



SAINT PAUL
MINNESOTA

Common Cent Street Programming Plan

Draft - Updated 11/14/2025

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Overview

Common Cent is Saint Paul's long-term strategy to fund comprehensive improvements to city streets and parks. The voter-approved, one percent increase in the local sales tax, enacted by referendum in 2023 and in effect since April 2024, is expected to generate roughly \$1 billion over the next 20 years to address the safety and longevity of Saint Paul's transportation infrastructure and parks and recreation facilities.

The sales tax program is based on two primary components:

- \$738 million (three-quarters of expected tax revenue) is allocated for street improvements.
- \$246 million (one-quarter of tax revenue) is allocated for parks and recreation facilities improvements.

Better Street Condition & Planning for the Future

As part of the referendum, voters approved 24 corridors to be included in Common Cent. These streets are important regional connections and key thoroughfares within the City of Saint Paul. As with other streets in the city, Common Cent corridors are in need of extensive repair, with many needing full reconstruction to bring the street up to modern standards for pavement quality, safety, and utility reliability.

This plan outlines a strategy to implement Common Cent street improvement projects over the next 20 years. It also describes the framework for how the City evaluated project priorities and sets a schedule to advance projects over the expected 20-year period of Common Cent sales tax collection. This sequence was determined based on technical merit, cost and program cash flow, collaboration with partner agency projects, and key policy factors such as advancement of other City of Saint Paul plans.



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COMMON CENT STREET PROGRAMMING PLAN

Executive Summary

What is the Common Cent program?

Common Cent is Saint Paul's special-purpose sales tax, enacted by the voters of Saint Paul in a 2023 referendum, to fund comprehensive improvements to city roads and parks. This tax is expected to generate roughly \$1 billion over 20 years to address the safety and longevity of Saint Paul's transportation infrastructure and parks and recreation facilities, with 75 percent of total revenue allocated to streets and 25 percent to parks. The revenue collected will fund road improvement and reconstruction projects throughout the city, including 24 arterial and collector roads, two bridges and the improvement of existing subsurface utilities as needed—covering over 44 miles in each of the City's seven wards.

What does this report present?

The City developed a plan for the Common Cent program's 24 corridors that would advance its street repair projects balancing critical needs while investing fairly and equitably around the city. This report offers additional insight into the 24 corridors that Common Cent will fund and support. This allows Saint Paul residents to understand each corridor on its own *and* how improving them fits together into a street network. It also lays out an estimated schedule of how the program would be delivered over the next 20 years.

How were street projects prioritized?

The plan for prioritizing Common Cent street projects took place through several key steps:

- Taking a look at the initial sales tax forecasts and understanding a more detailed projection for tax revenue over the program's 20 years.
- Revisiting early City cost estimates for the reconstruction of individual corridors.
- Aligning these revenue forecasts and project costs in a way that advances projects relative to critical needs, balances investments around the City, and leverages opportunities to collaborate with external partners toward shared goals and to minimize conflict between projects.



What were the plan’s findings and outcomes?

Overall, the plan identified numerous opportunities for efficient project delivery and potential challenges. These include the following:

- The City’s initial sales tax forecasts are likely to generate the full anticipated revenue authorized by state legislation.
- Capital projects are subject to inflation and projected costs should be periodically reviewed against the growth of the sales tax revenue.
- Capital projects pursued using Common Cent are anticipated to include full-street reconstruction, replacement or implementation of multimodal features, improvements to public and private utilities, street lighting, landscaping, and traffic safety elements.
- Delivery of the full Common Cent program is dependent on supplementing Common Cent funding with additional funding sources.

Other sources of capital funding may include street reconstruction bonds, Municipal State Aid funds, property assessments, utility fees, state or federal grants, or alternative financing methods.

When will the Common Cent street improvement projects happen?

This report provides additional detail on the structure of the Common Cent program, an explanation of the programming methodology, and corridor-by-corridor project descriptions. These focused descriptions are the heart of this document and are intended to allow stakeholders, neighborhood residents, and community leaders to understand the specifics on corridors important to them and the context for why programming decisions were made.

COMMON CENT TIMELINE

**SALES TAX
ADOPTED**
2024

**STREET
PROGRAM PLAN**
2025

**STREET
PROJECTS**
2025-2044

**SALES TAX
ENDS**
2044

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Corridor Selection

The voters of Saint Paul approved 24 corridors to be included in the Common Cent Program. With approximately 200 miles of city-owned arterial and collector streets in Saint Paul, there were several factors that were considered when selecting the corridors for reconstruction:

1

ADVANCING CITYWIDE TRANSPORTATION OBJECTIVES

The City of Saint Paul established five overall goals (in no particular order):

- Improve Regional Transitway Corridors
- Improve Industrial Freight Connections
- Improve Pedestrian Safety and Access
- Improve Connections to the River
- Expand the Off-Street Bicycle Trail Network

2

INVESTMENT IN ALL WARDS

Street infrastructure improvements will be geographically dispersed across all seven of the City's wards. Additionally, since Common Cent is funded by sales tax, every corridor in the Common Cent program needs to serve a regional purpose. This may include streets with commercial destinations, truck routes, major arterials, bus routes, regional bikeways and key neighborhood connections.

3

READINESS FOR RECONSTRUCTION

Saint Paul has an aging street infrastructure and city-owned utilities; these segments may be more problematic due to any combination of age, current conditions, traffic volumes, maintenance, lack of multi-modal use, accessibility, safety, and/or more factors. Most urban streets have a lifecycle of about 60 years. Saint Paul's current average rate of reconstructing roads is once per 124 years, more than double this industry standard.

4

SAFETY

Improving these street segments should improve the overall safety and usability of Saint Paul's street system for everyone. In Saint Paul, 91% of severe crashes occur on the City's arterial and collector streets, which make up about 21% of Saint Paul's roadway network.

5

FISCAL CONSTRAINT

The corridors selected for inclusion in the Common Cent program were forecast to use the full Common Cent funding available, while making reasonable assumptions about the ability to supplement Common Cent funding with grant funding or other funding sources. There are many more streets and corridors citywide in need of investment that could not be included in the Common Cent program due to overall funding availability.

Collaboration and Planning

AGENCY COLLABORATION

COMMON CENT PROGRAM LEAD AGENCY



Common Cent projects, other capital improvement projects

The Common Cent program is led by Saint Paul Public Works in collaboration with other City departments, including the Office of Financial Services, Planning and Economic Development, and Parks and Recreation.

PARTNER AGENCIES



Major corridors, interchange projects, Rethinking I-94



BRT corridors and bus improvements



Major corridor projects, intersecting projects



Ongoing System Improvements

Private Utilities

Utility repair and replacement

Saint Paul Public Works coordinated the development of this plan with Ramsey County, the Minnesota Department of Transportation, Metro Transit and utility providers to identify ways that planned capital projects could find efficiencies, support investments from other agencies, and avoid schedule conflicts.

The Common Cent program's corridors will be implemented by the City's Department of Public Works. However, partner agencies are leading their own efforts and initiatives that may overlap with the Common Cent corridors. Ramsey County owns and maintains parts of several Common Cent corridors and may lead projects on their right of way. Metro Transit is in the process of planning an expanded high-frequency and high-capacity bus network that may be coordinated or delivered jointly with Common Cent projects.

The programming and sequencing of Common Cent projects alongside other agencies' work resulted in several Common Cent projects being scheduled in relationship to other agencies, either to prepare a corridor for upcoming transit investments, or to wait until other work on nearby corridors to be completed. The City of Saint Paul also recognizes that street construction projects disrupt the daily lives and economic activity of the community. Project timing took care to minimize generally adjacent or intersecting corridor streets undergoing reconstruction at the same time.

The 24 Corridors

The 24 Common Cent corridors identified in the 2023 sales tax referendum vary in length and complexity, and a key part of this planning process was to break down corridors into projects of up to one-mile in length for the purposes of project planning and management.

Why take on smaller, one-mile projects?

CAPACITY & BUDGET

The City's staff capacity for project administration is approximately three major street reconstruction projects per year. Additionally, smaller projects help the program move faster without waiting for tax revenue.

CONSTRUCTION IMPACT

Smaller projects also allow disruption to communities to be contained, with detours and mitigation plans more easily managed.

SPREADING OUT INVESTMENT

Working with multiple projects in different locations allows Common Cent progress to occur more evenly citywide. It enables smaller components of several corridors can advance simultaneously in different parts of the City.

EFFICIENCY

Construction mobilization should be able to complete enough of a corridor at once to be efficient, but too long a project length and the corridor segment remains under construction for multiple years.

PARTNER COORDINATION

Some portions of corridors are on Ramsey County-owned streets and will be led by that agency, where others need coordination with MnDOT or Metro Transit efforts.

TIMING

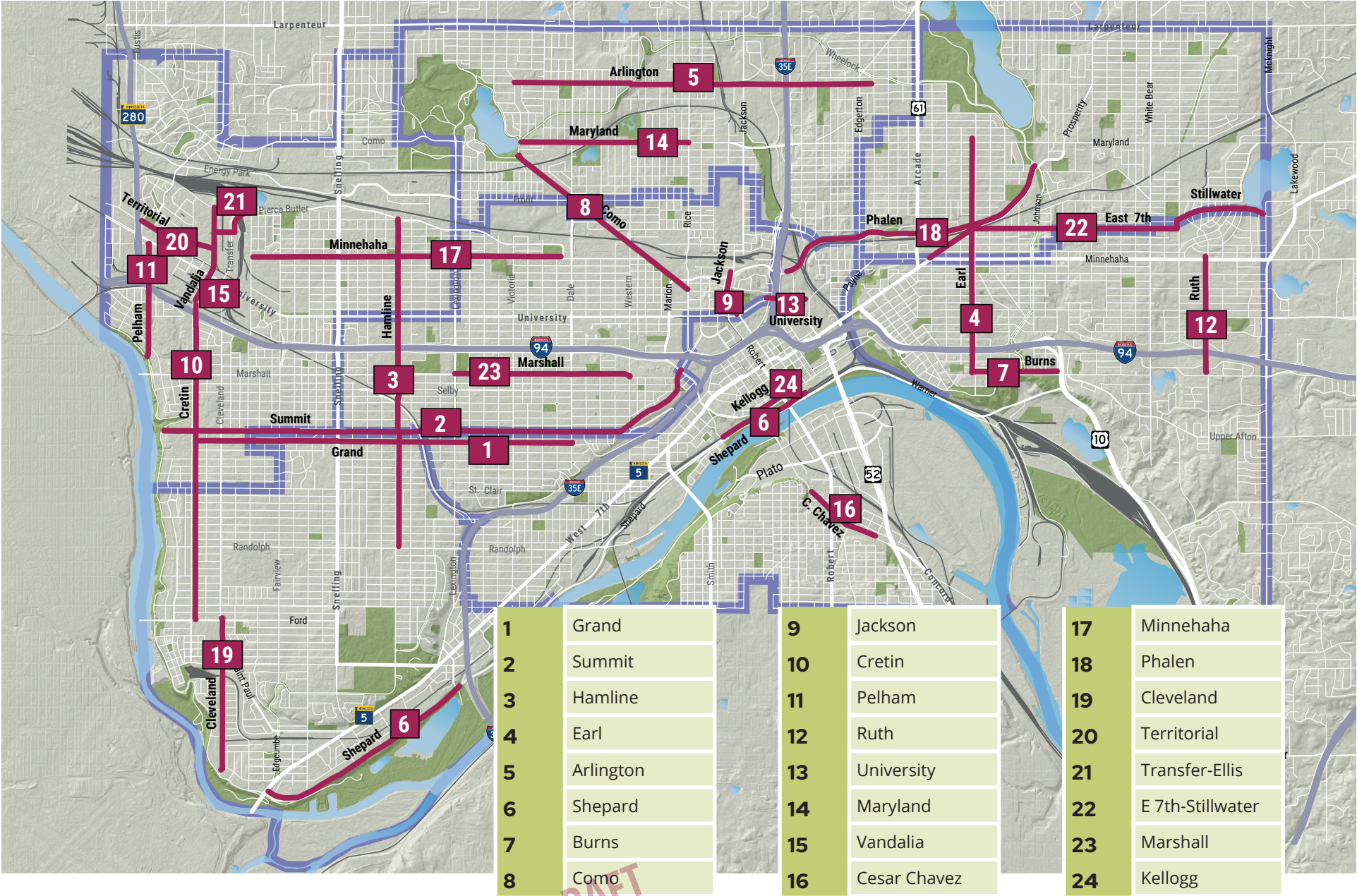
To complete projects within a one-to-two year period, generally no more than one mile per project is programmed at a time.

COMMON CENT CORRIDORS

See numbered corridors in the map on the following page. Numbers were assigned when corridors were initially identified for Common Cent and do not denote order or priority.

1	Grand Avenue: Cretin Avenue to Dale Street
2	Summit Avenue: Kellogg Boulevard to Mississippi River Blvd
3	Hamline Avenue: Pierce Butler Rt to Randolph Avenue
4	Earl Street: Burns Avenue to Maryland Avenue
5	Arlington Avenue: Victoria Street to Payne Avenue
6	Shepard Road: West 7th Street to Elway Street Shepard Road: Eagle Pkwy to Sibley Street
7	Burns Avenue: Earl Street to Highway 61
8	Como Avenue: Victoria Avenue to Rice Street
9	Jackson Street: University Avenue to Pennsylvania Avenue
10	Cretin Avenue: I-94 to Ford Pkwy
11	Pelham Boulevard: Franklin Avenue to Mississippi River Blvd
12	Ruth Street: Burns Street to Minnehaha
13	University Avenue: Lafayette Road to I-35E
14	Maryland Avenue: Rice Street to E Como Boulevard
15	Vandalia Street: I-94 to Capp Road
16	Cesar Chavez Street: Wabasha Street to Bancroft Avenue
17	Minnehaha Avenue: Prior Avenue to Pierce Butler Route
18	Phalen Boulevard: Mississippi Street to Johnson Pkwy
19	Cleveland Avenue: Mississippi River Boulevard (MRB) to Ford Parkway
20	Territorial Road: Vandalia Street to Cromwell Avenue
21	Transfer Road: Prior Avenue to Ellis Avenue Ellis Avenue: Transfer Road to Vandalia Street
22	E 7th Street: Minnehaha Avenue to Hazel Street Stillwater Avenue: Hazel Street to McKnight Road
23	Marshall Avenue: Lexington Parkway to Western Avenue
24	Kellogg Boulevard: Wabasha Street to Sibley Street

COMMON CENT CORRIDORS



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DEFINING PROJECTS FROM THE CORRIDORS

The Common Cent program's 24 corridors are divided into 51 individual component projects, each generally between a half-mile and a mile in length. Additionally, there are two bridges which will be reconstructed.

One mile is a typical length of an urban street reconstruction project. In most cases, project construction will be completed within a single construction season, though some projects may require multiple construction seasons.

In special circumstances, some projects are significantly shorter than one mile to allow for coordination with intersecting projects and transitions between project phases.

What can the sales tax sustain each year?

A key component of Common Cent planning was to prepare cost estimates for each project and to understand the overall program costs and budget for spending within the forecasted revenue generated by the sales tax. Engineers on the planning team produced and refined high level estimates for these projects that will be refined as the projects move forward through future planning and engineering phases.

The project costs are based on several different factors:

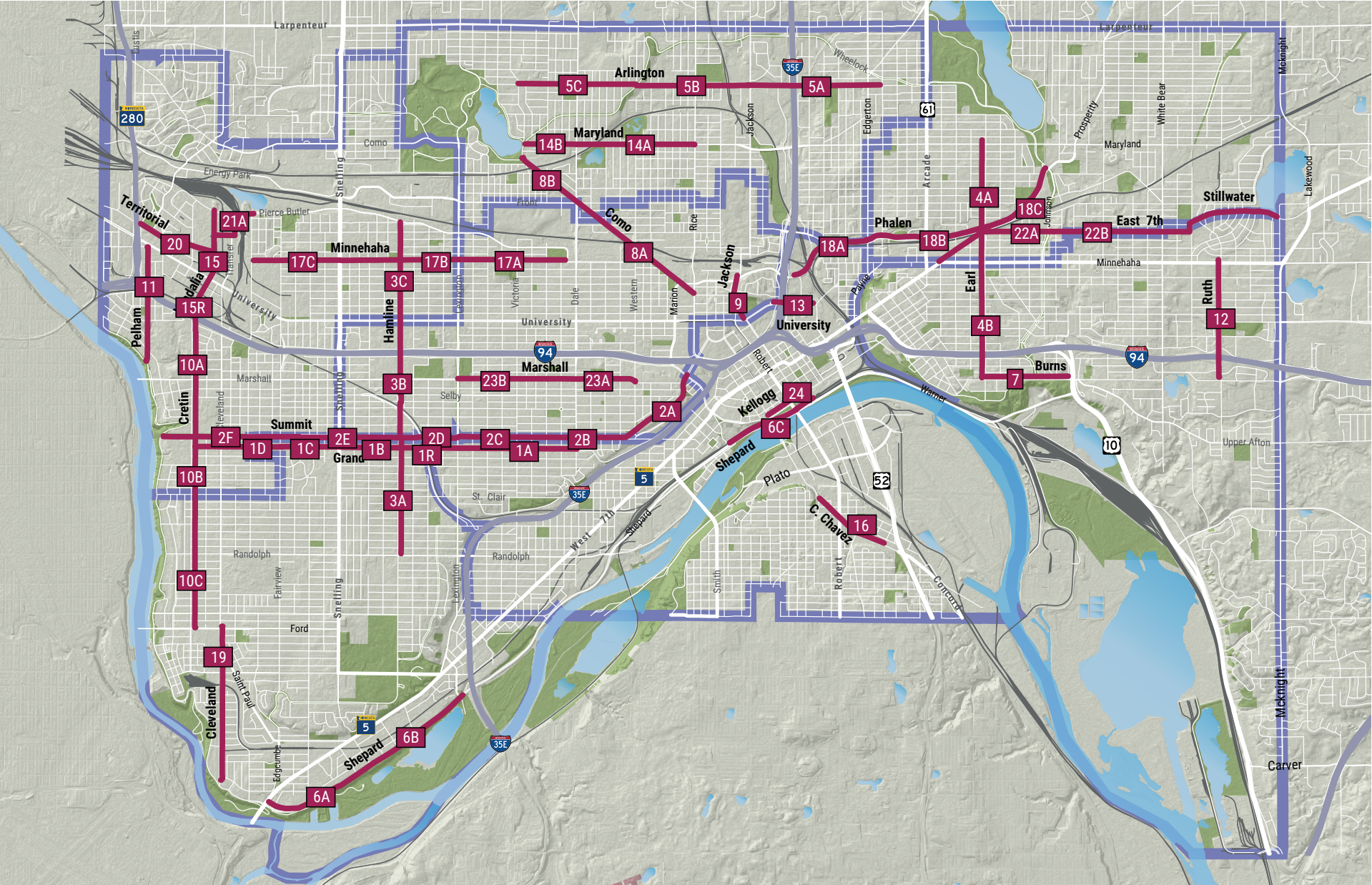
- **Basic materials and construction labor costs:** The planning team used initial City of Saint Paul estimates based on conventional item and materials costs and revised based on recent construction bids the City has received for comparable projects. These costs do not include special materials or treatments, but follow typical materials used in street projects throughout the Twin Cities.
- **Engineering costs:** Typically, project cost includes more than the basic materials and labor: It also includes the costs for engineering services to design projects and ensure that they meet Design Standards.
- **Utilities:** Water, sewer and other utilities are expected to be coordinated in the Common Cent reconstruction projects as infrastructure condition requires.

- **Contingency:** When planning far into the future, the specific costs and needs of a project are not always known. Planners and civil engineers add a contingency factor to account for these unknown elements and build current-day cost estimates that factor in the potential for costs to be higher. Planning for Common Cent programming used a conservative contingency factor of 20 percent to test the overall program's ability to deliver the projects even if cost increases are substantial.

Because most projects are a similar length and assume similar types of materials used in each projects, costs for projects tend to fit within a close range, with most projects costing around \$12 million to \$20 million per mile. The cost of these projects is driven primarily by the current width of streets and the length of each project.

Every Common Cent project is anticipated to use a combination of funding sources in addition to sales tax. Some funding sources may include street reconstruction bonds, Municipal State Aid funds, property assessments, utility fees, state or federal grants, or other financing methods.

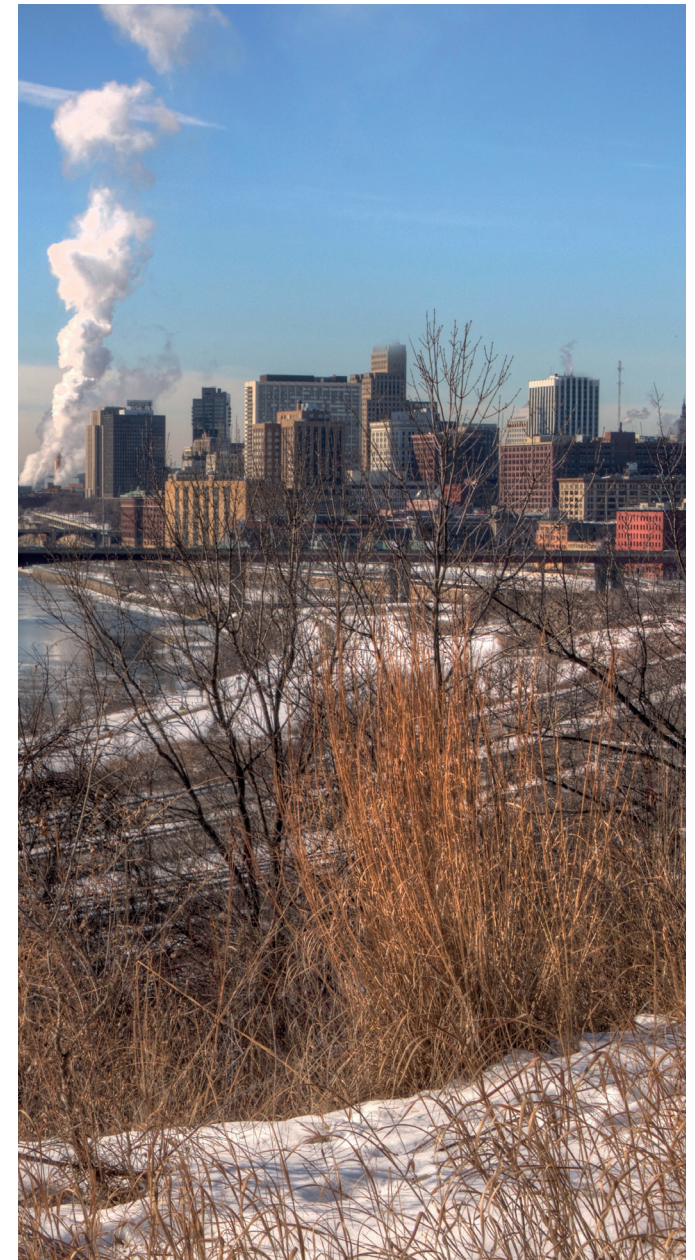
COMMON CENT PROJECTS



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COMMON CENT PROJECTS

Corridor Number	Corridor Name	Project Number	Project Limits	Length in Miles
1	Grand Avenue	1A	Lexington to Dale	1.0
1	Grand Avenue	1B	Snelling to Lexington	1.0
1	Grand Avenue	1C	Fairview to Snelling	0.5
1	Grand Avenue	1D	Cretin to Fairview	0.8
1	Grand Avenue	1R	Bridge over Ayd Mill Rd	N/A
2	Summit Avenue	2A	Western to Kellogg	0.7
2	Summit Avenue	2B	Victoria to Western	1.0
2	Summit Avenue	2C	Lexington to Victoria	0.5
2	Summit Avenue	2D	Hamline to Lexington	0.5
2	Summit Avenue	2E	Fairview to Hamline	1.0
2	Summit Avenue	2F	Mississippi River Blvd to Fairview	1.0
3	Hamline Avenue	3A	Summit to Randolph	1.0
3	Hamline Avenue	3B	University to Summit	1.0
3	Hamline Avenue	3C	Pierce Butler to University	0.8
4	Earl Street	4A	Maryland to Minnehaha	1.0
4	Earl Street	4B	Minnehaha to Burns	1.0
5	Arlington Avenue	5A	Jackson to Payne	1.1
5	Arlington Avenue	5B	Wheelock to Jackson	1.0
5	Arlington Avenue	5C	Victoria to Wheelock	1.0
6	Shepard Road	6A	West 7th to Madison	1.0
6	Shepard Road	6B	Madison to Elway	1.0
6	Shepard Road	6C	Eagle Pkwy to Sibley	0.8
7	Burns Avenue	7	Earl to Highway 61	1.0
8	Como Avenue	8A	Dale to Rice (County)	1.3
8	Como Avenue	8B	Maryland to Dale	0.7
9	Jackson Street	9	University to Pennsylvania	0.4
10	Cretin Avenue	10A	I-94 to Summit	0.9
10	Cretin Avenue	10B	Summit to Jefferson	0.9
10	Cretin Avenue	10C	Jefferson to Ford Parkway	0.9



Corridor Number	Corridor Name	Project Number	Project Limits	Length in Miles
11	Pelham Boulevard	11	Franklin to Mississippi River Blvd	1.0
12	Ruth Street	12	Minnehaha to Burns	1.0
13	University Avenue	13	I-35E to Lafayette	0.4
14	Maryland Avenue	14A	Dale to Rice (County)	1.0
14	Maryland Avenue	14B	Como Blvd to Dale	0.5
15	Vandalia Street	15	Capp Rd to I-94	0.9
15	Vandalia Street	15R	Bridge over Railroad	N/A
16	Cesar Chavez Street	16	Wabasha to Bancroft	0.7
17	Minnehaha Avenue	17A	Lexington to Pierce Butler	0.9
17	Minnehaha Avenue	17B	Simpson to Lexington	0.8
17	Minnehaha Avenue	17C	Prior to Simpson	0.9
18	Phalen Boulevard	18A	Mississippi to Payne	0.9
18	Phalen Boulevard	18B	Payne to Earl	0.9
18	Phalen Boulevard	18C	Earl to Johnson Parkway	0.8
19	Cleveland Avenue	19	Ford Parkway to Mississippi River Blvd	1.3
20	Territorial Road	20	Cromwell to Vandalia	0.7
21	Transfer Road	21A	Ellis to Prior	0.3
21	Ellis Avenue	21B	Vandalia to Transfer	0.2
22	E. 7th Street	22A	Minnehaha to Clarence	1.1
22	E. 7th Street	22B	Clarence to Hazel	1.1
22	Stillwater Avenue	22C	Hazel to McKnight	0.8
23	Marshall Avenue	23A	Grotto to Western	0.8
23	Marshall Avenue	23B	Lexington to Grotto	0.7
24	Kellogg Blvd	24	Wabasha to Sibley	0.4

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City of Saint Paul

Prioritizing Projects

Project scoring was an important tool to integrate several technical criteria and create a quantitative foundation for programming the Common Cent projects.

TECHNICAL REVIEW

Each project was analyzed and scored based on a set of technical criteria to prioritize the order of implementation for the Common Cent projects based on the program's goals. In alignment with the City of Saint Paul's Transportation policies, as outlined in the 2040 Comprehensive Plan and Complete Streets Resolution (2009), the projects prioritize street condition, safety, neighborhood equity, and each part of the multi-modal network's needs.

Each of these metrics was given a weight to balance their impact on the project's overall technical criteria score.



Overview of Scoring Criteria

Each of the projects was first considered on the basis of a technical score derived from three primary categories.

Category 1: Asset Condition Needs

Total potential of 100 points (50 percent)

- **Pavement condition:** Streets that are in bad condition receive a higher priority, based on the most recent indicators of roadway health known as the Pavement Condition Index.
- **Safety:** Based on the total crashes per mile from 2013 to 2023 according to the Minnesota Crash Mapping Analysis Tool.

Category 2: Equity and Community Needs

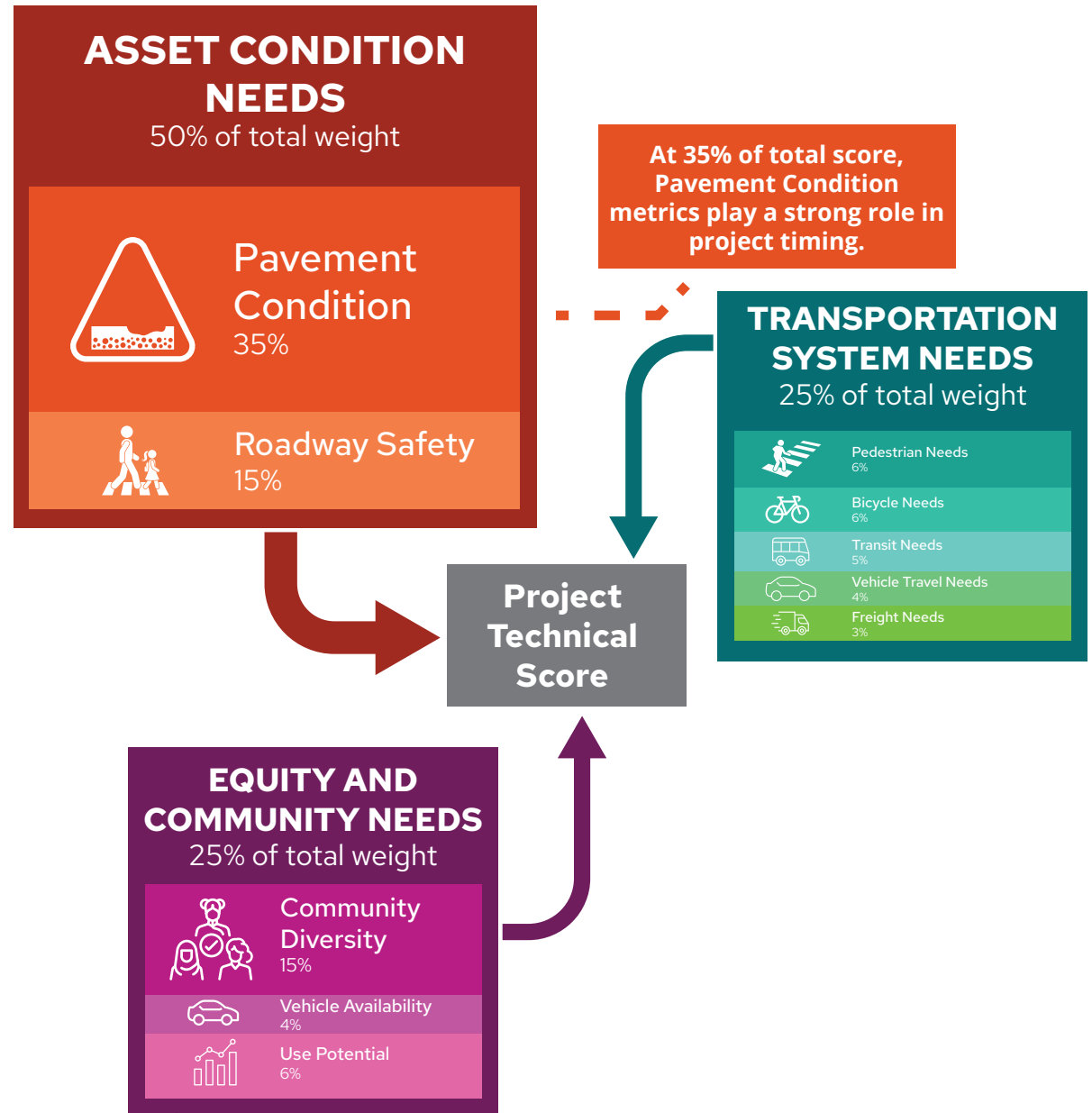
Total potential of 50 points (25 percent)

- **Non-white majority/low-income population:** Data was from the American Community Survey (2022) and is based on the percentage of residents within a half mile radius that identify as non-white and the percentage of residents with a family income less than 185% of the federal poverty threshold.
- **Vehicle availability:** Based on the percentage of households within a half mile that do not own a vehicle according to the American Community Survey.
- **Potential users:** Prioritizing streets that would serve the most residents and increase walkability to everyday destinations. This included the percentage of housing units within the half mile radius of the project that are multi-family (data from the American Community Survey), streets within an opportunity site, and streets with a neighborhood node.

Category 3: Transportation System Needs

Total potential of 50 points (25 percent)

- **Pedestrian needs:** Highlights streets with high need for improved pedestrian connections based on documented sidewalk gaps, new pedestrian connections, pedestrian priority corridors, or 4-lane undivided streets that don't align with current Complete Streets design practices
- **Bicycle needs:** Captures streets on Saint Paul's bikeway network, including streets that are identified as future separated bikeways, off-street facilities, or on-street facilities in the 2024 Saint Paul Bicycle Plan
- **Transit needs:** Corridors with transit service priorities, including streets with high frequency routes and streets in the Metro Transit Service Improvement Plan (which includes arterial Bus Rapid Transit and Bus Rapid Transit routes like H Line and Purple Line)
- **Vehicle needs:** Streets with high Average Annual Daily Traffic (AADT), or high vehicular traffic demand, according to the Minnesota Department of Transportation traffic data sources
- **Freight needs:** Designated truck routes in Saint Paul



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COMMON CENT PROJECT SCORING

Corridor Name	Project Number	Project Limits	Project Score
Grand Avenue	1A	Lexington to Dale	107
Grand Avenue	1B	Snelling to Lexington	101
Grand Avenue	1C	Fairview to Snelling	92
Grand Avenue	1D	Cretin to Fairview	92
Grand Avenue	1R	Bridge over Ayd Mill Rd	N/A
Summit Avenue	2A	Western to Kellogg	87
Summit Avenue	2B	Victoria to Western	104
Summit Avenue	2C	Lexington to Victoria	117
Summit Avenue	2D	Hamline to Lexington	42
Summit Avenue	2E	Fairview to Hamline	95
Summit Avenue	2F	MRB to Fairview	98
Hamline Avenue	3A	Summit to Randolph	88
Hamline Avenue	3B	University to Summit	137
Hamline Avenue	3C	Pierce Butler to University	107
Earl Street	4A	Maryland to Minnehaha	109
Earl Street	4B	Minnehaha to Burns	90
Arlington Avenue	5A	Jackson to Payne	121
Arlington Avenue	5B	Wheelock to Jackson	131
Arlington Avenue	5C	Victoria to Wheelock	96
Shepard Road	6A	West 7th to Madison	136
Shepard Road	6B	Madison to Elway	124
Shepard Road	6C	Eagle Pkwy to Sibley	51
Burns Avenue	7	Earl to Highway 61	107
Como Avenue	8A	Dale to Rice (County)	139
Como Avenue	8B	Maryland to Dale	94
Jackson Street	9	University to Pennsylvania	113
Cretin Avenue	10A	I-94 to Summit	118
Cretin Avenue	10B	Summit to Jefferson	71
Cretin Avenue	10C	Jefferson to Ford Parkway	63

Corridor Name	Project Number	Project Limits	Project Score
Pelham Boulevard	11	Franklin to MRB	90
Ruth Street	12	Minnehaha to Burns	81
University Avenue	13	I-35E to Lafayette	157
Maryland Avenue	14A	Dale to Rice (County)	132
Maryland Avenue	14B	Como Blvd to Dale	90
Vandalia Street	15	Capp Rd to I-94	103
Vandalia Street	15R	Bridge over Railroad	N/A
Cesar Chavez Street	16	Wabasha to Bancroft	126
Minnehaha Avenue	17A	Lexington to Pierce Butler	106
Minnehaha Avenue	17B	Simpson to Lexington	82
Minnehaha Avenue	17C	Prior to Simpson	95
Phalen Boulevard	18A	Mississippi to Payne	105
Phalen Boulevard	18B	Payne to Earl	68
Phalen Boulevard	18C	Earl to Johnson Parkway	84
Cleveland Avenue	19	Ford Parkway to MRB	66
Territorial Road	20	Cromwell to Vandalia	85
Transfer Road	21A	Ellis to Prior (County)	92
Ellis Avenue	21B	Vandalia to Transfer Road	107
E. 7th Street	22A	Minnehaha to Clarence	116
E. 7th Street	22B	Clarence to Hazel	153
Stillwater Avenue	22C	Hazel to McKnight	77
Marshall Avenue	23A	Grotto to Western	109
Marshall Avenue	23B	Lexington to Grotto	102
Kellogg Blvd	24	Wabasha to Sibley	103

For the individual sub-scores on Asset Condition, Transportation System Needs, and Equity & Community Needs, see Appendix A.
Note: bridges not scored due to condition-based priorities.

Sequencing Projects

The sequence of projects was determined based on technical score, collaboration with partner agency projects, and balancing Common Cent tax revenue with projected spending in each year of the program.

The first step in creating a schedule of projects was to determine parameters for how many projects were expected to be able to be completed each year. While this approach may change as the City implements the program and identifies the best approach for efficient project delivery, in the planned approach Public Works will typically deliver three projects each year. Generally, projects that are anticipated to make significant shifts in how the street is used were scheduled sequentially in the corridor.

Programming Outcome

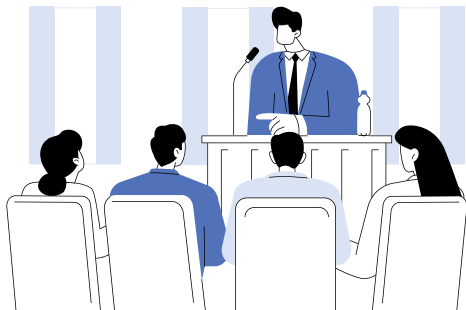
For this plan, the Common Cent street projects are grouped into stages, and projects will be programmed into finalized construction years through the regular five-year Capital Improvements Plan (CIP) adoption process. This allows for some limited schedule flexibility within each stage of the program that accommodates for ongoing project coordination and needs assessment.



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In development of the Common Cent program schedule, project Technical Score was the primary prioritizing tool used to determine project sequencing, aiming generally to deliver projects with a higher technical score earlier in the program. However, there are additional qualitative factors that also influenced project programming. Some of those factors are described below:

1 EXISTING CAPITAL IMPROVEMENT PROJECTS



Several projects were already identified on the City Council adopted Capital Improvement Plan prior to the inception of the Common Cent program. These projects would proceed as previously scheduled, though the introduction of Common Cent funds may result in a modified project scope.

2 PREVIOUS PLANNING EFFORTS



Several projects areas had already been the subject of prior efforts from City staff to plan and develop capital improvements. This may have included development of corridor plans, engineering studies, community engagement, or submission of funding applications. Projects where previous planning efforts had already been commenced prior to inception of the Common Cent program were prioritized for implementation early in the Common Cent program.

3 AGENCY COORDINATION



Coordination with project partners such as MnDOT, Ramsey County, Metro Transit, and Saint Paul Regional Water Services was considered to ensure most efficient use of public resources and minimize construction impacts to communities. Projects may be either advanced or delayed to better align with projects delivered by partner agencies.

4 CORRIDOR CONSISTENCY



In cases where improvements along a Common Cent corridor are planned to be delivered through multiple capital projects, consideration was given to programming those projects in sequential years to allow for efficiencies in planning, community engagement, and project design.

Project Life Cycle

Each Common Cent project will go through several important phases before construction begins.

Scoping and Programming

- » **Internal coordination** | The City's Department of Public Works coordinates with other departments to plan sewer, water and utility work prior to street reconstruction.
- » **Scoping** | Staff determine what parts of the street need to be reconstructed or replaced in the project, or what is in the scope of the project. Generally, all Common Cent Projects will be a full reconstruction, meaning that it will include underground utilities and cover the whole public right-of-way.
- » **Program Evaluation** | Throughout the Common Cent Program, staff will continue to review to ensure the programmed order of projects still aligns with policy priorities and coordinated projects.
- » **Analysis** | Some projects, will need a Scoping Study completed to further define the purpose and need for the project or prepare applications for additional external funding.

Planning and Engagement

- » Common Cent projects will have a planning and engagement phase where concepts for the street reconstruction are developed with community input.

Engineering

- » **Preliminary Design** | Before the project is scheduled for construction, Public Works will produce design plans, including all the below-ground and above-ground components to be built.
- » **Final Design** | This phase adds additional detail to the Preliminary Design to work towards documents that can be given to a construction team. The street design will become more detailed, including pavement marking and signage, lighting, traffic control (such as signals or stop signs), and use of special treatments such as traffic calming or advanced stormwater management features.

Construction

- » Construction timelines may vary by project but will typically will start in the spring and be completed within the same calendar year before onset of the next winter. Some projects may be split into two construction years if necessary.
- » The City will utilize measures to mitigate construction impacts on the surrounding community, which could include maintenance of traffic plans and detours from the corridor when construction work impedes its use.

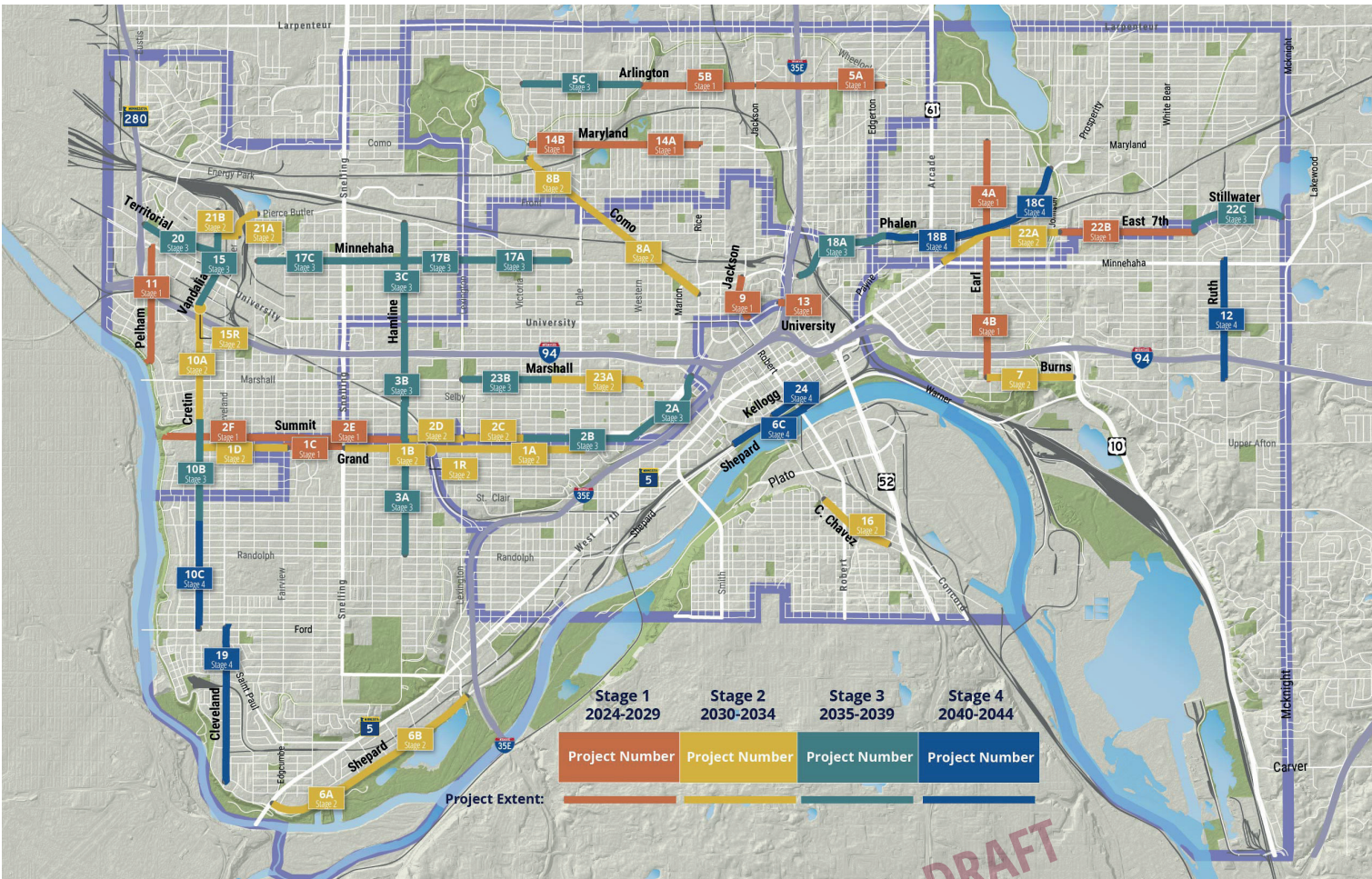
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Stages of Implementation

This plan outlines the timeline for project implementation within four stages for the Common Cent program, each representing a five-year period. This aligns with the five-year cycles of the City's Capital Project Budget process that other Public Works

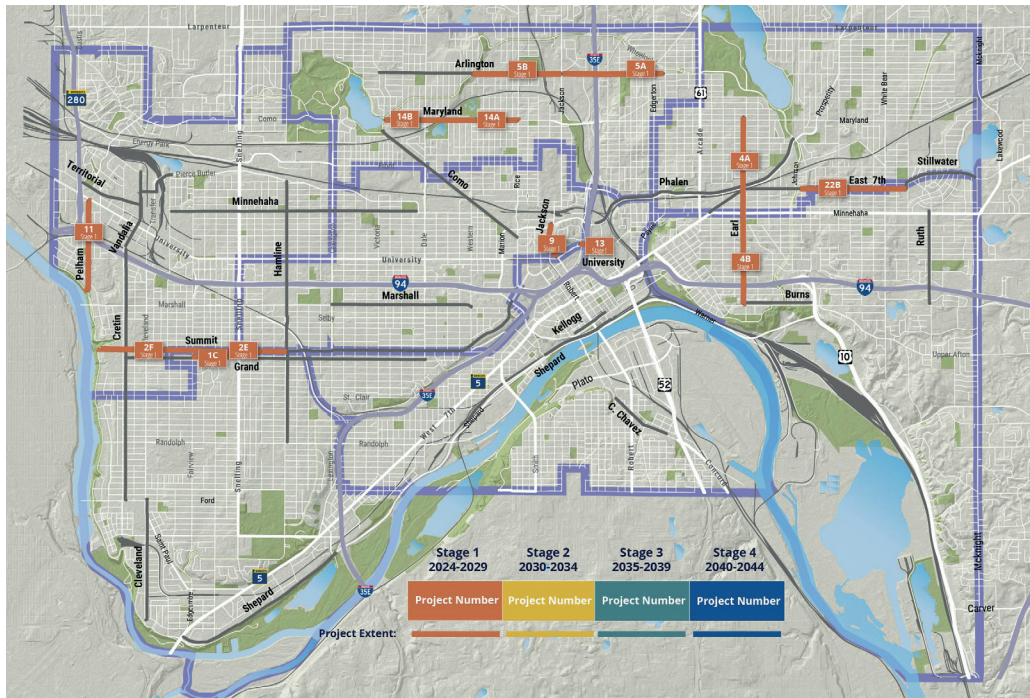
projects are planned within. This will enable Public Works to finalize a construction start year for each project as it launches each individual phase, allowing for adaptation as unforeseen coordination opportunities or project needs arise.

MAP OF ALL STAGES



Stage 1 (2024 through 2029)

Summary of Projects and Phases Completed



Corridor Name	Project Number	Project Limits	Project Score
Grand Avenue	1C	Fairview to Snelling	83
Jackson Street	9	University to Pennsylvania	113
University Avenue	13	I35E to Lafayette	157
Earl Street	4A	Maryland to Minnehaha	109
Pelham Boulevard	11	Franklin to MRB	90
Earl Street	4B	Minnehaha to Burns	90
Arlington Avenue	5A	Jackson to Payne	121
Summit Avenue	2F	Mississippi River Boulevard to Fairview	98
Arlington Avenue	5B	Wheelock to Jackson	131
Maryland Avenue	14B	Como Blvd to Dale	90
Summit Avenue	2E	Fairview to Hamline	95
Maryland Avenue	14A	Dale to Rice (County)	132
E. 7th Street	22B	Clarence to Hazel	153

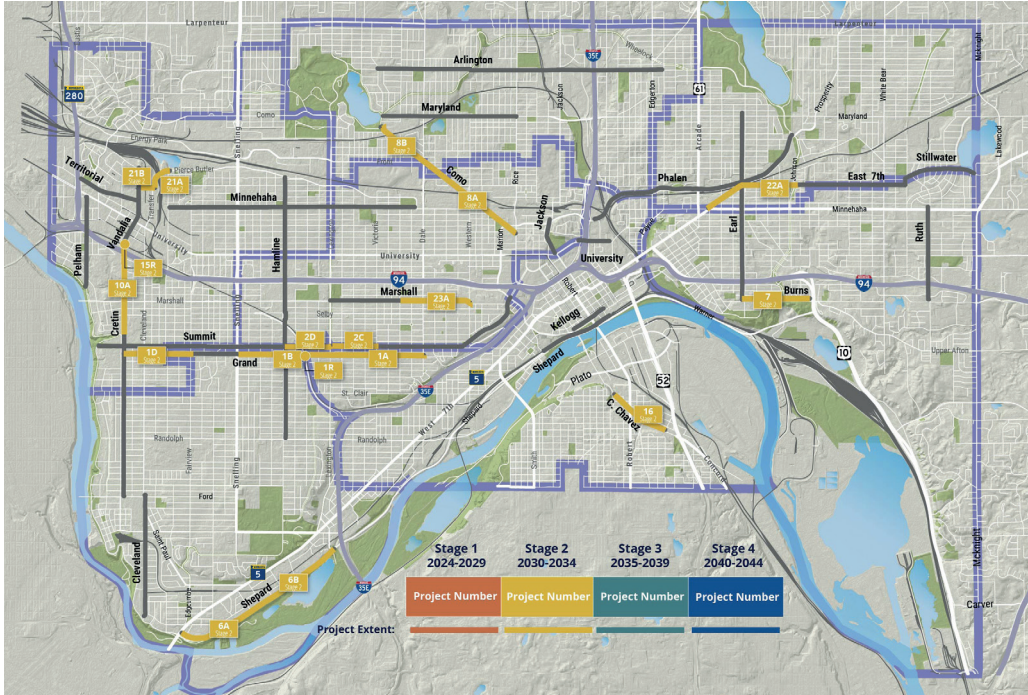
Notes on Stage 1

- » **Existing Capital Plan** | This group of projects includes many projects already adopted into the Five Year Capital Plan, which at the outset of planning was adopted through 2028 and now extends through 2029. The plan avoided changes to adopted capital project timelines.
- » **Coordinated Project Priorities** | The timelines of existing capital projects led by other partners like MnDOT, Metro Transit, and Ramsey County drove assignment of some projects into this stage. This includes Maryland Avenue, which is programmed to coordinate with Metro Transit's H Line project.
- » **High Scoring Projects** | Corridors like E. 7th Street were prioritized solely based on high Project Scores.
- » **External Funding and Previous Planning Commitments** | The Arlington Avenue corridor has existing federal funding that needs to be spent in accordance with the federal grant timeline. Prior to Common Cent approval from taxpayers, the City had already begun advancing planning or design efforts on several corridors including Jackson Street, University Avenue, Pelham Boulevard, and Summit Avenue.

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Stage 2 (2030 through 2034)

Summary of Projects and Phases Completed



Corridor Name	Project Number	Project Limits	Project Score
Summit Avenue	2D	Hamline to Lexington	42
Cesar Chavez Street	16	Wabasha to Bancroft	126
E. 7th Street	22A	Minnehaha to Clarence	116
Vandalia Street	15R	Bridge over Railroad	
Grand Avenue	1D	Cretin to Fairview	92
Shepard Road	6B	Madison to Elway	124
Marshall Avenue	23A	Grotto to Western	109
Grand Avenue	1R	Bridge over Ayd Mill Rd	
Grand Avenue	1B	Snelling to Lexington	101
Shepard Road	6A	TH 5 to Madison	136
Como Avenue	8A	Dale to Rice (County)	139
Grand Avenue	1A	Lexington to Dale	107
Como Avenue	8B	Maryland to Dale	94
Cretin Avenue	10A	I-94 to Summit	118
Summit Avenue	2C	Lexington to Victoria	117
Burns Avenue	7	Earl to TH 61	107
Transfer Road	21A	Ellis to Prior (County)	92
Ellis Avenue	21B	Vandalia to Transfer Road	107

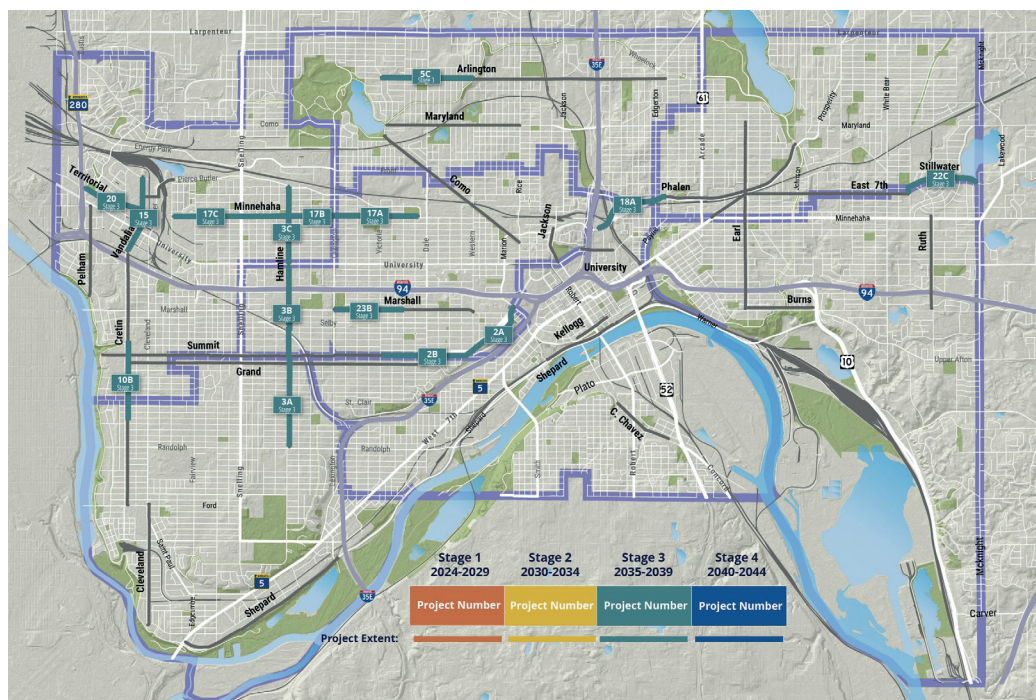
Notes on Stage 2

- » **High Scoring Projects** | Corridors like Shepard Road and Hamline Avenue were prioritized solely based on high Project Scores.
- » **Coordinated Project Priorities** | Cesar Chavez Street was included in this stage due to its high score and transit improvement timeline. Programming also considered future upgrades on high-frequency corridors like Cretin and Grand Avenues. Coordinated projects, like Como Avenue with Ramsey County and Shepard Road with MnDOT's West 7th Street, are scheduled to complete both corridor segments sequentially in this stage.
- » **Prior Planning Efforts** | Corridors with an existing Regional Trail Search Corridor plan like Summit Avenue have projects programmed sequentially to implement the plan effectively.
- » **Geographic Considerations** | Summit Avenue and Grand Avenue are parallel streets, so projects were programmed so that no parallel segments will advance in the same year.

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Stage 3 (2035 through 2039)

Summary of Projects and Phases Completed



Corridor Name	Project Number	Project Limits	Project Score
Summit Avenue	2B	Victoria to Western	104
Hamline Avenue	3B	University to Summit	137
Minnehaha Avenue	17A	Lexington to Pierce Butler	106
Summit Avenue	2A	Western to Kellogg	87
Minnehaha Avenue	17B	Simpson to Lexington	82
Marshall Avenue	23B	Lexington to Grotto	102
Hamline Avenue	3C	Pierce Butler to University	107
Vandalia Street	15	Capp Rd to I-94	103
Minnehaha Avenue	17C	Prior to Simpson	95
Hamline Avenue	3A	Summit to Randolph	88
Arlington Avenue	5C	Victoria to Wheelock	96
Territorial Road	20	Cromwell to Vandalia	85
Cretin Avenue	10B	Summit to Jefferson	71
Phalen Boulevard	18A	Mississippi to Payne	105
Stillwater Avenue	22C	Hazel to McKnight	77

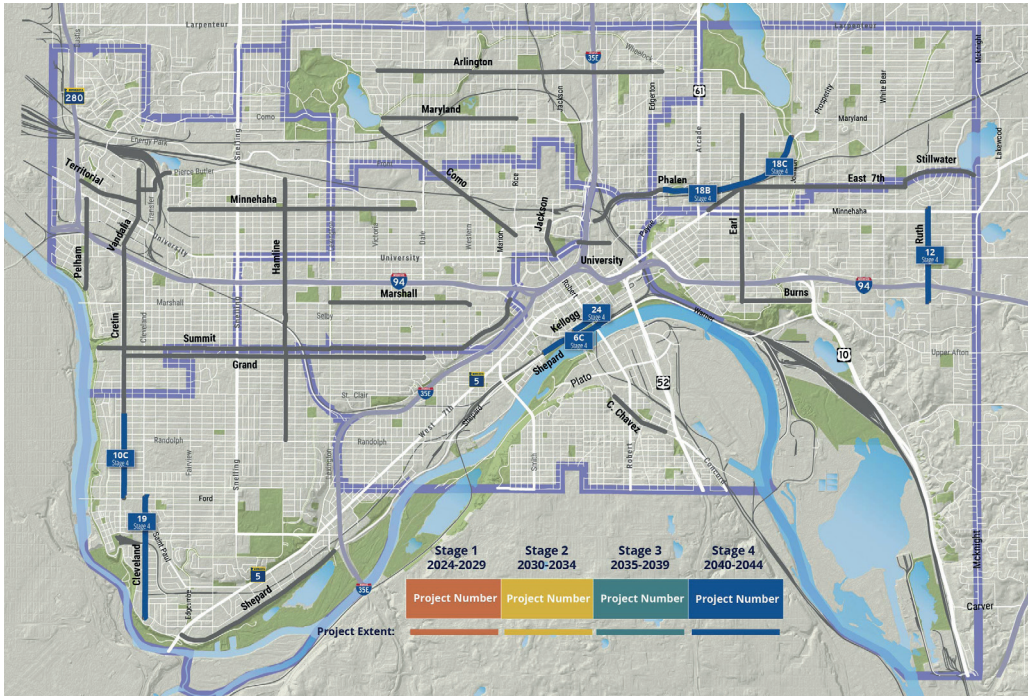
Notes on Stage 3

- » **Moderate Project Score** | Most corridors in Stage 3 are placed as a reflection of moderate Project Scores, as most of the high scoring projects will be complete by this timeframe.
- » **Coordinated Project Constraints** | Ramsey County has part of the Como Avenue corridor within their jurisdiction and coordination with their capital project planning led to the placement of this corridor in Stage 3.
- » **Sequential Projects in a Corridor** | Summit Avenue will continue sequentially from other projects on the corridor completed in Stage 2.
- » **Past Projects** | Hamline Avenue from University to Summit has a high score, but was not able to be programmed earlier due to recent mill and overlay improvements in 2014.

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Stage 4 (2040 through 2044)

Summary of Projects and Phases Completed



Corridor Name	Project Number	Project Limits	Project Score
Cretin Avenue	10C	Jefferson to Ford Parkway	63
Phalen Boulevard	18B	Payne to Earl	68
Kellogg Blvd	24	Wabasha to Sibley	103
Shepard Road	6C	Eagle Pkwy to Sibley	51
Phalen Boulevard	18C	Earl to Johnson Parkway	84
Ruth Street	12	Minnehaha to Burns	81
Cleveland Avenue	19	Ford Parkway to MRB	66

Notes on Stage 4

- » **Completion of Remaining Projects** | Stage 4 includes the remaining projects on corridors that had moderate scores or coordination considerations that led to their programming in this stage.
- » **Coordination Unknowns** | The Kellogg Blvd corridor was placed in this stage to allow adjacent redevelopment projects to take shape prior to street reconstructions.

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Project Details

The projects are programmed to respond to technical and community need, to align with the schedules and priorities of partner agencies, and to fit within the fiscal constraints of the Common Cent program. This section details each corridor and its component projects, as well as additional detail on projects taking place adjacent to each other.

The Common Cent program's 24 corridors are listed here in alphabetical order for quick reference. Under each is a detailed table of how a corridor's component projects are currently planned in the Common Cent Program Schedule, as well as an overview of the project's scoring details and factors that influenced its placement in the schedule.

Each project focus page includes a map detail of the corridor and information on its community surroundings, other planned or envisioned uses for the corridors, and important information about coordination with other efforts. Other factors are as follows:

Technical scoring results: The technical score calculated in initial project evaluation, along with an explanation of score components. See Technical Scores chart to the right. For additional detail and see Appendix A.

Project cost: Costs include engineering and contingency and are divided into three simple categories based on the following general ranges of overall project costs based on today's estimates:

- » Lower cost (\$): Up to \$10 million
- » Moderate cost (\$\$): \$10 to 16 million
- » Moderate to higher cost (\$\$\$): over \$16 million

TECHNICAL SCORES

Criteria Category	Criteria	Score Descriptions		
		High	Moderate	Low
Asset Condition	Pavement Condition	56-70	21-55	0-30
	Safety	25-30	5-15	0
Transportation System Needs	Pedestrian Needs	14	7	0
	Bicycle Needs	9-12	6	0
	Transit Needs	10	4-6	0
	Vehicle Needs	8	4-6	0
	Freight Needs	6	Not used	0
Equity and Community Needs	Non-White Majority/ Low Income Population	26-30	15-25	0
	Vehicle Availability	6-8	2-4	0
	Potential Users	9-12	5-8	0-4

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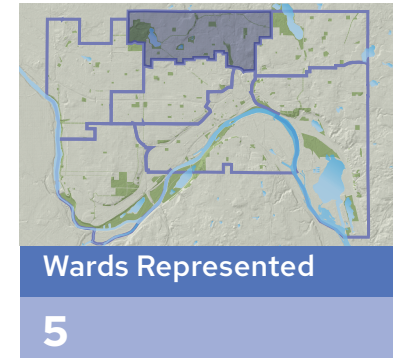
Arlington Avenue

Corridor 5

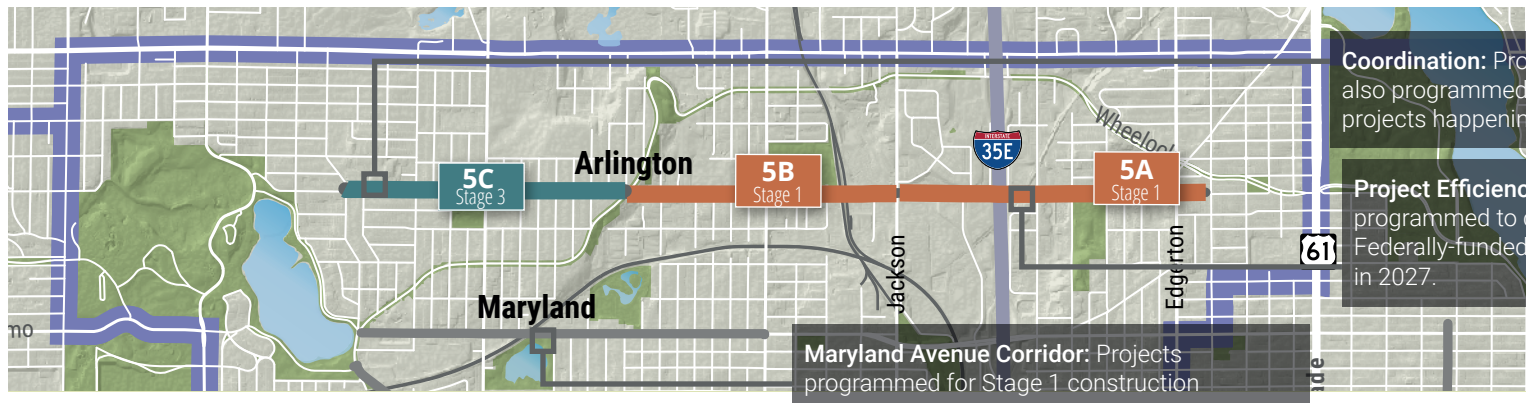
This corridor in the north side of Saint Paul is an important link across I-35E and provides the only direct connections across its length to the Washington Technology Magnet School and two recreational facilities (the Rice and Arlington Field and the North Dale Recreational Center). It also connects across Wheelock Parkway, providing access to the Grand Rounds trail system throughout the city.

For implementation purposes, this plan divides the Arlington corridor into three projects that allow the City to reconstruct two-thirds of the corridor in the first five years of the Common Cent program. This also leverages Federal funds for sidewalk improvements that the City has already received through the Metropolitan Council Regional Solicitation program.

The remaining segment of the project, Project 5C from Wheelock Parkway to Victoria Street, faces less critical infrastructure and community needs and is programmed later in the program. Not only does this let more critical programs in other parts of Saint Paul advance more quickly; it also avoids overlap with nearby projects occurring simultaneously and causing major disruption to neighborhoods.



THE CORRIDOR IN CONTEXT



Coordination: Project 5C has less critical needs, but is also programmed later to avoid nearby parallel corridor projects happening simultaneously.

Project Efficiency: Project 5A is programmed to coincide with a Federally-funded sidewalk project in 2027.

Arlington Avenue

Additional Context to this Corridor

The first two projects within this corridor are recommended for programming within the first five years of the Common Cent program's implementation and represent key improvements in the North End neighborhoods. Project implementation on the overall corridor will pause at the end of the 2020s to allow the nearby and parallel Maryland Avenue corridor, a project undertaken in partnership with Ramsey County, to proceed along with the County's programming of

funds in 2028 and 2029. During this time, other key east-west corridors, such as Wheelock Avenue, can alleviate construction-related interruptions for the North End neighborhoods.

The intervening years allow project implementation on much-needed priorities in other parts of the city, with completion of this corridor in the late 2030s.



Project	Extents	Construction	Scoring from Technical Factors (max 200)	Project Cost	Other Factors in Decision-Making
5A	Jackson to Payne	Stage 1 (2025 through 2029)	121 Moderate need for pavement condition; highly diverse and low income population; high level of no vehicle households; moderate pedestrian need; high bicycle need	\$ Moderate cost	This project is being combined with Federal funding for sidewalk repairs and enhancements, and combining these efforts will lead to more efficient project delivery.
5B	Wheelock to Jackson	Stage 1 (2025 through 2029)	131 High need for pavement condition; highly diverse and low income population; high level of no vehicle households; moderate pedestrian need; high bicycle need	\$ Moderate cost	Because this project has a high level of need for pavement condition, it is recommended as a priority to implement in the first five years of the Common Cent program.
5C	Victoria to Wheelock	Stage 3 (2035 through 2039)	96 High need for pavement condition; moderately diverse and low income population; moderate level of no vehicle households; moderate pedestrian need	\$ Moderate cost	Critical needs on this project are less pronounced so the project score dictates delivery in Stage 3.

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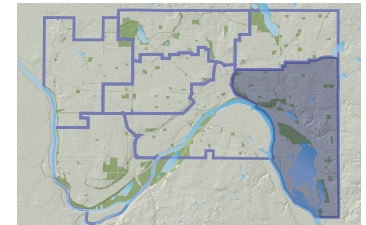
Burns Avenue

Corridor 7

Burns Avenue provides a critical spine through the segment of Dayton's Bluff south of I-94. This street provides access to a variety of residential destinations, parks, transit service and I-94 via Johnson Parkway.

The project scores higher on equity criteria and needs improvement on the asset condition, it is not part of a broader plan for an improved transit or bicycling network.

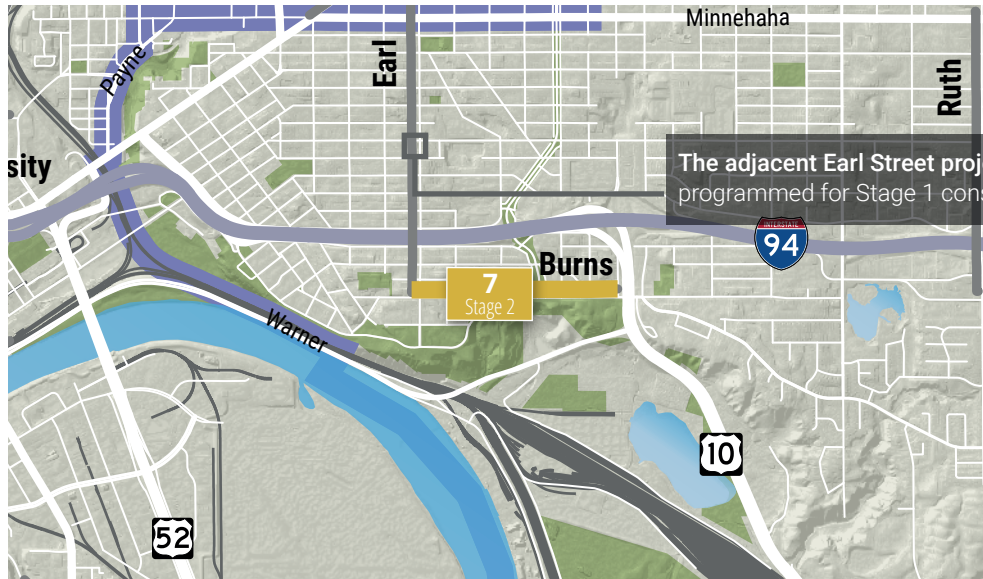
The improvements on the corridor are planned to be completed within one project, which is scheduled in Stage 2 in the Common Cent program.



Wards Represented

7

THE CORRIDOR IN CONTEXT



The adjacent Earl Street project is programmed for Stage 1 construction.

Burns Avenue

Additional Context to this Corridor

Burns Avenue is advancing in alignment with the Technical Criteria Score prioritization process.



Project	Extents	Construction	Technical Criteria Score	Project Cost	Other Factors in Decision-Making
7	Earl to TH 61	Stage 2 (2030-2034)	107 Moderate need for pavement condition need; highly diverse and low income population; high level of no vehicle households	\$\$ Moderate cost	None

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Cesar Chavez Street

Corridor 16

Cesar Chavez is a key commercial street in Saint Paul's West Side neighborhood, and a connection between the eastern neighborhoods and industrial districts to the Robert Street and US 52 bridges connecting to downtown. As one of the primary shopping and business districts of this part of the city, the street supports on-street parking and will soon support high-capacity rapid bus service from

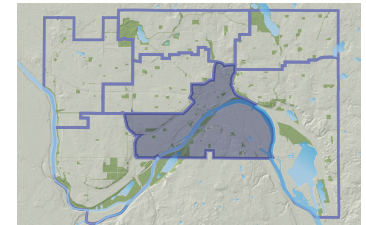
Metro Transit. It also connects, across the US 52 freeway, to the Port of Saint Paul's main barge facilities on the Mississippi River via Concord Street. This segment of Cesar Chavez Street is on the city's High Crash Network for vulnerable road users.

There are numerous related projects around this corridor, leading to careful programming and sequencing of

project planning, engineering, and construction coordination.

These are as follows:

- Robert Street (TH3) reconstruction south of the Mississippi River
- METRO G Line (planned to begin service in 2028)
- US 52/I-94 Interchange (planning ongoing)



Wards Represented

2

THE CORRIDOR IN CONTEXT



Although no specific construction work is yet programmed, MnDOT is planning for a project at the US 52/I-94 interchange, and project coordination will be needed to ensure detour coordination and access to surface streets.

The project is being coordinated with implementation of Metro Transit's G Line, with a station to be constructed at Cesar Chavez & State Street.

The project's timing will be coordinated with MnDOT's Robert Street project to avoid simultaneous construction on both corridors. MnDOT's project will advance first, with completion expected by 2027.

Cesar Chavez Street

Additional Context to this Corridor

This project has complex coordination requirements with other projects and may be subject to shift to best meet the needs of community access. It is currently planned to be completed as early as possible after the MnDOT Robert Street project would finish to avoid conflicts that would arise from US 52 and I-94 interchange improvements, expected in the early 2030s. However, the project is also on the same corridor as Metro Transit's G Line service,

scheduled to begin revenue operations in 2028. For this reason, it is one of only a few projects with a significant period of time between engineering and construction, allowing Common Cent funds to advance earlier steps of the project while avoiding simultaneous construction on adjacent corridors.

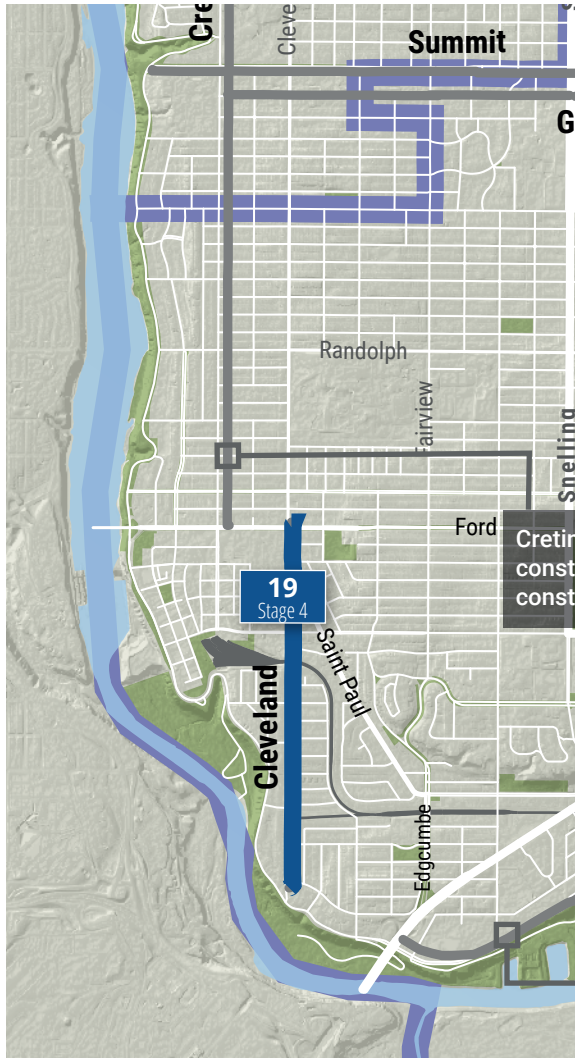


Project	Extents	Construction	Technical Criteria Score	Project Cost	Other Factors in Decision-Making
16	Wabasha to Bancroft	Stage 2 (2030 through 2034)	128 Moderate pavement condition need; high safety need; highly diverse and low income population; high level of no vehicle households; high bicycle need; high freight need	\$\$ Moderate cost	Coordination with G Line implementation and MnDOT Robert Street project mean that work may be done after transit operations begin.

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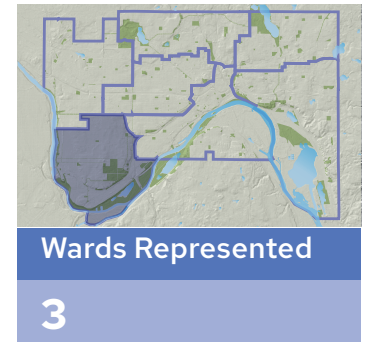
Cleveland Avenue

Corridor 19



Cleveland Avenue in Highland Park is primarily a neighborhood street connecting from Mississippi River Boulevard north to Ford Parkway. It also connects a predominantly single-family neighborhood to the Highland Bridge redevelopment of the former Ford assembly plant. From the intersection of St. Paul Avenue and Bohland Avenue north to Ford Parkway, Cleveland Avenue

features a more prominent thoroughfare design with raised medians and on-street parallel parking. The portion of Cleveland from Bohland to Ford Parkway is owned and maintained by Ramsey County, requiring coordination with the County on capital project cost sharing and implementation.



Wards Represented

3

THE CORRIDOR IN CONTEXT

Common Cent | Street Programming Plan

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Cleveland Avenue

Additional Context to this Corridor

Although the Cleveland Avenue corridor includes two blocks of Ramsey County ownership, most of the corridor is a two-lane neighborhood street that connects western Highland Park to Mississippi River Boulevard.



Project	Extents	Construction	Technical Criteria Score	Project Cost	Other Factors in Decision-Making
19	Ford Parkway to MRB	Stage 4 (2040 through 2044)	66 Moderate pavement condition need; high level of no vehicle households	\$\$ Moderate cost	Technical Criteria Score is the primary driver for the timeline of this project, however as other agencies program out projects into this timeline, further coordination may be needed.

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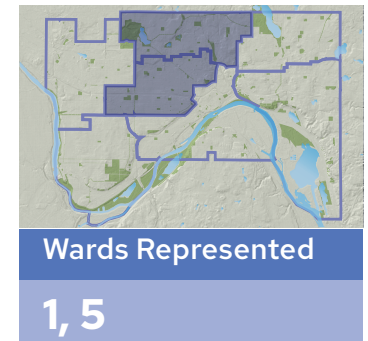
Como Avenue

Corridor 8

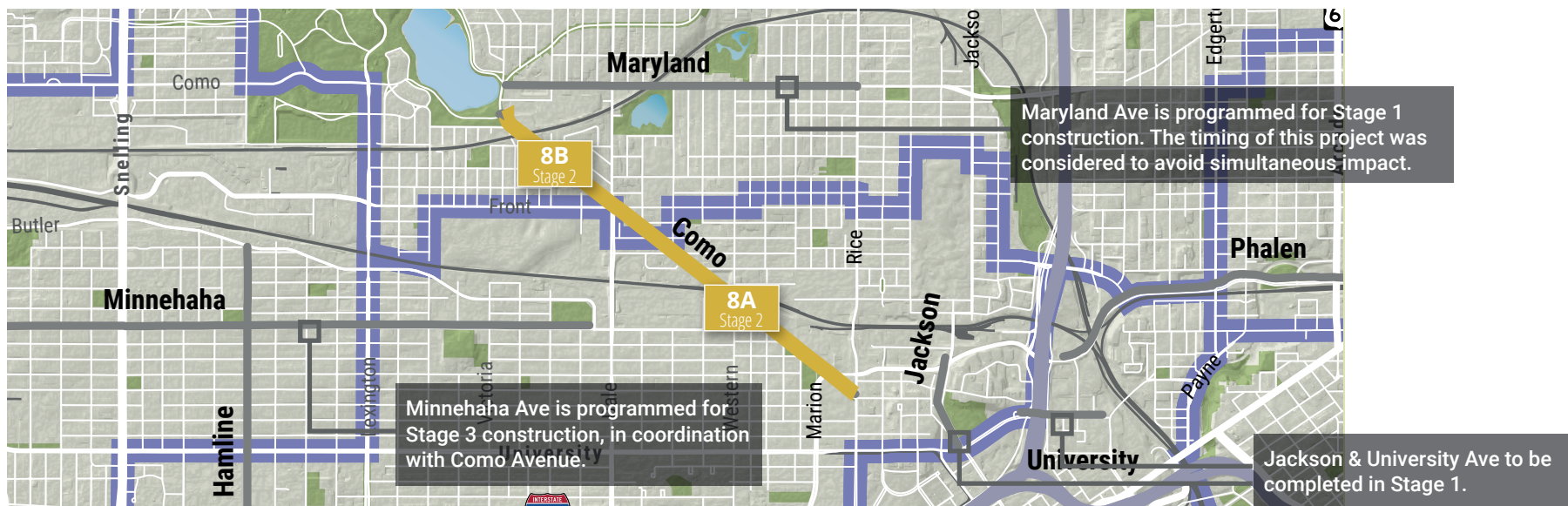
The Como Avenue corridor is a unique corridor, which is operated by Ramsey County from Dale St to Rice St and by the City from Dale St to Maryland Ave. It serves to connect the Capitol-Rice Street neighborhood to parks at Lake Como, containing both commercial, light industrial, and residential uses. The Ramsey County segment also includes a railroad bridge that will not be included.

The Dale St to Rice St project has high scores in Asset Condition, Equity and Use and Modes, and requires careful coordination with other projects north of downtown Saint Paul. To maximize efficiency of project delivery, the two projects on this corridor will be delivered sequentially, by the same lead agency with collaboration from both Ramsey County & the City of Saint Paul.

Between Dale and Marion there is a significant freight use of the corridor. The BNSF yard uses Minnehaha from Pierce Butler to access Como and then the freeway off of Marion. There is also a refuse transfer station that has semi traffic. The Public Works batch plant and sewer maintenance facilities are near Como. East of Dale Street, Como Avenue is on the city's High Crash Network for vulnerable road users.



THE CORRIDOR IN CONTEXT

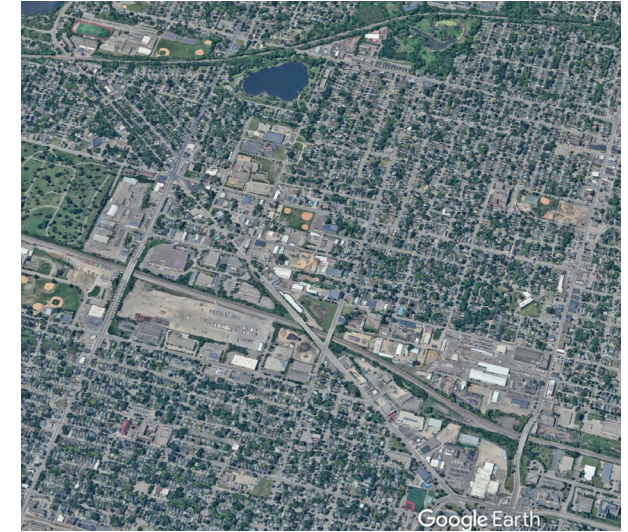


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Como Avenue

Additional Context to this Corridor

The projects are recommended for later implementation in part because of partnership with Ramsey County and the County's own programming priorities elsewhere throughout the city. Project 8B will be led by the City, but is programmed for a later year due to its spatial proximity to the Arlington Avenue corridor and the implementation of two of that corridor's projects in Stage 1 of the Common Cent program.

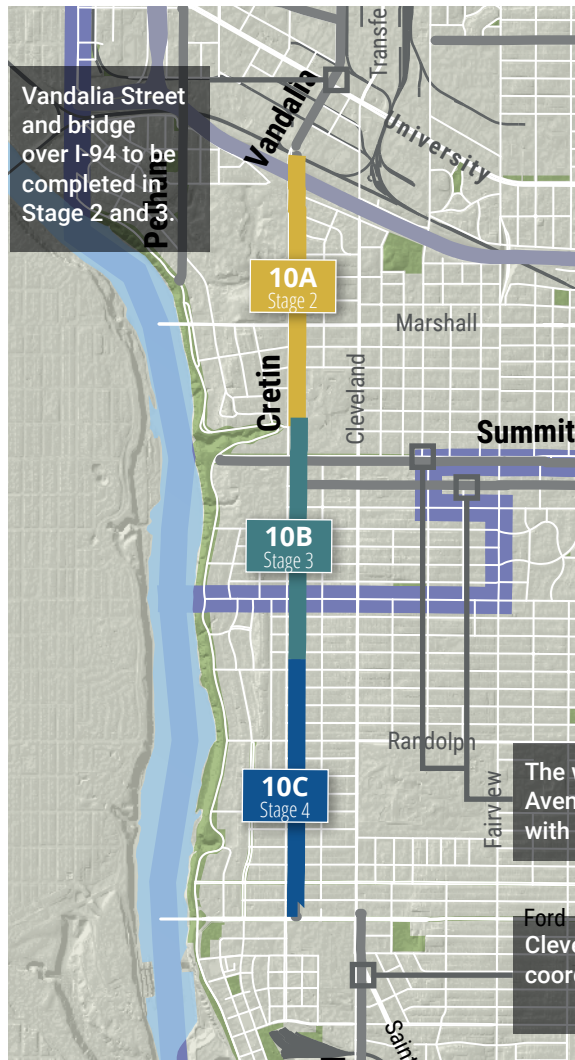


Project	Extents	Construction	Technical Criteria Score	Project Cost	Other Factors in Decision-Making
8A	Dale to Rice (Ramsey County)	Stage 2 (2030 through 2034)	139 Moderate pavement condition need; high safety need; highly diverse and low income population; high level of no vehicle households; high bicycle need	\$\$ Moderate cost	This project will be delivered sequentially with 8B, which recently received a mill and overlay improvement. For this reason, and in cooperation with Ramsey County, this high scoring project is planned for delivery in Stage 2.
8B	Maryland to Dale	Stage 2 (2030 through 2034)	94 High pavement condition need; high bicycle need	\$\$ Moderate cost	Critical needs on this project are less pronounced compared to 8A, in part due to the recent mill and overlay improvement in 2011-2012. The City cannot levy another assessment for improvements to this corridor until the 2030's, so this project cannot come up in the program prior to that time.

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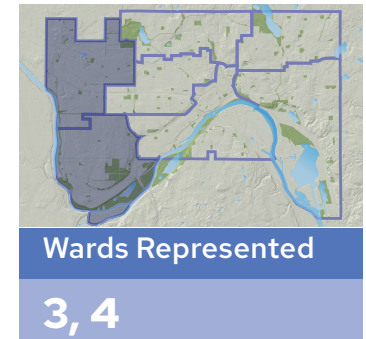
Cretin Avenue

Corridor 10



Cretin Avenue is the westernmost north-south corridor through the Merriam Park and Highland Park neighborhoods. It has interchange access to I-94 and direct links to St. Thomas University and the Highland Bridge redevelopment. For most of its length north of Grand Avenue, it features a multi-lane typical section with pavement markings allowing passing traffic into oncoming travel lanes. Although speed limits are posted at 25 miles per hour, this multi-lane design leads to higher traffic speeds. North of Grand Avenue, Cretin Avenue is on the city's High Injury Network.

South of Grand Avenue, the street takes a two-lane typical section, though in places features lanes of uneven width to allow on-street parking on a single side of the street.



THE CORRIDOR IN CONTEXT

Cretin Avenue

Additional Context to this Corridor

Bus route 63 operates on Cretin Ave and it is part of the High Frequency network. This will be a consideration in the planning and engineering work on Cretin Avenue from I-94 to Mississippi River Boulevard.

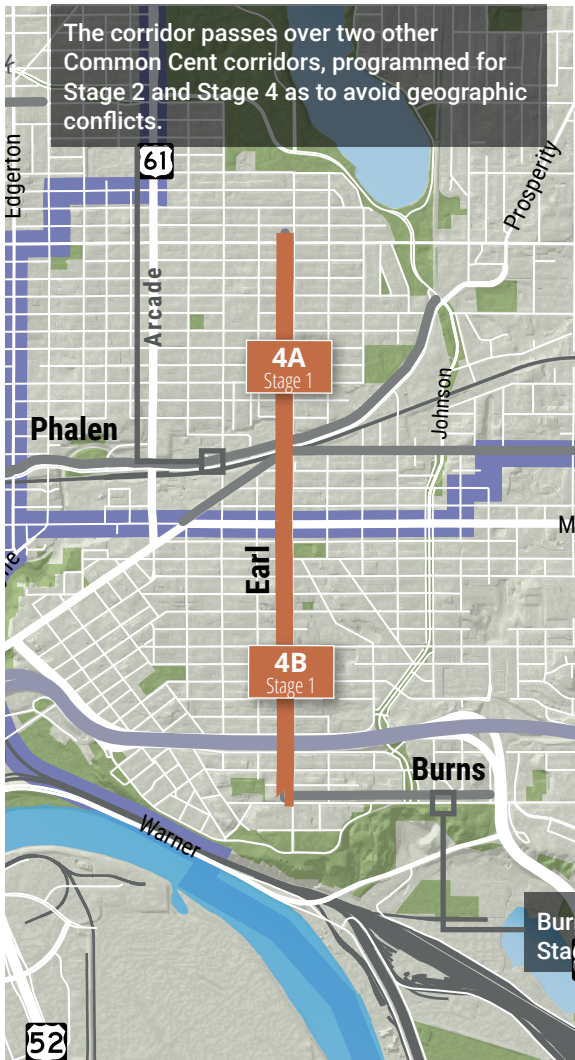


Project	Extents	Construction	Technical Criteria Score	Project Cost	Other Factors in Decision-Making
10A	I-94 to MRB	Stage 2 (2030 through 2034)	118 Moderate need for pavement improvement; high need for safety improvement; high pedestrian need; high transit need; high vehicle need	\$\$\$ High cost	This project is a high frequency bus corridor, which is a priority to complete by 2035. Critical needs on this project are less pronounced and will advance in alignment with the Technical Criteria Score.
10B	MRB to Jefferson	Stage 3 (2030 through 2034)	77 Moderate pavement condition; moderate need for safety improvement	\$\$ Moderate cost	
10C	Jefferson to Ford Parkway	Stage 4 (2035 through 2039)	63 Moderate pavement condition; high vehicle needs	\$\$ Moderate cost	

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Earl Street

Corridor 4

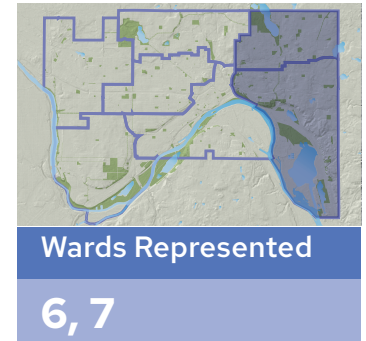


The Earl Street corridor connects several neighborhoods on Saint Paul's east side, and is one of only a few corridors providing direct connections across the Phalen Boulevard/railroad corridor and I-94. It connects these neighborhoods to the American Indian Magnet School and Margaret Park, and crosses (but, due to a viaduct to cross the Union Pacific rail corridor, does not intersect) the Common Cent corridors comprising Phalen Boulevard (Corridor 18) and East 7th Street (Corridor 22).

Past resurfacing has layered onto existing pavement, resulting in shallow curbs that may not sufficiently handle stormwater drainage or provide safety for pedestrians.

Earl Street intersects with Metro Transit's recent Gold Line Bus Rapid Transit service that began operations in March 2025 and features a station on that line. This adds new importance to the corridor as a key connecting route to frequent, high-capacity transit connecting to downtown St. Paul and, beginning in 2027, to downtown Minneapolis.

The corridor is also designated for future bicycle facilities in the Saint Paul Bicycle Plan, underscoring its strategic importance as a multimodal corridor. Earl Street is on the city's High Injury Network.



THE CORRIDOR IN CONTEXT

Common Cent | Street Programming Plan

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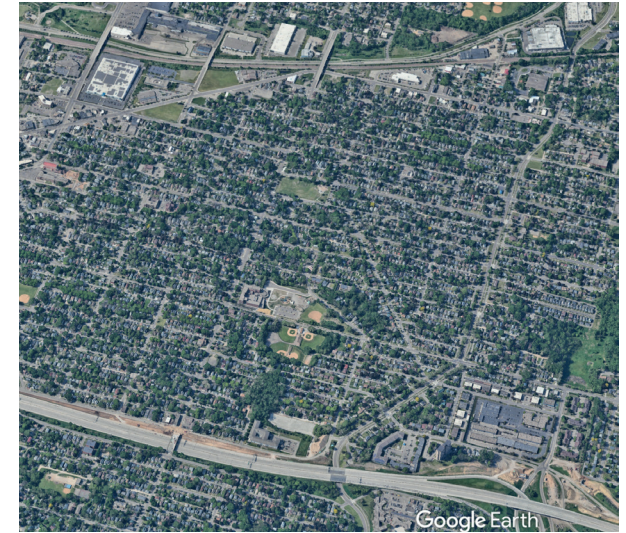
Earl Street

Additional Context to this Corridor

The corridor is programmed in the first phase of implementation, with preliminary engineering of the first project (4A, from Maryland Avenue to Minnehaha Avenue) targeted to begin in 2025 and the entire corridor in construction by 2027. This corridor is programmed with each project happening in sequence one year apart. Prior to the development of this plan, the project was programmed in the City's Capital Improvement Plan, and this programming plan has not

recommended any changes to the timing of the project's delivery.

The opportunity for early advancement of this corridor was underscored by the recent opening of Metro Transit's Gold Line BRT service, which features a station at Earl Street on the north side of I-94.



Project	Extents	Construction	Technical Criteria Score	Project Cost	Other Factors in Decision-Making
4A	Maryland to Minnehaha	Stage 1 (2025 through 2029)	109 Moderate need for pavement improvement; high need for safety improvement; highly diverse and low income population	\$\$\$ Moderate cost	Transit facilities opening in 2025 and its inclusion in the adopted Capital Improvement Plan have influenced the timeline for this project.
4B	Minnehaha to Burns	Stage 1 (2025 through 2029)	90 Moderate need for safety improvement; highly diverse and low income population; high percentage of households without vehicle access	\$\$\$ Moderate to High cost	

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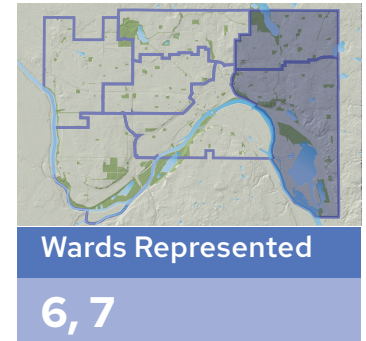
East 7th Street - Stillwater Boulevard

Corridor 22

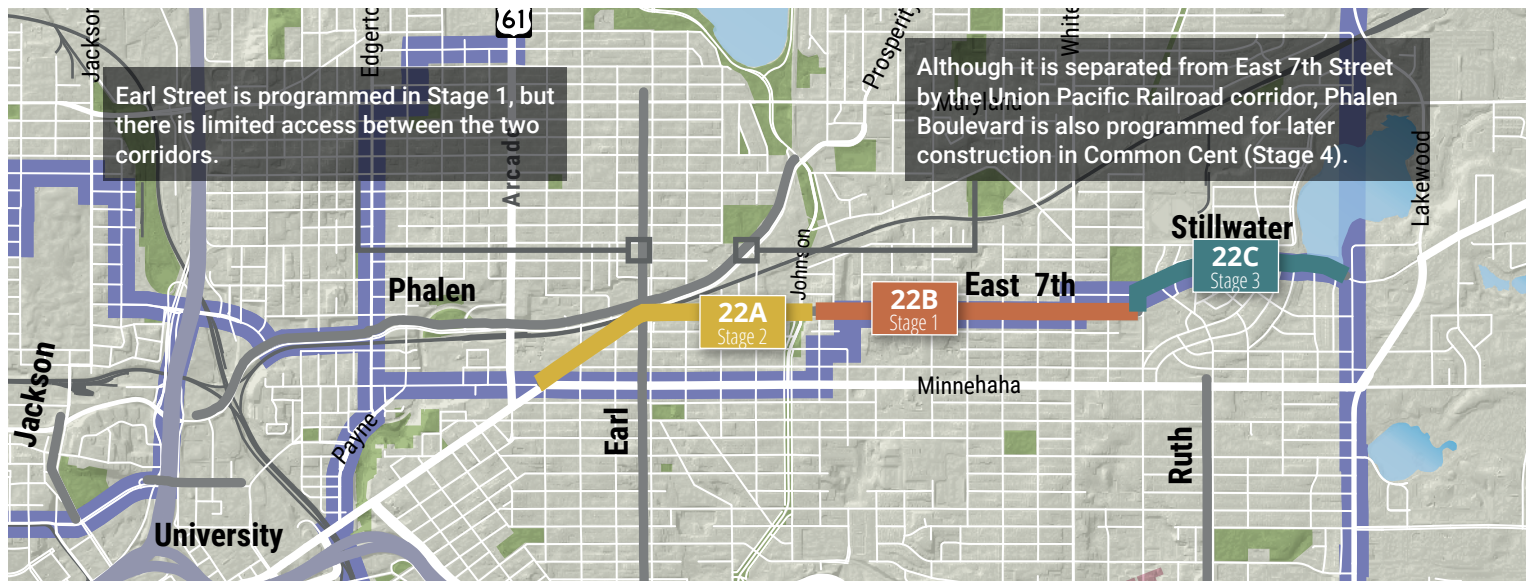
This corridor is a key neighborhood thoroughfare through St. Paul's east side and extends from Dayton's Bluff to the east city limits over a series of different streets. While most of the corridor is residential, it serves a neighborhood commercial district at its western end near the Earl Street overpass. The corridor provides local transit service throughout its length (Route 74), and east of Hazel Street

features on-street bicycle lanes. This corridor serves neighborhoods with a relatively high share of households without vehicle access, pointing to the importance of street improvements to facilitate a range of travel options. It is designated in the Saint Paul Bicycle Plan as a future separated bikeway that would likely be delivered with this projects' implementation. East 7th Street is on the city's High Crash

Network for vulnerable road users.



THE CORRIDOR IN CONTEXT



East 7th Street - Stillwater Boulevard

Additional Context to this Corridor

The first segment of the corridor programmed for implementation is Project 22B, East 7th Street from Clarence Street (one block east of Johnson Parkway) to Hazel Street. Due to a high degree of need for pavement improvement from current conditions, this project was prioritized to be included in the current Capital Improvement Program.

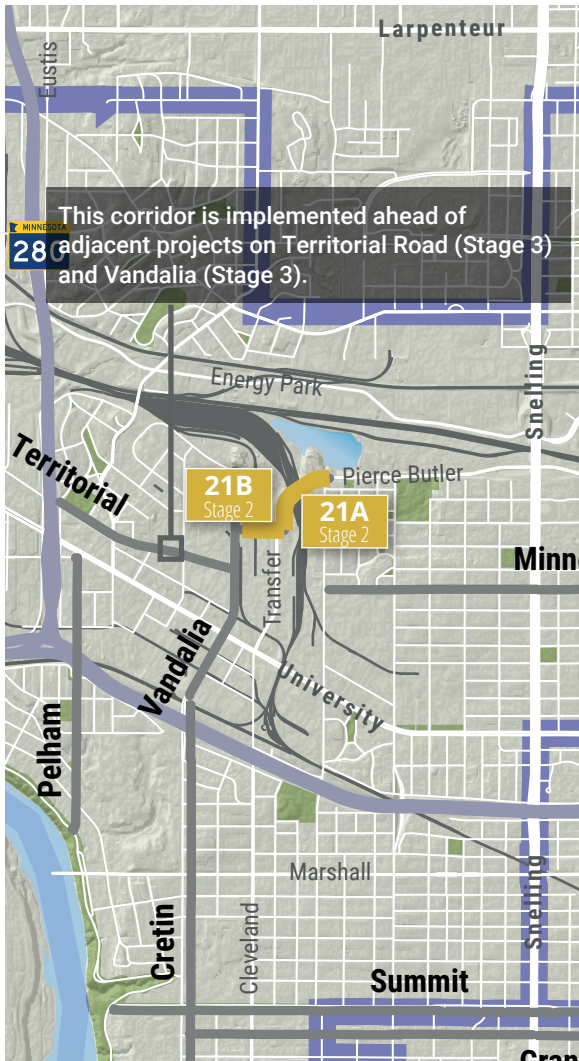


Project	Extents	Construction	Technical Criteria Score	Project Cost	Other Factors in Decision-Making
22A	Minnehaha to Clarence (East 7th)	Stage 2 (2030 through 2034)	116 High need for safety improvement; highly diverse and low income population; high percentage of households without vehicle access; high bicycle need; high freight need	\$\$ Moderate cost	Pavement needs are moderate, but the project is important to serve the neighborhood's need for transit, bicycling and access for non-driving households.
22B	Clarence to Hazel (East 7th)	Stage 1 (2025 through 2029)	153 Moderate need for pavement improvement; high need for safety improvement; highly diverse and low income population; high percentage of households without vehicle access; high bicycle need; high freight need	\$\$\$ Moderate to high cost	This is a high-scoring project and is scheduled in the first available opportunity in the adopted Capital Improvement Program.
22C	Hazel to McKnight (Stillwater)	Stage 3 (2035 through 2039)	77 Moderate need for pavement improvement; high bicycle need, high freight need	\$\$ Moderate cost	This project has a notably lower score than the other projects on this corridor, and therefore is scheduled later in the Common Cent program.

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Ellis Avenue and Transfer Road

Corridor 21



THE CORRIDOR IN CONTEXT

Common Cent | Street Programming Plan

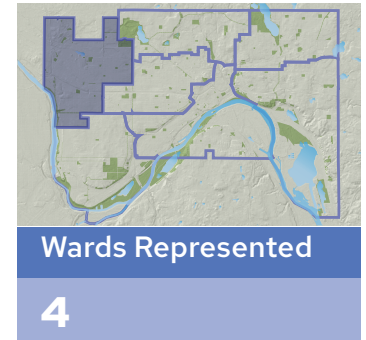
Ellis Avenue and Transfer Road are two adjacent streets that constitute a key route through the Creative Enterprise Zone and the Midway. This neighborhood has flourished with new light industrial, commercial, creative and residential uses, bringing an important opportunity for the corridor to reflect the unique needs of this community. Furthermore, there are several railroad crossings that are active and inactive, which will be improved through the redesign.

These two streets are very short projects and may be advanced within the same engineering and construction schedule.

This corridor is also part of the adopted Saint Paul Bicycle Plan

network, designated to connect between the Saint Anthony Greenway and the Pierce Butler corridor's planned route.

With heavy freight use, Increasing the safety of this connection for bicyclists will be a significant improvement for multimodal access to this growing neighborhood. Reconstruction of the street will allow new design opportunities to balance bicycle and active transportation uses with the area's freight service needs.



Wards Represented

4

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Ellis Avenue – Transfer Road

Additional Context to this Corridor

Because they are relatively short connections within an overall network that includes other connecting streets, these projects have been recommended for later phases of the Common Cent program. They are short projects in length and therefore are expected to have a lower cost within the overall program, even as typical inflation rates mean that costs will increase in the years prior to their implementation. Its role in connecting the bicycle network of northwest Saint Paul gave

it a higher priority than other projects with similar overall technical scores.



Project	Extents	Construction	Technical Criteria Score	Project Cost	Other Factors in Decision-Making
21A	Ellis to Prior (Transfer Rd)	Stage 2 (2030 through 2034)	92 Moderate pavement condition; high percentage of households without vehicle access; high bicycle need; high freight need	\$ Lower Cost	This project schedule is linked to Project 21B (Ellis Ave).
21B	Vandalia to Transfer Rd (Ellis)	Stage 2 (2030 through 2034)	107 High pavement condition need; high percentage of households without vehicle access; high bicycle need	\$ Lower Cost	This project schedule is linked to Project 21A (Transfer Rd).

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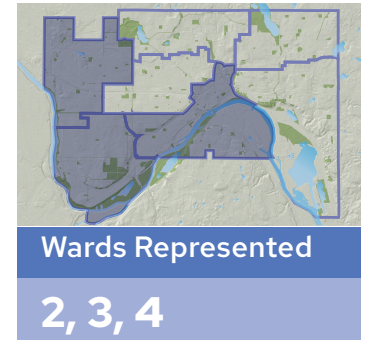
Grand Avenue

Corridor 1

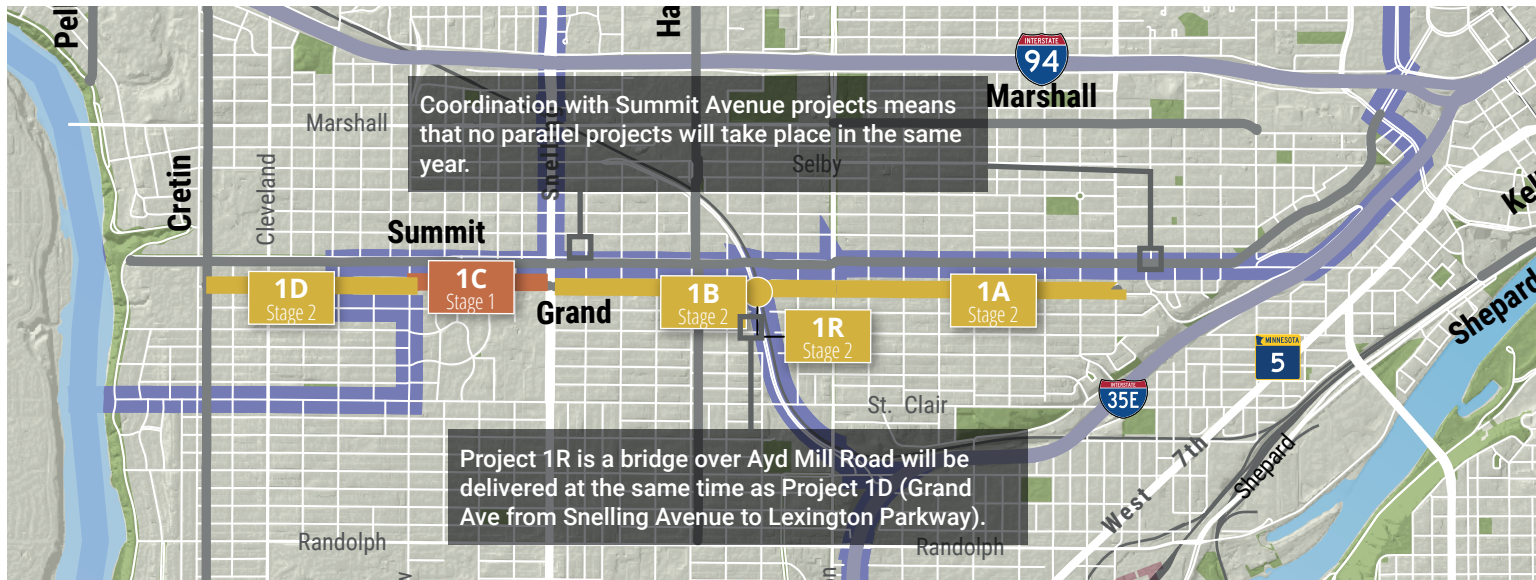
Grand Avenue is one of the key neighborhood commercial corridors of Saint Paul and a historic retail and business street on the city's west side. In addition to serving businesses, it also features a mix of land uses including many residential properties, Macalester College and the University of Saint Thomas. The corridor has a bridge over Ayd Mill Road and the adjacent Canadian Pacific railroad

corridor, which will be improved as part of Project 1R.

The Grand Avenue corridor in the Common Cent program extends from Cretin Avenue to Dale Street and is divided into four project segments. The projects are carefully scheduled to avoid conflicts between Grand Ave and the adjacent Summit Avenue (one block to the north) projects.



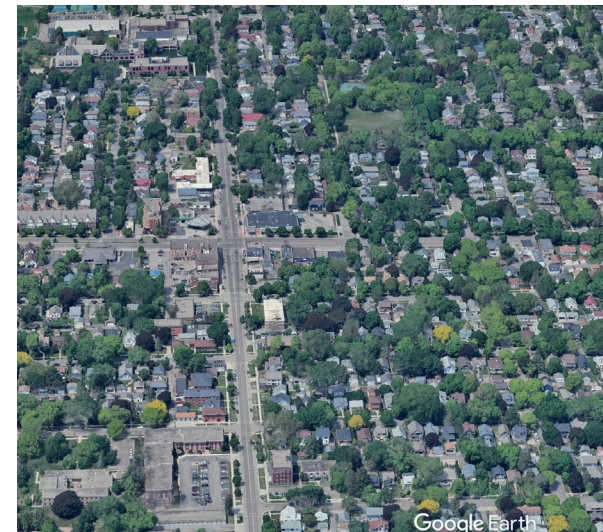
THE CORRIDOR IN CONTEXT



Grand Avenue

Additional Context to this Corridor

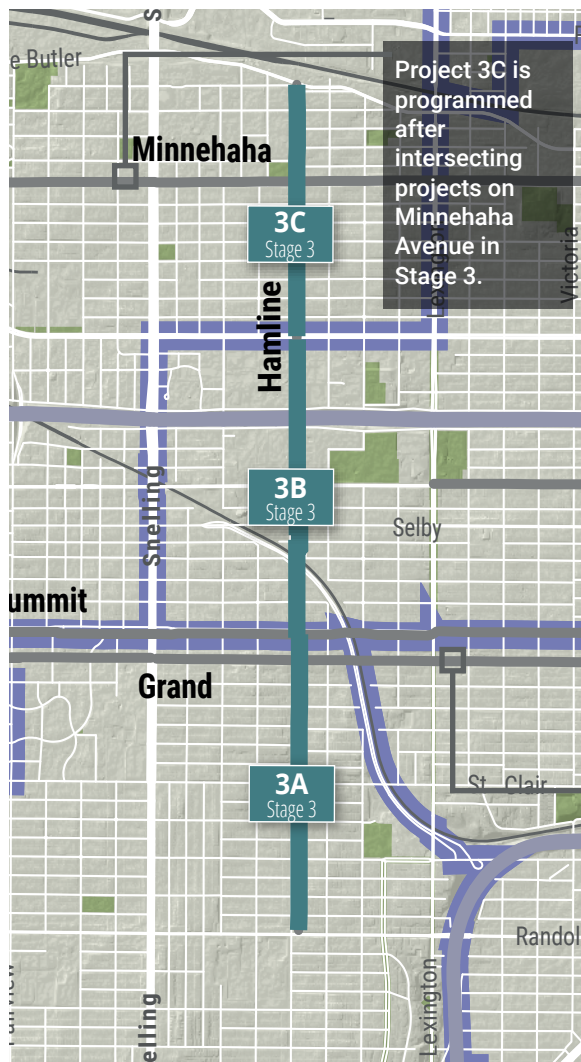
Much of the corridor has a high need for pavement improvement based on current pavement condition index ratings. The business district is strong and public investment along the corridor will help to maintain this degree of business viability. Project 1C, the first of these sections to be implemented, is underway at the time of this plan's development.



Project	Extents	Construction	Technical Criteria Score	Project Cost	Other Factors in Decision-Making
1A	Lexington to Dale	Stage 2 (2030 through 2034)	107 Moderate need for pavement improvement, high need for safety improvement; high transit need	\$\$\$ Moderate to high cost	The Grand Avenue corridor schedule is closely coordinated with the Summit Ave corridor schedule so that only one of the corridors is in progress at a time. This project is a high frequency bus corridor, which is a priority to complete by 2035.
1B	Snelling to Lexington	Stage 2 (2030 through 2034)	101 High need for pavement improvement, high need for safety improvement; high transit need	\$\$\$ Moderate to high cost	
1C	Fairview to Snelling	Stage 1 (2025 through 2029)	92 High need for pavement improvement, moderate need for safety improvement; high transit need	\$-\$ Moderate cost	This project has been previously adopted into the Capital Improvement Plan (CIP).
1D	Cretin to Fairview	Stage 2 (2030 through 2034)	92 High need for pavement improvement, moderate need for safety improvement; high transit need	\$-\$ Moderate cost	As with 1A and 1B, this project is closely coordinated with the Summit Ave corridor schedule so that only one of the corridors is in progress at a time. This project is a high frequency bus corridor, which is a priority to complete by 2035.
1R	Ayd Mill Road Bridge	Stage 2 (2030 through 2034)	Bridge projects are programmed based on condition alone and were evaluated separately.	\$-\$ Moderate cost	Bridge replacement determined as a critical City priority and will be coordinated with Project 1D to avoid conflict in delivery.

Hamline Avenue

Corridor 3

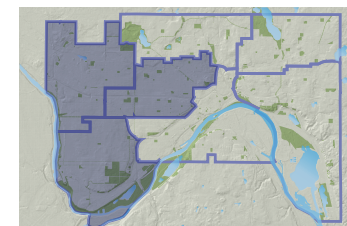


Project 3C is programmed after intersecting projects on Minnehaha Avenue in Stage 3.

The Hamline corridor provides a major north-south connection between the Hamline-Midway neighborhoods north of I-94 and the Merriam Park and Macalaster-Groveland neighborhoods to the south. The corridor also provides connections between Cretin-Derham Hall High School, Randolph Heights Elementary School, retail on Grand Ave, and Concordia University. North of I-94 Hamline connects to several major retailers and the light rail station on University Ave. Horton Park, the Friends School of Minnesota, and the Career Pathways Public Charter school are all key

destinations on the north end of the corridor, with connections to light industrial uses on Pierce Butler Route. Between Marshall Avenue and University Avenue, Hamline Avenue is on the city's High Injury Network.

There are three projects on the Hamline corridor, with Project 3B from University Ave to Summit Ave project scoring the highest. However, there are many projects taking place near Summit/Grand, so this project is in Stage 3 to avoid conflicting construction timing.



Wards Represented

1, 3, 4

Hamline Avenue crosses Grand Avenue and Summit Avenue. These adjacent projects will be completed in Phases 1 and 2 to avoid conflict with Hamline Avenue.

THE CORRIDOR IN CONTEXT

Common Cent | Street Programming Plan

DRAFT

Hamline Avenue

Additional Context to this Corridor

The Hamline projects all feature a relatively high degree of need for pavement improvement, but were programmed later in the Common Cent program generally to stay clear of adjacent work on the Summit and Grand corridors and minimize disruption to neighborhoods south of I-94, especially given Hamline's access to the interstate and the major commercial node just north of it along University Avenue. The southern project (3A) is also less critical to serve lower income

populations and households without vehicles, as these are a relatively low share of that project's surrounding community. These community needs are higher on the northern projects and they will advance first after completion of the intersecting Summit corridor projects. This project schedule is planned to be delivered sequentially with the other Hamline corridor projects, with no significant gaps between project programming.

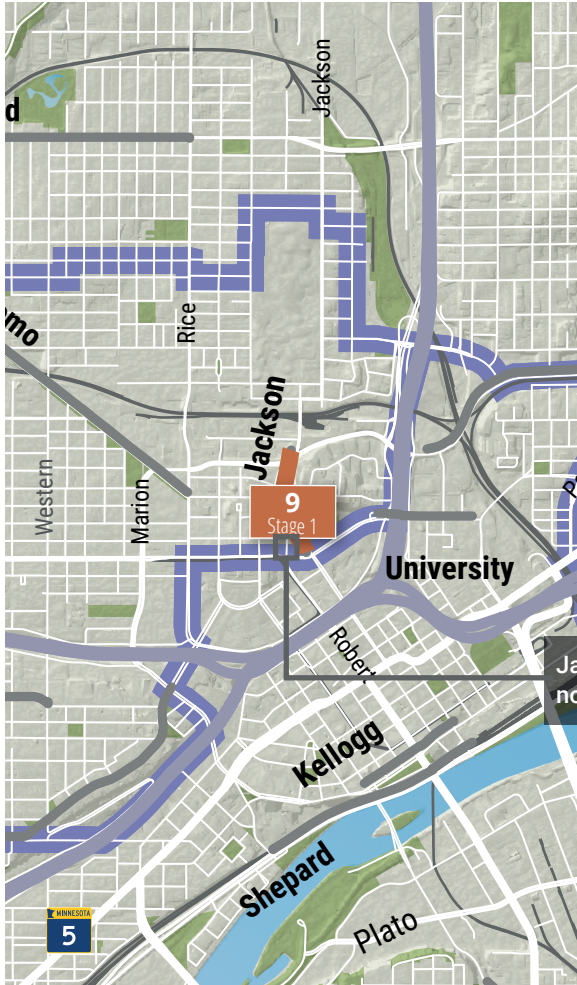


Project	Extents	Construction	Technical Criteria Score	Project Cost	Other Factors in Decision-Making
3A	Summit to Randolph	Stage 3 (2035 through 2039)	88 Moderate pavement need; moderate need for safety improvement; high bicycle need	\$\$\$ Moderate to high cost	Critical needs on this project are less pronounced, and should proceed last among corridor projects.
3B	University to Summit	Stage 3 (2035 through 2039)	137 Moderate pavement need; high need for safety improvement; high community need; high percentage of households without vehicle access, high number of potential users; high pedestrian need, high bicycle need, high vehicle need, high freight need	\$\$\$ Moderate to high cost	These project communities feature a higher degree of community need for investment. The Hamline projects were programmed to stay clear of adjacent work on the Summit and Grand corridors.
3C	Pierce Butler to University	Stage 3 (2035 through 2039)	107 High pavement need; high need for safety improvement; high bicycle need	\$\$\$ Moderate to high cost	The Hamline projects were programmed to stay clear of adjacent work on the Summit and Grand corridors. It also recieved a mill and overlay improvement in 2016, which limits its delivery until a later stage.

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Jackson Street

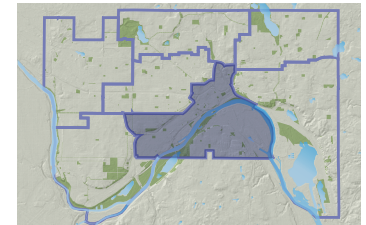
Corridor 9



Jackson Street is a link between downtown Saint Paul and the city's North End neighborhoods, with direct access to the Mount Airy neighborhood and its public housing complex and to the main campus of Regions Hospital.

The corridor is significant as a connection between downtown and one of Saint Paul's largest public housing communities (Mount Airy between Jackson and L'Orient Streets). The street is a primary means of connection between this community and

other major streets such as University Avenue. This segment of Jackson Street is on the city's High Crash Network for vulnerable road users.



Wards Represented

2

Jackson Street is one of multiple routes in and out of downtown Saint Paul's north side.

THE CORRIDOR IN CONTEXT

Jackson Street

Additional Context to this Corridor

This project has already begun construction and is part of the Capital Improvement Program. Jackson Street's early programming follows a longstanding need to repair pavement and improve overall multimodal travel connections on this corridor, especially with Metro Transit's forthcoming Purple Line BRT may travel on this corridor.



Project	Extents	Construction	Technical Criteria Score	Project Cost	Other Factors in Decision-Making
9	University to Pennsylvania	Stage 1 (2025 through 2029)	137 Moderate safety need, highly diverse and low income population; high percentage of households without vehicle access, high number of potential users; high bicycle need, high transit need	\$ Lower cost due to relatively short project length	This project has been previously adopted into the Capital Improvement Plan (CIP).

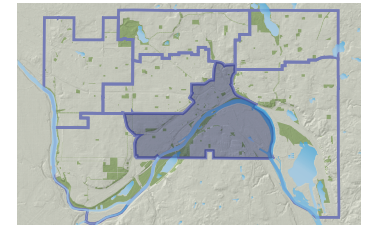
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Kellogg Boulevard

Corridor 24

Kellogg Boulevard is one of downtown Saint Paul's signature streets and the riverfront edge of the city center along the Mississippi River bluff on its southern side. The corridor has had extensive enhancement in recent years and as such is a low priority for major reconstruction or repair. However, with its primary role as a downtown connection, the corridor may require additional resources in the future

to meet the evolving needs of this commercial and residential district. For this reason, it is included in the Common Cent program, but featured for implementation in later phases.



Wards Represented

2

THE CORRIDOR IN CONTEXT



The Sheppard Road corridor, shown here, is on a different elevation below the downtown bluff on which Kellogg Boulevard is built.

DRAFT

Kellogg Boulevard

Additional Context to this Corridor

This project is will be designed for future needs to enhance downtown access and multimodal connections, based on potential changes that may occur with downtown development and revitalization. Its high score based on technical criteria reflects the importance of the corridor for the central city, but timing of improvements will likely be coordinated with downtown changes in the long term.



Project	Extents	Construction	Technical Criteria Score	Project Cost	Other Factors in Decision-Making
24	Wabasha to Sibley	Stage 4 (2040 through 2044)	137 Moderate need for pavement improvement, high need for safety improvement; high percentage of households without vehicle access, high number of potential users; high bicycle need, high freight need	\$\$ Moderate cost for a full reconstruction if this is the basis for the project	Due to recent work downtown and the ongoing potential of the RiversEdge development to contribute to right-of-way improvements, this is held for late in the program, though may be coordinated earlier with large developments.

DRAFT

Marshall Avenue

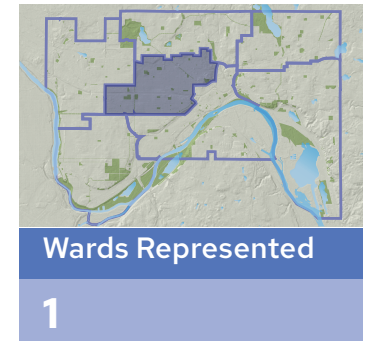
Corridor 23

The Marshall Avenue corridor connects into Minneapolis via the Marshall Avenue-Lake Street bridge, and as such serves a key role for the Rondo, Cathedral Hill, and Merriam Park neighborhoods in regional mobility. This corridor covers the area where Marshall's thoroughfare transitions into a more neighborhood-focused street: the forthcoming B Line arterial rapid bus service along Marshall

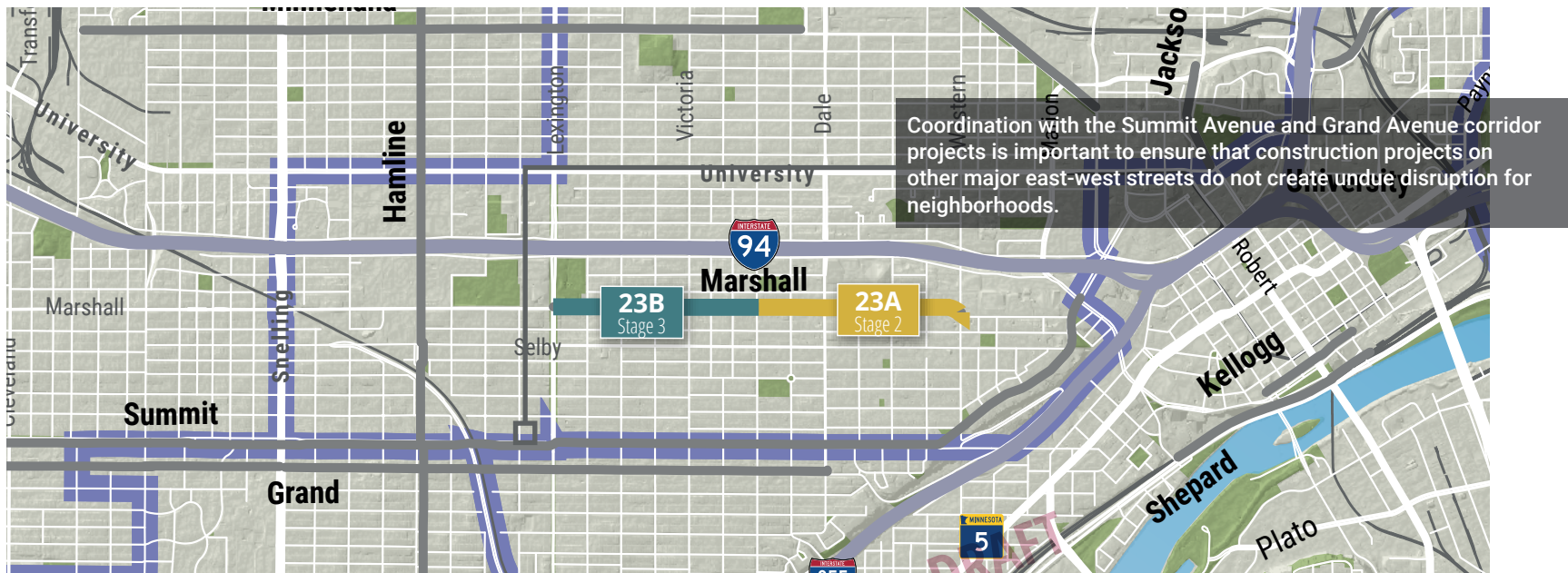
shifts to Selby Avenue west of this corridor's start, and carries generally lower traffic volumes than the Marshall corridor west of Lexington Parkway and approaching the Mississippi River bridge.

Nonetheless, the corridor features extents with a high degree of need for pavement and curb improvements. Both ends of the corridor are key

links to higher education campuses, including Concordia University on the west and Saint Paul College on the east. Marshall Avenue connects to Central High School and the Jimmy Lee Recreation Center, one of the larger and more heavily used parks facilities in the city. This segment of Marshall Avenue is on both the city's High Injury Network and High Crash Network for vulnerable road users.



THE CORRIDOR IN CONTEXT

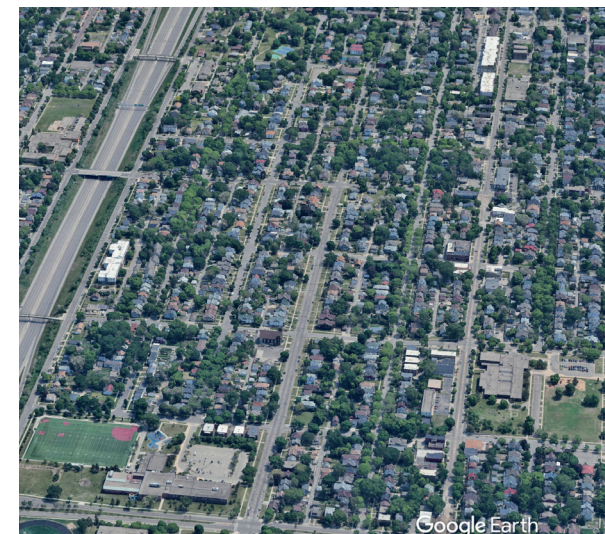


Marshall Avenue

Additional Context to this Corridor

As with Grand Avenue (Corridor 1), the Marshall Avenue corridor's programming recommendations are coordinated with the larger implementation of the closely-spaced Grand, Summit, and Marshall corridors. Programming of these has been set to minimize community disruption in the Rondo and Cathedral Hill neighborhoods and to advance construction of only one project in this area at a time. Marshall Avenue's projects feature a high degree of need for pavement improvement and

a higher number of no-vehicle households than the Summit and Grand corridors. For this reason, they are programmed to begin just after the first Summit Avenue projects will be implemented, addressing the high degree of pavement need before returning to the Summit and Grand corridors for further implementation of their less critical projects.



Project	Extents	Construction	Technical Criteria Score	Project Cost	Other Factors in Decision-Making
23A	Grotto to Western	Stage 2 (2030 through 2034)	109 High pavement need; high number of potential users; high bicycle need	\$\$ Moderate cost	This project was reviewed for coordination with the schedule of projects on Summit Avenue to avoid directly adjacent construction.
23B	Lexington to Grotto	Stage 3 (2035 through 2039)	102 High pavement need; high bicycle need	\$\$ Moderate cost	

DRAFT

Maryland Avenue

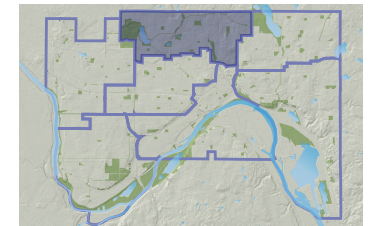
Corridor 14

This corridor in Saint Paul's North End is a key connection between schools, parks, neighborhoods, and small commercial nodes. It is also one of a few connections in this area across the BNSF northern branch that crosses Saint Paul's west side. The corridor serves Como Park Elementary and High Schools, and connects to Lake Como, Marydale Park, and the Willow Reserve.

Due to natural and topographical features separating several neighborhoods in this area, it is also a key connection to I-35E. The corridor is also the planned alignment of Metro Transit's H Line arterial rapid bus service, with corridor and station design already underway.

These segments of Maryland Avenue are designated for implementation of

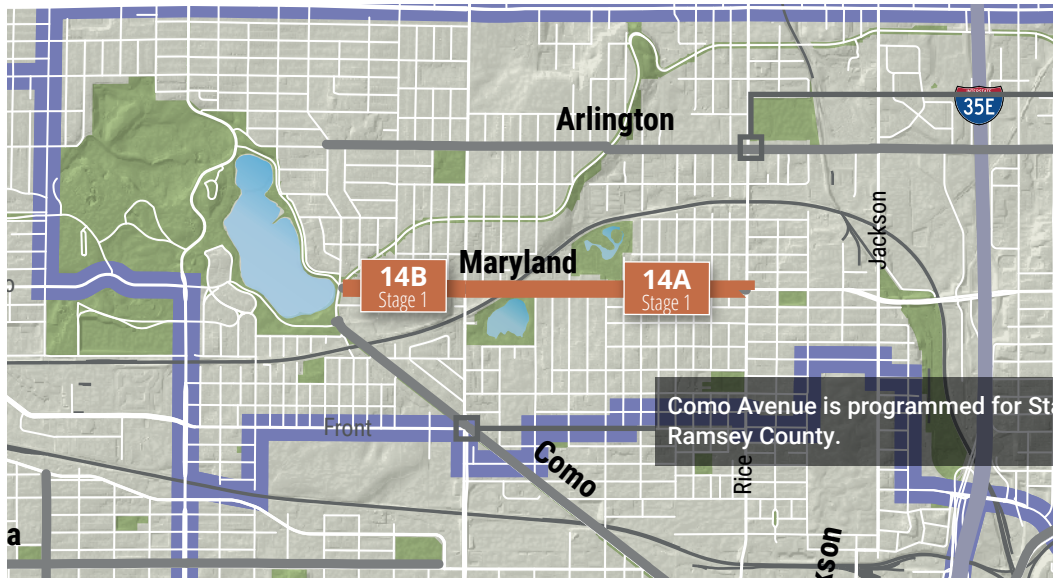
a separated bikeway in the Saint Paul Bicycle Plan. The Project 14A segment is on the city's High Crash Network for vulnerable road users, and 14A is on both the High Crash Network and High Injury Network.



Wards Represented

5

THE CORRIDOR IN CONTEXT



Arlington Avenue is programmed across two stages and its timing is intended to allow Maryland Avenue to advance without two parallel corridors under construction at the same time.

Como Avenue is programmed for Stage 2, in collaboration with Ramsey County.

DRAFT

Maryland Avenue

Additional Context to this Corridor

To align with Ramsey County's own capital improvement plan and programming, this project is recommended to advance in an early phase of the Common Cent program. This allows it to begin engineering and construction after completion of the nearby Arlington Avenue projects (Projects 5A and 5B, from Wheelock Parkway to Payne Avenue). These are among the first projects for Common Cent programming after completion of the City's current five-year Capital Plan adopted in 2024.

This early stage for implementation also allows it to be implemented in conjunction with design of the Metro Transit H Line arterial rapid bus service.



Project	Extents	Construction	Technical Criteria Score	Project Cost	Other Factors in Decision-Making
14A	Dale Street to Rice Street (Ramsey County)	Stage 1 (2025 through 2029)	132 Moderate pavement need; high need for safety improvement; highly diverse and low income population; high number of households without vehicle access; high bicycle need, high freight need	\$\$\$ Moderate to high cost	There will be close coordination between Ramsey County, Metro Transit and City of Saint Paul to deliver the Maryland Projects in conjunction with the H Line Arterial Bus Rapid Transit project. This project schedule was set in alignment with anticipated H Line construction timeframes.
14B	Como Boulevard to Dale Street	Stage 1 (2025 through 2029)	90 Moderate pavement need; moderate need for safety improvement; high bicycle need, high freight need	\$ Lower cost	

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Minnehaha Avenue

Corridor 17

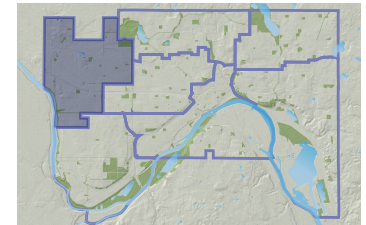
The Minnehaha Avenue corridor is a major east-west connection through Saint Paul's Hamline-Midway and Frogtown neighborhoods. It also connects light industrial and commercial on Prior Avenue as well as bicycle facilities on a number of existing cross streets.

The street has a primarily residential character, serving as a transit route

and connecting several city parks such as Frogtown Park and Farm and West Minnehaha Recreation Center.

The corridor also features several neighborhood-scale commercial nodes and connects to several Metro Transit local bus services and the Snelling Avenue A Line arterial bus rapid transit corridor.

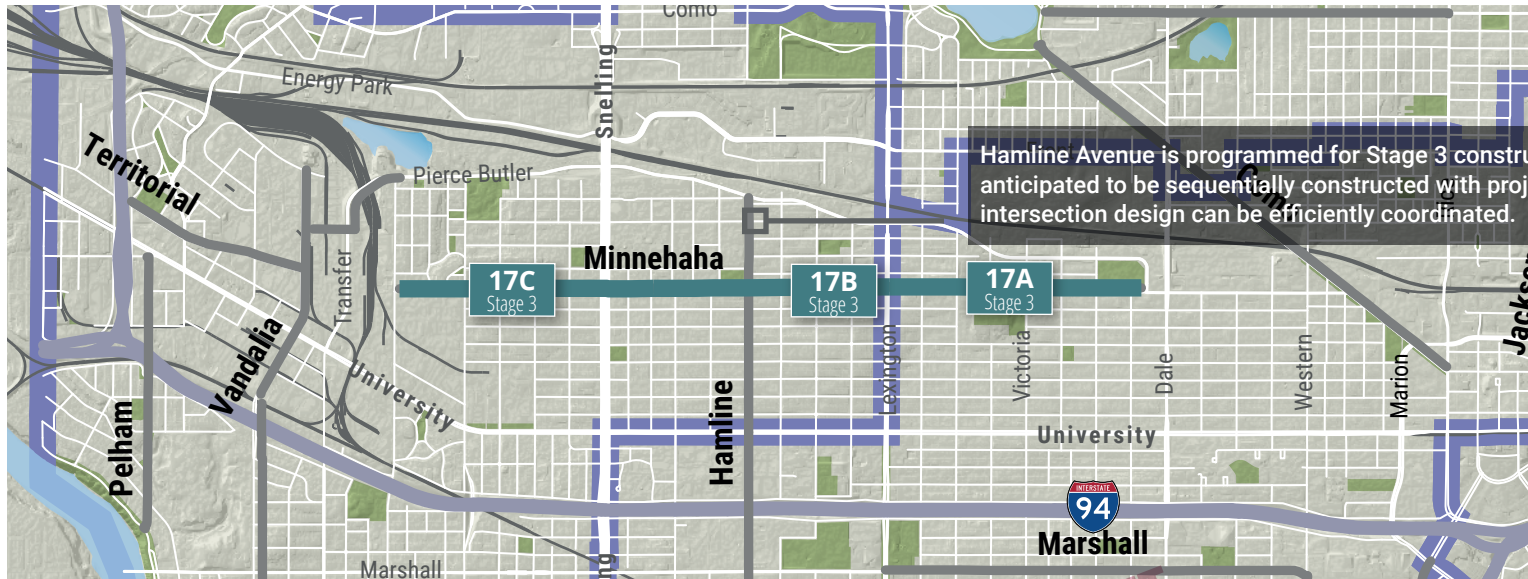
Minnehaha Avenue is on the city's High Injury Network.



Wards Represented

4

THE CORRIDOR IN CONTEXT



Hamline Avenue is programmed for Stage 3 construction and anticipated to be sequentially constructed with project 17B so that intersection design can be efficiently coordinated.

Minnehaha Avenue

Additional Context to this Corridor

The corridor has been divided into three projects for delivery, which will be delivered sequentially later in the Common Cent program. The projects have moderate scores in Asset Condition, Equity and Use Modes, leading to a later phase for implementation. It is also in the Saint Paul Bicycle Network Plan as a future on-street bikeway.



Project	Extents	Construction	Technical Criteria Score	Project Cost	Other Factors in Decision-Making
17A	Lexington to Pierce Butler	Stage 3 (2035 through 2039)	106 Moderate pavement need; moderate safety need; highly diverse and low income population	\$\$ Moderate cost	None.
17B	Simpson to Lexington	Stage 3 (2035 through 2039)	82 High pavement need	\$\$ Moderate cost	
17C	Prior to Simpson	Stage 3 (2035 through 2039)	95 Moderate pavement need; moderate safety need; high number of households without vehicle access	\$\$ Moderate cost	

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Pelham Boulevard

Corridor 11

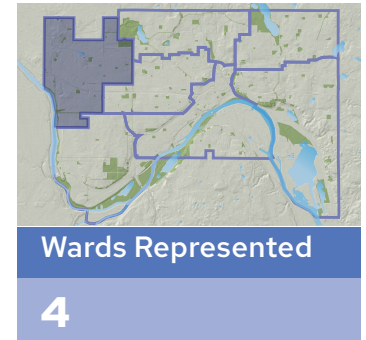


This corridor near Saint Paul's western edge is a key connection from the commercial and industrial district of northwest Saint Paul to the residential neighborhoods between I-94 and the Mississippi River. It features a major bridge over I-94 at the TH 280 interchange and the Minnesota Commercial Railway branch corridor. This corridor has been designated in the Metropolitan Council Regional Parks Policy Plan as a regional trail search corridor, with a study having been completed as part of the Grand Round Design and Implementation Plan in 2017. For this reason, the corridor has been advanced as a key priority and was programmed in the City's five-year Capital Plan prior to the inauguration of the Common Cent program.

Territorial Road and Vandalia Street projects are programmed for Stage 3. Pelham Boulevard will be completed ahead of those projects.

Cretin Avenue is programmed for Stage 2 construction.

The Grand Round Design and Implementation Plan calls for Pelham Boulevard to include a cycle track on the east side of the street, achieved through restriping the roadway and removing space for on-street parking. With these improvements were already completed prior to the Common Cent project, the reconstruction will make this temporary trail treatment more permanent and comfortable for riders. The Common Cent project is advancing these more permanent recommendations of the Grand Round Plan, including tabled crossings for the trail at two intersections leading into the residential neighborhood.



THE CORRIDOR IN CONTEXT

Common Cent | Street Programming Plan

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Pelham Boulevard

Additional Context to this Corridor

The single project of this corridor is programmed for early implementation, as it had been programmed in the city's five-year capital plan prior to the Common Cent program's inauguration.



Project	Extents	Construction	Technical Criteria Score	Project Cost	Other Factors in Decision-Making
11	Franklin to MRB	Stage 1 (2025 through 2029)	90 Moderate pavement need; high percentage of households without vehicle access; high bicycle need	\$\$ Moderate cost	Project already included in City Capital Plan prior to Common Cent planning; the project is a high priority due to the corridor's status as a Metropolitan Council Regional Trail connection (Saint Paul Grand Round).

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Phalen Boulevard

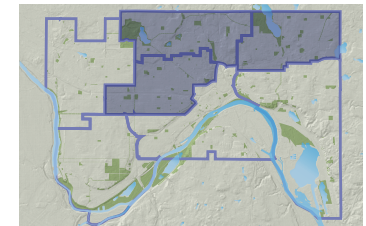
Corridor 18

Phalen Boulevard was created as a relatively new street in the early 2000s, built along a historic rail corridor now owned by Union Pacific Railroad (UP). It was a critical economic development and transportation initiative of the city, intended to improve access to hundreds of acres of contaminated land designated for remediation and redevelopment. The project, completed in 2006, constructed a landscaped

boulevard with limited access to the surrounding street network. In addition to facilitating economic development and jobs growth, it also added a key connecting thoroughfare to distribute local traffic to industrial districts around the UP rail corridor, providing a second connection to I-35E on Saint Paul's north side and reducing daily traffic on Maryland Avenue.

Because of this connecting link and the relatively limited access to streets, the corridor was selected as part of the alignment of Metro Transit's Purple Line BRT.

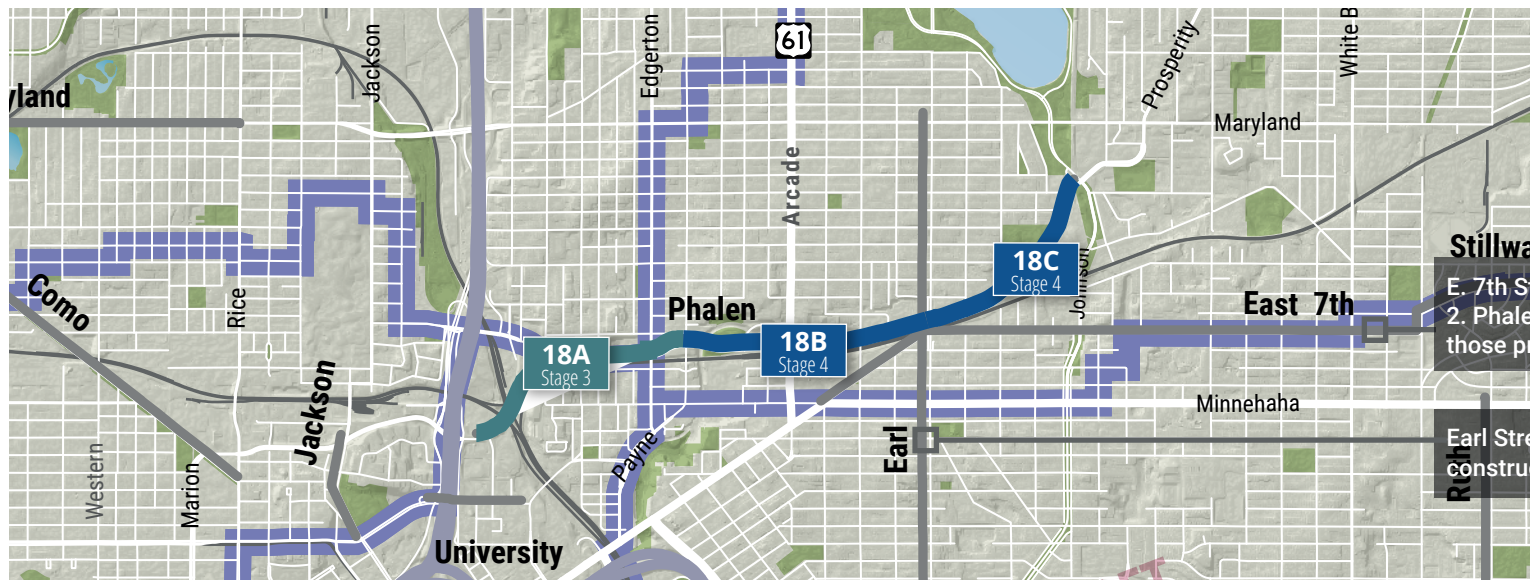
Phalen Boulevard west of Edgerton Street is on the city's High Injury Network.



Wards Represented

1, 5, 6

THE CORRIDOR IN CONTEXT



Stillwater

E. 7th Street is programmed for Stage 1 and 2. Phalen Boulevard will be completed after those projects.

Earl Street is programmed for Stage 1 construction.

Phalen Boulevard

Additional Context to this Corridor

Because of its relatively new construction (within the last 20 years), Phalen Blvd does not have the same level of repair need for pavement and typical roadway conditions as other Saint Paul streets. However, its role in carrying a part of the planned Purple Line BRT corridor suggests that improvements may support multimodal integration, either before or after the Purple Line begins operations.



Project	Extents	Construction	Technical Criteria Score	Project Cost	Other Factors in Decision-Making
18A	Mississippi to Payne	Stage 3 (2035 through 2039)	105 Moderate pavement need; high need for safety improvement; highly diverse and low income population; high percentage of households without vehicle access, high vehicle need	\$\$ Moderate cost	Critical needs on this project are less pronounced, and this part of the project—while part of the Purple Line BRT corridor—has relatively new multimodal facilities adjacent to the street.
18B	Payne to Earl	Stage 4 (2040 through 2044)	68 High vehicle need; moderate need for safety improvement	\$\$ Moderate cost	
18C	Earl to Johnson Parkway	Stage 4 (2040 through 2044)	84 Moderate need for safety improvement; highly diverse and low income population; high vehicle need	\$\$ Moderate cost	

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Ruth Street

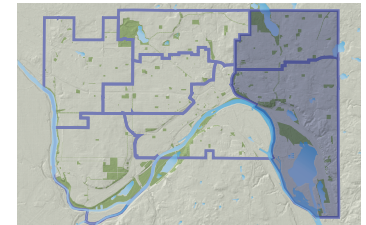
Corridor 12



Ruth Street is a corridor in Saint Paul's Battle Creek and Conway neighborhoods which serves to connect Minnehaha Ave to I-94 and Burns Ave. It connects several destinations, such as Eastern Heights School, Conway Recreation Center, Sun Ray Library, and other commercial and residential parts of the community.

Stillwater is programmed for Stage 3 construction.

The project will be affected by Metro Transit's H Line arterial bus rapid transit service, which is anticipated to be in operation before the time this project is undertaken. This coordination effort may lead to some advanced planning in earlier years, ahead of design work for either the transit corridor or the street design.



Wards Represented

6, 7

THE CORRIDOR IN CONTEXT

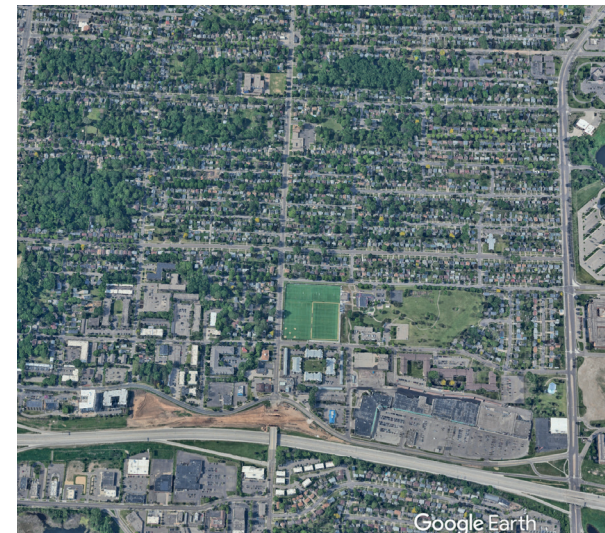
Common Cent | Street Programming Plan

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Ruth Street

Additional Context to this Corridor

The Ruth Street corridor is proposed as a single project to be delivered in later phases of the Common Cent program. The corridor has experienced a relatively high degree of crashes and might benefit from interim safety improvements that would be made permanent with a street reconstruction in later years.



Project	Extents	Construction	Technical Criteria Score	Project Cost	Other Factors in Decision-Making
12	Minnehaha to Burns	Stage 3 (2035 through 2039)	90 High need for safety improvement; high bicycle need	\$\$ Moderate cost	This project will affect the H Line Bus Rapid Transit line which could make it a good candidate for some planning and coordination to take place in advance of the design work.

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Shepard Road (West)

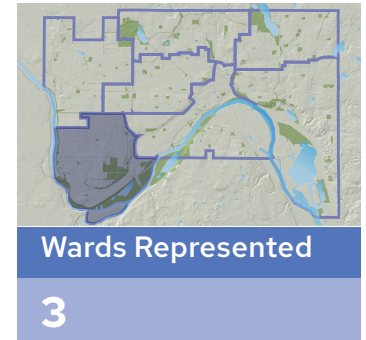
Corridor 6

Shepard Road is a unique corridor in Saint Paul in that it provides access to the Crosby Farm Regional Park and connects to industrial districts and major highway corridors. It features at least partial access to both the West 7th Street (TH 5) corridor connecting to Fort Snelling and the Minneapolis-Saint Paul International Airport and to I-35E, but is also the primary entrance to Crosby Farm and other amenities

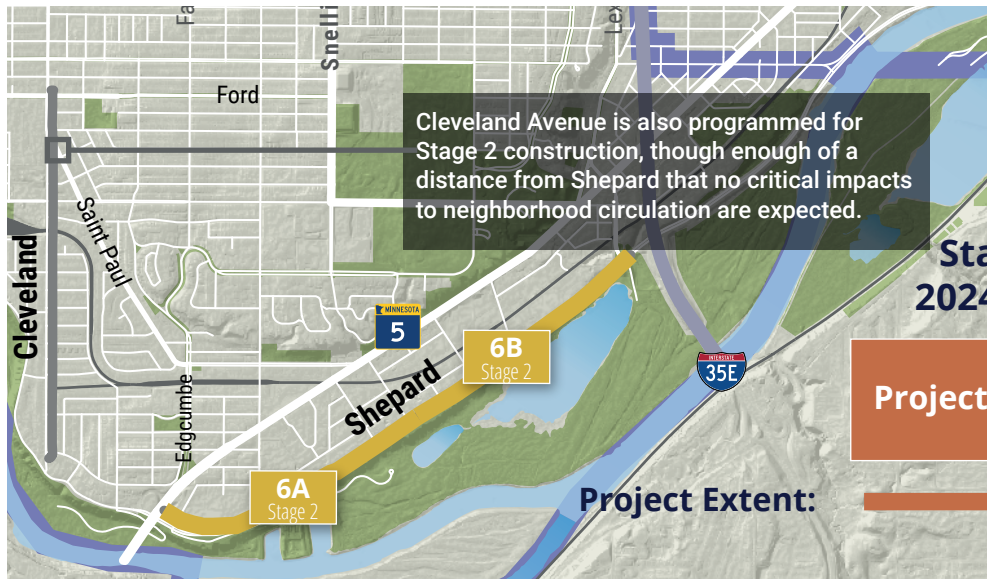
of the larger Mississippi National River Recreational Area, such as the Watergate Marina.

Shepard Road has previously been designed to facilitate high speed travel, however as a parallel facility to West 7th Street, it may not need that much traffic capacity. Adjacent shared use paths connect users to trails and open spaces and could be made much

more comfortable and park-like in a reconstruction and re-visioning effort.



THE CORRIDOR IN CONTEXT



Shepard Road (West)

Additional Context to this Corridor

Although the corridor features a high degree of pavement repair need, its programming is recommended for later phases to allow the West 7th Street corridor efforts led by MnDOT to advance through planning and construction. That multi-year effort is likely to rely on Shepard Road as a key detour route, especially for larger vehicles.

Additional corridor planning efforts may advance in the years ahead of engineering and construction.



Project	Extents	Construction	Technical Criteria Score	Project Cost	Other Factors in Decision-Making
6A	TH 5 to Madison	Stage 2 (2030 through 2034)	136 High pavement need; highly diverse and low income population; high number of potential users; high pedestrian need; high vehicle need, high freight need	\$\$\$ Moderate cost due to greater length and roadway width	Coordination of this project with MnDOT's efforts on West 7th Street work points toward Stage 2 for programming. This also allows for advanced planning studies to be completed for a more comprehensive look at the needs for this corridor, to inform future reconstruction.
6B	Madison to Elway	Stage 2 (2030 through 2034)	124 High pavement need; high pedestrian need; high vehicle need; high freight need	\$\$\$ Moderate cost due to greater length and roadway width	

DRAFT

Shepard Road (East)

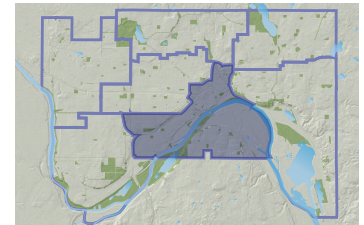
Corridor 6

Shepard Road's eastern component is adjacent to downtown Saint Paul and separated by the Mississippi River Bluffs from other major corridors (such as Kellogg Boulevard, also a corridor in the Common Cent program). It is located along a key redevelopment area identified in City and Ramsey County plans, and as such is likely to have a role as a connector to the eastern side of downtown Saint Paul.

This segment of Shepard Road is on the city's High Injury Network.

This segment of Shepard is prone to inundation from Mississippi River flooding. Recommend that street connections from RiversEdge to Shepard be very well thought out, with redundancy to Kellogg. This project will require significant efforts with respect to Climate Resiliency, Flood Plain

evaluation, Flood mitigation, and sewer infrastructure improvements.



Wards Represented

2

THE CORRIDOR IN CONTEXT



Kellogg Street is programmed for Stage 4 construction, not anticipated to be concurrent with Shepard Road.

DRAFT

Shepard Road (East)

Additional Context to this Corridor

This project is recommended in a similar manner to Kellogg Parkway (Corridor 24) due to long-term opportunities for downtown redevelopment and a limited need for enhancement or repair today. In particular, the project is designated as a link to the RiversEdge public-private development partnership, and Common Cent resources may be made available to facilitate public street connections and enhancements.



Project	Extents	Construction	Technical Criteria Score	Project Cost	Other Factors in Decision-Making
6C	Eagle Parkway to Sibley Street	Stage 4 (2040 through 2044)	51 Moderate safety need; high percentage of households without vehicle access, high number of potential users; high freight need	\$\$ Moderate cost	Potential future development that is still in conceptual Stages may lead to reassessment of this priority, although at the time of this programming plan, no development projects are set to advance.

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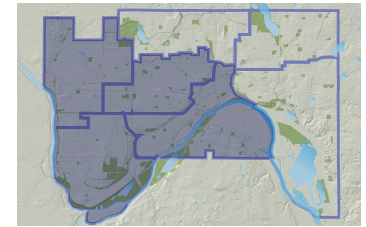
Summit Avenue

Corridor 2

One of Saint Paul's most famous streets and home to numerous community landmarks, Summit Avenue is an east-west connection through the Cathedral Hill and Merriam Park neighborhoods. For much of its length it is designed as a divided street with a landscaped park median, although in some sections it takes a more conventional undivided cross section. It has been designated as a Regional Trail

Search Corridor in the Metropolitan Council's Regional Parks Policy Plan, and the City completed a Regional Trail study and master plan for the corridor in 2023. This emphasized the importance of the corridor as a connection to the Mississippi National River and Recreational area, but also of the street itself as a significant park and open space for its surrounding neighborhoods.

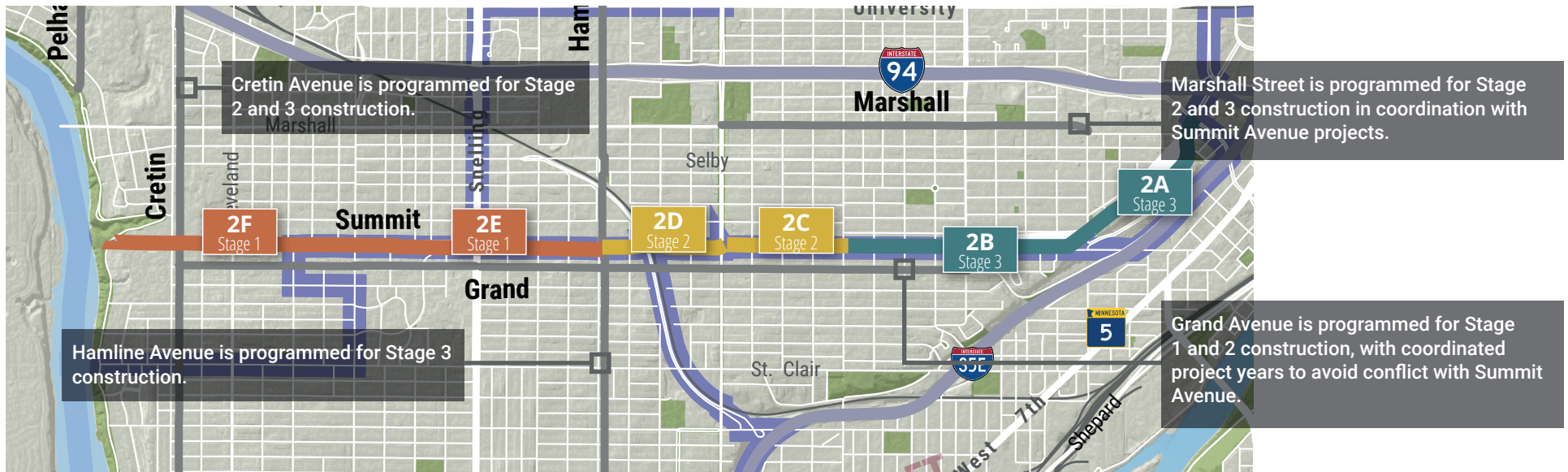
Summit Avenue is on the city's High Crash Network for vulnerable road users. Summit Avenue is designed for separated bikeway implementation in the Saint Paul Bicycle Plan.



Wards Represented

1, 2, 3, 4

THE CORRIDOR IN CONTEXT



Summit Avenue

Additional Context to this Corridor

Programming recommendations for this project incorporated the existing Regional Trail study on the Summit corridor, which emphasized the availability of potential external funding for prioritizing Summit projects in the near and medium term. However, the corridor as a whole is recommended to be balanced with delivery of projects on Grand and Marshall corridors to avoid conflicts while making progress on each. The gap

in Summit project sequencing allows progress to be made on Grand corridor projects, then project work returns to Summit.



Project	Extents	Construction	Technical Criteria Score	Project Cost	Other Factors in Decision-Making
2A	Western to Kellogg	Stage 3 (2035 through 2039)	87 Moderate pavement need; high bicycle need	\$ Moderate cost	In general, these three projects are recommended for later implementation to allow progress on other nearby east-west corridors.
2B	Victoria to Western	Stage 3 (2035 through 2039)	104 High pavement need; moderate safety need; high bicycle need	\$\$\$ Moderate to high cost	
2C	Lexington to Victoria	Stage 2 (2030 through 2034)	104 High pavement need; high need for safety improvement; high bicycle need	\$ Moderate cost	
2D	Hamline to Lexington	Stage 2 (2030 through 2034)	42 Moderate need for safety improvement, high bicycle need	\$ Moderate cost	These projects are recommended for early advancement as a means of making progress on recommendations of the Summit Avenue Regional Trail master plan, then allowing other Common Cent corridors in this part of the city to progress before the western portions of the corridor (Projects 2A, 2B, and 2C) are advanced in later Stages.
2E	Fairview to Hamline	Stage 1 (2025 through 2029)	95 High pavement need, high bicycle need	\$ Moderate cost	
2F	MRB to Fairview	Stage 1 (2025 through 2029)	98 High pavement need, high bicycle need	\$ Moderate cost	

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Territorial Road

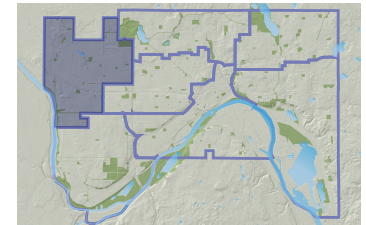
Corridor 20

Territorial Road is an example of a corridor serving a complex mix of land uses: it provides key access for industrial and warehousing uses within the Creative Enterprise Zone, but is also a primary residential connection for the South Saint Anthony neighborhood around Hampden Park. It connects across and provides access to TH 280. This freeway crossing provides an alternative route to

University Avenue for the commercial and light-industrial properties within Saint Paul but west of TH 280.

With recent mixed use redevelopment in northwest Saint Paul, there are many more destinations being accessed by walking, transit and biking, and these now share the street with the previously existing truck and vehicular travel. Territorial Road is on the Saint

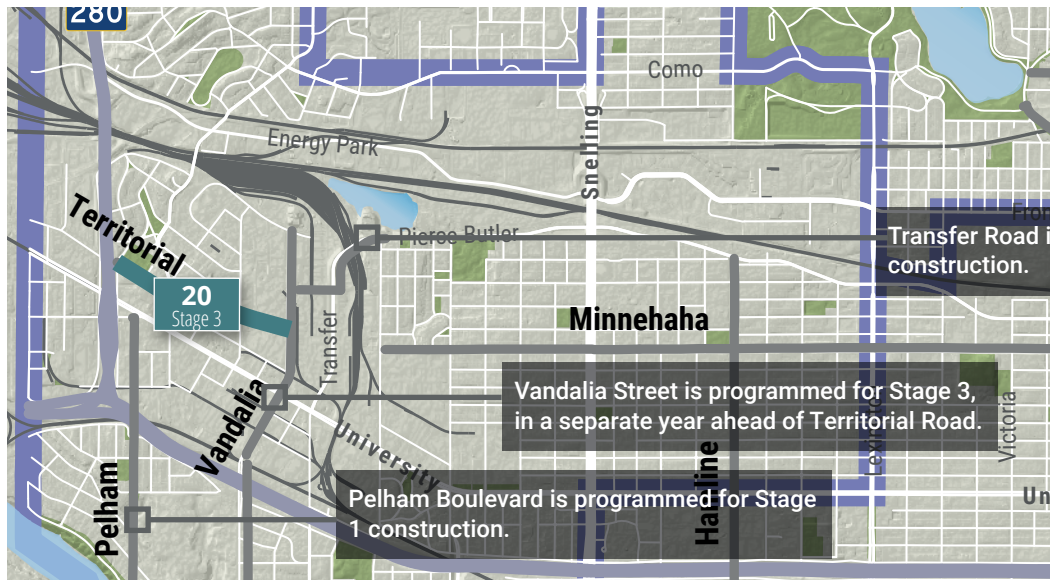
Paul Bicycle Network Plan as a key east-west connection off of University Avenue.



Wards Represented

4

THE CORRIDOR IN CONTEXT



Transfer Road is programmed for Stage 2 construction.

Vandalia Street is programmed for Stage 3, in a separate year ahead of Territorial Road.

Pelham Boulevard is programmed for Stage 1 construction.

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Territorial Road

Additional Context to this Corridor

This corridor will be advanced as a single project, and its relatively low need for pavement enhancement is a primary reason for its recommended implementation in a later phase of Common Cent. However, it is important to acknowledge the continued potential for land use change in this area, especially with mixed-use redevelopment in industrial areas of northwest Saint Paul and the continued growth in higher-density residential development along the

University Avenue corridor (itself driven by the continued growth of the University of Minnesota Twin Cities campus nearby). With its recommended role in the adopted Saint Paul Bicycle Network Plan as a key connection through this area of the city, it has been moved earlier in the program schedule than it otherwise would have been from other technical criteria.



Project	Extents	Construction	Technical Criteria Score	Project Cost	Other Factors in Decision-Making
20	Cromwell to Vandalia	Stage 3 (2035 through 2039)	85 Moderate pavement need; high percentage of households without vehicle access; high number of potential users; high bicycle need	\$\$ Moderate cost	None.

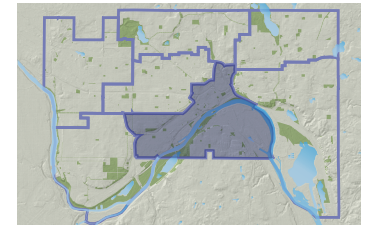
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University Avenue

Corridor 13

This short project is intended to make key repairs to pavement and street infrastructure around the I-35E frontage road and access ramps. It was included in the City's five-year Capital Plan prior to inauguration of the Common Cent program, but is a key corridor for early implementation due to being one of a small number of network links around I-35E, I-94, and the BNSF Railroad Corridor. It serves

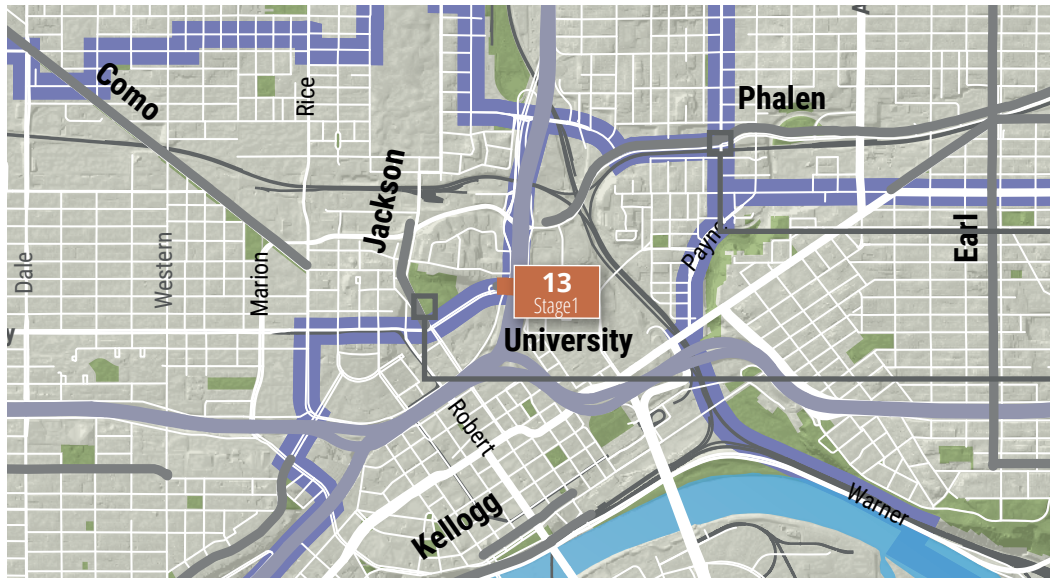
a district encircled by these major transportation corridors and including several State of Minnesota and Ramsey County office buildings.



Wards Represented

2

THE CORRIDOR IN CONTEXT



Phalen Boulevard is programmed for Stage 3 and 4 construction.

Jackson Street is programmed for Stage 1 construction.

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University Avenue

Additional Context to this Corridor

The project, already included in the City's Capital Plan at the time of the Common Cent program, began engineering in 2024 and is anticipated for construction in 2025. It represents one of the highest levels of need for investment in the entire program, with a high degree of need for pavement and street repair, but also a high degree of access opportunity in its connection between neighborhoods and jobs.

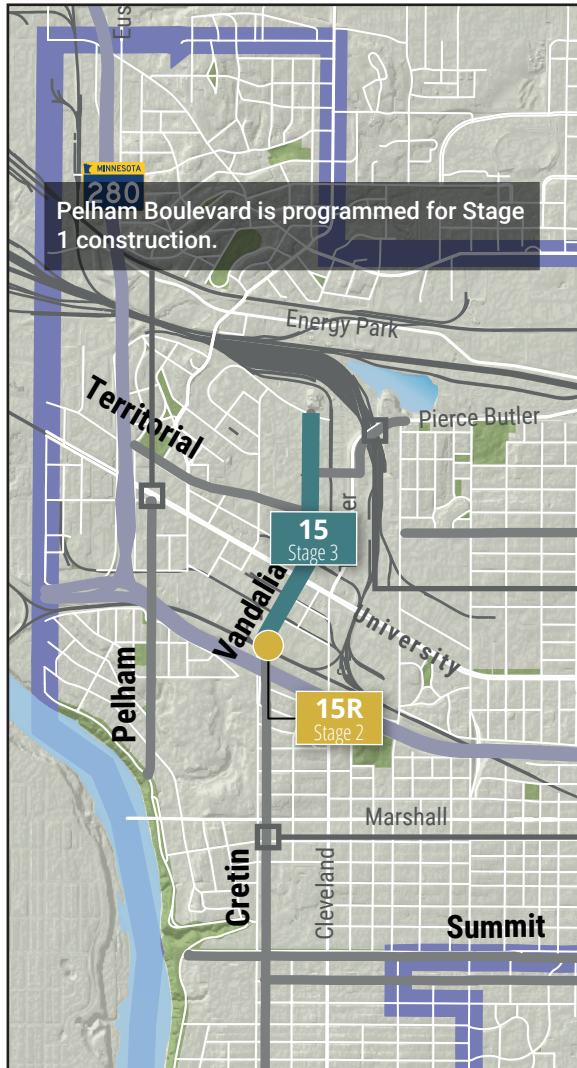


Project	Extents	Construction	Technical Criteria Score	Project Cost	Other Factors in Decision-Making
13	I35E to Lafayette	Stage 1 (2025 through 2029)	157 One of the highest-scoring projects from all technical indicators	\$ Lower cost	Project is in construction at the time of this programming plan's development.

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Vandalia Street

Corridor 15

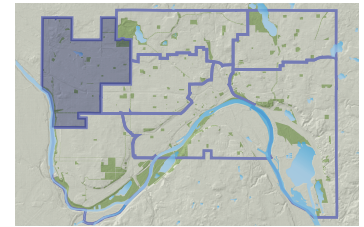


Vandalia Street is the northern extension of Cretin Avenue, changing names at the bridges over the Minnesota Commercial Railway and I-94. This is also a point where the primary land use character of this corridor changes from residential neighborhoods to industrial and commercial districts, and as such the corridor is an important connection between residential and employment-based areas.

The corridor features numerous at-grade rail crossings, though many of these rail lines are commercial spurs (active and inactive). From I-94 north to University, Vandalia Street is on the city's High Injury Network.

Ellis Ave and Transfer Road are programmed for Stage 2 construction.

Cretin Avenue is programmed for Stage 2 construction.



Wards Represented

4

Vandalia Street

Additional Context to this Corridor

The project is recommended for later implementation due to a moderate level of multimodal transportation need. Due to ongoing deliberation through MnDOT's Rethinking I-94 planning project, it currently is unknown if there will be changes to this corridor and its interchange. As a result, it was programmed later in the Common Cent schedule to allow for coordination as that process evolves.



Project	Extents	Construction	Technical Criteria Score	Project Cost	Other Factors in Decision-Making
15A	Capp Road to I-94	Stage 3 (2035 through 2039)	103 High need for pavement improvement; moderate multimodal transportation need	\$\$\$ Moderate to high cost	The project's primary service area is industrial and commercial, although it is also a key connection between jobs and neighborhoods south of I-94.
15R	Vandalia Street Bridge over Railroad	Stage 3 (2035 through 2039)	Common Cent bridge projects are not scored as independent projects for technical criteria. They are considered integral parts of reconstruction of their associated corridors and timing will be coordinated to occur with adjacent street reconstruction projects.	\$ Moderate cost	The bridge over I-94 at Vandalia Street is an important link between communities across the railroad. This connection may be affected by future planning in the Rethinking I-94 project, which is under consideration at this time. Rethinking I-94 is expected to release a preferred alternative for the road's configuration in 2028, at which time the location of access points and supporting infrastructure will be outlined. Currently, Saint Paul is actively engaged in coordination with MnDOT to identify the best timeline for addressing the reconstruction of the Vandalia Street Bridge.

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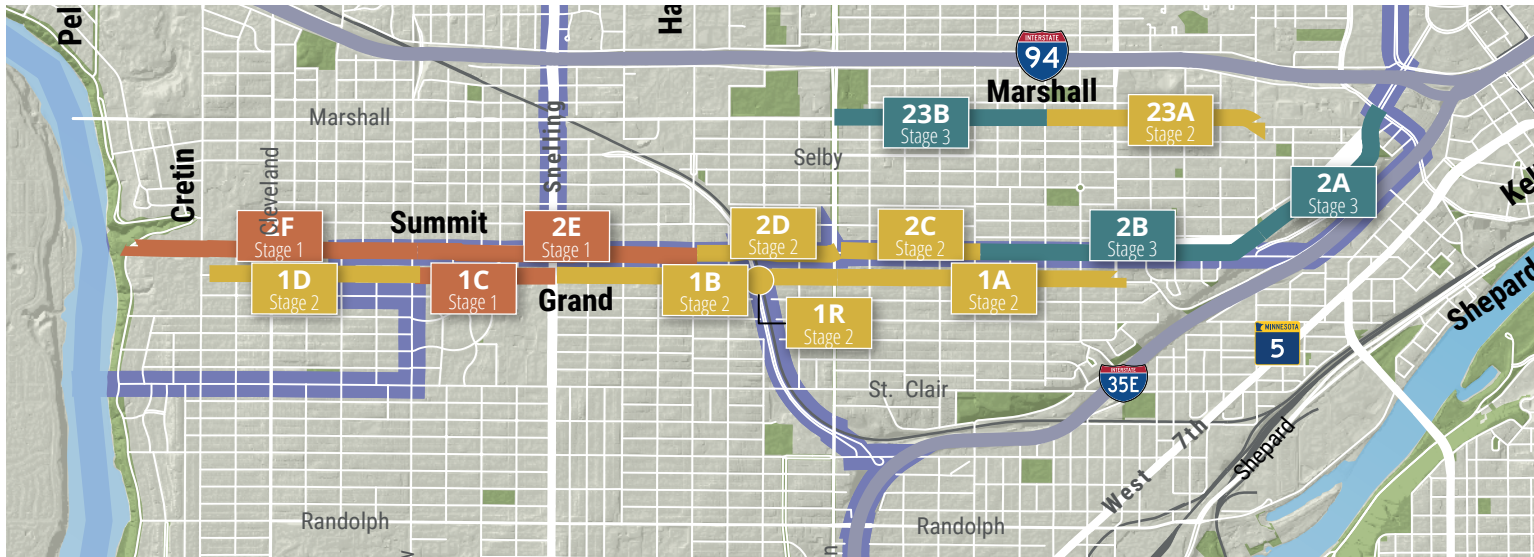
Spotlight: Summit, Grand, and Marshall

Coordinating the Implementation of Corridors 1, 2, and 23

As illustrated in the diagram below, the Summit, Grand, and Marshall corridors are in close proximity and have unique factors driving their implementation. Projects are sequenced so that parallel projects never take place in the same year. While parallel projects may take place in the same Stage, every stage is composed of five years, so multiple projects can be coordinated sequentially.

Although specific years of programming may shift throughout the Common Cent program and investment period, the scenario presented here starts with the western end of the Summit corridor, advances Grand Avenue projects, and then returns to complete remaining Summit projects.

COORDINATED CORRIDORS



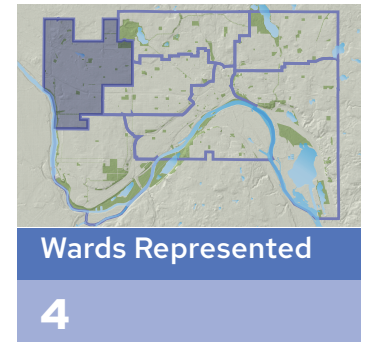
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Grand Avenue Bridge Project

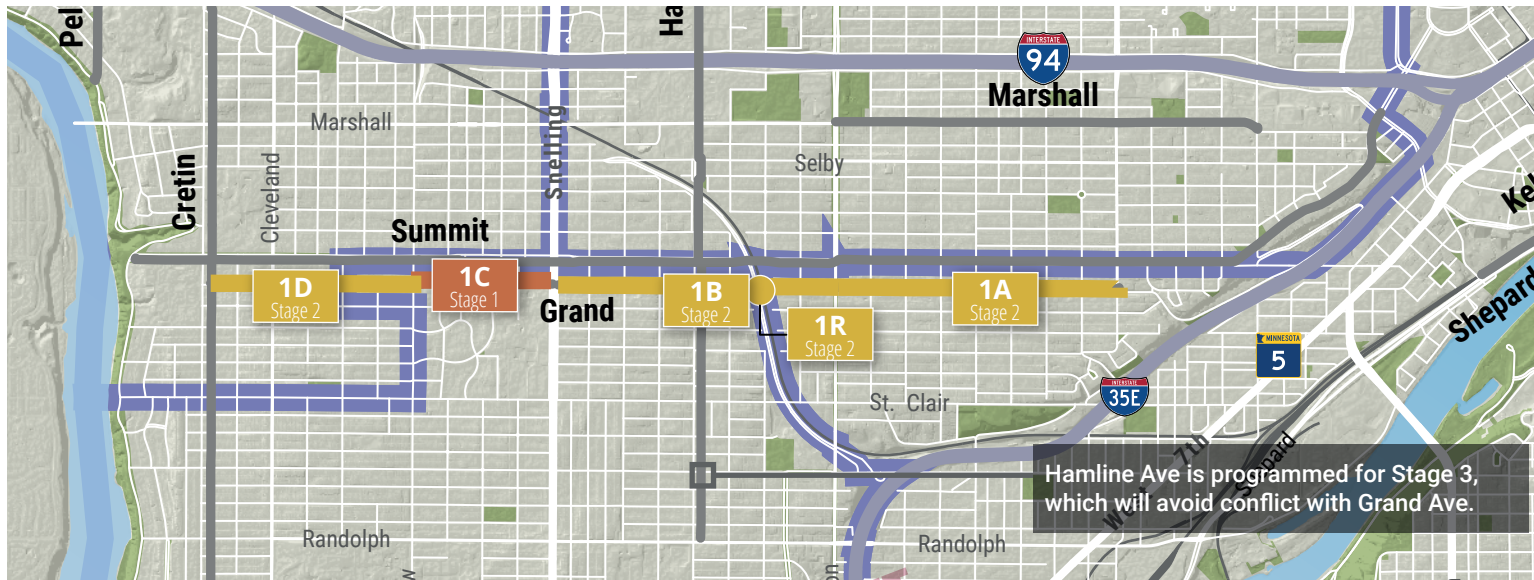
Additional Context to this Project

The Grand Avenue Bridge over Ayd Mill Road is a complex piece of infrastructure in need of improvement through the Common Cent program. Bridges have unique engineering considerations compared to surface streets and therefore are considered separate projects with linked implementation timelines. While multiple Common Cent projects include bridges, their regular

maintenance schedules may or may not align with street reconstruction. The Grand Avenue Bridge is currently anticipated to be reconstructed in coordination with the street reconstruction projects on Grand, but future schedule details will be refined closer to that time.



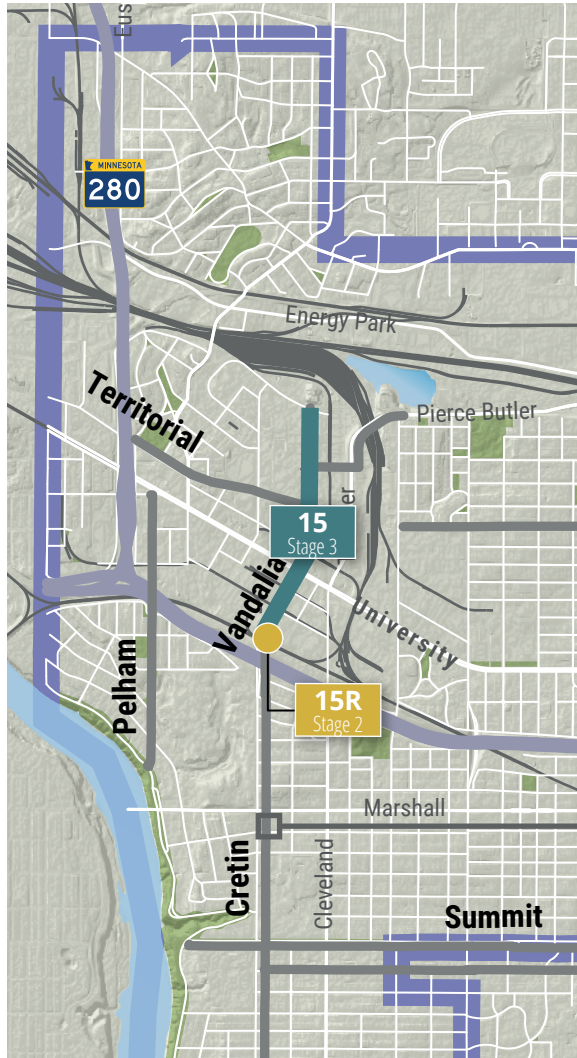
THE CORRIDOR IN CONTEXT



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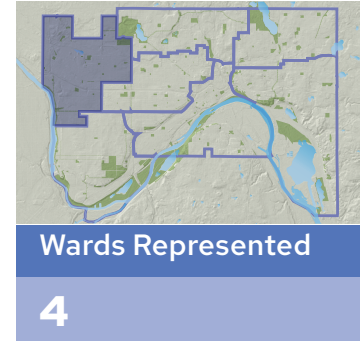
Vandalia Street Bridge Project

Additional Context to this Project



The Vandalia Street Bridge over the railroad is an important link between communities. This connection will be affected by future planning in the Rethinking I-94 project, which is under consideration at this time. Rethinking I-94 is expected to release a preferred alternative for the road's configuration in 2028, at which time the location of access points and supporting infrastructure will be outlined. Currently, Saint Paul is actively engaged in coordination with MnDOT to identify the best timeline for addressing the reconstruction of Vandalia Street Bridge.

Cretin Avenue is programmed for Stage 2 construction but in a separate year from Vandalia Bridge.



THE CORRIDOR IN CONTEXT

Common Cent | Street Programming Plan

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