



Application

04788 - 2016 Safe Routes to School Infrastructure

05429 - Expo Area Schools SRTS-2016 Appln

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted

Submitted Date: 07/15/2016 1:43 PM

Primary Contact

| | | | |
|--|---|-------------------------------|---|
| Name:* | Elizabeth | Ann | Stiffler |
| | <small>Salutation</small> | <small>First Name</small> | <small>Middle Name</small> <small>Last Name</small> |
| Title: | Civil Engineer III | | |
| Department: | St. Paul Public Works | | |
| Email: | elizabeth.stiffler@ci.stpaul.mn.us | | |
| Address: | 800 City Hall Annex 25 West Fourth Street | | |
| * | St. Paul | Minnesota | 55102 |
| | <small>City</small> | <small>State/Province</small> | <small>Postal Code/Zip</small> |
| Phone:* | 651-266-6210 | | |
| | <small>Phone</small> | <small>Ext.</small> | |
| Fax: | 651-298-4559 | | |
| What Grant Programs are you most interested in? | Regional Solicitation - Bicycle and Pedestrian Facilities | | |

Organization Information

Name: ST PAUL, CITY OF

Jurisdictional Agency (if different):

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

 * ST PAUL Minnesota 55101
City State/Province Postal Code/Zip
County: Ramsey
Phone:* 651-266-9700
Ext.
Fax:
PeopleSoft Vendor Number 0000003222A22

Project Information

Project Name Expo Area Schools SRTS Improvements
Primary County where the Project is Located Ramsey
Jurisdictional Agency (If Different than the Applicant): NA

Brief Project Description (Limit 2,800 characters; approximately 400 words)
 The project will install sidewalk on local residential streets with no sidewalk that are on or near the main entrance for parent pick up and student walkers at 3 schools: Expo Elementary, Holy Spirit Elementary and Cretin-Derham Hall High School. This will complete sidewalk connectivity from nearby collectors and arterials such as Randolph Avenue, Hanmline Avenue, Snelling Avenue and Highland Pkwy.

Include location, road name/functional class, type of improvement, etc.
TIP Description Guidance (will be used in TIP if the project is selected for funding) Funds will be used for new sidewalk and ADA upgrades to improve safety and walkability to three area schools.
Project Length (Miles) 1.12

Project Funding

Are you applying for funds from another source(s) to implement this project? No
If yes, please identify the source(s)

Federal Amount \$498,400.00

Match Amount \$124,600.00

Minimum of 20% of project total

Project Total \$623,000.00

Match Percentage 20.0%

Minimum of 20%

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

Source of Match Funds Local

A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources

Preferred Program Year

Select one: 2020

For TDM projects, select 2018 or 2019. For Roadway, Transit, or Trail/Pedestrian projects, select 2020 or 2021.

Additional Program Years: 2018, 2019

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

Project Information

County, City, or Lead Agency City of St. Paul Public Works Department

Zip Code where Majority of Work is Being Performed 55116

(Approximate) Begin Construction Date 04/02/2018

(Approximate) End Construction Date 11/30/2018

Name of Trail/Ped Facility: Expo Area Sidewalks (Hartford Avenue and Pascal Street)

(i.e., CEDAR LAKE TRAIL)

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

From:
(Intersection or Address)

To:
(Intersection or Address)

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

Or At: Pascal Street and Hartford Avenue Area

Primary Types of Work Sidewalk, Ped Ramps

*Examples: GRADE, AGG BASE, BIT BASE, BIT SURF,
SIDEWALK, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH,
PED RAMPS, BRIDGE, PARK AND RIDE, ETC.*

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

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

Specific Roadway Elements

| CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES | Cost |
|--|---------------|
| Mobilization (approx. 5% of total cost) | \$0.00 |
| Removals (approx. 5% of total cost) | \$0.00 |
| Roadway (grading, borrow, etc.) | \$0.00 |
| Roadway (aggregates and paving) | \$0.00 |
| Subgrade Correction (muck) | \$0.00 |
| Storm Sewer | \$0.00 |
| Ponds | \$0.00 |
| Concrete Items (curb & gutter, sidewalks, median barriers) | \$0.00 |
| Traffic Control | \$0.00 |
| Striping | \$0.00 |
| Signing | \$0.00 |
| Lighting | \$0.00 |
| Turf - Erosion & Landscaping | \$0.00 |
| Bridge | \$0.00 |
| Retaining Walls | \$0.00 |
| Noise Wall (do not include in cost effectiveness measure) | \$0.00 |
| Traffic Signals | \$0.00 |
| Wetland Mitigation | \$0.00 |
| Other Natural and Cultural Resource Protection | \$0.00 |
| RR Crossing | \$0.00 |
| Roadway Contingencies | \$0.00 |
| Other Roadway Elements | \$0.00 |
| Totals | \$0.00 |

Specific Bicycle and Pedestrian Elements

| CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES | Cost |
|---|--------------|
| Path/Trail Construction | \$0.00 |
| Sidewalk Construction | \$383,000.00 |
| On-Street Bicycle Facility Construction | \$0.00 |
| Right-of-Way | \$0.00 |

| | |
|--|---------------------|
| Pedestrian Curb Ramps (ADA) | \$145,000.00 |
| Crossing Aids (e.g., Audible Pedestrian Signals, HAWK) | \$0.00 |
| Pedestrian-scale Lighting | \$0.00 |
| Streetscaping | \$28,000.00 |
| Wayfinding | \$0.00 |
| Bicycle and Pedestrian Contingencies | \$67,000.00 |
| Other Bicycle and Pedestrian Elements | \$0.00 |
| Totals | \$623,000.00 |

Specific Transit and TDM Elements

| CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES | Cost |
|---|---------------|
| Fixed Guideway Elements | \$0.00 |
| Stations, Stops, and Terminals | \$0.00 |
| Support Facilities | \$0.00 |
| Transit Systems (e.g. communications, signals, controls, fare collection, etc.) | \$0.00 |
| Vehicles | \$0.00 |
| Contingencies | \$0.00 |
| Right-of-Way | \$0.00 |
| Other Transit and TDM Elements | \$0.00 |
| Totals | \$0.00 |

Transit Operating Costs

| | |
|--|--------|
| Number of Platform hours | 0 |
| Cost Per Platform hour (full loaded Cost) | \$0.00 |
| Subtotal | \$0.00 |
| Other Costs - Administration, Overhead,etc. | \$0.00 |

Totals

| | |
|-------------------------------------|--------------|
| Total Cost | \$623,000.00 |
| Construction Cost Total | \$623,000.00 |
| Transit Operating Cost Total | \$0.00 |

Requirements - All Projects

All Projects

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

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

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

List the goals, objectives, strategies, and associated pages:

Project aligns with 2040 Transportation Policy Plan, especially the safety investment prioritization factor referenced in 7.23 where it states that funding should be directed at projects that "significantly improve the safety of bicycling or walking (including users of all ages and levels of mobility)? An example of this type of project would be improvements to intersections that receive a high level of bike and/or pedestrian traffic but which were not originally designed with bicycle/pedestrian safety in mind." Filling in sidewalk paths where there are currently kids walking in the street and cow paths on the grass meets this goal.

(Limit 2500 characters; approximately 750 words)

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

List the applicable documents and pages:

City of Saint Paul Comprehensive Plan Strategy 1.1 Complete the Streets Page T5; Highland Park Neighborhood Plan, adopted in 2007. Point 20e on page 4 asks that they work to "replace existing gaps in the sidewalk network". RES 16-1053 committing local 20% match to this project.

(Limit 2500 characters; approximately 750 words)

4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of bicycle/pedestrian projects, transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible.

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

5. Applicants that are not cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

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

6. Applicants must not submit an application for the same project in more than one funding sub-category.

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

7. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below.

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

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA): \$250,000 to \$1,000,000

Safe Routes to School: \$150,000 to \$1,000,000

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

8. The project must comply with the Americans with Disabilities Act.

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

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

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

10. The owner/operator of the facility must operate and maintain the project for the useful life of the improvement.

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

11. The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match. Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

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

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

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

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

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

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

Multiuse Trails on Active Railroad Right-of-Way:

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

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

Safe Routes to School projects only:

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

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

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

Measure A: Relationship Between Safe Routes to School Program Elements

After a student was hit by a car walking home from school in November 2015, four local schools, the City of Saint Paul, the Saint Paul Police Department, two district councils, and Saint Paul Public Schools convened a working group to make it easier for students to walk or bike to school in the Randolph-Hamline ("Ran Ham") Neighborhood. As part of this effort, a comprehensive Safe Routes to School (SRTS) plan has been developed for the four schools. It seeks to increase safe walking and biking to school through education, encouragement, enforcement, engineering and evaluation.

Evaluation: The working group's first task was to survey parents on the current barriers around allowing students to walk or bike to school. They had 239 responses, representing 532 students. Gaps in sidewalks or pathways were identified as the number two negative deciding factor in allowing students to walk (behind speed and traffic volume). Saint Paul Police sent squads out on targeted mornings to ticket speeders (Enforcement) and Saint Paul Public Works worked with the community to find funding to fill in missing sidewalks (Engineering)

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

Encouragement and Education: Randolph Hamline Schools held their first Walk or Bike to School Day on May 4, 2016 with over 1500 students participating. Students were taught safe walking and crossing principles before and during the event, and notice of the event with safety tips for drivers were dropped in neighborhood mail boxes. The three primary schools identified remote bus and parent drop locations approximately a quarter to a half mile away from the schools so that all students could participate. Saint Paul Police were on hand to help with student crossing, ticket speeding and inattentive drivers (Enforcement) and

hand out pencils and stickers to participants. Overall the day was a huge success. Parents and students learned about existing walk lines, teachers observed more students eating breakfast at school and focusing more quickly at the start of the day, and the neighborhood saw less car traffic than usual that morning. A second joint Walk/Bike to School Day is planned for October 5, 2016.

Measure A: Student Population Biking or Taking Transit to School

| | |
|---------------------------------------|---|
| Average Percent of Student Population | 11.0% |
| Documentation Attachment | 1468526243343_RanHame SRTS Survey Responses.pdf |

Measure B: Student Population Near the School

| | |
|--|-------|
| Student population within one mile of the school | 390.0 |
|--|-------|

Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50):

Project located in Area of Concentrated Poverty

Projects census tracts are above the regional average for population in poverty or population of color

Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly.

Yes

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

This project will improve pedestrian and ADA access for pedestrians at three schools and will also serve persons with disabilities and senior citizens who may no longer be driving. The Waters senior housing project was completed in 2014 and is nearby on Snelling and Scheffer.

Upload Map

1468526681046_Expo Area Socio-Econ Map.pdf

Measure B: Affordable Housing

City/Township

Segment Length in Miles (Population)

Total Project Length

Total Project Length (Total Population) 1.12

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

| City/Township | Segment Length (Miles) | Total Length (Miles) | Score | Segment Length/Total Length | Housing Score Multiplied by Segment percent |
|---------------|------------------------|----------------------|-------|-----------------------------|---|
| | | 0 | 0 | 0 | 0 |

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles) 0
Total Housing Score 0

Measure A: Gaps, Barriers, and Continuity/Connections

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

Based on the 1/26/16 before Walk/Bike survey, 239 families representing 532 students (46% living less than 1/2 mile and 68% of students living less than 1 mile from school), 70% indicated they would be willing to walk if sidewalks existed. The missing sidewalk in the neighborhood is about .25 miles from 3 schools.

Upload Map

1468527117093_Expo Area Bike Corr Map.pdf

Measure B: Project and/or School Site Improvements

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

The SRTS working group was formed after a student at Expo was hit by a car while walking home from school in November 2015. Additionally, the Highland Park District Council passed a resolution for sidewalk infrastructure near Randolph/Hamline Schools on May 12, 2015 in response to residents who are concerned for safety of students due to rolling stops and lack of sidewalks.

A review of crash data from MN CMAT of crashes in the area bounded by Snelling, Hamline, Hartford and Highland Pkwy from 2011-15 showed 45 crashes, 16 of which were not near intersections, 2 of which involved pedestrians and 1 of which involved a bike.

Measure A: Public Engagement Process

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

The SRTS working groups consists of stakeholders from four schools (2 public-Expo and Randolph Heights SPPS and 2 private-Holy Spirit and Cretin-Derham Hall), St. Paul Police, Public Works and City Council, St. Paul Public Schools and Ramsey County SHIP coordinator, and 2 District Planning Councils-Highland Park and Macalaster-Groveland. This group has held seven meetings to evaluate parent surveys, seek input from neighbors and school administrators, discuss engineering data, plan for engagement events like Walk/Bike to School Day, etc. The neighborhood was flyer for the Bike/Walk event. Stakeholders shared information with their lists through email and Facebook for the event and during the SRTS planning process.

Transit Projects Not Requiring Construction

If the applicant is completing a transit or TDM application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment. Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

Check Here if Your Transit Project Does Not Require Construction



Measure A: Risk Assessment

1) Project Scope (5 Percent of Points)

Meetings or contacts with stakeholders have occurred Yes
 100%

Stakeholders have been identified Yes
 40%

Stakeholders have not been identified or contacted
 0%

2) Layout or Preliminary Plan (5 Percent of Points)

Layout or Preliminary Plan completed Yes
 100%

Layout or Preliminary Plan started Yes
 50%

Layout or Preliminary Plan has not been started
 0%

Anticipated date or date of completion

3) Environmental Documentation (5 Percent of Points)

EIS

EA

PM Yes

Document Status:

Document approved (include copy of signed cover sheet) 100%

Document submitted to State Aid for review 75% date submitted

Document in progress; environmental impacts identified; review request letters sent
 50%

Document not started Yes
 0%

Anticipated date or date of completion/approval

4)Review of Section 106 Historic Resources (10 Percent of Points)

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

100%

Historic/archeological review under way; determination of no historic properties affected or no adverse effect anticipated

80%

Historic/archeological review under way; determination of adverse effect anticipated

40%

Unsure if there are any historic/archeological resources in the project area

0%

Anticipated date or date of completion of historic/archeological review:

Project is located on an identified historic bridge

5)Review of Section 4f/6f Resources (10 Percent of Points)

4(f) Does the project impacts any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or public private historic properties?

6(f) Does the project impact any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or historic property that was purchased or improved with federal funds?

No Section 4f/6f resources located in the project area Yes

100%

No impact to 4f property. The project is an independent bikeway/walkway project covered by the bikeway/walkway Negative Declaration statement; letter of support received

100%

Section 4f resources present within the project area, but no known adverse effects

80%

Project impacts to Section 4f/6f resources likely coordination/documentation has begun

50%

Project impacts to Section 4f/6f resources likely coordination/documentation has not begun

30%

Unsure if there are any impacts to Section 4f/6f resources in the project area

0%

6)Right-of-Way (15 Percent of Points)

Right-of-way, permanent or temporary easements not required Yes

100%

Right-of-way, permanent or temporary easements has/have been acquired

100%

Right-of-way, permanent or temporary easements required, offers made

75%

Right-of-way, permanent or temporary easements required, appraisals made

50%

Right-of-way, permanent or temporary easements required, parcels identified

25%

Right-of-way, permanent or temporary easements required, parcels not identified

0%

Right-of-way, permanent or temporary easements identification has not been completed

0%

Anticipated date or date of acquisition

7)Railroad Involvement (25 Percent of Points)

No railroad involvement on project Yes

100%

Railroad Right-of-Way Agreement is executed (include signature page) 100%

Railroad Right-of-Way Agreement required; Agreement has been initiated

60%

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

40%

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

0%

Anticipated date or date of executed Agreement

8)Interchange Approval (15 Percent of Points)*

**Please contact Karen Scheffing at MnDOT (Karen.Scheffing@state.mn.us or 651-234-7784) to determine if your project needs to go through the Metropolitan Council/MnDOT Highway Interchange Request Committee.*

Project does not involve construction of a new/expanded interchange or new interchange ramps Yes

100%

Interchange project has been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee

100%

Interchange project has not been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee

0%

9)Construction Documents/Plan (10 Percent of Points)

Construction plans completed/approved (include signed title sheet)

100%

Construction plans submitted to State Aid for review

75%

Construction plans in progress; at least 30% completion Yes

50%

Construction plans have not been started

0%

Anticipated date or date of completion

10)Letting

Anticipated Letting Date

Measure A: Cost Effectiveness

| | |
|--|--------------|
| Total Project Cost (entered in Project Cost Form): | \$623,000.00 |
| Enter Amount of the Noise Walls: | \$0.00 |
| Total Project Cost subtract the amount of the noise walls: | \$623,000.00 |
| Points Awarded in Previous Criteria | |
| Cost Effectiveness | \$0.00 |

Other Attachments

| File Name | Description | File Size |
|------------------|---|-----------|
| Combined pdf.pdf | This file contains 2 letters of support from schools and Highland District Council plan and resolution. | 1.5 MB |
| Expo Letter.pdf | Highland Park District Council Resolution Holy Spirit Letter of Support Expo Letter of Support | 102 KB |



Walking/Biking Survey Results



JANUARY 26, 2016

**RANDOLPH HEIGHTS
HOLY SPIRIT
EXPO
CRETIN DERHAM HALL**

Survey Demographics

2

- 239 families responded to survey
- 532 students reflected in survey
- 46% of students live less than $\frac{1}{2}$ mile from school
- 68% of students live less than 1 mile from school

Students by School

3

| | Total Students |
|--------------------|----------------|
| Randolph Heights | 118 |
| EXPO | 124 |
| Holy Spirit | 168 |
| Cretin Derham Hall | 122 |

Distance from School (reported by family)

4

| | N/A | ¼ to ½ mile | ½ mile to 1 mile | 1 mile to 2 miles | More than 2 miles | Other | Total |
|-------------------|-------------|--------------|------------------|-------------------|-------------------|------------|-------|
| Randolph Heights | 11.11% 4 | 33.33% 12 | 30.56% 11 | 11.11% 4 | 8.33% 3 | 5.56% 2 | 36 |
| EXPO | 1.56% 1 | 29.69% 19 | 20.31% 13 | 31.25% 20 | 17.19% 11 | 0.00% 0 | 64 |
| Holy Spirit | 2.22% 2 | 57.78% 52 | 21.11% 19 | 12.22% 11 | 5.56% 5 | 1.11% 1 | 90 |
| CDH | 10.00% 4 | 57.50% 23 | 17.50% 7 | 12.50% 5 | 0.00% 0 | 2.50% 1 | 40 |
| Total by Distance | 11 | 106 | 50 | 40 | 19 | 4 | |

38 respondents skipped this question

How Students Get to and from School

5

- Fewer students walk to school than walk home (34% v. 42%)
- 3% of students bike to and from school
- 16% take a school bus (EXPO and Randolph Heights)
- More students come to school by car (either with family or carpool) than return home by car (46% v. 39%)

Travel Time (current transportation mode)

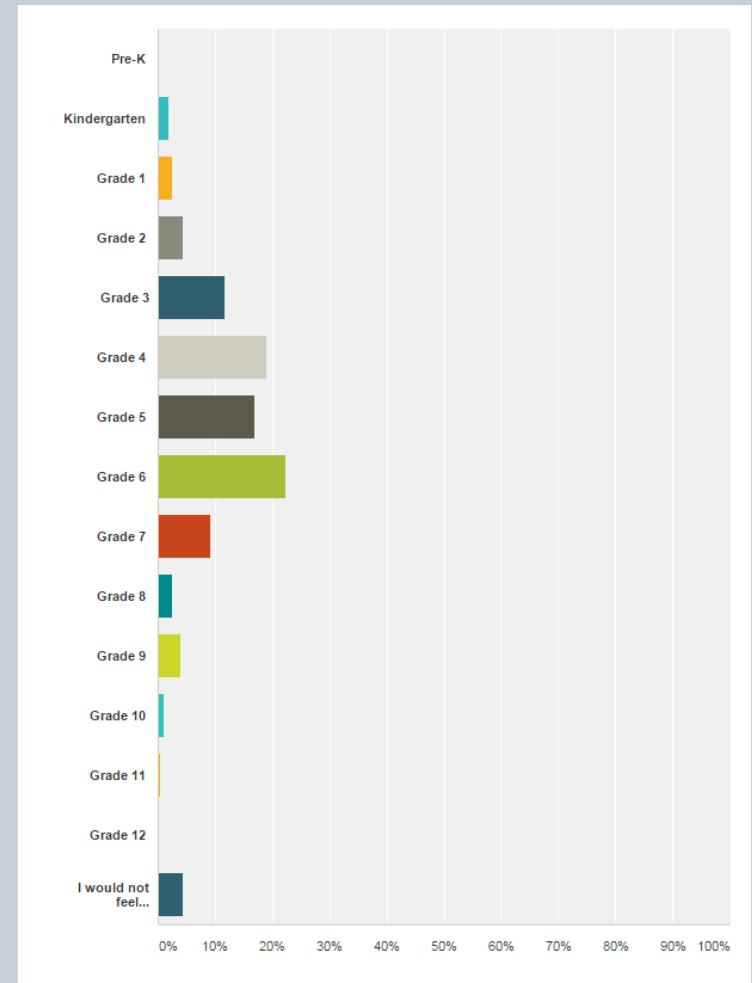
6

- 77% take less than 10 minutes to get to school
- 69% take less than 10 minutes to return home

% of Parents Who Would Let Child Walk/Bike to School Alone at a Specific Grade

7

| Grade | Percent |
|-------------|---------|
| Pre-K and 3 | 20.39 |
| 4 – 6 | 58.35 |
| 7 – 12 | 16.99 |
| Never | 4.36 |



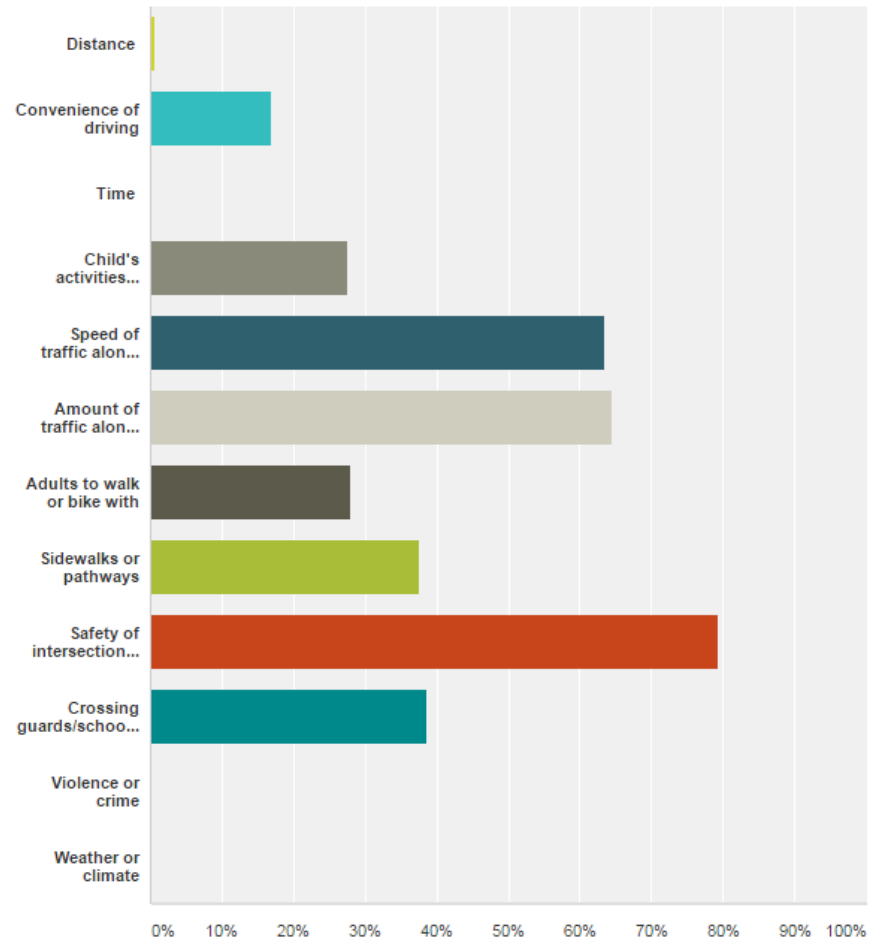
Key Issues in Deciding Walking/Biking

8

- Speed and amount of traffic along route
- Sidewalks or pathways
- Safety of intersections and crossings
- Crossing guards/school patrols

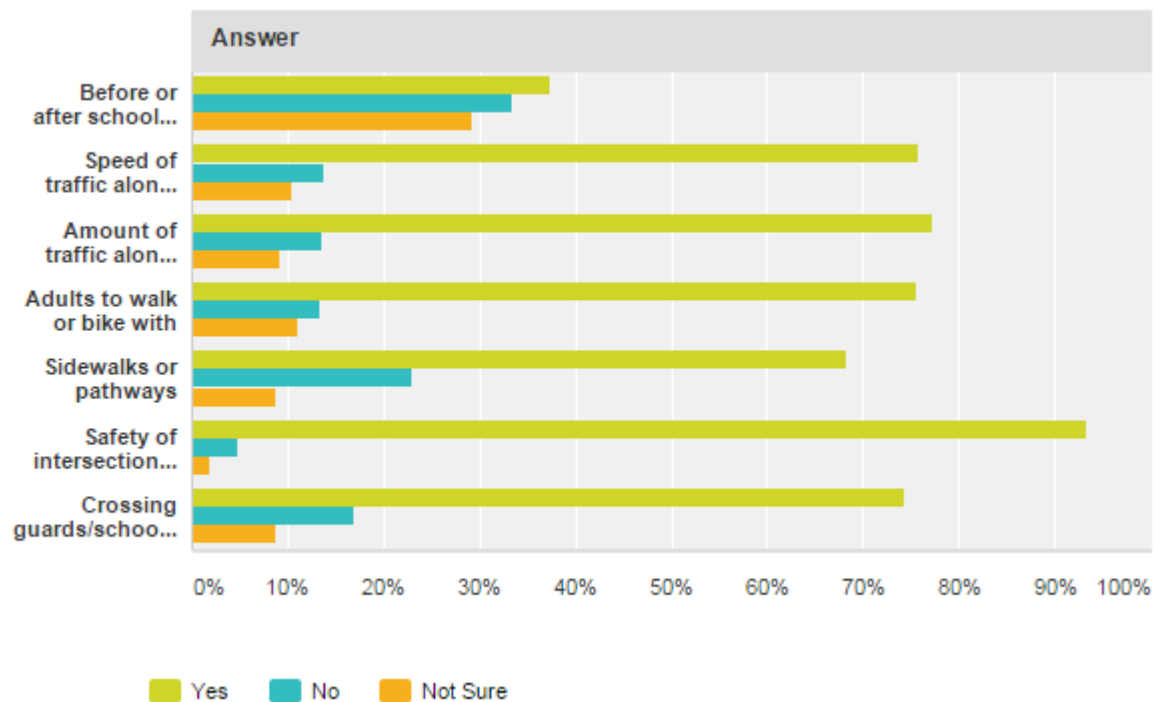
Issues that Impact the Decision to Walk/Bike

9



Yes to walk/bike, if this could be changed...

10



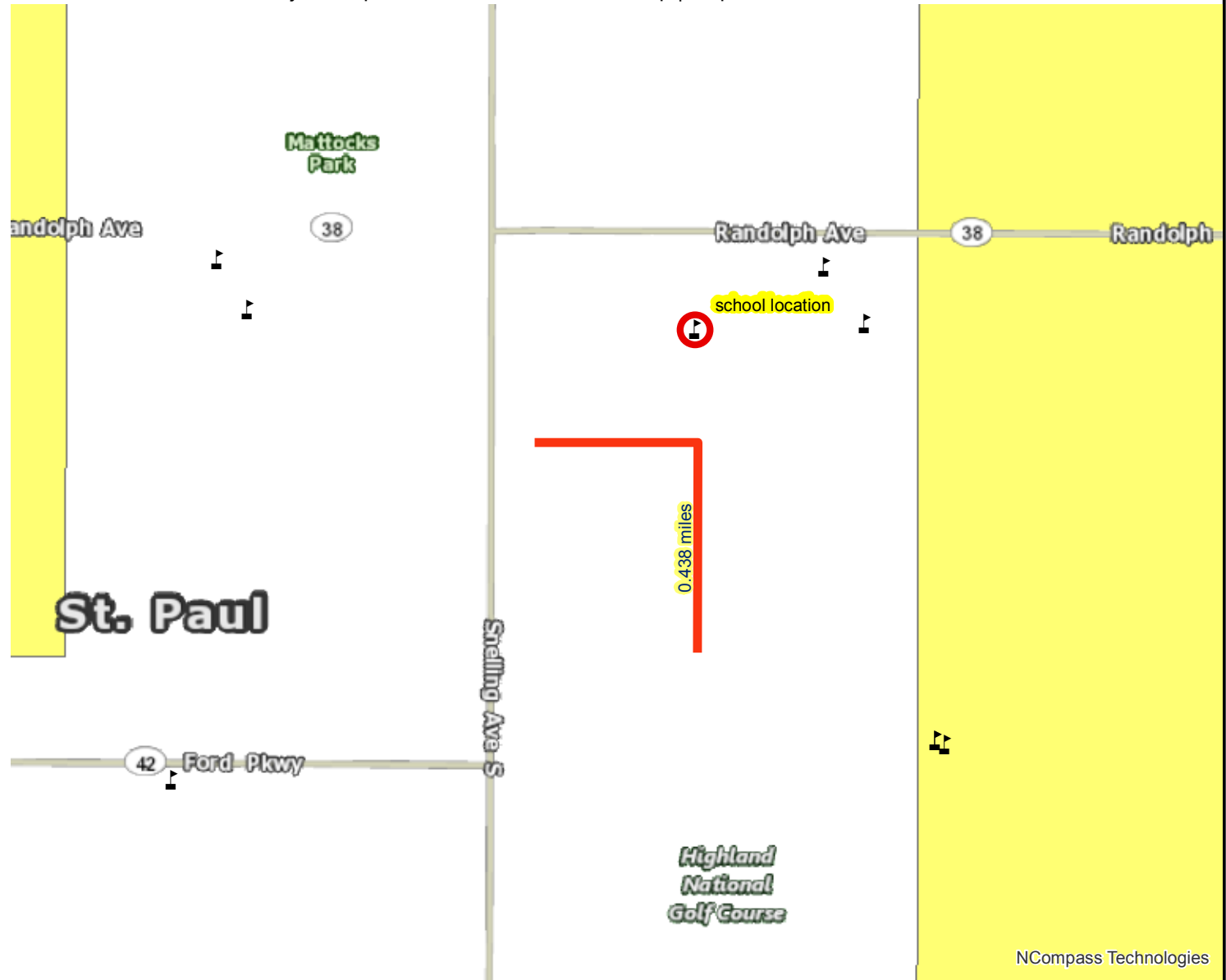
What Needs to Change

11

- Speed and amount of traffic on route
- Improved sidewalks and pathways
- Safety of intersections/crossings
- Presence of crossing guards/school patrols

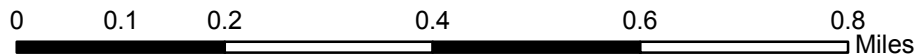
Results

Project located in a census tract that is below the regional average for population in poverty or populations of color, or includes children, people with disabilities, or the elderly:
(0 to 12 Points)



NCompass Technologies

- Project Points
- Project
- Area of Concentrated Poverty > 50% residents of color
- Area of Concentrated Poverty
- Above reg'l avg conc of race/poverty
- School



Created: 7/14/2016
LandscapeRSA2



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



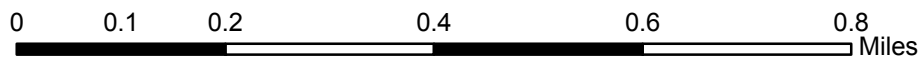
Project to RBTN Orientation

Safe Routes to Schools Project: Expo Area Schools Overview Map | Map ID: 1468504243999



NCompass Technologies

- Project Points
- Project
- RBTN Corridor Centerlines
- RBTN Tier 1 Alignment
- Principal Arterials
- Minor Arterials
- RBTN Tier 1
- RBTN Tier 2



Created: 7/14/2016
LandscapeRSA1



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



Expo Area Schools

LAYER UNDER CONSTRUCTION.
Call 651-266-5129 for the Sidewalk Division.
Verify Sidewalk information with Sidewalk Division.



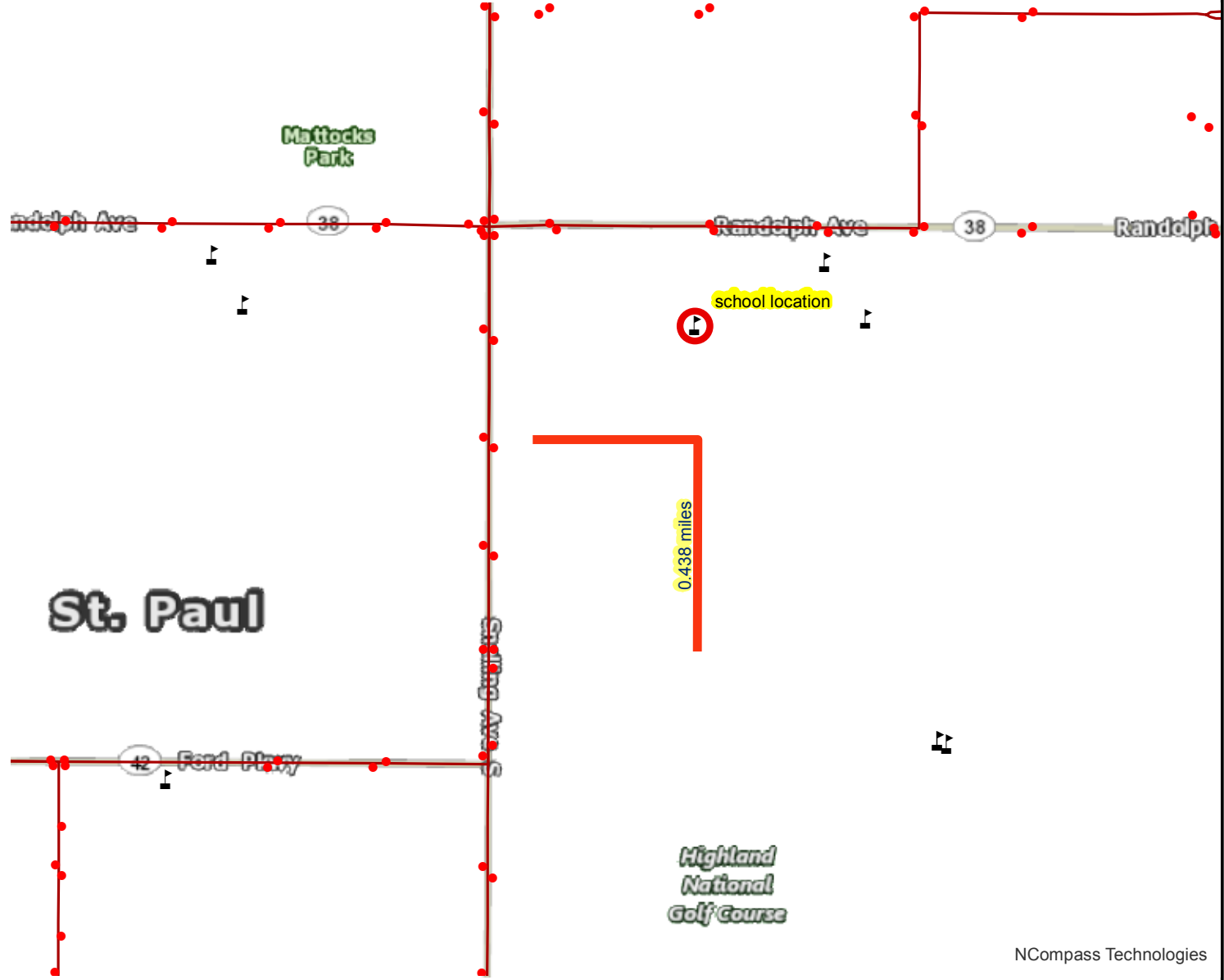
- WATER
- Interstate
- Highway or County Road
- Local Road
- Ramp
- Other Street
- Interstate
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- Local Road
- Ramp
- Other Street
- Sidewalks
- School
- A Minor
- B Minor
- Collector
- Principal

Missing Sidewalk to be constructed with grant \$



Should be 1" when printed.
Scale 1:4883
(1" ≈ 407')

This is not an official document or survey.



Results

Transit within QTR mile of project:
74 84 921

Transit within HALF mile of project:
74 84 921

Transit within ONE mile of project:
70 74 83 84 480 484 489 921

**indicates Planned Alignments*

- Project Points
- Active Stop
- Transit Routes
- Project
- School



Created: 7/14/2016
LandscapeRSA3



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

NCompass Technologies





Highland District Council
1978 Ford Parkway Saint Paul, Minnesota 55116
651-695-4005 Fax 651-695-4019
Email: info@highlanddistrictcouncil.org

Building a More Vibrant, Welcoming, and Safe Neighborhood

Resolution for Sidewalk Infrastructure Near Randolph/Hamline Avenue Schools

WHEREAS on May 12, 2015, the HDC Transportation Committee heard testimony from residents in the vicinity of Albert Street between Randolph and Highland Parkway, who expressed significant concerns for the safety of students and residents due to excessive motorist speeds and widespread rolling stops; and

WHEREAS in November 2015 a student in a legal crosswalk adjacent to EXPO Elementary was struck by a car with clear sightlines (the student was fortunately only mildly injured); and

WHEREAS an ad hoc committee of parents and administrators from EXPO Elementary, Holy Spirit School, Cretin-Derham Hall High School, and Randolph Heights Elementary formed in December 2015 to provide Safe Routes to School (SRTS) for students who walk or bike; and

WHEREAS the SRTS committee worked extensively with Council Member Tolbert's office, and concluded that improving safety rests on A) improved education/enforcement, and B) improved infrastructure; and

WHEREAS the SRTS committee is already engaged on improving education and enforcement, by addressing parents/drivers about their behaviors, improving training of school patrols, and coordinating walking lines and school patrol deployment; and

WHEREAS the Saint Paul Police Department has already increased patrols and enforcement, and the HDC is committed to providing ongoing crosswalk education and enforcement support; and

WHEREAS the sidewalk network around these schools has significant gaps, including streets where no sidewalk exists on either side, forcing children to walk in the street; and

WHEREAS the City of Saint Paul adopted a Complete Streets Policy (Resolution 09-213), which states, "Saint Paul places a high value on creating safe environments for people to get from place to place", and "The public right of way must account for the safety and convenience of the most vulnerable populations including children, seniors, persons with disabilities, and those who cannot or do not drive a motor vehicle"; and

Resolution 2016 - 04T



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WHEREAS the HDC Transportation Committee previously called for the completion of the sidewalk network in Resolution 2015-16T; and

BE IT THEREFORE RESOLVED, that the Highland District Council asks for urgent effort from the City of Saint Paul to prioritize, secure funding, and complete the sidewalk network in the vicinity of schools near Randolph and Hamline Avenues.

Approved April 7, 2016

By the Highland District Council Board of Directors

Resolution 2016 - 04T



July 12, 2016

To whom it may concern,

There was nothing more inspiring than to watch over 300 Holy Spirit students and parents walk to school on May 4.

After a student was hit by a car walking home from school in November 2015, four local schools, the City of Saint Paul, the Saint Paul Police Department, two district councils, and Saint Paul Public Schools convened a working group to make it easier for students to regularly walk or bike to school in the Randolph-Hamline (“Ran Ham”) Neighborhood. As part of this effort, a comprehensive Safe Routes to School (SRTS) plan has been developed for this area. It seeks to increase safe walking and biking to school through education, encouragement, enforcement, engineering and evaluation.

Through a survey of parents gaps in sidewalks was the secondary carrier to allowing students to walk or bike to school (the primary reason was speed and traffic volume). Based on this information, the working group began researching funding sources for the significant sidewalk gaps south of the campuses.

While researching grant opportunities, the Randolph Hamline Schools held their first Walk or Bike to School Day on May 4, 2016 with over 1500 students participating. The three primary schools identified remote bus and parent drop locations approximately a quarter to a half-mile away from the schools so that all students could participate. Careful planning was needed to dodge the extensive sidewalk gaps and get every student to school safely.

Overall the day was a huge success. Parents and students learned about existing walk lines, teachers observed more students eating breakfast at school and focusing more quickly at the start of the day, and the neighborhood saw less car traffic than usual that morning.

Currently, there is a regular student school patrol program at Expo, Holy Spirit and Randolph Heights and a number of students walk and/or bike to school. The table below represents the average number on any given day that students from each school are walking or biking.

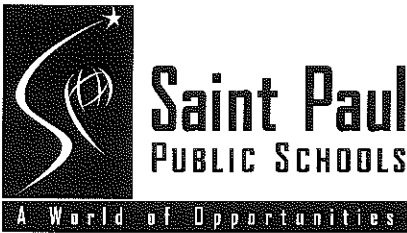
| School | Expo Elementary | Holy Spirit | Cretin Derham Hall |
|----------------|-----------------|-------------|--------------------|
| Walkers | 40 | 40-50 | 150 |
| Bikers | 5-10 | 3-5 | 25 |

Survey data shows additional students live within the walk-radius, but are hampered by the sidewalk gaps. I would anticipate that at least 100-150 Holy Spirit students could walk or bike to school daily if sidewalk and traffic volume conditions were improved. Holy Spirit strongly supports this grant request to construct new sidewalks south of the Ran Ham Schools to allow more students to walk or bike, cut down on parent drop-off cars in the neighborhood and improve students’ health and wellness.

Please don’t hesitate to contact me with more questions.

Sincerely,

Dr. Mary Adrian
Principal



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540 Warwick Street South
Saint Paul, MN 55116-1538

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July 11, 2016

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The working group’s first task was to survey parents on the current barriers around allowing students to walk or bike to school. Two hundred thirty-nine parents responded, representing 532 students. Gaps in sidewalks or pathways was identified as one of the major deciding factors in not allowing students to walk (behind speed and traffic volume) or bike to school. With this information known, the group began researching funding sources for the significant sidewalk gaps south of the campuses.

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Sincerely,

Darren Yerama

Principal

Area Plan Summary

District 15 Highland Park Neighborhood Plan

Addendum to The Comprehensive Plan for Saint Paul

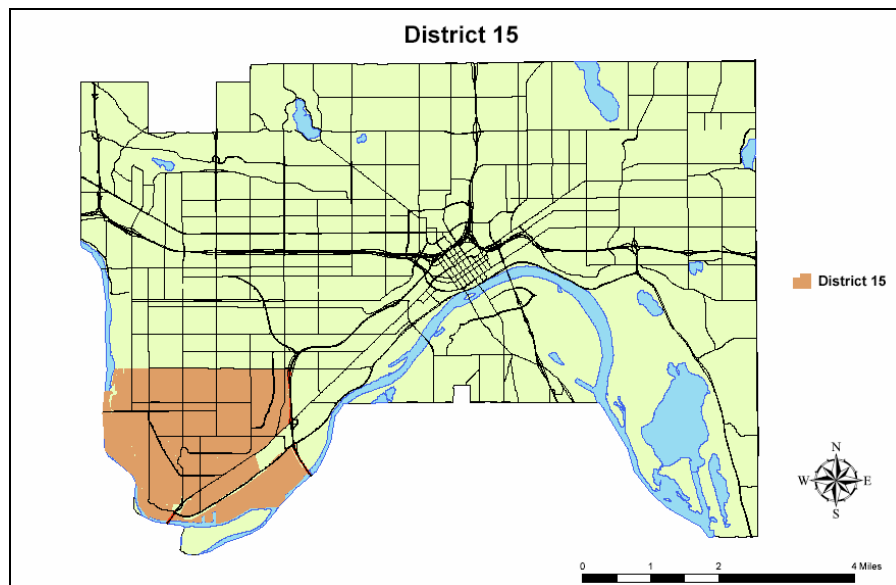
Recommended by the Planning Commission April 20, 2007

Adopted by the City Council July 18, 2007

*This summary appends to the Saint Paul Comprehensive Plan the vision and strategies of the **District 15 Highland Park Neighborhood Plan** and replaces the Highland Park District Plan adopted in 1979. The **District 15 Highland Park Neighborhood Plan** consists of eight major areas of focus, including (1) Commercial Districts, (2) Housing, (3) Urban Design, (4) Transportation, (5) Parks, Recreation, and Libraries (6) Environment, (7) Public Safety, and (8) Education. The full-length plan, used for reference in the creation of this Area Plan Summary, was not itself adopted by the City and may include some policy differences. Copies of the full-length plan are available for review at the Saint Paul Department of Planning and Economic Development and the offices of the Highland Park District Council.*

Location

The Highland Park neighborhood is bounded by Randolph Avenue on the north, the Mississippi River on the west and south, and I-35 on the east, with the exception of a small wedge shape east of Homer Street between Shepard Road and West 7th Street that belongs to District 9.



Location of District 15 Highland Park Area in City of St. Paul

Vision

Highland Park seeks to strengthen its place as one of the best places to live, work and recreate in the City of St. Paul. The community aims to foster an environment that respects and enriches the mutually beneficial relationship between residential livability and commercial vitality by stressing its values, including quality of life, diversity of culture and pride in our community.

Through the implementation of this Plan, the community strives to:

- incorporate a mix of uses and a pedestrian-friendly street environment in commercial areas
- provide services that contribute to neighborhood self-sufficiency while improving the District's position in the regional economy
- maintain high-quality housing stock through physical maintenance and community interaction that promotes pride and safety
- welcome residents from a broad spectrum of age groups and income levels with new housing units that are high quality as well as affordable
- protect and expand access to the district's natural amenities including parks, trails, views and recreational facilities
- enhance environmental consciousness to reduce the negative impacts of humans on the environment
- encourage proactive planning for the Ford Plant site, while continuing to support the invaluable asset it provides
- maintain a high level of safety through community engagement, strong relationships with public safety departments, and utilization of crime-preventive urban design features
- enjoy a high level of education due to a successful relationship between the neighborhood, the City, and the education community

Actions for achieving the above vision and goals for Highland Park are presented in several topic areas: Commercial Districts, Housing, Urban Design, Transportation, Parks and Recreation, Environment, Public Safety, and Education.

Commercial District

West 7th Street Area

- 1) Amend the Shepard-Davern Gateway Small Area Plan and Overlay [Summary adopted 9/22/1999] with two modifications:
 - a) Reduce the maximum allowed building height to five floors or fifty-five feet while continuing to enforce forty-foot height limits in the Mississippi River Critical Area
 - b) Eliminate convention facilities as permitted uses
- 2) Initiate a TN3 Master Plan to evaluate potential rezonings and implementation of TN design guidelines to replace the design guidelines in the Shepard-Davern Overlay area

Highland Village

- 3) Rezone portions of Highland Village to TN-2 to support mixed-use development and appropriate building design
- 4) Explore options for shared parking agreements and new parking facilities in Highland Village
- 5) Explore the potential for a Parking Benefit District or cooperative special assessment in Highland Village to address parking issues, generate revenue for street improvements, and fund future parking facilities
- 6) Work with Metro Transit to maintain transit access to both Downtown St. Paul and Downtown Minneapolis from Highland Village
- 7) Conduct a planning study of the Ford Plant site and the adjacent railroad corridor to consider future land use options

Snelling-Randolph Commercial Area

- 8) Consider rezoning portions of the Snelling-Randolph commercial area to TN-2 to support mixed-use development and to provide design standards that limit the visual impacts of parking and maintain attractive building facades

Housing

- 9) Utilize zoning mechanisms, such as TN zoning that allow for residential uses in the commercial areas, while limiting the expansion of commercial uses into residential neighborhoods
- 10) Ensure that any redevelopment of the St. Gregory's site—or any future redevelopment in residential areas—is compatible with the character of the surrounding neighborhood
- 11) Encourage mixed-income developments, offering both renter and owner options
- 12) If Sibley Manor or other large market-rate or subsidized affordable housing complexes are redeveloped, District 15 requests that at least 30% of the new units provided on site are affordable to residents making below the St. Paul median income
- 13) District 15 requests that the City implement architectural design standards to ensure that new residential construction is compatible with adjacent houses in scale, form and architectural design

Urban Design

- 14) District 15 encourages the City to enhance the basic design standards in the City code for commercial areas to be more similar to TN zoning district design standards
- 15) Use City's sign code to limit billboards and ensure attractive signage
- 16) Increase the number of street trees with infill planting where gaps exist and with new development projects
- 17) Continue to survey and inventory historic properties in the district in order to provide protection and encourage sympathetic renovation
- 18) Encourage buried power lines

Transportation

- 19) Use traffic calming design techniques—like those outlined in the City’s Transportation Plan—to increase pedestrian and driver safety
- 20) In the West 7th Street Area, make the following changes to the public street right-of-ways to ensure an attractive and safe pedestrian environment:
 - a) District 15 will discuss with MnDOT setting a uniform speed limit of no more than 35 miles per hour along West 7th Street through Highland Park
 - b) Ensure that all realigned streets create a gridiron street pattern with short, urban-sized blocks
 - c) Provide on-street parking when possible
 - d) Install frequent street trees and other streetscaping
 - e) Require wide sidewalks throughout the area and replace existing gaps in the sidewalk network (Davern, Rankin, Madison, Alton and Springfield streets)
 - f) District 15 desires to install count-down pedestrian crossings at major intersections, including West 7th Street and Davern and add new crosswalks and signage at all intersections, and will work with Public Works to pursue these objectives.
 - g) Install a semaphore at the intersection of Shepard and Davern
 - h) District 15 will pursue installation of a left-turn signal with the existing semaphore at the West 7th Street and Davern intersection
 - i) District 15 will pursue redesign of the intersection at West 7th, Montreal and Lexington to increase pedestrian safety
 - j) Redesign intersection of St. Paul and Cleveland Avenues to increase pedestrian safety
- 21) District 15 will pursue reconnecting Shepard Road to the Mississippi River as a parkway extension of Mississippi River Blvd with extensive landscaping and pedestrian and bicycle trails.
- 22) Prioritize resources for the reconstruction of the Edgumbe-Hamline bridge
- 23) The Highland community strongly desires a reduction in the speed limit on Snelling Avenue from 35 to a uniform 30 miles per hour between Highland Parkway and Montreal
- 24) Study TN rezoning for portions of Highland Village and West 7th Street area to achieve better design standards for parking
- 25) Install bike lanes on Snelling and Randolph, where possible
- 26) Enhance bicycle facilities and construct bicycle routes in the District consistent with the City’s Transportation Plan, however, the Highland District Council opposes adding new bicycle lanes along Mississippi River Blvd.
- 27) Expand and encourage use of and access to transit options
- 28) Increase the number of bus shelters along bus routes
- 29) Protect the Mississippi River Blvd from transportation changes that would increase motor vehicle traffic
- 30) Protect the District from transportation changes that will create new or larger arterial roads
- 31) Ensure that all streets have a sidewalk on at least one side of the street and adequate lighting

Parks, Recreation, and Libraries

- 32) Assess resources for the expansion of services at Homecroft as a community recreational center and enlargement of its meeting and play spaces, which are identified as priorities by the Highland District Council

- 33) Prioritize Capital Improvement Budget monies to build a new park near the existing Sibley Manor, as outlined in the Shepard-Davern Plan
- 34) Assess funding for a new recreation center south of West 7th Street, identified as a priority by the Highland District Council
- 35) Identify and map opportunities for future green and open space acquisition, conservation, public access to the Mississippi River, and creating connections between existing open spaces and parks
- 36) Maximize connectivity between parks and open space through the use of bicycle and pedestrian trails in Highland and with adjacent districts
- 37) Protect views and vistas to and from the Mississippi River while protecting environmentally sensitive areas
- 38) Upgrade historic Highland Golf Course Clubhouse as a multi-use facility that can be rented by the public for events
- 39) Prioritize resources for an expanded library in the West 7th St corridor
- 40) Prioritize resources for renovation of the Highland library and consider expansion
- 41) Support opportunities for the public to comment on potential parks and recreation changes

Environmental

- 42) Provide a variety of educational and community clean-up events
- 43) Identify structures in District 15 that are at risk for lead-based paint and lead pipes and mitigate their negative effects through programs for replacement, rehabilitation and repainting
- 44) Identify areas of high stormwater run-off and alleviate its effects through the integration of best management practices into developments
- 45) Develop creative funding strategies for upgrading infrastructure within the District
- 46) Reestablish Saint Paul's representation on the Metropolitan Airport Commission's Noise Abatement Board
- 47) Support city-wide energy conservation efforts such as the Neighborhood Energy Connection and its "hOurCar" car-sharing program
- 48) Maintain weekly recycling pick-up
- 49) Replace boulevard and park trees that are lost due to disease, damage, etc.
- 50) Plant only native species or cultivars in natural areas while controlling exotic and invasive species
- 51) Preserve and protect natural resources, like the Mississippi River, its floodplain and bluffs by restricting new development from extending past its current boundaries unless such development is specifically allowed in the floodplain or critical area overlay districts
- 52) Strictly enforce height limits within the Mississippi River Critical Area

Public Safety

- 53) Continue to support Neighborhood Block program
- 54) Educate property owners on crime prevention and security improvements in the home and commercial areas
- 55) Increase police patrols—particularly at night—to prevent unlawful behavior
- 56) Increase police presence in parks—particularly Crosby Farm Park and along the Mississippi River
- 57) Upgrade deteriorating sidewalks

- 58) Ensure that strong police community bonds are continued through interactions at both District Council meetings and involvement with the monthly Western District community meetings
- 59) Apply CPTED (Crime Prevention Through Community Design) principles in the design of public projects

Education Strategies

- 60) Encourage public participation in school decisions that will have a large impact on the surrounding neighborhood

Priority Actions for City Participation

The following actions (referenced by number in the plan summary) have been identified as priorities of the community that require leadership or significant participation by city government. Community groups and city departments should implement the projects identified in this summary by applying for city resources in competitive processes such as the Capital Improvement Budget (CIB) and Sales Tax Revitalization program (STAR), and working through the regular operating programs of relevant city departments.

Planning and Economic Development

#1, #2, #3, #7, #8, #9, #10, #12, #13, #14, #48, #52, #53

Public Works

#19, #20, #21, #22, #23, #24, #26, #29, #46

License, Inspections and Environmental Protection

#5, #15, #43

Parks and Recreation

#26, #32, #33, #34, #50

Libraries

#39, #40

Police

#55, #56

Planning Commission Findings

The Planning Commission finds that the Area Plan Summary of the District 15 Highland Park Neighborhood Plan, as proposed by the District 15 Planning Council, is generally consistent with the Saint Paul Comprehensive Plan and adopted City policies.

Planning Process

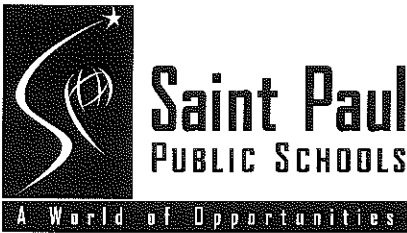
The District 15 Comprehensive Plan Update was created through a public participation process and a thorough investigation of the issues that will affect Highland Park in the next ten to twenty years. The community plan process started in January 2004. The Highland District Council created a Task Force to deal specifically with creating goals for Highland's future. The creation of this plan took place in several steps over a twenty-month period. The Task Force was composed of members of the Highland District Council and staff, planners from the City of St. Paul, members of the community, business owners, and student consultants from the University of Minnesota – Humphrey Institute. Residents and business-owners were also asked to give input on the Plan through interviews with key stakeholders and at public meetings.

The Task Force met nearly two dozen times between January 2004 and September 2005 to discuss the issues of primary importance to District 15. These meetings were brainstorm sessions that focused on land use, economic development, public safety, transportation, parks and recreation, quality of life issues, business/commercial, and human services. The outcome of these meetings was a preliminary draft of the District Plan addressing the prominent issues in the District.

In January of 2005, four graduate students from the Humphrey Institute of Public Affairs (HHH) at the University of Minnesota were contracted to develop and organize the updated plan for Highland as part of their final capstone project. The graduate students met with the Highland District Council, the Planning Task Force, and many community members to get further input for the District Plan. They developed a stakeholder analysis to determine who was invested in the Highland District, and whom they should contact about specific issues. The HHH graduate students also developed an analysis of the Strengths, Weaknesses, Opportunities and Threats (SWOT) in the District. The Highland District Council gave their input on the assets and issues for many topics and changes Highland will address in the future. The HHH graduate students compiled this information and used it to create the Plan Elements listed in the plan.

The draft District Plan was presented to the public at the Highland District Council's annual meeting on April 26, 2005. The students gave a PowerPoint presentation outlining the plan, and provided draft Plan Element sections for the community to read and respond to. The community members who attended the meeting were encouraged to give input and commentary on the draft. The Highland District Council held a second public meeting for input on the District Plan on June 23, 2005 at the Hillcrest Recreation Center. This meeting was an open forum where the public expressed their ideas about the Plan. Both sets of public meetings lead to positive feedback and significant changes to the final Plan.

After the students finished their work, the District Council hired one of the graduate students to finalize the Plan. At a special meeting on September 22, 2005, the Highland District Council Board voted unanimously to approve the District Plan.



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