



Application

04788 - 2016 Safe Routes to School Infrastructure

05431 - Washington Tech SRTS-2016 Appln

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 07/15/2016 3:57 PM

Primary Contact

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Salutation First Name Middle Name Last Name

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25 West Fourth Street

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

Phone:* 651-266-6210
Phone Ext.

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 <small>City State/Province Postal Code/Zip</small>
County:	Ramsey
Phone:*	651-266-9700 <small>Ext.</small>
Fax:	
PeopleSoft Vendor Number	0000003222A22

Project Information

Project Name	Washington Tech 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)	This project will install sidewalk on arterials with missing segments and on local residential streets to create connections from high density low income housing to the school which serves grades 6-12. Other elements include pedestrian crossing improvements, bump out and pedestrian leading interval and countdown timers at 2 traffic signal locations.
<i>Include location, road name/functional class, type of improvement, etc.</i>	
<u>TIP Description Guidance</u> (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)	3.0

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	\$816,000.00

Match Amount \$204,000.00

Minimum of 20% of project total

Project Total \$1,020,000.00

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 Funds

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

Zip Code where Majority of Work is Being Performed 55117

(Approximate) Begin Construction Date 04/02/2018

(Approximate) End Construction Date 11/30/2018

Name of Trail/Ped Facility: Arlington Improvements

(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: Arlington Avenue & Rice Street Area

Primary Types of Work Sidewalk, ped ramps, bump out, signals

*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	\$80,000.00
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	\$50,000.00
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	\$130,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$0.00
Sidewalk Construction	\$600,000.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00

Pedestrian Curb Ramps (ADA)	\$200,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$80,000.00
Other Bicycle and Pedestrian Elements	\$10,000.00
Totals	\$890,000.00

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	\$1,020,000.00
Construction Cost Total	\$1,020,000.00
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;
RES 16-1053 committing local 20% match to this project; connects to St. Paul Grand Round, see map on page 6 of Grand Round Master Plan.

(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

Education-The city and Washington Technology Magnet will jointly pursue opportunities to provide education on pedestrian and bike safety, including education on pedestrian leading interval and countdown timers at traffic signals with the traffic signal improvements. Both city and school will do more specific outreach to students and families on safe bike and walk routes to school. St. Paul Public Schools (SPPS) is owns a bike fleet that could be used for an education program and is looking into implementing the Walk!Bike!Fun! curriculum.

Encouragement-Washington Technology Magnet is working on getting additional bike racks. St. Paul Public Works also has 2 designs of yard signs that can be loaned to parents/residents to promote a safe walking route and also bike helmets for a future bike fitting and giveaway event.

Evaluation-is ongoing at Washington Technology Magnet through Ward 5 and District 6, student travel tallies, parent surveys which are currently being reviewed. Evaluation is in progress on a citywide level, where resources are being put toward schools that have higher eligible walkers, higher % students receiving free/reduced lunch and areas where infrastructure improvements such as sidewalks and bike facilities will have the most impact in increasing number of students walking or biking to and from school and throughout the community.

Enforcement- is ongoing. In 2013, parents in the community worked with Washington Technology Magnet and city regarding safety concerns for students crossing Arlington Avenue. Pubic Works (PW) conducted a speed and volume study in April 2013. The ADT was 4,380 vehicles per day and the speed in the highest direction was eastbound at 33 mph average and 38 mph 85% speed. PW provided a temporary dynamic speed display sign

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

to complement St. Paul Police speed limit enforcement efforts.

Engineering-an official school crossing with signs and crosswalk was established on Arlington near Matilda in 2013, but the crosswalk should be redesigned with a curb extension and higher visibility crosswalk to be safer and more effective.

Measure A: Student Population Biking or Taking Transit to School

Average Percent of Student Population 2.0%

Documentation Attachment

Measure B: Student Population Near the School

Student population within one mile of the school 1053.0

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): Yes

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.

In 2015, St. Paul Public Schools reported that 92% of the 2106 students enrolled at Washington Tech were eligible for free and reduced lunch.

Ward 5 and Planning District 6 of the City have worked with and understand the needs of the community. The school serves many immigrant and refugee families, many of which do not have access to personal vehicles and must rely on walking, biking or public transportation. Currently, some parents do not feel it is safe for their children to walk/bike to school due to high speeds and volumes of traffic, wide arterial roads, dark streets, lack of sidewalk and recent high profile pedestrian crashes.

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

Upload Map

1468598636687_Wash Tech Socio Econ Map.pdf

Measure B: Affordable Housing

City/Township	Segment Length in Miles (Population)
	0

Total Project Length

Total Project Length (Total Population) 3.0

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

The school building was designed as a high school, but has expanded to include middle school (as young as 6th grade). The scale and location of the school and current driver-centric infrastructure do not encourage walking and biking, especially for younger students.

This project will infill sidewalk where there are gaps on arterial roadways such as Rice and Arlington, which are barriers to many of the area residents who don't own a car and rely on public transportation or walking.

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

This project will also connect to the future Saint Paul Grand Rounds pedestrian and bike access on Wheelock Pkwy.

This project will also provide improved safer access to bus routes along Rice Street and Arlington Avenue where MetroTransit is planning to implement transit shelter improvements.

Upload Map

1468598901734_Wash Tech Transit Conn Map.pdf

Measure B: Project and/or School Site Improvements

The November 2015 draft of the City of St. Paul Roadway Safety Plan analyzed crash data citywide over a 5 year period from 2009 through 2013 and identified 41 individual segments with multiple severe motor vehicle crashes and 38 segments based on number of severe pedestrian/bicycle crashes. Arlington Avenue from Victoria Street to Payne Avenue made the top 5 in both categories! Specifically, this segment of Arlington had 18 severe motor vehicle crashes out of 647 total and 36 severe pedestrian/bicycle crashes. The purpose and need of this project is to install in street separated bike lanes on Arlington Avenue between Wheelock Parkway and Egerton Street and to install curb extension (bump out) at the official school crossing on Arlington and Matilda. According to the safety plan, road diets have a crash reduction factor (crf) of 30% to 50% and curb extensions have a crf of 40% to 45%.

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

One of the main concerns of the community is pedestrian safety while crossing Rice Street and a recent student pedestrian/vehicle crash is a concrete example of why. The purpose and need of this project is to reduce number and severity of crashes at traffic signals. Pedestrian Countdown Timers and Leading Pedestrian Interval (LPI) are two low cost urban infrastructure based safety strategies identified in the road safety plan that would be implemented at the Rice/Nebraska and Rice/Arlington traffic signals. According to the road safety plan, Pedestrian Countdown Timers can reduce crashes by 25% and Leading Pedestrian Interval can reduce crashes by 40%.

In 2013, PW worked with SPPS Transportation to identify locations for crosswalk and school crossing signs and marked crosswalks were installed with an adult staff present to monitor. However, with the odd geometry at the intersection of Arlington and

Matilda and multiple adjacent driveway locations on both sides of the street, the crossing would function much better if re-engineered and a curb extension installed to shorten the crossing distance with higher visibility crosswalk markings.

Measure A: Public Engagement Process

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

Washington Technology Magnet started a SRTS plan with a site specific workshop in October that was held in conjunction with the 2015 Instructor Training National Safe Routes to Schools. The workshop was hosted by St. Paul Public Schools, City of Saint Paul, Ramsey County Public Health and MnDot and included a safety audit and identification of several infrastructure gaps. The project scope was prioritized based on what could most easily be implemented short term with limited funding such missing sidewalk adjacent to school grounds. Other infrastructure gaps that could be incorporated into future phases of infrastructure projects include additional blocks of missing sidewalks on public streets and pedestrian level lighting on commercial corridor of Rice Street. Stakeholders that have been involved so far are the principal Mike McCollor, students, parents, Kerry Antrim, Planning District 6 staff (and parent), Kim O'brien, St. Paul City Council Legislative Aide for Ward 5 and Erin Laberee, Ramsey County Public Works and Paul St. Martin, City of St. Paul Public Works and have been involved with developing the plan for this project.

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

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

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

Yes

50%

Document not started

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 01/02/2017

10)Letting

Anticipated Letting Date 04/02/2018

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): \$1,020,000.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$1,020,000.00

Points Awarded in Previous Criteria

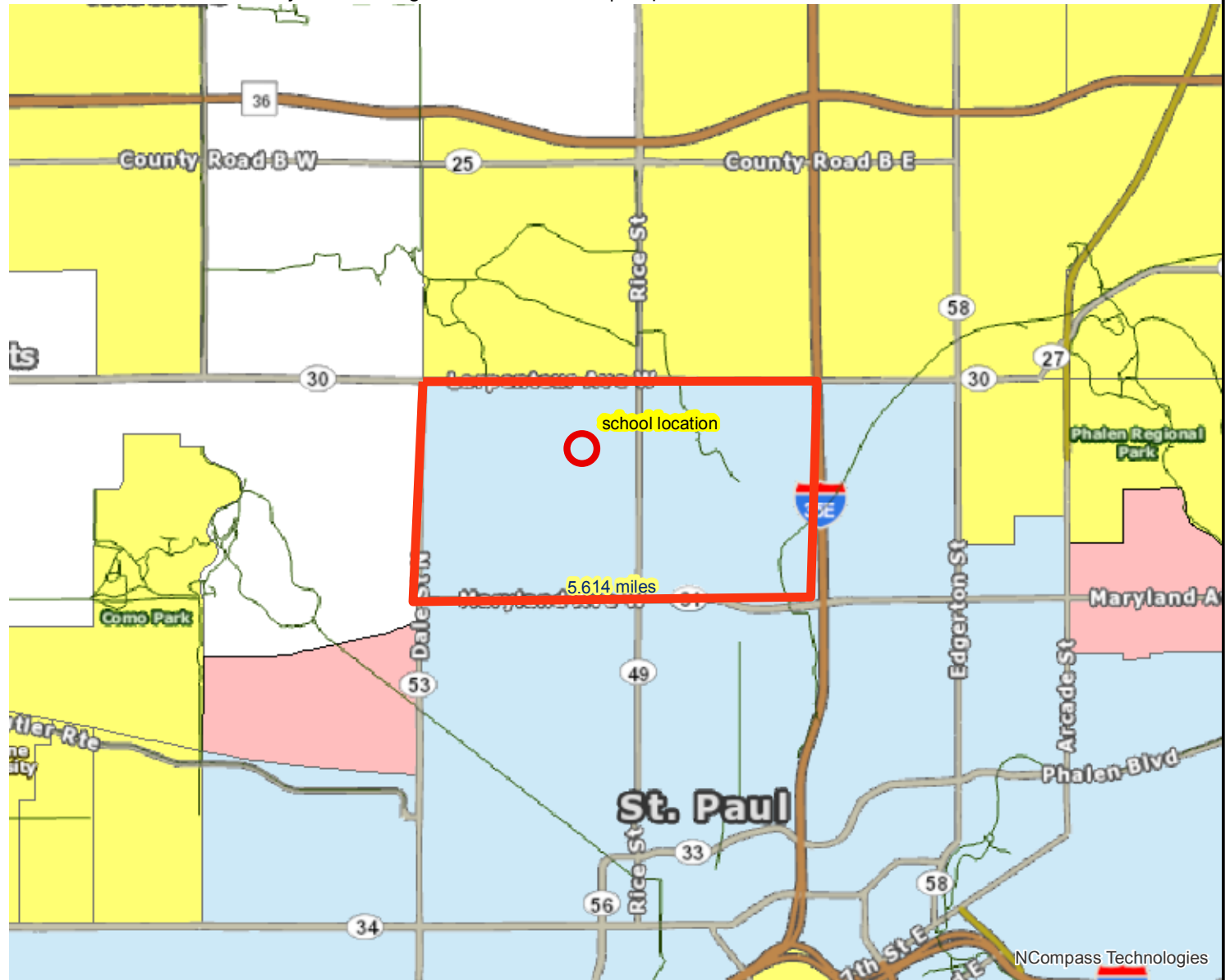
Cost Effectiveness \$0.00






Other Attachments

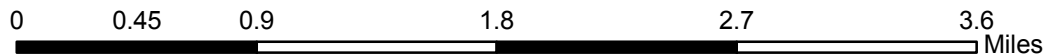
File Name	Description	File Size
Combined pdf.pdf	All attachments	6.0 MB

Results

Project located **IN**
 Area of Concentrated Poverty
 with 50% or more of residents
 are people of color (ACP50):
 (0 to 30 Points)



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



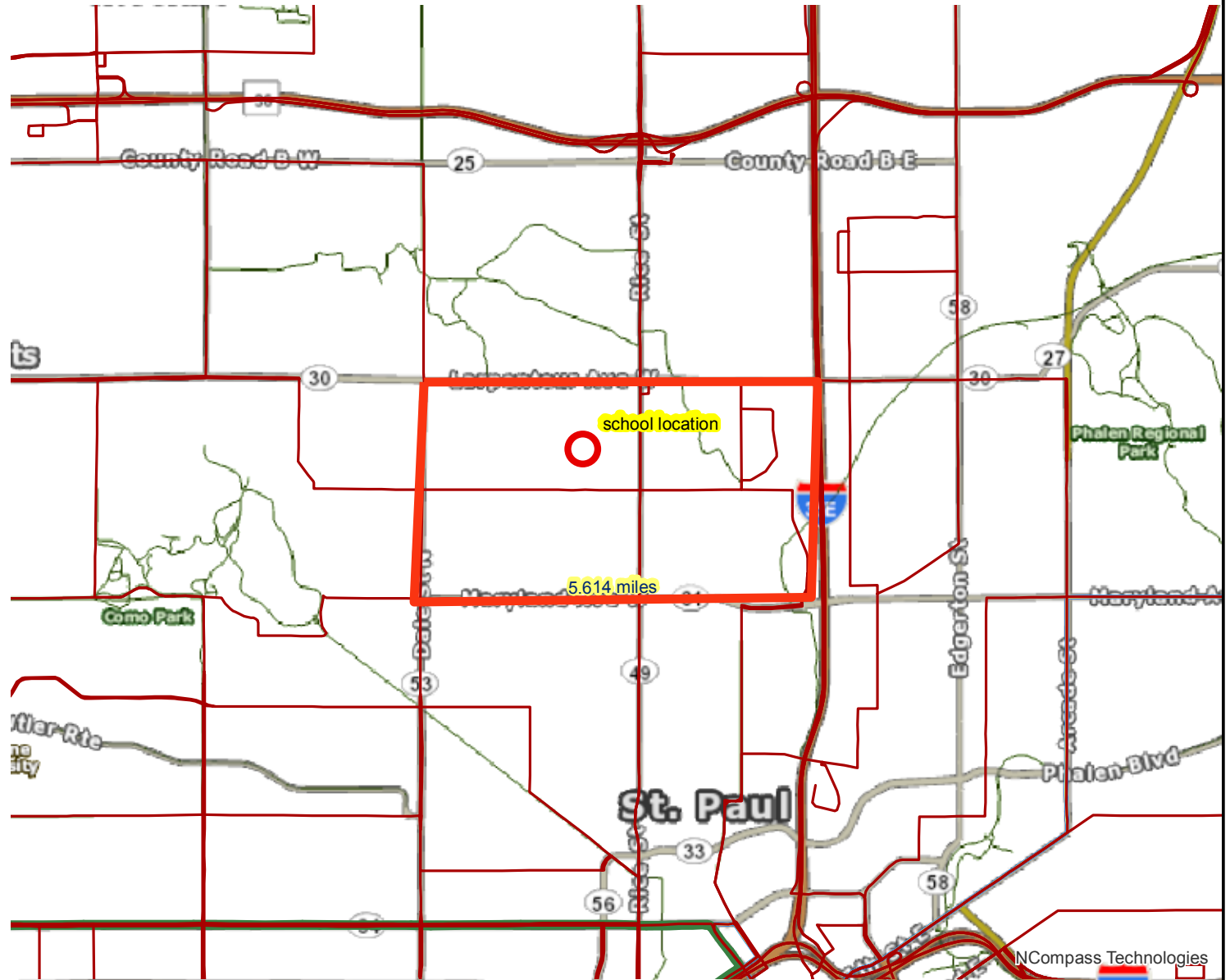
Created: 7/14/2016
 LandscapeRSA2



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

NCompass Technologies





Results

Transit within QTR mile of project:
61

Transit within HALF mile of project:
61 62 68 262

Transit within ONE mile of project:
3 61 62 65 68 262

*indicates Planned Alignments

○ Project Points
 — Transit Routes
 Transitway
 Planned Alignments
— Project
 — Green Line
 — Arterial BRT



Created: 7/14/2016
LandscapeRSA3



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



2.0 – REGIONAL AND COMMUNITY CONTEXT

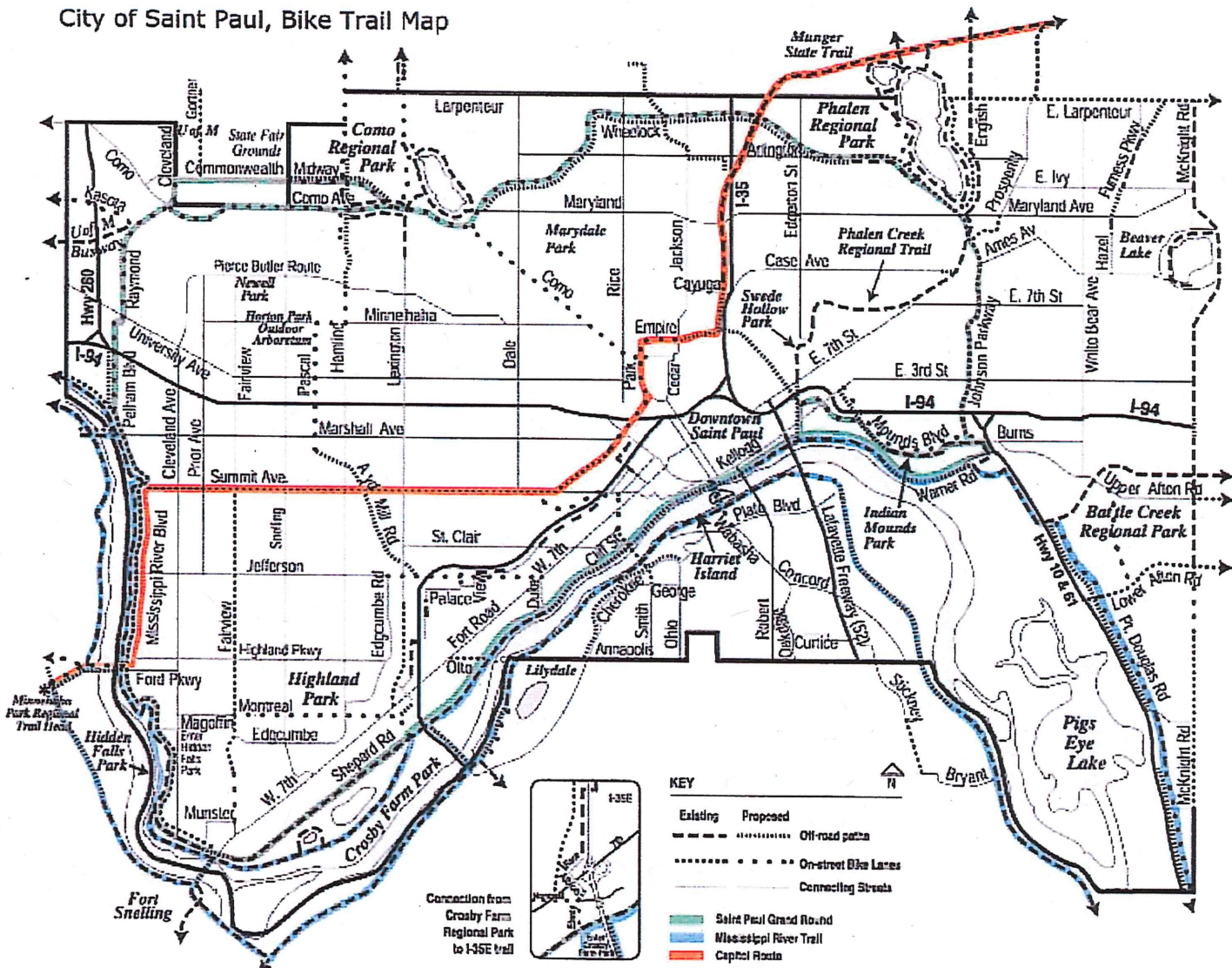
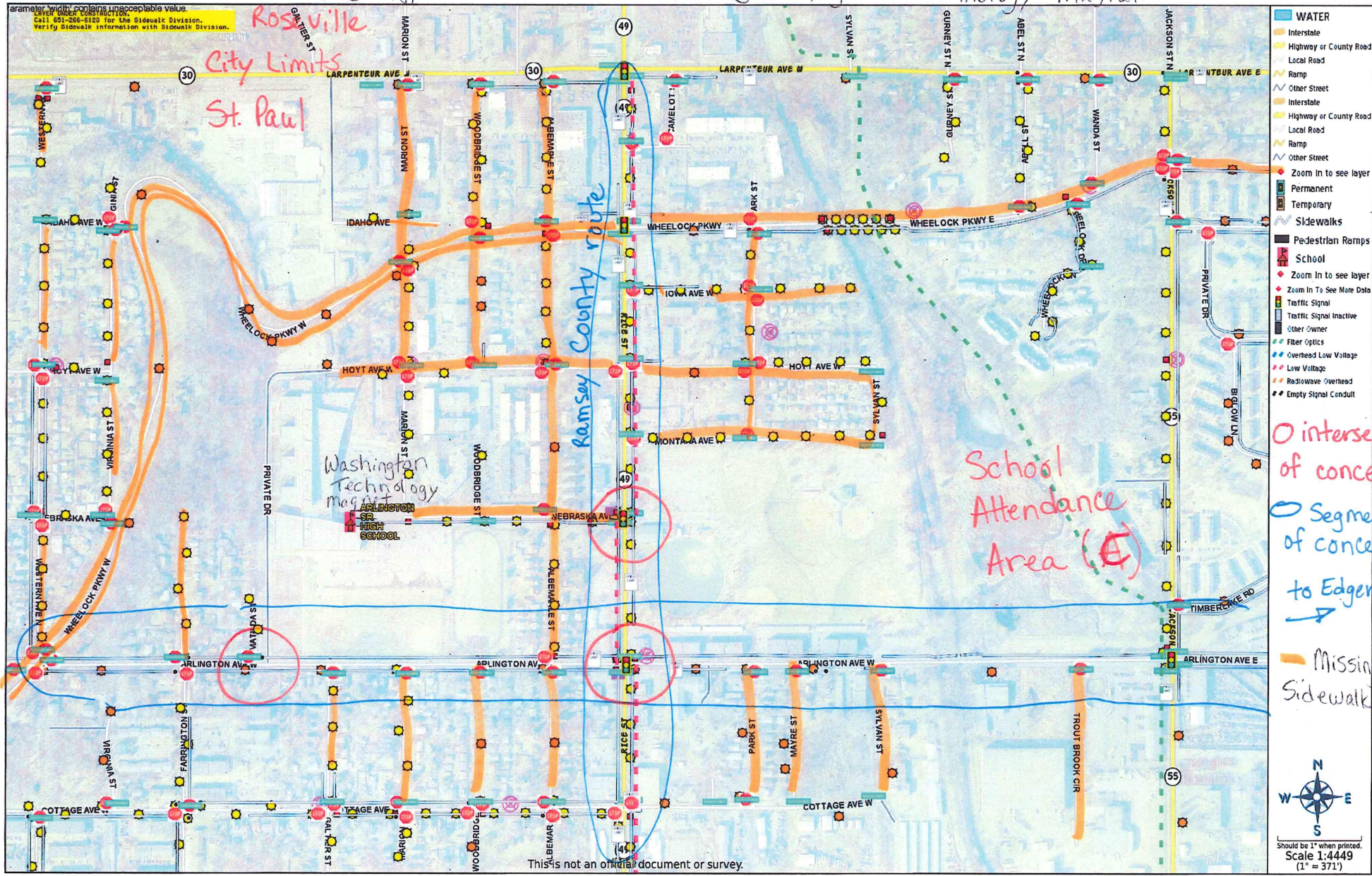


Figure 2 – City of Saint Paul, Bike Trail Map

Existing Conditions surrounding Washington Technology Magnet



Rossville
City Limits
St. Paul

Ramsey County route

Washington Technology Magnet

School Attendance Area (E)

- Intersections of concern
- Segments of concern to Edgerton
-
- Missing Sidewalk

- WATER
- Interstate
- Highway or County Road
- Local Road
- Ramp
- Other Street
- Interstate
- Highway or County Road
- Local Road
- Ramp
- Other Street
- Zoom In to see layer
- Permanent
- Temporary
- Sidewalks
- Pedestrian Ramps
- School
- Zoom In to see layer
- Zoom In To See More Data
- Traffic Signal
- Traffic Signal Inactive
- Other Owner
- Fiber optics
- Overhead Low Voltage
- Low Voltage
- Radiowave Overhead
- Empty Signal Conduit

Should be 1" when printed.
Scale 1:4449
(1" = 371')

This is not an official document or survey.

Phase I

Proposed Improvements surrounding Washington Technology Magnet Map 1

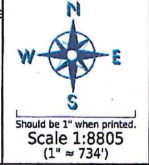


- WATER
- Interstate
- Highway or County Road
- Local Road
- Ramp
- Other Street
- Interstate
- Highway or County Road
- Local Road
- Ramp
- Other Street
- School
- Zoom In To See More Data
- Traffic Signal
- Traffic Signal Inactive
- Other Owner
- Fiber Optics
- Overhead Low Voltage
- Low Voltage
- Radiowave Overhead
- Empty Signal Conduit

Intersection Improvements

On-street separated bike lanes

+ Infill missing Sidewalk most critical areas

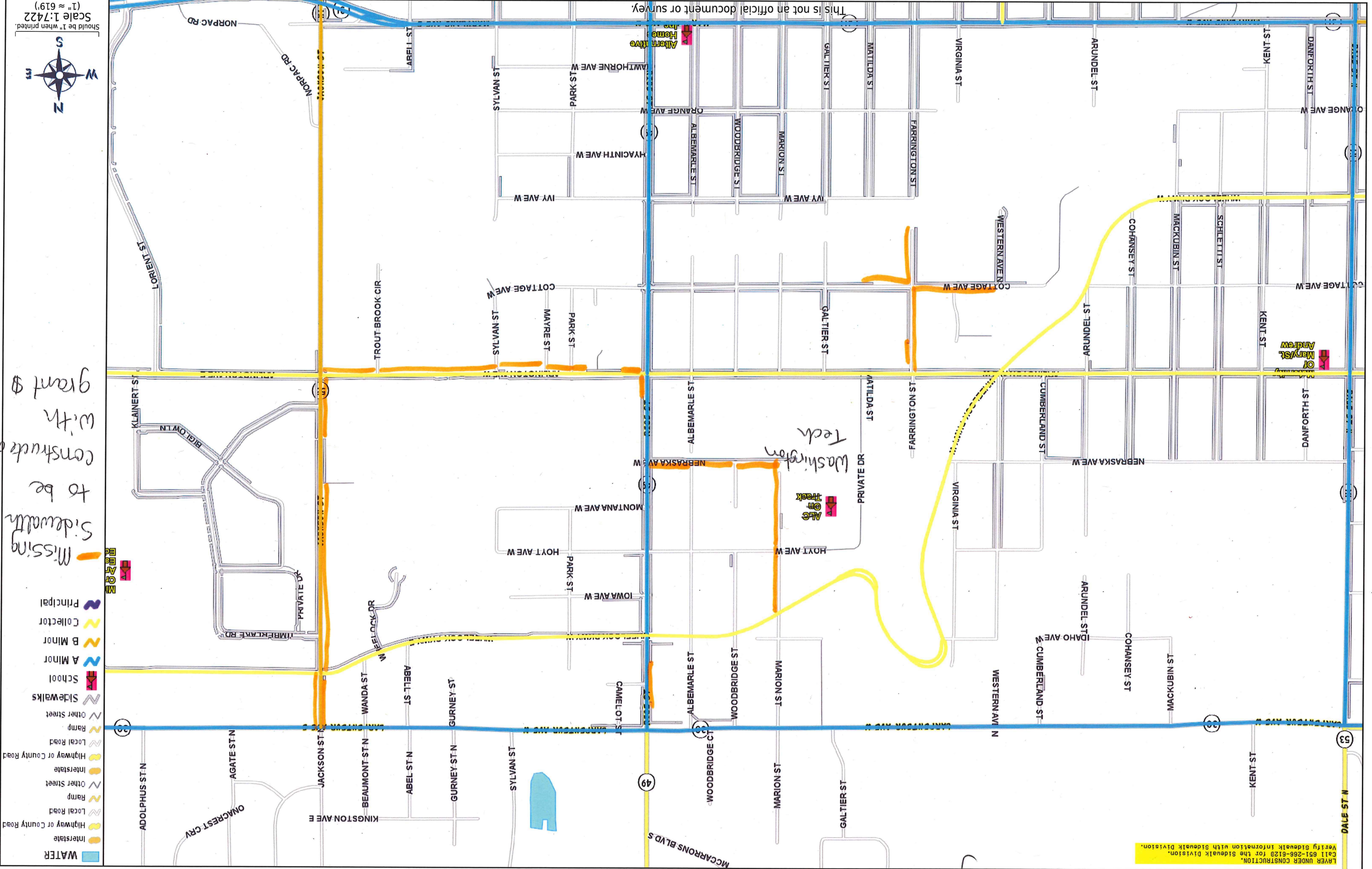


This is not an official document or survey.

See other map for specific locations

LAYER UNDER CONSTRUCTION.
 Verify Sidewalk Information for the Sidewalk Division.
 Call 651-266-6120 for the Sidewalk Division.

Washington Tech



This is not an official document or survey.

Scale 1:7422
 (1" ≈ 619')



Missing Sidewalks to be constructed with grant \$

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



City of Saint Paul

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

Signature Copy

Resolution: RES 16-1053

File Number: RES 16-1053

Authorizing the Departments of Public Works and Parks and Recreation to submit 14 project applications for federal funding into the 2016 Metropolitan Council Regional Solicitation Program and to authorize the commitment of a 20% local funding match for any project(s) that get awarded federal funding.

WHEREAS, The Departments of Public Works and Parks and Recreation are proposing to submit 14 project applications for possible federal transportation funding in years 2020 and 2021 under the Metropolitan Council Regional Solicitation Process, and

WHEREAS, there is a required twenty percent local funding match to any project(s) awarded to an agency under the Regional Solicitation Program, and

WHEREAS, the projects to be submitted by the City under the Metropolitan Council Regional Solicitation are:

- Freight Connection from Pierce Butler to I-94 via Transfer, Ellis and Vandalia
- University Avenue Reconstruction - I35E to Lafayette Road
- Sidewalk Infill, Replacement and ADA Compliance - Area Bounded by Maryland-Case-Forest-Duluth
- Tedesco Street Reconstruction - University Avenue to Payne Avenue
- Como Avenue Trail Construction - Raymond Avenue to Hamline Avenue
- Troutbrook Road Connection - Kittson Street to Lafayette/University
- Eastbound Kellogg Boulevard Bridge near the RiverCentre Ramp
- Johnson Parkway Trail (Grand Round) - Burns Avenue to Phalen Boulevard
- Bruce Vento Bicycle and Pedestrian Bridge - connects Sam Morgan Trail with Bruce Vento Trail
- Pierce Butler East Extension - Grotto to Arundel
- Battle Creek to Sam Morgan Regional Trail Rehabilitation
- Arterial Corridor Management (Snelling and Lexington) - Implement Technology to Improve Traffic Flow & Safety (Fiber Optics, Detection, ADA Upgrades)
- Safe Routes to School (SRTS) - Washington Magnet School Area and Ran-Ham Schools (Cretin, Holy Spirit Elementary and Expo Elementary)
- Lafayette Bridge reconstruction from University to Otsego

WHEREAS, these projects all fall within appropriate funding categories and all meet the conditions and requirements specified for eligibility of federal funding, and so

THEREFORE BE IT RESOLVED, by the Council of the City of Saint Paul to authorize submission of the thirteen project applications for possible award of federal transportation funds through the Metropolitan Council Regional Solicitation Program, and

BE IT FURTHER RESOLVED, by the Council of the City of Saint Paul to authorize the commitment of local funds on a twenty percent match basis for any project(s) awarded federal funding under

the Regional Solicitation Program.

At a meeting of the City Council on 7/6/2016, this Resolution was Passed.

Yea: 6 Councilmember Bostrom, Councilmember Brendmoen, Councilmember Tolbert, City Council President Stark, Councilmember Noecker, and Councilmember Prince

Nay: 0

Absent: 1 Councilmember Thao

Vote Attested by _____
Council Secretary Trudy Moloney

Date 7/6/2016

Approved by the Mayor 
Chris Coleman

Date 7/8/2016



Date: July 12, 2016

From: Marilyn J. Porter, Director, Engineering & Facilities, CPE

To: Saint Paul City Councilmember Brendmoen

Sent via e-mail

Subject: Transit shelter improvements

Dear Councilmember Brendmoen:

In February, I wrote to you about Metro Transit’s Better Bus Stops program and our plans to add new shelters at existing bus stops and improve existing shelters. Today, I’m following up to confirm with you that shelter improvements will be made in the following locations this summer or fall.

Transit shelters will soon be added at the following bus stops in Ward 5:

Bus Stop #	On	At	Corner/Direction
49907	Arlington Ave	Rice St.	Nearside/Westbound
46701	Rice St.	Arlington Ave	Nearside/Southbound
46699	Rice St.	Hoyt Ave	Nearside/Southbound
46700	Rice St.	Nebraska Ave	Nearside/Southbound

What construction activity can the community expect?

Depending on the specific needs of each site, the improvements may involve pouring a concrete pad, installing a shelter, and completing underground electrical work to the shelter.

What is the Better Bus Stops program?

The Better Bus Stops program invests in bus stop improvements that enhance access to employment and educational opportunities. This program focuses investments in areas of concentrated poverty where more than half of the residents are people of color.

More information about the Better Bus Stops program is available at

<http://www.metrotransit.org/better-bus-stops>.

What else is Metro Transit doing to improve the customer experience at bus stops?

- **Community engagement:** Metro Transit is pleased to partner with the region’s Community Engagement Team and local community organizations to solicit ideas and feedback on Metro Transit’s shelter placement practices and guidelines for bus stop improvements. St. Paul Smart Trips, West Side Community Organization and

A service of the Metropolitan Council

Dayton's Bluff Community Council are the lead organizations working on this initiative in St. Paul.

- **Installation of new bus stop signs at all bus stops:** Metro Transit is installing new signs that identify bus routes that serve specific stops and more detailed instructions for accessing NexTrip real-time transit information. In addition, higher boarding bus stops will have information about the routes that serve the stop.
- **Replacement of transit advertising shelters:** This year Metro Transit will start replacing shelters in St. Paul previously owned by CBS Outdoor, a private advertising agency.

If you have any questions or concerns, please contact me at 612-349-7689 or marilyn.porter@metrotransit.org.

Sincerely,



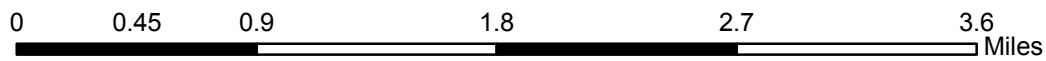
Marilyn J. Porter
Director, Engineering & Facilities, CPE
Metro Transit
612-349-7689

cc: Councilmember Commers, Metropolitan Council
Zoë Mullendore, Community Relations Specialist, Metropolitan Council
Kim O'Brien, Ward 5 Council Aide
Monica Bryand, Community Engagement Team
Dayton's Bluff Community Council

Project to RBTN Orientation



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



Created: 7/14/2016
LandscapeRSA1



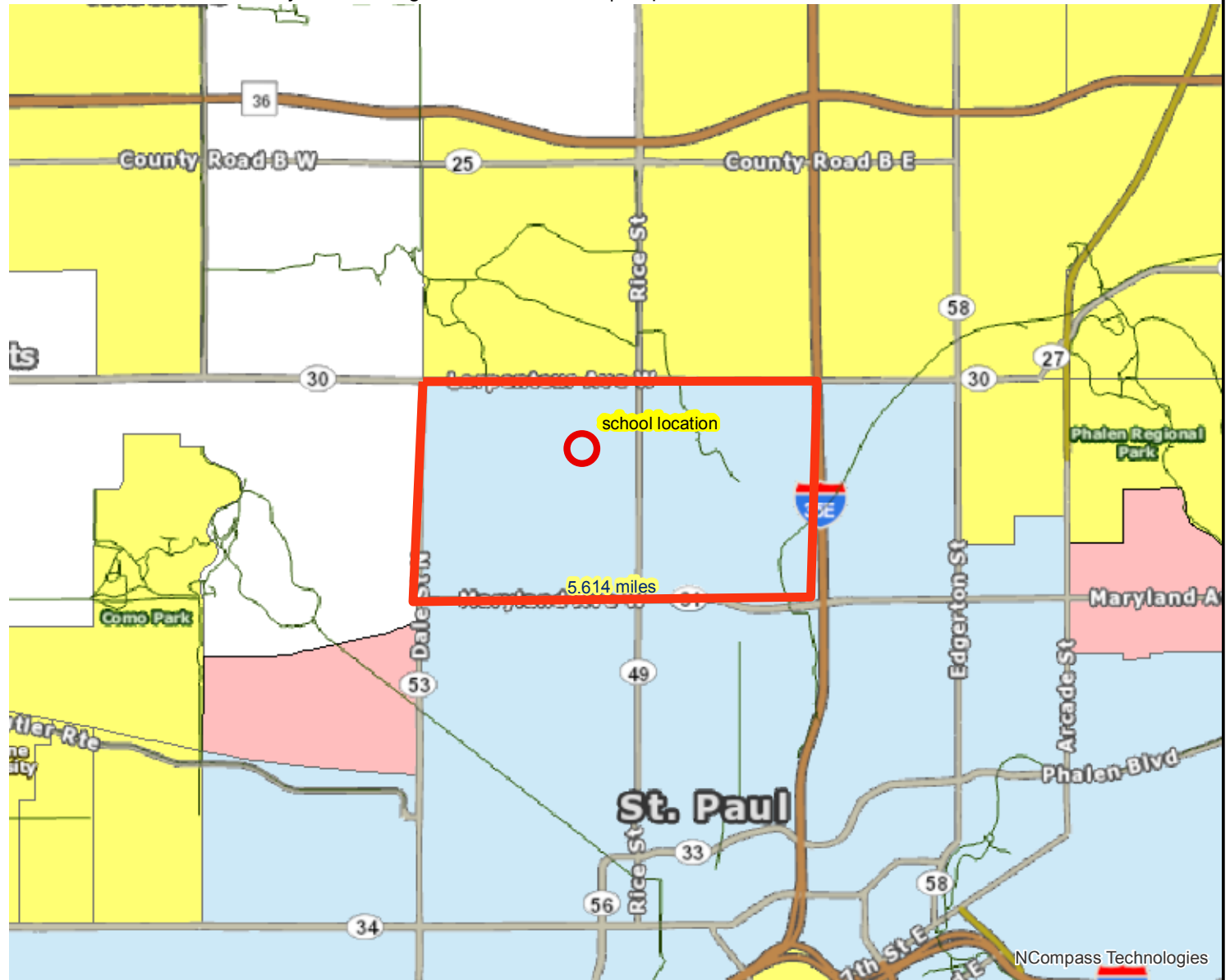
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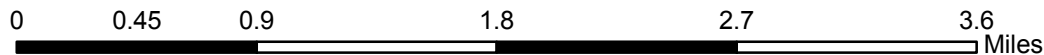
INCompass Technologies

Results

Project located **IN**
 Area of Concentrated Poverty
 with 50% or more of residents
 are people of color (ACP50):
 (0 to 30 Points)



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



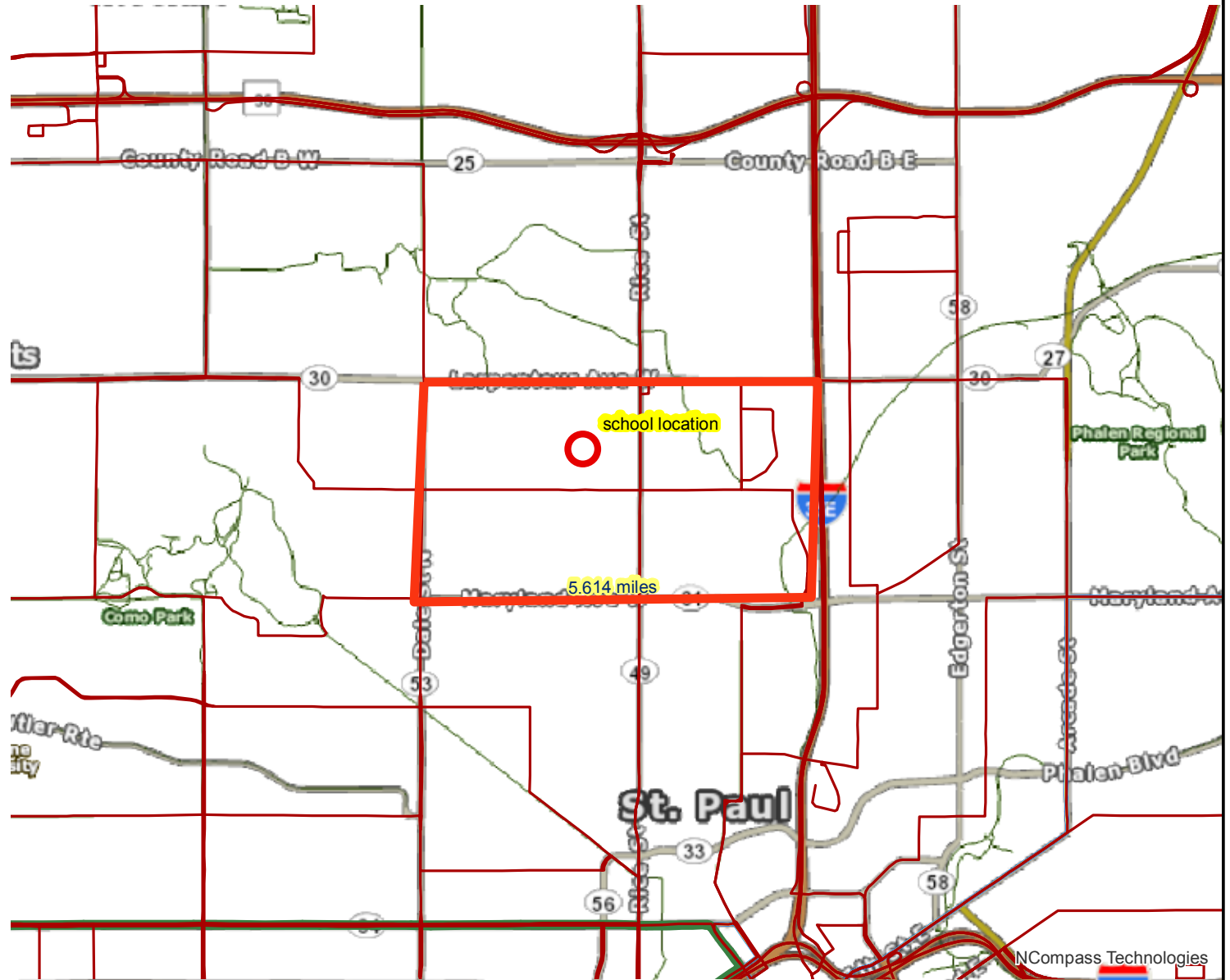
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NCompass Technologies



Results

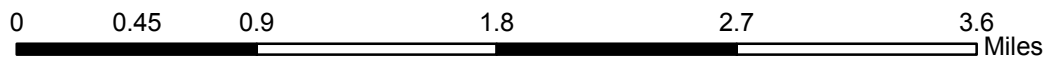
Transit within QTR mile of project:
61

Transit within HALF mile of project:
61 62 68 262

Transit within ONE mile of project:
3 61 62 65 68 262

**indicates Planned Alignments*

○ Project Points
 — Transit Routes
 Transitway
 Planned Alignments
— Project
 — Green Line
 — Arterial BRT



Created: 7/14/2016
LandscapeRSA3



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INCompass Technologies



District 6 Planning Council
Representing Saint Paul's North End

171 Front Avenue
Saint Paul, MN 55117
651-488-4485 fax: 651-488-0343

July 12, 2016

To Whom It May Concern:

District 6 Planning Council represents the North End neighborhood and fully supports the application from Saint Paul Public Works to a Safe Routes to School grant for the North End community around Washington Technology Magnet School.

The school is situated in a densely populated area with lots of traffic along Rice and Arlington Streets. Many of the students at the school walk or bike to school, however, many more would like to if there were a safer route. We wish to create a welcoming neighborhood in which residents feel safe driving, walking and bicycling.

The community has engaged in planning for improved pedestrian safety in the area around Washington Technology Magnet and in the broader North End neighborhood. The school was host in 2015 to a Safe Routes to School conference, which brought together State, County, City engineers, school officials and policy makers and parents. At the event, Bikram Phuyel, a student who was critically injured by a car while trying to walk across Rice Street on his way to school in 2014, visited us. Bikram will have lasting medical issues as a result of his injuries, but he is flourishing at Washington Tech. We are grateful for his recovery, but we cannot let another accident like this (or worse) happen to a child in our community.

Please carefully consider this application. It is a first step in our long-term commitment to make our community safer for all.

Thank you,

Ronna Woolery

Ronna Woolery
Chair, District 6 Planning Council

Cc: Ward 5

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