Application

10352 - 2018 Safe Routes to School Infrastructure

10934 - Bruce Vento Elementary Safe Routes to School

Regional Solicitation - Bicycle and Pedestrian Facilities

Status:	Submitted
Submitted Date:	07/13/2018 10:27 AM

Primary Contact

Name:*		Fay		Simer
	Salutation	First Name	Middle Name	Last Name
Title:	Pedestrian Safety Advocate			
Department:				
Email:	fay.simer@stpaul.gov			
Address:	25 W 4th St.			
	25 W 4th St.			
*	St. Paul	Minnesota	55102	
	City	State/Province	Postal Code/Zip	
Phone:*	651-626-6204			
	Phone		Ext.	
Fax:				
What Grant Programs are you most interested in?	Regional Solicitation - Bicycle and Pedestrian Facilities			

Organization Information

Name:	ST PAUL, CITY OF
Jurisdictional Agency (if different):	

Organization Type:	City
Organization Website:	
Address:	DEPT OF PUBLIC WORKS-CITY HALL ANNEX 25 W 4TH ST #1500
*	ST PAUL (City) / Minnesota (State/Province) / 55101 (Postal Code/Zip)
County:	Ramsey
Phone:*	651-266-9700 Ext.
Fax:	
PeopleSoft Vendor Number	0000003222A22

Project Information

Project Name	Bruce Vento Elementary Safe Routes to School
Primary County where the Project is Located	Ramsey
Cities or Townships where the Project is Located:	Saint Paul
Jurisdictional Agency (If Different than the Applicant):	
Brief Project Description (Include location, road name/functional class, type of improvement, etc.) *(Limit 2,800 characters; approximately 400 words)*	Walking and bicycling improvements near Bruce Vento Elementary School, adding curb extensions along Case Ave., curb extensions and a bicycling facility along Arkwright St., and new sidewalk to fill sidewalk gaps in the school's vicinity.
TIP Description Guidance (will be used in TIP if the project is selected for funding)	Bruce Vento Elementary Safe Routes to School
Project Length (Miles) *to the nearest one-tenth of a mile*	3.0

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	$842,528.00
Match Amount	$210,632.00

Minimum of 20% of project total

Project Total $1,053,160.00

Match Percentage 20.0%

Minimum of 20%
Compute the match percentage by dividing the match amount by the project total

Source of Match Funds Local funds

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

Preferred Program Year

Select one: 2023

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

Additional Program Years:

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

Project Information

County, City, or Lead Agency City of Saint Paul

Zip Code where Majority of Work is Being Performed 55130

(Approximate) Begin Construction Date 06/05/2023

(Approximate) End Construction Date 11/30/2023

Name of Trail/Ped Facility: Arkwright Bicycling Facility and Case Ave Pedestrian Improvements

(i.e., CEDAR LAKE TRAIL)

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

From:
(Intersection or Address)

To:
(Intersection or Address)

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

Or At: Bruce Vento Elementary School

Primary Types of Work Ped ramps and crosswalk bumpouts; sidewalk infill; bikeway construction

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):

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.

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

7-23:Safety. Regional evaluation criteria will favor infrastructure projects that significantly improve

safety for bicyclists and pedestrians while maintaining or enhancing the ease of bicycling or

walking. Funding can also be provided to projects that do not improve network connectivity but

significantly improve the safety of bicycling or walking (including users of all ages and levels of

mobility) or that address an identified safety problem.

(Limit 2500 characters; approximately 750 words)

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

List the applicable documents and pages:

Bruce Vento Elementary Safe Routes to School Plan, 22

Saint Paul Bicycle Plan, Figure 3 Planned Bicycle Network Facility Type Group

Saint Paul Roadway Safety Plan, 3-3, 4-2

(Limit 2500 characters; approximately 750 words)

4.The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of 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	12/31/2010 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

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.

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

Requirements - Bicycle and Pedestrian Facilities Projects

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	$0.00
Removals (approx. 5% of total cost)	$0.00
Roadway (grading, borrow, etc.)	$0.00
Roadway (aggregates and paving)	$0.00
Subgrade Correction (muck)	$0.00
Storm Sewer	$0.00

Ponds	$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$0.00
Traffic Control	$0.00
Striping	$0.00
Signing	$0.00
Lighting	$0.00
Turf - Erosion & Landscaping	$0.00
Bridge	$0.00
Retaining Walls	$0.00
Noise Wall (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	$0.00
Other Roadway Elements	$0.00
Totals	**$0.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	**Cost**
Path/Trail Construction	$0.00
Sidewalk Construction	$378,160.00
On-Street Bicycle Facility Construction	$135,000.00
Right-of-Way	$0.00
Pedestrian Curb Ramps (ADA)	$540,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	$0.00
Pedestrian-scale Lighting	$0.00
Streetscaping	$0.00
Wayfinding	$0.00
Bicycle and Pedestrian Contingencies	$0.00
Other Bicycle and Pedestrian Elements	$0.00
Totals	**$1,053,160.00**

Specific Transit and TDM Elements

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

Transit Operating Costs

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

Totals

Total Cost	$1,053,160.00
Construction Cost Total	$1,053,160.00
Transit Operating Cost Total	$0.00

Measure A: Relationship Between Safe Routes to School Program Elements

Response:

Engineering: Saint Paul installed a bumpout at Case and Desoto St. and high visibility crosswalk markings and signage at key intersections surrounding Bruce Vento in 2018 to enhance crossings onto school property.

Education: Bruce Vento Elementary and Farnsworth Aerospace completed SRTS plans in 2017. The plans include walking route maps with suggested walking routes to each school. The maps are promoted on the Saint Paul Public Schools web page, on cards mailed to each student in the school walk zones, and displayed at Back to School Night events and the district?s school choice fair.

Saint Paul has produced a video to teach youth how to use the crossing signals at traffic lights.

Bruce Vento Elementary, John A. Johnson Elementary and Farnsworth Aerospace Upper have active school patrol programs. School patrols at Bruce Vento are stationed along Case Ave. at intersections with Arkwright, Clark and Desoto.

Farnsworth teachers have completed Walk!Bike!Fun! training and use a district-owned bicycle fleet to teach safe riding to students in gym class.

Enforcement: Saint Paul Police are recognized leaders in their coordinated enforcement efforts to ticket drivers who do not stop for crossing pedestrians. SPPD conduct approx. 75 events annually with volunteers to raise awareness of the crosswalk law and ticket drivers who do not stop. Since 2015, SPPD has conducted four Stop for Me enforcement events on Case Avenue. Two more events are scheduled in 2018 on Arkwright.

SPPD supports Walk to School Days by sending officers to greet students and help them walk to school safely during events.

Encouragement: Bruce Vento has been growing its Walk to School Day since creating its SRTS plan. Last year, the school participated in Walk to School Day by having buses and parents drop off students four blocks from the school at Wilder Playground. This enabled 100% of Bruce Vento students to walk to school. This year, Bruce Vento expanded the program to host four events throughout the year. Community volunteers, including employees from a nearby HealthPartners campus, help make these events a success.

Farnsworth Aerospace hosts a Take a Lap program for students. Students are encouraged to walk a lap around the school fields before school. Every lap they complete earns them a raffle ticket for a drawing to win a free bike at the end of the school year.

Evaluation: Bruce Vento and Farnsworth Aerospace collected student tallies and parent surveys in 2017 about students walking and bicycling to school. Saint Paul collected speed data on both Case and Arkwright in 2016. 85th percentile speeds were 32 mph on Case between Clark and Desoto and on Arkwright between Lawson and Jenks. Saint Paul will continue to collect speed studies to evaluate changes in conditions.

(Limit 2,800 characters; approximately 400 words)

Measure A: Student Population Biking or Taking Transit to School

Average Percent of Student Population	15.0%
Documentation Attachment	1531494884515_HandTallies.pdf

Please upload attachment in PDF form.

Measure B: Student Population Near the School

Student population within one mile of the school	324.0

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):	Yes

(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:

(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.

Response:

Parents and students at Bruce Vento and Farnsworth provided input via the school?s SRTS plans. Farnsworth and Bruce Vento both have interpreters on staff to help communicate in more than 5 languages spoken among school families. All Walk to School Day communications are sent in 5 languages.

Project outreach will use pre-existing events that already attract community members of diverse backgrounds. Examples of events include Walk to School Days, Safe Summer Nights, and Bruce Vento?s annual backpack giveaway hosted each August.
Saint Paul Police host free dinners each year in Saint Paul parks. These community-building events have strong attendance from youth and families. In 2018, events at nearby Wilder Park and at North Dale Rec Center included a station to discuss pedestrian safety and traffic safety. These events will be important locations to discuss the project with community members if awarded funding. Saint Paul staff will present proposed locations for curb extensions and seek additional input from community members where crossing needs are greatest in order to revise locations within the project corridors as needed.

The Payne Phalen Community Council has prepared a letter of support for this application. City staff will attend at least two council meetings to inform residents of the proposed project and solicit feedback on locations of proposed curb extensions.

(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.

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

Response:

At Bruce Vento, 95% of students are eligible for free or reduced lunch and 95% are students of color. At John A Johnson Elementary, 92% of students are eligible for free or reduced lunch and 94% are students of color. At Farnsworth Aerospace Upper, 80% of students are eligible for free or reduced lunch and 92% are students of color. The three Census Tracts surrounding Bruce Vento have higher than average rates of diabetes, heart disease, obesity and asthma than Saint Paul as a whole; all conditions that can be prevented or improved by increased physical activity. Improving the walking and bicycling environment and connecting the community to a regional trail facility will improve opportunities for physical activity. This project enhances the walking environment to several community destinations that serve targeted populations. The proposed project is intended to create corridor-wide improvements that make Arkwright and Case easier and safer for community members to navigate by foot or bike. In addition to Bruce Vento Elementary, several other schools and after-school care programs are located within a mile of the campus include: Farnsworth Aerospace Upper Campus, John A Johnson Elementary School, Twin Cities Academy charter school, the Eastside YMCA, the East Side Salvation Army and Wilder Playground. Improving crossings of Case Avenue will make walking between these destinations safer and easier for students and other community members. This can result in increased levels of physical activity for these students and reduced crossing risk for pedestrians as they cross both Case and Arkwright.

Enhancements to Arkwright Street significantly expand community bicycle access to a Health Partners Clinic on Arkwright and to regional trails including Bruce Vento and the Gateway Trail. The

athletic director of Johnson High School is forming a mountain bicycling club. Johnson students would likely use the Arkwright St. bike trail to access the Gateway Trail and the regional bicycling network. Currently, Arkwright ends in a cul-de-sac immediately south of the Gateway Trail. A dirt path indicates that community members regularly access the trail in this location. Building a trail connection will provide new access for users with disabilities and significantly improve access to this regional corridor for all users.

Completing the sidewalk network around Bruce Vento Elementary will improve the walking environment for all residents of the community. Filling sidewalk gaps enhances access to transit routes, including the Route 71 on Arkwright St., and commercial destinations. This will especially serve residents in winter, who otherwise have to use the street to travel on foot.

(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

This project will result in temporary construction impacts, which are mitigated by Saint Paul regulations.

Saint Paul Ordinance 293.01 regulates the volume and time of day at which construction noise is permitted based on land use district.

Response:

City of Saint Paul Department of Public Works Index to Standard Supplemental Specifications for Construction includes contractor requirements to adhere to MnDOT Specification 2573 for storm water management, erosion, and sediment control during construction.

City of Saint Paul Department of Public Works Index to Standard Supplemental Specifications for Construction requires that sidewalk work be completed within ten days to allow for local access.

(Limit 2,800 characters; approximately 400 words)

Upload Map

1531490605968_Vento_ConcPov2.pdf

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
St. Paul	3.0	1.0	100.0	100.0

Total Project Length

Total Project Length (as entered in the "Project Information" form) 3.0

Affordable Housing Scoring

Total Project Length (Miles) or Population	3.0
Total Housing Score	100.0

Affordable Housing Scoring

Measure A: Gaps, Barriers, and Continuity/Connections

This project will provide a new north-south bicycling facility in Saint Paul's bicycling network, connecting two major regional trail systems: the Gateway Trail and the Bruce Vento Trail. By adding a new, paved entry point to the Gateway Trail at Arkwright, users with disabilities will have new access to the trail facility.

Response:

This project will increase the connectivity of Saint Paul's sidewalk network, addressing gaps along collector and residential streets that serve community destinations and transit stops.

Both Arkwright St. and Case Avenue are perceived as local barriers due to wide crossing distances and speeding vehicles. Curb extensions will address both of these issues and improve safety and comfort of crossing these streets.

(Limit 2,800 characters; approximately 400 words)

Upload Map

1530817243108_Vento_RBTN2.pdf

Please upload attachment in PDF form.

Measure B: Project and/or School Site Improvements

76% of respondents to Bruce Vento?s parent surveys listed safety of intersections or crossings as a barrier to students walking to school. It was the number one concern among parents whose children already walk to school and a top three concern among parents whose children do not walk to school. At Farnsworth Aerospace, 77% of parents whose children do not walk to school and 100% of parents whose children walk to school listed safety of intersections and crossings as a concern.

The city has received numerous calls in 2018 from neighbors of the intersection of Case Ave and Jessie who are concerned about the safety of children crossing into Wilder Playground and support curb extensions to help crossings.

Response:

From 2011-2015, 116 total crashes were reported along Case Avenue. Of these, 13 involved bicyclists or pedestrians, 2 of whom were children under the age of 18. The corridor had 3 severe motor vehicle crashes. Saint Pauls Roadway Safety Plan identifies Case Avenue as one of the top 5 segments in the city for safety improvements based its total number of severe crashes. One identified countermeasure in the Saint Paul?s Roadway Safety Plan are curb extensions, which have a crash reduction factor of 40 to 45 percent. The project proposes up to 8 curb extensions along Case Avenue between Westminster and Arcade. Precise locations will be verified during community engagement if grant funds are awarded.
From 2011-2015, Arkwright St. experienced 204 crashes. 14 involved bicyclists and pedestrians and 1 was listed as severe. Of the 14 crashes involving bicyclists or pedestrians, 8 involved children under the age of 18. The project proposes 10 curb extensions along Arkwright St. Precise locations will be verified during community engagement and

in partnership with Metro Transit if grant funds are awarded.

(Limit 2,800 characters; approximately 400 words)

Measure A: Public Engagement Process

Response

Bruce Vento Elementary and Farnsworth Aerospace both completed Safe Routes to School plans in 2017. Both plans identify improvements to pedestrian crossings at Case Avenue. Parents, students, school staff members, Saint Paul Public Schools, Saint Paul Police Department, Saint Paul Public Works, and the Saint Paul Ward 5 office actively participated in the creation of the plan. The Payne Phalen Community Council has submitted a letter of support for this application.

Saint Paul?s Bicycle Plan identifies Arkwright Ave as an ?in-street separated lane? and a bicycle boulevard facility. The Payne Phalen Community Council provided input in identifying Arkwright Ave. as a preferred bicycling corridor in this community. Community engagement for this project will focus on piggy-backing with existing events that already have large audiences among the community. These include Safe Summer Nights events hosted but Saint Paul Police, Back to School night events at Bruce Vento, Farnsworth Aerospace, and John A Johnson schools, and the annual backpack giveaway at Bruce Vento, which attracts a large audience from the broader community. In addition, Saint Paul will seek feedback from the Payne Phalen Community Council to attend at least one meeting to present the project and work with the Community Council to host a community house seeking formal input on the project. Saint Paul will collect stakeholder input regarding specific locations of curb extensions included in this application, and and may adjust locations within the project extents noted on the project map based on feedback from community members and Metro Transit. Saint Paul will work with local schools to distribute information to the school community in multiple languages.

Both Farnsworth and Bruce Vento have interpreters on staff who will make information available in

multiple languages.
Community members will be consulted regarding precise locations of curb extensions along Case Ave. and Arkwright Street. Although Saint Paul staff have identified potential locations for purposes of cost estimating, community members will have an opportunity to affirm locations where crossing enhancements are most needed and suggest modifications within the project extent. The City of Saint Paul will also consult with Metro Transit regarding potential curb extensions on Arkwright St., to ensure continued efficiency of Route 71 service on that corridor.
Saint Paul Police Department will continue to host Stop for Me events near Bruce Vento Elementary to raise awareness of the crosswalk law and ticket drivers who do not stop for pedestrians.

(Limit 2,800 characters; approximately 400 words)

Survey Attachment

1531494916625_Parent Surveys.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

1531418504671_Proejct Layout Gateway.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 Yes

100%

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

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):	$1,053,160.00
Enter Amount of the Noise Walls:	$0.00
Total Project Cost subtract the amount of the noise walls:	$1,053,160.00
Points Awarded in Previous Criteria	
Cost Effectiveness	$0.00

Other Attachments

File Name	Description	File Size
VentoSRTS_attachments.pdf	Project Background and photos, Project Map and Bikeway Layout, Support Letters (3)	3.0 MB

Appendix G. Student Hand Tally

The following is a summary of a hand tally of student transportation behavior. In the fall of 2016, students at Vento Elementary were asked how they traveled to and from school on a number of midweek school days. 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: Bruce F Vento Elementary School

School Group: Saint Paul Safe Routes to School Steering Committee

School Enrollment: 541

% of Students reached by SRTS activities: 76-100%

Number of Classrooms Included in Report: 17

Set ID: 21451

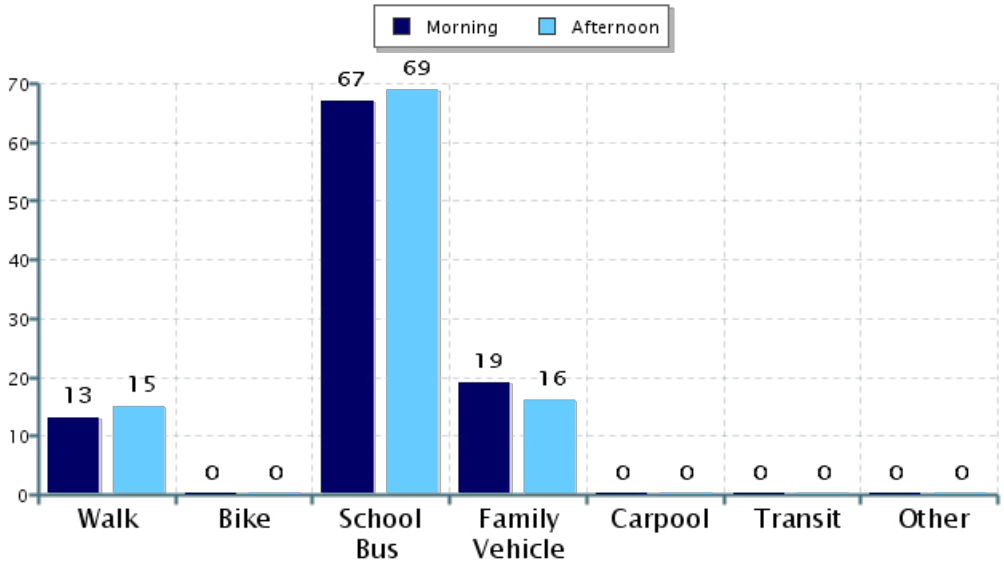
Month and Year Collected: September 2016

Date Report Generated: 10/06/2016

Tags:

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

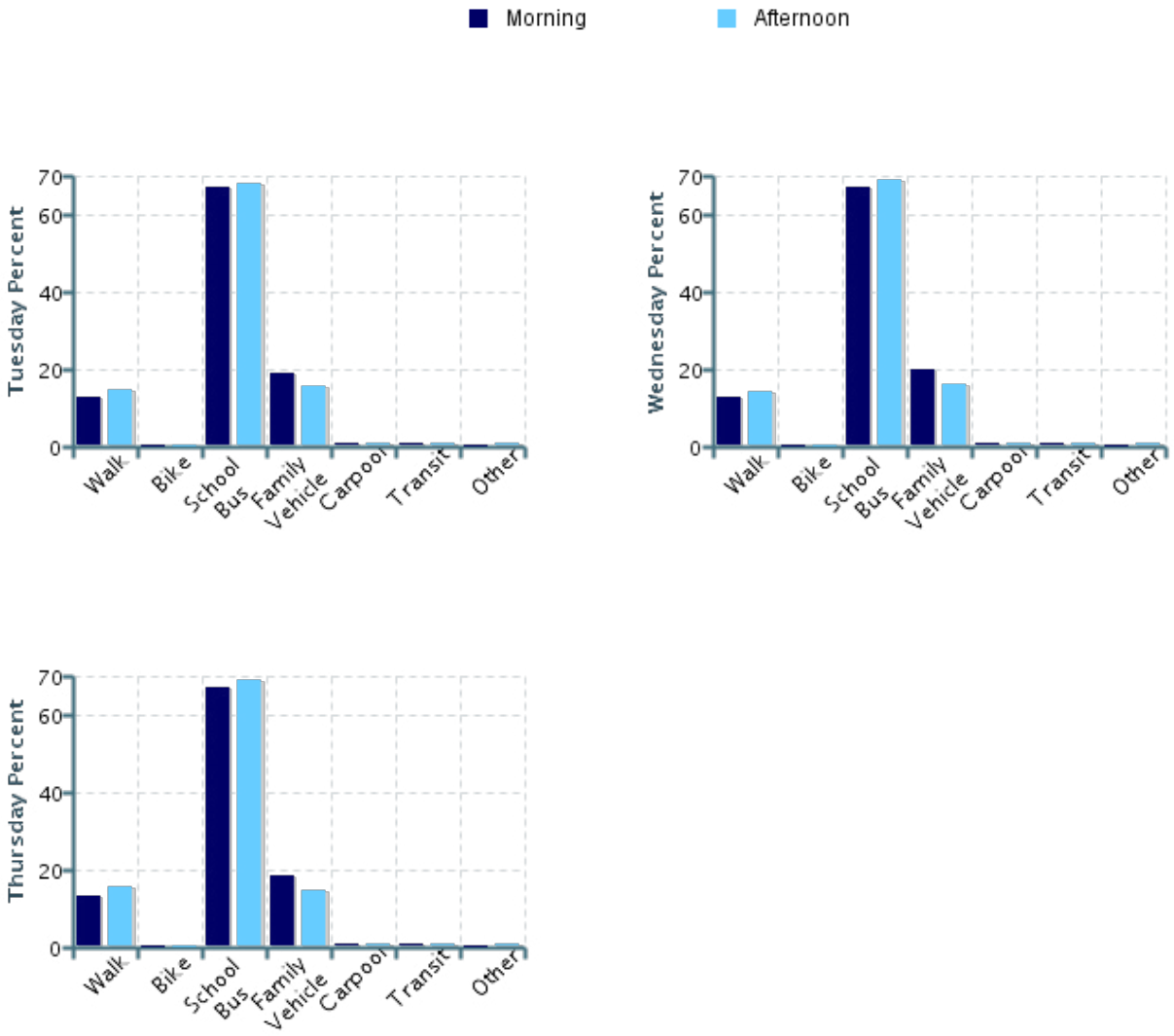


Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	1175	13%	0%	67%	19%	0.3%	0.3%	0%
Afternoon	1161	15%	0%	69%	16%	0.3%	0.4%	0.3%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

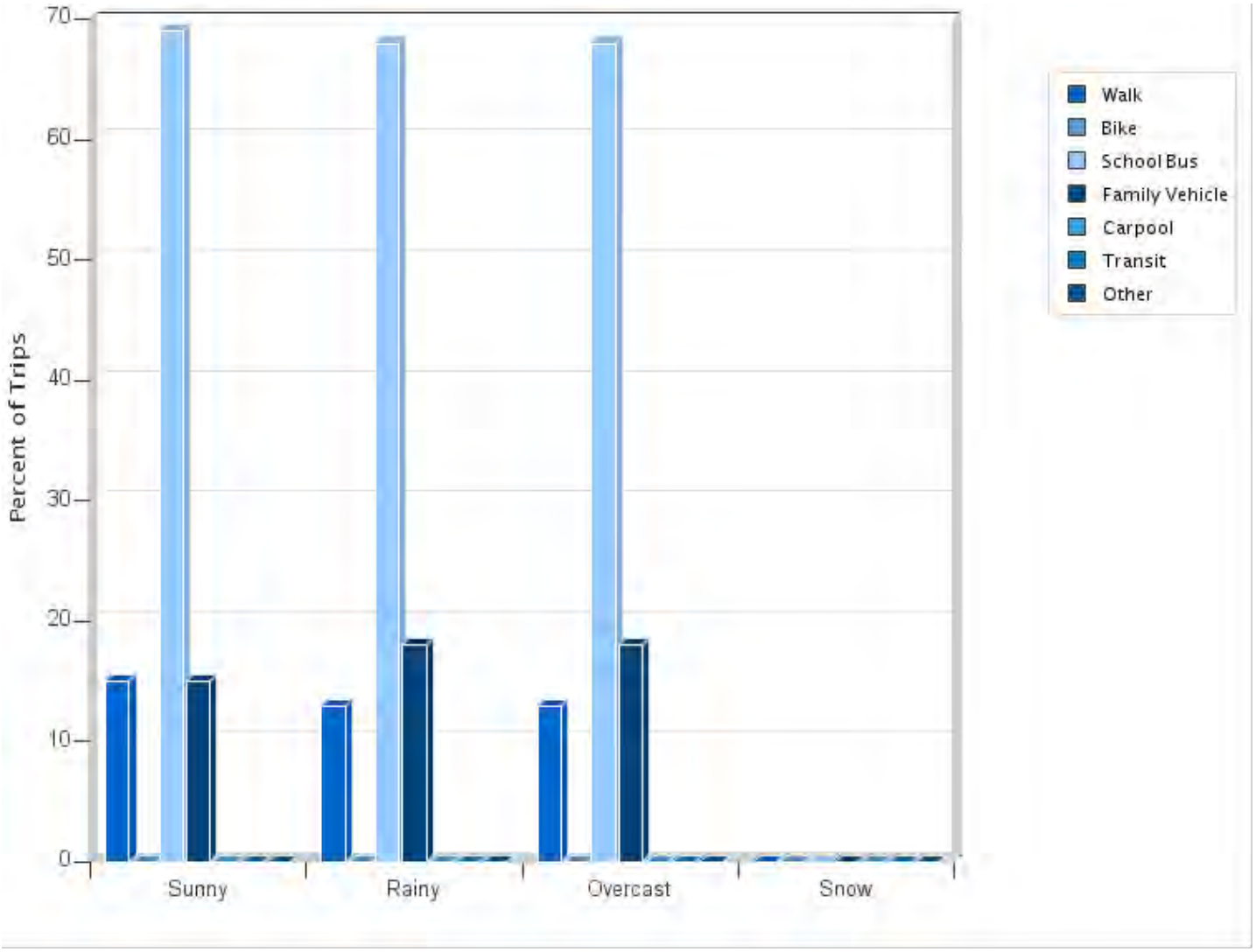


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	388	13%	0%	67%	19%	0.5%	0.5%	0%
Tuesday PM	384	15%	0%	68%	16%	0.5%	0.5%	0.3%
Wednesday AM	393	13%	0%	67%	20%	0.3%	0.3%	0%
Wednesday PM	388	14%	0%	69%	16%	0.3%	0.5%	0.3%
Thursday AM	394	13%	0%	67%	19%	0.3%	0.3%	0%
Thursday PM	389	16%	0%	69%	15%	0.3%	0.3%	0.3%

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	662	15%	0%	69%	15%	0.5%	0.5%	0.2%
Rainy	179	13%	0%	68%	18%	0%	0%	0%
Overcast	1200	13%	0%	68%	18%	0.4%	0.4%	0.2%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Appendix G. Student Hand Tally

The following is a summary of a hand tally of student transportation behavior. In the fall of 2016, students at Farnsworth Aerospace were asked how they traveled to and from school on a number of midweek school days. 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: Aerospace At Farnsworth

School Group: Saint Paul Safe Routes to School Steering Committee

School Enrollment: 620

% of Students reached by SRTS activities: 76-100%

Number of Classrooms Included in Report: 28

Set ID: 21456

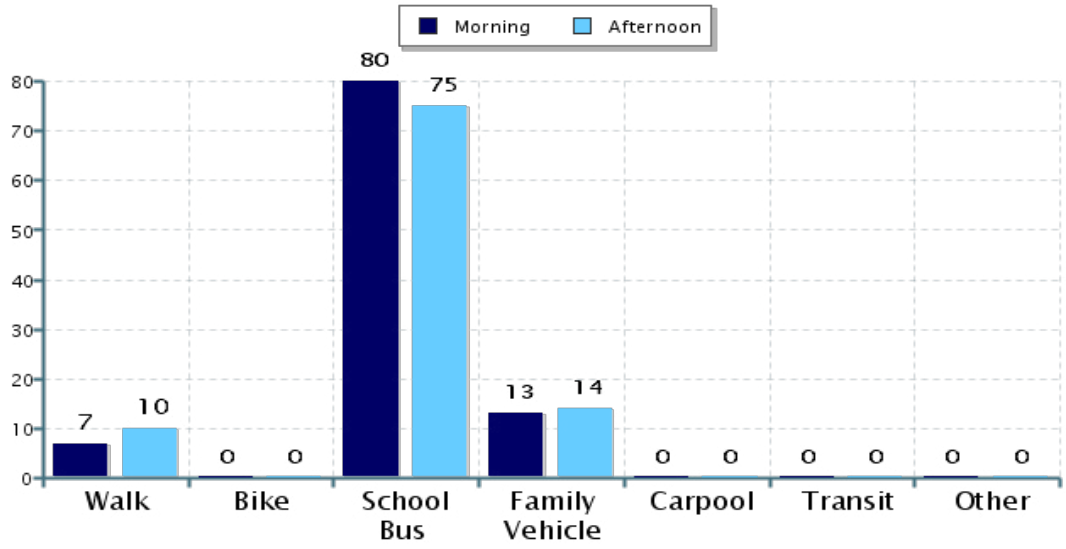
Month and Year Collected: September 2016

Date Report Generated: 10/06/2016

Tags:

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

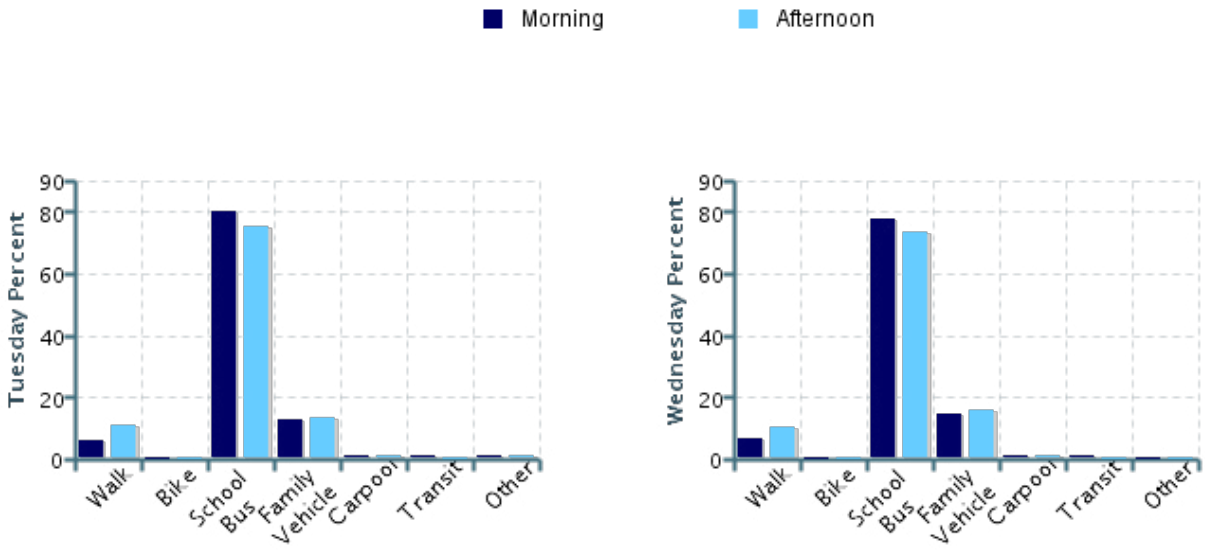


Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	1478	7%	0.1%	80%	13%	0.1%	0.4%	0.1%
Afternoon	1402	10%	0%	75%	14%	0.4%	0%	0.1%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

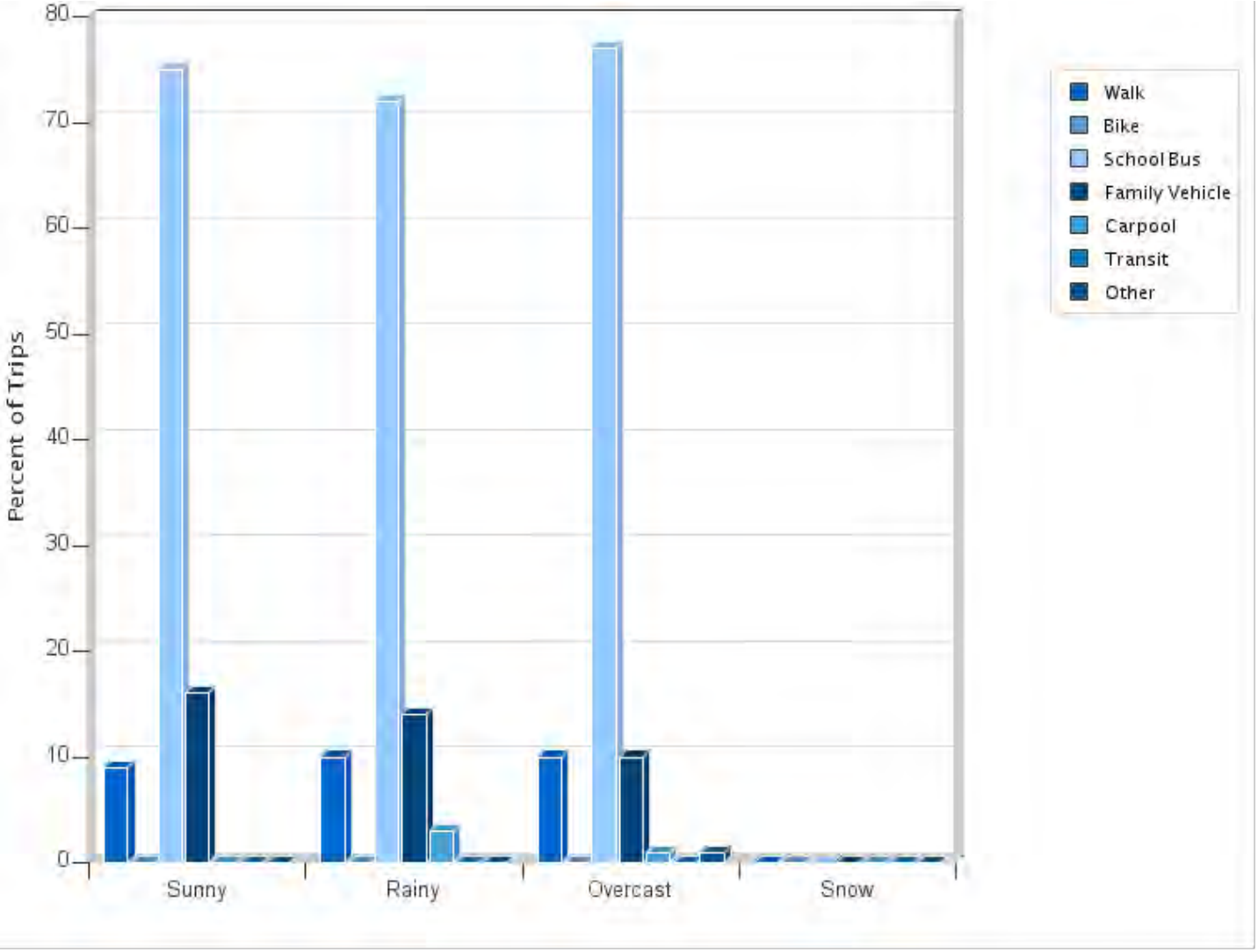


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	508	6%	0%	80%	13%	0.2%	0.4%	0.2%
Tuesday PM	487	11%	0%	75%	14%	0.2%	0%	0.2%
Wednesday AM	481	7%	0%	78%	15%	0.2%	0.4%	0%
Wednesday PM	460	10%	0%	73%	16%	0.4%	0%	0%
Thursday AM	489	7%	0.2%	81%	11%	0%	0.4%	0%
Thursday PM	455	10%	0%	75%	14%	0.4%	0%	0.2%

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	2093	9%	0.0%	75%	16%	0.1%	0.3%	0.0%
Rainy	29	10%	0%	72%	14%	3%	0%	0%
Overcast	230	10%	0%	77%	10%	1%	0%	0.9%
Snow	0	0%	0%	0%	0%	0%	0%	0%

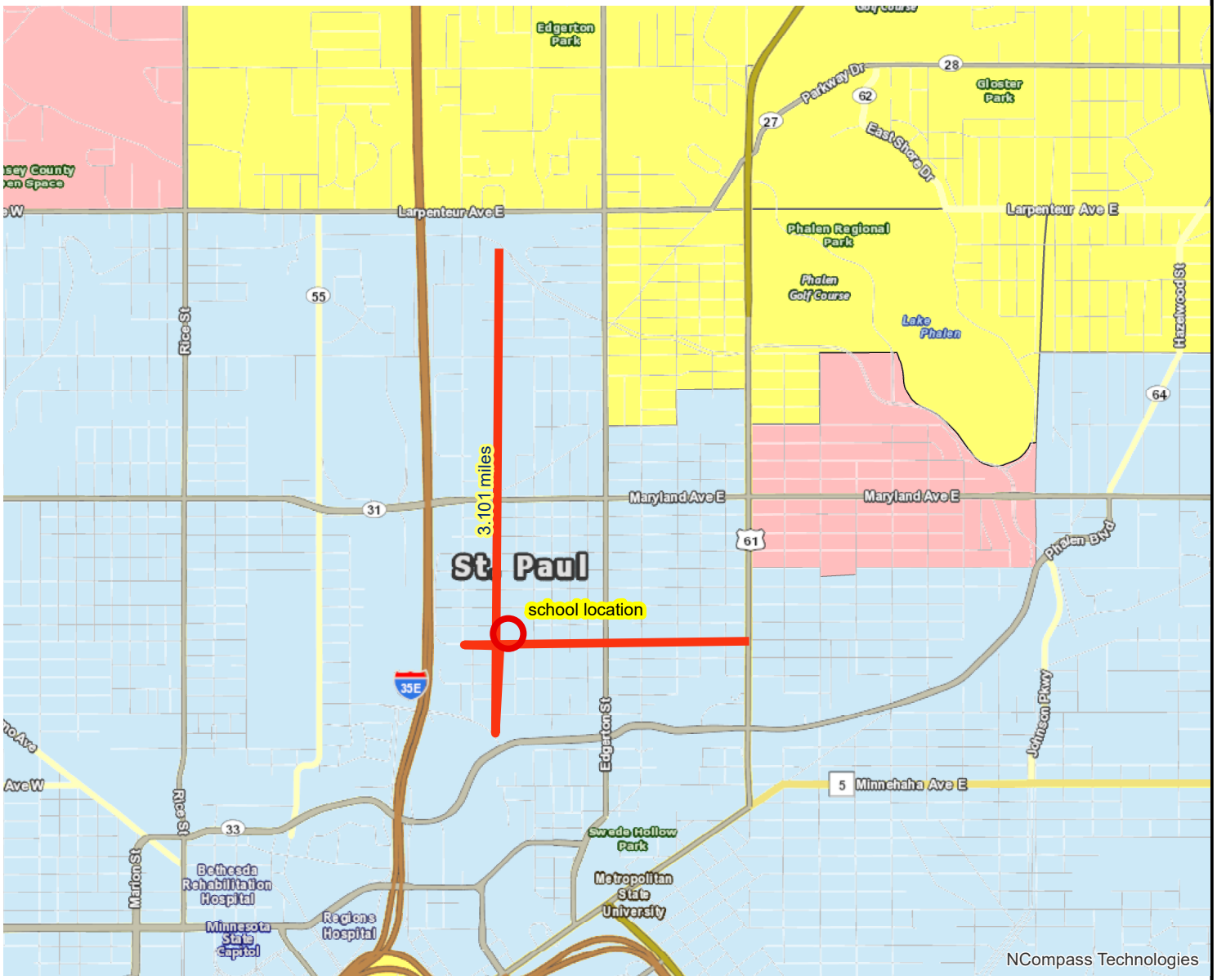
Percentages may not total 100% due to rounding.

Socio-Economic Conditions

Safe Routes to Schools Project: Bruce Vento Safe Routes to School | Map ID: 1530306923013

Results

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



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

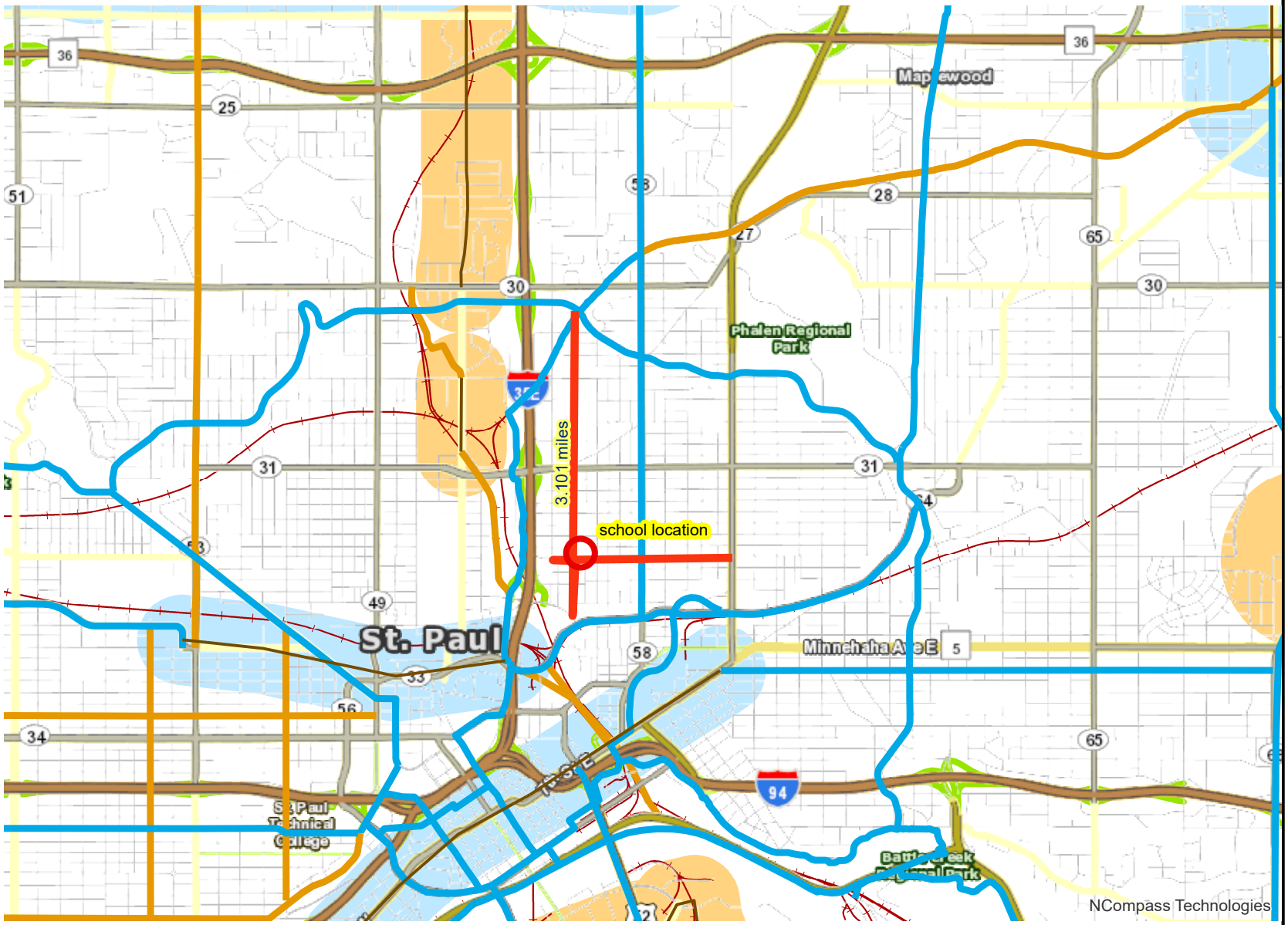
0 0.325 0.65 1.3 1.95 2.6 Miles

Created: 6/29/2018
LandscapeRSA2

METROPOLITAN COUNCIL

Project to RBTN Orientation

Safe Routes to Schools Project: Bruce Vento Safe Routes to School | Map ID: 1530306923013



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

0 0.5 1 2 3 4 Miles

Created: 6/29/2018
LandscapeRSA6

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

METROPOLITAN COUNCIL

Appendix F. Parent Survey

The following is a summary of a survey sent home to parents of children attending Vento Elementary in the fall of 2016. 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.

Parent Survey Report: One School in One Data Collection Period

School Name: Bruce F Vento Elementary School

School Group: Saint Paul Safe Routes to School Steering Committee

School Enrollment: 0

% Range of Students Involved in SRTS: 76-100%

Number of Questionnaires Distributed: 0

Set ID: 15277

Month and Year Collected: September 2016

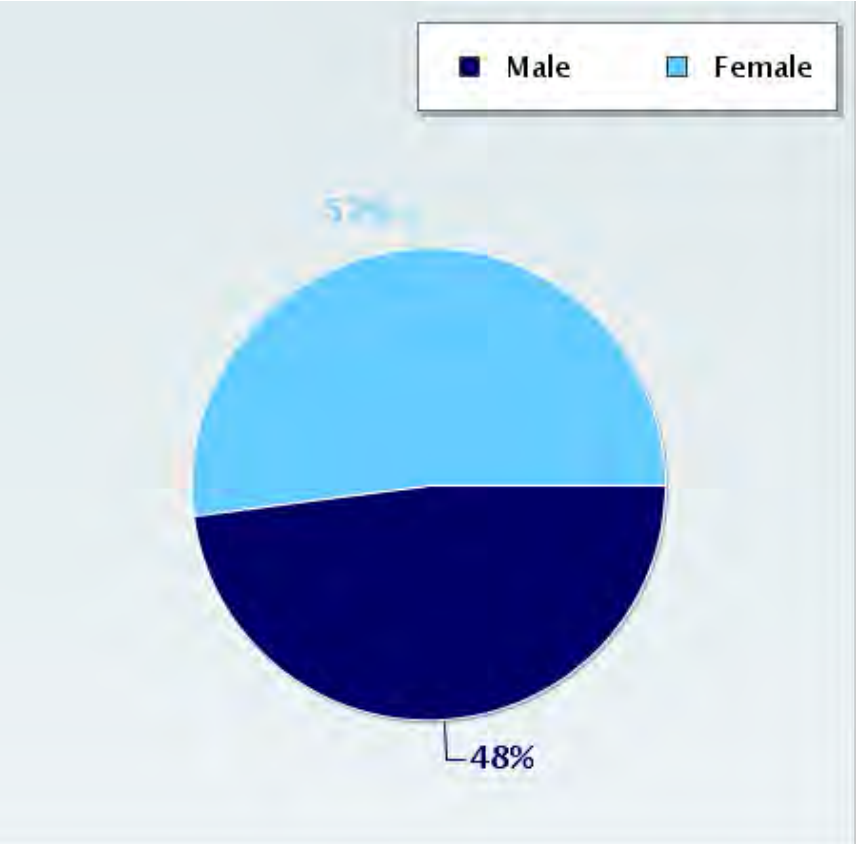
Date Report Generated: 10/06/2016

Tags:

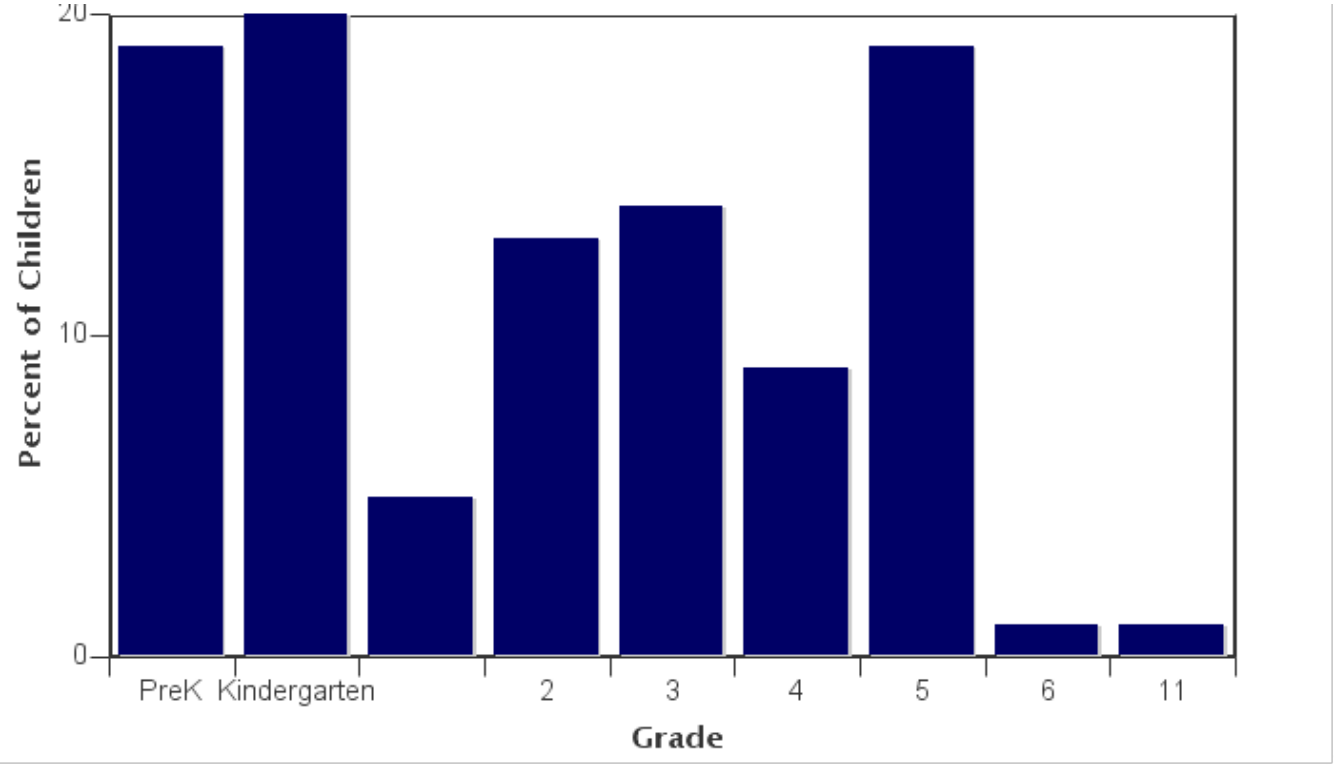
Number of Questionnaires Analyzed for Report: 170

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



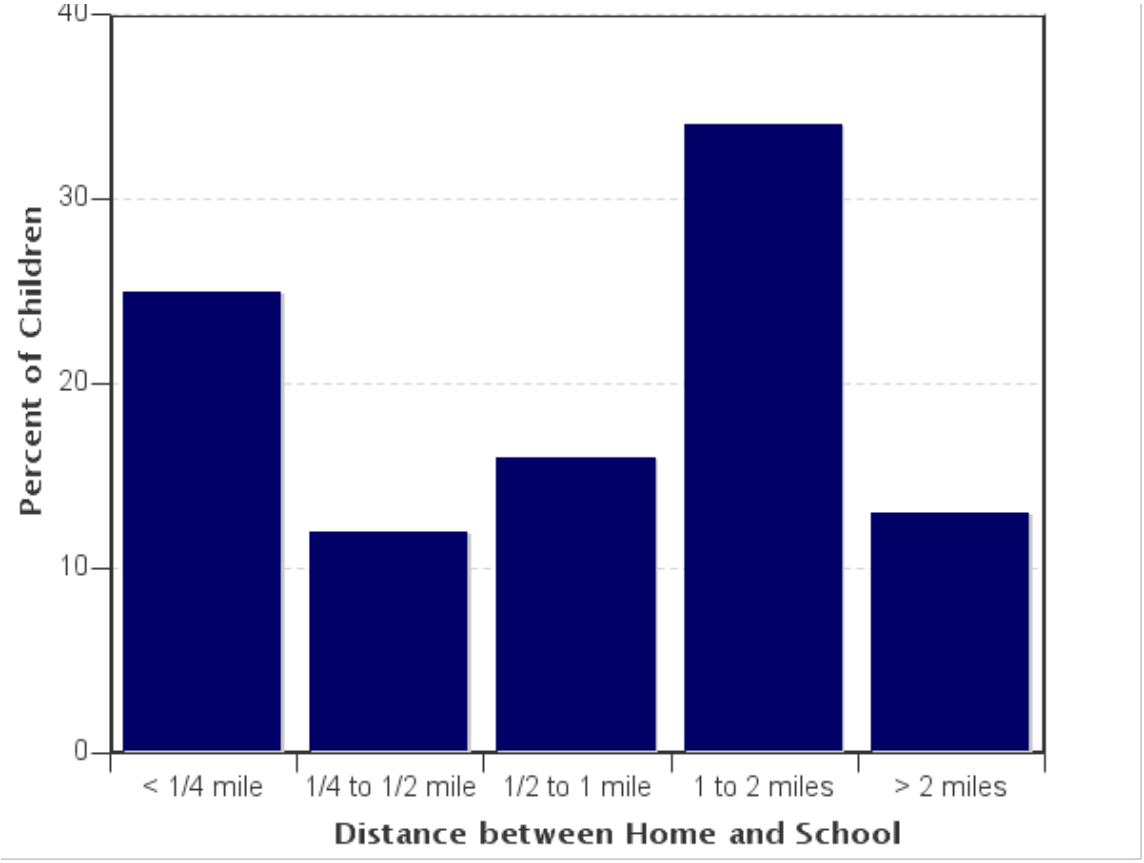
Grade levels of children represented in survey



Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
PreK	30	19%
Kindergarten	32	20%
1	8	5%
2	21	13%
3	22	14%
4	14	9%
5	31	19%
6	1	1%
11	1	1%

Parent estimate of distance from child's home to school

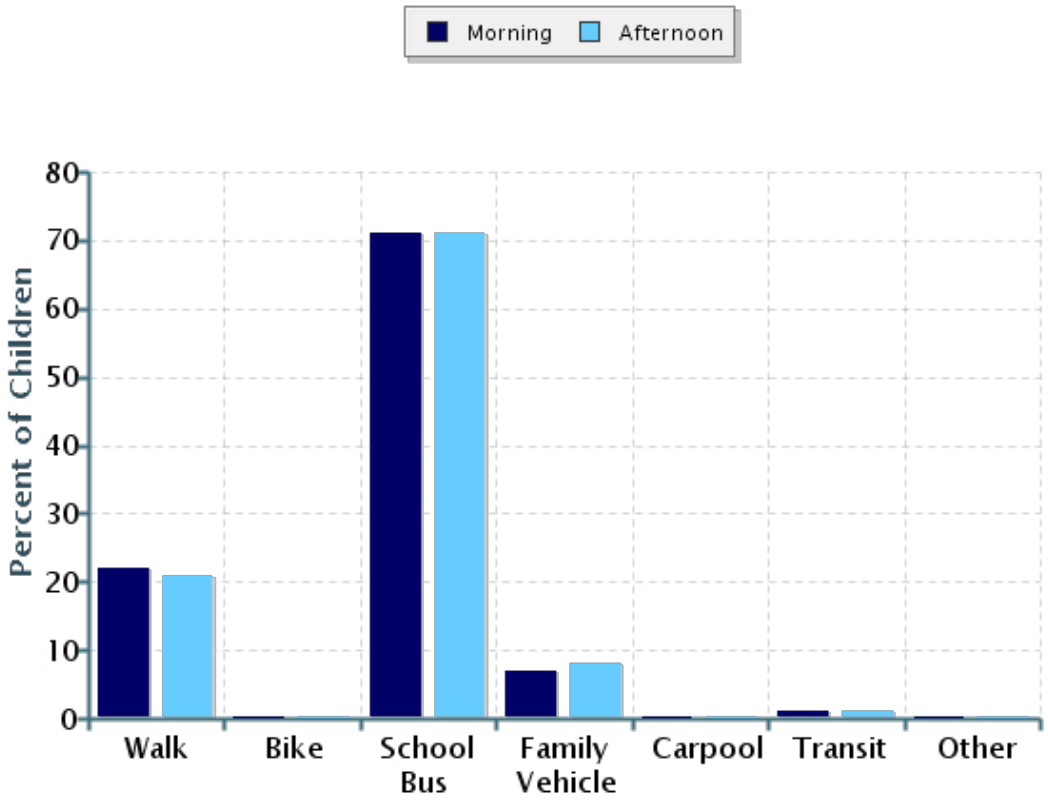


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	27	25%
1/4 mile up to 1/2 mile	13	12%
1/2 mile up to 1 mile	17	16%
1 mile up to 2 miles	36	34%
More than 2 miles	14	13%

Don't know or No response: 63
Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school

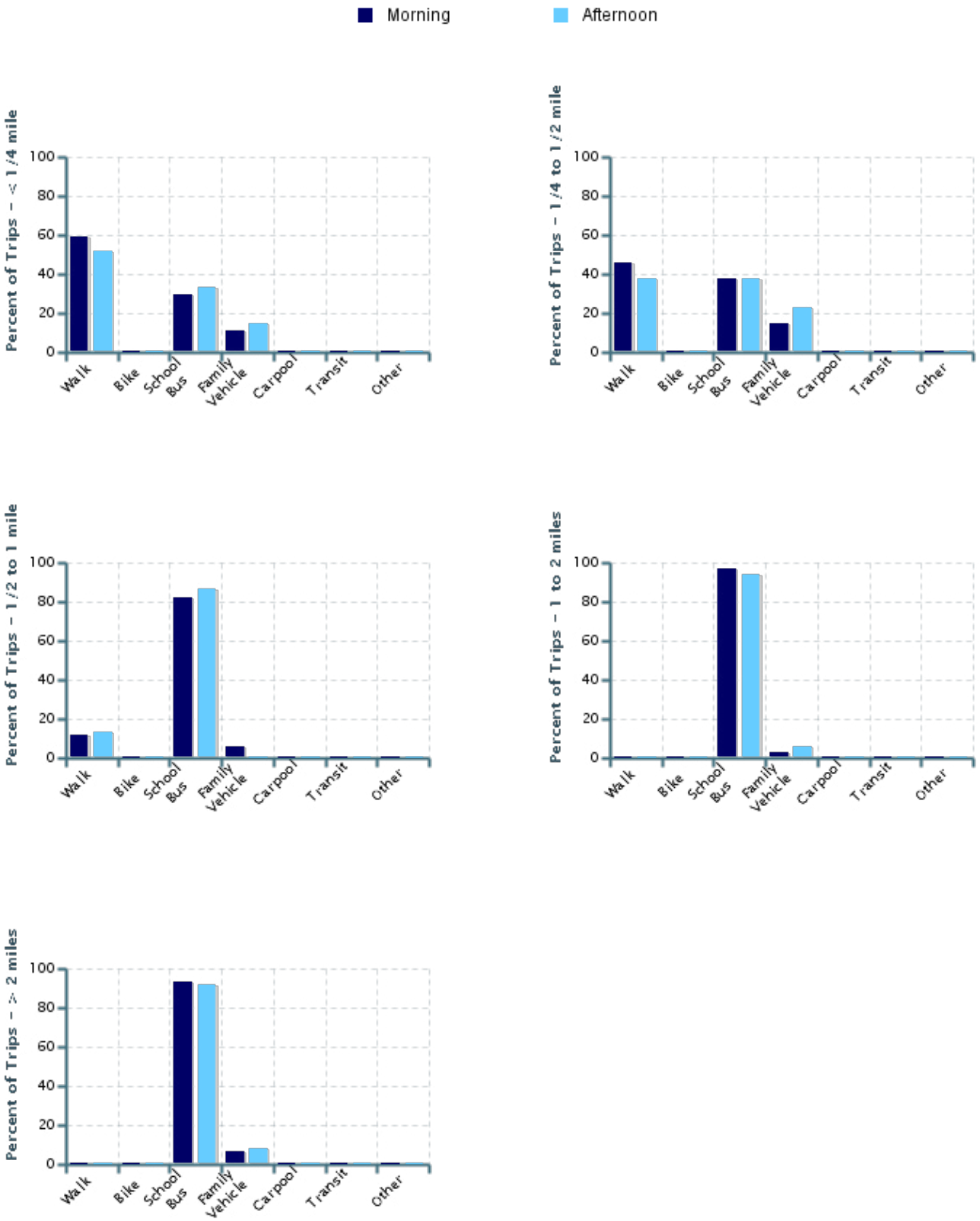


Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	167	22%	0%	71%	7%	0%	0.6%	0%
Afternoon	160	21%	0%	71%	8%	0%	0.6%	0%

No Response Morning: 3
No Response Afternoon: 10
Percentages may not total 100% due to rounding.

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



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	27	59%	0%	30%	11%	0%	0%	0%
1/4 mile up to 1/2 mile	13	46%	0%	38%	15%	0%	0%	0%
1/2 mile up to 1 mile	17	12%	0%	82%	6%	0%	0%	0%
1 mile up to 2 miles	35	0%	0%	97%	3%	0%	0%	0%
More than 2 miles	14	0%	0%	93%	7%	0%	0%	0%

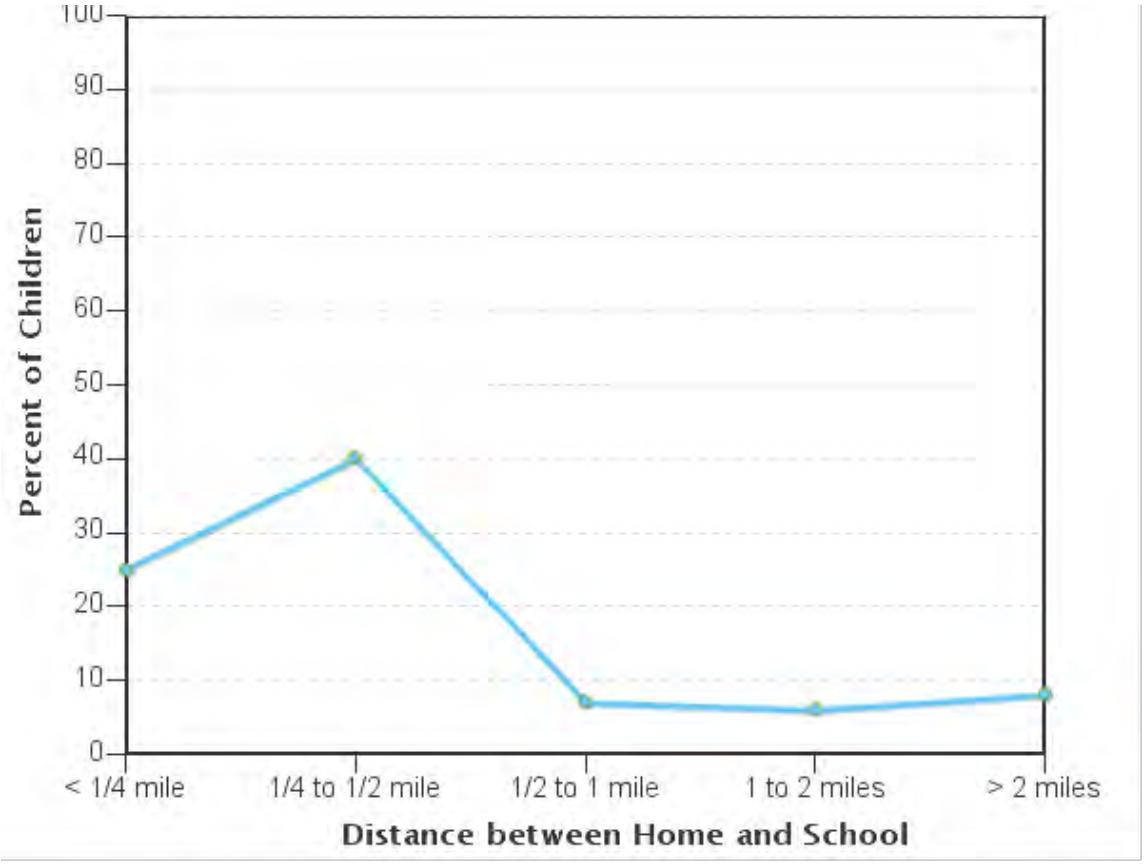
Don't know or No response: 64
Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	27	52%	0%	33%	15%	0%	0%	0%
1/4 mile up to 1/2 mile	13	38%	0%	38%	23%	0%	0%	0%
1/2 mile up to 1 mile	15	13%	0%	87%	0%	0%	0%	0%
1 mile up to 2 miles	33	0%	0%	94%	6%	0%	0%	0%
More than 2 miles	13	0%	0%	92%	8%	0%	0%	0%

Don't know or No response: 69
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

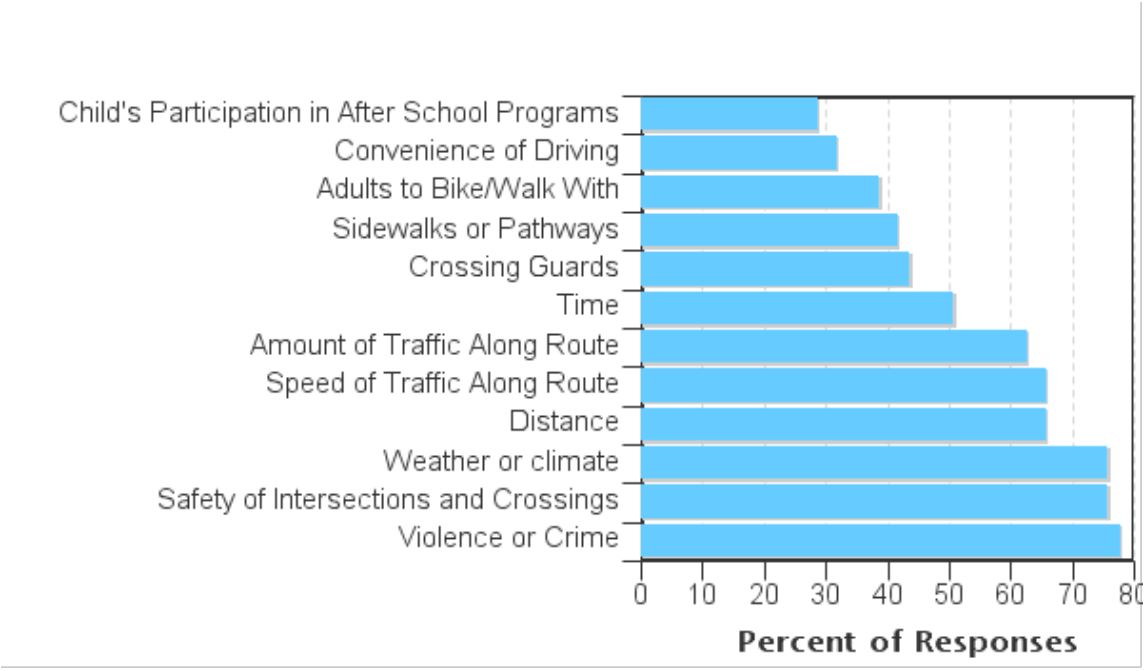


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

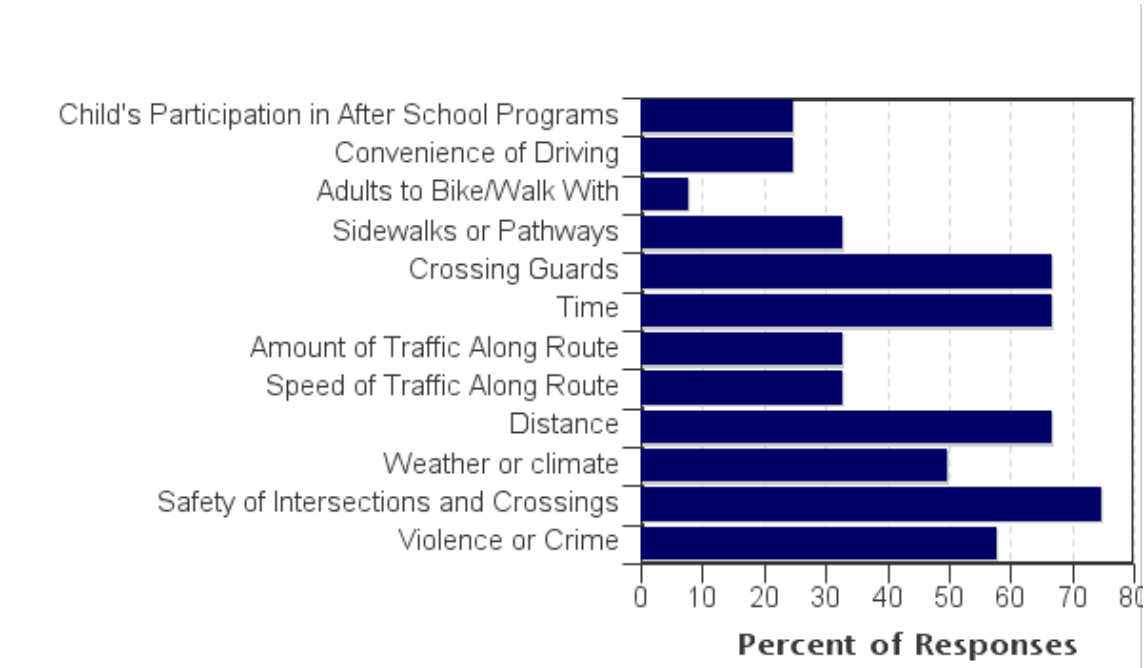
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	14	25%	40%	7%	6%	8%
No	80	75%	60%	93%	94%	92%

Don't know or No response: 76
Percentages may not total 100% due to rounding.

Issues 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



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

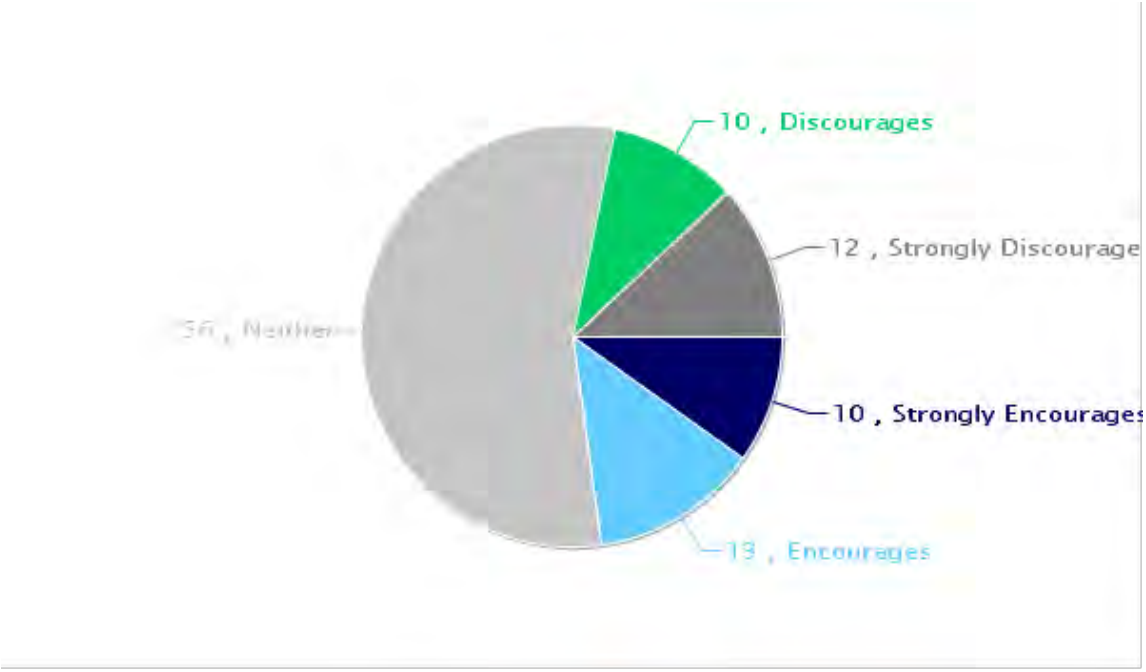


Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

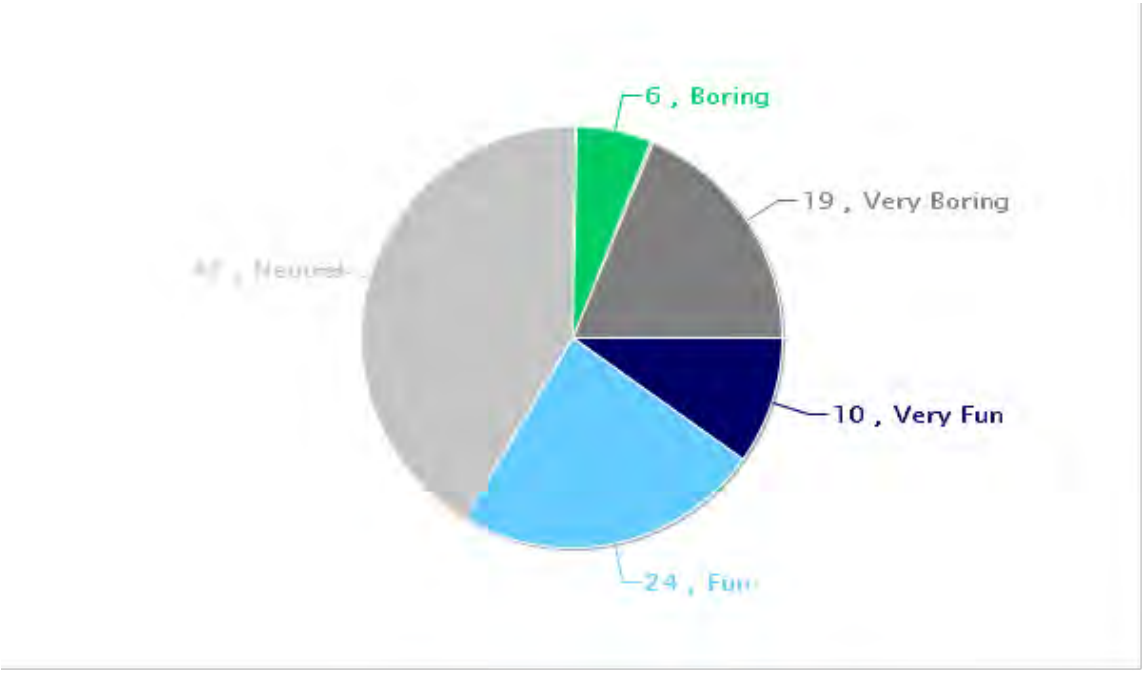
Issue	Child does not walk/bike to school	Child walks/bikes to school
Violence or Crime	78%	58%
Safety of Intersections and Crossings	76%	75%
Weather or climate	76%	50%
Distance	66%	67%
Speed of Traffic Along Route	66%	33%
Amount of Traffic Along Route	63%	33%
Time	51%	67%
Crossing Guards	44%	67%
Sidewalks or Pathways	42%	33%
Adults to Bike/Walk With	39%	8%
Convenience of Driving	32%	25%
Child's Participation in After School Programs	29%	25%
Number of Respondents per Category	**59**	**12**

No response: 99
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.

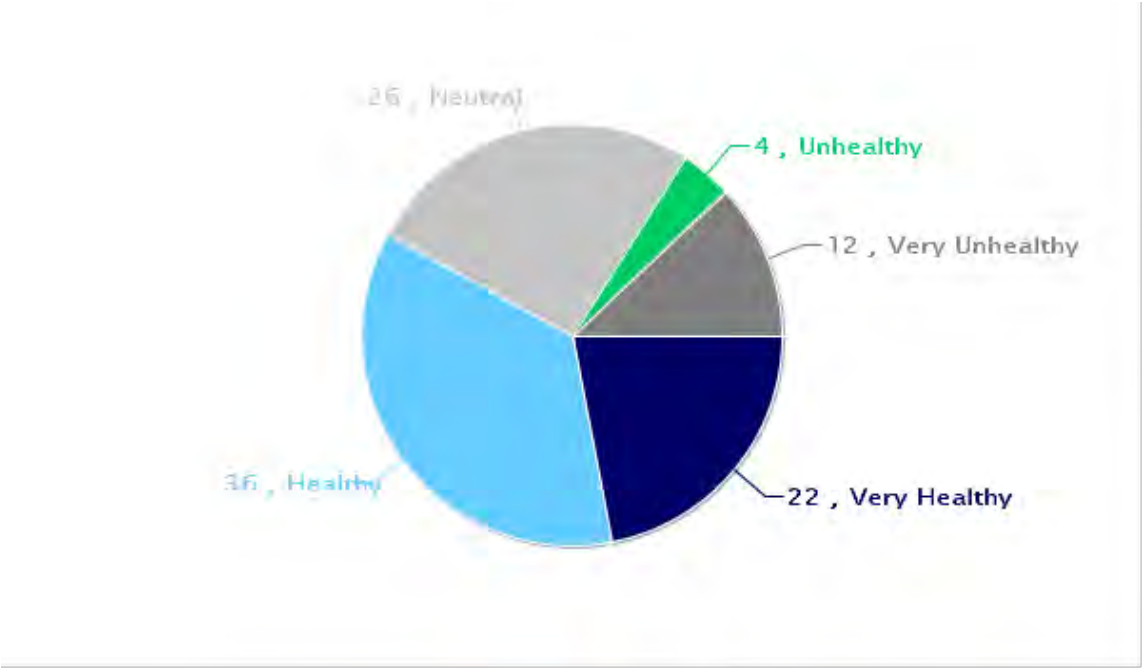
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



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
1464581	For question 15, I did not go for any schooling
1464834	I'm not sure
1464830	With her autism, Kristina is not aware of danger and would get lost if she would bike or walk.
1464848	Walking or biking to/from would be healthy for my child but it's very danger for her/him to walk.
1465002	I would never allow my child to walk/bike alone at any age.
1465006	I allow my kids to walk to and from school by themselves because there's three of them siblings walking home together.
1464815	My son get pick up by the recenter
1464867	What's the point of that last question?
1464890	Call or text me if you have any questions about my son.
1464586	In my opinion it's not safe for the kids to send them alone because there may be things could happen to him/her. Is good to walk with them.
1464869	It is not safe for any children to walk or bike to school.
1464812	The bus is extremely late for picking up mu child, and when sending home. Ranging from 15-20 mins. later than the indicated time.
1464843	Someday I may let my son bike to school when he gets older.
1464844	My son never do biking now, and I will not allow him to go to school walking/biking in future.
1464999	I personally believe that riding the school bus is safer for the students. When I leave out for work, i don't want to have to worry about my child walking the streets to make it to school.
1465000	I just don't feel comfortable letting my child walk or bike to the school. Too much can happen.
1464593	It is not safe for any children to walk or bike to school.
1465129	My son only p-k and he is not big enough to go t school by himself and school is far from home.
1464858	I'm not sure
1465014	No es conveniente que un nino viaje en bicicleta a la escuela o caminando solo en ningun momento es mi respuesta. Los ninos deben ser protegidos todo el tiempo por sus padres.
1464862	Our neighborhood is unsafe in my opinion. I don't let my daughter or my grandson walk alone- period.
1464814	I would not allow my child to bike or walk home due to multiple reasons, also age which is not listed above.

Appendix F. Parent Survey

The following is a summary of a survey sent home to parents of children attending Farnsworth Aerospace in the fall of 2016. 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.

Parent Survey Report: One School in One Data Collection Period

School Name: Aerospace At Farnsworth

School Group: Saint Paul Safe Routes to School Steering Committee

School Enrollment: 0

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

Number of Questionnaires Distributed: 0

Set ID: 15524

Month and Year Collected: October 2016

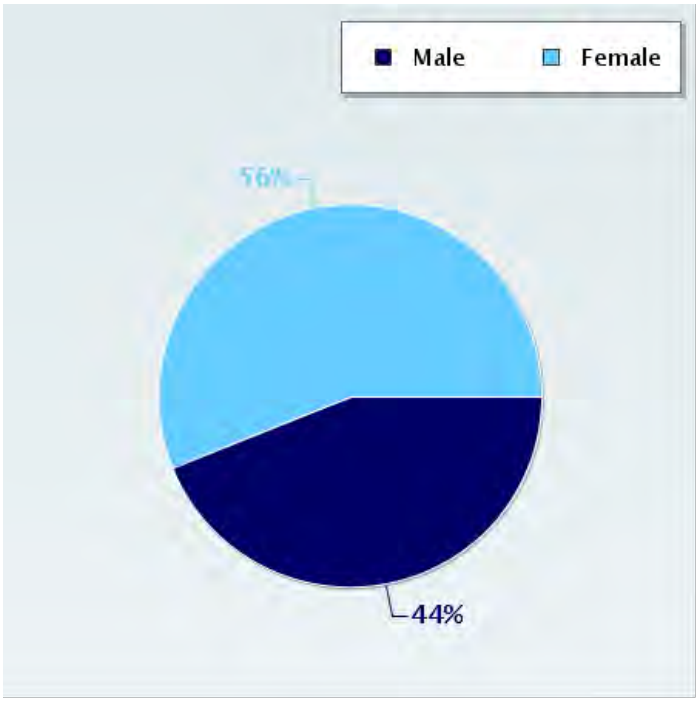
Date Report Generated: 12/07/2016

Tags:

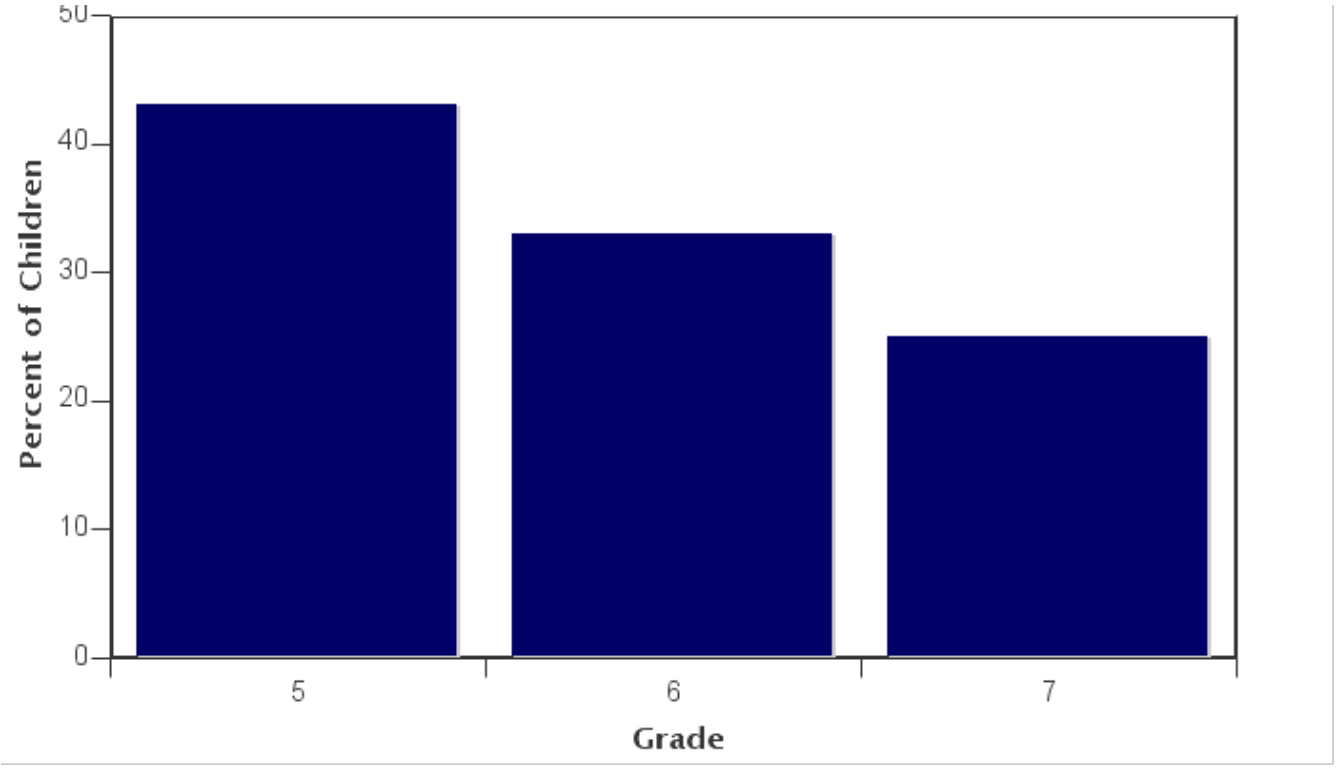
Number of Questionnaires Analyzed for Report: 62

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

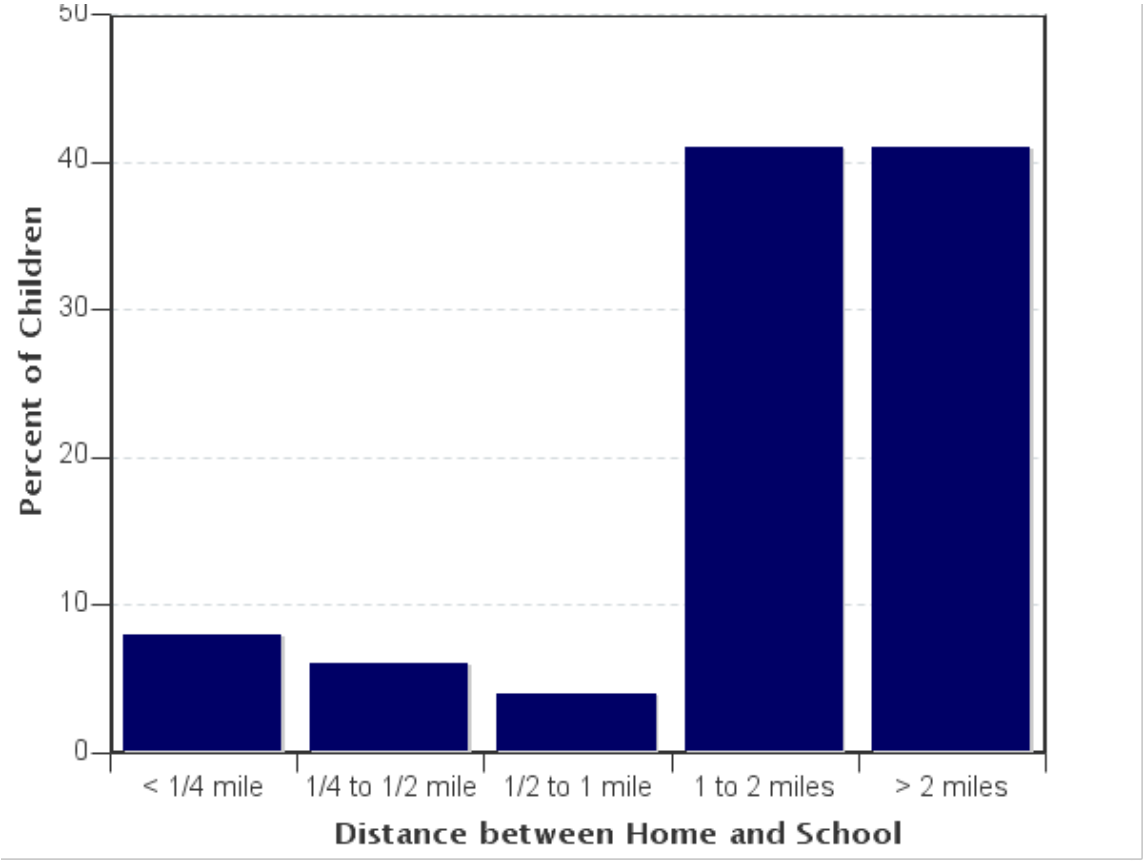


Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
5	26	43%
6	20	33%
7	15	25%

No response: 1
Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

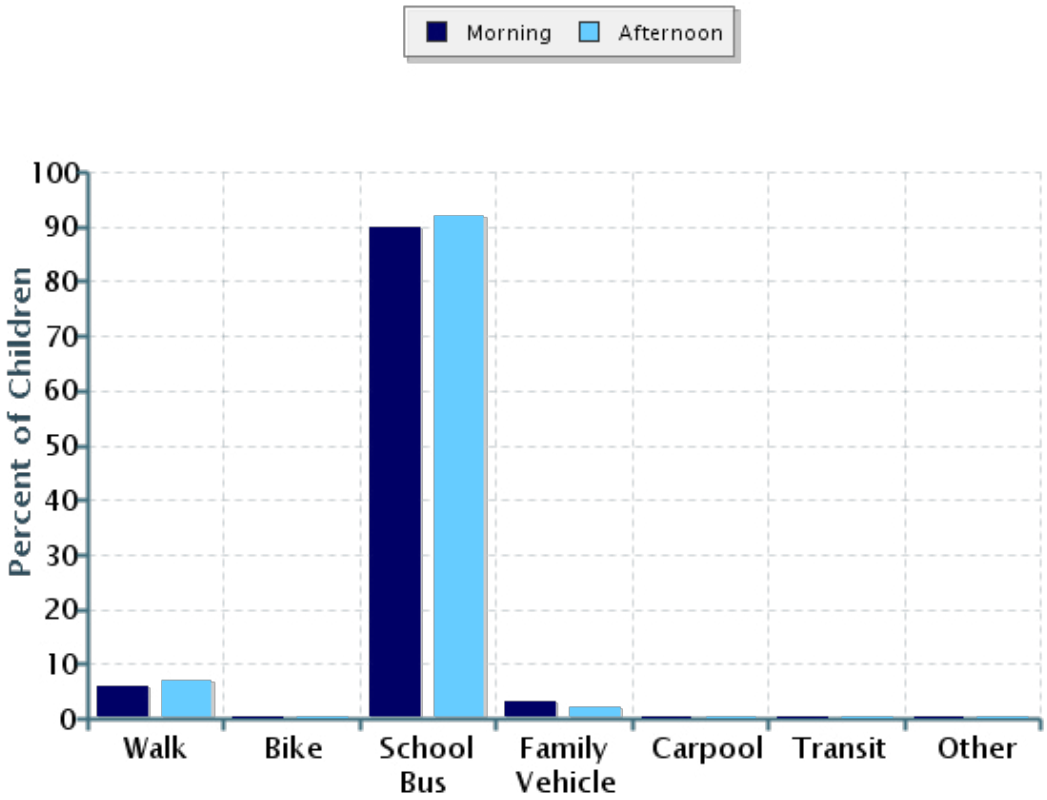


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	4	8%
1/4 mile up to 1/2 mile	3	6%
1/2 mile up to 1 mile	2	4%
1 mile up to 2 miles	20	41%
More than 2 miles	20	41%

Don't know or No response: 13
Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school

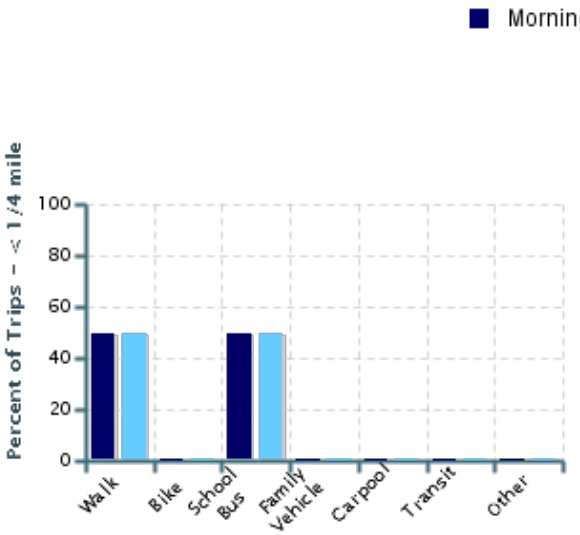


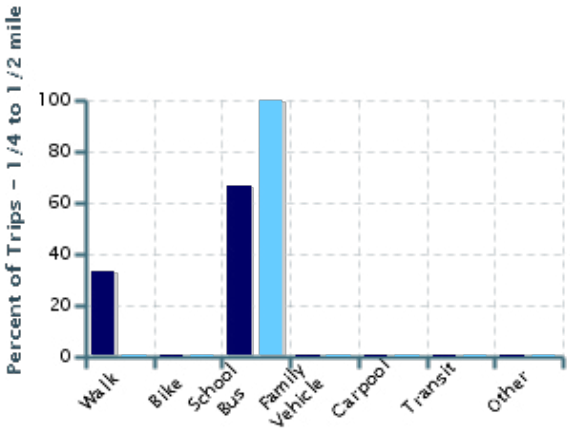
Typical mode of arrival at and departure from school

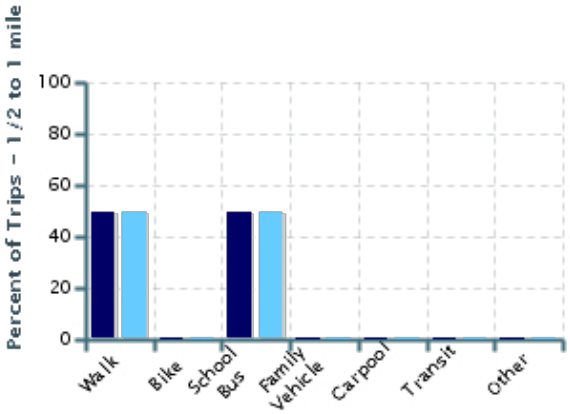
Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	62	6%	0%	90%	3%	0%	0%	0%
Afternoon	60	7%	0%	92%	2%	0%	0%	0%

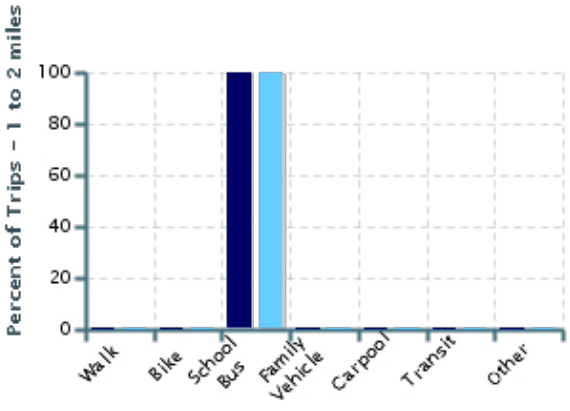
No Response Morning: 0
No Response Afternoon: 2
Percentages may not total 100% due to rounding.

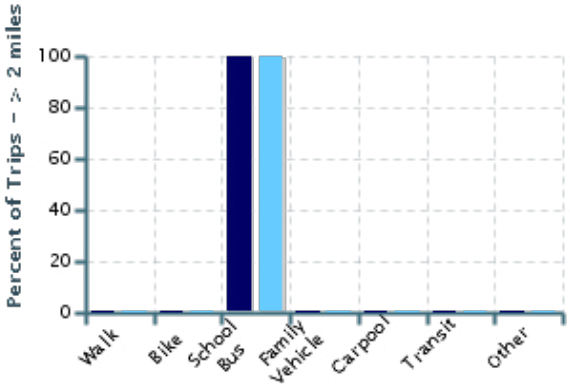
Typical mode of school arrival and departure by distance child lives from school











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	4	50%	0%	50%	0%	0%	0%	0%
1/4 mile up to 1/2 mile	3	33%	0%	67%	0%	0%	0%	0%
1/2 mile up to 1 mile	2	50%	0%	50%	0%	0%	0%	0%
1 mile up to 2 miles	20	0%	0%	100%	0%	0%	0%	0%
More than 2 miles	20	0%	0%	100%	0%	0%	0%	0%

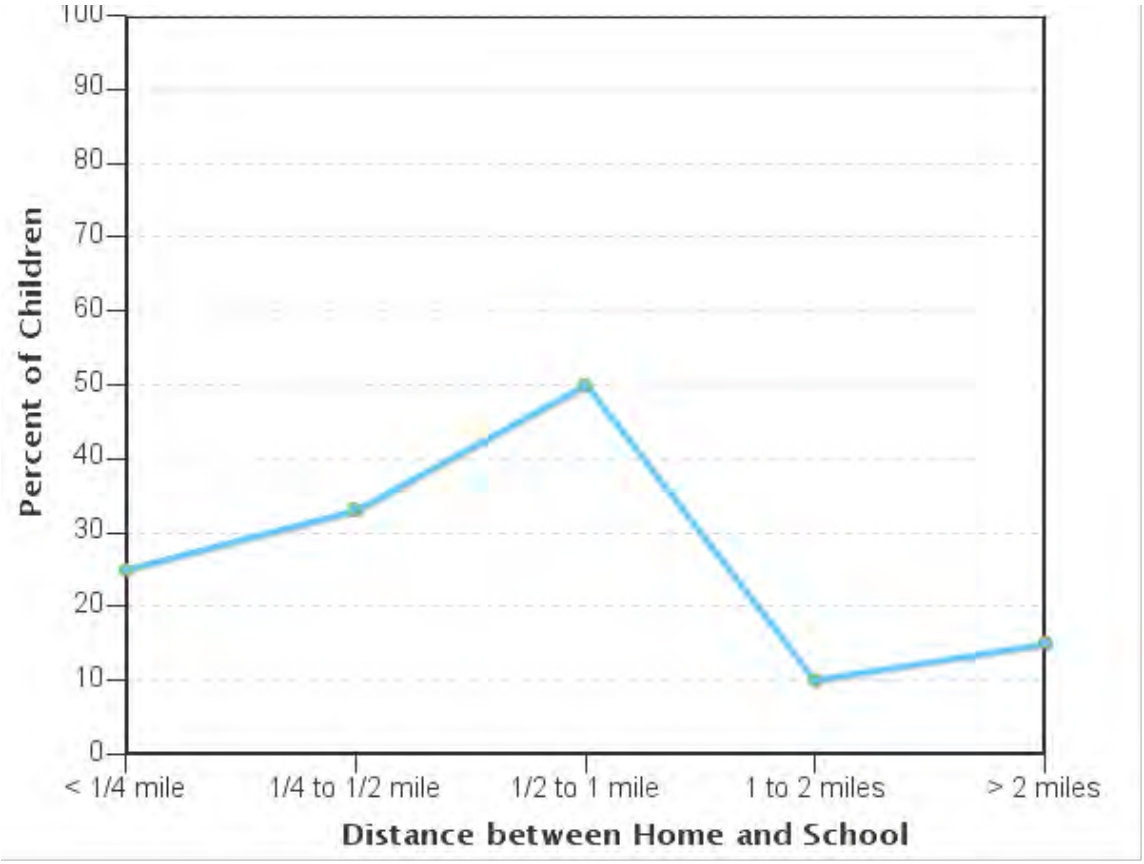
Don't know or No response: 13
Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	4	50%	0%	50%	0%	0%	0%	0%
1/4 mile up to 1/2 mile	2	0%	0%	100%	0%	0%	0%	0%
1/2 mile up to 1 mile	2	50%	0%	50%	0%	0%	0%	0%
1 mile up to 2 miles	19	0%	0%	100%	0%	0%	0%	0%
More than 2 miles	20	0%	0%	100%	0%	0%	0%	0%

Don't know or No response: 15
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

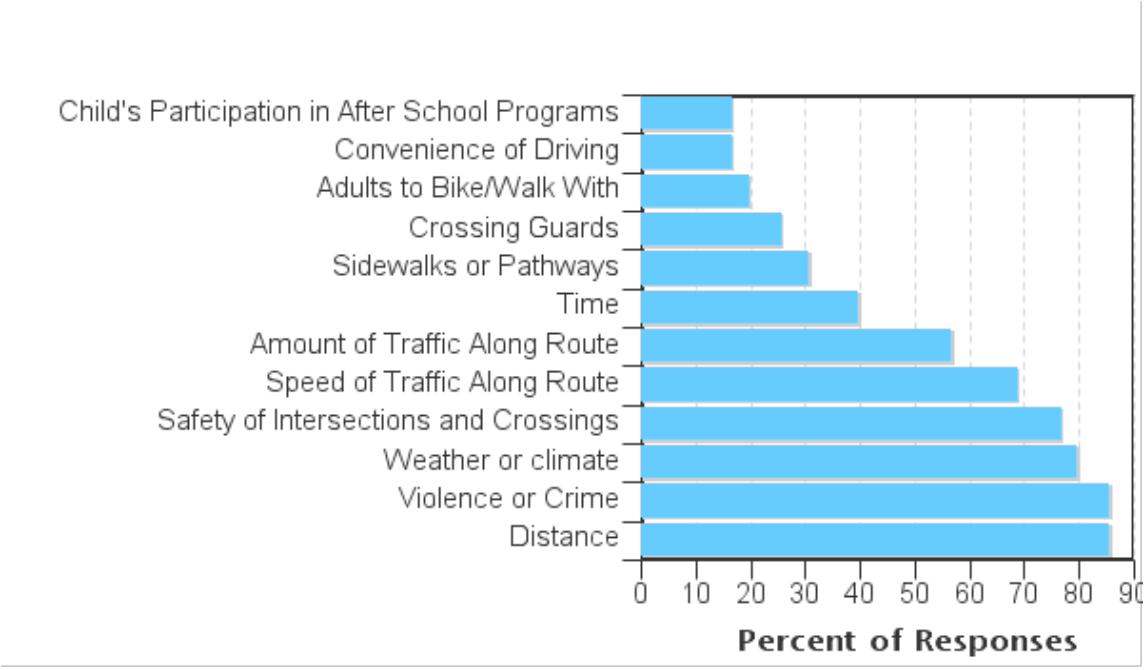


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

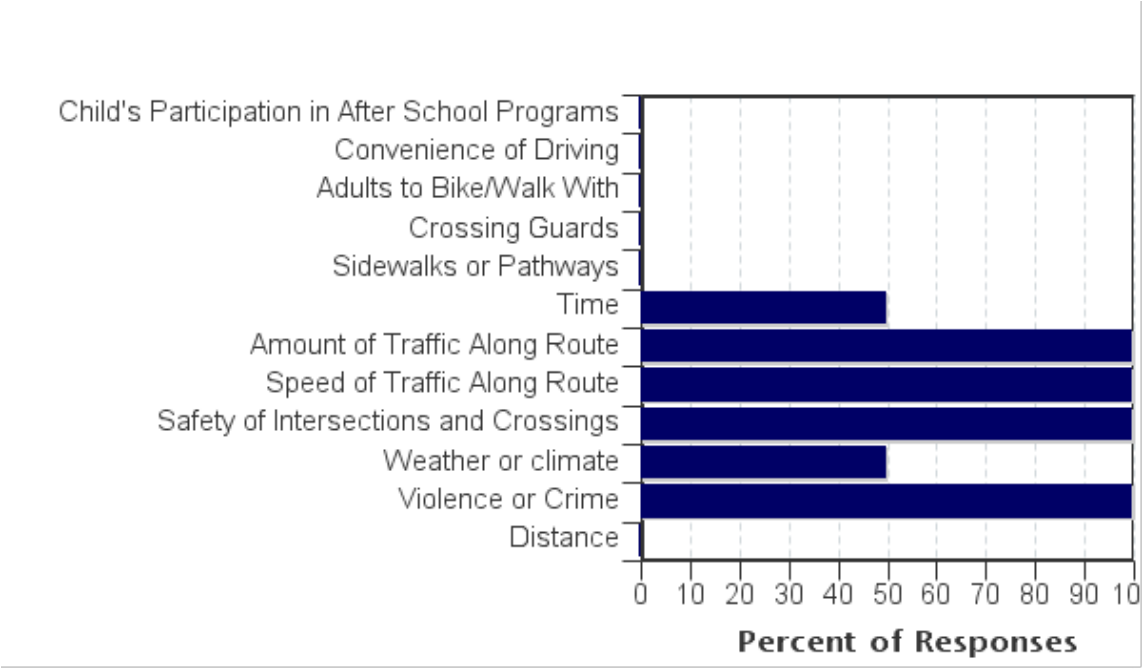
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	8	25%	33%	50%	10%	15%
No	41	75%	67%	50%	90%	85%

Don't know or No response: 13
Percentages may not total 100% due to rounding.

Issues 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



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

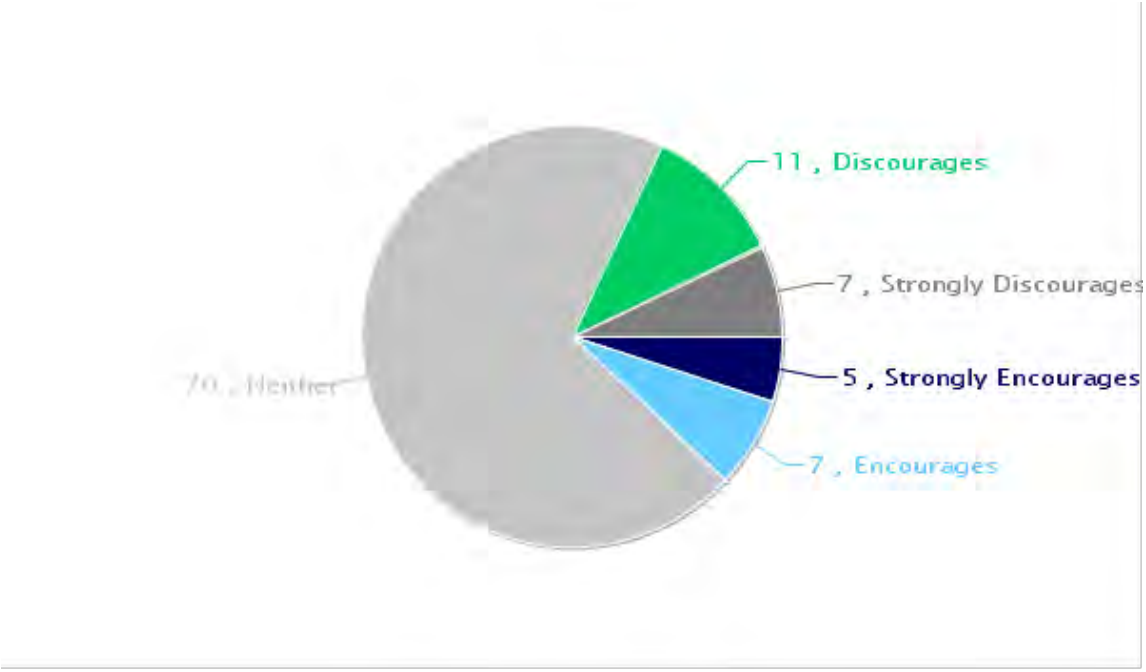


Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

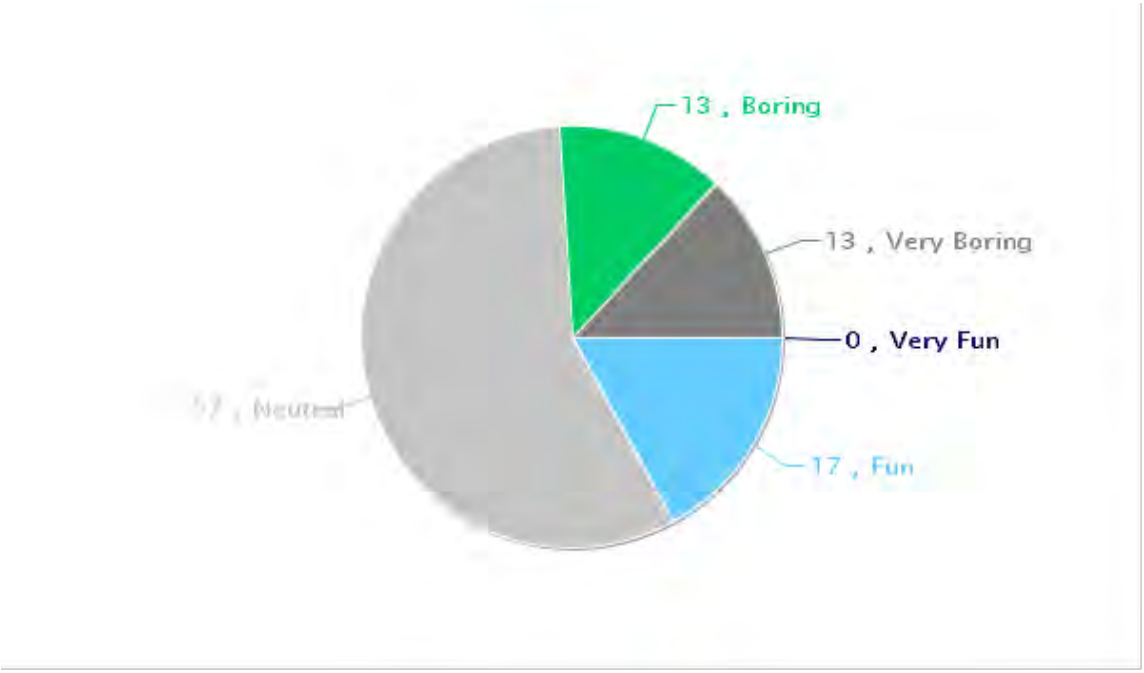
Issue	Child does not walk/bike to school	Child walks/bikes to school
Distance	86%	0%
Violence or Crime	86%	100%
Weather or climate	80%	50%
Safety of Intersections and Crossings	77%	100%
Speed of Traffic Along Route	69%	100%
Amount of Traffic Along Route	57%	100%
Time	40%	50%
Sidewalks or Pathways	31%	0%
Crossing Guards	26%	0%
Adults to Bike/Walk With	20%	0%
Convenience of Driving	17%	0%
Child's Participation in After School Programs	17%	0%
Number of Respondents per Category	**35**	**2**

No response: 25
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.

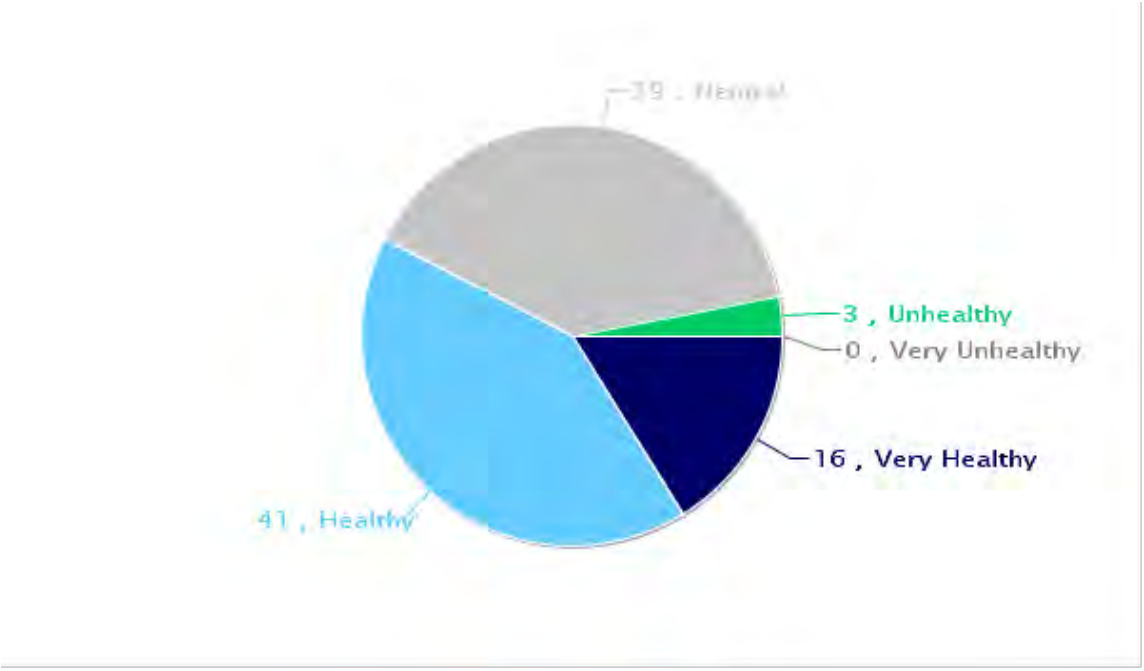
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



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



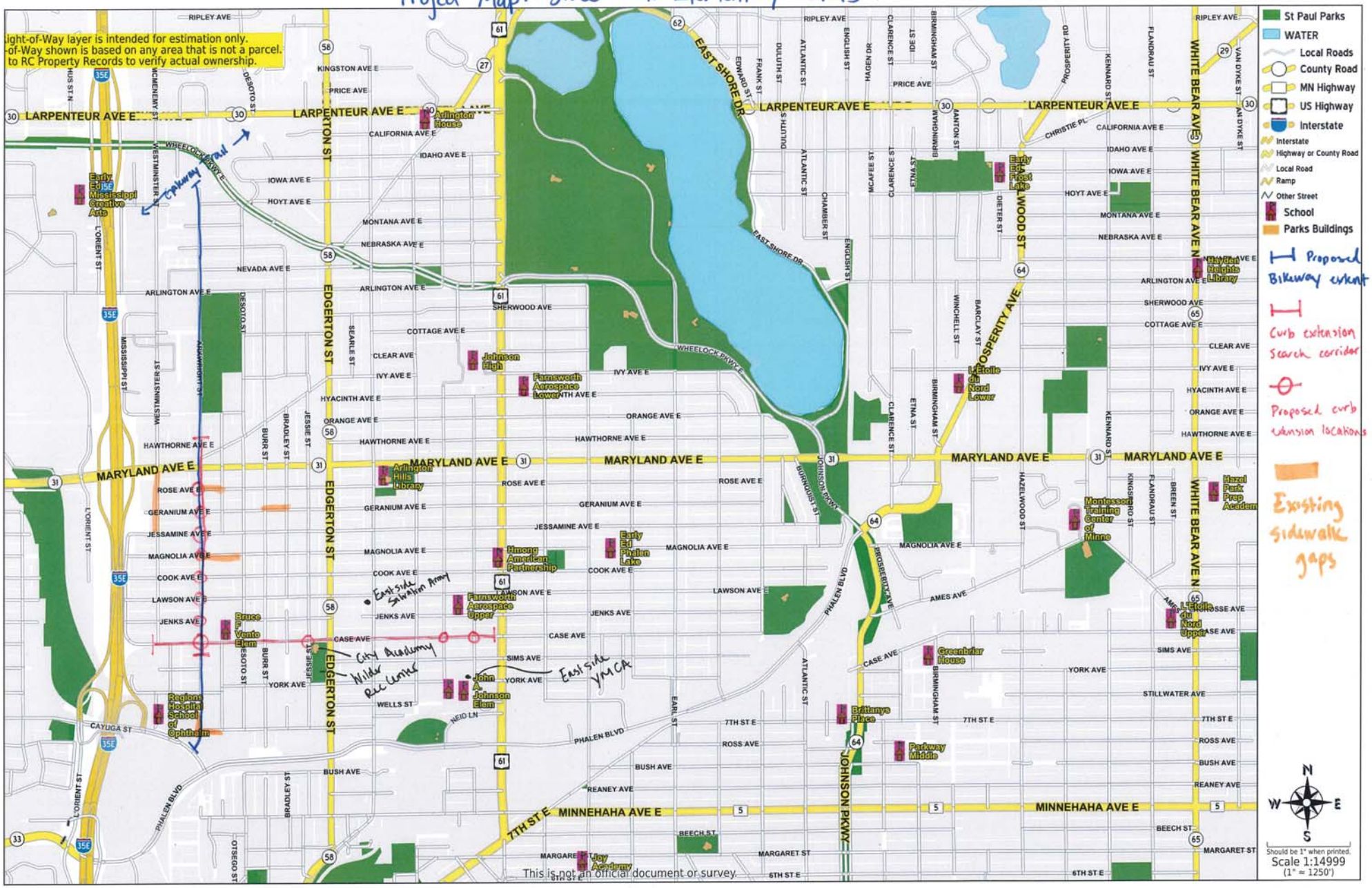
Parents' opinions about how healthy walking and biking to/from school is for their child



Comments Section

SurveyID	Comment
1479671	WE ONLY GO TO SCHOOLS THAT PROVIDE TRANSPORTATION.
1479631	I HAVEN NO ISSUES EFFECTED MY KIDS TO WALK TO SCHOOL.
1479640	I DON'T FEEL IT'S SAFE FOR MY CHILDREN TO WALK TO/FROM SCHOOL. CRIME AND TRAFFIC ARE THE BIGGEST FACTORS.
1479649	**WRITE IN ANSWER FOR QUESTION 15: NEVER ATTENDED SCHOOL BEFORE
1477351	My son walked to school up until he was in 5th grade because we live close to the elementary school.
1477354	For the safety of my child and more crimes lately, I don't recommend riding a bike to and from school for my child. It's a common sense thing for any parents to think about.
1477417	I like the bus.
1479663	I'M VERY COMFORTABLE WITH THE SCHOOL BUS. PLEASE DON'T CHANGE THAT!
1479667	LETTING KIDS WALK TO SCHOOL IS UNNECESSARY. WHAT ARE SCHOOL BUSES FOR THEN?
1477346	My child has other medical reasons keeping him from walking to school.
1479662	MY KIDS USE TO WALK WHEN WE LIVED ONE BLOCK AWAY FROM SCHOOL BUT SINCE WE MOVED BUSING WAS BETTER FOR THEM.
1479661	THERE ARE SCHOOL BUS FOR A REASON

Project Map: Bruce Vento Elementary SRTS



DEPARTMENT OF NATURAL RESOURCES

July 6, 2018

Fay Simer
Pedestrian Safety Advocate
Saint Paul Public Works
25 W. 4th St., 8th Floor
St. Paul, MN 55102

Support for the City of St. Paul's Proposed Arkwright Street Trail Connection to the Gateway State Trail – Proposed Metropolitan Council 2018 Regional Solicitation – Safe Routes To School.

Dear Ms. Simer,
On behalf of the Minnesota Department of Natural Resources, Parks and Trails Division (MnDNR) I am writing this letter to express our support for the City of St. Paul's proposed development of a formal recreational trail connection to the Gateway State Trail at Arkwright Street in St. Paul.

The Gateway State Trail is a MnDNR administered recreational and commuter non-motorized trail, which extends approximately 18 miles, from St. Paul to northern Washington County, through the communities of St. Paul, Maplewood, North St. Paul, Oakdale and Grant, providing thousands of Minnesotans access to a safe, off-road trail opportunity.

As primary recreational trail corridors, one of the primary functions of the State Trail System is to provide for local trail connections, broadening the opportunities that the trail systems provide and improving general trail user safety through expanded off-road trails. The proposed addition of a hard surfaced trail connection at Arkwright Street, meeting the requirements of the Americans with Disabilities Act, will improve access to the Gateway State Trail from the surrounding community and improve safety of all users through the creation of a formal trail to trail intersection.

We look forward to working with the City of St. Paul on the implementation of the proposed trail connection. If you have any questions, comments, or concerns, please do not hesitate to contact me.

Regards,

Kent Skaar
Senior Project Manager
Minnesota Department of Natural Resources
Parks and Trails Division
500 Lafayette Road
St. Paul, MN 55155

Cc: Rachel Hintzman, MnDNR

Proposed Arkwright Street Connection to Gateway State Trail

Bruce Vento Safe Routes to School Application

Applicant: City of Saint Paul
Requested Award Amount: $842,528
Project Total Capital Cost: $1,053,160

Project Components

1. Curb extensions and ADA compliant curb ramps along Case Avenue between Westminster and Arcade (up to 8 curb extensions)
2. Curb extensions and ADA compliant curb ramps along Arkwright Street between Case and Maryland (up to 10 curb extensions)
3. Bicycling facility along Arkwright
    a. Combination striped bike lane and shared lane markings from Cuyuga to the northern terminus of Arkwright
    b. Construction of offroad facility from Arkwright terminus to the Gateway Trail, approx. 60 feet total length
4. Sidewalk gap infill and ADA compliant curb ramps within one mile of Bruce Vento Elementary. Potential corridors include Westminster, Whitall, Rose, Arkwright, Magnolia and Geranium

The Project Map identifies existing sidewalk gaps in the vicinity of Bruce Vento Elementary and preliminary locations for curb extensions on Arkwright Street and Case Avenue within the project extents noted on the map. Exact locations of new sidewalk and curb extensions will be finalized with consideration to stakeholder priorities identified during community engagement for the project.

Background

The proposed project includes new infrastructure to enhance the walking and bicycling environment around Bruce Vento Elementary. Bruce Vento Elementary completed a Safe Routes to School plan in 2017. Infrastructure elements included in this application address needs identified through the school's Safe Routes to School planning process and in the City of Saint Paul's Bicycle Plan (adopted 2015), Roadway Safety Plan (2016), and draft Pedestrian Plan (underway). The City of Saint Paul seeks to make corridor-wide improvements that can systematically improve safety along entire segments of Case Avenue and Arkwright Street. These will create safe walking and bicycling opportunities for students and community members throughout the school neighborhood as they travel to destinations.

While project enhancements are centered around Bruce Vento Elementary School, several other nearby schools and community destinations will benefit from new facilities. All proposed project elements fall within an ACP-50 area and an area identified in Saint Paul's pedestrian planning process (currently underway) as areas of high priority for pedestrian improvements based on equity, safety, health, connectivity, destinations, transit, and density. Several important community destinations will be served by the project in addition to Bruce Vento, including:

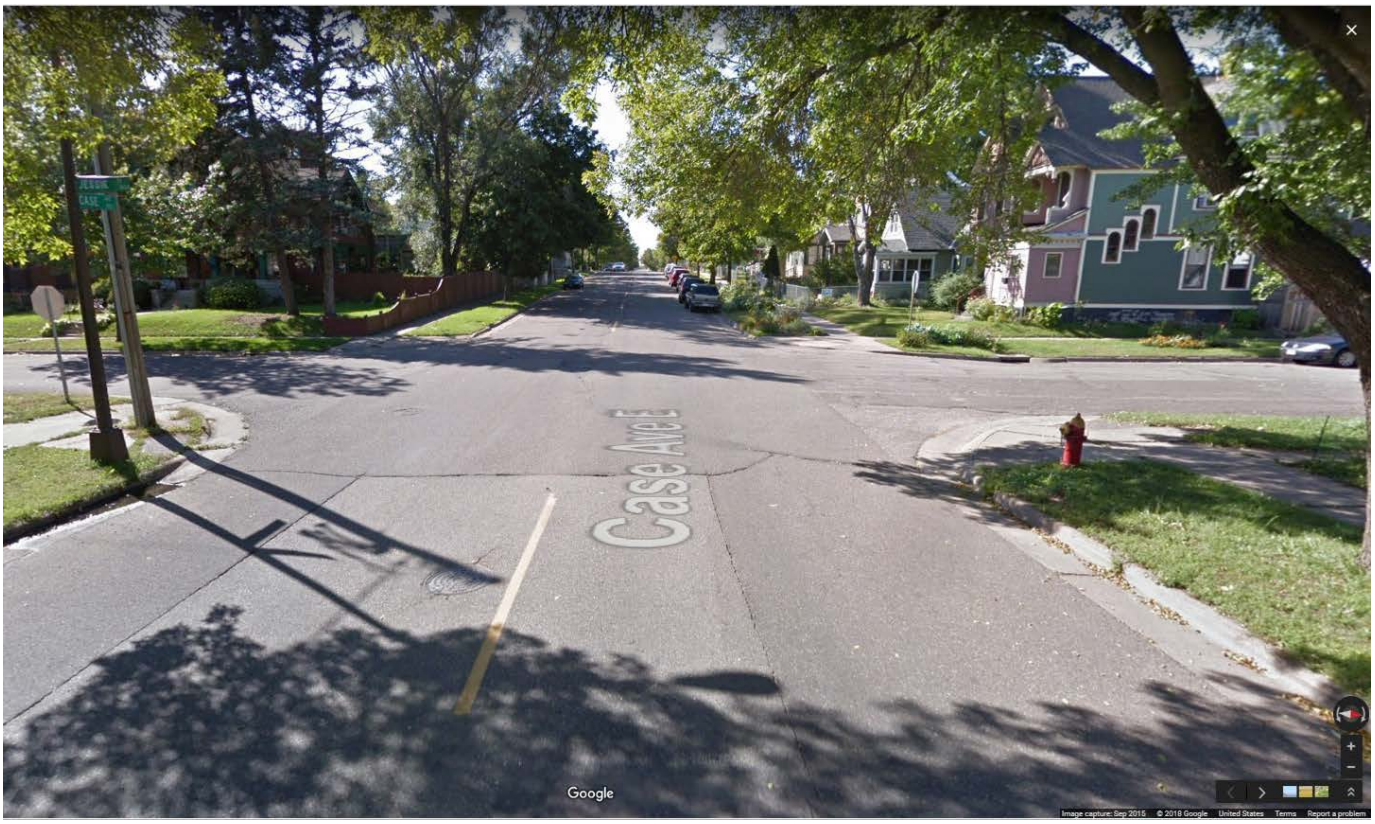
- Farnsworth Aerospace Upper School (completed SRTS plan in 2017)
- John A. Johnson Elementary
- City Academy charter school
- St. Paul Eastside YMCA (hosts after-school care programs)
- East Side Salvation Army (hosts after-school care programs)
- Wilder Recreation Center (hosts after-school care programs)

Where possible, Saint Paul Public School has provided data from Farnsworth Aerospace and John A. Johnson Elementary to supplement application statistics.

Existing Conditions Photos

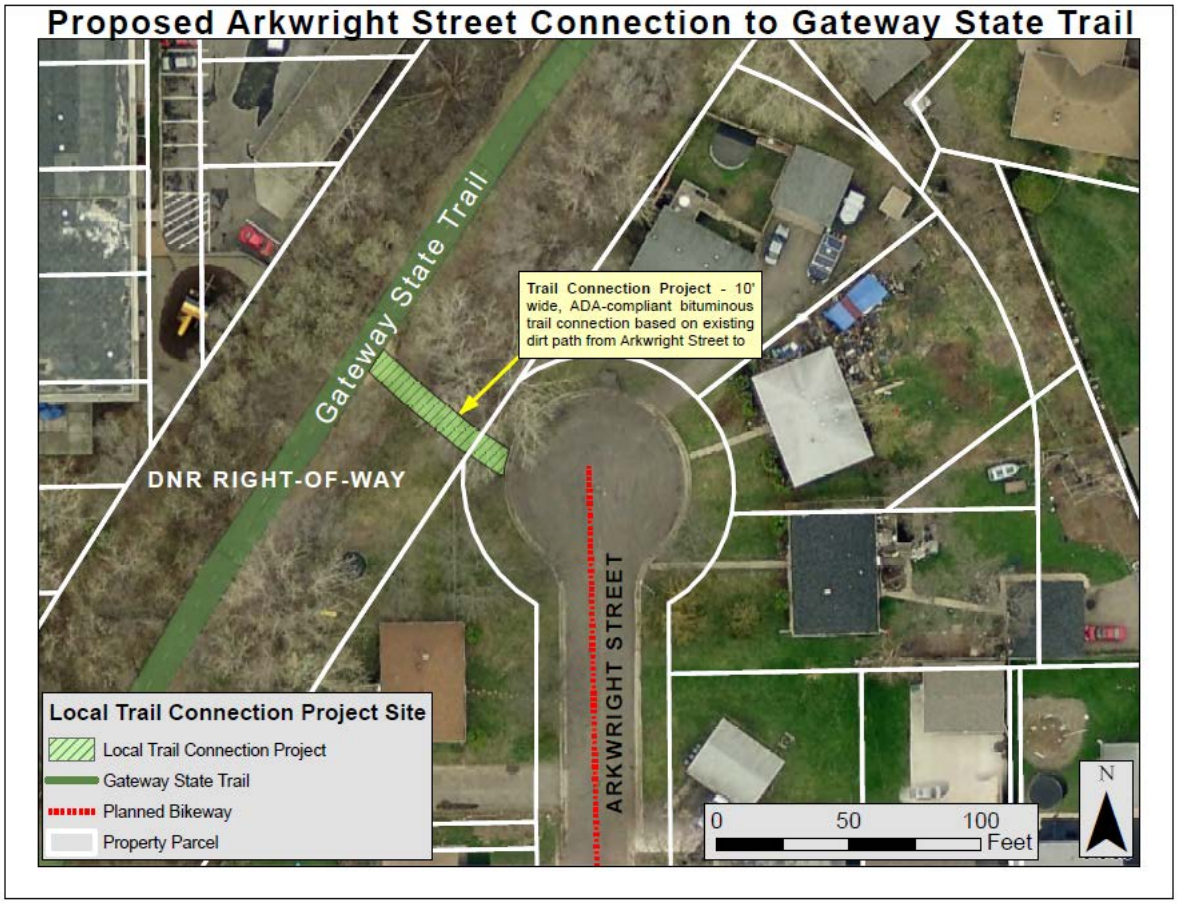
Students gather at Wilder Rec Center for the school's first-ever Walk to School Day event in spring 2017. After the success of the event, the school organized four walk to school day events in the 2017-2018 school-year.

Students crossing Case Avenue onto the Bruce Vento campus during Walk to School Day.



Project Component 1: Curb extensions along Case Ave to support crossings to key destinations such as Wilder Rec Center (bottom left corner).

Project Components 2 &3: Bicycle lanes and curb extensions along Arkwright Street to designate space for bicyclists, help control speeds and address wide crossings.



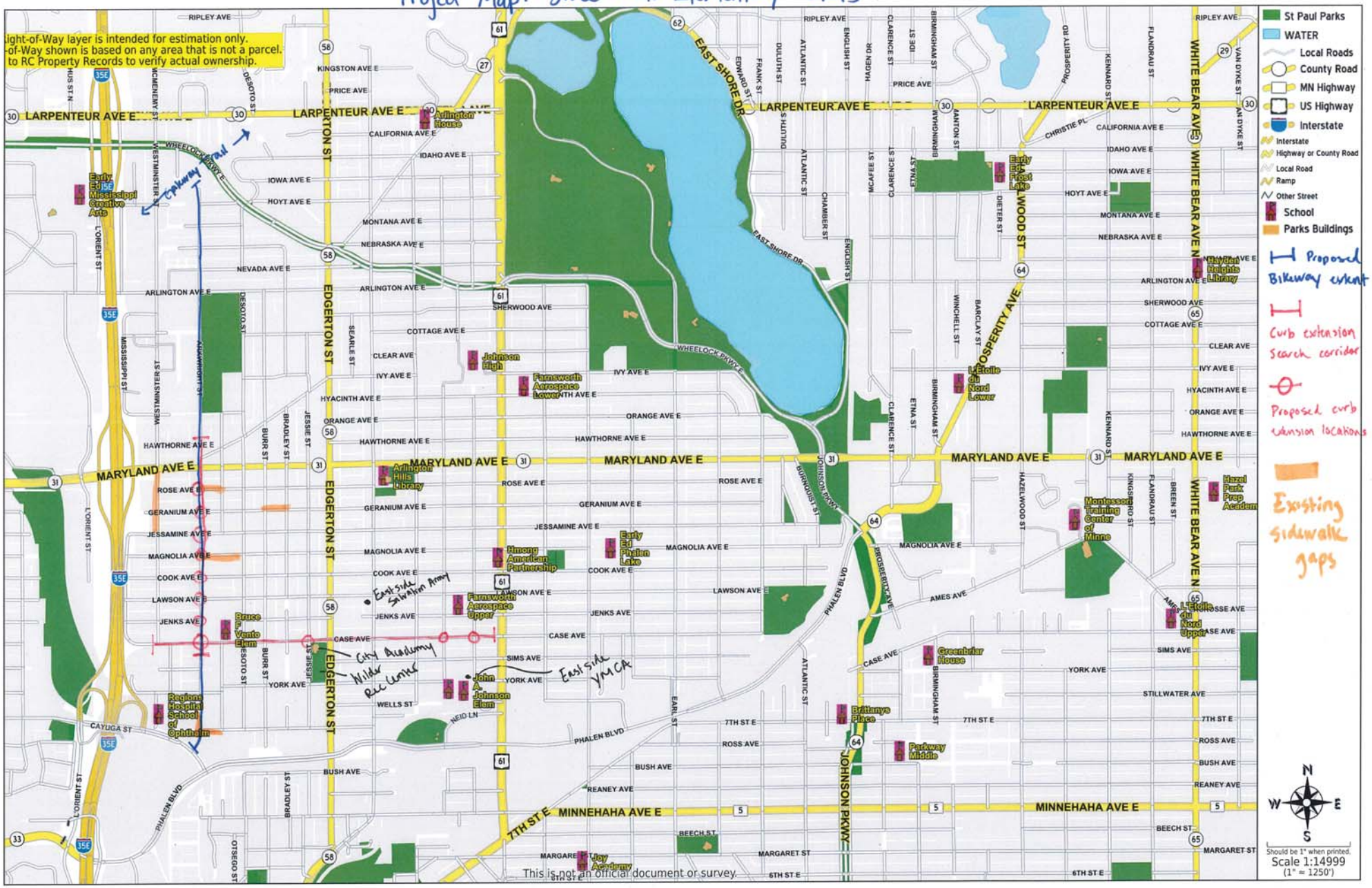
Project Component 3: Link proposed Arkwright St. bikeway with the Gateway State Trail.

Project Component 3: Existing dirt path connecting Arkwright St. to the Gateway State Trail.

Project Component 4: Example sidewalk gap on Rose Ave, east of Arkwright St. Arkwright is served by Metro Transit Route 71.

Project Component 4: Example sidewalk gap on both sides of Whitall St. northside, east of Arkwright.

Project Map: Bruce Vento Elementary SRTS



Proposed Arkwright Street Connection to Gateway State Trail

DEPARTMENT OF NATURAL RESOURCES

July 6, 2018

Fay Simer
Pedestrian Safety Advocate
Saint Paul Public Works
25 W. 4th St., 8th Floor
St. Paul, MN 55102

Support for the City of St. Paul's Proposed Arkwright Street Trail Connection to the Gateway State Trail – Proposed Metropolitan Council 2018 Regional Solicitation – Safe Routes To School.

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We look forward to working with the City of St. Paul on the implementation of the proposed trail connection. If you have any questions, comments, or concerns, please do not hesitate to contact me.

Regards,

Kent Skaar
Senior Project Manager
Minnesota Department of Natural Resources
Parks and Trails Division
500 Lafayette Road
St. Paul, MN 55155

Cc: Rachel Hintzman, MnDNR

Saint Paul Public Schools
A World of Opportunities

Independent School District 625
360 Colborne Street
Saint Paul, MN 55102-3299

Office of the Superintendent
Joe Gothard
Superintendent of Schools

Telephone: (651) 767-8152 Fax: (651) 767-3441 www.spps.org

July 2, 2018

Minnesota Department of Transportation
Safe Routes to School

To whom it may concern,

Saint Paul Public Schools (SPPS) strongly supports the City of Saint Paul's application for Bruce Vento Elementary Safe Routes to School infrastructure improvements.

Improving the walking environment near Bruce Vento will not only support walking to and from Bruce Vento; it also enhances safety for students at two nearby SPPS campuses, John A Johnson Elementary and Farnsworth Aerospace Upper School. Students at both schools regularly cross Case Avenue as part of their walk to school.

SPPS is an active partner with the City of Saint Paul in promoting Safe Routes to School. Our district wellness coordinator organizes Walk to School Day events throughout the district and promotes and administers use of a district-owned bicycle fleet to teach safe bicycling skills to students. We collaborate with the city on a Safe Routes to School steering committee, which meets bi-monthly to promote coordination on SRTS efforts between the school district, city and county.

Bruce Vento Elementary completed a Safe Routes to School Plan in 2017 and has been growing its Walk to School Day events ever since. During the 2017-2018 school year, Bruce Vento organized four Walk to School Days for students. Materials explaining these events were sent home to parents in five different languages. Bruce Vento is one of the most diverse campuses in the city, with a student body that is 95% students of color and 95% eligible for free and reduced lunch. The school has interpreters on staff who may assist the city in sharing communications about the project with parents and students.

Should these funds be awarded, SPPS will continue to be an active partner with the City of Saint Paul in communicating about the project with the school community and in evaluating post-project changes to student travel behaviors using classroom tallies and parent surveys.

Thank you for your partnership in making this important proposal a reality.

Sincerely,

Joe Gothard, Ed.D.

Payne-Phalen
COMMUNITY COUNCIL

567 Payne Avenue, St. Paul MN 55130 www.paynephalen.org 651-774-5234 district5@paynephalen.org

June 27, 2018

Fay Simer
Pedestrian Safety Advocate
Public Works
25 West 4th Street, 8th Floor
Saint Paul, MN 55102

Dear Ms. Simer,

Thank you for the presentation on June 26, 2018 to our Board of Directors regarding the Safe Routes to School federal funding opportunity. The Board voted unanimously to support the application for federal Regional Solicitation funds to be applied for through the Metropolitan Council.

Traveling by bicycle, rolling or foot in our neighborhood can be challenging due to streets busy with cars. This difficulty is compounded for families with children. Adjacent to Bruce Vento Elementary, Case Avenue and Arkwright are both examples of dangerous streets in need of calming and safe spaces. It is encouraging that Bruce Vento Elementary School has a plan in place in coordination with Public Works. To make those routes safer for pedestrians, especially children, it is important that improvements be made. Schools to which families can walk or bicycle make communities stronger.

Sincerely,

Athena Hollins, Board President