240	0	0	0	0	240
Inspec / Constr Mgmt	CIB			0	30	0	0	0	0	30
Total:				**0**	**300**	**0**	**0**	**0**	**0**	**300**

Phase Summary

Phase	Prior Appr	Yearly Amount (in Thousands) 2016	2017	2018	2019	2020	Total	% of Total
Const-Plans/Spec's	0	30	0	0	0	0	30	100.0%
Construction/Rehab	0	240	0	0	0	0	240	100.0%
Inspec / Constr Mgmt	0	30	0	0	0	0	30	100.0%
Total:	**0**	**300**	**0**	**0**	**0**	**0**	**300**	**100.0%**

Financing Source Detail / Summary

Fin Code	Phase	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total	% of Total
CIB - Capital Imp. Bonds									
	Const-Plans/Spec's	0	30	0	0	0	0	30	
	Construction/Rehab	0	240	0	0	0	0	240	
	Inspec / Constr Mgmt	0	30	0	0	0	0	30	
		0	**300**	**0**	**0**	**0**	**0**	**300**	**100.0%**
Total:		**0**	**300**	**0**	**0**	**0**	**0**	**300**	**100.0%**

1. Please provide the following information about your organization and proposed project:

Project Title: - White Bear – East Seventh turn lanes

Proposing Agency or Group: - District 2 Community Council

Proposer's Address: - 1365 Prosperity

Contact Person: - Chuck Repke

Phone Number: - 651-774-2220

Email Address: - chuckrepke@aol.com

Address or Cross Streets of Proposed Project: - White Bear and East Seventh

2. Citizen Participation District(s):

District Council 2 – Greater East Side

3. City Council Ward(s):

Ward 7

4. I am aware of the City's public art ordinance:

Yes

5. Please provide a short description of your project.

Install turn lanes on White Bear Avenue to East Seventh Street.

Section B – Narrative/Long Description: • Why is this project important? • Is there any historical context we should be aware of? • What does this project accomplish? What problem is it trying to solve? • Will this project occur in phases? What are they?

White Bear Avenue is the only North-South connection from 94 to Larpentuer between McKnight and 35E. As such it is the main artery for most East Side residents going to and from interstate 94.

To improve traffic flow on White Bear Avenue, over the course of the last ten CIB processes the City has created turn lanes at Third Street, at Minnehaha, and at Maryland. In the last CIB process they also eliminated the hazardous 5 way intersection at White Bear and Case by closing access to Ames Place. The turn lanes at East Seventh Street would eliminate the last significant bottle neck to the traffic flow on White Bear Avenue.

Section C – Fit with Evaluation Criteria

1. Project Importance: • Project stabilizes the structural or mechanical integrity of an asset • Project improves or creates an asset that is currently in high use or demand • Project improves or creates an asset to meet new demand • Project improves the functionality of an asset • What is the need for the project

Improved traffic flow on White Bear Avenue. Reducing hazardous condition.

	Points Possible	Points Awarded
Project Importance Score:	10	

2. Safety Concerns: • Project remedies safety issues that pose a danger to the community • Project addresses code violations or other mandates or legal requirements

East Seventh is the last intersection where there is a considerable amount of left turns occurring creating a bottle neck of traffic flow and the potential for accidents.

	Points Possible	Points Awarded
Safety Concerns Score:	10	

3. Demonstrated Support: • Project demonstrates community support and organizational commitment • Proposal demonstrates evidence of community collaborations or partnerships • Continued funding is needed to deliver expected services or to preserve an asset • Project leverages outside funding • What progress, if any, has been made on the project

Supported by the District 2 Community Council and the White Bear Avenue Business Association

	Points Possible	Points Awarded
Demonstrated Support Score:	10	

4. Community Benefit: • Project significantly benefits a neighborhood, district, area, or city as a whole • Project enhances livability by improving quality of life or property values, providing unmet needs, improving safety or accessibility, etc. • Project improves aesthetic appearance of an asset or area through landscaping, public art, lighting, signage, or other design features

Improved traffic flow continues to make White Bear Avenue a viable spot for business.

	Points Possible	Points Awarded
Community Benefit Score:	10	

5. Long-Range Impact: • Project's impact on future operating costs (both increases/decreases) • Project exceeds standards in environmental sustainability • Project provides tangible return on investment • Project is included in City-approved plan • Project maintains an asset with historical significance • Project demonstrates ability to achieve stated outcomes

Project is in the District 2 Plan.

	Points Possible	Points Awarded
Long-range Impact Score:	10	

Section D – Additional Information

1. Additional Information Requested: Please provide additional information that would be important to know about your project.

15,000 traffic count on White Bear Avenue on a daily basis.

The HRA already acquired the property on the Southwest corner of the intersection years ago believing it would be helpful in moving this project forward.

City of Saint Paul

2016-2020 Unified Capital Improvement Program and Budget Process

Budget Year: **2015** Status: **FINAL** Stage: **S**

SU-0203472 White Bear East Seventh turn lanes

Phase Detail

Phase	Fin Code	Start Date	End Date	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total
Const-Plans/Spec's	MSA			0	203	0	0	0	0	203
Acq/Demolition/Reloc	MSA			0	750	0	0	0	0	750
Construction/Rehab	MSA			0	500	0	0	0	0	500
Traffic Signals	MSA			0	155	0	0	0	0	155
Traffic Signals	RAM			0	155	0	0	0	0	155
Total:				**0**	**1,763**	**0**	**0**	**0**	**0**	**1,763**

Phase Summary

Phase	Prior Appr	Yearly Amount (in Thousands) 2016	2017	2018	2019	2020	Total	% of Total
Const-Plans/Spec's	0	203	0	0	0	0	203	100.0%
Acq/Demolition/Reloc	0	750	0	0	0	0	750	100.0%
Construction/Rehab	0	500	0	0	0	0	500	100.0%
Traffic Signals	0	310	0	0	0	0	310	100.0%
Total:	**0**	**1,763**	**0**	**0**	**0**	**0**	**1,763**	**100.0%**

Financing Source Detail / Summary

Fin Code	Phase	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total	% of Total
MSA - Municipal State Aid									
	Const-Plans/Spec's	0	203	0	0	0	0	203	
	Acq/Demolition/Reloc	0	750	0	0	0	0	750	
	Construction/Rehab	0	500	0	0	0	0	500	
	Traffic Signals	0	155	0	0	0	0	155	
		0	**1,608**	**0**	**0**	**0**	**0**	**1,608**	**91.2%**
RAM - Ramsey County									
	Traffic Signals	0	155	0	0	0	0	155	
		0	**155**	**0**	**0**	**0**	**0**	**155**	**8.8%**
Total:		**0**	**1,763**	**0**	**0**	**0**	**0**	**1,763**	**100.0%**

1. Please provide the following information about your organization and proposed project:

Project Title: - Higher Ground St. Paul

Proposing Agency or Group: - Catholic Charities of St. Paul and Minneapolis

Proposer's Address: - 1200 Second Ave S, Mpls MN 55403

Contact Person: - Tracy Berglund

Phone Number: - 612-204-8310

Email Address: - tracy.berglund@cctwincities.org

Address or Cross Streets of Proposed Project: - 411 Main Street

2. Citizen Participation District(s):

District 17 – Capital River

3. City Council Ward(s):

Ward 2

4. I am aware of the City's public art ordinance:

Yes

5. Please provide a short description of your project.

Improve safety, replace ageing infrastructure and enhance the pedestrian and automobile experience at Main and Old Sixth, where the new Higher Ground St. Paul building will be constructed. It will replace the current overcrowded Dorothy Day shelter across the street and add new apartments in a five story building. Landscaping and street reconstruction will help transform this gateway to the Xcel Center and downtown.

Section B – Narrative/Long Description: • Why is this project important? • Is there any historical context we should be aware of? • What does this project accomplish? What problem is it trying to solve? • Will this project occur in phases? What are they?

The area just north of the Xcel Center, Kellogg Boulevard, the ramp to I-94 West and 35-E does not contribute to positive impressions of downtown St. Paul.

The history: The Dorothy Day Center opened in 1981 as a drop-in center serving 50 men. At the urgent request of the city and county, an overnight shelter was set up in 1999 and expanded repeatedly, creating the current overcrowded and deteriorating conditions. **In response,** the City, Ramsey County and the St. Paul business and philanthropic community developed the Dorothy Day ReVision. Higher Ground St. Paul is the first of two phases: a well-planned L-shaped five-story building that replaces the overnight shelter and creates 193 new permanent SRO housing units for shelter guests**.** The second phase replaces the current Dorothy Day Center with a new building providing comprehensive services with housing above. This development is based on a successful model that prevents and reduces homelessness.

An important feature of the design is the large and carefully designed courtyard along Main Street to serve as a gathering and waiting space for shelter residents and a public commons for pedestrians going to and from the Xcel Center and from St. Joseph's Hospital.

Improvements to Main Street and along the Main and 6th Street Boulevards meet critical needs:

- Decrease conflicts between shelter clients and traffic along Main and Old Sixth Streets by creating adequate gathering space and highly visible pedestrian crossings.
- Create an aesthetically pleasing green border for the development to enhance pedestrian, commuter and visitor route to four downtown destinations and the Seven Corners Gateway site.
- Demonstrate St. Paul's commitment to the well-being of all citizens by creating a place of beauty where homeless residents are respected and treated with dignity in a highly visible location.

This proposal seeks funding to share the cost of improvements to the public right of way:

- Plant double (Main) & triple (Sixth) rows of boulevard trees with tree trench boxes for irrigation and to collect storm water
- Replacement of sidewalks demolished for construction with etched concrete walks
- Artist-designed decorative steel screen panel on retaining wall along West Sixth Street
- Replace street lighting with new pedestal lights along Main Street

Section C – Fit with Evaluation Criteria

1. Project Importance: • Project stabilizes the structural or mechanical integrity of an asset • Project improves or creates an asset that is currently in high use or demand • Project improves or creates an asset to meet new demand • Project improves the functionality of an asset • What is the need for the project

This project improves the functionality of this underachieving gateway area, enhancing the city/Opus development site at Seven Corners and providing an appealing landscape for the thousands entering and leaving downtown north and west. These street improvements meet existing and increasing demands for pedestrian and driver access en route to four of downtown's major destinations: the Xcel Center, St. Joseph's Hospital, historic Assumption Church and the MN History Center. The area is a major transit hub; the 10th Street LRT Station, 23 bus routes and the 603-car Smith Ramp are within l/4 mile, increasing the need for pedestrian-friendly routes.

	Points Possible	Points Awarded
Project Importance Score:	10	

2. Safety Concerns: • Project remedies safety issues that pose a danger to the community • Project addresses code violations or other mandates or legal requirements

Shelter demand often exceeds the supply of cots so people line up early, congregating along Old Sixth and on the city triangle adjacent to Kellogg Boulevard, often crossing mid-block. This creates high anxiety in drivers fearful of hitting someone and a handful of reported accidents. The proposed street improvements create clear paths to manage pedestrian traffic to and from the new building and the courtyard waiting area. The courtyard design also significantly improves security for residents by preventing predators from targeting the homeless outside surveillance.

	Points Possible	Points Awarded
Safety Concerns Score:	10	

3. Demonstrated Support: • Project demonstrates community support and organizational commitment • Proposal demonstrates evidence of community collaborations or partnerships • Continued funding is needed to deliver expected services or to preserve an asset • Project leverages outside funding • What progress, if any, has been made on the project

This project has been endorsed by the City Council, Ramsey County Board, St Paul Chamber of Commerce, major St. Paul corporations such as Travelers and EcoLab, and the Capitol River and West 7th District Councils. Thousands of volunteers support the work at the Dorothy Day Center each year. This project is the only city funding but it supports improvements not easily fundable elsewhere. Substantial outside funding guarantees that the project will be built and includes $6 million from the MN Legislature to the City for the shelter, $19 million in housing bonds from MN Housing and $7.9 million in private donations.

	Points Possible	Points Awarded
Demonstrated Support Score:	10	

4. Community Benefit: • Project significantly benefits a neighborhood, district, area, or city as a whole • Project enhances livability by improving quality of life or property values, providing unmet needs, improving safety or accessibility, etc. • Project improves aesthetic appearance of an asset or area through landscaping, public art, lighting, signage, or other design features

This project benefits the area and whole city. The project improves the quality of life for pedestrians and drivers accessing major downtown destinations by increasing safety and creating a green, aesthetically appealing border. The public improvements support the overall vision initiated by the community to address and ultimately reduce the problems at the Dorothy Day Center. The courtyard creates a public but well surveilled commons area available for residents, shelter guests, workers, visitors and event attendees. This project literally impacts thousands: for example, the Dorothy Day Center serves 80% of homeless single adults in Ramsey County; the History Center had 852,000 visitors in 2014, each Wild Hockey game has up to 18,000 fans.

	Points Possible	Points Awarded
Community Benefit Score:	10	

5. Long-Range Impact: • Project's impact on future operating costs (both increases/decreases) • Project exceeds standards in environmental sustainability • Project provides tangible return on investment • Project is included in City-approved plan • Project maintains an asset with historical significance • Project demonstrates ability to achieve stated outcomes

Public improvements at the Higher Ground St. Paul site will have multiple impacts. The building, including grounds, must meet the MN2030 Standard, built 50% more energy efficient than the building code requires. The many trees improve air quality and create welcoming environment for thousands of visitors, employees and commuters. Reducing pedestrian/car interactions reduces negative impressions of the area and saves city funds by reducing police calls for traffic accidents. Reducing homelessness for single adults is huge in terms of county social service and criminal justice costs and, more importantly, the waste of human potential. Also consider the confident, compassionate and innovative message St Paul sends by supporting a major building at a major city gateway devoted to housing the homeless. Higher Ground St Paul is modeled on Higher Ground Minneapolis which has already demonstrated major reductions in waiting area problems as well as reduction in shelter use. Substantial project funding already committed clearly demonstrates that the project will be built as planned.

	Points Possible	Points Awarded
Long-range Impact Score:	10	

Section D – Additional Information

1. Additional Information Requested: Please provide additional information that would be important to know about your project.

Demographics:

Downtown (District 17)
Population: 6,698 people – 4,681 households
31.7% have no car
41.4% walk or bike to work or work at home*

St. Joseph's Hospital: 12,738 admissions; 121,274 outpatient visits per year; 2,000 employees
Xcel Center: 1.7 million visitors per year; 150 events per year
MN History Center: 852,000 visitors (2014)
Dorothy Day Center: 2,500 individuals from 100 groups +100 additional individual volunteers
Dorothy Day overnight shelter: 270 beds; 278 in new building
Higher Ground St. Paul: 193 SRO apartments to be built

* Data from Minnesota Compass, American Community Survey or institutions (41.4% also includes "other")

City of Saint Paul

2016-2020 Unified Capital Improvement Program and Budget Process

Budget Year: **2015** Status: **FINAL** Stage: **S**

SU-1703443 Higher Ground St. Paul

Phase Detail

Phase	Fin Code	Start Date	End Date	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total
Const-Plans/Spec's	CIB			0	479	0	0	0	0	479
Total:				**0**	**479**	**0**	**0**	**0**	**0**	**479**

Phase Summary

Phase	Prior Appr	Yearly Amount (in Thousands) 2016	2017	2018	2019	2020	Total	% of Total
Const-Plans/Spec's	0	479	0	0	0	0	479	100.0%
Total:	**0**	**479**	**0**	**0**	**0**	**0**	**479**	**100.0%**

Financing Source Detail / Summary

Fin Code	Phase	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total	% of Total
CIB - Capital Imp. Bonds									
	Const-Plans/Spec's	0	479	0	0	0	0	479	
		0	**479**	**0**	**0**	**0**	**0**	**479**	**100.0%**
Total:		**0**	**479**	**0**	**0**	**0**	**0**	**479**	**100.0%**

1. Please provide the following information about your organization and proposed project:

Project Title: - Little Mekong Public Infrastructure Improvement Project

Proposing Agency or Group: - Asian Economic Development Association

Proposer's Address: - 377 University Avenue W, Ste. D Saint Paul, MN 55103

Contact Person: - Va-Megn Thoj, Executive Director

Phone Number: - 651-222-7798

Email Address: - va-megn@aeda-mn.org

Address or Cross Streets of Proposed Project: - University Avenue between Mackubin and Galtier Street

2. Citizen Participation District(s):

District 7 – Frogtown and District 8 – Summit-University

3. City Council Ward(s):

Ward 1

4. I am aware of the City's public art ordinance:

Yes

5. Please provide a short description of your project.

AEDA requests CIB funds to improve alleys and sidewalks on side streets parallel to University between Mackubin and Galtier with landscaping, gardens, public art, walkways, signage, and green storm water management systems. These improvements in the Little Mekong District will strengthen the local economy and improve neighborhood safety and livability.

Section B – Narrative/Long Description: • Why is this project important? • Is there any historical context we should be aware of? • What does this project accomplish? What problem is it trying to solve? • Will this project occur in phases? What are they?

AEDA's proposed Little Mekong sidewalk and alley infrastructure project will create improved sidewalks and alleys within one block of University Avenue between Mackubin and Galtier. These improvements are critical for making the business and cultural district, a natural concentration of Asian small businesses, a more attractive destination along the Green Line and Frogtown a safer and more livable and opportunity-rich neighborhood where local residents can achieve optimal health and a good quality of life. As a historically disinvested community with a high rate of poverty among its diverse residents, Frogtown is widely perceived to be unsafe area with significant crime, deteriorating housing inventory, foreclosed properties, and aging public infrastructure. These negative perceptions have harmed local small businesses on which many Southeast Asian families in the community and region rely to achieve a modicum of self-sufficiency. AEDA launched Little Mekong in 2012 to capitalize on Frogtown's assets

and brand the area as a regional Southeast Asian cultural center, stimulate the local economy, and attract and grow local businesses as a means of: 1) increasing economic opportunities for lower income community members; 2) reducing commercial vacancy and blight; and 3) improving neighborhood safety and livability. We are implementing an array of community engagement and building, arts and cultural placemaking, small business assistance, and physical development initiatives to achieve these goals. Physical development projects to improve the area's built environment include offering small business and commercial property owners in the district façade improvement loans; developing Mai Village with Hmong American Partnership to a create cultural center, affordable housing, additional commercial space; and building out the Little Mekong Plaza and alleys into green, sustainable open spaces and walkways. These projects were planned with significant community engagement to ensure the transformation of University Avenue and development in the neighborhood reflect local stakeholder input. Proposed street, sidewalk and alley improvements funded through this program will support and bolster these efforts and realize our community's vision. We continue to engage local stakeholders in planning charettes which will result in designs and plans for the proposed project. Community members and city officials will review and approve final project plans and designs. Based on these final plans, we will work with the City to determine project costs, hire contractors, and oversee the project's implementation to its completion, keeping stakeholders updated and mitigating impacts of construction on businesses and residents.

Section C – Fit with Evaluation Criteria

1. Project Importance: • Project stabilizes the structural or mechanical integrity of an asset • Project improves or creates an asset that is currently in high use or demand • Project improves or creates an asset to meet new demand • Project improves the functionality of an asset • What is the need for the project

The proposed project will improve the functionality and appearance of Little Mekong sidewalks and alleys while also creating new assets such as public art, gardens, green spaces, and walkways to meet new demands created by our economic development and placemaking work. These activities are attracting thousands of people from across the region to participate in events and patronize local businesses. However, the district is currently an aesthetically unattractive, grey pedestrian-unfriendly area lacking pedestrian amenities, landscaping, adequate lighting, appealing design features, or engaging public art. Uneven surfaces, broken pavement, storm water run-off, and waste management issues make the area unsafe for visitors and residents alike and create challenges with making the district an inviting destination and Frogtown a better neighborhood for residents to live, earn, learn and play.

	Points Possible	Points Awarded
Project Importance Score:	10	

2. Safety Concerns: • Project remedies safety issues that pose a danger to the community • Project addresses code violations or other mandates or legal requirements

Threats to personal safety, property, and the occurrence of serious crimes around the Western Station area are major daily concerns. Little Mekong businesses, visitors, and residents have reported numerous robberies and break-ins. Public safety in this neighborhood has never been adequately addressed. Our proposed improvements include crime prevention through environmental design (CPTED) which will result in a safer pedestrian environment, deterring crime, and promoting safe community activities.

	Points Possible	Points Awarded
Safety Concerns Score:	10	

3. Demonstrated Support: • Project demonstrates community support and organizational commitment • Proposal demonstrates evidence of community collaborations or partnerships • Continued funding is needed to deliver expected services or to preserve an asset • Project leverages outside funding • What progress, if any, has been made on the project

AEDA's physical development activities are supported by small businesses, residents, and other stakeholders who are continually engaged and provide input through our Little Mekong Steering Committee and community design and planning activities. Since 2012, we have hosted charettes to develop a shared community vision for Little Mekong's built environment which includes the development of Mai Village, the Little Mekong Plaza, public art, and green open spaces and infrastructure. These activities were facilitated by the Metro Design Center and the Saint Paul Design Center and supported by Neighborhood District Councils 7 and 8 along with community-based allies. These projects will be implemented with resources provided by the City of Saint Paul, Twin Cities LISC, Knight Foundation, Saint Paul Foundation and other supporters. Resources allocated to these projects will be leveraged to engage community stakeholders in planning and design activities and to develop project plans while City funds will be allocated for the project's implementation including street, sidewalk, alley, and green storm water management systems construction and the installation of public art, trees, gardens, landscaping, lighting, and signage.

	Points Possible	Points Awarded
Demonstrated Support Score:	10	

4. Community Benefit: • Project significantly benefits a neighborhood, district, area, or city as a whole • Project enhances livability by improving quality of life or property values, providing unmet needs, improving safety or accessibility, etc. • Project improves aesthetic appearance of an asset or area through landscaping, public art, lighting, signage, or other design features

AEDA's proposed project will significantly benefit and enhance the Little Mekong district, the Frogtown and Summit-University neighborhoods and, as a result, the City of Saint Paul as a whole. Proposed infrastructure/built environment improvements will green and enhance the aesthetic appearance of neighborhood assets with landscaping, small

garden plots, and flower beds while public art and new walkways in alleys will encourage outdoor recreational activities, stimulate community discourse, increase positive social interactions, and strengthen neighborhood identity. Residents will take greater pride in their community and be more invested in improving and sustaining its livability. Proposed improvements will also help raise property values and attract new businesses and economic investment, and, as such, grow the local tax base for the City. The City as well as local entrepreneurs and their families will financially benefit from growth in sales revenues generated through the increased patronage of small businesses by customers who will be more encouraged to visit the district by improvements made to its physical appearance. Improvements to uneven and broken sidewalks and streets, lighting, signage and other design features, will also improve safety and accessibility, making the area more inviting for older adults, those with mobility challenges, and families with younger children. In June 2014, thousands of families visited the district to participate in the Little Mekong Night Markets and experience art and cultural performances and activities. We received significant negative feedback about the district's grey, unattractive appearance, its aging infrastructure, automobile orientation, and lack of appealing and safe public amenities. City support will enable us respond to these comments and meet the demands of our constituents by transforming the area into a welcoming, vibrant, colorful and lively district that community stakeholders can take pride in and a world class hub of art, culture, and commercial activities.

	Points Possible	Points Awarded
Community Benefit Score:	**10**	

5. Long-Range Impact: • Project's impact on future operating costs (both increases/decreases) • Project exceeds standards in environmental sustainability • Project provides tangible return on investment • Project is included in City-approved plan • Project maintains an asset with historical significance • Project demonstrates ability to achieve stated outcomes

Our proposed Little Mekong public infrastructure improvements will incorporate green storm water management systems with self-sustaining planters that redirect rainfall to keep trees, flowers, and gardens that we will install to beautify the district alive and healthy. These green infrastructure upgrades will achieve tremendous cost savings for the City and will filter and reduce/prevent pollution from reaching our region's vulnerable water ecosystems. In addition to exceeding environmental sustainability standards, the project will support local economic development activities which help increase local sales and property tax revenues for the City. The city's investment in these improvement will result in tangible returns realized from increased commercial activities that occur when the district is a more visually attractive, safer, and appealing area for visitors and residents to shop, dine, walk, socialize, and experience art and culture. Across the city, region, and country, business districts have been significantly improved to the benefit of business and property owners, residents, and public coffers by the types of built environment improvements proposed by AEDA for Little Mekong. Greening, beautifying, and improving safety of commercial corridors and alleys with landscaping, art, lighting, signage, and upgraded and sustainable physical infrastructure

are widely recognized as effective urban design strategies to increase pedestrian activities, further brand and promote neighborhood business districts, attract visitors, and stabilize/grow local economies to create jobs. The proposed project will greatly enhance and advance AEDA's ongoing work to make Little Mekong/Frogtown a major destination and livable community where lower income residents, including Southeast Asian immigrants and refugees who are challenged with finding opportunities beyond their ethnic enclaves, are able to achieve their full potential and upward mobility. Lifting Southeast Asians out of poverty is core to our mission and, with the City's support we will be better resourced to economically empower our community while benefitting all of Saint Paul diverse residents.

	Points Possible	Points Awarded
Long-range Impact Score:	10	

Section D – Additional Information

1. Additional Information Requested: Please provide additional information that would be important to know about your project.

AEDA currently has a 2014 Cultural STAR contract of $15,000 for arts and cultural programming. AEDA completed the program in 2014. We will request reimbursement in the first quarter of 2015. We are able to leverage Cultural STAR for $50,000 in additional program income, which benefited our small and micro-business constituents with more than $100,000 in revenues as a direct result of Little Mekong creative placemaking strategies. AEDA also has a 2014 Neighborhood STAR contract of $50,000 for façade improvement grants. The program is currently in implementation. We anticipate the first payments for this program will be made in April 2015. We will expand our art & cultural programming and façade improvement program in the future.

City of Saint Paul

2016-2020 Unified Capital Improvement Program and Budget Process

Budget Year: **2015** Status: **FINAL** Stage: **S**

SU-0703474 Little Mekong Public Infrastructure Improvement Project

Phase Detail

Phase	Fin Code	Start Date	End Date	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total
Const-Plans/Spec's	CIB			0	188	0	0	0	0	188
Construction/Rehab	CIB			0	562	0	0	0	0	562
Total:				**0**	**750**	**0**	**0**	**0**	**0**	**750**

Phase Summary

Phase	Prior Appr	Yearly Amount (in Thousands) 2016	2017	2018	2019	2020	Total	% of Total
Const-Plans/Spec's	0	188	0	0	0	0	188	100.0%
Construction/Rehab	0	562	0	0	0	0	562	100.0%
Total:	**0**	**750**	**0**	**0**	**0**	**0**	**750**	**100.0%**

Financing Source Detail / Summary

Fin Code	Phase	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total	% of Total
CIB - Capital Imp. Bonds									
	Const-Plans/Spec's	0	188	0	0	0	0	188	
	Construction/Rehab	0	562	0	0	0	0	562	
		0	**750**	**0**	**0**	**0**	**0**	**750**	**100.0%**
Total:		**0**	**750**	**0**	**0**	**0**	**0**	**750**	**100.0%**

1. Please provide the following information about your organization and proposed project:

Project Title: - Rice Street Traffic Study

Proposing Agency or Group: - District 6 Planning Council

Proposer's Address: - 171 Front Avenue, Saint Paul MN 55117

Contact Person: - Kerry Antrim

Phone Number: - 651-488-4485

Email Address: - district6ed@dist6pc.org

Address or Cross Streets of Proposed Project: - Rice Street from Larpenteur to RR tracks

2. Citizen Participation District(s):

District 6 Planning Council

3. City Council Ward(s):

Ward 1 and 5

4. I am aware of the City's public art ordinance:

Yes

5. Please provide a short description of your project.

Rice Street is a main north/south street that is heavily used by motorists, bicyclists, buses and pedestrians. There needs to be a study that addresses multi-modal transportation, traffic calming initiatives to ensure Rice Street is safer, easier travelled, and allow easier access by pedestrians.

Section B – Narrative/Long Description: • Why is this project important? • Is there any historical context we should be aware of? • What does this project accomplish? What problem is it trying to solve? • Will this project occur in phases? What are they?

Rice Street is a main commercial corridor for the North End neighborhood. There are numerous bus stops, four schools are in close proximity, recreation fields, center, library and numerous shops are located on or near Rice Street. There is a lot of neighborhood activity on Rice Street. Rice Street is also used as a pass through street to adjacent cities and downtown. It needs to be recognized as not only an arterial street but also a neighborhood street. Rice Street also is a street where there is a pattern of trips made by motorists going north/south who choose not to use the freeway.

Consultants will be engaged to compile ; indication of motorist traffic levels on other modes of transportation, characterize the sustainability and development of other modes of transportation particularly pedestrian,, characterize the patterns of demand (trips) and define improvements using traffic calming measures. Traffic calming consists of physical design and other measures, put in place on roads for the intention of slowing

down or reducing motor-vehicle traffic as well as to improve safety for pedestrians and cyclists

The consultants will work with a committee of business owners and residents.

The second phase is to implement the Rice Street Parking Study regarding signage on Rice Street and utilize signage to slow down traffic.

Section C – Fit with Evaluation Criteria

1. Project Importance: • Project stabilizes the structural or mechanical integrity of an asset • Project improves or creates an asset that is currently in high use or demand • Project improves or creates an asset to meet new demand • Project improves the functionality of an asset • What is the need for the project

In determining, that streets are to be assets to a community it is imperative that the liability of the street is mitigated and traffic-calming measures implemented on Rice Street will be a great improvement and be long lasting. The street does not function well and needs to be improved.

	Points Possible	Points Awarded
Project Importance Score:	10	

2. Safety Concerns: • Project remedies safety issues that pose a danger to the community • Project addresses code violations or other mandates or legal requirements

Rice Street as is does in fact pose safety concerns. A sixth grader was hit by a motorist on Rice Street in the fall of 2014. The community have identified preliminary recommendations; additional crosswalk locations, signage, traffic lights and turn lanes. The study will point out additional improvements to ensure the safety of the street.

	Points Possible	Points Awarded
Safety Concerns Score:	10	

3. Demonstrated Support: • Project demonstrates community support and organizational commitment • Proposal demonstrates evidence of community collaborations or partnerships • Continued funding is needed to deliver expected services or to preserve an asset • Project leverages outside funding • What progress, if any, has been made on the project

The North End community supports the project. The Ward offices and local business association also have indicated their support. As stated the community has identified some measures that can be taken to attempt to control the traffic, however consultants are necessary to build on the preliminary ideas.

	Points Possible	Points Awarded
Demonstrated Support Score:	10	

4. Community Benefit: • Project significantly benefits a neighborhood, district, area, or city as a whole • Project enhances livability by improving quality of life or property values, providing unmet needs, improving safety or accessibility, etc. • Project improves aesthetic appearance of an asset or area through landscaping, public art, lighting, signage, or other design features

Rice Street began as a commercial corridor and has character that is unique to the street and neighborhood. Housing grew up on the parallel and perpendicular streets. Shops were designed to meet the needs of the neighborhood. Rice Street was not built nor was intended to be a pass-through street. It was intended to be a neighborhood street.

This project benefits the neighborhood, businesses and Saint Paul, will include new signage, and will have an approved appearance.

	Points Possible	Points Awarded
Community Benefit Score:	10	

5. Long-Range Impact: • Project's impact on future operating costs (both increases/decreases) • Project exceeds standards in environmental sustainability • Project provides tangible return on investment • Project is included in City-approved plan • Project maintains an asset with historical significance • Project demonstrates ability to achieve stated outcomes

The project will assist in economic development by calming traffic, developers will look at Rice Street as a place where neighbors can move about safely and will visit their businesses. The project will also include initiatives to be implemented by the City of Saint Paul.

	Points Possible	Points Awarded
Long-range Impact Score:	10	

Section D – Additional Information

1. Additional Information Requested: Please provide additional information that would be important to know about your project.

Rice Street continues to experience a high number of potholes each spring and should be slated to be improved immediately once the street thaws and maintenance should continue throughout spring, summer and fall. It is unknown what the exact traffic count is on Rice Street; however the street carries far more motorists that can be safely accommodated.

The North End neighborhood is home to the highest number of Karen in both Ramsey and Hennepin Counties combined. The majority of this population relies on walking, bicycles or public transportation. The main corridor needs to become safer and accommodated all modes of transportation.

SU-0603460 Rice Street Traffic Study

Phase Detail

Phase	Fin Code	Start Date	End Date	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total
Preliminary Design	CIB			0	50	0	0	0	0	50
Construction/Rehab	CIB			0	25	0	0	0	0	25
Total:				**0**	**75**	**0**	**0**	**0**	**0**	**75**

Phase Summary

Phase	Prior Appr	Yearly Amount (in Thousands) 2016	2017	2018	2019	2020	Total	% of Total
Preliminary Design	0	50	0	0	0	0	50	100.0%
Construction/Rehab	0	25	0	0	0	0	25	100.0%
Total:	**0**	**75**	**0**	**0**	**0**	**0**	**75**	**100.0%**

Financing Source Detail / Summary

Fin Code	Phase	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total	% of Total
CIB - Capital Imp. Bonds									
	Preliminary Design	0	50	0	0	0	0	50	
	Construction/Rehab	0	25	0	0	0	0	25	
		0	**75**	**0**	**0**	**0**	**0**	**75**	**100.0%**
Total:		**0**	**75**	**0**	**0**	**0**	**0**	**75**	**100.0%**

1. Please provide the following information about your organization and proposed project:

Project Title: - Greenbrier Bike Blvd and Bruce Vento Connection Preliminary Design

Proposing Agency or Group: - Eric Saathoff

Proposer's Address: - 884 Ivy Ave E

Contact Person: - Eric Saathoff

Phone Number: - 651-771-0210

Email Address: - ericsaathoff@gmail.com

Address or Cross Streets of Proposed Project: - Greenbrier Street and Wells Street

2. Citizen Participation District(s):

District 5 – Payne-Phalen

3. City Council Ward(s):

Ward 6

4. I am aware of the City's public art ordinance:

Yes

5. Please provide a short description of your project.

A preliminary design for a safe connection between the Greenbrier Bike Boulevard and the Bruce Vento Trail. Currently the only way to reach the Bruce Vento Trail is by riding on Arcade or Payne. The Aguirre Connection, if built, would not provide a safe connection.

Section B – Narrative/Long Description: • Why is this project important? • Is there any historical context we should be aware of? • What does this project accomplish? What problem is it trying to solve? • Will this project occur in phases? What are they?

The Greenbrier Bike Boulevard and the Bruce Vento Trail are two designated bikeways for people aged 8-80 that go through a neighborhood of concentrated racial poverty. On the current St. Paul bikeways map there is a significant gap in this neighborhood. The Greenbrier Bike Boulevard will provide safe access to Payne Avenue and Arcade Street small businesses, two libraries, and three public schools. The Bruce Vento Trail provides residents of the East Side a safe path between Lowertown and the suburbs. It is critical that these two bikeways have a safe connection so that people aged 8-80 can not only access East Side businesses and organizations in their own neighborhood but be connected to the larger St. Paul bikeway network. Between the Bruce Vento Trail to the south and Wheelock Parkway to the north there are no designated bikeways. The Greenbrier Bike Boulevard does not yet have any safe way to connect riders to the Bruce Vento Trail. Currently the only way to reach the Bruce Vento Trail from the Greenbrier Bike Blvd is by riding on Arcade Street or Payne Avenue. The Aguirre Street Connection, if built, would not provide a safe connection as it would still require riders to

travel along a very busy section of Payne Avenue. The first phase of this project would be designing a safe route from the top of the hill at Greenbrier and Wells Streets down to the Bruce Vento Trail. After the design phase we would come back for more funding to begin construction.

Section C – Fit with Evaluation Criteria

1. Project Importance: • Project stabilizes the structural or mechanical integrity of an asset • Project improves or creates an asset that is currently in high use or demand • Project improves or creates an asset to meet new demand • Project improves the functionality of an asset • What is the need for the project

The Greenbrier Bike Boulevard will be a great asset to the community, but its benefit will be greatly enhanced by linking it to the greater bikeway network. Without this safe connection the Greenbrier Bike Blvd will be isolated and riders will likely continue taking alternative paths if they choose to commute to downtown. The proposed Aguirre St connection would not mitigate this problem as it would not connect the Bruce Vento to Greenbrier but to Payne Avenue. Payne Avenue has traffic volumes that make it unwelcoming to the type of rider a bike boulevard or an off-street trail accommodate.
The Greenbrier Bike Boulevard will be a great asset to the community, but its benefit will be greatly enhanced by linking it to the greater bikeway network. Without this safe connection the Greenbrier Bike Blvd will be isolated and riders will likely continue taking alternative paths if they choose to commute to downtown. The proposed Aguirre St connection would not mitigate this problem as it would not connect the Bruce Vento to Greenbrier but to Payne Avenue. Payne Avenue has traffic volumes that make it unwelcoming to the type of rider a bike boulevard or an off-street trail accommodate.

	Points Possible	Points Awarded
Project Importance Score:	10	

2. Safety Concerns: • Project remedies safety issues that pose a danger to the community • Project addresses code violations or other mandates or legal requirements

The current plan for the Greenbrier Bike Boulevard will dump children and seniors onto busy Payne Avenue to connect with the rest of the St. Paul bike network. This is a busy commercial street with city buses, cars, and trucks. This section is particularly busy because of people turning on or off of Phalen Boulevard. Making the connection here is unsafe, unacceptable, and will almost certainly result in the Greenbrier Bike Boulevard getting less use.

	Points Possible	Points Awarded
Safety Concerns Score:	10	

3. Demonstrated Support: • Project demonstrates community support and organizational commitment • Proposal demonstrates evidence of community collaborations or partnerships • Continued funding is needed to deliver expected services or to preserve an asset • Project leverages outside funding • What progress, if any, has been made on the project

This project has been endorsed by St. Paul Women on Bikes, The St. Paul Bicycle Coalition, and the East Side Neighborhood Development Company.

	Points Possible	Points Awarded
Demonstrated Support Score:	10	

4. Community Benefit: • Project significantly benefits a neighborhood, district, area, or city as a whole • Project enhances livability by improving quality of life or property values, providing unmet needs, improving safety or accessibility, etc. • Project improves aesthetic appearance of an asset or area through landscaping, public art, lighting, signage, or other design features

This project would benefit the residents of Payne Phalen by connecting them to the bicycle grid in St. Paul. It would also connect them directly to the Eastside Heritage Park and Swede Hollow Park. These two parks are currently underutilized by their surrounding residents. The Eastside Heritage Park, in particular, suffers from a lack of easy access that this connection would provide. This project is likely to attract new people to this struggling neighborhood, which may reduce the number of vacant homes and increase property values. It would benefit the entire city by patching a hole between designated safe bikeways.

	Points Possible	Points Awarded
Community Benefit Score:	10	

5. Long-Range Impact: • Project's impact on future operating costs (both increases/decreases) • Project exceeds standards in environmental sustainability • Project provides tangible return on investment • Project is included in City-approved plan • Project maintains an asset with historical significance • Project demonstrates ability to achieve stated outcomes

This connection has been included on both drafts of the St. Paul Bicycle Plan, which has not yet been adopted by the City Council. It is included because there is such a large gap of safe bikeways on the East Side of the city. While Greenbrier has been designated as a bicycle boulevard, it will remain isolated from the larger bicycle network until this safe connection is made. In the long run, for the vision of the St. Paul Bicycle Plan to be realized, these two bikeways will need to be connected.

	Points Possible	Points Awarded
Long-range Impact Score:	10	

Section D – Additional Information

1. Additional Information Requested: Please provide additional information that would be important to know about your project.

Biking between the Greenbrier Bike Boulevard and the Bruce Vento Trail currently requires riding along Arcade Street (12,975 vehicles per day) and Payne Avenue (10,550 vehicles per day). Demographics of Payne Phalen: - 17.6% of households have no vehicle (car) - 35.5% have only one vehicle available - 31.3% are below the poverty level - People of color are 64.3% of the population - 32.7% of population aged 17 years and younger compared to 25.3% for the rest of St. Paul.

City of Saint Paul

2016-2020 Unified Capital Improvement Program and Budget Process

Budget Year: **2015** Status: **FINAL** Stage: **S**

SU-0503231 Greenbrier Bicycle Boulevard and Bruce Vento Connection

Phase Detail

Phase	Fin Code	Start Date	End Date	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total
Design	CIB			26	45	0	0	0	0	45
Total:				**26**	**45**	**0**	**0**	**0**	**0**	**45**

Phase Summary

Phase	Prior Appr	Yearly Amount (in Thousands) 2016	2017	2018	2019	2020	Total	% of Total
Design	26	45	0	0	0	0	45	100.0%
Total:	**26**	**45**	**0**	**0**	**0**	**0**	**45**	**100.0%**

Financing Source Detail / Summary

Fin Code	Phase	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total	% of Total
CIB - Capital Imp. Bonds									
	Design	26	45	0	0	0	0	45	
		26	**45**	**0**	**0**	**0**	**0**	**45**	**100.0%**
Total:		**26**	**45**	**0**	**0**	**0**	**0**	**45**	**100.0%**

1. Please provide the following information about your organization and proposed project:

Project Title: - Payne Ave Overlooks into Swede Hollow

Proposing Agency or Group: - Railroad Island Task Force (RRITF)

Proposer's Address: - 506 East Kenny Road #130, Saint Paul, MN 55130

Contact Person: - Don Lorr

Phone Number: - 651.283.1682

Email Address: - Donald.lorr@thomsonreuters.com

Address or Cross Streets of Proposed Project: - Payne Ave around Tedesco & Bedford

2. Citizen Participation District(s):

District 5 – Payne-Phalen

3. City Council Ward(s):

Ward 2

4. I am aware of the City's public art ordinance:

Yes

5. Please provide a short description of your project.

Develop, Design, and Construct an Overlook into Swede Hollow along the eastern edge of Payne Ave. near its intersections with Tedesco and Bedford to provide greater access and visibility to this unique natural amenity.

Section B – Narrative/Long Description: • Why is this project important? • Is there any historical context we should be aware of? • What does this project accomplish? What problem is it trying to solve? • Will this project occur in phases? What are they?

Design and Construct an Overlook into Swede Hollow along the eastern edge of Payne Ave. to provide greater access and visibility to this unique natural amenity.

We are proposing a central overlook along the eastern edge of Payne Ave. near its intersections with Tedesco and Bedford that reaches out into the Hollow with adjoining vistas on either side. The community is interested in a design that incorporates public art, interpretative signage, bike racks, trash/recycling bins, and a green storm water mgmt system (such a rain gardens) to prevent erosion and to filter out street contaminants in order to preserve the environmental integrity of Swede Hollow.
This proposal for overlooks into Swede Hollow finds its historic origins in both:

(1) The Rail Road Island Small Area Plan (Adopted in 1994 & revised and adopted in 2007)
(2) The Payne Ave Design Plan (2014)

The Small Area Plan indicates: "*Railroad Island has distinct natural assets. Swede*

Hollow Park is a unique natural amenity that had been underutilized." And it specifically advocates to: "*27. Create a "lookout" over Swede Hollow Park with an historic marker.*" The Payne Ave Design collects recent community interest and provides conceptual & technical drawings of the overlooks. As part of the design, the overlooks are noted for adding visual access to the park while showcasing its natural beauty.

Swede Hollow has well-documented significance as a historical, cultural, and natural asset for the neighborhood and City. Yet, it remains hidden to residents, passersby, and visitors along Payne Ave.
"*The park's valleys create a distinct feeling of wilderness*" (City website) that is unique in an urban setting, yet many people currently pass along Payne Ave unaware of the tremendous beauty of Swede Hollow nearby. The overlooks will connect Payne Ave to the natural beauty of the park: Bringing the park up onto the Avenue, Connecting the Past to Present, Connecting the Urban Neighborhood and Business District to this "*uniquely rich & beautiful urban park*" (Small Area Plan).

The overlook is one element of the many detailed & advocated for in the Small Area Plan & Payne Ave Design to improve the livability of Railroad Island, the walkability of Payne Avenue, and the fostering of the neighborhood as a vibrant, safe, and attractive community.

Section C – Fit with Evaluation Criteria

1. Project Importance: • Project stabilizes the structural or mechanical integrity of an asset • Project improves or creates an asset that is currently in high use or demand • Project improves or creates an asset to meet new demand • Project improves the functionality of an asset • What is the need for the project

The Project will improve the functionality of a City Park -- improving access to Swede Hollow. Additionally, the Project improves the functionally of Payne Ave walkability. And the Project improves livability Railroad Island Neighborhood & development potential of lower Payne Ave.

	Points Possible	Points Awarded
Project Importance Score:	10	

2. Safety Concerns: • Project remedies safety issues that pose a danger to the community • Project addresses code violations or other mandates or legal requirements

The Project remedies a safety issue of access to the park for all residents – providing visual access where physical access may be difficult or unsafe. The Project addresses current accessibility issues, especially for those who may have difficulty getting down into the park, such as elderly or mobility-challenged residents at the Labor Tower (500 Tedesco) and the Lafayette Plaza (619 Lafayette) accessible apartments. Additionally, the Project increases the safety of the Park by offering greater visibility into the Park from above for Public Safety staff.

	Points Possible	Points Awarded
Safety Concerns Score:	10	

3. Demonstrated Support: • Project demonstrates community support and organizational commitment • Proposal demonstrates evidence of community collaborations or partnerships • Continued funding is needed to deliver expected services or to preserve an asset • Project leverages outside funding • What progress, if any, has been made on the project

The Small Area Plan has twice by adopted by RRITF, District 5, and City Council (1994 & 2007). The Payne Ave Design Plan was collaboratively developed by RRITF, businesses owners, community members, Ward 5 and Ward 6 Council Members, City of Saint Paul and Ramsey County Staff, and St Paul Design Center in a 1 1/2 day workshop. RRITF & District 5 approved the conceptual design. The Project is part of larger redesign project which will be funded thru existing CIB Support, 8-80 Vitality funding, County funding for the street rehab & sewers, and possible additional CIB requests.

	Points Possible	Points Awarded
Demonstrated Support Score:	10	

4. Community Benefit: • Project significantly benefits a neighborhood, district, area, or city as a whole • Project enhances livability by improving quality of life or property values, providing unmet needs, improving safety or accessibility, etc. • Project improves aesthetic appearance of an asset or area through landscaping, public art, lighting, signage, or other design features

As noted above, this request meets all (3) criteria:

(1) Project significantly benefits a neighborhood, district, area, or city as a whole

(2) Project enhances livability by improving quality of life or property values, providing unmet needs, improving safety or accessibility, etc.

(3) Project improves aesthetic appearance of an asset or area through landscaping, public art, lighting, signage, or other design features.

	Points Possible	Points Awarded
Community Benefit Score:	10	

5. Long-Range Impact: • Project's impact on future operating costs (both increases/decreases) • Project exceeds standards in environmental sustainability • Project provides tangible return on investment • Project is included in City-approved plan • Project maintains an asset with historical significance • Project demonstrates ability to achieve stated outcomes

The Project is included in two City Approved Plan(s):

(1) The Rail Road Island Small Area Plan (Adopted in 1994 & revised and adopted in 2007)

(2) The Payne Ave Design Plan (2014)

Project maintains an asset with historical significance:

- Swede Hollow has well-documented significance as a historical, cultural, and natural asset for the neighborhood and City.
- The Project will connect this asset to residents, passersby, and visitors along Payne Ave.

	Points Possible	Points Awarded
Long-range Impact Score:	10	

Section D – Additional Information

1. Additional Information Requested: Please provide additional information that would be important to know about your project.

DEMOGRAPHICS for the surrounding community can be attained from Payne Phalen Community Council District 5

City of St. Paul & Ramsey County Public Works to provide traffic counts.

City of St. Paul Parks & Recreation can provide Number of people who use the facility.

SU-0503448 Payne Ave Overlooks into Swede Hollow

Phase Detail

Phase	Fin Code	Start Date	End Date	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total
Const-Plans/Spec's	CIB			0	202	0	0	0	0	202
Construction/Rehab	CIB			0	608	0	0	0	0	608
Total:				**0**	**810**	**0**	**0**	**0**	**0**	**810**

Phase Summary

Phase	Prior Appr	Yearly Amount (in Thousands) 2016	2017	2018	2019	2020	Total	% of Total
Const-Plans/Spec's	0	202	0	0	0	0	202	100.0%
Construction/Rehab	0	608	0	0	0	0	608	100.0%
Total:	**0**	**810**	**0**	**0**	**0**	**0**	**810**	**100.0%**

Financing Source Detail / Summary

Fin Code	Phase	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total	% of Total
CIB - Capital Imp. Bonds									
	Const-Plans/Spec's	0	202	0	0	0	0	202	
	Construction/Rehab	0	608	0	0	0	0	608	
		0	**810**	**0**	**0**	**0**	**0**	**810**	**100.0%**
Total:		**0**	**810**	**0**	**0**	**0**	**0**	**810**	**100.0%**

1. Please provide the following information about your organization and proposed project:

Project Title: - Railroad Island Neighborhood Signage

Proposing Agency or Group: - Railroad Island Task Force (RRITF)

Proposer's Address: - 506 East Kenny Road #130, Saint Paul, MN 55130

Contact Person: - Don Lorr

Phone Number: - 651.283.1682

Email Address: - Donald.lorr@thomsonreuters.com

Address or Cross Streets of Proposed Project: - Various Locations

2. Citizen Participation District(s):

District 5 – Payne-Phalen

3. City Council Ward(s):

Ward 5, Ward 6, and Ward 7

4. I am aware of the City's public art ordinance:

Yes

5. Please provide a short description of your project.

The proposal is to:
(1) Add and Replace Signage to Promote the Railroad Island Neighborhood at community gateways

(2) Improve Access/Visibility of Swede Hollow Entrance.

Section B – Narrative/Long Description: • Why is this project important? • Is there any historical context we should be aware of? • What does this project accomplish? What problem is it trying to solve? • Will this project occur in phases? What are they?

The proposal is for:

1. Signage to Promote the Railroad Island Neighborhood at community gateways

    a. Replace the existing neighborhood sign at Lafayette, Desoto, and Tedesco.
    b. Create new signage at RRI gateways
       + Payne + Phalen
       + Minnehaha +Payne
       + Edgerton & Bush
       + Payne + 7th (if not addressed by existing CIB)

2. Improve Access/Visibility of Swede Hollow Entrance from Payne Ave

a. Adding/Enhancing the wayfinding signage that meets the City of St Paul Parks Interpretive Signage Standard
b. Replacing the current, sub-standard signage
c. Along Payne Ave at Preble and Edgerton
d. Viewable from all Directions
e. Viewable to Pedestrian, Bicycle, and Car Traffic

This proposal for improved signage finds its historic origins in both:
(1) The Rail Road Island Small Area Plan (Adopted in 1994 & revised and adopted in 2007)
(2) The Payne Ave Design Plan (2014)

The Proposal works to create a cohesive identity for the Railroad Island Neighborhood, while Enhancing the livability and development opportunities for the community. The community is interested in a design that incorporates public art, interpretative signage, and design features that capture the unique history & character of Railroad Island.

Section C – Fit with Evaluation Criteria

1. Project Importance: • Project stabilizes the structural or mechanical integrity of an asset • Project improves or creates an asset that is currently in high use or demand • Project improves or creates an asset to meet new demand • Project improves the functionality of an asset • What is the need for the project

The Project improves visibility of the neighborhood identifying it as a distinct area of historical, cultural, economic value. Improves and augments the existing signage functionality.

The Project improves existing assets AND brings existing signage to current City signage standards.

	Points Possible	Points Awarded
Project Importance Score:	10	

2. Safety Concerns: • Project remedies safety issues that pose a danger to the community • Project addresses code violations or other mandates or legal requirements

n/a

	Points Possible	Points Awarded
Safety Concerns Score:	10	

3. Demonstrated Support: • Project demonstrates community support and organizational commitment • Proposal demonstrates evidence of community collaborations or partnerships • Continued funding is needed to deliver expected services or to preserve an asset • Project leverages outside funding • What progress, if any, has been made on the project

The Small Area Plan has twice by adopted by RRITF, District 5, and City Council (1994 & 2007). The Payne Ave Design Plan was collaboratively developed by RRITF, businesses owners, community members, Ward 5 and Ward 6 Council Members, City of Saint Paul and Ramsey County Staff, and St Paul Design Center in a 1 1/2 day workshop. RRITF & District 5 approved the conceptual design. The Project is part of larger redesign project which will be funded thru existing CIB Support, 8-80 Vitality funding, County funding for the street rehab & sewers, and possible additional CIB requests.

	Points Possible	Points Awarded
Demonstrated Support Score:	10	

4. Community Benefit: • Project significantly benefits a neighborhood, district, area, or city as a whole • Project enhances livability by improving quality of life or property values, providing unmet needs, improving safety or accessibility, etc. • Project improves aesthetic appearance of an asset or area through landscaping, public art, lighting, signage, or other design features

This request meets all (3) criteria:

(1) Project significantly benefits a neighborhood—Accomplishing goal of the Small Area plan to "*Assist the community in marketing Railroad Island to attract new residents.*" (2) Project enhances livability by improving accessibility to Swede Hollow. (3) Project improves aesthetic appearance of an asset through improved streetscaping by utilizing landscaping, public art, lighting, signage, or other design features. The signage will serve the neighborhood and will attract people to the neighborhood.

	Points Possible	Points Awarded
Community Benefit Score:	10	

5. Long-Range Impact: • Project's impact on future operating costs (both increases/decreases) • Project exceeds standards in environmental sustainability • Project provides tangible return on investment • Project is included in City-approved plan • Project maintains an asset with historical significance • Project demonstrates ability to achieve stated outcomes

The Project is included in two City Approved Plan(s):

(1) The Rail Road Island Small Area Plan (Adopted in 1994 & revised and adopted in 2007)
(2) The Payne Ave Design Plan (2014)

	Points Possible	Points Awarded
Long-range Impact Score:	10	

Section D – Additional Information

1. Additional Information Requested: Please provide additional information that would be important to know about your project.

DEMOGRAPHICS for the surrounding community can be attained from Payne Phalen Community Council District 5

TRAFFIC COUNTS
City of St. Paul & Ramsey County Public Works to provide traffic counts.

USE NUMBERS
City of St. Paul Parks & Recreation can provide Number of people who use the facility.

City of Saint Paul

2016-2020 Unified Capital Improvement Program and Budget Process

Budget Year: **2015** Status: **FINAL** Stage: **S**

SU-0503456 Railroad Island Neighborhood Signage

Phase Detail

Phase	Fin Code	Start Date	End Date	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total
Const-Plans/Spec's	CIB			0	5	0	0	0	0	5
Construction/Rehab	CIB			0	20	0	0	0	0	20
Total:				**0**	**25**	**0**	**0**	**0**	**0**	**25**

Phase Summary

Phase	Prior Appr	Yearly Amount (in Thousands) 2016	2017	2018	2019	2020	Total	% of Total
Const-Plans/Spec's	0	5	0	0	0	0	5	100.0%
Construction/Rehab	0	20	0	0	0	0	20	100.0%
Total:	**0**	**25**	**0**	**0**	**0**	**0**	**25**	**100.0%**

Financing Source Detail / Summary

Fin Code	Phase	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total	% of Total
CIB - Capital Imp. Bonds									
	Const-Plans/Spec's	0	5	0	0	0	0	5	
	Construction/Rehab	0	20	0	0	0	0	20	
		0	**25**	**0**	**0**	**0**	**0**	**25**	**100.0%**
Total:		**0**	**25**	**0**	**0**	**0**	**0**	**25**	**100.0%**

1. Please provide the following information about your organization and proposed project:

Project Title: - Downtown Sidewalk Tree Preservation

Proposing Agency or Group: - Saint Paul Downtown Alliance

Proposer's Address: - 332 Minnesota Street, Saint Paul, MN 55101

Contact Person: - Jim Ivey

Phone Number: - 612-860-7316

Email Address: - james.ivey@gmail.com

Address or Cross Streets of Proposed Project: - 6th Street and 5th Street in downtown, from Broadway to 7th Street

2. Citizen Participation District(s):

District 17 – Capital River

3. City Council Ward(s):

Ward 2

4. I am aware of the City's public art ordinance:

Yes

5. Please provide a short description of your project.

Install protective tree guards around sidewalk trees along 6th Street and 5th Street between Broadway and 7th Street, in order to extend lifespan by protecting the tree trunks from damage.

Section B – Narrative/Long Description: • Why is this project important? • Is there any historical context we should be aware of? • What does this project accomplish? What problem is it trying to solve? • Will this project occur in phases? What are they?

Trees planted in downtown Saint Paul face far more obstacles than trees planted in outlying areas, and their average lifespan has been about 7 years. Even minor trunk damage can severely impact tree health and leads to early tree mortality. Some common sources of trunk damage include signs attached to the tree, cuts/tears from weed whips and mowers, contact wounds from snow removal equipment, and contact wounds from the tree being used to chain up a bike. The minimum cost of replacing a tree is approximately $900, and can be as high as $2500. With approximately 170 trees on just the streets in this project scope (6th Street and 5th Street between Broadway and 7th Street), the city would have to spend $153,000 every seven years just to constantly replace maturing trees with new saplings. The city's current budget for replacing trees in all of downtown is only $30,000/year, meaning that there are frequently a large number of missing trees, and a growing financing problem for the downtown forestry program. Also, the new trees used for replacement are only 2" caliper saplings that provides very little shade or ornamentation for the first few years. In

order to address this problem, the City of Saint Paul's Forestry department has recommended installing protective tree guards around the trunk of the tree. Guards installed for the trees on the sidewalks around Mears Park have greatly extended their lifespans, and the Forestry department estimates that properly installed tree guards can increase the average lifespan of a downtown tree from 7 years to 21 years. This would not only reduce the annual replacement cost of dying trees, but also result in larger, more robust trees that provide more shade and beauty to the downtown urban streetscape. Tree guards can be purchased and installed for approximately $500/tree, and have a projected use lifetime of at least 25-30 years. As a result, the project could deliver a complete return-on-investment back to the city in the first few years, and continue to save money throughout the extended lifetime of each tree and guard.

Section C – Fit with Evaluation Criteria

1. Project Importance: • Project stabilizes the structural or mechanical integrity of an asset • Project improves or creates an asset that is currently in high use or demand • Project improves or creates an asset to meet new demand • Project improves the functionality of an asset • What is the need for the project

Trees on downtown sidewalks are constantly being replaced due to early death from trunk damage, and a limited budget for replacement means that there are frequently missing trees that represent walking hazards and an unattractive streetscape. Installing protective guards to extend the lifespan of downtown trees will also result in more robust, attractive trees that maximize the original investment and contribute to the beauty and vitality of downtown.

	Points Possible	Points Awarded
Project Importance Score:	10	

2. Safety Concerns: • Project remedies safety issues that pose a danger to the community • Project addresses code violations or other mandates or legal requirements

There are currently 15 missing trees in the project area due to early tree death, each representing a walking hazard for pedestrians. Missing trees and saplings also represent a missed opportunity for reducing sidewalk temperature and improving air quality for pedestrians downtown.

	Points Possible	Points Awarded
Safety Concerns Score:	10	

3. Demonstrated Support: • Project demonstrates community support and organizational commitment • Proposal demonstrates evidence of community collaborations or partnerships • Continued funding is needed to deliver expected services or to preserve an asset • Project leverages outside funding • What progress, if any, has been made on the project

This proposal is one of many streetscape improvement projects recommended by the Saint Paul Downtown Alliance, in coordination with the City of Saint Paul's Public Works and Forestry departments. The recommendations by the group are based on the

6th+5th Street Capital Improvement Plan that was developed in 2009 by an advisory group comprised of City Department staff (PED, Parks and Recreation, Public Works and DSI), Metro Transit, the CapitolRiver Council, and the Saint Paul Building Owners and Management Association (BOMA). The initial capital cost of purchasing and installing the tree guards will be recovered through extending the lifespan of downtown sidewalk trees and thus reducing the cost/frequency of replacement, and future savings can be leveraged to purchase and install additional tree guards for the rest of downtown.

	Points Possible	Points Awarded
Demonstrated Support Score:	10	

4. Community Benefit: • Project significantly benefits a neighborhood, district, area, or city as a whole • Project enhances livability by improving quality of life or property values, providing unmet needs, improving safety or accessibility, etc. • Project improves aesthetic appearance of an asset or area through landscaping, public art, lighting, signage, or other design features

Trees are an important part of the vitality and attractiveness of the downtown urban streetscape. They provide shade and beauty for pedestrians, and soften the harsh concrete and asphalt expanses. Healthy, mature trees add an average of 10 percent to a property's value (USDA Forest Service). Trees are also critical for combatting poor air quality in downtown due to the constant stop-and-go traffic of a large number of buses and cars, and can have a significant impact on reducing the heat captured and radiated by downtown sidewalks and streets in the summer. The tree guards themselves are also decorative, and add to the attractiveness of the downtown streetscape.

	Points Possible	Points Awarded
Community Benefit Score:	10	

5. Long-Range Impact: • Project's impact on future operating costs (both increases/decreases) • Project exceeds standards in environmental sustainability • Project provides tangible return on investment • Project is included in City-approved plan • Project maintains an asset with historical significance • Project demonstrates ability to achieve stated outcomes

The financial side of this project is about reducing the replacement frequency and costs associated with shortened tree lifespans due to trunk damage. Investing in protective tree guards for downtown sidewalk trees will significantly reduce future operating costs, and completely pay for the original capital investment in less than ten years. The project will also improve the existing sustainability of the downtown environment by increasing the number of robust, mature trees improving the air quality in downtown. The City of Saint Paul's Forestry department has already installed similar protective guards around nearby Mears Park trees, and strongly advocates this approach as a way to improve the health and lifespan of downtown trees and reduce the long-term costs of maintaining a downtown forestry program. The existing protective guards have already demonstrated an ability to extend the lifespan of trees by reducing or eliminating trunk damage.

	Points Possible	Points Awarded
Long-range Impact Score:	10	

Section D – Additional Information

1. Additional Information Requested: Please provide additional information that would be important to know about your project.

The project area runs through the downtown core and touches many residential and commercial buildings representing thousands of residents and workers. The project area is also the primary route for east-west bus transit moving through downtown, crosses the Green Line LRT, and has the largest number of pedestrians spending time outdoors walking from transit stops to their destinations. And on an average day, each of the intersections along the project streets will see approximately 8000-10000 cars. There are approximately 170 tree plantings in the project area. 15 of those are currently dead or missing, primarily due to early tree death. Creating and maintaining a complete urban tree canopy for this project area will take a significant first step toward realizing the vision of the city's 6th+5th Street Capital Improvement plan, integrating the parks and cultural institutions on both ends of downtown through a revitalized downtown core.

SU-1703441 Downtown Sidewalk Tree Preservation

Phase Detail

Phase	Fin Code	Start Date	End Date	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total
Construction/Rehab	CIB			0	96	0	0	0	0	96
Total:				**0**	**96**	**0**	**0**	**0**	**0**	**96**

Phase Summary

Phase	Prior Appr	Yearly Amount (in Thousands) 2016	2017	2018	2019	2020	Total	% of Total
Construction/Rehab	0	96	0	0	0	0	96	100.0%
Total:	**0**	**96**	**0**	**0**	**0**	**0**	**96**	**100.0%**

Financing Source Detail / Summary

Fin Code	Phase	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total	% of Total
CIB - Capital Imp. Bonds									
	Construction/Rehab	0	96	0	0	0	0	96	
		0	**96**	**0**	**0**	**0**	**0**	**96**	**100.0%**
Total:		**0**	**96**	**0**	**0**	**0**	**0**	**96**	**100.0%**

1. Please provide the following information about your organization and proposed project:

Project Title: - Grand Avenue Pedestrian Safety & Traffic Calming

Proposing Agency or Group: - Summit Hill Association, Macalester-Groveland Community Council & Grand Avenue Business Association

Proposer's Address: - 860 Saint Clair Avenue, Saint Paul, MN 55105

Contact Person: - Sara Schmidt

Phone Number: - 612-220-7538

Email Address: - sara.s.schmidt@hotmail.com

Address or Cross Streets of Proposed Project: - Grand & Lexington to Grand & Hamline

2. Citizen Participation District(s):

Districts 14 – Macalester-Groveland, and District 16 – Summit Hill Association

3. City Council Ward(s):

Ward 2 and Ward 3

4. I am aware of the City's public art ordinance:

Yes

5. Please provide a short description of your project.

This project is focused on traffic calming and pedestrian safety on Grand Avenue between Lexington Avenue to Hamline Avenue. Grand Avenue is a heavily trafficked area, used by pedestrians, cyclists and motorists; however, the stretch from Lexington to Hamline has proven itself extremely dangerous. We are requesting CIB funding for traffic calming and pedestrian safety improvements.

Section B – Narrative/Long Description: • Why is this project important? • Is there any historical context we should be aware of? • What does this project accomplish? What problem is it trying to solve? • Will this project occur in phases? What are they?

This proposed project is focused on traffic calming and pedestrian safety improvements on Grand Avenue between Lexington Avenue and Hamline Avenue. Grand Avenue is a heavily trafficked area, used by pedestrians, cyclists, motorists, and public transportation. This area of Grand Avenue experiences high pedestrian traffic to access businesses, residences and apartments. Our goal with this project is to ensure the safety of all users of Grand Avenue by calming traffic and bringing more visibility to pedestrian traffic in the area. All three organizations involved: the Summit Hill Association, Macalester-Groveland Community Council and Grand Avenue Business Association have proposed and implemented measures to make pedestrian safety and traffic calming improvements. This proposal was submitted to the CIB committee in 2013 for funding. Additionally, the Grand Avenue Business Association and Summit Hill Association submitted a CIB proposal for a median and/or pedestrian cross walk near

the Ayd Mill Bridge in 2009. The Macalester-Groveland Community Council discussed the installation of a bumpout at Grand and Syndicate in 2009, but did not submit a CIB proposal at that time. These three groups came together after the 2012 death of a pedestrian at Grand & Hamline. According to data provided by the City's Department of Public Works (traffic study done on Grand from Hamline to Victoria), there have been two pedestrian fatalities in this area of Grand Avenue in the past four years and three "incapacitating injuries" in the past seven years. Overall, there have been 27 pedestrian-related crashes in the past ten years. In addition, there have been 23 bike related crashes along this stretch of Grand Avenue in the past 10 years.

This project is meant to provide increased pedestrian safety and to calm traffic. It is specifically meant to reduce the speeds that vehicles travel between Lexington and Hamline. Law enforcement has shared with our organizations that increasing patrols could reinforce the call for pedestrian awareness, but it likely will not change the behavior of motorists. There needs to be a variety of approaches used to tackle the problem. It will take enforcement, education and engineering to slow traffic and raise awareness for pedestrian rights. The organizations are working with law enforcement to address the issues, but it will require greater changes and this project is that necessary change. The hope and goal is that incorporating a two-phase approach of bumpouts, striping and better or increased signage would assist in creating those permanent engineering changes.
The proposed project for this round of CIB consideration includes:

- Bumpouts and crosswalks at the West side of both Dunlap Street and West side of Syndicate Street with pedestrian crossing signage.
- Parking lane striping from Hamline Avenue east on Grand Avenue to Lexington Parkway. This engineering method will work to slow traffic by visually narrowing the roadway for motorists.
- Center painted median to indicate turn lane along Grand Avenue. Again, this visually narrows the roadway for motorists yet not impede commercial parking or business along Grand Avenue.

We chose this particular proposed design because it comes at a lower cost than installing full concrete medians, and would still provide access to business driveways on either side of Grand Avenue.
GABA, MGCC and SHA believe that combining these three aspects of this pedestrian safety and traffic calming project would be most effective at slowing traffic and providing pedestrians a safer environment. It is important to maintain the look and integrity of Grand Avenue and consider the needs of businesses, residents and visitors to Grand Avenue.

Section C – Fit with Evaluation Criteria

1. Project Importance: • Project stabilizes the structural or mechanical integrity of an asset • Project improves or creates an asset that is currently in high use or

demand • Project improves or creates an asset to meet new demand • Project improves the functionality of an asset • What is the need for the project

We are pursuing CIB funding for this project because of the substantial need to take action. There have been two pedestrian fatalities in the past four years and three "incapacitating injury" pedestrian crashes on Grand Avenue between Victoria and Hamline in the past seven years. In total, there have been 27 pedestrian related crashes on this stretch of Grand Avenue in the past 10 years. We see the undeniable need to make changes and this project is seen as the most cost effective and efficient way to do that. This project would improve the usability of Grand Avenue for pedestrians, cyclists and motorists. It creates an increased awareness of pedestrian traffic, as well as helps calm traffic. Increased signage, painted medians, and lighting changes would provide increased visibility for pedestrians. The painted turn lanes between lanes would provide a perceived pedestrian refuge for those trying to cross Grand Avenue. This proposal project primarily addresses a safety concern, but it also meets the standards laid out by the City of Saint Paul for street design and pedestrian safety, would encourage healthy lifestyles and a healthy environment by improving neighborhood walkability and improving the streetscape.

This project incorporates elements of complete streets design, outlined by the City of Saint Paul Comprehensive Transportation Plan. The Transportation Plan details best practices for design and maintenance and opportunities to support active lifestyles and a healthy environment by completing the streets for all users; implementing "road diets" to decrease speeds and crashes; decreasing pedestrian crossing times; improving streetscapes; raising motorist awareness of pedestrians through signage and educational efforts; and ensuring that pedestrian routes are safe, accessible, and designed and maintained to draw pedestrians to the space. As these best practices for complete streets are implemented across the city, we encourage you to focus on business corridors like Grand Avenue that have high pedestrian traffic to increase safety and help make Saint Paul a more walkable city.

	Points Possible	Points Awarded
Project Importance Score:	10	

2. Safety Concerns: • Project remedies safety issues that pose a danger to the community • Project addresses code violations or other mandates or legal requirements

This project addresses the significant safety concerns that exist on Grand Avenue between Lexington and Hamline. This stretch of Grand Avenue is heavily trafficked and unique as one of the only sections of Grand Avenue that has an unobstructed sightline, therefore creating higher vehicle speed. Grand Avenue is a classified collector with an Average Daily Traffic Count (ADT) of 12,425 (recorded in August 2010). The average speed of traffic (recorded in June 2012 between Syndicate and Hamline) is 28 mph eastbound, with 85% of traffic going at or below 33mph. Westbound traffic was recorded at 29 mph, with 85% going 36 mph or below. There have been two pedestrian fatalities and three "incapacitating injury" pedestrian crashes in the last seven years. Overall, there have been 27 pedestrian-related crashes in the past ten years. Please note that

these numbers include only incidents reported to the police. In talking about this project with businesses and residents in the area, we have heard about several other crashes and near misses that went unreported. People who live and work in the area frequently report near misses and high speed traffic on Grand Avenue as a major concern. Because of the high volume of traffic, the high volume of pedestrians, and the proximity to both businesses and apartment buildings in this area, we would like to emphasize the importance of providing a safe environment for pedestrians. Pedestrian activity brings life to the streets, makes the neighborhood feel more welcoming, and helps the local businesses thrive. All drivers become pedestrians as soon as they leave their cars, so ensuring the safety for all users of Grand Avenue is our priority.

	Points Possible	Points Awarded
Safety Concerns Score:	10	

3. Demonstrated Support: • Project demonstrates community support and organizational commitment • Proposal demonstrates evidence of community collaborations or partnerships • Continued funding is needed to deliver expected services or to preserve an asset • Project leverages outside funding • What progress, if any, has been made on the project

The Macalester-Groveland Community Council reached out to neighborhood residents and businesses in the area following the pedestrian fatality at Grand & Hamline in the fall 2012. They held a public meeting to discuss pedestrian safety on Grand Avenue and putting together this CIB proposal was one outcome of that meeting. A CIB Task Force was created to discuss the best options going forward and to develop this proposal. The task force was comprised of residents from Macalester-Groveland (D14), Summit Hill (D16), and representatives from the Grand Avenue Business Association and area business owners.

We have support from the Macalester-Groveland Community Council, Summit Hill Association and Grand Avenue Businesses Association Board of Directors, (Macalester College, and City Councilmembers Tolbert, Thune, and Stark). It is our intent to bring the idea of this proposed project to area businesses and provide letters of support.

In conjunction with this CIB proposal to calm traffic and bring more visibility to pedestrians, we are also working on ways that we can educate the public about pedestrian safety and rights. Building off of the MNDOT Share the Road Pedestrian Safety Campaign and GABA and Summit Hill's Pedestrian Safety Awareness week, committee members and residents are looking for additional ways to spread the word about the important issue of pedestrian safety. By focusing our efforts on three different approaches: engineering, education, and enforcement, we hope to create an area that is known for being walkable and safe for all users.

	Points Possible	Points Awarded
Demonstrated Support Score:	10	

4. Community Benefit: • Project significantly benefits a neighborhood, district, area, or city as a whole • Project enhances livability by improving quality of life or property values, providing unmet needs, improving safety or accessibility, etc. • Project improves aesthetic appearance of an asset or area through landscaping, public art, lighting, signage, or other design features

As previously mentioned, Grand Avenue is a heavily trafficked area, used by pedestrians, cyclists and motorists. The average daily traffic count on Grand Avenue between Hamline Avenue and Lexington Avenue is 12,425. In addition, Grand Avenue is the pinnacle area of mixed used with residents and businesses lining the street. This project will directly affect residents and visitors to Grand Avenue for years to come by providing a safer method for crossing the Avenue, reducing the risk to pedestrians. It will increase safety for those who live, work and play on Grand Avenue. Overall this project is meant to address issues of safety, but also to enhance the livability and the thriving business district in this area.

	Points Possible	Points Awarded
Community Benefit Score:	10	

5. Long-Range Impact: • Project's impact on future operating costs (both increases/decreases) • Project exceeds standards in environmental sustainability • Project provides tangible return on investment • Project is included in City-approved plan • Project maintains an asset with historical significance • Project demonstrates ability to achieve stated outcomes

The long-range impact of this project is to slow traffic in this area and make it safe for all users. This part of Grand Avenue is bustling with activity. This project could be a pilot for speed reduction and pedestrian safe design that could be modeled in residential and business corridors throughout the city.

By installing parking lane striping and turn lane striping connecting, the streetscape will become more visually narrow, thus slowing traffic. The east side bumpouts at Grand and Syndicate and west bumpouts at Grand and Dunlap will reduce the length of street that pedestrians and cyclists need to cross and also provide greater visibility. These improvements will improve access to and use of Grand Avenue, which will results in more visitors and activity level of residents. In addition, the increased signage should help change the behavior of motorists in decreasing their speed. All three organizations agreed that this project would be fitting for the area and it would not negatively impact the historical significance.

The Summit Hill Association's 2005 Neighborhood Plan includes a call for more specific pedestrian and bicyclist safety measures throughout the area, including by making, "selected crosswalks on arterials (Grand, Summit, Lexington, St. Clair, Victoria) more visible through a combination of bolder color, striping, texture, and signage. Encourage the City Police to vigorously enforce laws concerning crosswalks, speed limits, and restricted parking near intersections." Additionally, the Summit Hill Association's plan to calm traffic includes a combination of education, enforcement and engineering resources that will allow motorists to drive more slowly and with greater attentiveness.

Their mission is to, "explore and implement with community and City support specific traffic-calming measures such as, speed humps, traffic circles, bump outs, center medians and additional stop signs. Make traffic calming a part of all street reconstruction." This proposal is perfectly aligned with Summit Hill Association's long-range neighborhood plan and should be considered an important step in improving the area for pedestrians, motorists and bicyclists alike.

The Macalester-Groveland Community Council Community Plan also includes a vision for a community that is pedestrian-friendly, with efficient transit services and pleasant streetscapes. The Transportation and Public Safety components of the plan include recommendations to slow vehicular traffic through implementation of traffic calming techniques, incorporate traffic calming techniques into street paving projects, and support programs that promote pedestrian safety. This proposal has gained the support of the Macalester-Groveland Community Council's Transportation Committee and Board of Directors because it fulfills the long-range vision of the neighborhood and contributes to the mission of making the neighborhood a desirable place to live, work, learn and play.

	Points Possible	Points Awarded
Long-range Impact Score:	10	

Section D – Additional Information

1. Additional Information Requested: Please provide additional information that would be important to know about your project.

SU-5503229 Grand Avenue Pedestrian Safety and Traffic Calming

Phase Detail

Phase	Fin Code	Start Date	End Date	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total
Const-Plans/Spec's	CIB			0	50	0	0	0	0	50
Construction/Rehab	CIB			0	200	0	0	0	0	200
Total:				**0**	**250**	**0**	**0**	**0**	**0**	**250**

Phase Summary

Phase	Prior Appr	Yearly Amount (in Thousands) 2016	2017	2018	2019	2020	Total	% of Total
Const-Plans/Spec's	0	50	0	0	0	0	50	100.0%
Construction/Rehab	0	200	0	0	0	0	200	100.0%
Total:	**0**	**250**	**0**	**0**	**0**	**0**	**250**	**100.0%**

Financing Source Detail / Summary

Fin Code	Phase	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total	% of Total
CIB - Capital Imp. Bonds									
	Const-Plans/Spec's	0	50	0	0	0	0	50	
	Construction/Rehab	0	200	0	0	0	0	200	
		0	**250**	**0**	**0**	**0**	**0**	**250**	**100.0%**
Total:		**0**	**250**	**0**	**0**	**0**	**0**	**250**	**100.0%**

1. Please provide the following information about your organization and proposed project:

Project Title: - Pedestrian Safety Flag Project

Proposing Agency or Group: - Summit Hill Neighborhood Association

Proposer's Address: - 860 St. Clair Avenue, Saint Paul, Minnesota 55105

Contact Person: - Nicholas Hooper

Phone Number: - 917-202-2262

Email Address: - nicholashooper79@gmail.com

Address or Cross Streets of Proposed Project: - Various

2. Citizen Participation District(s):

District 16 – Summit Hill

3. City Council Ward(s):

Ward 1

4. I am aware of the City's public art ordinance:

Yes

5. Please provide a short description of your project.

Summit Hill Association's (SHA) Pedestrian Safety & Traffic Calming Committee has been working with the City of St. Paul, MnDOT, Saint Paul Public Works, Saint Paul Police Department and other District Councils to address pedestrian safety issues in our neighborhood.

SHA is requesting funding for Pedestrian Flags in the Summit Hill neighborhood at the following 15 intersections:

-St. Albans and Grand
-Syndicate and Grand
-Oxford and Grand
-Dunlap and Grand
-Oakland and Grand
-Avon and Grand
-Summit and Milton
-Summit and Oxford
-Lexington and Fairmont
-Lexington and Lincoln
-St. Clair and Milton
-St. Clair and Benhill
-Fairmont and Chatsworth
-Summit and Oakdale
-Summit and Avon

Of the 15 intersections listed above, five were previously funded as a pedestrian safety project coordinated between Summit Hill Association and Grand Avenue Business Association.

Section B – Narrative/Long Description: • Why is this project important? • Is there any historical context we should be aware of? • What does this project accomplish? What problem is it trying to solve? • Will this project occur in phases? What are they?

Recent pedestrian fatalities and crashes in our neighborhood are alarming. SHA's Pedestrian Safety & Traffic Calming Committee hears from residents often about the challenges they face as pedestrians along Grand Avenue. Many drivers are unaware that Minnesota state law requires drivers to stop for pedestrians in both marked AND unmarked crosswalks. And, many pedestrians struggle with how to safely alert drivers they intend to cross the street.

Three E's of Pedestrian Safety:

"**Education**" – SHA is working with organizations such as St. Paul Walks to educate drivers and pedestrians about current laws and responsibilities of each party. In addition, SHA hosts our annual Pedestrian Safety Awareness Week to promote further education.

"**Enforcement**" – SHA recently met with senior officials of the Saint Paul Police Department to lobby for increased enforcement of pedestrian safety laws in our neighborhood. In addition, SHA and St. Paul Walks are working together with the training division of SPPD to produce a video for SPPD officers educating them on the issues and concerns of pedestrian safety in St. Paul.

"**Engineering**" – SHA has worked with St. Paul's Public Works on proposals to make our streets safer through narrowing roadways, enhanced pedestrian signage and crosswalk markings. Unfortunately, this "E" of pedestrian safety is often overlooked because changing roadways is very costly and Public Works does not have a strong mandate to fund these projects. SHA is looking for less costly ways to change driver behavior that does not require infrastructure enhancements that are likely to not be funded.

Pedestrian Flags on Grand Avenue:

In August 2014, SHA joined forces with GABA to launch our pedestrian safety flag project at five intersections along Grand Avenue at:

-Grand & Syndicate
-Grand & Dunlap
-Grand & Oxford
-Grand & Avon
-Grand & St. Albans

Response to the pedestrian flag project has been overwhelmingly positive. Many residents we spoke with feel more confident crossing uncontrolled intersections using the pedestrian flags. Many businesses along Grand Avenue have expressed their appreciation for the pedestrian flag project and feel this is an added measure of protection for their customers and residents.

Additionally, the pedestrian flag project is very cost effective. The materials for five intersections cost SHA and GABA only $1000. We anticipate costs to be around $5000 because of the need to purchase reflective flags.

Success of Pedestrian Flag Programs:
Several other cities around the U.S. use pedestrian flags as an added measure to help pedestrians cross at busy and un-signaled intersections. For example, Salt Lake City has reported that 11 – 14% of pedestrians use the flags to cross at intersections. A University of Utah study found that 81% of vehicles stopped for pedestrians using ped flags, compared to 20% of vehicles that stopped when these flags were not used.

A similar program in Washington, DC found that 30% of pedestrians use the ped flags when crossing and the observed compliance rate was 92.5% of drivers stopped for pedestrians using the flags, compared with 73% of drivers who did NOT yield to pedestrians in crosswalks who were not using ped flags. In Madison, WI, a study also was done to show the impact of pedestrian flags. At one location, 53% of pedestrians used ped flags. Motorists yielded 79.5% of the time when a pedestrian used a flag, compared to 65.6% of the time when a flag was not used.

A recent study completed in West Jordan, Utah found that pedestrian flags are a more effective traffic calming tool than flashing pedestrian warning signals at a huge cost savings to cities. Researchers hypothesized that flags are more effective because they draw attention to the pedestrian as opposed to the flashing sign.

This pedestrian flag project can be done in a single stage with all 15 intersections at one time.

Section C – Fit with Evaluation Criteria

1. Project Importance: • Project stabilizes the structural or mechanical integrity of an asset • Project improves or creates an asset that is currently in high use or demand • Project improves or creates an asset to meet new demand • Project improves the functionality of an asset • What is the need for the project

The pedestrian flag project proposed will help improve the safety of pedestrians in the Summit Hill area. Summit Hill residents and visitors to our area often complain about the difficulty of crossing uncontrolled intersections in the neighborhood. Grand Avenue, Summit Avenue, Lexington Parkway and Saint Clair Avenue (among others) are highly trafficked streets in our neighborhood. Between speeding cars, distracted drivers and non-compliance with pedestrian laws, it has become dangerous for pedestrians to safely cross intersections throughout Summit Hill.

	Points Possible	Points Awarded
Project Importance Score:	10	

2. Safety Concerns: • Project remedies safety issues that pose a danger to the community • Project addresses code violations or other mandates or legal requirements

The pedestrian flag project addresses a major pedestrian safety concern for residents and visitors to the Summit Hill neighborhood. Along the stretch of Grand Avenue between Victoria and Hamline, Public Works reports that there have been 27 pedestrian-related crashes in the past 10 years. Additionally, there have been 2 fatalities and 3 other crashes with "incapacitating injuries". And, this is just along Grand Avenue. We would welcome any statistics that incorporate the entire neighborhood.

	Points Possible	Points Awarded
Safety Concerns Score:	10	

3. Demonstrated Support: • Project demonstrates community support and organizational commitment • Proposal demonstrates evidence of community collaborations or partnerships • Continued funding is needed to deliver expected services or to preserve an asset • Project leverages outside funding • What progress, if any, has been made on the project

SHA coordinated with other district councils, MnDOT, the Mayor's Office, SPPD and other organizations to launch a Citywide Pedestrian Safety Awareness Week this past August. During this time, SHA provided educational materials and volunteers to further educate the community members about the importance of pedestrian safety.

During our Pedestrian Safety Awareness Week, SHA launched the pedestrian flag project along five intersections on Grand Avenue. This was funded by GABA and demonstrates a successful private/public partnership between residents and businesses in our neighbhorhood.

Continued funding of this project would take over from GABA's one-time grant to SHA to fund the pedestrian flag project and allow for expansion in the Summit Hill neighborhood. GABA's one-time grant for five intersections was $1000. We anticipate the cost of the project for materials would be $5000. This increase would be because we are looking to purchase reflective striping on the pedestrian flags. Previously, this was donated to SHA and GABA by a local company.

	Points Possible	Points Awarded
Demonstrated Support Score:	10	

4. Community Benefit: • Project significantly benefits a neighborhood, district, area, or city as a whole • Project enhances livability by improving quality of life or

property values, providing unmet needs, improving safety or accessibility, etc. • Project improves aesthetic appearance of an asset or area through landscaping, public art, lighting, signage, or other design features

The safety of all community members is at the forefront of this project. Each day, thousands of pedestrians utilize un-signaled crosswalks on Grand Avenue and Summit Avenue. The Pedestrian Safety Flag project is aimed at bringing attention to the issue of pedestrian safety and increasing the safety of the whole community.

	Points Possible	Points Awarded
Community Benefit Score:	10	

5. Long-Range Impact: • Project's impact on future operating costs (both increases/decreases) • Project exceeds standards in environmental sustainability • Project provides tangible return on investment • Project is included in City-approved plan • Project maintains an asset with historical significance • Project demonstrates ability to achieve stated outcomes

We believe the pedestrian flag project is a cost-effective investment in pedestrian safety in the Summit Hill neighborhood. Studies have shown that drivers are far more likely to stop for pedestrians using a pedestrian flag than not using pedestrian flags. Considering safety of pedestrians is of utmost concern, we believe pedestrian flags are also a simple solution to providing an additional measure of safety for pedestrians.

	Points Possible	Points Awarded
Long-range Impact Score:	10	

Section D – Additional Information

1. Additional Information Requested: Please provide additional information that would be important to know about your project.

SHA has not requested a traffic count of the 15 intersections, however, we chose these areas because they were 1) uncontrolled intersections along a busy street and 2) near a school or church which would indicated increased pedestrian traffic.

City of Saint Paul

2016-2020 Unified Capital Improvement Program and Budget Process

Budget Year: **2015** Status: **FINAL** Stage: **S**

SU-1603451 Pedestrain Safety Flag Project

Phase Detail

Phase	Fin Code	Start Date	End Date	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total
Other	CIB			0	5	0	0	0	0	5
Total:				**0**	**5**	**0**	**0**	**0**	**0**	**5**

Phase Summary

Phase	Prior Appr	Yearly Amount (in Thousands) 2016	2017	2018	2019	2020	Total	% of Total
Other	0	5	0	0	0	0	5	100.0%
Total:	**0**	**5**	**0**	**0**	**0**	**0**	**5**	**100.0%**

Financing Source Detail / Summary

Fin Code	Phase	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total	% of Total
CIB - Capital Imp. Bonds									
	Other	0	5	0	0	0	0	5	
		0	**5**	**0**	**0**	**0**	**0**	**5**	**100.0%**
Total:		**0**	**5**	**0**	**0**	**0**	**0**	**5**	**100.0%**

1. Please provide the following information about your organization and proposed project:

Project Title: - Signalized crossing for Eastern Heights Elementary School

Proposing Agency or Group: - District 1 Community Council and Eastern Heights Elementary School

Proposer's Address: - 2105 1/2 Old Hudson Rd. (SunRay shopping center)

Contact Person: - Betsy Leach from District 1, and Principal Billy Chan from Eastern Heights Elementary School

Phone Number: - 651-578-7600 (D-1); 651-293-8870 (EHES)

Email Address: - District1Council@aol.com

Address or Cross Streets of Proposed Project: - Ruth Street and Margaret Street

2. Citizen Participation District(s):

District 1 Community Council

3. City Council Ward(s):

Ward 7

4. I am aware of the City's public art ordinance:

Yes

5. Please provide a short description of your project.

Install on Ruth Street two time-clock-controlled flashing school speed limit signs that flash during school crossing hours. Install Rectangular Rapid Flash Beacon (RRFB) signal lights for Eastern Heights Elementary School student crossings. This will stop traffic on Ruth Street and allow students to safely cross along Margaret Street, as well as enable bicycle traffic to cross. Pedestrian crossing is unsafe and difficult for children attending Eastern Heights Elementary School, and unsafe for bicycle crossing of Ruth Street for the Margaret Street Bikeway during same hours as regular student crossing.

Section B – Narrative/Long Description: • Why is this project important? • Is there any historical context we should be aware of? • What does this project accomplish? What problem is it trying to solve? • Will this project occur in phases? What are they?

Crossings of Ruth Street by elementary students have increased due to changing demographics of students. Many students use after-school facilities within walking distance east of Ruth Street. Many incidents of close calls of vehicles not safely stopping have occurred. This has been an ongoing problem that has caused parents increasing anxiety. Requests for a crossing signal system have been made in the past. Using a signal at Minnehaha and Ruth to the north has been suggested as a remedy. This is not a practical remedy because young students would have to walk the equivalent of an additional four blocks to day care centers, south of the school. The request for RRFB signals is appropriate for the Ruth and Margaret intersection. The

RRFB is not illuminated until it is activated by a pedestrian or bicyclist, triggering the warning flashing yellow lens on Ruth. At the conclusion of the cycle there is a countdown for children, other pedestrians and bicycles informing time left to cross. A significant number of students use this crossing to get to school, and after school to go to a nearby church or Conway Rec center for daycare.

Section C – Fit with Evaluation Criteria

1. Project Importance: • Project stabilizes the structural or mechanical integrity of an asset • Project improves or creates an asset that is currently in high use or demand • Project improves or creates an asset to meet new demand • Project improves the functionality of an asset • What is the need for the project

Safety, safety, safety: Lives of elementary age students who use this crossing before and after school are at stake. And during the summer months, the playground is used nearly continuously.

	Points Possible	Points Awarded
Project Importance Score:	10	

2. Safety Concerns: • Project remedies safety issues that pose a danger to the community • Project addresses code violations or other mandates or legal requirements

This intersection is a very dangerous crossing for elementary students, even with crossing guards. During the school year cars and buses are on Ruth. Both also turn on to Margaret from Ruth to the school. There is general, unregulated traffic confusion. North and southbound Ruth traffic uses Ruth as a major arterial since it connects to I-94 entrance and exit ramps.

	Points Possible	Points Awarded
Safety Concerns Score:	10	

3. Demonstrated Support: • Project demonstrates community support and organizational commitment • Proposal demonstrates evidence of community collaborations or partnerships • Continued funding is needed to deliver expected services or to preserve an asset • Project leverages outside funding • What progress, if any, has been made on the project

The proposed project is a joint effort with District 1 and Eastern Heights Elementary School. The Eastern Heights PTO has attempted to solve this problem to no avail. It stands firmly behind this request. Margaret Street, on which the school fronts, is the only east-west bikeway on the East Side of Saint Paul. It is now marked as a bikeway. This will be of significant help for 3M bikers who are increasingly beginning to use Margaret to bike across Saint Paul year-round (more in warm weather). This is an incremental bike improvement anticipated when the bikeway was proposed and approved.

	Points Possible	Points Awarded
Demonstrated Support Score:	10	

4. Community Benefit: • Project significantly benefits a neighborhood, district, area, or city as a whole • Project enhances livability by improving quality of life or property values, providing unmet needs, improving safety or accessibility, etc. • Project improves aesthetic appearance of an asset or area through landscaping, public art, lighting, signage, or other design features

The RRFB signals provide safety for elementary students and bicyclists while allowing dominant Ruth Street traffic to flow without systematically tying up the intersection with a four-way traffic light.

	Points Possible	Points Awarded
Community Benefit Score:	10	

5. Long-Range Impact: • Project's impact on future operating costs (both increases/decreases) • Project exceeds standards in environmental sustainability • Project provides tangible return on investment • Project is included in City-approved plan • Project maintains an asset with historical significance • Project demonstrates ability to achieve stated outcomes

This project will enable this intersection to be called a “Complete Street,” meaning it is safe for walking and biking, and fits well within the city plan for Complete Streets as approved by the City Council.

This equipment is the lowest cost for signal equipment that is currently available for this job. Estimates for other equipment such as a HAWK signal originally considered started at $150,000, and a full signal at $250,000.

This project proposes similar equipment installed in a number of Saint Paul locations. Operating costs are minimal. The requested equipment is powered by solar photovoltaic panels, as are installed at some Saint Paul sites, such as Cleveland and Montreal.

This project meets goals set forth in District 1 plans. This project meets goals of the original Margaret Street Bikeways Proposal. This project meets goals of Eastern Heights
Elementary School staff and PTO. This project meets goals of the 3M biking employees.

	Points Possible	Points Awarded
Long-range Impact Score:	10	

Section D – Additional Information

1. Additional Information Requested: Please provide additional information that would be important to know about your project.

Pedestrian crossing counts on hours before school on cold days are about 15 Eastern Heights Elementary School students. There are 20 to 30 students crossing afternoons. These students walk to daycare at Eastern Heights Lutheran Church on Ruth Street, about two blocks away, or Conway Community Recreation Center on Conway Street,

about six blocks away. Students who walk in the morning are from about a three block radius of the school. Students who walk in the afternoon come from as far away as 10 blocks. There are 272 students who bus, who ride mornings from six blocks or further. There are 84 regular drop off and pickup students. During warmer weather, there is an increase in students from bus and drop-off students.

The biking coalition at 3M currently estimates 12 year-round bicyclists using the Margaret Street bikeway, and estimates 40 when the bikeway is installed with safe and easy crossing street improvements as envisioned.

A project such as this is an enabling project necessary to grow pedestrian and bicycling participation. If today's current users are the only measure for a threshold to install, a critical need for a safe crossing might never be reached. This project has the possibility of growing more healthy children and adult participants in walking and biking.

There is no teacher involvement in crossing. The patrol consists of student guards, with parent involvement from PTO and a Patrol Supervisor. Children range from kindergarten to fifth grade.

City of Saint Paul

2016-2020 Unified Capital Improvement Program and Budget Process

Budget Year: **2015** Status: **FINAL** Stage: **S**

SU-0103463 Signalized crossing for Eastern Heights Elementary School

Phase Detail

Phase	Fin Code	Start Date	End Date	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total
Const-Plans/Spec's	CIB			0	13	0	0	0	0	13
Construction/Rehab	CIB			0	50	0	0	0	0	50
Total:				**0**	**63**	**0**	**0**	**0**	**0**	**63**

Phase Summary

Phase	Prior Appr	Yearly Amount (in Thousands) 2016	2017	2018	2019	2020	Total	% of Total
Const-Plans/Spec's	0	13	0	0	0	0	13	100.0%
Construction/Rehab	0	50	0	0	0	0	50	100.0%
Total:	**0**	**63**	**0**	**0**	**0**	**0**	**63**	**100.0%**

Financing Source Detail / Summary

Fin Code	Phase	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total	% of Total
CIB - Capital Imp. Bonds									
	Const-Plans/Spec's	0	13	0	0	0	0	13	
	Construction/Rehab	0	50	0	0	0	0	50	
		0	**63**	**0**	**0**	**0**	**0**	**63**	**100.0%**
Total:		**0**	**63**	**0**	**0**	**0**	**0**	**63**	**100.0%**

1. Please provide the following information about your organization and proposed project:

Project Title: - Point Douglas Road Reconstruction Phase 1

Proposing Agency or Group: - District 1 Community Council

Proposer's Address: - 2105 ½ Old Hudson SP 55119

Contact Person: - Betsy Leach

Phone Number: - 651-578-7600

Email Address: - district1council@aol.com

Address or Cross Streets of Proposed Project: - between Lower Afton and Highwood Ave.

2. Citizen Participation District(s):

District 1

3. City Council Ward(s):

Ward 7

4. I am aware of the City's public art ordinance:

Yes

5. Please provide a short description of your project.

Reconstruction of Point Douglas Road between Lower Afton Road and Highwood Ave.

Section B – Narrative/Long Description: • Why is this project important? • Is there any historical context we should be aware of? • What does this project accomplish? What problem is it trying to solve? • Will this project occur in phases? What are they?

This road has not been fully reconstructed for many years. This section of road is regularly in poor condition with numerous potholes that form every year requiring extensive maintenance from Public Works. It is designated as part of the Mississippi River Trail with bicyclists operating on-road in mixed traffic. Because of the road conditions and the lack of alternatives for cyclists, it is particularly hazardous to bicyclists. This section of road is heavily used by Highwood residents to access Hwy 61 at Lower Afton. Because the road is out of the way, speeds tend to be high as well. This combination makes it particularly hazardous.

Section C – Fit with Evaluation Criteria

1. Project Importance: • Project stabilizes the structural or mechanical integrity of an asset • Project improves or creates an asset that is currently in high use or demand • Project improves or creates an asset to meet new demand • Project improves the functionality of an asset • What is the need for the project

The project will improve an asset that is one of only a few connections to Highway 61 from neighborhoods. It also improves its functionality as a part of the Mississippi River Bike Trail.

	Points Possible	Points Awarded
Project Importance Score:	10	

2. Safety Concerns: • Project remedies safety issues that pose a danger to the community • Project addresses code violations or other mandates or legal requirements

The street is currently unsafe for bicyclists using it as a part of the Mississippi River Trail, and poses hazards for local and cut through traffic because of the uneven roadway.

	Points Possible	Points Awarded
Safety Concerns Score:	10	

3. Demonstrated Support: • Project demonstrates community support and organizational commitment • Proposal demonstrates evidence of community collaborations or partnerships • Continued funding is needed to deliver expected services or to preserve an asset • Project leverages outside funding • What progress, if any, has been made on the project

This project has been repeatedly suggested by local residents, and is in the city and regional bike plans.

	Points Possible	Points Awarded
Demonstrated Support Score:	10	

4. Community Benefit: • Project significantly benefits a neighborhood, district, area, or city as a whole • Project enhances livability by improving quality of life or property values, providing unmet needs, improving safety or accessibility, etc. • Project improves aesthetic appearance of an asset or area through landscaping, public art, lighting, signage, or other design features

This project benefits people living on the street and its side streets , recreational bikers using the Mississippi River Trail, and should increase property values.

	Points Possible	Points Awarded
Community Benefit Score:	10	

5. Long-Range Impact: • Project's impact on future operating costs (both increases/decreases) • Project exceeds standards in environmental sustainability • Project provides tangible return on investment • Project is included in City-approved plan • Project maintains an asset with historical significance • Project demonstrates ability to achieve stated outcomes

Reconstruction should reduce on-going maintenance costs.

	Points Possible	Points Awarded
Long-range Impact Score:	10	

Section D – Additional Information

1. Additional Information Requested: Please provide additional information that would be important to know about your project.

Although this street has a low traffic count, it is one of only a few access roads to the neighborhoods from Highway 61. It is also the road leading to the park and ride at Lower Afton and Highway 61, making it a cut-through route for knowledgeable people trying to access Highway 61 from other neighborhoods and communities. The pavement condition is extremely bad requiring constant repair.

SU-0103488 Point Douglas Road Reconstruction Phase 1

Phase Detail

Phase	Fin Code	Start Date	End Date	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total
Const-Plans/Spec's	AST			0	140	0	0	0	0	140
Const-Plans/Spec's	MSA			0	1,235	0	0	0	0	1,235
Construction/Rehab	AST			0	420	0	0	0	0	420
Construction/Rehab	MSA			0	3,705	0	0	0	0	3,705
Total:				**0**	**5,500**	**0**	**0**	**0**	**0**	**5,500**

Phase Summary

Phase	Prior Appr	Yearly Amount (in Thousands) 2016	2017	2018	2019	2020	Total	% of Total
Const-Plans/Spec's	0	1,375	0	0	0	0	1,375	100.0%
Construction/Rehab	0	4,125	0	0	0	0	4,125	100.0%
Total:	**0**	**5,500**	**0**	**0**	**0**	**0**	**5,500**	**100.0%**

Financing Source Detail / Summary

Fin Code	Phase	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total	% of Total
AST - Assessments									
	Const-Plans/Spec's	0	140	0	0	0	0	140	
	Construction/Rehab	0	420	0	0	0	0	420	
		0	**560**	**0**	**0**	**0**	**0**	**560**	**10.2%**
MSA - Municipal State Aid									
	Const-Plans/Spec's	0	1,235	0	0	0	0	1,235	
	Construction/Rehab	0	3,705	0	0	0	0	3,705	
		0	**4,940**	**0**	**0**	**0**	**0**	**4,940**	**89.8%**
Total:		**0**	**5,500**	**0**	**0**	**0**	**0**	**5,500**	**100.0%**

1. Please provide the following information about your organization and proposed project:

Project Title: - Replacement of the Hazelwood/I-94 ped bridge

Proposing Agency or Group: - District 1 Community Council

Proposer's Address: - 2105 ½ Old Hudson SP 55119

Contact Person: - Betsy Leach

Phone Number: - 651-578-7600

Email Address: - district1council@aol.com

Address or Cross Streets of Proposed Project: - Hazelwood/Hudson/Pacific

2. Citizen Participation District(s):

District 1

3. City Council Ward(s):

Ward 7

4. I am aware of the City's public art ordinance:

Yes

5. Please provide a short description of your project.

Teardown, relocation and upgrade of the pedestrian(bike) bridge to make it ADA compliant and to enhance connections to commercial and public facilities as MNDOT plans bridge replacement and Gateway Corridor planning proceeds.

Section B – Narrative/Long Description: • Why is this project important? • Is there any historical context we should be aware of? • What does this project accomplish? What problem is it trying to solve? • Will this project occur in phases? What are they?

This bridge currently has a long series of steps at its northern terminus along Hudson Rd. Each end is also rather hidden and doesn't lead to any destination. Planning for the Gateway Corridor includes improvement to pedestrian amenities to the west of the current location at grade (Etna and Highway 61 area). The Saint Paul bike plan includes this relocation as a means to connect important destinations within the district. The relocation will also go a long way to increasing the walkability of the district and increase development potential in the commercial area at the Suburban Target.

Section C – Fit with Evaluation Criteria

1. Project Importance: • Project stabilizes the structural or mechanical integrity of an asset • Project improves or creates an asset that is currently in high use or demand • Project improves or creates an asset to meet new demand • Project improves the functionality of an asset • What is the need for the project

This project eliminates a community deficit, creates a community asset and makes the most use of current transit developments underway.

	Points Possible	Points Awarded
Project Importance Score:	10	

2. Safety Concerns: • Project remedies safety issues that pose a danger to the community • Project addresses code violations or other mandates or legal requirements

The current bridge is not safe because of its isolation. It is also deteriorating. It is not ADA compliant.

	Points Possible	Points Awarded
Safety Concerns Score:	10	

3. Demonstrated Support: • Project demonstrates community support and organizational commitment • Proposal demonstrates evidence of community collaborations or partnerships • Continued funding is needed to deliver expected services or to preserve an asset • Project leverages outside funding • What progress, if any, has been made on the project

This project has been repeatedly submitted for consideration. Gateway Corridor developments provide an opportunity to leverage outside funding. Relocation will help spur commercial redevelopment in a weak commercial area.

	Points Possible	Points Awarded
Demonstrated Support Score:	10	

4. Community Benefit: • Project significantly benefits a neighborhood, district, area, or city as a whole • Project enhances livability by improving quality of life or property values, providing unmet needs, improving safety or accessibility, etc. • Project improves aesthetic appearance of an asset or area through landscaping, public art, lighting, signage, or other design features

This project is critical to creating an atmosphere of walkability in District 1. It enhances livability and commercial viability of an area. It connects a variety of important destinations and takes pedestrians away from a dangerous crossing of the freeway at White Bear Ave.

	Points Possible	Points Awarded
Community Benefit Score:	10	

5. Long-Range Impact: • Project's impact on future operating costs (both increases/decreases) • Project exceeds standards in environmental sustainability • Project provides tangible return on investment • Project is included in City-approved plan • Project maintains an asset with historical significance • Project demonstrates ability to achieve stated outcomes

This project is connected to the Gateway Corridor planning process, and is a part of the City Bike Plan. It has the potential to boost commercial development thereby increasing tax revenue for the city. Relocation should also make maintenance of the facility easier.

	Points Possible	Points Awarded
Long-range Impact Score:	10	

Section D – Additional Information

1. Additional Information Requested: Please provide additional information that would be important to know about your project.

The bridge will get much greater use if relocated. It will also be near the White Bear Station for the Gateway Corridor. The current bridge is deteriorating.

City of Saint Paul

2016-2020 Unified Capital Improvement Program and Budget Process

Budget Year: **2015** Status: **FINAL** Stage: **S**

SU-0103489 Replacement of the Hazelwood/I-94 ped bridge

Phase Detail

Phase	Fin Code	Start Date	End Date	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total
Const-Plans/Spec's	CIB			0	350	0	0	0	0	350
Construction/Rehab	CIB			0	2,800	0	0	0	0	2,800
Inspec / Constr Mgmt	CIB			0	350	0	0	0	0	350
Total:				**0**	**3,500**	**0**	**0**	**0**	**0**	**3,500**

Phase Summary

Phase	Prior Appr	Yearly Amount (in Thousands) 2016	2017	2018	2019	2020	Total	% of Total
Const-Plans/Spec's	0	350	0	0	0	0	350	100.0%
Construction/Rehab	0	2,800	0	0	0	0	2,800	100.0%
Inspec / Constr Mgmt	0	350	0	0	0	0	350	100.0%
Total:	**0**	**3,500**	**0**	**0**	**0**	**0**	**3,500**	**100.0%**

Financing Source Detail / Summary

Fin Code	Phase	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total	% of Total
CIB - Capital Imp. Bonds									
	Const-Plans/Spec's	0	350	0	0	0	0	350	
	Construction/Rehab	0	2,800	0	0	0	0	2,800	
	Inspec / Constr Mgmt	0	350	0	0	0	0	350	
		0	**3,500**	**0**	**0**	**0**	**0**	**3,500**	**100.0%**
Total:		**0**	**3,500**	**0**	**0**	**0**	**0**	**3,500**	**100.0%**

1. Please provide the following information about your organization and proposed project:

Project Title: - Sidewalk to Battle Creek Rec Center

Proposing Agency or Group: - District 1 Community Council

Proposer's Address: - 2105 ½ Old Hudson SP 55119

Contact Person: - Betsy Leach

Phone Number: - 651-578-7600

Email Address: - district1council@aol.com

Address or Cross Streets of Proposed Project: - Winthrop from Lower Afton to Hillsdale

2. Citizen Participation District(s):

District 1

3. City Council Ward(s):

Ward 7

4. I am aware of the City's public art ordinance:

Yes

5. Please provide a short description of your project.

Installation of a sidewalk on the west side (park side) of South Winthrop from Lower Afton to Hillsdale to complete pedestrian connection to Battle Creek Rec Center.

Section B – Narrative/Long Description: • Why is this project important? • Is there any historical context we should be aware of? • What does this project accomplish? What problem is it trying to solve? • Will this project occur in phases? What are they?

The Battle Creek Rec Center is the only city-staffed and programmed recreation center in District 1. When Highwood Hills Recreation Center was handed back to the school system, Battle Creek Rec became the only center available to over 400 children under the age of 16 living in subsidized housing south of Lower Afton Road. These children are largely from the East African immigrant community. Lower Afton Road has a speed limit of 45 miles an hour and only one signalized crossing within ¼ mile of Winthrop – the access route from the south to the center. Once Winthrop is reached, there is no sidewalk for a long, uphill block bounded on one side by wooded parkland and the other by a parking lot of another apartment complex. Children walk in the street (or do not go to the center at all) because of the lack of a sidewalk.

Section C – Fit with Evaluation Criteria

1. Project Importance: • Project stabilizes the structural or mechanical integrity of an asset • Project improves or creates an asset that is currently in high use or demand • Project improves or creates an asset to meet new demand • Project improves the functionality of an asset • What is the need for the project

A sidewalk is lacking so an asset needs to be created so that children who are supposed to walk (over a mile) to the rec center can safely do so.

	Points Possible	Points Awarded
Project Importance Score:	10	

2. Safety Concerns: • Project remedies safety issues that pose a danger to the community • Project addresses code violations or other mandates or legal requirements

The pedestrian route to reach the rec center from the south is unsafe. Groups of youth have also been known to block the street as they walk to and fro along this stretch.

	Points Possible	Points Awarded
Safety Concerns Score:	10	

3. Demonstrated Support: • Project demonstrates community support and organizational commitment • Proposal demonstrates evidence of community collaborations or partnerships • Continued funding is needed to deliver expected services or to preserve an asset • Project leverages outside funding • What progress, if any, has been made on the project

This project has the support of the district council and the East African Community Link, representing the children of Afton View and Shamrock apartments.

	Points Possible	Points Awarded
Demonstrated Support Score:	10	

4. Community Benefit: • Project significantly benefits a neighborhood, district, area, or city as a whole • Project enhances livability by improving quality of life or property values, providing unmet needs, improving safety or accessibility, etc. • Project improves aesthetic appearance of an asset or area through landscaping, public art, lighting, signage, or other design features

This project significantly benefits people living in subsidized housing south of Lower Afton whose only rec center is Battle Creek Rec. It enhances the livability of the area – and connects the Ramsey County bike ped trail along Lower Afton to Battle Creek Rec as well.

	Points Possible	Points Awarded
Community Benefit Score:	10	

5. Long-Range Impact: • Project's impact on future operating costs (both increases/decreases) • Project exceeds standards in environmental sustainability • Project provides tangible return on investment • Project is included in City-approved plan • Project maintains an asset with historical significance • Project demonstrates ability to achieve stated outcomes

There will be additional costs to park officials (city and county) in keeping the sidewalk cleared in the winter. However it increases the likelihood of people being active.

	Points Possible	Points Awarded
Long-range Impact Score:	10	

Section D – Additional Information

1. Additional Information Requested: Please provide additional information that would be important to know about your project.

As mentioned above, the community to the south of this area has a large population of low-income, immigrant families, and a large number of youth. One of the reasons they have not used the Rec Center extensively is the lack of easy pedestrian access.

City of Saint Paul

2016-2020 Unified Capital Improvement Program and Budget Process

Budget Year: **2015** Status: **FINAL** Stage: **S**

SU-0103490 Sidewalk to Battle Creek Rec Center

Phase Detail

Phase	Fin Code	Start Date	End Date	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total
Construction/Rehab	CIB			0	30	0	0	0	0	30
Total:				**0**	**30**	**0**	**0**	**0**	**0**	**30**

Phase Summary

Phase	Prior Appr	Yearly Amount (in Thousands) 2016	2017	2018	2019	2020	Total	% of Total
Construction/Rehab	0	30	0	0	0	0	30	100.0%
Total:	**0**	**30**	**0**	**0**	**0**	**0**	**30**	**100.0%**

Financing Source Detail / Summary

Fin Code	Phase	Prior Appr	Yearly Amount (in thousands) 2016	2017	2018	2019	2020	Total	% of Total
CIB - Capital Imp. Bonds									
	Construction/Rehab	0	30	0	0	0	0	30	
		0	**30**	**0**	**0**	**0**	**0**	**30**	**100.0%**
Total:		**0**	**30**	**0**	**0**	**0**	**0**	**30**	**100.0%**