



Application

10352 - 2018 Safe Routes to School Infrastructure

10869 - South St. Paul Secondary Safe Routes to School Project

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted

Submitted Date: 07/13/2018 1:31 PM

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## Primary Contact

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**\*** South St. Paul Minnesota 55075  
City State/Province Postal Code/Zip

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**What Grant Programs are you most interested in?** Regional Solicitation - Roadways Including Multimodal Elements

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## Organization Information

**Name:** SOUTH ST PAUL, CITY OF

Jurisdictional Agency (if different):

Organization Type: City

Organization Website:

Address: 125 3RD AVE N

\* SO ST PAUL Minnesota 55075  
City State/Province Postal Code/Zip

County: Dakota

Phone:\* 612-450-8704  
Ext.

Fax:

PeopleSoft Vendor Number 0000020997A1

## Project Information

Project Name SRTS South St. Paul Marie Ave

Primary County where the Project is Located Dakota

Cities or Townships where the Project is Located: South St. Paul

Jurisdictional Agency (If Different than the Applicant):



The South St. Paul Secondary Safe Routes to School Project is focused on providing designated safe crossings of Marie Avenue from 3rd Avenue to 9th Avenue and removing conflict points between pedestrians and vehicle traffic, specifically school drop offs and pick-ups. This project connects an estimated 2,800 people under the age of 18 and several low-income neighborhoods to the secondary school. Due to close proximity and density of housing units, low income surroundings, and the age of children attending the area schools, many students walk or bike to and from South St. Paul Secondary School. In 2014, the City adopted a Bicycle and Pedestrian Plan that specifically highlights the area around the Secondary School as one of the areas in the city with the greatest pedestrian demand. This area is also recognized in the Dakota County Bicycle and Pedestrian Plan as area with high pedestrian and bicycle demand.

**Brief Project Description (Include location, road name/functional class, type of improvement, etc.)**

A SRTS Planning study was recently completed for South St. Paul Secondary School. The study process included parent surveys and public input opportunities. Input has made it clear that current conditions raise safety concerns from parents, the school district, and city staff for children walking and biking to school.

This SRTS project will provide upgraded sidewalk connections, bike lanes, and ADA improvements along Marie Ave from 3rd Ave N to 9th Ave N. This will include intersection reconfigurations at 9th Ave N and Marie Ave to improve sightlines and flashing pedestrian beacons at enhanced crossings between 6th Ave N and 9th Ave N. The project will also provide pedestrian and bicycle improvements on 2nd Street N/7th Ave N from 9th Ave N to Marie Ave and will convert the street to a one-way to improve traffic flow and safety.

Secondary benefits to this SRTS project include connections for recreational users and improved access to other community amenities on this Tier 1 RBTN corridor. The project will improve access to the Central Square Community Center, Lincoln Center Elementary, and several area businesses. This project plays a crucial role in the development of South St. Paul's vision of a continuous citywide, non-motorized pedestrian and bicycle network. The proposed improvements align with recommendations in the 2018 South St. Paul SRTS Planning Study and the 2040 Comprehensive Plan.

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

**TIP Description Guidance** (will be used in TIP if the project is selected for funding)

Marie Avenue from 12th Ave to 3rd Ave, construct Marie Trail for peds and bikes

**Project Length (Miles)**

0.6

*to the nearest one-tenth of a mile*

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## Project Funding

**Are you applying for competitive funds from another source(s) to implement this project?**

No

**If yes, please identify the source(s)**

**Federal Amount**

\$1,000,000.00

**Match Amount**

\$780,000.00

*Minimum of 20% of project total*

**Project Total**

\$1,780,000.00

**Match Percentage**

43.82%

*Minimum of 20%*

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

**Source of Match Funds**

City of South St. Paul 2018-2022 CIP

*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:**

2022

*Select 2020 or 2021 for TDM projects only. For all other applications, select 2022 or 2023.*

**Additional Program Years:**

2020, 2021

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

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## Project Information

County, City, or Lead Agency	South St. Paul
Zip Code where Majority of Work is Being Performed	55075
(Approximate) Begin Construction Date	05/03/2021
(Approximate) End Construction Date	10/01/2021
Name of Trail/Ped Facility:	Marie Avenue

(i.e., CEDAR LAKE TRAIL)

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

From: (Intersection or Address)	Marie Avenue at 3rd Avenue
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To: (Intersection or Address)	Marie Avenue at 9th Avenue
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DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY  
IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR

Or At:

Primary Types of Work	Sidewalk, ped ramps, bike lane, lighting,
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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):

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## 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 (2015), 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 goals, objectives, and strategies that relate to the project.

Goal: Healthy Environment (pg. 66)

Objectives: C) Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities and active car-free lifestyles. (pg. 66) D) Provide a transportation system that promotes community cohesion and connectivity for people of all ages and abilities, particularly for historically under represented populations. (pg. 66)

Strategies: 1) Regional transportation partners will plan and implement a transportation system that considers the needs of all potential users, including children, senior citizens, and persons with disabilities, and that promotes active lifestyles and cohesive communities. A special emphasis should be placed on promoting the environmental and health benefits of alternatives to single-occupancy vehicle travel. (pg. 2.12)

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

Goal: Access to Destinations (pg. 62)

Objectives: D) Increase transit ridership and the share of trips taken using transit, bicycling and walking. (pg. 62) E) Improve multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically underrepresented populations. (pg.62)

Goal: Leveraging Transportation Investment to Guide Land Use (pg. 70)

Objectives: C - Encourage local land use design

that integrates highways, streets, transit, walking, and bicycling. (pg. 70)

Strategies: 2) Local governments should include bicycle and pedestrian elements in local

comprehensive plans. (pg. 2.15)

Goal: Competitive Economy (pg. 64)

Objectives: B) Invest in a multimodal transportation system to attract and retain businesses and residents.

Strategies: 1) The Council and its transportation partners will identify and pursue the level of increased funding needed to create a multimodal transportation system that is safe, well-maintained, offers modal choices, manages and eases congestion, provides reliable access to jobs and opportunities, facilitates the shipping of freight, connects and enhances communities, and shares benefits and impacts equitably among all communities and users. (pg. 2.11)

2) The Council and its partners will invest in regional transit and bicycle systems that improve connections to jobs and opportunity, promote economic development, and attract and retain businesses and workers in the region on the established transit corridors. (pg. 2.11)

*(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.*

The 2018 South St. Paul Secondary School SRTS Plan is a driving force behind this project application. Marie Ave is a roadway directly south of the school, meaning many students travel along or cross Marie Ave to reach the school. Infrastructure recommendations specific to Marie Ave include:

- Consolidate and enhance marked crossings
- Install curb extensions at corners and landings of offset crossings
- Construct ADA compliant curb ramps
  
- Install forward stop bars at controlled crossings
  
- Add dedicated bicycle facilities
  
- Pedestrian and lighting upgrades

**List the applicable documents and pages:**

The City has allocated funds in the 2018-2022 CIP toward Marie Ave projects and improvements.

The City adopted the Southview Hill Area Study in April 2014, which includes this project area. The study identifies several needs and approaches for the Southview Hill area that are integrated into the proposed South St. Paul Secondary SRTS Project. Priorities for the corridor, identified by the study, include:

- Creative placemaking along Marie Ave (pg 31-32)
  
- Street lighting for roadways and pedestrians (pg 32-33)
  
- Increase connectivity for pedestrian, bicycle, and multi-modal networks (pg 38-39)

-Enhance pedestrian safety through effective intersection design (pg 39-42)

The City also adopted the South St. Paul Bicycle and Pedestrian Plan in December 2014. The plan identified Marie Ave as being located in an area of the city with one of the highest pedestrian demands, based on Dakota County's pedestrian demand model (pg 18-19). Marie Ave was also designated as a pedestrian mobility emphasis route, because it serves seniors and children with special mobility considerations. The plan also indicated that Marie Avenue is part of the city's arterial sidewalk network and is a Tier 1 RBTN corridor. The plan designated that all improvements should meet the following standards (pg 48):

- Sidewalk widths should be 5' or wider
- Improvements at intersections should utilize curb extensions where possible to improve pedestrian crossings
- Lighting for pedestrians and vehicles should be emphasized
- Wayfinding facilities for pedestrians should be implemented at a systematic level

The criteria set out in these documents are generally supported by the goals of the South St. Paul 2030 Comprehensive Plan, adopted in 2008. It identifies establishing a system of attractive trails and sidewalks in the City to offer alternative means of transportation and recreation for residents and visitors as a goal (pg 32).

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

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 (ADA).

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

9. In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have, or be substantially working towards, completing a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA.

The applicant is a public agency that employs 50 or more people and has an adopted ADA transition plan that covers the public right of way/transportation. Yes

08/11/2017

Date plan adopted by governing body

The applicant is a public agency that employs 50 or more people and is currently working towards completing an ADA transition plan that covers the public rights of way/transportation.

Date process started

Date of anticipated plan completion/adoption

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

Date self-evaluation completed

The applicant is a public agency that employs fewer than 50 people and is working towards completing an ADA self-evaluation that covers the public rights of way/transportation.

Date process started

Date of anticipated plan completion/adoption

(TDM Applicants Only) The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.

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

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

11. The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017.

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



12. The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match.

Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

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

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

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

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

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

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## Requirements - Bicycle and Pedestrian Facilities Projects

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

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

### Multiuse Trails on Active Railroad Right-of-Way:

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

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

[Upload Agreement PDF](#)

Check the box to indicate that the project is not in active railroad right-of-way. Yes

### 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 within one year of project completion. Yes

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## Requirements - Bicycle and Pedestrian Facilities Projects

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### Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST  
ESTIMATES

Cost

Mobilization (approx. 5% of total cost)	\$95,000.00
Removals (approx. 5% of total cost)	\$100,000.00
Roadway (grading, borrow, etc.)	\$50,000.00
Roadway (aggregates and paving)	\$160,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$90,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$135,000.00
Traffic Control	\$20,000.00
Striping	\$15,000.00
Signing	\$15,000.00
Lighting	\$70,000.00
Turf - Erosion & Landscaping	\$70,000.00
Bridge	\$0.00
Retaining Walls	\$260,000.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$200,000.00
Other Roadway Elements	\$0.00
<b>Totals</b>	<b>\$1,280,000.00</b>

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## Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$0.00
Sidewalk Construction	\$200,000.00
On-Street Bicycle Facility Construction	\$10,000.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$50,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$20,000.00
Pedestrian-scale Lighting	\$70,000.00
Streetscaping	\$70,000.00

Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$80,000.00
Other Bicycle and Pedestrian Elements	\$0.00
<b>Totals</b>	<b>\$500,000.00</b>

### 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
<b>Totals</b>	<b>\$0.00</b>

### 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	\$1,780,000.00
Construction Cost Total	\$1,780,000.00
Transit Operating Cost Total	\$0.00

### Measure A: Relationship Between Safe Routes to School Program Elements

The City values a comprehensive approach to encouraging children to walk and bike to school. We have proven this by supporting the SRTS planning study and by securing funds for pedestrian and bicycle investments throughout the community. South St Paul Secondary School staff is committed to improving walking and biking, encompassed by the 5Es.

Engineering: We are committed to engineering improvements that provide proper facilities for children to walk and bike to school. Marie Ave and 2nd St are in need of pedestrian and bicycle mobility improvements following the city's adopted Bicycle and Pedestrian Plan and street light upgrades to replace an outdated system. The City is committed to securing funds to implement pedestrian, bicycle, and accessibility improvements. Previously, the City has secured state funds for pedestrian improvements on Southview Blvd, a parallel street to Marie Ave that many students cross to walk or bike to school.

**Response:**

Education: South St Paul Public Schools use a variety of ways to communicate with families including a robust district website, individual school webpages, social media, and print and digital newsletters. They will use these means to communicate effectively about safe routes initiatives.

Enforcement: The South St Paul Police Department patrols school arrival and dismissal on a rotating schedule to ensure consistent law enforcement presence during peak traffic times.

Encouragement: South St Paul Public Schools has

offered walking and bicycling field trips in the past and have participated informally in Walk and Bike to School Day. The school district is committed to working on future events to promote use of planned improvements.

Evaluation: South St Paul Public Schools has participated in a SRTS study including parent surveys and student tallies. We support the SRTS program, proven in our planning efforts that include the 2014 Bicycle and Pedestrian Plan, which identified the project area as having the greatest pedestrian demand in the City.

Most importantly, equity is a sixth E and overarching concept for all E's. Equity in SRTS means the program is inclusive, celebrates the diversity of students, allocates resources to overcome inequities, and supports a community where walking and biking is safe, comfortable, and convenient for every student. Programming, engagement, and communications for the Secondary School's SRTS plan are designed to be flexible to overcome barriers and meet the needs of disadvantaged populations.

The City shares this equity goal of creating a safe, comfortable, and convenient walking and biking community for every user, as evidenced in our Bicycle and Pedestrian Plan. This SRTS is a high priority for the City because the Secondary School serves diverse and low income populations.

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

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## Measure A: Student Population Biking or Taking Transit to School

Average Percent of Student Population

24.0%

Documentation Attachment

1531491883421\_6\_Marie Ave SRTS Student Tally.pdf

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## Measure B: Student Population Near the School

Student population within one mile of the school

2817.0

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## Measure A: Connection to disadvantaged populations and projects benefits, impacts, and mitigation

Select one:

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

(up to 100% of maximum score)

**Project located in Area of Concentrated Poverty:**

(up to 80% of maximum score )

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

Yes

(up to 60% of maximum score )

**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:**

(up to 40% of maximum score )

1.(0 to 3 points) A successful project is one that has actively engaged low-income populations, people of color, children, persons with disabilities, and the elderly during the project's development with the intent to limit negative impacts on them and, at the same time, provide the most benefits.

Describe how the project has encouraged or will engage the full cross-section of community in decision-making. Identify the communities to be engaged and where in the project development process engagement has occurred or will occur. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; residents or users identifying potential positive and negative elements of the project; and surveys, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.

This city approved South St Paul Secondary SRTS Project layout is built upon years of outreach and communications with the community regarding needs for improvement to the Marie Ave corridor that connects to several school facilities and the city's core commercial area. Past outreach includes Southview Hill Study (2014), SSP Bike Plan (2014), 2040 Comprehensive Plan update, and workshops for the recently completed and council adopted Safe Routes Study (2018). Issues and concerns regarding pedestrian and bicycle safety surrounding the Secondary School have been raised repeatedly and consistently throughout these meetings and conversations.

**Response:**

Several disadvantaged populations live within these study areas, and specific efforts were taken to reach out to underrepresented residents to attend public meetings, complete surveys, and engage with these planning processes.

Future public engagement will include a range of outreach strategies to include the general public in finalizing details of the proposed solution. These outreach strategies are anticipated to include open houses and continued partnerships between the secondary school, police department, public works department, neighborhood residents, local businesses, and other stakeholders. We will soon be working with project partners to develop an engagement plan that recognizes their role in implementing the proposed SRTS Project.

*(Limit 1,400 characters; approximately 200 words)*

*2.(0 to 7 points) Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial projects and investments; and/or community cohesion. Note that this is not an exhaustive list.*

South St. Paul Secondary School serves a diverse student population and is located in an area above the regional average for race/poverty. Of 1,727 students enrolled at SSP Secondary School, 37% are people of color and 47% are eligible for a free/reduced meal.

In the 1-mile area immediately surrounding the school, about 17% of households have incomes below the poverty line, 26% have at least one person living with a disability, 12% of residents are 65+ years, and 24% of residents are under 18. There are also two affordable housing facilities with almost 300 apartments within a 1-mile radius of the school. Project benefits to these populations include better access to both school and community destinations due to improved crossings over Marie Ave, closing gaps in existing and planned bicycle and pedestrian network, accommodating persons with disabilities through ADA compliant facilities, and improved bicycle and pedestrian safety overall. The extension of these improvements to existing facilities and transit connections on 3rd Ave S a transit corridor, will benefit families who have limited to no access to independent transportation. Proposed improvements will benefit the above populations and avoid negative impacts.

**Response:**

This project is also located in a diversified area of the community in terms of zoning. There are several commercial, office, service, park, and public or institutional uses within walking distance of the Secondary School that will also benefit from improved pedestrian and bicycle facilities. The SRTS project addresses safety issues within the existing pedestrian system, and the execution of this project provides another step toward the City's vision of connecting all neighborhoods to schools, parks, jobs, and retail centers.



Additionally, this SRTS project will add value to recent city pedestrian projects. Recent road improvements on 3rd Ave N, the eastern terminus of this project, included upgraded pedestrian facilities that connect to transit routes and government buildings. The city has also secured state funding to install pedestrian improvements on Southview Blvd, a parallel street to Marie Ave that several students cross to walk or bike to school with connections to several businesses, neighborhoods, and transit. These projects combined will help create a robust non-motorized network that offers accessible, continuous connections to SSP Secondary School, transit routes, businesses and services, neighborhoods, amenities, retail centers, and community resources.

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

*3. (-3 to 0 points) Describe any negative externalities created by the project along with measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.*

*Below is a list of negative impacts. Note that this is not an exhaustive list.*

*Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.*

*Increased noise.*

*Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.*

*Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.*

*Increased speed and/or cut-through traffic.*

*Removed or diminished safe bicycle access.*

*Inclusion of some other barrier to access to jobs and other destinations.*

*Displacement of residents and businesses.*

*Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.*

*Other*

**Response:**

There are very few negative impacts anticipated as a result of this project. The SRTS project will improve safety at several high concern crossing locations, fill existing gaps in bicycle facilities, remedy ADA deficiencies in the existing system, and potentially reduce vehicle speeds particularly on Marie Avenue.

There will be a temporary disruption of access to some community amenities and bicycle and pedestrian facilities during construction phases. These disruptions will be minimized to the extent possible. Several construction administrative practices will be utilized leading up to and during construction of the SRTS Project, including property owner meetings and construction staging workshops, to mitigate disruptions. Currently as part of the Southview Boulevard Project construction, the city has implemented a practice of having an active project hotline that businesses and residents can call to inform the project team of issues or concerns they have related to construction activities. In addition, weekly email updates are sent out to share status updates and upcoming construction activities.

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

**Upload Map**

1531253084576\_Marie Ave SRTS Socio Econ Compiled.pdf

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## Measure B: Affordable Housing

City	Segment Length (For stand-alone projects, enter population from Regional Economy map) within each City/Township	Segment Length/Total Project Length	Score	Housing Score Multiplied by Segment percent
South St. Paul	0.6	1.0	100.0	100.0

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**Total Project Length**

Total Project Length (as entered in the "Project Information" form) 0.6

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**Affordable Housing Scoring**

Total Project Length (Miles) or Population 0.6

Total Housing Score 100.0

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**Affordable Housing Scoring**

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**Measure A: Gaps, Barriers, and Continuity/Connections**

Parent surveys identified unsafe intersections and street crossings and high traffic speeds and volumes as barriers to walking and biking to school.

Other project deficiencies include:

- Non-compliant ADA facilities provide no accommodations for persons with disabilities
- Segmented pedestrian routes or substandard sidewalks leave children traveling in boulevards and roadways
- Improperly designated crosswalks put students at risk when crossing the road
- No designated bicycle infrastructure forces bicyclists into vehicle traffic lanes, which is dangerous for less experienced bicyclists like students
- Sightline issues at the Marie Ave and 9th Ave intersection, noted by several parents as a 'blind intersection' in surveys, create unsafe conditions for all users

**Response:**

These deficiencies are barriers for travel between neighborhoods and the secondary school and increase the risk associated with existing pedestrian and bicycle trips. Marie Ave has also been identified as a pedestrian mobility emphasis route in the city's 2014 Bicycle and Pedestrian Plan, meaning it is the city's intention to provide safe, fully accessible facilities along this corridor. This makes the above deficiencies all the more serious.

Marie Ave is a two lane local road, but it is frequently used by through traffic seeking to avoid traffic on Southview Boulevard (CSAH 14), a major collector for the City and an adjacent, parallel

roadway. This contributes to higher traffic volumes and speeds on Marie Ave. The average daily traffic on Marie Ave currently ranges 1,400 to 4,600 VPD.

The SRTS Project is located in a Tier 1 RBTN Alignment in the Regional Bicycle System Study, shown on the RBTN Orientation Map. Currently, there are no bicycle facilities on this corridor; the construction of dedicated bicycle lanes will fill an important gap in the regional network.

The proposed project will also advance needs addressed in the Dakota County Bicycle and Pedestrian plan in terms of prioritizing completion of critical gaps. The county's list includes twelve different criteria that guide prioritizing filling gaps. The South St. Paul Secondary Safe Routes to School project clearly meets eight of the twelve. The priority list includes:

- Population density
- Employment density
- Age (population under 18 and over 65)
- Presence of schools
- Presence of shopping and services
- Households without vehicles
- Traffic volume
- Posted highway speeds
- Number of travel lanes
- System connectivity

- Presence of transit

- Along the Regional Bicycle Transportation  
Network

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

**Upload Map**

1531253535263\_Marie Ave SRTS RBTN Compiled.pdf

*Please upload attachment in PDF form.*

---

## **Measure B: Project and/or School Site Improvements**

This project will address safety concerns through: (1) adding in missing bicycle connections where there are gaps in the planned network, (2) improving pedestrian crossings in areas with high pedestrian volumes and a history of bike/pedestrian crashes; (3) improving the circulation pattern around the school campus during drop off/pick up times through a combination of infrastructure and operations improvements; (4) ensuring adequate pedestrian level lighting; (5) provide ADA compliant facilities; (6) reconfiguring intersection skews to remedy associated sightline issues. Project improvements will greatly enhance safety conditions and should increase walking and biking rates by making students and parents feel more comfortable about children walking or biking to and from school.

**Response:**

Parent surveys and other community engagement conversations demonstrate a number of concerns about pedestrian and bicycle safety in the vicinity of the school grounds. The lack of controlled crossings on Marie Ave was emphasized, as well as sidewalk gaps and issues with visibility at the intersection of 9th & Marie. As more than one parent noted, 9th Ave and Marie is a very 'blind' intersection. There were 19 crashes at this intersection between 2006 and 2015, which will be reconfigured to improve sightlines as part of this project.

In the last ten years there were ten bike and pedestrian related crashes in the project corridor one of which was a bicyclist fatality. One bicycle crash has occurred in the past three years (2016-2018). The lack of proper pedestrian and bicycle facilities are evident in these crashes; in many cases, the bicyclist and the pedestrian were hit at intersections without proper crossings. One of

these intersections is directly south of the Secondary School and involved a young student. This SRTS project will help to address these deficiencies by installing proper, designated crossings throughout the project corridor, including a flashing beacon at Marie Ave and 8th Ave.

This project will also upgrade street lighting, which will improve safety for all transportation users. Parent comments, as part of the SRTS plan, highlighted concern for public safety in the corridor. Continuous lighting may help to address those concerns and facilitate more pedestrian trips to and from school during the darker winter months and when students are traveling home from after-school activities.

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

---

## **Measure A: Public Engagement Process**



#### Response

This project aligns with adopted regional plans and is identified and supported by past city planning efforts to develop non-motorized, citywide networks that connect neighborhoods to schools, parks, and trails. In 2014, we adopted a Bicycle and Pedestrian Plan, specifically highlights the area around the secondary school as one of the areas in the city with the greatest pedestrian demand. Engagement for this plan included a survey, website and social media, a mobile display (June - August 2014), press releases, and 'pop-up meetings' where city staff went to existing community events to talk to residents about biking and walking. These plans lay the framework to support children walking and biking to and from school.

In addition to the student tallies and parent surveys required for the SRTS planning process, an intensive, day-long Rapid Planning Workshop in March 2018 brought together stakeholders from several groups to discuss challenges and opportunities for walking and biking to the Secondary School. Participants included the City, the school district, Dakota County staff, students, and healthcare professionals.

Input received from SRTS coordination and previous planning efforts were used to develop the proposed infrastructure improvements as part of this project. Work to date will continue to be used to address all deficiencies and fill all gaps within the city's non-motorized system that connects where people live to schools, parks, services, jobs, and transit. The city will also continue to support implementation of suggested school programs that educate and promote children walking and biking to school.

As the SRTS project moves forward, future public engagement will include a range of outreach

strategies to include the general public in finalizing details of the proposed solution. These outreach strategies are anticipated to include open houses and continued partnerships between the secondary school, police department, public works department, neighborhood residents, local businesses, and other stakeholders. We will soon be working with project partners to develop an engagement plan that recognizes their role in implementing the proposed South St Paul Secondary SRTS Project to address existing deficiencies. The engagement plan will reach out to all members of the community to ensure the final details of the proposed project solution will meet the needs of all students and residents.

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

#### Survey Attachment

1531491968562\_5\_Marie Ave SRTS Parent Survey.pdf

*Please upload attachment in PDF form.*

---

## Transit Projects Not Requiring Construction

*If the applicant is completing a transit application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.*

*Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.*

**Check Here if Your Transit Project Does Not Require Construction**

---

## Measure A: Risk Assessment - Construction Projects

### 1)Layout (30 Percent of Points)

*Layout should include proposed geometrics and existing and proposed right-of-way boundaries.*

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s)). A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

Yes

100%

#### Attach Layout

1531496295468\_Marie Ave Overview and Layout with support.pdf

*Please upload attachment in PDF form.*

Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points.

50%

## Attach Layout

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion

### 2)Review of Section 106 Historic Resources (20 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

100%

There are historical/archeological properties present but determination of no historic properties affected is anticipated.

Yes

100%

Historic/archeological property impacted; determination of no adverse effect anticipated

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

Unsure if there are any historic/archaeological properties in the project area.

0%

Project is located on an identified historic bridge

### 3)Right-of-Way (30 Percent of Points)

Right-of-way, permanent or temporary easements either not required or all have been acquired

Yes

100%

Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete

50%

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

25%

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

0%

Anticipated date or date of acquisition

### 4)Railroad Involvement (20 Percent of Points)

No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable)

Yes

100%

Signature Page

Please upload attachment in PDF form.

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

50%

**Railroad Right-of-Way Agreement required; negotiations have not begun.**

0%

**Anticipated date or date of executed Agreement**

---

## Measure A: Cost Effectiveness

**Total Project Cost (entered in Project Cost Form):** \$1,780,000.00

**Enter Amount of the Noise Walls:** \$0.00

**Total Project Cost subtract the amount of the noise walls:** \$1,780,000.00

**Points Awarded in Previous Criteria**

**Cost Effectiveness** \$0.00

---

## Other Attachments

File Name	Description	File Size
1_Marie One Page Description.pdf	Project One Page Description	169 KB
2_Marie Ave Overview and Layout_8.5x11.pdf	Marie Ave Location and Layout	6.6 MB
3_Marie Ave Existing Conditions_8.5x11.pdf	Project Area Existing Conditions	1.2 MB
4_Marie Ave SRTS Maps Compiled.pdf	Met Council Generated Maps Compiled	6.3 MB
5_Marie Ave SRTS Parent Survey.pdf	SRTS Parent Survey	391 KB
6_Marie Ave SRTS Student Tally.pdf	SRTS Student Tally	198 KB
7_Combined Documents of Support.pdf	Letter and Resolution of Support	116 KB
SSTP_CurrentConditionsMarie_8X11L.pdf	Map of current conditions on and surrounding Marie Ave South St. Paul Secondary SRTS project	2.2 MB



## Appendix F. Student Hand Tally

The following pages show summaries of a hand tally of student transportation behavior in May of 2018. During the first week of May, students were asked how they traveled to and from school on Tuesday, Wednesday, and Thursday. This report is a direct export from the National Safe Routes to School Data Collection System, which processed the tallies and generated this report.

### Student Travel Tally Report: One School in One Data Collection Period

**School Name:** South St Paul Secondary

**Set ID:** 25728

**School Group:** Dakota County Schools

**Month and Year Collected:** May 2018

**School Enrollment:** 1766

**Date Report Generated:** 05/16/2018

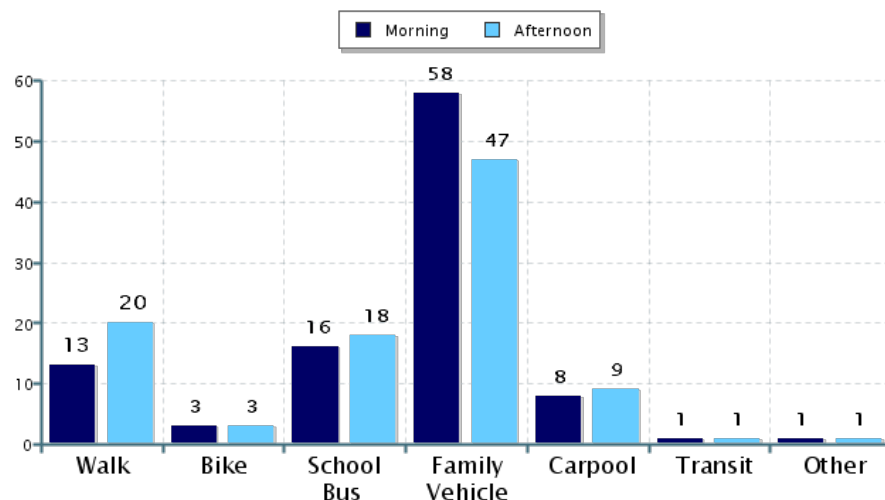
**% of Students reached by SRTS activities:**

**Tags:**

**Number of Classrooms  
Included in Report:** 39

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

### Morning and Afternoon Travel Mode Comparison



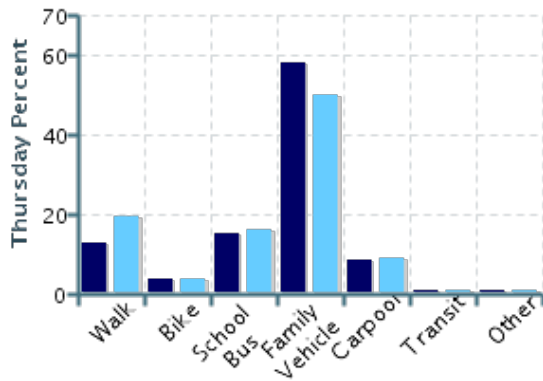
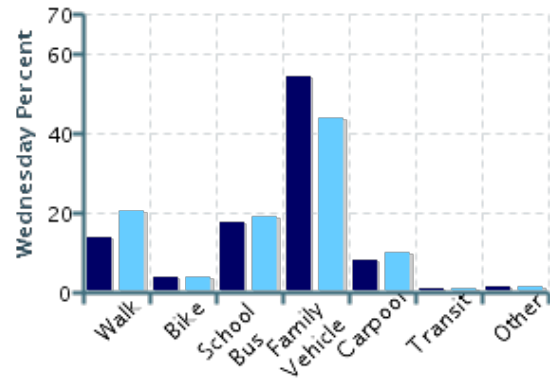
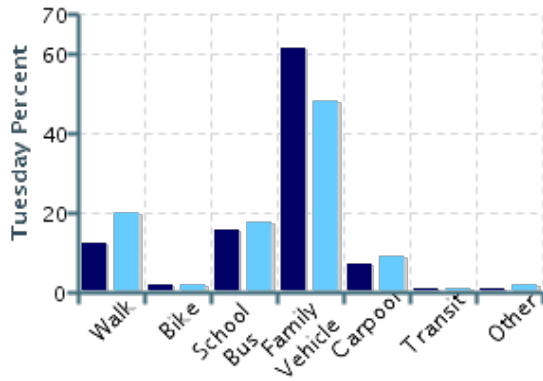
### Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	1869	13%	3%	16%	58%	8%	0.7%	1%
Afternoon	1744	20%	3%	18%	47%	9%	1%	1%

Percentages may not total 100% due to rounding.

## Morning and Afternoon Travel Mode Comparison by Day

■ Morning ■ Afternoon



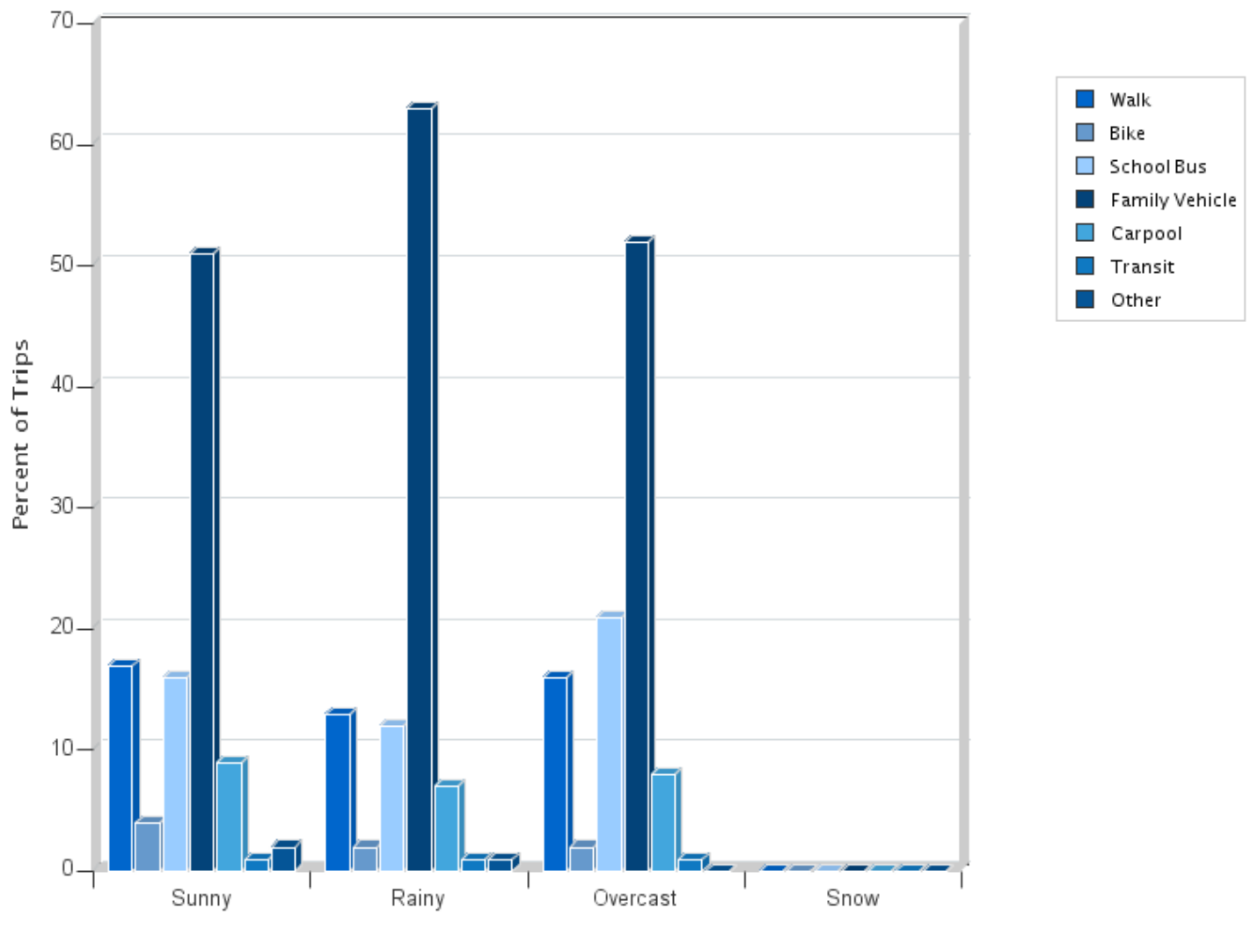
## Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	682	12%	2%	16%	61%	7%	0.4%	1%
Tuesday PM	650	20%	2%	18%	48%	9%	1%	2%
Wednesday AM	673	14%	4%	18%	54%	8%	0.9%	1%
Wednesday PM	618	21%	4%	19%	44%	10%	1%	1%
Thursday AM	514	13%	4%	15%	58%	8%	1.0%	0.8%
Thursday PM	476	20%	4%	16%	50%	9%	0.8%	0.4%

Percentages may not total 100% due to rounding.



Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	1859	17%	4%	16%	51%	9%	0.9%	2%
Rainy	588	13%	2%	12%	63%	7%	0.7%	1%
Overcast	561	16%	2%	21%	52%	8%	0.7%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

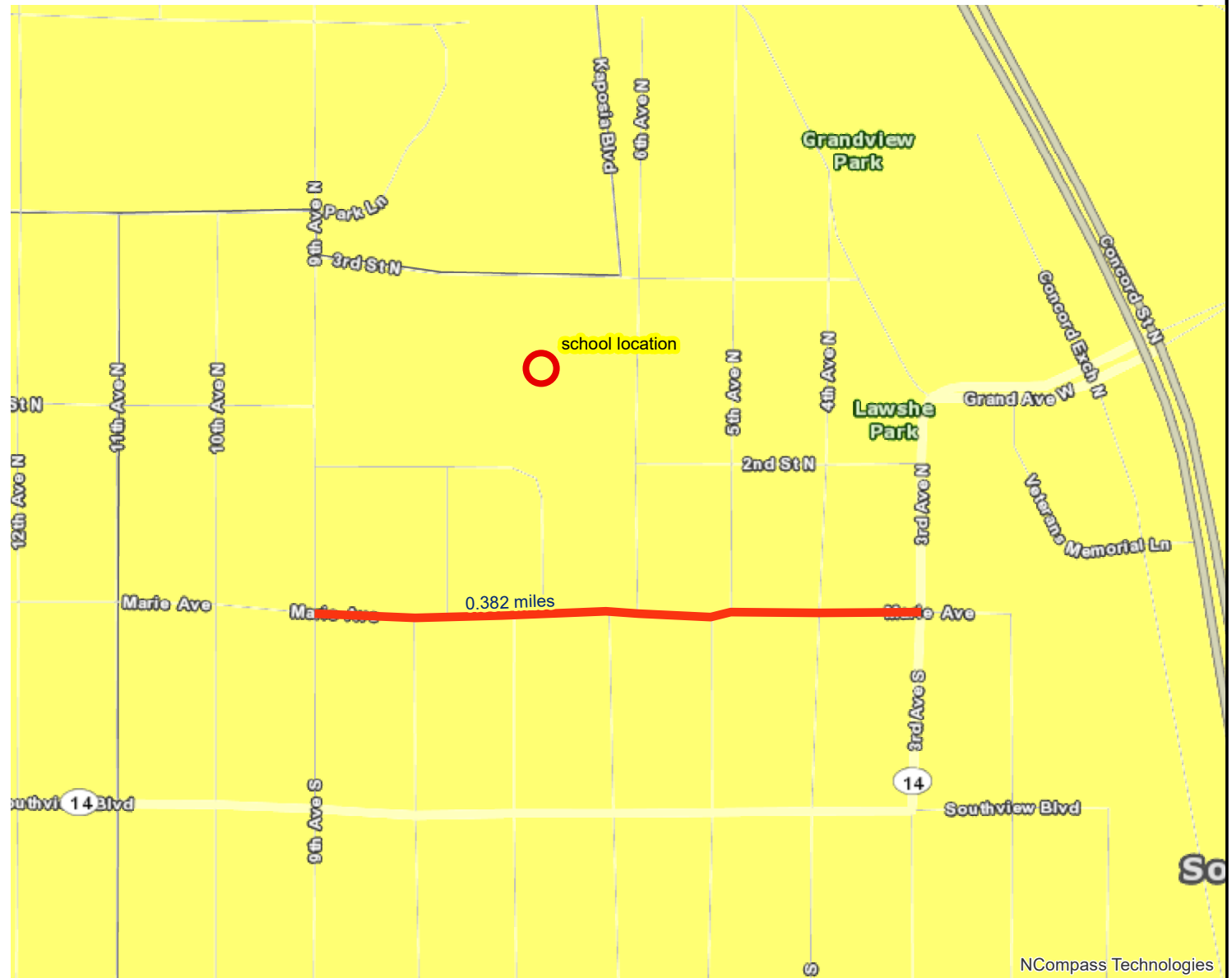
Percentages may not total 100% due to rounding.

## Socio-Economic Conditions

Safe Routes to Schools Project: SSP Marie Ave Safe Routes to School Seg 1 | Map ID: 1530628526735

### Results

Project census tracts are above the regional average for population in poverty or population of color:  
(0 to 18 Points)



Project Points



Project



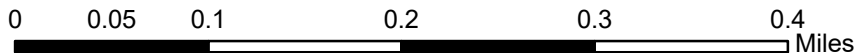
Area of Concentrated Poverty > 50% residents of color



Area of Concentrated Poverty



Above reg'l avg conc of race/poverty



Created: 7/3/2018  
LandscapeRSA2



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





## Socio-Economic Conditions

Safe Routes to Schools Project: SSP Marie Ave Safe Routes to School Seg 2 | Map ID: 1530629006298

### Results

Project census tracts are above the regional average for population in poverty or population of color:  
(0 to 18 Points)



Project Points



Project



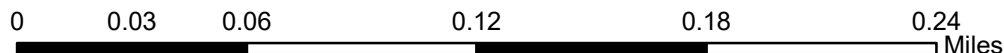
Area of Concentrated Poverty > 50% residents of color



Area of Concentrated Poverty



Above reg'l avg conc of race/poverty



Created: 7/3/2018  
LandscapeRSA2

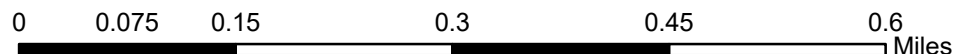
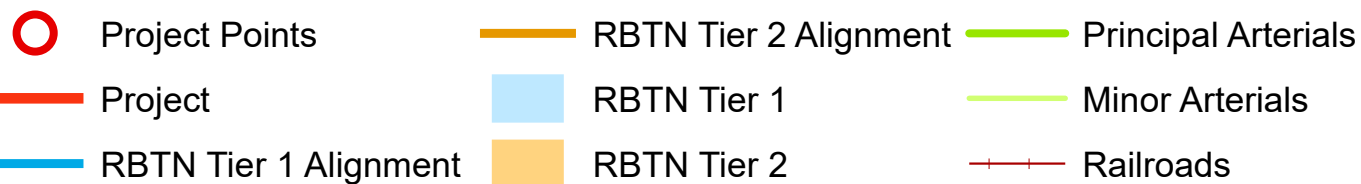


For complete disclaimer of accuracy, please visit  
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



NCompass Technologies

Safe Routes to Schools Project: SSP Marie Ave Safe Routes to School Seg 1 | Map ID: 1530628526735



Created: 7/3/2018  
LandscapeRSA6



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



# Project to RBTN Orientation

Safe Routes to Schools Project: SSP Marie Ave Safe Routes to School Seg 2 | Map ID: 1530629006298



NCompass Technologies

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

0 0.0475 0.095 0.19 0.285 0.38 Miles

Created: 7/3/2018  
LandscapeRSA6



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





## Appendix E. Parent Survey

The following shows a summary of a survey sent home to parents of children in March of 2018. It asks parents their feelings about walking and biking and is a direct export from the National Safe Routes to School Data Collection System, which processed the survey responses and generated this report.

**School Name:** South St Paul Secondary

**Set ID:** 17324

**School Group:** Dakota County Schools

**Month and Year Collected:** March 2018

**School Enrollment:** 0

**Date Report Generated:** 05/07/2018

**% Range of Students Involved in SRTS:** Don't Know

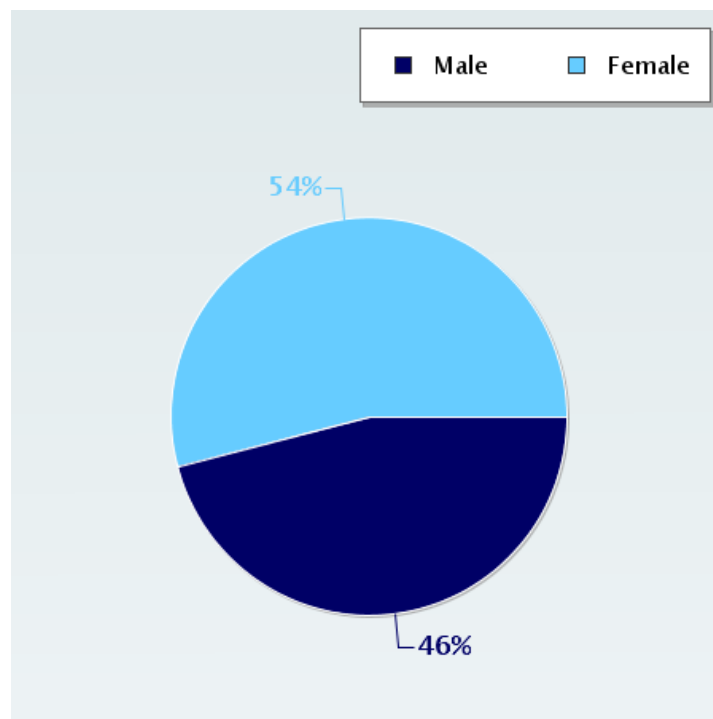
**Tags:**

**Number of Questionnaires Distributed:** 0

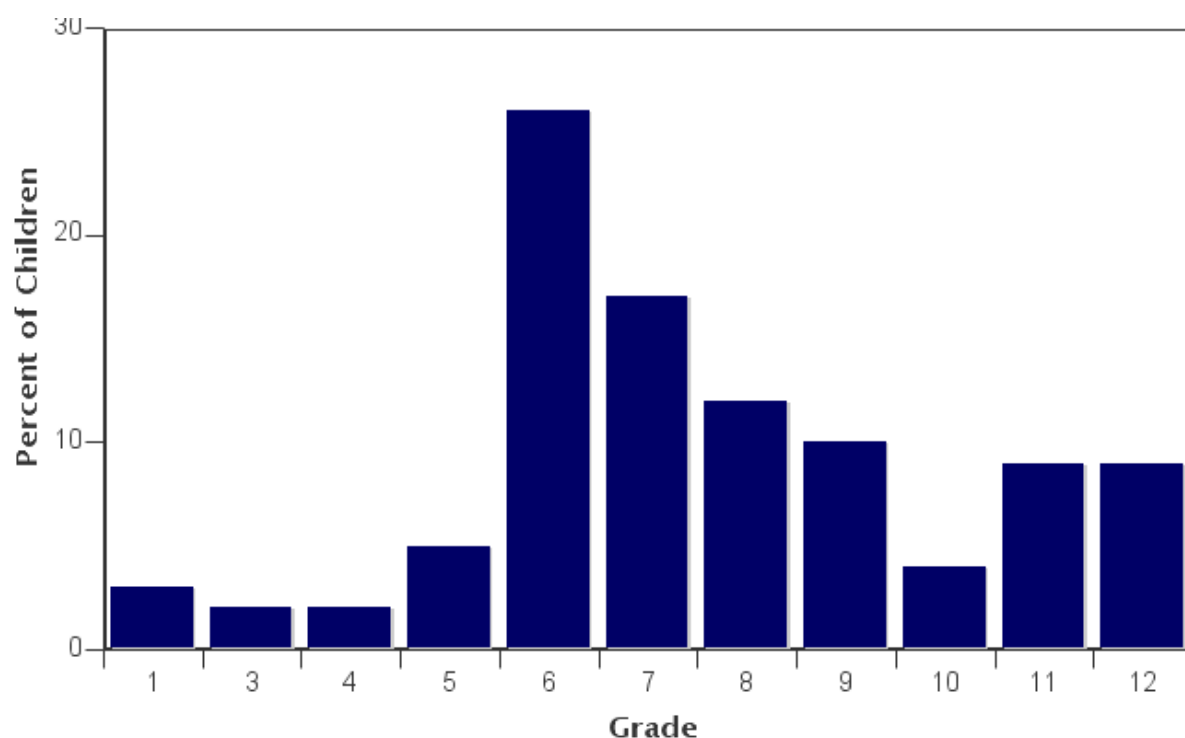
**Number of Questionnaires  
Analyzed for Report:** 92

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey



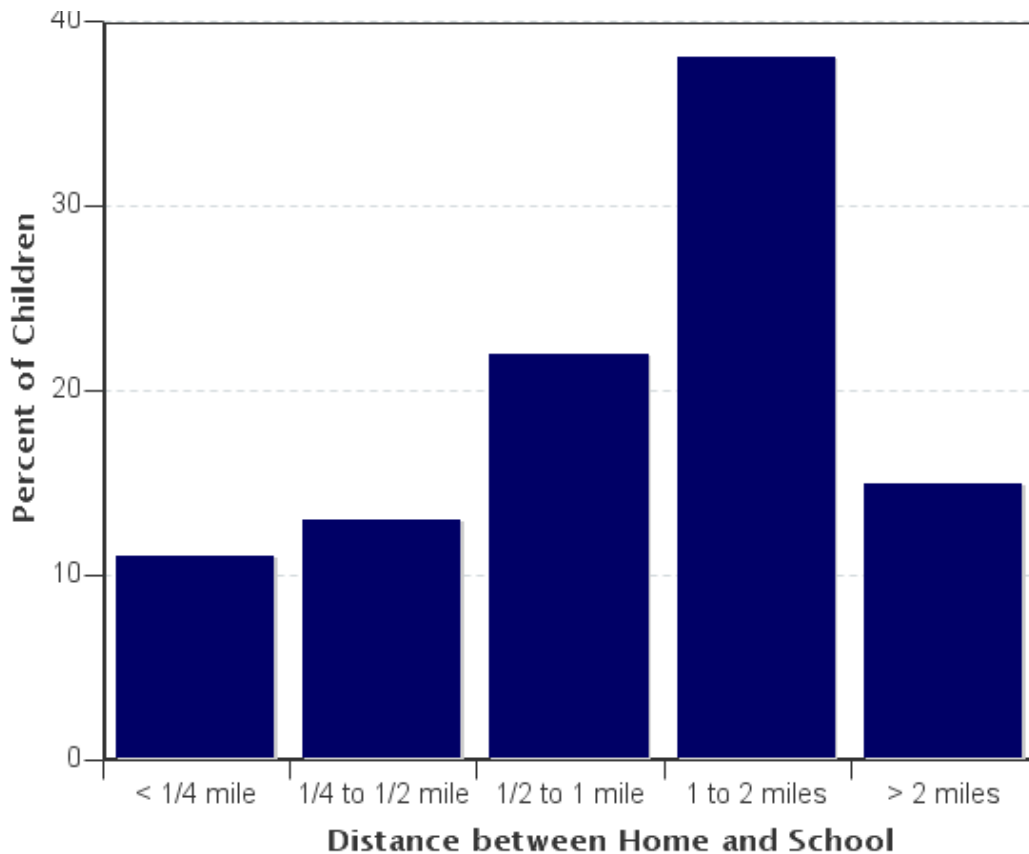
Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
1	3	3%
3	2	2%
4	2	2%
5	5	5%
6	24	26%
7	16	17%
8	11	12%
9	9	10%
10	4	4%
11	8	9%
12	8	9%

No response: 0

Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school



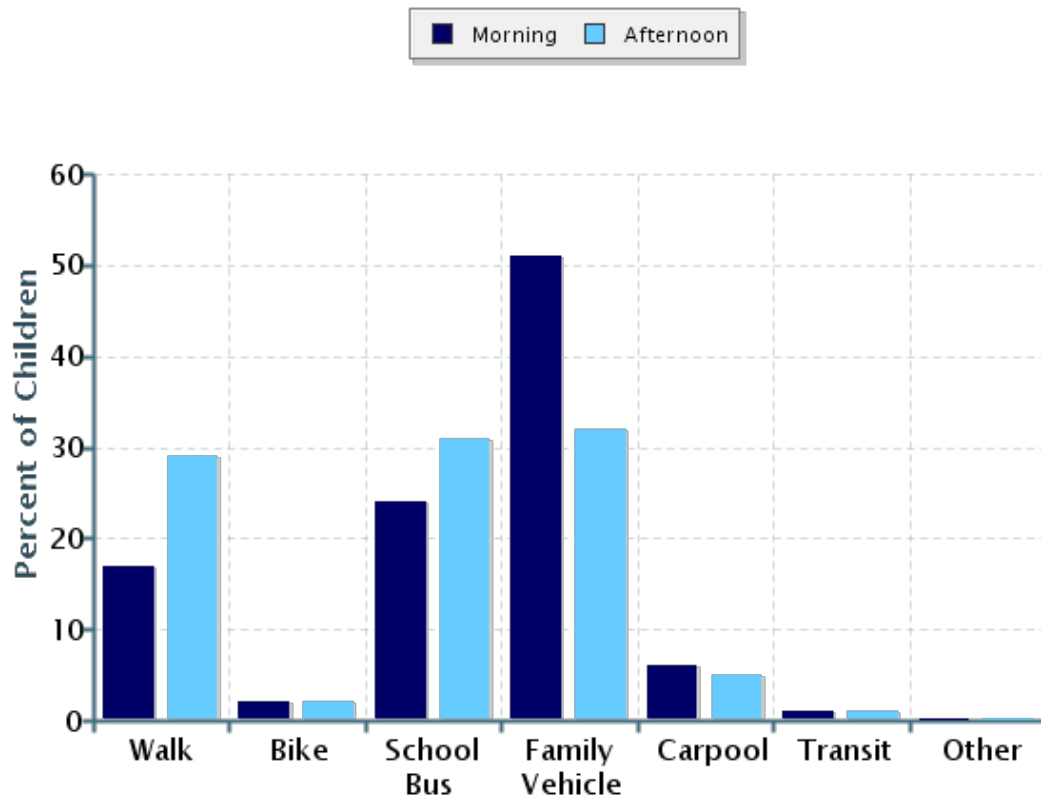
Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	10	11%
1/4 mile up to 1/2 mile	12	13%
1/2 mile up to 1 mile	20	22%
1 mile up to 2 miles	35	38%
More than 2 miles	14	15%

Don't know or No response: 1

Percentages may not total 100% due to rounding.

## Typical mode of arrival at and departure from school



## Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	89	17%	2%	24%	51%	6%	1%	0%
Afternoon	91	29%	2%	31%	32%	5%	1%	0%

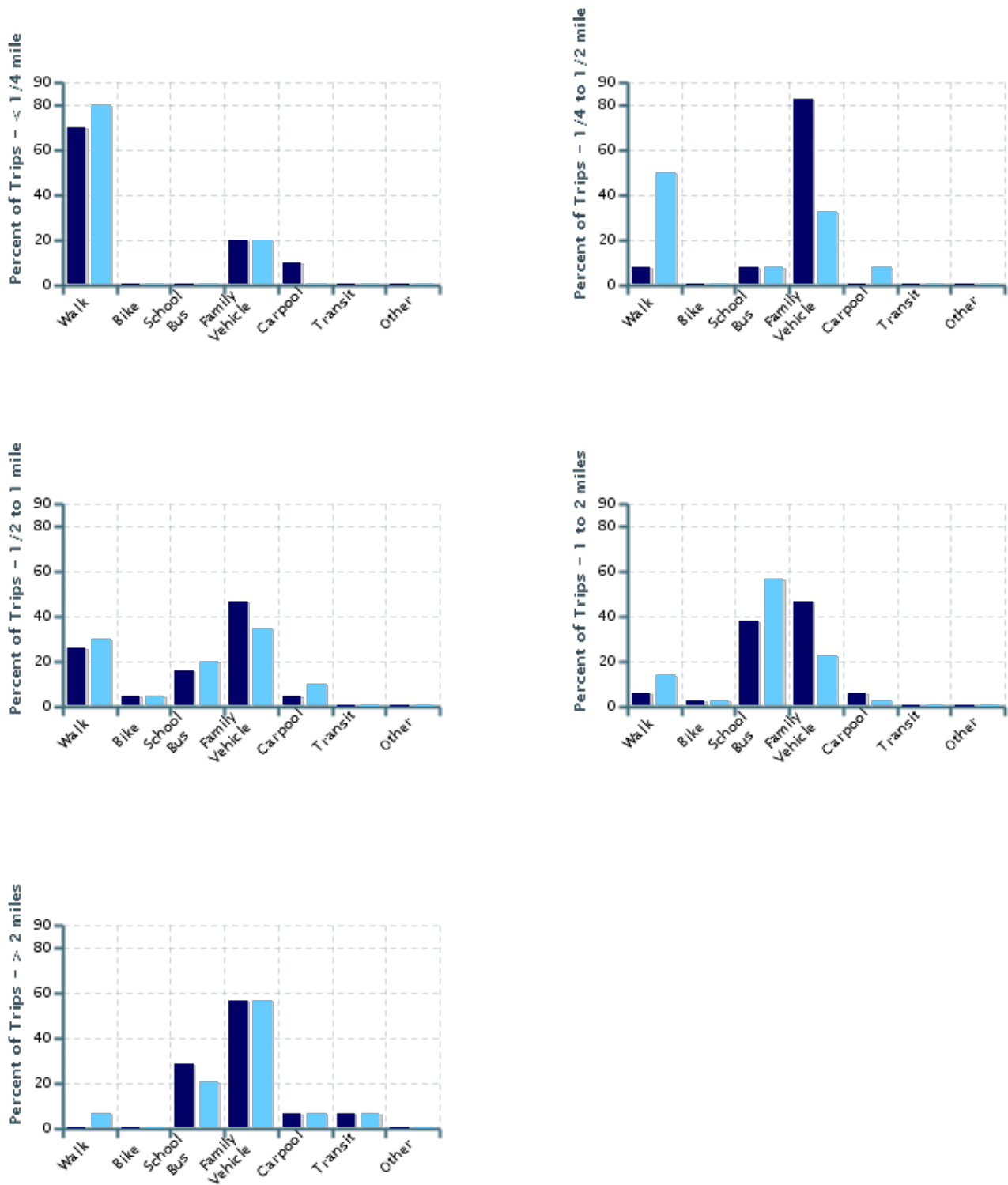
No Response Morning: 3

No Response Afternoon: 1

Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school

■ Morning ■ Afternoon





## Typical mode of school arrival and departure by distance child lives from school

### School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	10	70%	0%	0%	20%	10%	0%	0%
1/4 mile up to 1/2 mile	12	8%	0%	8%	83%	0%	0%	0%
1/2 mile up to 1 mile	19	26%	5%	16%	47%	5%	0%	0%
1 mile up to 2 miles	34	6%	3%	38%	47%	6%	0%	0%
More than 2 miles	14	0%	0%	29%	57%	7%	7%	0%

Don't know or No response: 3

Percentages may not total 100% due to rounding.

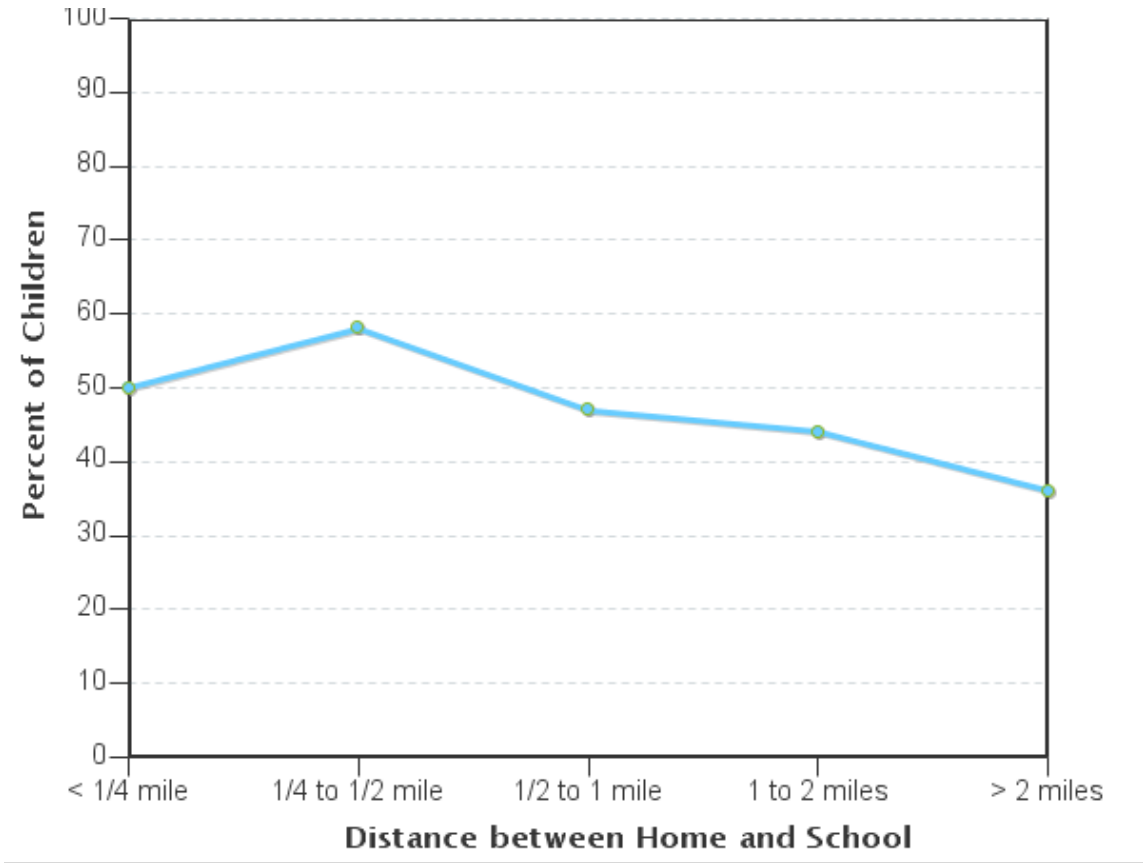
### School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	10	80%	0%	0%	20%	0%	0%	0%
1/4 mile up to 1/2 mile	12	50%	0%	8%	33%	8%	0%	0%
1/2 mile up to 1 mile	20	30%	5%	20%	35%	10%	0%	0%
1 mile up to 2 miles	35	14%	3%	57%	23%	3%	0%	0%
More than 2 miles	14	7%	0%	21%	57%	7%	7%	0%

Don't know or No response: 1

Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

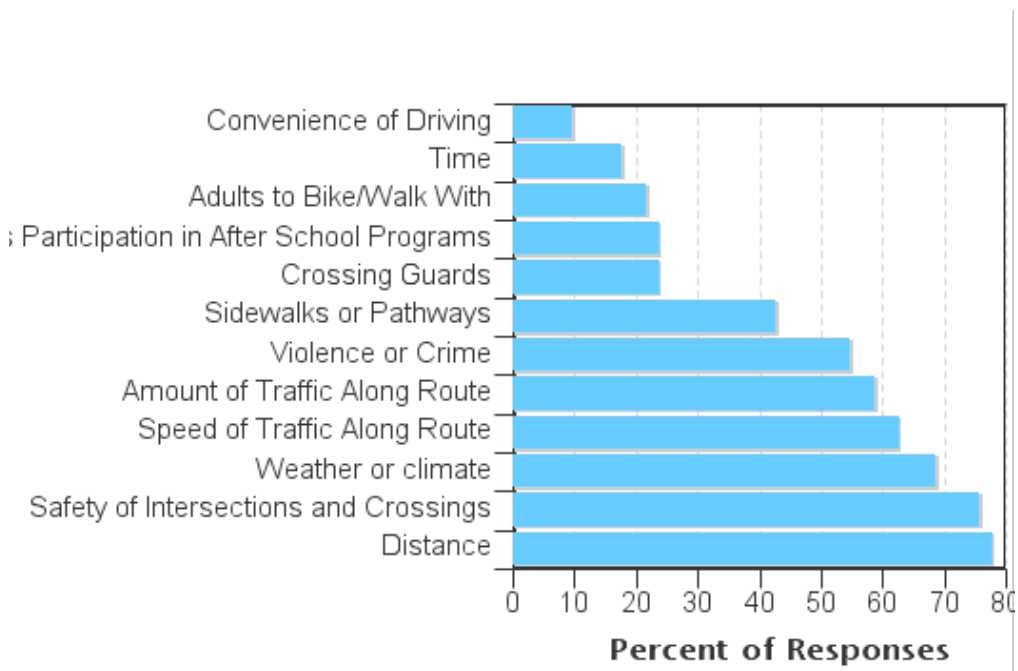


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

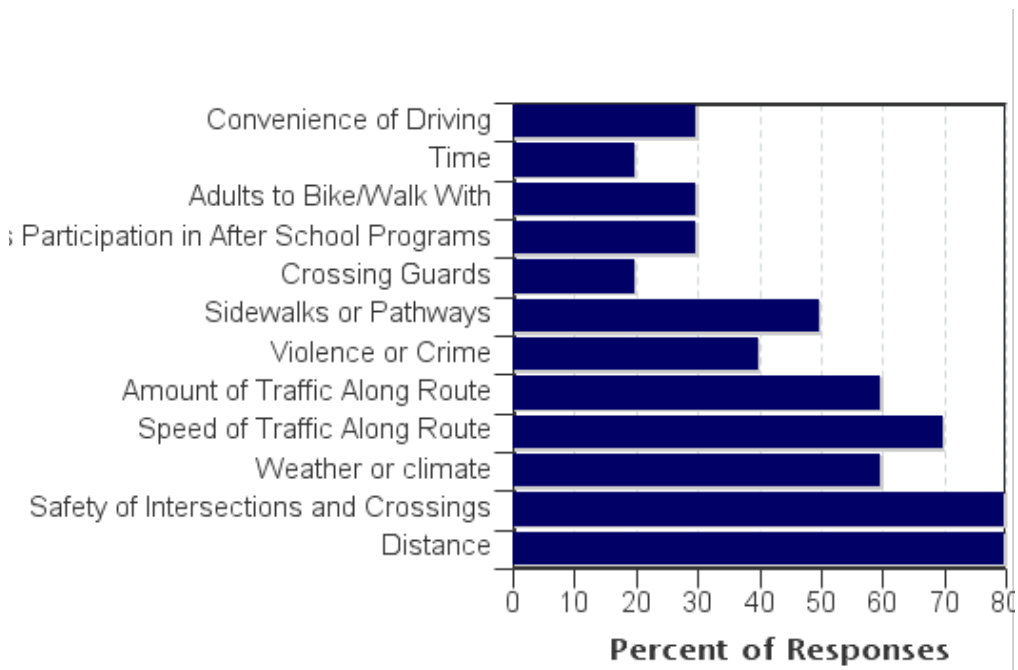
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	41	50%	58%	47%	44%	36%
No	48	50%	42%	53%	56%	64%

Don't know or No response: 3  
 Percentages may not total 100% due to rounding.

reported to affect the decision to not allow a child to walk or bike to/from school by  
 parents of children who do not walk or bike to/from school



s reported to affect the decision to allow a child to walk or bike to/from school by  
 parents of children who already walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by  
parents of children who already walk or bike to/from school

Issue	Child does not walk/bike to school	Child walks/bikes to school
Distance	78%	80%
Safety of Intersections and Crossings	76%	80%
Weather or climate	69%	60%
Speed of Traffic Along Route	63%	70%
Amount of Traffic Along Route	59%	60%
Violence or Crime	55%	40%
Sidewalks or Pathways	43%	50%
Crossing Guards	24%	20%
Child's Participation in After School Programs	24%	30%
Adults to Bike/Walk With	22%	30%
Time	18%	20%
Convenience of Driving	10%	30%
<b>Number of Respondents per Category</b>	<b>51</b>	<b>10</b>

No response: 31

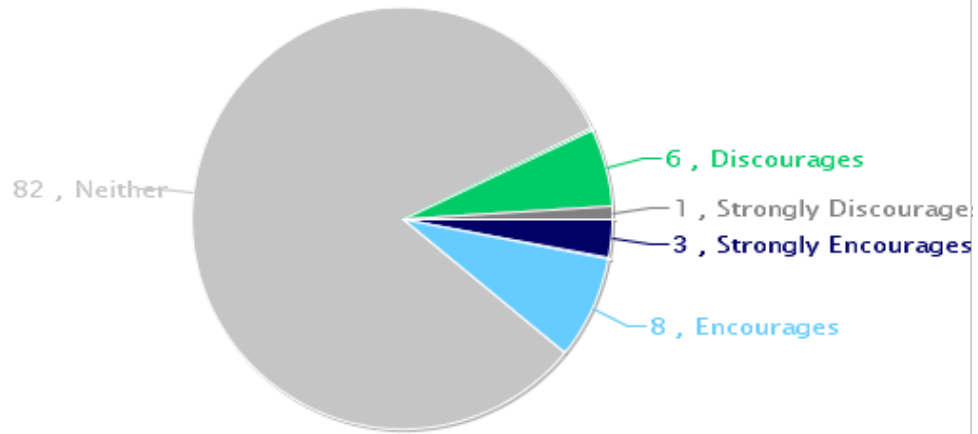
Note:

--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.

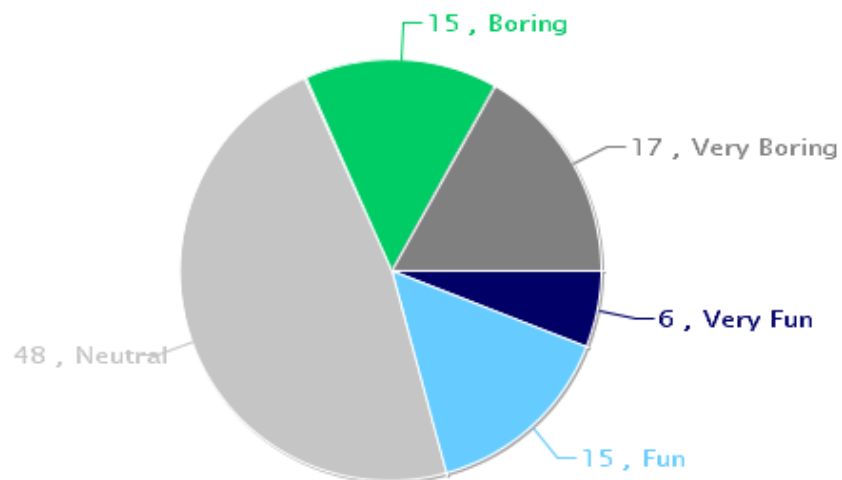
--Each column may sum to > 100% because respondent could select more than issue

--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

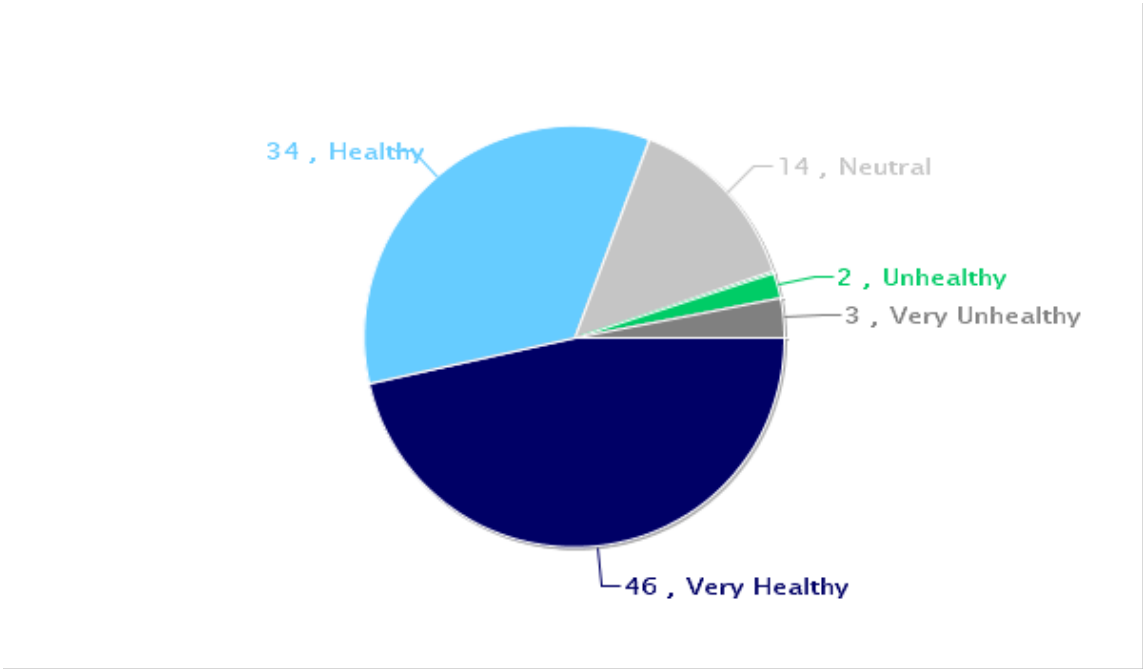
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



## Comments Section

SurveyID	Comment
1592545	She got harassed by other boys on a walk home from school all the way to our house and don't feel comfortable since
1592546	She got harassed by other boys on a walk home from school all the way to our house and don't feel comfortable since
1592551	I don't like my child riding bike or walking near high school due to student drivers driving bad! Too fast, driving on wrong side of streets, not yielding to younger kids. I don't even like driving near high school at the end of the day. The younger kids (middle school). Should get out 30 mins before the crazy student drivers.
1592552	Buses should be provided at all distances.
1592667	My Child was the first six grade in the high school. I thought it was absolutely ridiculous that they expected the six graders to walk to school. There are many pockets of high crime areas on the way to school that I will not allow my daughter to walk through.
1592671	My daughter walked to and from school till somebody started to follow her home. Her dad and I had to make major adjustments to pick her up because of the safety aspect.
1592710	The reason we don't allow our children to walk to school is because of the risk of them being the victim of a crime - getting jumped, harassed, attacked or worst case scenario - being kidnapped.
1592734	There are a lot of pedafiles in this city i wouldn't let my child walk for her safety.
1592863	Can bus passes from Nov to march be made available?
1592538	The major intersections at Southview were my biggest concern
1592603	The reason my kids do not ride bikes to school anymore is the theft of their bike from the school not once but twice
1592696	I feel safe to let my kids walk if there are a sides walk . We don't have side walk on Wentworth ave .
1592733	My son crosses 9th ave North, and Marie Ave. I have seen, and experienced myself oncoming traffic not seeing cars or pedestrians crossing. It is a very "blind" intersection. I would like to see something done about that corner.
1592780	my children walk in a group if they walk home from school. my only concern for walking home is predators, although my children are educated on "stranger danger" the stuff you hear in news is scary, like people being tricked to help someone and then being snatched up!
1592848	I would like my son to ride his bike more often but the traffic crossing busy intersections is pretty heavy from our house to school. There really isn't an easy way to get to school thats not hilly or busy.
1592542	I walked my kids to school until they were in 6th grade at Lincoln Center. We live RIGHT by the high school but if we did not live so close I would not let my kids walk to school. The intersection that we use to get to school and work is a very busy one. Students drive rather fast with a school being so close. Also depending on the time of year the sun is just coming up and cars are not able to see coming up the top of the 3rd street hill.

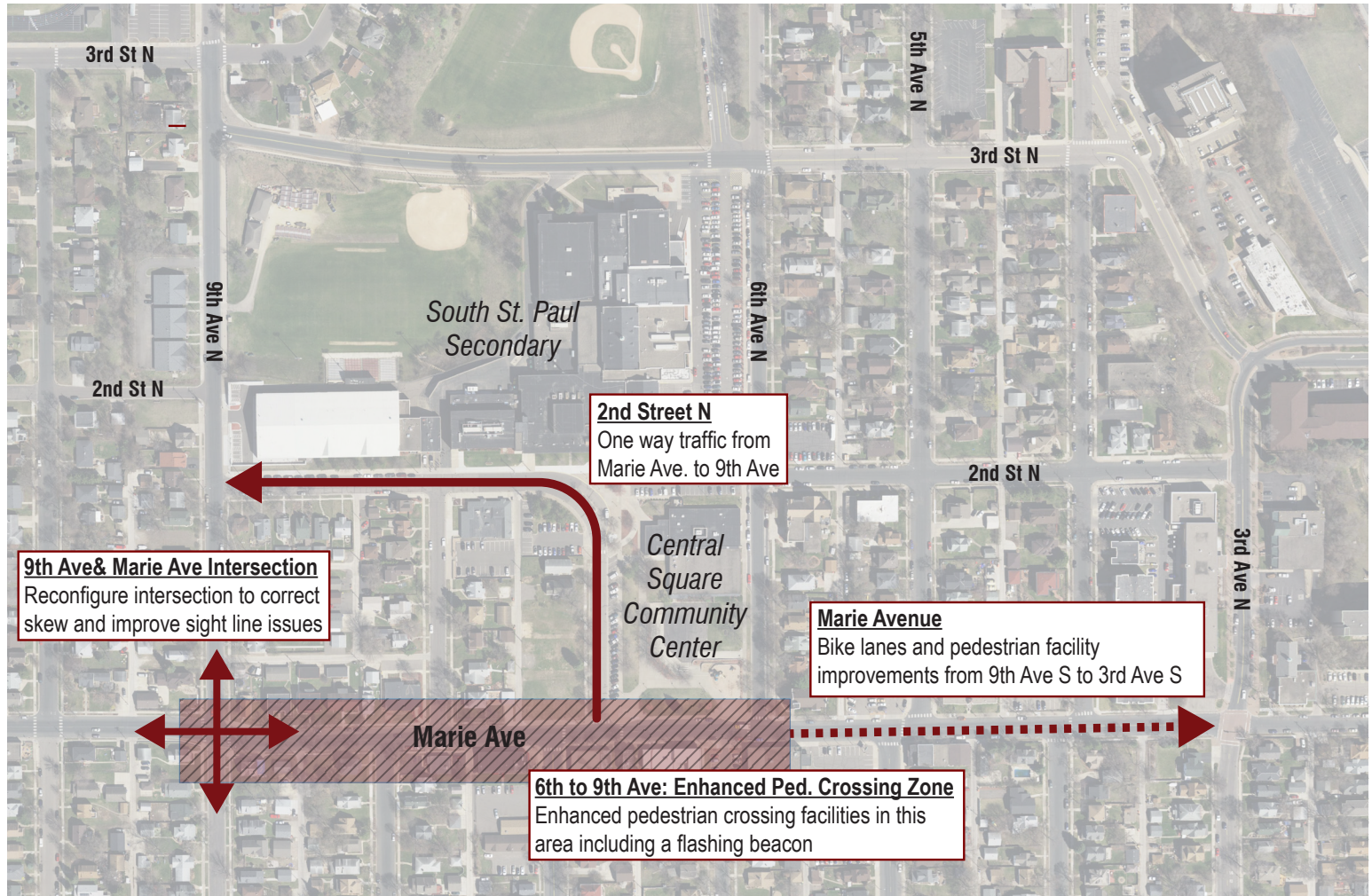
1592543	We are just shy of the 1.5 mile cut off for busing for the upper grades. My daughter hates walking to and from school because of the distance especially in the winter along a busy road with no sidewalks. I think this should be shortened to 1 mile like the elementary school.
1592544	With the amount of unsafe individuals in the city I would not be comfortable with my young daughters walking in the dark, for such a long distance, vulnerable to elements of weather as well. There are no street cameras, no patrolling of police in the mornings or dark winter evenings. Maybe they should create stops like they do for busses, but for walkers so there are a group of students together walking to school.
1592559	I may consider allowing my daughter to walk to school in a group setting but I am not comfortable with her walking .9 mile alone
1592585	the southview & 13th ave south intersection was always a BAD intersection. 12th & southview is no better...
1592670	I feel walking distance in the district is set too far. There are days my 6th grade daughter has to walk home alone but with work schedules thats the only option.
1592706	Even though 12ave has stop signs people dont pay attention.
1592731	The shortest route to school from our house would require my daughter to walk along Concord St. for most of it, and I am NOT comfortable with that for many reasons. This way, along with the other option, would also require her to walk up several very large hills (literally both directions), which is not fun or safe during the winter months. I also have to climb ONE of these hills daily to take the city bus into downtown for work, and I have fallen many times coming down it, and it takes forever going up it. There are no sidewalks either, so when plows come by before I walk this hill, it puts me almost in the middle of the street. Plus it's a 2 mile walk to her school, and there is nobody at my house to drive her on very cold days. The school bus is security for me, knowing that she has a safe and warm ride to and from school each day. Concord is not the safest street in the world, and I would prefer her to NOT have to walk or bike it every day. The other option for her to take would require her to walk over several more large hills (with no sidewalks), which totally SUCK to navigate in the winter time. Plus it's an even longer walk than taking Concord.
1592740	Wish there were more crossing guards further out from the school to help get kids across Marie Ave.
1592862	I think the streets around Lincoln are unsafe because of the parents being impatient, talking or texting on their phone, being distracted and being in a hurry.
1592878	Walking or biking to school would be a good thing if there were 4-way stop signs in places they are lacking, crossing guards or police to help with traffic flow and the routes for walking and biking are well marked.
1592947	I will never allow my children to walk or bike to school without me at any age as long as we live where we do. It is next to impossible to cross Southview and/or Marie at any intersection. Most of the time, cars don't stop for pedestrians on that road, not even police officers. And whenever I see a pedestrian and stop for them, I fear for their life because when you do stop for pedestrians, the vehicles behind you pass you on the left and the shoulder, not noticing that someone is trying to cross and almost killing the pedestrian... even the police officers pass on the shoulder... AND in the morning, when driving East down either of the main streets, sometimes the sun is so bright you can't see... I wish I wasn't driving and pray that no one is crossing, because if there were someone who was trying to cross, I would hit them, because I can't see! And let's say the kids get close to school and crossing guards are available to help... so many of those kids are just screwing around, not taking their position seriously... and even if they are, there are too many adult drivers who aren't paying attention to or don't respect the crossing guards. It's just not safe.



1593003	My kids always walked to and from elementary school which was close to us. The main factor now is the distance of 1.9 miles and the safety of crossing over the freeway overpass with a lot of traffic. Also in winter it is too cold and dark.
1592532	I am VERY uncomfortable with my children crossing southview at 6th avenue south (by the dairy queen) and then on Marie and i think 6th avenue north (in front of images by design hair salon). cars dont stop for anyone in intersections even if there are white walk marks on the street. its so bad. I am very afraid.
1592550	It would be nice to see couple safety guards posted at about the bridge. Whether they're in their vehicle or outside. Basically because for a while it's very dark in the morning
1592566	The intersection of Southview and 9th Avenue is treacherous. It is best to cross at 7th. Also, I have seen kids walking in the middle of the road and not yielding to traffic. They need instructions on how to safely walk on the sidewalk or at least the side of the road.
1592721	I do have concerns with a few suspect homes in the area where I do not feel comfortable with the persons living in these homes, and worry about my children passing these homes on the way home. I prefer my children to walk home with other children because of safety in numbers.
1593414	<p>My son was eligible for the bus when he went to Lincoln Center Elementary which is 1.1 miles from our house but he is not eligible for the bus now that he goes to SSP Secondary which is exactly 1 mile from our house. 1 mile is a very long walk for a middle school aged child, especially during the winter with extreme cold, snow/ice, etc. and he has to cross 2 very busy roads (Marie Ave and Southview Blvd).</p> <p>Because I do not feel comfortable with all of this for a child of his age and cannot afford to pay \$250/year for him to ride the bus (which drives right past our intersection anyway), my husband and I have to drop him off and pick him up every day except for 1 day/week when we have a work conflict and he has to walk. I really feel that this is an unsafe position to put him in and since there is no middle school in South St Paul so the children start going to the High School in 6th grade, the distance requirements should be extended for these children for their safety.</p>
1593415	<p>My son was eligible for the bus when he went to Lincoln Center Elementary which is 1.1 miles from our house but he is not eligible for the bus now that he goes to SSP Secondary which is exactly 1 mile from our house. 1 mile is a very long walk for a middle school aged child, especially during the winter with extreme cold, snow/ice, etc. and he has to cross 2 very busy roads (Marie Ave and Southview Blvd).</p> <p>Because I do not feel comfortable with all of this for a child of his age and cannot afford to pay \$250/year for him to ride the bus (which drives right past our intersection anyway), my husband and I have to drop him off and pick him up every day except for 1 day/week when we have a work conflict and he has to walk. I really feel that this is an unsafe position to put him in and since there is no middle school in South St Paul so the children start going to the High School in 6th grade, the distance requirements should be extended for these children for their safety.</p>
1592722	Need more bike racks.
1592556	intersection of 5th and 494 we need stop lights.
1592608	IT NOT SAFE FOR CHILDREN EVEN IN SCHOOL I WOULD NEVER ALLOW MY SON TO WALK TO SCHOOL GET BETTER SAFE IN SCHOOL AND BUS THAN I MIGHT THINK ABOUT IT
1592627	Sidewalks are no clear of ice and snow people often need to walk in the street due to the condition of sidewalks. Even sidewalks along parkland and other city owned property are in poor conditions for walking during the majority of the winter and spring.
1592742	14. is unhealthy due to safety reasons.

1592690	I do not feel that my daughter should walk or bike home, due to safety concerns. I am not sure what we will do once she has to attend the high School, as a bus is not available, and now that the 6th grade was moved it is really a concern. The stop light on 12th and SouthView is also planned on being replaced with a round about, this is very concerning for all the children that have to walk to school. Her not walking is nothing to do with it being healthy to walk. We can exercise at other times.
1592716	Please continue to provide busing
1592745	Issues with people who are driving and not paying attention to students that are walking. Driving too fast, and not slowing down or stopping for kids who are crossing the road. Inpatient drivers is also a big issue, this even happens with parents who are dropping off their own children.

# South St. Paul Secondary Safe Routes to School Project



## Project Extent

- Marie Avenue from 3rd Avenue N to 9th Avenue N;
- 2nd Street N/7th Avenue N from 9th Avenue N to Marie Avenue

## Project Elements

- Marie Avenue 3rd to 9th: bike lanes, pedestrian facility improvements, and streetscape
- Marie Avenue 6th to 9th: enhanced pedestrian crossing facilities including a flashing beacon
- 2nd Street N: convert to one-way traffic from Marie Avenue to 9th Avenue

## Benefits

- Address pedestrian safety, improve primary Marie pedestrian crossing area, simplify school traffic flow, connect to trails and city center, support community business district





*South St Paul Secondary*



ONE WAY  
DO NOT  
ENTER

2nd St N

Intersection Lighting

Grass Boulevard  
Parallel Parking

Pedestrian Scale Lighting

Pedestrian Access  
Route

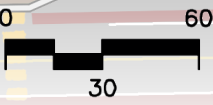
Street Trees

*Central  
Square  
Community  
Center*

ONE  
WAY  
↑

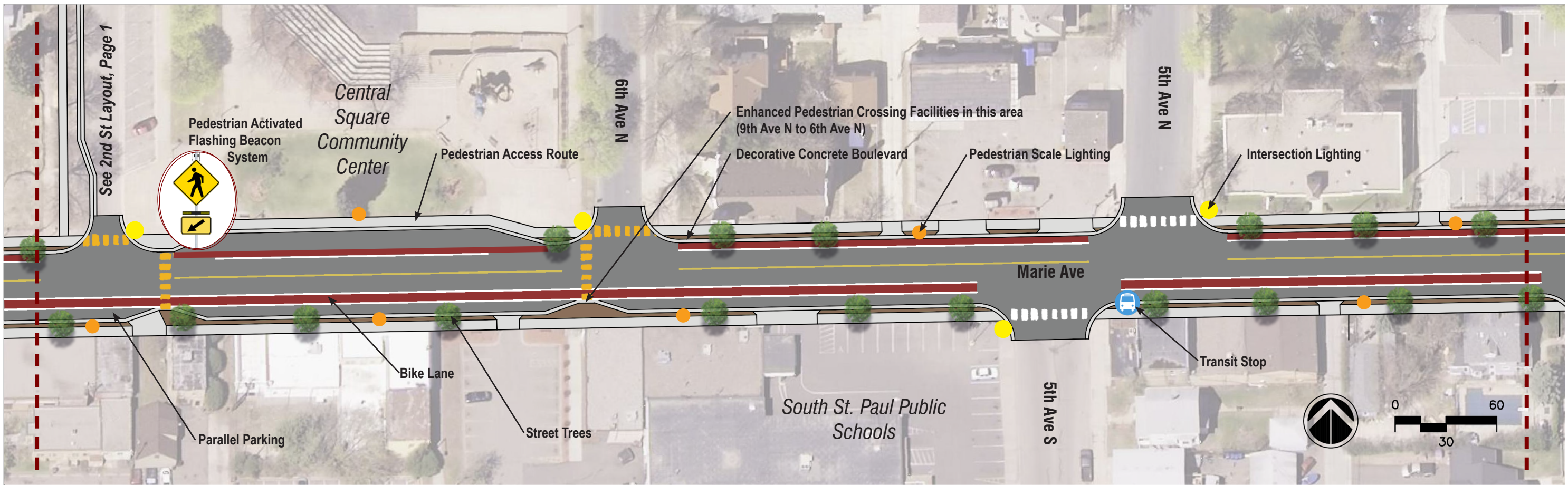
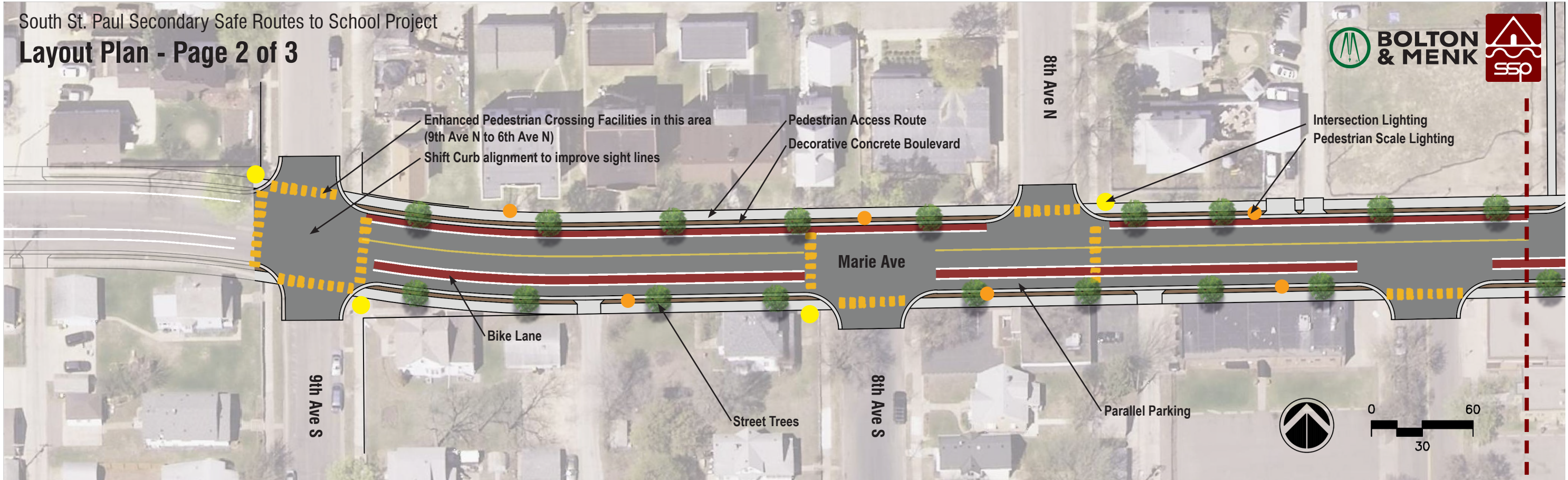
*See Marie Ave Layout, Page 2*

**Marie Ave**



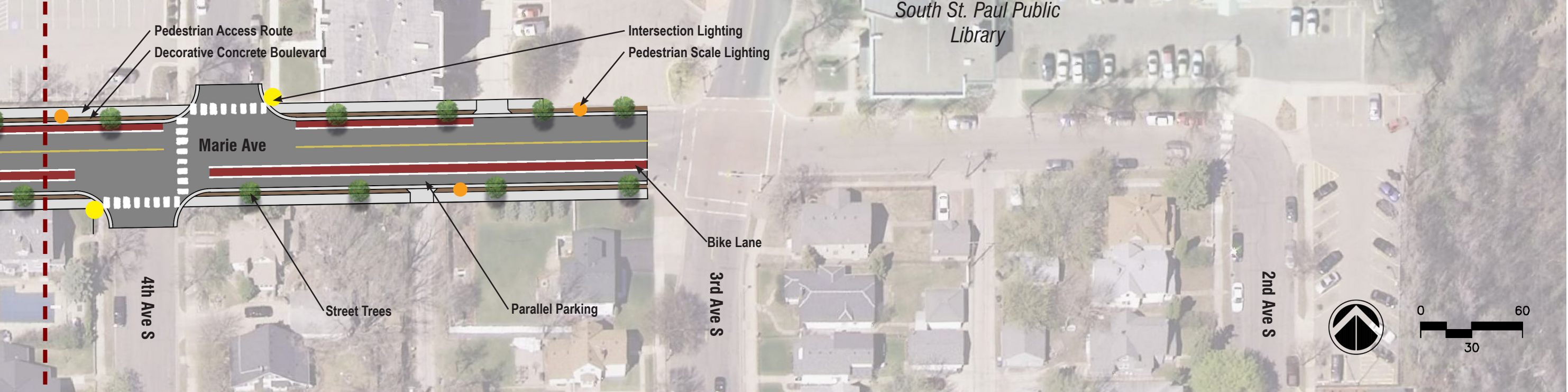


South St. Paul Secondary Safe Routes to School Project  
**Layout Plan - Page 2 of 3**





South St. Paul Secondary Safe Routes to School Project  
**Layout Plan - Page 3 of 3**



**Streetscape Elements**

Lighting

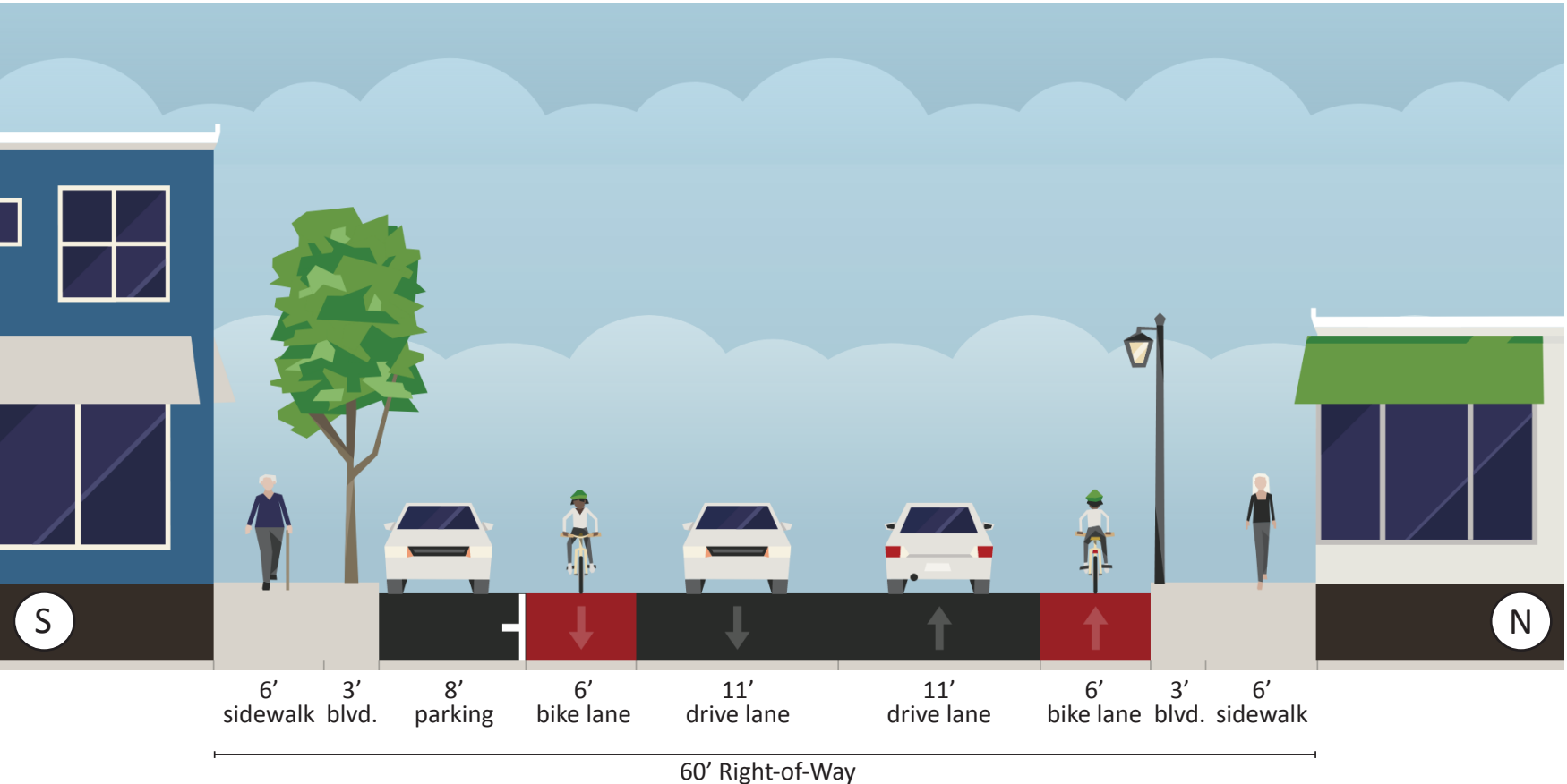
Waste Receptacles

Bike Racks

Decorative Concrete

Street Trees

**Typical Section**



City of South St. Paul  
Dakota County, Minnesota

**RESOLUTION NO. 2018-117**

**RESOLUTION FOR APPROVAL OF MARIE AVENUE & 2<sup>ND</sup> STREET  
IMPROVEMENTS GRANT APPLICATION SUBMITTAL AND AUTHORIZATION TO  
PROVIDE A LETTER OF SUPPORT FOR TRANSPORTATION ADVISORY BOARD  
2018 FEDERAL FUNDING SOLICITATION PROCESS**

**WHEREAS**, the Transportation Advisory Board (TAB) is requesting project submittals for federal funding under the Fixing America's Surface Transportation (FAST) Act; and

**WHEREAS**, the Metropolitan Council Transportation Advisory Board (TAB) adopted the criteria and measures for the biennial regional solicitation for federal transportation projects for program years 2022 and 2023; and

**WHEREAS**, staff believes that the 2018 regional solicitation is the best opportunity to obtain significant funding for several projects in the City's Capital Improvement Plan (CIP) including the Marie Avenue & 2<sup>nd</sup> Street Improvements; and

**WHEREAS**, all regional solicitation projects require a 20 percent local match from non-federal sources; and

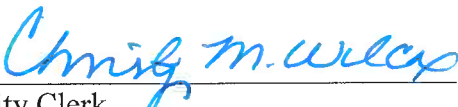
**WHEREAS**, the TAB 2018 Federal Funding Solicitation Process project grant applications submittals are due on July 13, 2018; and

**WHEREAS**, subject to federal funding award, the City Council of South St. Paul, Minnesota, would be asked to consider authorization to execute a grant agreement at a future meeting.

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of South St. Paul, Minnesota, as follows:

1. Hereby approves the grant application submittals for the Marie Avenue & 2<sup>nd</sup> Street Improvements.
2. The City Engineer is hereby authorized to submit a letter of support to be submitted as part of the Marie Avenue & 2<sup>nd</sup> Street Improvements grant submittal package by the City of South St. Paul.

Adopted this 2<sup>nd</sup> day of July, 2018.

  
City Clerk





**IB MYP and DP World School**

Phone: (651) 457- 9410

Fax: (651) 457- 9455

[www.sspps.org](http://www.sspps.org)

Mr. Chris Hartzell  
City Engineer  
City of South St. Paul  
125 3rd Avenue N  
2nd Floor  
South St. Paul, MN 55075

Dear Mr. Hartzell:

As principal of South St. Paul Secondary, I am pleased to express my support and concurrence for the Safe Routes to School Grant being submitted by the City of South St. Paul. The improvements on Marie Avenue will enhance our walking and biking facilities and address the safety concerns that have been raised by parents.

As the proposed improvements are largely on public right of way, the City of South St. Paul will be taking the lead on the grant implementation. South St. Paul Secondary will work with the City to conduct all post- surveys required as part of the grant and the SRTS program.

Thank you for your consideration of the grant request. If you have and questions please feel free to contact me at 651-457-9402 or [cochocki@sspps.org](mailto:cochocki@sspps.org) .

Sincerely,

Charles J. Ochocki  
Principal  
Secondary Building and Community Learning Center  
700 2nd Street North,  
South St. Paul, MN 55075  
651-457-9402  
[cochocki@sspps.org](mailto:cochocki@sspps.org)





# South St. Paul Secondary Safe Routes to School (SRTS)



## Project Location:

Marie Avenue,  
City of South St. Paul



## Federal Request:

Federal: \$ 1,000,000  
Local Match: \$780,000  
Project Total: \$1,780,000



## Local Investments:

- Statewide Health Improvement Grant for Development of SRTS Plan
- Completion of district-wide SRTS Plan
- Preliminary Engineering Plan and Cost Estimate



## Project Benefits:

- Addresses many deficiencies and safety issues within an area serving several school facilities and the City's core commercial area
- ADA compliance
- Continuous bicycle facilities in a designated RBTN Tier 1 Corridor

## Project Purpose

The South St. Paul Safe Routes to School Infrastructure Project will provide designated safe crossings along Marie Avenue (3<sup>rd</sup> Ave to 9<sup>th</sup> Ave), and 2<sup>nd</sup> Street (Marie Ave to 9<sup>th</sup> Ave) in front of South St. Paul Secondary. Project improvements will improve connections for surrounding residential neighborhoods to South St. Paul Secondary, Lincoln Center Elementary, Central Square Community Center, South St. Paul Educational Foundation, Adult Basic Education Center, the South St. Paul Library and several local businesses.

## Immediate Need

Due to close proximity of school facilities, higher housing density, and low income population, a large percentage (approximately 20%) of students walk or bike to and from South St. Paul Secondary School. Parent, staff, and student responses collected as part of a recently completed SRTS Planning Study made it clear that current deficiencies in the pedestrian system raise safety concerns and keep many parents from encouraging their children to walk and bike to school. In the past 3 years, ten accidents involving a bicyclist occurred in the project area, one of which was a fatal.

## Deficiencies and Safety

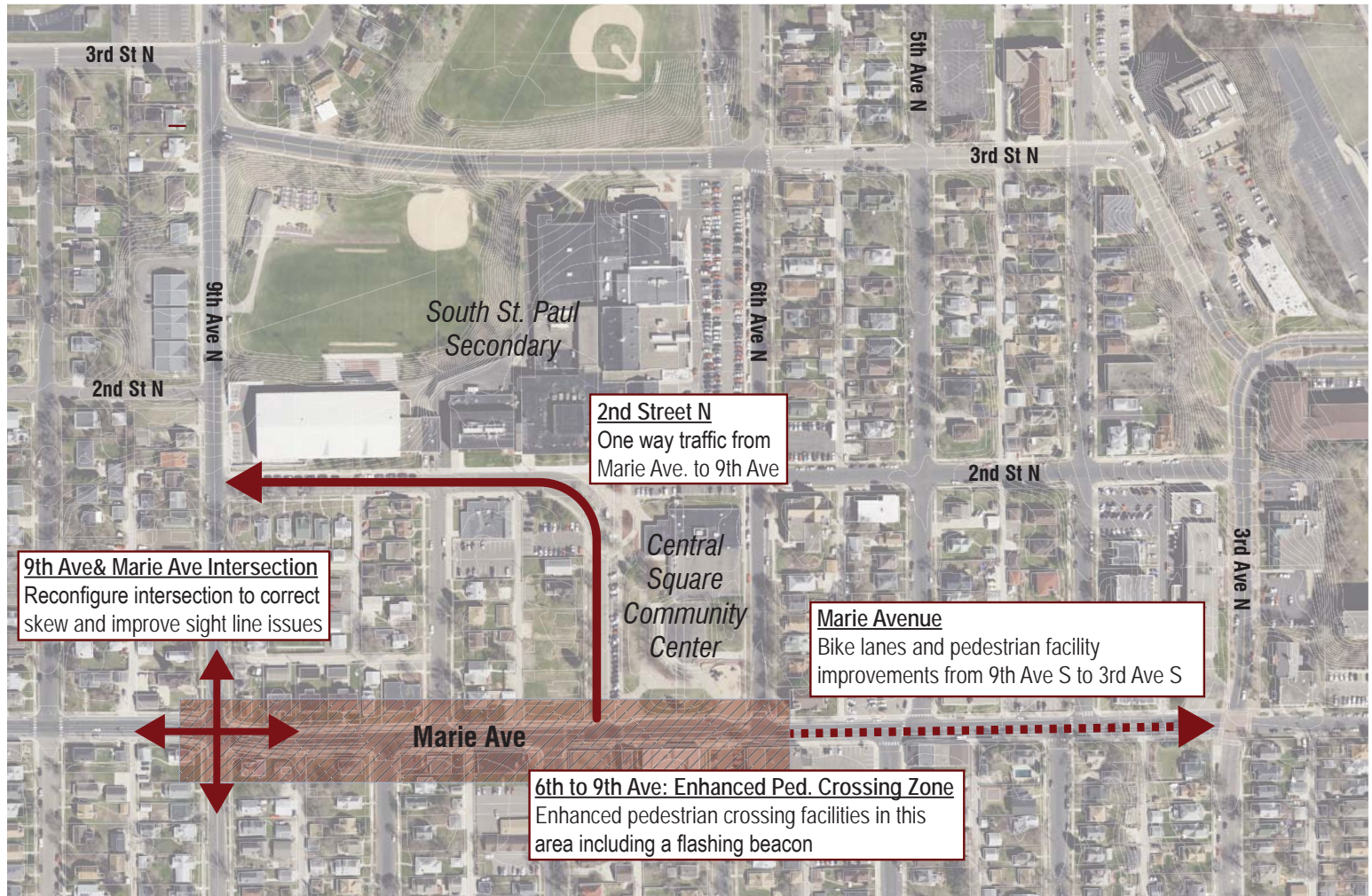
The following highlights the issues and concerns to be addressed by this project:

- Existing sidewalks along Marie are aged, narrow, and in substandard condition. Children are often seen walking or biking in the road or boulevard.
- Several pedestrian ramps in the project area are not ADA compliant
- Marie Avenue is designated as a Tier 1 RBTN alignment and currently has no existing bicycle facilities. Bike lanes, as part of this project, will serve both a SRTS and regional non-motorized transportation purposes.
- Several primary intersections providing access to South St Paul Secondary and Lincoln Center Elementary are skewed and have sightline issues.
- Closely spaced and offset intersections along Marie Avenue, from 9<sup>th</sup> Avenue N to 3<sup>rd</sup> Avenue N, create many conflict points between Marie Avenue traffic, side street traffic, and pedestrians and bicyclists accessing the schools and the City's core commercial area



South St. Paul, Minnesota

# South St. Paul Secondary Safe Routes to School Project



## Project Extent

- Marie Avenue from 3rd Avenue N to 9th Avenue N;
- 2nd Street N/7th Avenue N from 9th Avenue N to Marie Avenue

## Benefits

- Address pedestrian safety, improve primary Marie pedestrian crossing area, simplify school traffic flow, connect to trails and city center, support community business district

## Project Elements

- Marie Avenue 3rd to 9th: bike lanes, pedestrian facility improvements, and streetscape
- Marie Avenue 6th to 9th: enhanced pedestrian crossing facilities including a flashing beacon
- 2nd Street N: convert to one-way traffic from Marie Avenue to 9th Avenue



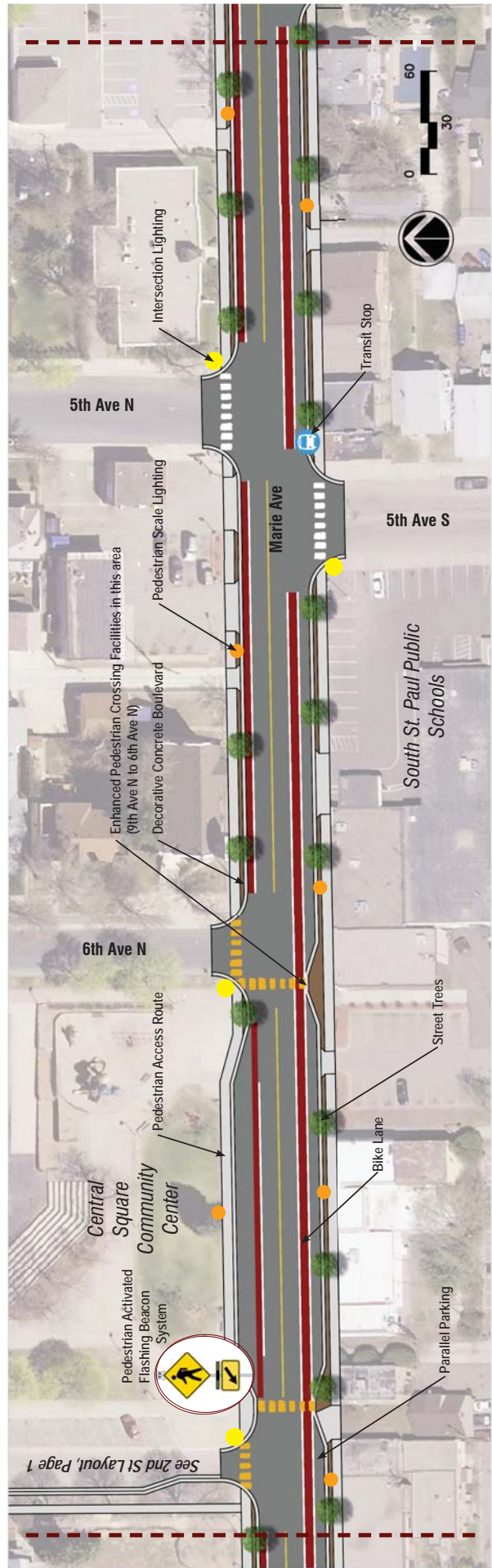
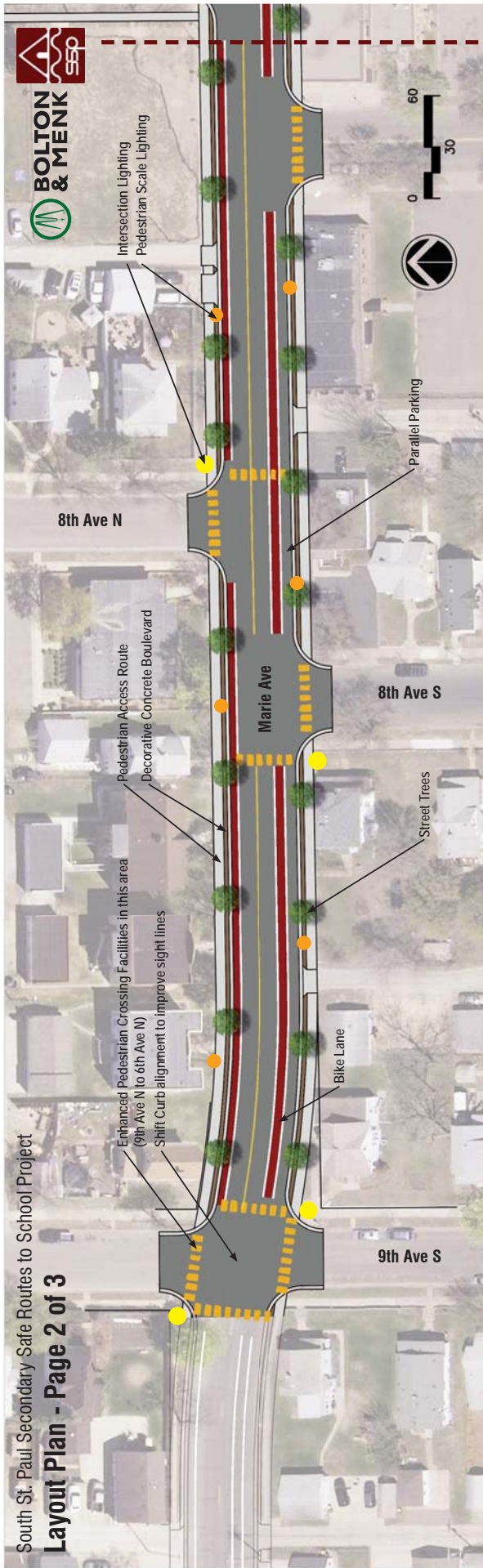
**BOLTON  
& MENK**

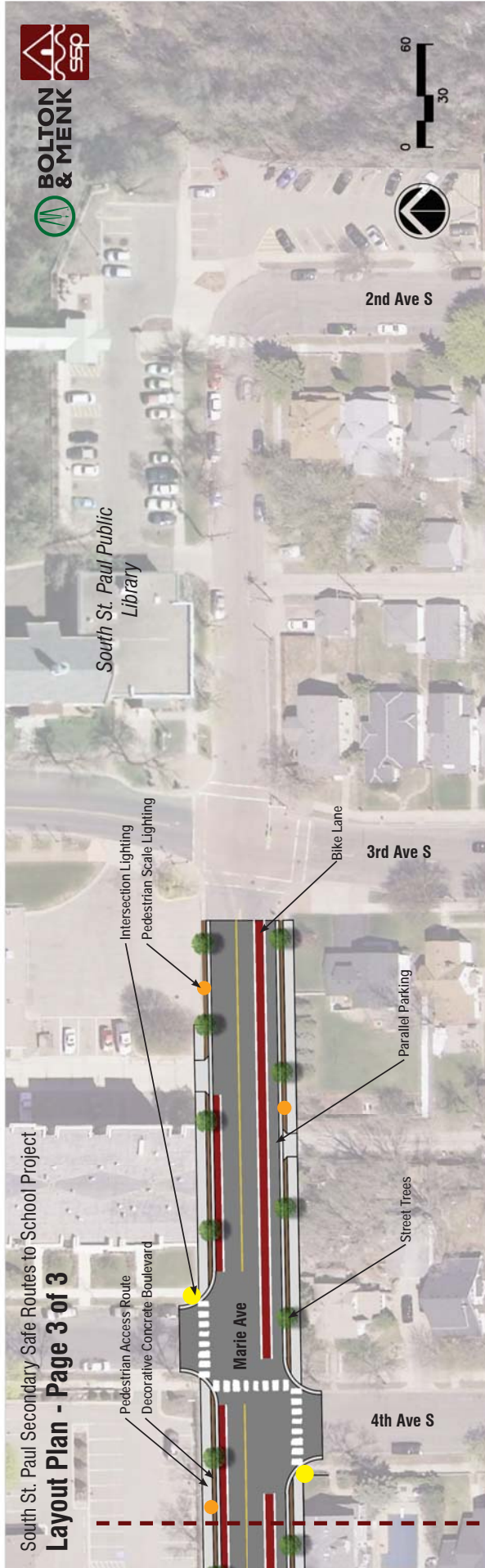












### Streetscape Elements

Lighting



Waste  
Receptacles



Bike Racks



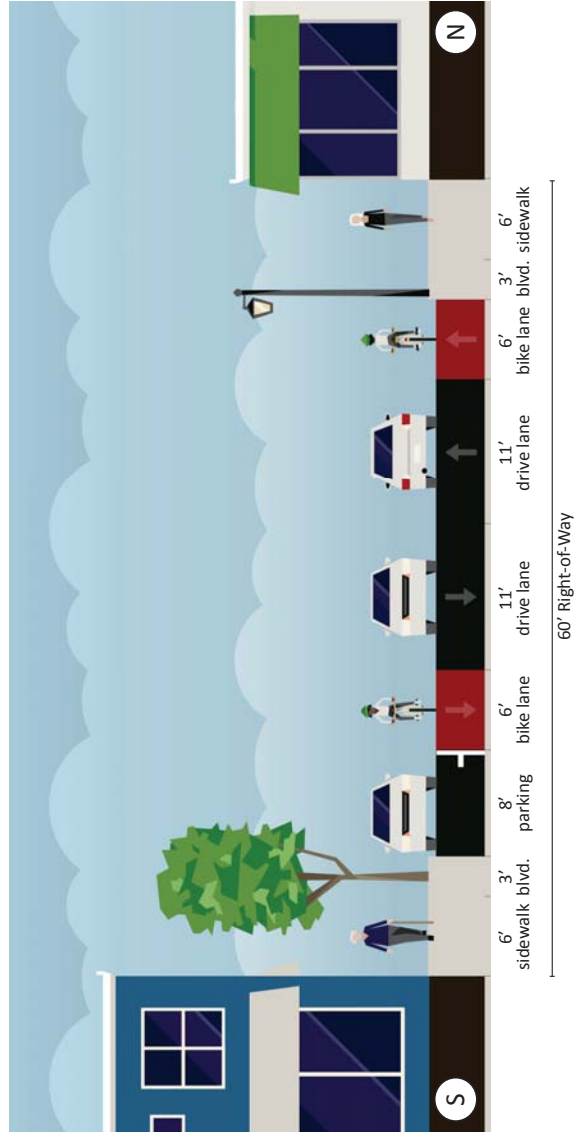
Decorative Concrete



Street Trees



### Typical Section







**BOLTON  
& MENK**



*South St Paul Secondary*

2nd St N

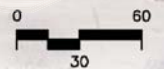
9th Ave N

8th Ave N

*Central  
Square  
Community  
Center*

*See Marie Ave Layout, Page 2*

**Marie Ave**





South St. Paul Secondary Safe Routes to School Project  
Existing Conditions - Page 2 of 3





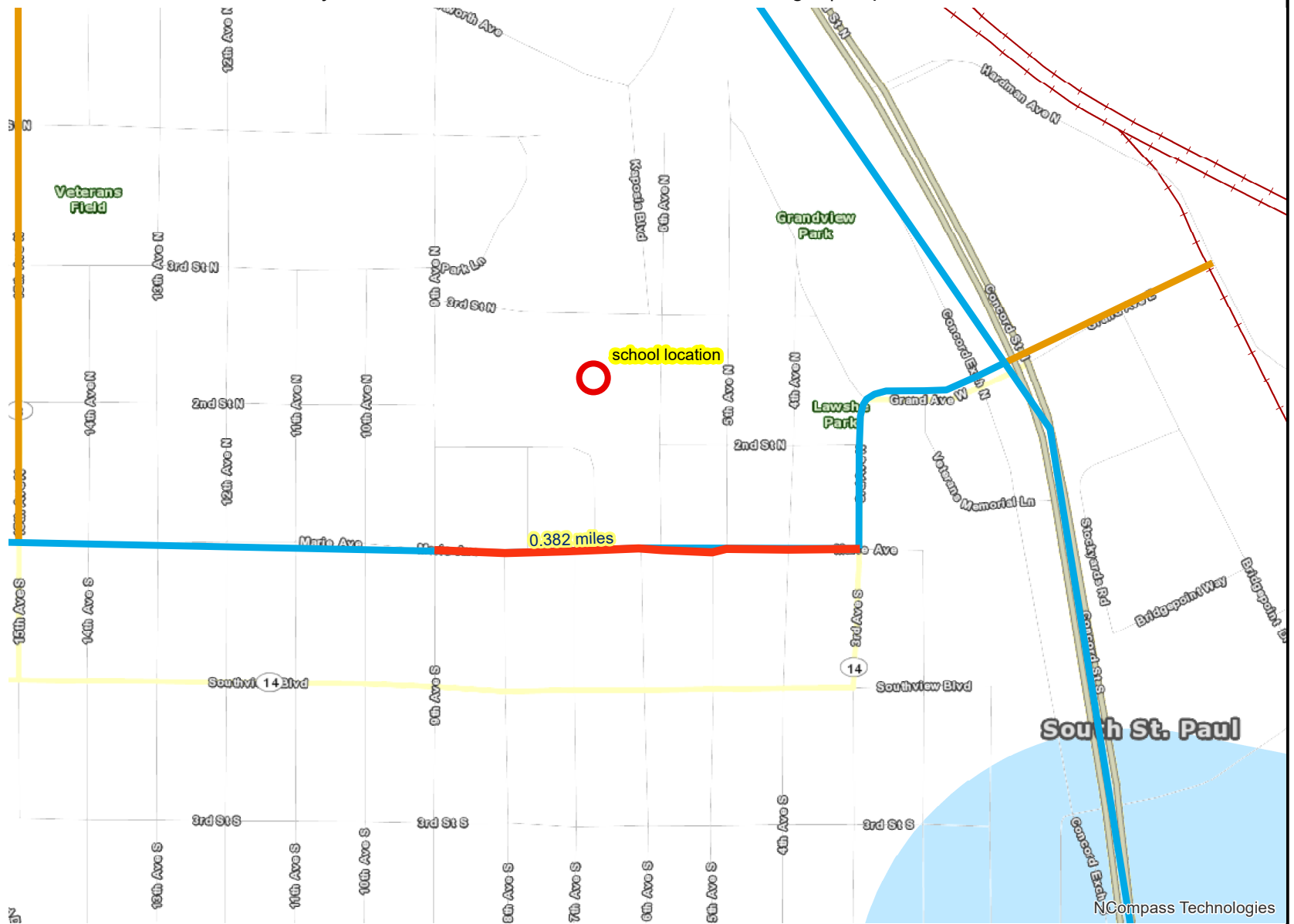
South St. Paul Secondary Safe Routes to School Project  
**Existing Conditions - Page 3 of 3**



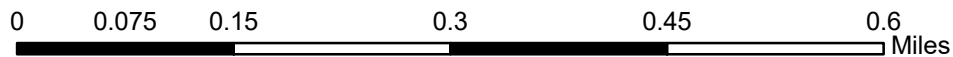


# Project to RBTN Orientation

Safe Routes to Schools Project: SSP Marie Ave Safe Routes to School Seg 1 | Map ID: 1530628526735



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



Created: 7/3/2018  
LandscapeRSA6



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



# Project to RBTN Orientation

Safe Routes to Schools Project: SSP Marie Ave Safe Routes to School Seg 2 | Map ID: 1530629006298



NCompass Technologies

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

0 0.0475 0.095 0.19 0.285 0.38 Miles

Created: 7/3/2018  
LandscapeRSA6



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

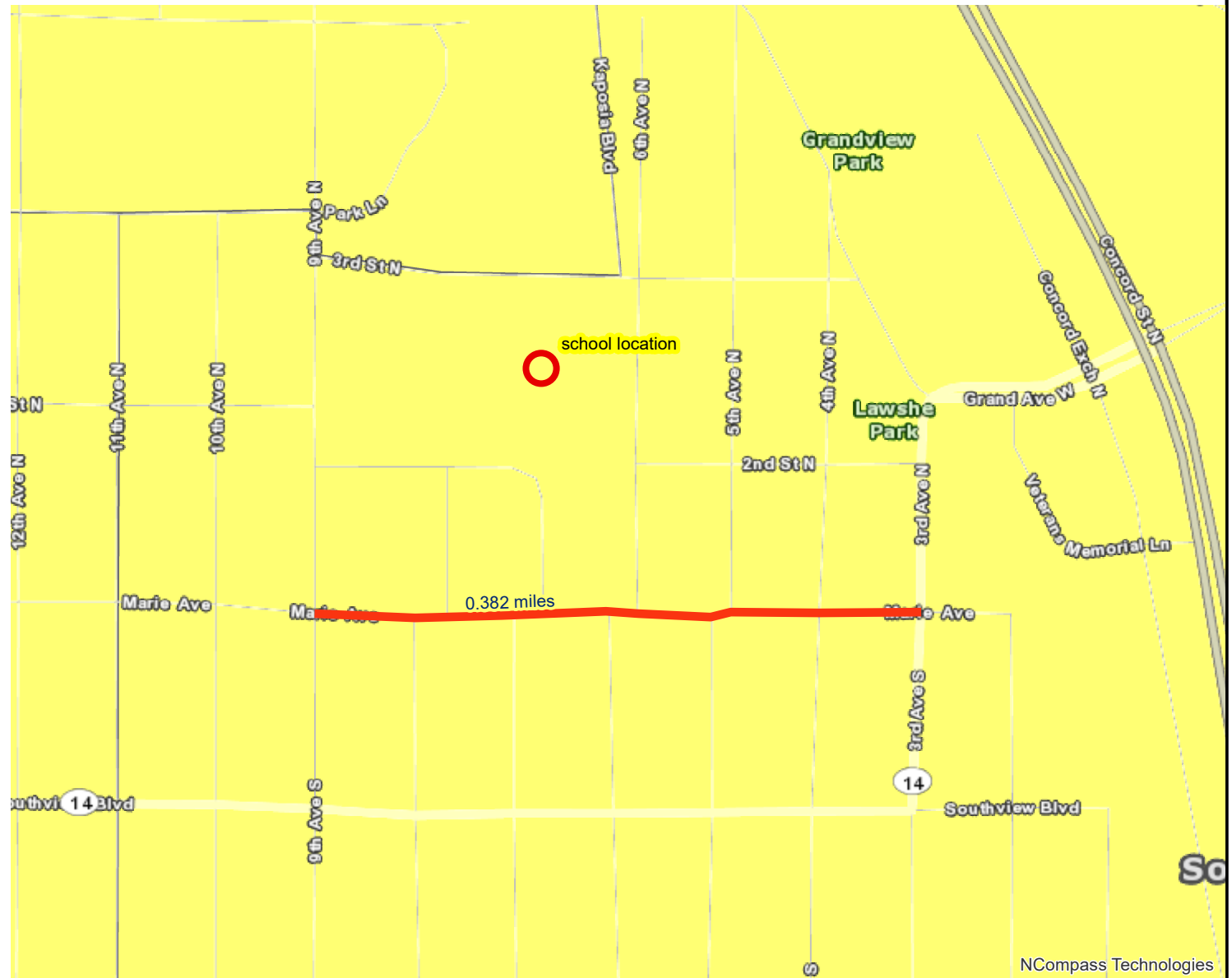


## Socio-Economic Conditions

Safe Routes to Schools Project: SSP Marie Ave Safe Routes to School Seg 1 | Map ID: 1530628526735

### Results

Project census tracts are above the regional average for population in poverty or population of color:  
(0 to 18 Points)



Project Points



Project



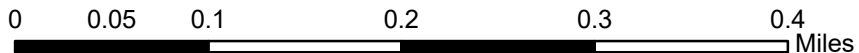
Area of Concentrated Poverty > 50% residents of color



Area of Concentrated Poverty



Above reg'l avg conc of race/poverty



Created: 7/3/2018  
LandscapeRSA2



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

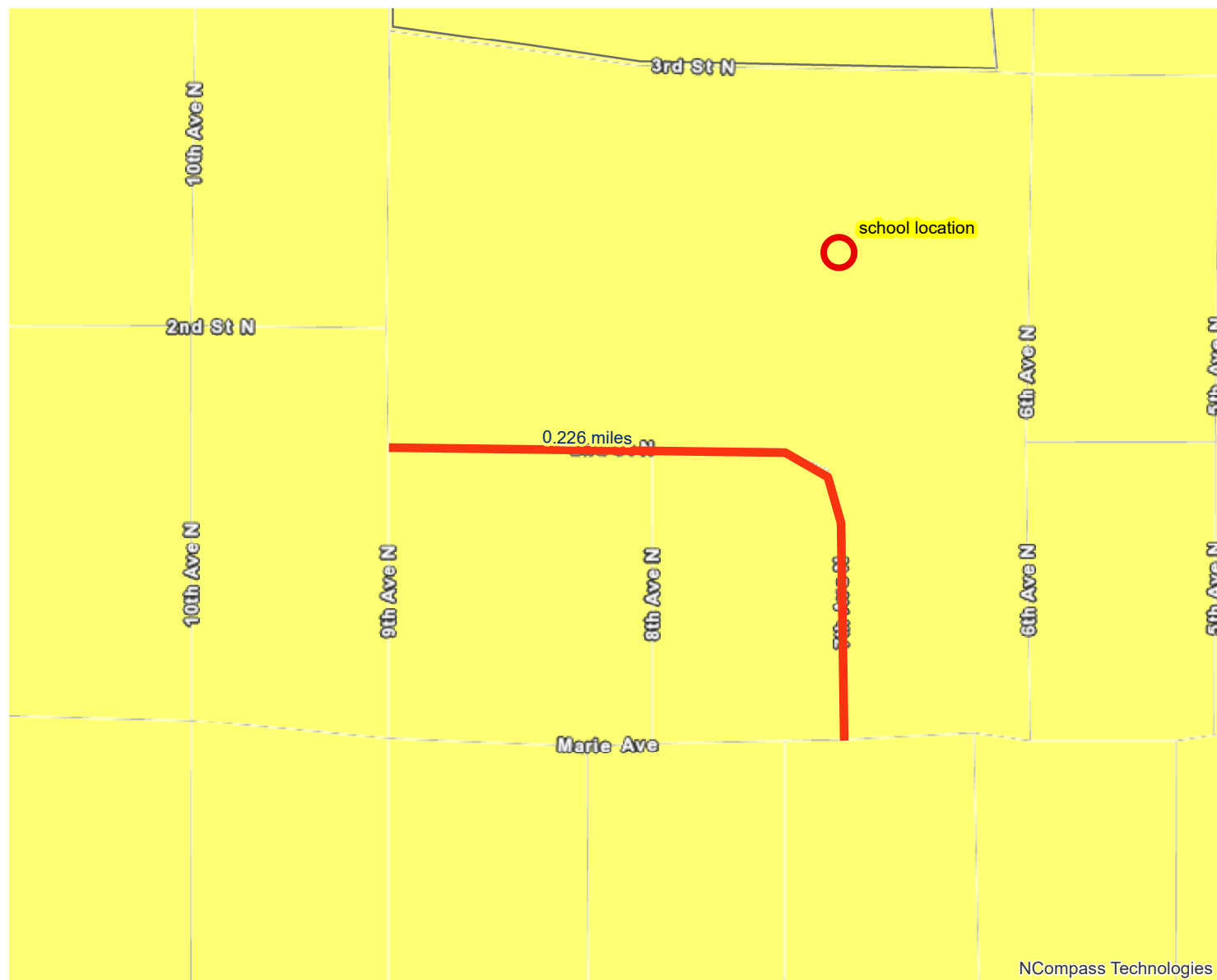


## Socio-Economic Conditions

Safe Routes to Schools Project: SSP Marie Ave Safe Routes to School Seg 2 | Map ID: 1530629006298

### Results

Project census tracts are above the regional average for population in poverty or population of color:  
(0 to 18 Points)



Project Points



Project



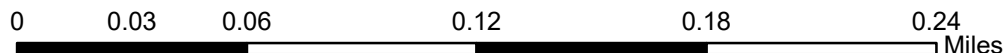
Area of Concentrated Poverty > 50% residents of color



Area of Concentrated Poverty



Above reg'l avg conc of race/poverty



Created: 7/3/2018  
LandscapeRSA2



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





## Appendix E. Parent Survey

The following shows a summary of a survey sent home to parents of children in March of 2018. It asks parents their feelings about walking and biking and is a direct export from the National Safe Routes to School Data Collection System, which processed the survey responses and generated this report.

**School Name:** South St Paul Secondary

**Set ID:** 17324

**School Group:** Dakota County Schools

**Month and Year Collected:** March 2018

**School Enrollment:** 0

**Date Report Generated:** 05/07/2018

**% Range of Students Involved in SRTS:** Don't Know

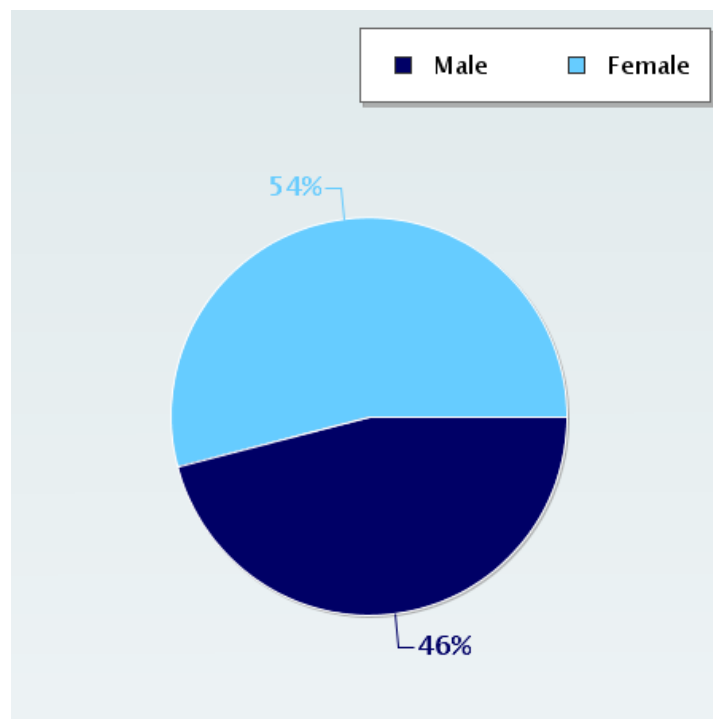
**Tags:**

**Number of Questionnaires Distributed:** 0

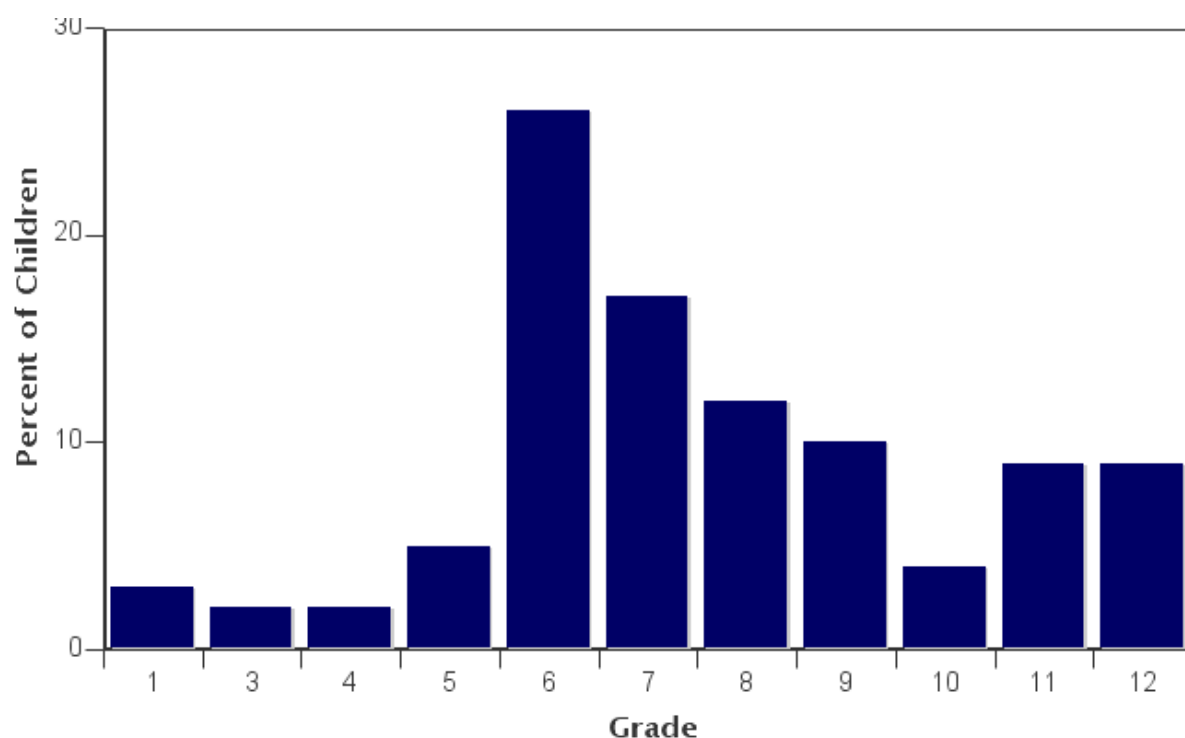
**Number of Questionnaires  
Analyzed for Report:** 92

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey



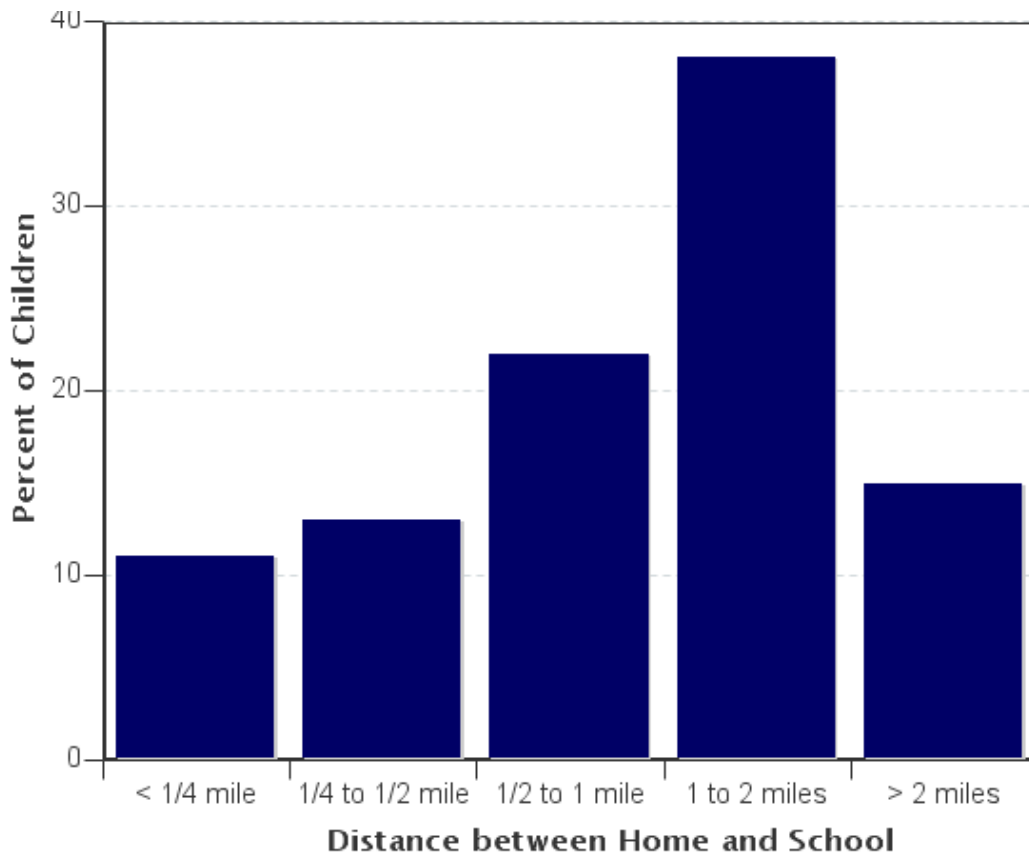
Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
1	3	3%
3	2	2%
4	2	2%
5	5	5%
6	24	26%
7	16	17%
8	11	12%
9	9	10%
10	4	4%
11	8	9%
12	8	9%

No response: 0

Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school



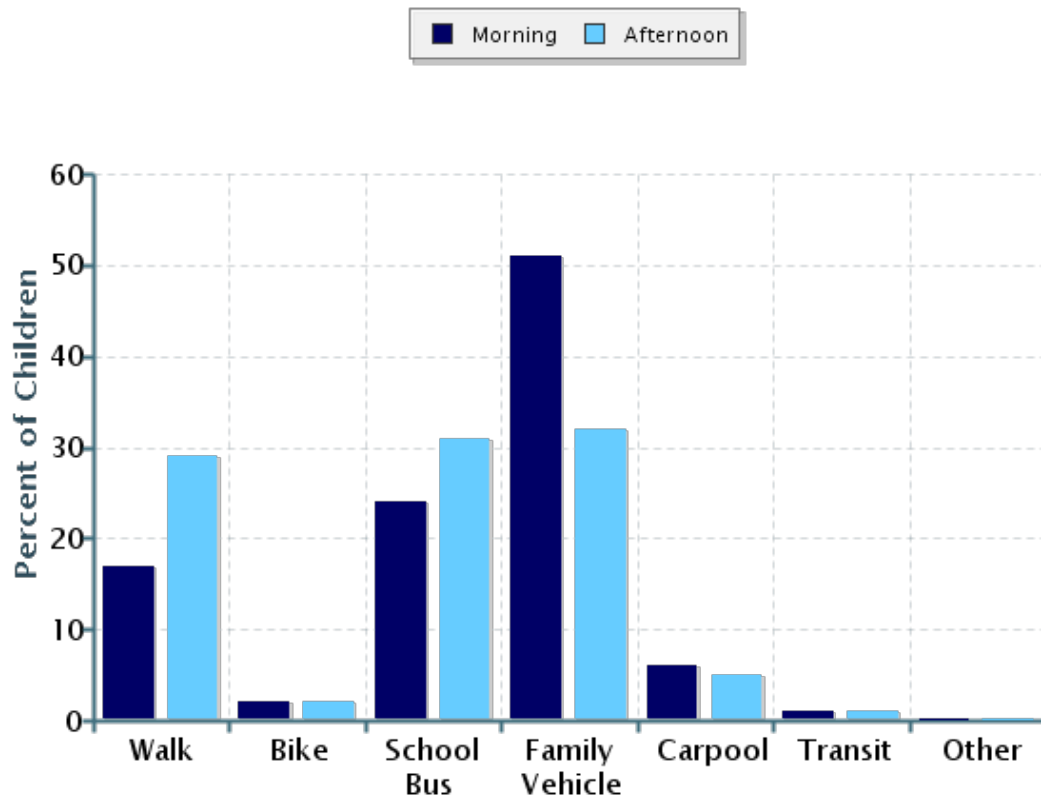
Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	10	11%
1/4 mile up to 1/2 mile	12	13%
1/2 mile up to 1 mile	20	22%
1 mile up to 2 miles	35	38%
More than 2 miles	14	15%

Don't know or No response: 1

Percentages may not total 100% due to rounding.

## Typical mode of arrival at and departure from school



## Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	89	17%	2%	24%	51%	6%	1%	0%
Afternoon	91	29%	2%	31%	32%	5%	1%	0%

No Response Morning: 3

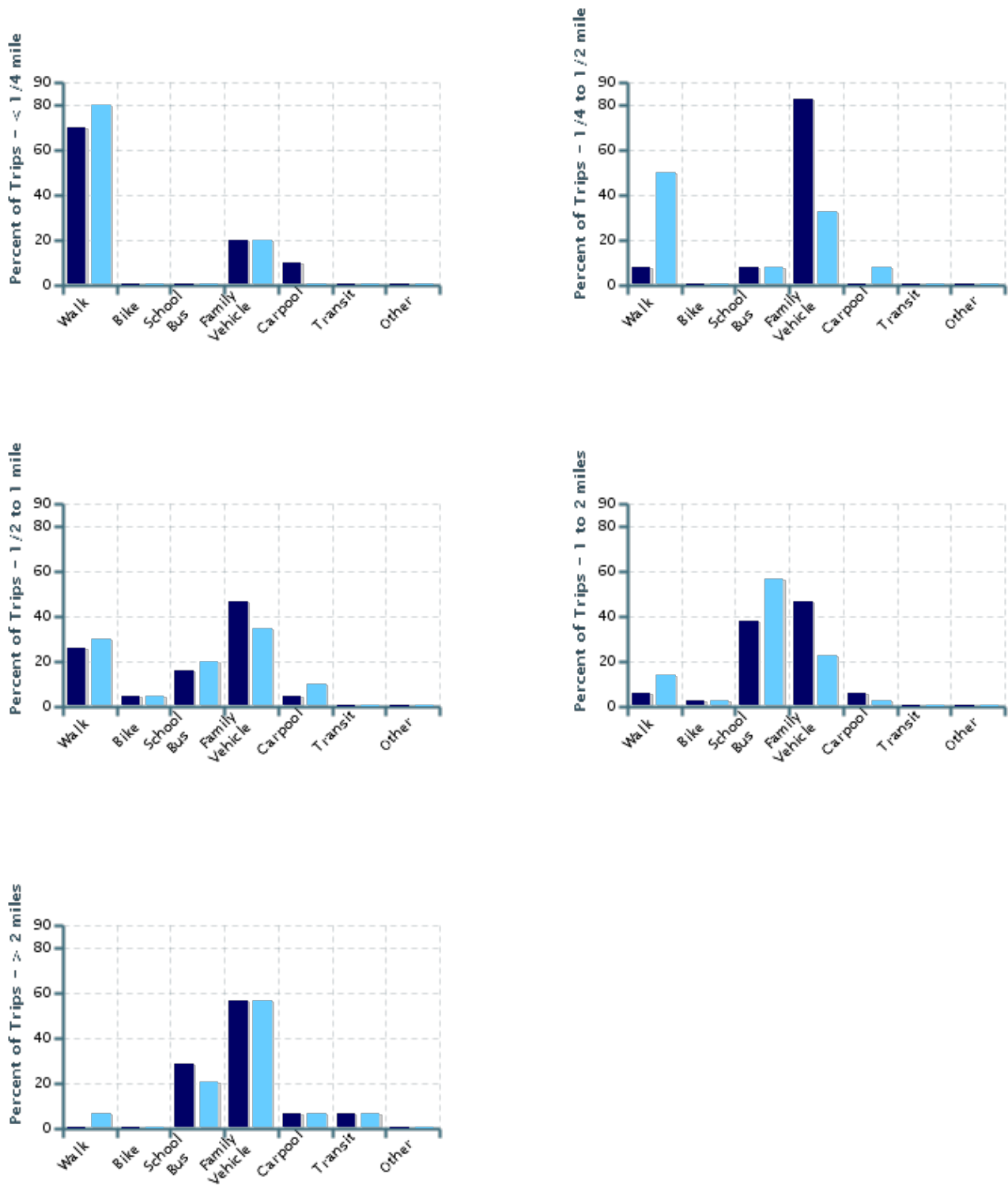
No Response Afternoon: 1

Percentages may not total 100% due to rounding.



Typical mode of school arrival and departure by distance child lives from school

■ Morning ■ Afternoon



## Typical mode of school arrival and departure by distance child lives from school

### School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	10	70%	0%	0%	20%	10%	0%	0%
1/4 mile up to 1/2 mile	12	8%	0%	8%	83%	0%	0%	0%
1/2 mile up to 1 mile	19	26%	5%	16%	47%	5%	0%	0%
1 mile up to 2 miles	34	6%	3%	38%	47%	6%	0%	0%
More than 2 miles	14	0%	0%	29%	57%	7%	7%	0%

Don't know or No response: 3

Percentages may not total 100% due to rounding.

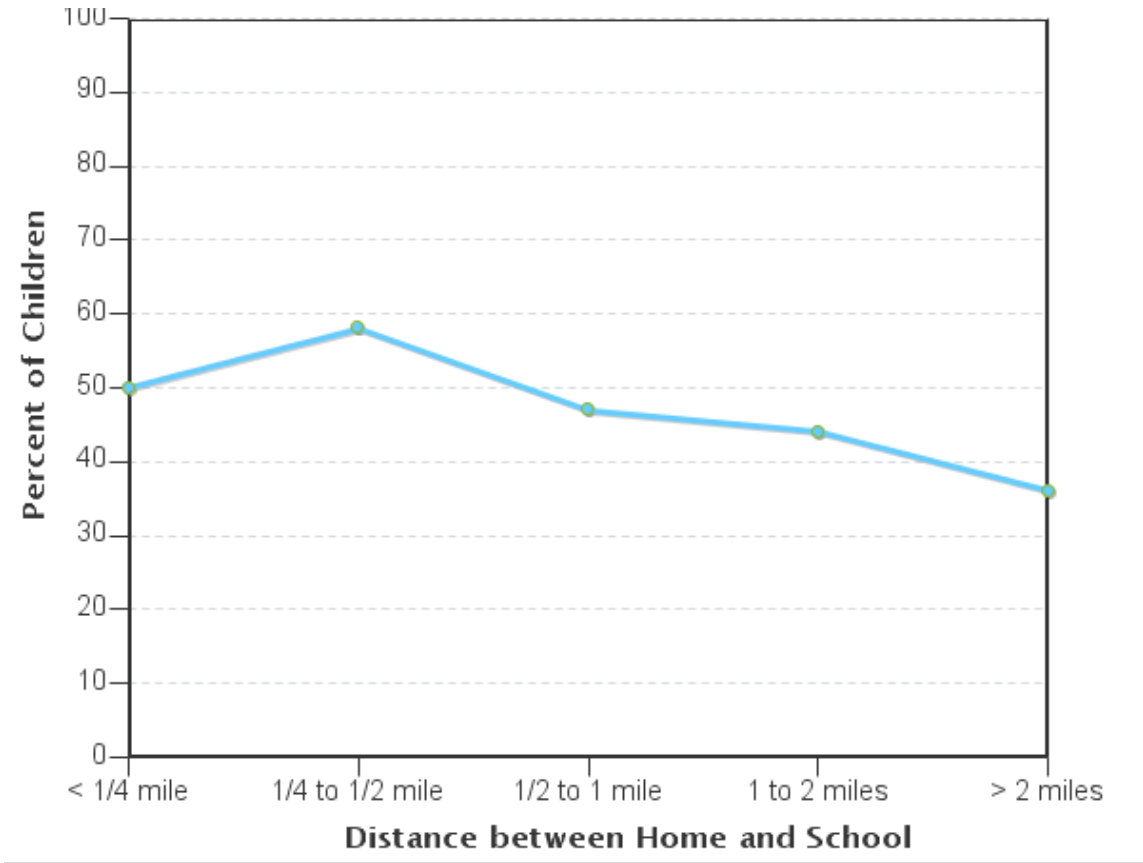
### School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	10	80%	0%	0%	20%	0%	0%	0%
1/4 mile up to 1/2 mile	12	50%	0%	8%	33%	8%	0%	0%
1/2 mile up to 1 mile	20	30%	5%	20%	35%	10%	0%	0%
1 mile up to 2 miles	35	14%	3%	57%	23%	3%	0%	0%
More than 2 miles	14	7%	0%	21%	57%	7%	7%	0%

Don't know or No response: 1

Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

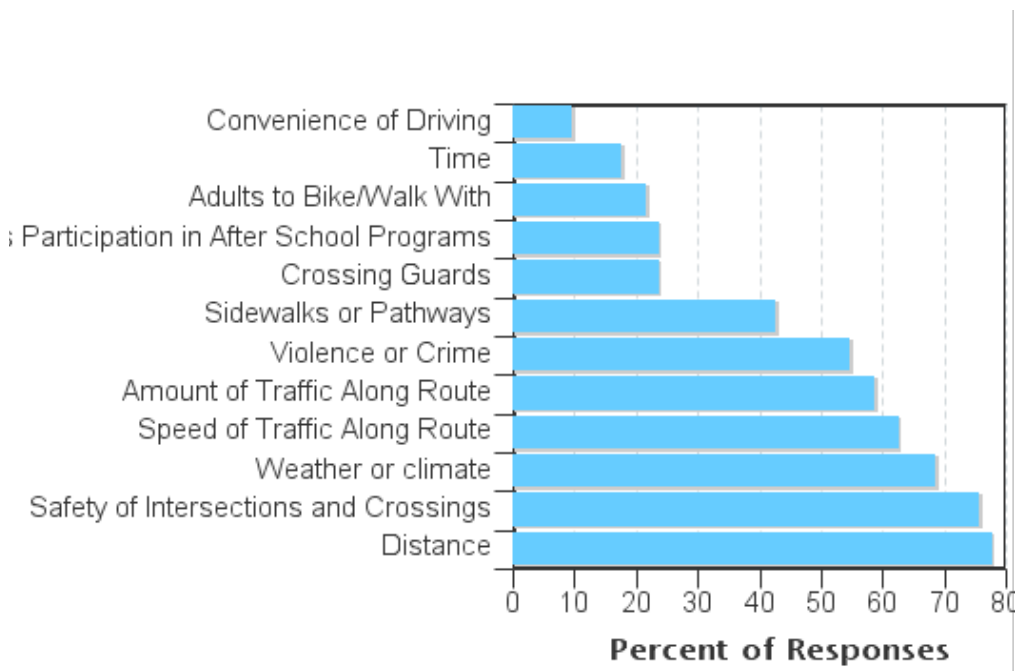


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

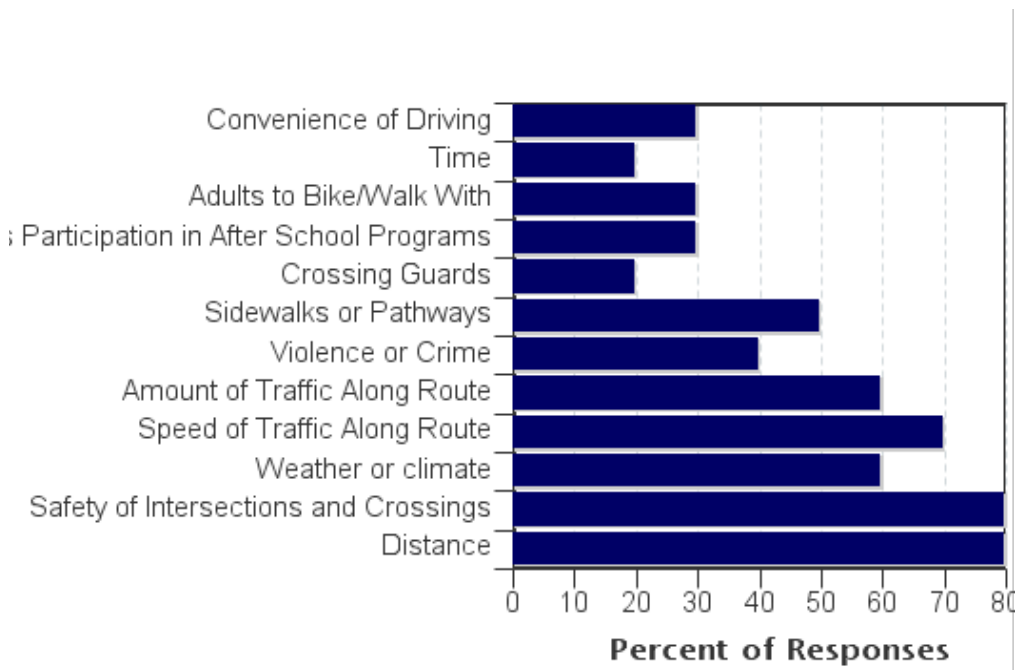
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	41	50%	58%	47%	44%	36%
No	48	50%	42%	53%	56%	64%

Don't know or No response: 3  
 Percentages may not total 100% due to rounding.

reported to affect the decision to not allow a child to walk or bike to/from school by  
 parents of children who do not walk or bike to/from school



s reported to affect the decision to allow a child to walk or bike to/from school by  
 parents of children who already walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by  
parents of children who already walk or bike to/from school

Issue	Child does not walk/bike to school	Child walks/bikes to school
Distance	78%	80%
Safety of Intersections and Crossings	76%	80%
Weather or climate	69%	60%
Speed of Traffic Along Route	63%	70%
Amount of Traffic Along Route	59%	60%
Violence or Crime	55%	40%
Sidewalks or Pathways	43%	50%
Crossing Guards	24%	20%
Child's Participation in After School Programs	24%	30%
Adults to Bike/Walk With	22%	30%
Time	18%	20%
Convenience of Driving	10%	30%
<b>Number of Respondents per Category</b>	<b>51</b>	<b>10</b>

No response: 31

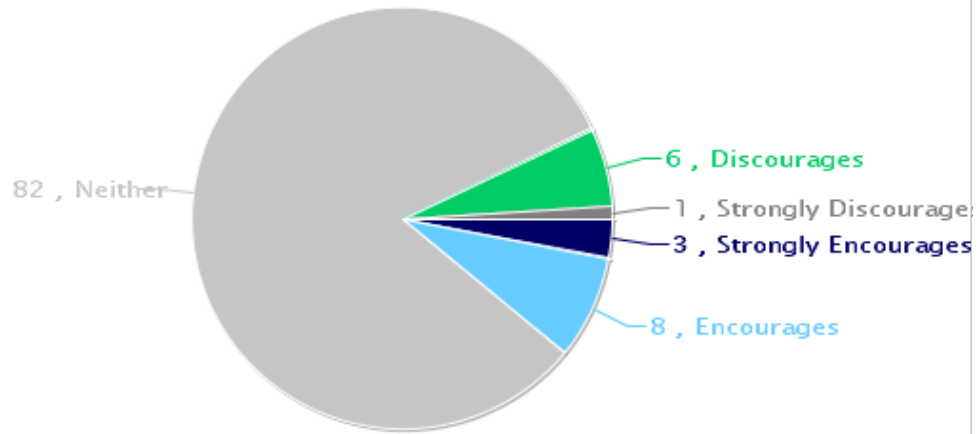
Note:

--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.

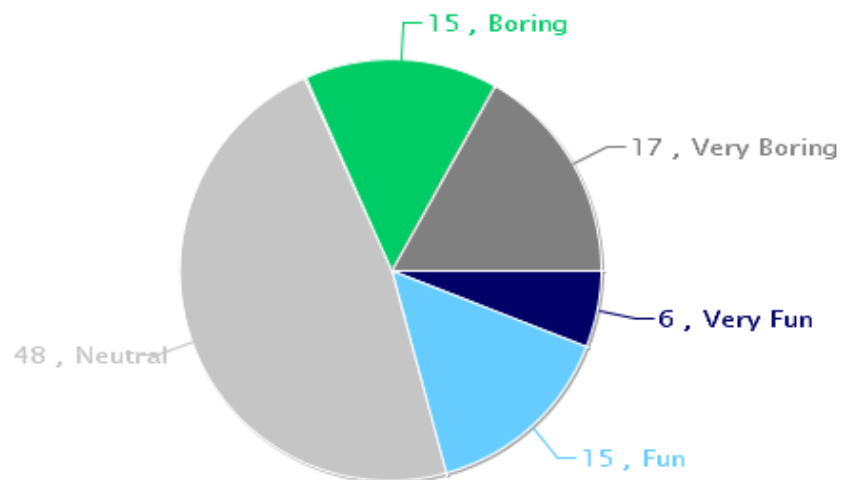
--Each column may sum to > 100% because respondent could select more than issue

--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

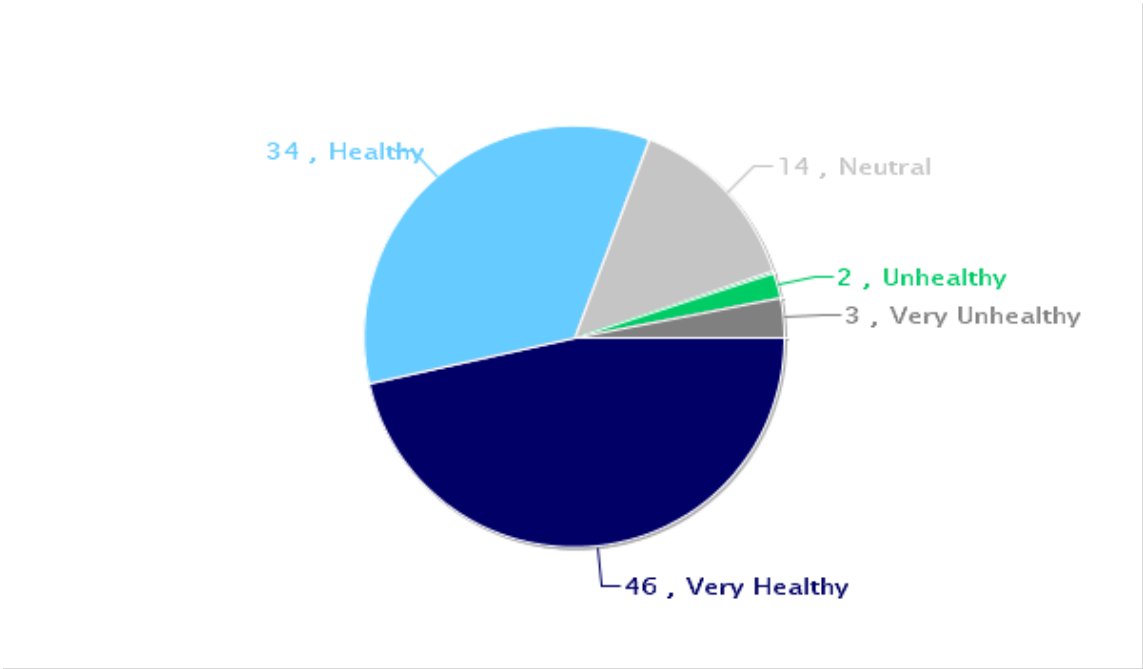
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



## Comments Section

SurveyID	Comment
1592545	She got harassed by other boys on a walk home from school all the way to our house and don't feel comfortable since
1592546	She got harassed by other boys on a walk home from school all the way to our house and don't feel comfortable since
1592551	I don't like my child riding bike or walking near high school due to student drivers driving bad! Too fast, driving on wrong side of streets, not yielding to younger kids. I don't even like driving near high school at the end of the day. The younger kids (middle school). Should get out 30 mins before the crazy student drivers.
1592552	Buses should be provided at all distances.
1592667	My Child was the first six grade in the high school. I thought it was absolutely ridiculous that they expected the six graders to walk to school. There are many pockets of high crime areas on the way to school that I will not allow my daughter to walk through.
1592671	My daughter walked to and from school till somebody started to follow her home. Her dad and I had to make major adjustments to pick her up because of the safety aspect.
1592710	The reason we don't allow our children to walk to school is because of the risk of them being the victim of a crime - getting jumped, harassed, attacked or worst case scenario - being kidnapped.
1592734	There are a lot of pedafiles in this city i wouldn't let my child walk for her safety.
1592863	Can bus passes from Nov to march be made available?
1592538	The major intersections at Southview were my biggest concern
1592603	The reason my kids do not ride bikes to school anymore is the theft of their bike from the school not once but twice
1592696	I feel safe to let my kids walk if there are a sides walk . We don't have side walk on Wentworth ave .
1592733	My son crosses 9th ave North, and Marie Ave. I have seen, and experienced myself oncoming traffic not seeing cars or pedestrians crossing. It is a very "blind" intersection. I would like to see something done about that corner.
1592780	my children walk in a group if they walk home from school. my only concern for walking home is predators, although my children are educated on "stranger danger" the stuff you hear in news is scary, like people being tricked to help someone and then being snatched up!
1592848	I would like my son to ride his bike more often but the traffic crossing busy intersections is pretty heavy from our house to school. There really isn't an easy way to get to school thats not hilly or busy.
1592542	I walked my kids to school until they were in 6th grade at Lincoln Center. We live RIGHT by the high school but if we did not live so close I would not let my kids walk to school. The intersection that we use to get to school and work is a very busy one. Students drive rather fast with a school being so close. Also depending on the time of year the sun is just coming up and cars are not able to see coming up the top of the 3rd street hill.



1592543	We are just shy of the 1.5 mile cut off for busing for the upper grades. My daughter hates walking to and from school because of the distance especially in the winter along a busy road with no sidewalks. I think this should be shortened to 1 mile like the elementary school.
1592544	With the amount of unsafe individuals in the city I would not be comfortable with my young daughters walking in the dark, for such a long distance, vulnerable to elements of weather as well. There are no street cameras, no patrolling of police in the mornings or dark winter evenings. Maybe they should create stops like they do for busses, but for walkers so there are a group of students together walking to school.
1592559	I may consider allowing my daughter to walk to school in a group setting but I am not comfortable with her walking .9 mile alone
1592585	the southview & 13th ave south intersection was always a BAD intersection. 12th & southview is no better...
1592670	I feel walking distance in the district is set too far. There are days my 6th grade daughter has to walk home alone but with work schedules thats the only option.
1592706	Even though 12ave has stop signs people dont pay attention.
1592731	The shortest route to school from our house would require my daughter to walk along Concord St. for most of it, and I am NOT comfortable with that for many reasons. This way, along with the other option, would also require her to walk up several very large hills (literally both directions), which is not fun or safe during the winter months. I also have to climb ONE of these hills daily to take the city bus into downtown for work, and I have fallen many times coming down it, and it takes forever going up it. There are no sidewalks either, so when plows come by before I walk this hill, it puts me almost in the middle of the street. Plus it's a 2 mile walk to her school, and there is nobody at my house to drive her on very cold days. The school bus is security for me, knowing that she has a safe and warm ride to and from school each day. Concord is not the safest street in the world, and I would prefer her to NOT have to walk or bike it every day. The other option for her to take would require her to walk over several more large hills (with no sidewalks), which totally SUCK to navigate in the winter time. Plus it's an even longer walk than taking Concord.
1592740	Wish there were more crossing guards further out from the school to help get kids across Marie Ave.
1592862	I think the streets around Lincoln are unsafe because of the parents being impatient, talking or texting on their phone, being distracted and being in a hurry.
1592878	Walking or biking to school would be a good thing if there were 4-way stop signs in places they are lacking, crossing guards or police to help with traffic flow and the routes for walking and biking are well marked.
1592947	I will never allow my children to walk or bike to school without me at any age as long as we live where we do. It is next to impossible to cross Southview and/or Marie at any intersection. Most of the time, cars don't stop for pedestrians on that road, not even police officers. And whenever I see a pedestrian and stop for them, I fear for their life because when you do stop for pedestrians, the vehicles behind you pass you on the left and the shoulder, not noticing that someone is trying to cross and almost killing the pedestrian... even the police officers pass on the shoulder... AND in the morning, when driving East down either of the main streets, sometimes the sun is so bright you can't see... I wish I wasn't driving and pray that no one is crossing, because if there were someone who was trying to cross, I would hit them, because I can't see! And let's say the kids get close to school and crossing guards are available to help... so many of those kids are just screwing around, not taking their position seriously... and even if they are, there are too many adult drivers who aren't paying attention to or don't respect the crossing guards. It's just not safe.

1593003	My kids always walked to and from elementary school which was close to us. The main factor now is the distance of 1.9 miles and the safety of crossing over the freeway overpass with a lot of traffic. Also in winter it is too cold and dark.
1592532	I am VERY uncomfortable with my children crossing southview at 6th avenue south (by the dairy queen) and then on Marie and i think 6th avenue north (in front of images by design hair salon). cars dont stop for anyone in intersections even if there are white walk marks on the street. its so bad. I am very afraid.
1592550	It would be nice to see couple safety guards posted at about the bridge. Whether they're in their vehicle or outside. Basically because for a while it's very dark in the morning
1592566	The intersection of Southview and 9th Avenue is treacherous. It is best to cross at 7th. Also, I have seen kids walking in the middle of the road and not yielding to traffic. They need instructions on how to safely walk on the sidewalk or at least the side of the road.
1592721	I do have concerns with a few suspect homes in the area where I do not feel comfortable with the persons living in these homes, and worry about my children passing these homes on the way home. I prefer my children to walk home with other children because of safety in numbers.
1593414	<p>My son was eligible for the bus when he went to Lincoln Center Elementary which is 1.1 miles from our house but he is not eligible for the bus now that he goes to SSP Secondary which is exactly 1 mile from our house. 1 mile is a very long walk for a middle school aged child, especially during the winter with extreme cold, snow/ice, etc. and he has to cross 2 very busy roads (Marie Ave and Southview Blvd).</p> <p>Because I do not feel comfortable with all of this for a child of his age and cannot afford to pay \$250/year for him to ride the bus (which drives right past our intersection anyway), my husband and I have to drop him off and pick him up every day except for 1 day/week when we have a work conflict and he has to walk. I really feel that this is an unsafe position to put him in and since there is no middle school in South St Paul so the children start going to the High School in 6th grade, the distance requirements should be extended for these children for their safety.</p>
1593415	<p>My son was eligible for the bus when he went to Lincoln Center Elementary which is 1.1 miles from our house but he is not eligible for the bus now that he goes to SSP Secondary which is exactly 1 mile from our house. 1 mile is a very long walk for a middle school aged child, especially during the winter with extreme cold, snow/ice, etc. and he has to cross 2 very busy roads (Marie Ave and Southview Blvd).</p> <p>Because I do not feel comfortable with all of this for a child of his age and cannot afford to pay \$250/year for him to ride the bus (which drives right past our intersection anyway), my husband and I have to drop him off and pick him up every day except for 1 day/week when we have a work conflict and he has to walk. I really feel that this is an unsafe position to put him in and since there is no middle school in South St Paul so the children start going to the High School in 6th grade, the distance requirements should be extended for these children for their safety.</p>
1592722	Need more bike racks.
1592556	intersection of 5th and 494 we need stop lights.
1592608	IT NOT SAFE FOR CHILDREN EVEN IN SCHOOL I WOULD NEVER ALLOW MY SON TO WALK TO SCHOOL GET BETTER SAFE IN SCHOOL AND BUS THAN I MIGHT THINK ABOUT IT
1592627	Sidewalks are no clear of ice and snow people often need to walk in the street due to the condition of sidewalks. Even sidewalks along parkland and other city owned property are in poor conditions for walking during the majority of the winter and spring.
1592742	14. is unhealthy due to safety reasons.

1592690	I do not feel that my daughter should walk or bike home, due to safety concerns. I am not sure what we will do once she has to attend the high School, as a bus is not available, and now that the 6th grade was moved it is really a concern. The stop light on 12th and SouthView is also planned on being replaced with a round about, this is very concerning for all the children that have to walk to school. Her not walking is nothing to do with it being healthy to walk. We can exercise at other times.
1592716	Please continue to provide busing
1592745	Issues with people who are driving and not paying attention to students that are walking. Driving too fast, and not slowing down or stopping for kids who are crossing the road. Inpatient drivers is also a big issue, this even happens with parents who are dropping off their own children.



## Appendix F. Student Hand Tally

The following pages show summaries of a hand tally of student transportation behavior in May of 2018. During the first week of May, students were asked how they traveled to and from school on Tuesday, Wednesday, and Thursday. This report is a direct export from the National Safe Routes to School Data Collection System, which processed the tallies and generated this report.

### Student Travel Tally Report: One School in One Data Collection Period

**School Name:** South St Paul Secondary

**Set ID:** 25728

**School Group:** Dakota County Schools

**Month and Year Collected:** May 2018

**School Enrollment:** 1766

**Date Report Generated:** 05/16/2018

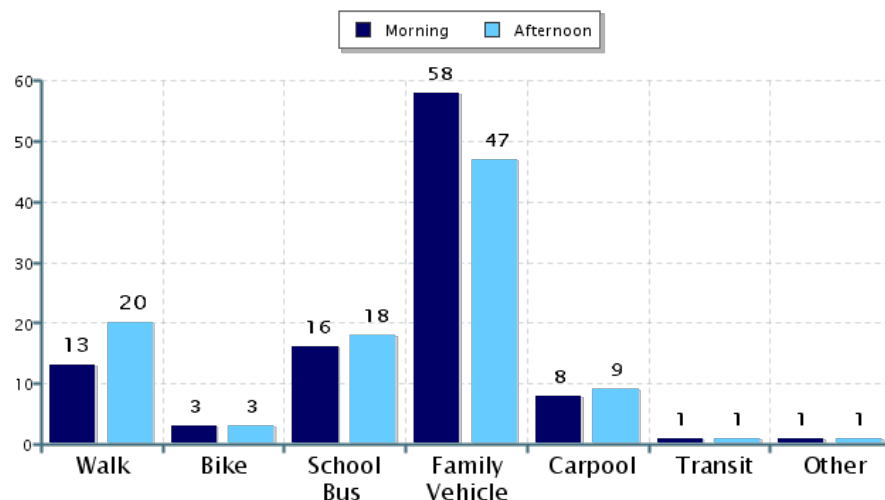
**% of Students reached by SRTS activities:**

**Tags:**

**Number of Classrooms  
Included in Report:** 39

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

### Morning and Afternoon Travel Mode Comparison



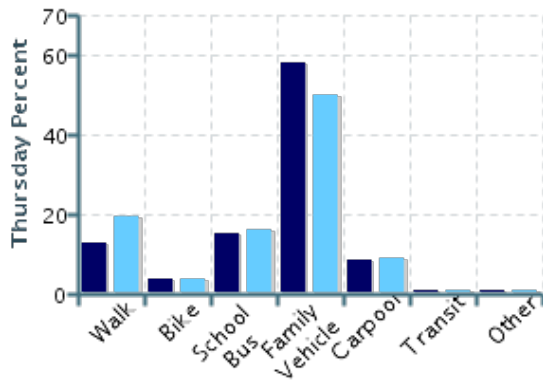
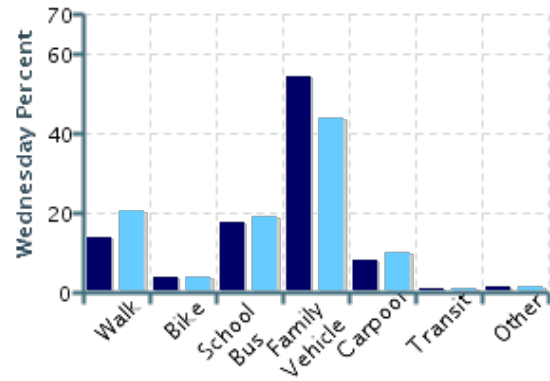
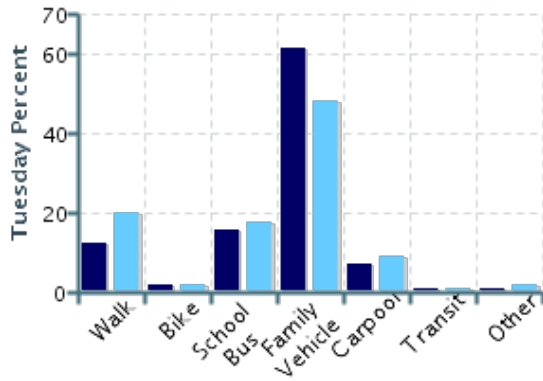
### Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	1869	13%	3%	16%	58%	8%	0.7%	1%
Afternoon	1744	20%	3%	18%	47%	9%	1%	1%

Percentages may not total 100% due to rounding.

## Morning and Afternoon Travel Mode Comparison by Day

■ Morning ■ Afternoon



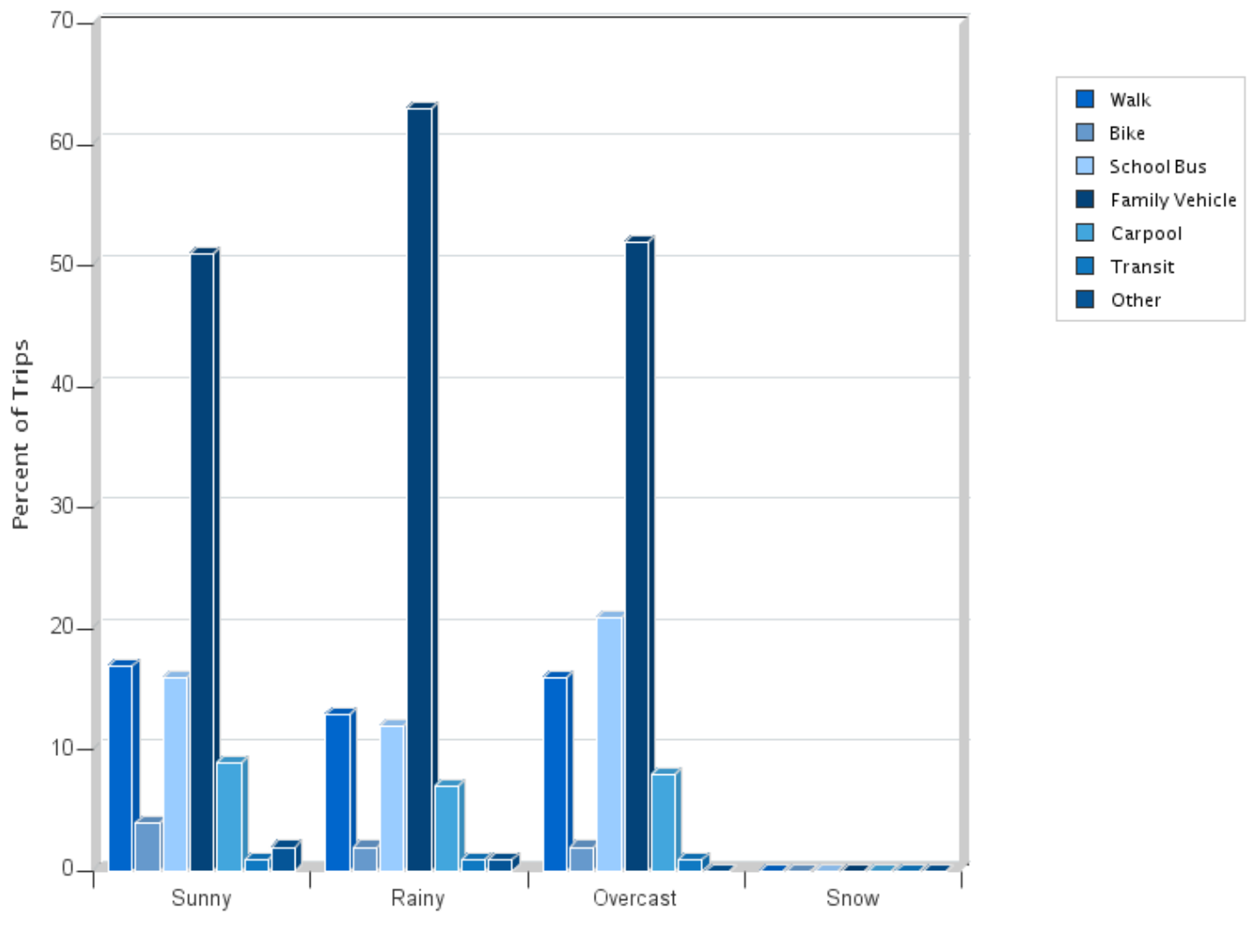
## Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	682	12%	2%	16%	61%	7%	0.4%	1%
Tuesday PM	650	20%	2%	18%	48%	9%	1%	2%
Wednesday AM	673	14%	4%	18%	54%	8%	0.9%	1%
Wednesday PM	618	21%	4%	19%	44%	10%	1%	1%
Thursday AM	514	13%	4%	15%	58%	8%	1.0%	0.8%
Thursday PM	476	20%	4%	16%	50%	9%	0.8%	0.4%

Percentages may not total 100% due to rounding.



Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	1859	17%	4%	16%	51%	9%	0.9%	2%
Rainy	588	13%	2%	12%	63%	7%	0.7%	1%
Overcast	561	16%	2%	21%	52%	8%	0.7%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

City of South St. Paul  
Dakota County, Minnesota

**RESOLUTION NO. 2018-117**

**RESOLUTION FOR APPROVAL OF MARIE AVENUE & 2<sup>ND</sup> STREET  
IMPROVEMENTS GRANT APPLICATION SUBMITTAL AND AUTHORIZATION TO  
PROVIDE A LETTER OF SUPPORT FOR TRANSPORTATION ADVISORY BOARD  
2018 FEDERAL FUNDING SOLICITATION PROCESS**

**WHEREAS**, the Transportation Advisory Board (TAB) is requesting project submittals for federal funding under the Fixing America's Surface Transportation (FAST) Act; and

**WHEREAS**, the Metropolitan Council Transportation Advisory Board (TAB) adopted the criteria and measures for the biennial regional solicitation for federal transportation projects for program years 2022 and 2023; and

**WHEREAS**, staff believes that the 2018 regional solicitation is the best opportunity to obtain significant funding for several projects in the City's Capital Improvement Plan (CIP) including the Marie Avenue & 2<sup>nd</sup> Street Improvements; and

**WHEREAS**, all regional solicitation projects require a 20 percent local match from non-federal sources; and

**WHEREAS**, the TAB 2018 Federal Funding Solicitation Process project grant applications submittals are due on July 13, 2018; and

**WHEREAS**, subject to federal funding award, the City Council of South St. Paul, Minnesota, would be asked to consider authorization to execute a grant agreement at a future meeting.

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of South St. Paul, Minnesota, as follows:

1. Hereby approves the grant application submittals for the Marie Avenue & 2<sup>nd</sup> Street Improvements.
2. The City Engineer is hereby authorized to submit a letter of support to be submitted as part of the Marie Avenue & 2<sup>nd</sup> Street Improvements grant submittal package by the City of South St. Paul.

Adopted this 2<sup>nd</sup> day of July, 2018.

  
City Clerk



**IB MYP and DP World School**

Phone: (651) 457- 9410

Fax: (651) 457- 9455

[www.sspps.org](http://www.sspps.org)

Mr. Chris Hartzell  
City Engineer  
City of South St. Paul  
125 3rd Avenue N  
2nd Floor  
South St. Paul, MN 55075

Dear Mr. Hartzell:

As principal of South St. Paul Secondary, I am pleased to express my support and concurrence for the Safe Routes to School Grant being submitted by the City of South St. Paul. The improvements on Marie Avenue will enhance our walking and biking facilities and address the safety concerns that have been raised by parents.

As the proposed improvements are largely on public right of way, the City of South St. Paul will be taking the lead on the grant implementation. South St. Paul Secondary will work with the City to conduct all post- surveys required as part of the grant and the SRTS program.

Thank you for your consideration of the grant request. If you have and questions please feel free to contact me at 651-457-9402 or [cochocki@sspps.org](mailto:cochocki@sspps.org) .

Sincerely,

Charles J. Ochocki  
Principal  
Secondary Building and Community Learning Center  
700 2nd Street North,  
South St. Paul, MN 55075  
651-457-9402  
[cochocki@sspps.org](mailto:cochocki@sspps.org)





# Marie Avenue

South St. Paul

Current Conditions

July 2018

