Application

13863 - 2020 Roadway System Management

14083 - Dale Street Traffic Signal Modernization

Regional Solicitation - Roadways Including Multimodal Elements

Status:	Submitted
Submitted Date:	05/12/2020 10:29 AM

Primary Contact

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

Organization Information

Name:	ST PAUL, CITY OF

Jurisdictional Agency (if different):

Organization Type: City

Organization Website:

Address: DEPT OF PUBLIC WORKS-CITY HALL ANNEX

25 W 4TH ST #1500

*	ST PAUL	Minnesota	55101
	City	State/Province	Postal Code/Zip

County: Ramsey

Phone:* 651-266-9700 Ext.

Fax:

PeopleSoft Vendor Number 0000003222A22

Project Information

Project Name Dale Street Traffic Signal Modernization

Primary County where the Project is Located Ramsey

Cities or Townships where the Project is Located: City of Saint Paul

Jurisdictional Agency (If Different than the Applicant):

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

The Dale Street Traffic Signal Modernization project would reconstruct traffic signals, install fiber-optic interconnect, and install traffic cameras along Dale Street in the City of Saint Paul. Dale Street (CSAH 53) is classified as an A Minor and B Minor Arterial in the project area. The proposed elements of the project and some of the benefits of each include:

-Reconstruction of four traffic signals along Dale Street at Grand Avenue, Summit Avenue, Selby Avenue, and Marshall Avenue. With an average age of 35 years, taken from the last major revision, these signals are consistent maintenance issues, and require significant staff time and materials to maintain operation. Additionally the replacement of the signals will allow for the implementation of improved safety treatments and increased efficiency. The new signals will provide overhead indications for all approaches, audible pedestrian push buttons, countdown timers, and twelve-inch indications.

-Replacement of aging fiber-optic interconnect along Dale Street between Grand Avenue and Front Street (CSAH 32), and upgrade of traffic signal controllers where needed. The fiber-optic cable along this corridor was installed in 1996 and has surpassed its useful life. Replacement of this interconnect will allow the City to continue to remotely monitor and modify the operation of these signals, providing more rapid response to outages and improved ability to adjust settings. Replacement of the legacy 170 traffic signal controllers will allow for the use of signal performance measures, responsive traffic signal control, and many other benefits.

-Installation of traffic cameras at multiple locations in the area. The ability to remotely observe traffic conditions, combined with the other improvements,

will allow for real-time monitoring and adjustment of traffic operations and management of events and incidents. The cameras will be integrated with the City?s existing system, allowing for access by Saint Paul Police and Public Works.

(Limit 2,800 characters; approximately 400 words)

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DESCRIPTION - will be used in TIP if the project is selected for funding. See MnDOT's TIP description guidance.

CSAH 53, FROM MSAS 141 TO CSAH 32 IN ST PAUL-TRAFFIC SIGNAL RECONSTRUCTION, INTERCONNECT, DEPLOY CCTV CAMERAS

Project Length (Miles)

2.1

to the nearest one-tenth of a mile

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

$2,000,800.00

Match Amount

$500,200.00

Minimum of 20% of project total

Project Total

$2,501,000.00

For transit projects, the total cost for the application is total cost minus fare revenues.

Match Percentage

20.0%

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

Source of Match Funds

MSA, Ramsey County

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:

2025

Select 2022 or 2023 for TDM projects only. For all other applications, select 2024 or 2025.

Additional Program Years:

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

Project Information: Roadway Projects

County, City, or Lead Agency

City of Saint Paul

Functional Class of Road

A Minor Arterial/B Minor Arterial

Road System

CSAH

TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET

Road/Route No.	53
i.e., 53 for CSAH 53	
Name of Road	Dale Street
Example; 1st ST., MAIN AVE	
Zip Code where Majority of Work is Being Performed	55102
(Approximate) Begin Construction Date	03/31/2025
(Approximate) End Construction Date	11/28/2025

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

From: **(Intersection or Address)**	Dale Street (CSAH 53) & Front Avenue (CSAH 32)
To: **(Intersection or Address)**	Dale Street (CSAH 53) & Grand Avenue
DO NOT INCLUDE LEGAL DESCRIPTION	
Or At	
Miles of Sidewalk (nearest 0.1 miles)	0
Miles of Trail (nearest 0.1 miles)	0
Miles of Trail on the Regional Bicycle Transportation Network (nearest 0.1 miles)	0
Primary Types of Work	SIGNALS, INTERCONNECT, CCTV CAMERAS
Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER,STORM SEWER, 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 (2018), the 2040 Regional Parks Policy Plan (2018), 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.

Briefly list the goals, objectives, strategies, and associated pages:

- A. Operate the regional transportation system to efficiently and cost-effectively connect people and freight to destinations. Pg. 2.6

- B. Reduce the transportation system's vulnerability to natural and manmade incidents and threats. Pg. 2.7

- B2. Regional transportation partners should work with local, state, and federal public safety officials, including emergency responders, to protect and strengthen the role of the regional transportation system in providing security and effective emergency response to serious incidents and threats. Pg. 2.7

- B3. Regional transportation partners should monitor and routinely analyze safety and security data by mode and severity to identify priorities and progress. Pg. 2.7

- C. Increase travel time reliability and predictability for travel on highway and transit systems. Pg. 2.8

- C2. Local units of government should provide a system of interconnected arterial roads, streets, bicycle facilities, and pedestrian facilities to meet local travel needs using Complete Streets principles. Pg. 2.8

- C9. The Council will support investments in Aminor arterials that build, manage, orimprove the system's ability to supplement the capacity of the principal arterial system and support access to the region's job, activity, and industrial and manufacturing concentrations. Pg. 2.9

- D. Improve multimodal access to regional job concentrations identified in Thrive MSP 2040. Pg. 2.11

- D4. The Council, MnDOT, and local governments will invest in a transportation system that provides travel conditions that compete well with peer metropolitan areas. Pg. 2.11

- E. Reduce transportation related air emissions. Pg. 2.12

- E. Reduce impacts of transportation construction, operations, and use on the natural, cultural, and developed environments. Pg 2.12

- E. Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities and active car-free lifestyles. Pg 2.12

- F2. Local governments should plan for increased density and a diversification of uses in job concentrations, nodes along corridors, and local centers to maximize the effectiveness of the transportation system. Pg. 2.14

Limit 2,800 characters, approximately 400 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:

This project is supported by the following policies in the City of Saint Paul's 2040 Comprehensive Plan:

Policy T-1. Prioritize safety and racial and social equity benefits in project selection, followed by support of quality full-time, living wage jobs ? both through business support and connection of residents to job centers. Priorities will also be informed by specific modal plans, such as the Bicycle Plan or the forthcoming Pedestrian Plan (See Sidebar and Maps T-1, T-3, T-5, and T-6).

Policy T-5. Adopt and implement a ?Vision Zero? program with the long-term goal of achieving zero traffic fatalities and severe injuries. Components of the program should include street design improvements and behavioral safety improvements, such as reducing driver impairment, inattentiveness and speed through education and enforcement.

Policy T-7. Implement intersection safety improvements such as traffic signal confirmation lights, pedestrian countdown timers, and leading pedestrian signal intervals. Reduce pedestrian roadway exposure via median refuge islands, curb extensions, narrowed travel lanes and other elements designed to lower motor vehicle speeds.

Policy T-22. Shift mode share towards walking, biking, public transit, carpooling, ridesharing and carsharing in order to reduce the need for car ownership.

Policy T-42. Ensure that new technologies, such as automated vehicles, further the City?s transportation and land use priorities.

Policy T-43. Ensure that right-of-way design and management accounts for changing vehicle technologies and forms of use, such as automated vehicles, car-sharing, curbside pickup and delivery, ride-hailing and ridesharing.

Additionally, the City of Saint Paul Roadway Safety Plan, completed in 2016, recommends the installation of pedestrian countdown timers.

Limit 2,800 characters, approximately 400 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 State Aid 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 elements in more than one funding application 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.
Strategic Capacity (Roadway Expansion): *$1,000,000 to $10,000,000*
Roadway Reconstruction/Modernization: *$1,000,000 to $7,000,000*
Traffic Management Technologies (Roadway System Management): *$250,000 to $3,500,000*
Spot Mobility and Safety: *$1,000,000 to $3,500,000*
Bridges Rehabilitation/Replacement: *$1,000,000 to $7,000,000*

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 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 plan must be completed by the local agency before the Regional Solicitation application deadline. For the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.

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

Date plan completed: 04/27/2010

Link to plan: https://www.stpaul.gov/sites/default/files/Media Root/ADA Transiton Plan for Public Works_2016.pdf

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

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link 1588867555896_ADA%20Transiton%20Plan%20for%20Public%20Works_2016[1].pdf

Upload as PDF

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

Roadways Including Multimodal Elements

1.All roadway and bridge projects must be identified as a principal arterial (non-freeway facilities only) or A-minor arterial as shown on the latest TAB approved roadway functional classification map.

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

Roadway Expansion and Reconstruction/Modernization and Spot Mobility projects only:

2.The project must be designed to meet 10-ton load limit standards.

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

Bridge Rehabilitation/Replacement and Strategic Capacity projects only:

3.Projects requiring a grade-separated crossing of a principal arterial freeway must be limited to the federal share of those project costs identified as local (non-MnDOT) cost responsibility using MnDOTs Cost Participation for Cooperative Construction Projects and Maintenance Responsibilities manual. In the case of a federally funded trunk highway project, the policy guidelines should be read as if the funded trunk highway route is under local jurisdiction.

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

4.The bridge must carry vehicular traffic. Bridges can carry traffic from multiple modes. However, bridges that are exclusively for bicycle or pedestrian traffic must apply under one of the Bicycle and Pedestrian Facilities application categories. Rail-only bridges are ineligible for funding.

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

Bridge Rehabilitation/Replacement projects only:

5.The length of the bridge must equal or exceed 20 feet.

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

6. The bridge must have a National Bridge Inventory Rating of 6 or less for rehabilitation projects and 4 or less for replacement projects.

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

Roadway Expansion, Reconstruction/Modernization, and Bridge Rehabilitation/Replacement projects only:

7. All roadway projects that involve the construction of a new/expanded interchange or new interchange ramps must have approval by the Metropolitan Council/MnDOT Interchange Planning Review Committee prior to application submittal. Please contact Michael Corbett at MnDOT (Michael.J.Corbett@state.mn.us or 651-234-7793) to determine whether your project needs to go through this process as described in Appendix F of the 2040 Transportation Policy Plan.

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

Requirements - Roadways Including Multimodal Elements

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	$125,050.00
Removals (approx. 5% of total cost)	$125,050.00
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)	$50,020.00
Traffic Control	$25,010.00
Striping	$0.00
Signing	$0.00
Lighting	$0.00
Turf - Erosion & Landscaping	$12,505.00
Bridge	$0.00
Retaining Walls	$0.00

Noise Wall (not calculated in cost effectiveness measure)	$0.00
Traffic Signals	$1,963,285.00
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	**$2,300,920.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	$0.00
Sidewalk Construction	$0.00
On-Street Bicycle Facility Construction	$0.00
Right-of-Way	$0.00
Pedestrian Curb Ramps (ADA)	$200,080.00
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	**$200,080.00**

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	$2,501,000.00
Construction Cost Total	$2,501,000.00
Transit Operating Cost Total	$0.00

Measure A: Functional Classification of Project

The majority of the project funds will be invested on the principal arterial system:

(50 points)

The majority of the project funds will be invested on the A-minor arterial system: Yes

(25 points)

The majority of the project funds will be invested on the collector or local system with some investment either on the principal arterial or A-minor arterial system:

(0 points)

Measure 1B: Regional Truck Corridor Tiers

RESPONSE (Select one for your project, based on the Regional Truck Corridor Study):

The majority of the project funds will be invested on either a Tier 1, Tier 2, or Tier 3 corridor:

(50 Points)

Miles (to the nearest 0.1 miles): 0

If box above is checked, fill in length.

A majority of the project funds will NOT be invested on a Tier 1, Tier 2, or Tier 3 corridor, but at least 10 percent of the funds will be invested on these corridors: Yes

(25 Points)

Miles (to the nearest 0.1 miles): 1.3

If box above is checked, fill in length.

No project funds will be invested on a Tier 1, Tier 2, or Tier 3 corridor:

(0 Points)

Measure C: Integration within existing traffic management systems

Response:

The City currently maintains an Advanced Traffic Management System, which monitors traffic signal operations and allows for the City to adjust traffic signal timing and operations in real time when incidents or events occur. This project will build on the City's existing traffic management infrastructure by updating traffic signal controllers and detection to provide seemless integration and allow for advanced data analysis. As the existing interconnect along Dale Street is reaching the end of its useful life, this project will allow the City to maintain communication to several signals, maintaining the City's ability to respond to outages, and to quickly modify signal operations to adjust for unexpected variations in traffic patterns.

Finally, the installation of traffic cameras will allow City traffic operations staff to observe and respond to incidents by modifying traffic operations in real-time, and easily evaluate the results of the modified operations. The traffic cameras will be added to the City's existing video system as maintained by the Saint Paul Police Department. No video feeds of the locations where cameras will be installed as part of this project are currently available to City traffic operations staff.

(Limit 2,800 characters; approximately 400 words)

Measure D: Coordination with other agencies

As a City of the First Class, the City of Saint Paul operates and maintains traffic signals owned by the Minnesota Department of Transportation and, through agreement, does the same for those owned by Ramsey County. This work will allow the City to continue provide traffic signal coordination along corridors owned by the State, County, and City using a single system, and will improve safety on facilities owned by multiple jurisdictions.

The City of Saint Paul Department of Public Works is also working with the Saint Paul Police Department to share resources to improve the scope and reliability of video cameras in the City of Saint Paul. The cameras installed as part of this project would be a part of that effort.

Response:

This project would allow the City maintain communication between several traffic signals and its advanced traffic management system, providing greater monitoring and control capabilities, improving response times to signal malfunctions, providing better data, and improving the City's ability to control traffic operations.

The installation of modern traffic signal controllers prepares the City for future requests for transit signal priority from transit agencies in the metro area, including accommodations for the proposed B Line Bus Rapid Transit line along Selby Avenue and for the high-priority Route 63 along Grand Avenue.

Ramsey County is currently studying the feasibility of road diets on all four-lane undivided roadways within it's borders, including segments of Dale Street within the project area. The proposed project

is compatible with any modifications that may be recommended as part of that study, allowing for further safety improvements and delay reductions.

(Limit 2,800 characters; approximately 400 words)

Measure A: Current Daily Person Throughput

Location	Dale Street (CSAH 53) - St. Anthony to University
Current AADT Volume	21900.0
Existing transit routes at the location noted above	65
Select all transit routes that apply.	
Upload "Transit Connections" map	1588356821194_20200427-TransitMap.pdf
Please upload attachment in PDF form.	

Response - Daily Person Throughput

Average Annual Daily Transit Ridership	0
Current Daily Person Throughput	28470.0

Measure B: 2040 Forecast ADT

Use Metropolitan Council model to determine forecast (2040) ADT volume	Yes
If checked, METC Staff will provide Forecast (2040) ADT volume	
OR	
Identify the approved county or city travel demand model to determine forecast (2040) ADT volume	
Forecast (2040) ADT volume	

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

*1.**Sub-measure**: Equity Population Engagement: A successful project is one that is the result of active engagement of low-income populations, people of color, persons with disabilities, youth and the elderly. Engagement should occur prior to and during a projects development, with the intent to provide direct benefits to, or solve, an expressed transportation issue, while also limiting and mitigating any negative impacts. Describe and map the location of any low-income populations, people of color, disabled populations, youth or the elderly within a ½ mile of the proposed project. Describe how these specific populations were engaged and provided outreach to, whether through community planning efforts, project needs identification, or during the project development process. Describe what engagement methods and tools were used and how the input is reflected in the projects purpose and need and design. Elements of quality engagement include: outreach and engagement 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 community engagement related to transportation projects; feedback from these populations identifying potential positive and negative elements of the proposed project through engagement, 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:

As this project is largely located within an area of concentrated poverty with 50% or more of residents are people of color, the benefits to safety, air quality, congestion, and transit will be of positive impact to low-income populations and people of color. Additionally, the youth population, those 15 and under, is ten percent higher in the area within 1/2 mile of the project.

As the scope of this project is limited to the replacement and improvement of traffic signals, communication equipment, and other ITS elements, little or no public outreach is anticipated.

(Limit 2,800 characters; approximately 400 words)

*2.**Sub-measure**: Equity Population Benefits and Impacts: A successful project is one that has been designed to provide direct benefits to low-income populations, people of color, persons with disabilities, youth and the elderly. All projects must mitigate potential negative benefits as required under federal law. Projects that are designed to provide benefits go beyond the mitigation requirement to proactively provide transportation benefits and solve transportation issues experienced by Equity populations.*
a.Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to pedestrian and bicycle safety improvements; public health benefits; direct access improvements for residents or improved access to destinations such as jobs, school, health care or other; travel time improvements; gap closures; new transportation services or modal options, leveraging of other beneficial projects and investments; and/or community connection and cohesion improvements. Note that this is not an exhaustive list.

Response:

This project will benefit the noted populations in several ways, some of which are noted below:

- Maintaining traffic signal coordination and improving the City's ability to respond to signal malfunctions will reduce travel times for all users looking to access the concentrated job center that is Downtown Saint Paul. Downtown Saint Paul also contains many government agencies, providing services to several populations, including the elderly, people with disabilities, and the low-income population.

- Upgrading existing traffic signal controllers and modernizing traffic signals will allow for easier accommodation of future BRT routes and bicycle facilities. Transit is an essential public service for households without automobiles. Several important existing or planned transit routes travel along or across the Dale St. corridor, including the Green Line, B Line, Route 63 and Route 65.

- The installation of APS pedestrian push buttons along Dale St. at the Grand Ave, Summit Ave., and Marshall Ave. intersections will aid those with hearing or visual impairments safely traverse intersections.

- This project will improve safety along Summit Avenue, the most heavily utilized bicycle facility in the City.

(Limit 2,800 characters; approximately 400 words)

b. Describe any negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly created by the project, along with measures that will be taken to mitigate them. Negative impacts that are not adequately mitigated can result in a reduction in points.
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.
Mitigation of temporary construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings.
Other

Response:

The negative impacts of this project will be limited to construction related issues, largely associated with the replacement of the traffic signals along Dale Street and minor disturbances during direct boring operations. The project will work extensively to maintain satisfactory traffic conditions, and provide pedestrian access.

(Limit 2,800 characters; approximately 400 words)

Select one:

*3.**Sub-measure: Bonus Points** Those projects that score at least 80% of the maximum total points available through sub-measures 1 and 2 will be awarded bonus points based on the geographic location of the project. These points will be assigned as follows, based on the highest-scoring geography the project contacts:*
a.25 points to projects within an Area of Concentrated Poverty with 50% or more people of color
b.20 points to projects within an Area of Concentrated Poverty
c.15 points to projects within census tracts with the percent of population in poverty or population of color above the regional average percent
d.10 points for all other areas

Project is located in an Area of Concentrated Poverty where 50% or more of residents are people of color (ACP50): Yes

Project located in Area of Concentrated Poverty:

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

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

(up to 40% of maximum score)

Upload the "Socio-Economic Conditions" map used for this measure. The second map created for sub measure A1 can be uploaded on the Other Attachments Form, or can be combined with the "Socio-Economic Conditions" map into a single PDF and uploaded here.

Upload Map 1589123494590_20200427-SocioMap+FINAL.pdf

Measure B: Part 1: Housing Performance Score

City	Funds to be spent within each City	Score	Funds/Total Funds	Percent of total funds to be spent within City
St. Paul	2501000.0	100.0	1.0	100.0
	2501000			**100**

Housing Performance Score

Total Project Cost $2,501,000.00

From the total project cost on the Project Information form.

Total funds to be spent $2,501,000.00

Verify that this amount is the same as the total project cost on the Project Information form.

Total Housing Score 100.0

Part 2: Affordable Housing Access

Reference Access to Affordable Housing Guidance located under Regional Solicitation Resources for information on how to respond to this measure and create the map.
If text box is not showing, click Edit or "Add" in top right of page.

As shown in the attached materials, approximately 1,300 units of affordable housing exist or are planned within a half mile of the project corridor within 27 developments. See the attached for details on each property.

The City's Public Housing Agency provides a clean, safe and affordable living environment for eligible lower and very low-income individuals and families. These families pay 30 percent of their adjusted monthly income for rent and utilities.

This project will benefit the noted populations in several ways, some of which are noted below:

Response

- Maintaining traffic signal coordination and improving the City's ability to respond to signal malfunctions will reduce travel times for all users looking to access the concentrated job center that is Downtown Saint Paul. Downtown Saint Paul also contains many government agencies, providing services to several populations, including the elderly, people with disabilities, and the low-income population.

- Upgrading existing traffic signal controllers and modernizing traffic signals will allow for easier accommodation of future BRT routes and bicycle facilities. Transit is an essential public service for households without automobiles. Several important existing or planned transit routes travel along or across the Dale St. corridor, including the Green Line, B Line, Route 63 and Route 65.

- The installation of APS pedestrian push buttons along Dale St. at the Grand Ave, Summit Ave., and Marshall Ave. intersections will aid those with

hearing or visual impairments safely traverse intersections.

- This project will improve safety along Summit Avenue, the most heavily utilized bicycle facility in the City.

(Limit 2,100 characters; approximately 300 words)

Upload map: 1589123547860_20200510-AH Map FINAL.pdf

Measure A: Upgrades to obsolete equipment

RESPONSE:

This project has been developed largely with the intention of replacing equipment that has reached the end of its useful life and does not meet current standards and best practices for safety and efficiency.

This project would include the reconstruction of four traffic signals, with an average of approximately 35 years since the last major revision or reconstruction:

- The signal at Dale St/ Grand Ave last had a major revision in 1980, with elements of the signal likely in place since 1973. This signal will be 45 years old in the proposed project year.

- The signal at Dale St/Summit Ave was constructed in 1973. This signal will be 52 years old in the proposed project year.

- The signal at Dale St/Marshall Ave was revised in 1987, with elements of the signal likely in place since the 1970s. This signal will be 38 years old in the proposed project year.

- The signal at Dale & Selby was replaced in 2003, but does not have full overhead mast arms or other elements that would be installed per current standards.

The proposed project would also replace fiber-optic interconnect cable installed in 1996, which will have been in place for 29 years in the proposed project year. The City has experienced reliability issues with the existing interconnect, as is expected with

fiber of this age.

Finally, this project would replace legacy 170 traffic signal controllers at the intersections of Dale St/Thomas Ave and Dale Street/Minnehaha Ave with modern, advanced traffic controllers, providing reporting and operational capabilities that greatly enhance the City's ability to monitor and respond to congestion issues. This will also reduce instances of signals entering flash or experiencing other unexplained problems.

(Limit 2,800 characters; approximately 400 words)

Measure A: Congested Roadway

RESPONSE:

Corridor:	Dale Street (CSAH 53)
Corridor Start and End Points:	
Start Point:	Grand Avenue
End Point:	Front Avenue (CSAH 32)
Free-Flow Travel Speed:	29
Free-Flow Travel Speed is black number.	
Peak Hour Travel Speed:	17.0
Peak Hour Travel Speed is red number.	
Percentage Decrease in Travel Speed in Peak Hour Compared to Free-Flow (online calculation):	41.38%
Upload the "Level of Congestion" map used for this measure.	1588022422166_20200427-CongestionMap.pdf

Measure 5B: Emissions and congestion benefits of project

The elements of this project will allow the City to reduce congestion and reduce emissions in multiple ways:

The replacement of aging traffic signals will:

-Allow the City to actuate the operation of the signals along Dale Street at Grand Avenue and Summit Avenue, reducing delays. These signals operate in a pre-timed fashion today, and are unable to adjust to varying levels of demand.

-Provide the City with the opportunity to review traffic signal phasing and implement modifications if improvements to operation and efficiency can be made.

Response:

The replacement of aging fiber-optic interconnect will allow the City to continue to:

- Monitor the signals using the City's Advanced Traffic Management System, automatically sending alerts when signals are in flash, are using battery backup power, or have faulted detection.

- Use the City's Advanced Traffic Management System to alter traffic operations remotely, providing the ability to quickly respond to changes in traffic pattern and prepare for events.

- Provide coordination between traffic signals, directly reducing stops, delay, and emissions.

With the addition of modern traffic signal

controllers, the City will be able to:

- Monitor traffic signal performance.

- Monitor traffic volumes.

- Reduce maintenance issues resulting from legacy traffic signal controller malfunctions.

- Prepare for future implementations of Transit Signal Priority.

- Utilize traffic responsive algorithms, if appropriate.

The addition of traffic cameras will provide the City with the opportunity to monitor the traffic signal network in real time, and make adjustments as needed when issues arise.

(Limit 2,800 characters; approximately 400 words)

Measure A: Benefit of Crash Reduction

Crash Modification Factor Used:

Dale & Grand - Improve signal visibility (3941), install pedestrian countdown timers (5272)

Dale & Summit - Convert signal from pedestal-mounted to mast arm (1420), install pedestrian countdown timers (5272)

Dale & Selby - Improve signal visibility (3941)

Dale & Marshall - Improve signal visibility (3941), install pedestrian countdown timers (5272)

(Limit 700 Characters; approximately 100 words)

Dale & Grand - Project will achieve improved signal visibility by installing mast arms on Dale St. approaches and standard 12" signal indications. Project will also add pedestrian countdown timers.

Dale & Summit - Project will replace existing pedestal system with new system utilizing mast arms. Project will also add pedestrian countdown timers.

Rationale for Crash Modification Selected:

Dale & Selby - Project will improve signal visibility by installing full mast arms in place of existing "mini" mast arms and upgrading any remaining 8" indications to standard 12" signal indications.

Dale & Marshall - Project will improve signal visibility by installing full mast arms in place of existing "mini" mast arms and upgrading any remaining 8" indications to standard 12" signal indications. Project will also add pedestrian countdown timers.

(Limit 1400 Characters; approximately 200 words)

Project Benefit ($) from B/C Ratio	$12,084,441.00
Total Fatal (K) Crashes:	0
Total Serious Injury (A) Crashes:	3
Total Non-Motorized Fatal and Serious Injury Crashes:	0
Total Crashes:	47
Total Fatal (K) Crashes Reduced by Project:	0
Total Serious Injury (A) Crashes Reduced by Project:	1
Total Non-Motorized Fatal and Serious Injury Crashes Reduced by Project:	0
Total Crashes Reduced by Project:	17
Worksheet Attachment	1588105271013_20200428-DaleTSM Crash BC.pdf

Upload Crash Modification Factors and B/C Worksheet in PDF form.

Measure 6B: Safety issues in project area

Response:

This project will implement multiple strategies identified in the Ramsey County Roadway Safety Plan:

- The project will deploy 12" indications and overhead indications, as identified to reduce frequency and severity of intersection conflicts through traffic control and operational improvements (Objective 17.2 A).

- The project improve the visibility of signals at the intersection, as identified to improve driver awareness of intersections and signal control (Objective 17.2 B)

- The project will work with law enforcement to determine if enforcement lights are appropriate for this corridor, as identified to improve driver compliance with traffic control devices (Objective 17.2 C).

- The project will upgrade pedestrian indications, install countdown timers, and evaluate the implementation of advanced walk intervals, as identified to reduce pedestrian exposure to vehicular traffic (Objective 9.1 A).

Several of the strategies outlined above are also identified in the City of Saint Paul Roadway Safety Plan as a part of the toolbox of potential infrastructure-based safety strategies:

- The project will install pedestrian countdown timers at the four locations identified for signal reconstruction.

- The project will improve the City's ability to deploy leading pedestrian interval by installing pedestrian push buttons, the City will evaluate each location to determine if implementing leading pedestrian interval is appropriate if not in place.

- The project will work with law enforcement to determine if providing Red Light Running confirmation lights is appropriate for this corridor.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements and Existing Connections

This project is expected to have significant benefits to transit and non-motorized travel crossing and traveling along the Dale Street corridor.

- The proposed signal replacements will include the installation of Accessible Pedestrian Systems (APS), including audible push buttons, and pedestrian countdown timers, improving pedestrian safety throughout the corridor. The addition of pedestrian push buttons along the corridor will also increase the feasibility of Leading Pedestrian Interval along the corridor. Leading Pedestrian Interval is identified as a proven safety countermeasure by the Federal Highway Administration.

Response:

- This project is expected to have significant safety benefits at the intersection of Summit Avenue and Dale Street. Summit Avenue is the most heavily used bicycle route in the City of Saint Paul, as well as being heavily traveled by pedestrians. The safety improvements at this intersection, including the installation of overhead indications, APS equipment and pedestrian countdown timers are expected to be of great benefit to pedestrians and bicyclists.

- The project will provide opportunities to improve the Marshall Avenue corridor for bicyclists through improved safety and passive detection. Marshall Avenue is a planned bicycle facility as it crosses Dale Street.

- The proposed B Line Arterial Bus Rapid Transit route is currently planned to cross the project corridor along Selby Avenue. The improvements proposed with this project would allow for the

implementation of transit signal priority.

- Similarly, Metro Transit has identified Route 63, which travels through the Grand Avenue intersection, for inclusion in its Better Bus Routes project. The improvements to efficiency and readiness for transit signal priority can be of great benefit to that route.

- Metro Transit Route 65, which travels along Dale Street, will see improved safety and efficiency along its route.

(Limit 2,800 characters; approximately 400 words)

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 (25 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.

100%

Attach Layout

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

Yes

0%

Anticipated date or date of completion

2)Review of Section 106 Historic Resources (15 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 (25 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 (15 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

5) Public Involvement (20 percent of points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. List Dates of most recent meetings and outreach specific to this project:

Meeting with general public:

Meeting with partner agencies:

Targeted online/mail outreach:

Number of respondents:

Meetings specific to this project with the general public and partner agencies have been used to help identify the project need.

100%

Targeted outreach to this project with the general public and partner agencies have been used to help identify the project need.

75%

At least one meeting specific to this project with the general public has been used to help identify the project need.

50%

At least one meeting specific to this project with key partner agencies has been used to help identify the project need.

Yes

50%

No meeting or outreach specific to this project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

25%

No outreach has led to the selection of this project.

0%

The City of Saint Paul has worked with Ramsey County as part of an overarching study of four-lane roadways within the City of Saint Paul and the greater County. This study included the proposed project area along Dale Street.

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

As Dale Street is a Ramsey County facility, the City has had multiple conversations and a meeting with the County regarding this project. Ramsey County has provided a letter of support, which is attached to this application.

Given the scope of the project, limited public outreach is anticipated.

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	$0.00
Enter Amount of the Noise Walls:	$0.00
Total Project Cost subtract the amount of the noise walls:	$0.00
Enter amount of any outside, competitive funding:	$0.00
Attach documentation of award:	
Points Awarded in Previous Criteria	
Cost Effectiveness	$0.00

Other Attachments

File Name	Description	File Size
A - DaleTSM Project Summary.pdf	One-page project summary.	85 KB
B - Dale TSM Project Map.pdf	Map showing the proposed improvement locations.	1.7 MB
C- DaleTSM Before Photos.pdf	Photos of the existing conditions at selected project locations.	292 KB
D - DaleTSM Ramsey County Support Letter.pdf	Letter of support from Ramsey County for the project.	542 KB
E - RES 20-146 Reg Sol Projects.pdf	Resolution from the City Council authorizing the Department of Public Works to allocate funds to provide the local match on the project.	93 KB

City of Saint Paul
Department of Public Works
Americans with Disabilities Act
Transition Plan
Revised January 13, 2016

City of Saint Paul
Department of Public Works
American's with Disabilities Act (ADA) Transition Plan
Revised January 13, 2016

Introduction

The American's with Disabilities Act (ADA) of 1990 was signed into law on July 26, 1990. The ADA elevated the civil rights protection of people with disabilities to the same level as those protections in place based on race, color, sex, religion and national origin provided through the Civil Rights Act of 1964.

The ADA required public entities with more than 50 employees to develop a transition plan by July 26, 1992. The Public Works Department did not meet this plan deadline, but is fulfilling this important obligation now (Summer 2009). The Transition Plan must identify all structural modifications that are necessary for buildings and facilities to ensure that programs, services and activities are accessible to people with different abilities. This Transition Plan will identify the steps that we must take to complete the modifications and the estimated date the modifications will be complete.

Public Works has jurisdiction over streets and walkways in the City, and therefore must include in this Transition Plan our schedule for accessibility standards related to infrastructure. This plan addresses pedestrian curb ramps, appropriate access to right-of-way, accessible pedestrian traffic signals and vertical connections throughout the City.

Self Evaluation

During the summer of 2009 all divisions of the Department of Public Works performed a self assessment of their facilities in accordance with most recent guidance on ADA compliance.

The Public Works Department used a workbook created by the Minnesota State Council on Disability. Copies of our self assessments are available upon written request.

Cost Information

It is important to note that all costs listed in this document are in estimated 2014 dollars unless the project listed is already complete. That cost information will remain printed as of the completion date. As revisions are made to this transition plan, every effort will be made to update cost information as well.

Facilities

City Hall Annex
25 West 4th Street
Saint Paul, Minnesota 55102

The City Hall Annex provides downtown office space for several departments of City government. The Public Works Department has offices on the 7th through 10th and 15th floors of the building.

The City Hall Annex is technically owned by the Real Estate Group of the Office of Financial Services, but since we use five floors of this building for our administrative offices, we are including it in this transition plan.

Necessary Structural Changes	Applicable ADAAG Standard	Action to be taken	Projected Completion	Projected Cost
Handrail Skyway Stairs to City Hall	4.8.5	Handrail changes	12/31/2020	$5,000
Rooms 701 & 704 signs on hinge side	4.30.6	Move room signs	6/30/2015	$50
7th Floor Counter*	7.2.2	No 36" section	12/31/2010	$2,500
8th Floor Office (Pagel's Office)	4.30.6	No room # or sign	6/30/2015	$50
8th Floor Counter	7.2.2	No 36" section	12/31/2015	$2,500
9th Floor Conference room*	4.30.6	No room # or sign	6/30/2010	$50
East Stairway	4.8.5	Handrail changes	12/31/2020	$10,000
West Stairway	4.8.5	Handrail changes	12/31/2020	$10,000
Renovate 9th Floor Restrooms	4.13-4.19	Complete renovation	12/31/2015	$150,000
10th Floor Counter	7.2.2	No 36" section	12/31/2015	$2,500

* Completed as of December 31, 2010

Street Maintenance Office Building and Shop
873 North Dale Street
Saint Paul, Minnesota 55103

The Street Maintenance building provides office space for the division as well as a staging and shop area for operations.

Necessary Structural Changes	Applicable ADAAG Standard	Action to be taken	Projected Completion	Projected Cost
Parking Lot	4.6.3	Van Accessible Space Needed	6/31/2015	$500
Parking Lot	4.6.6	Disability Transfer zone needed	6/31/2015	$300
Front Counter*	7.2.2	No 36" section	12/31/2010	$2,500
Building Alarms	4.28.3	Visual lacking	12/31/2016	$10,000
ADA compliant Renovation **			12/31/2020	$40,000
• Men's Room Stalls**	4.22.1	Need 1-5'		
• Men's Room**	4.22.3	Several clearance & misc issues		
• Shower Stalls (W & M)	4.21.3	No seat	12/31/2020	$2,000
• Shower Stalls (W & M)	4.21.4	No grab bars	12/31/2020	$2,000
• Break Room	4.2.4	Clearances		
Drinking Fountain	4.15.3-5	Clearances	12/31/2015	$1,500

* Completed March 2012
** Completed April 2013

Additionally automatic door access was added at the main entrance with the March 2012 project.

Public Works Equipment
891 North Dale Street
Saint Paul, Minnesota 55103

Public Works Equipment operates a main maintenance building and a service station/car wash building. The main maintenance building provides office space for the division as well as a maintenance bays for heavy equipment maintenance and welding.

Necessary Structural Changes	Applicable ADAAG Standard	Action to be taken	Projected Completion	Projected Cost
Parking Lot*	4.6.3	Van Accessible Space Needed	5/31/2010	$500
Parking Lot*	4.6.6	Disability Transfer zone needed	5/31/2010	$300
Room signs**	4.30.6	Not 60" latch side	6/30/2010	$50
Door hardware**	4.13.9	Lever door handles +/- 10	12/31/2011	$1,000
Stairways***	4.8.5	Handrail Changes	12/31/2017	$15,000
2nd floor toilet stalls***	4.22.1	Unisex accessible	12/31/2017	$25,000

* Completed October 14, 2011
** Completed December 31, 2011
*** Capital Maintenance budget request under development for 2016/2017 cycle.

Additionally automatic door access was added at the north front Dale Street entrance and the hallway leading to the 2nd floor meeting room (accessible by existing elevator).

Traffic Operations Office Building and Shop
899 North Dale Street
Saint Paul, Minnesota 55103

The Traffic Operations building provides office space for the division as well as a staging and shop area for operations.

Necessary Structural Changes	Applicable ADAAG Standard	Action to be taken	Projected Completion	Projected Cost
Parking Lot*	4.6.3	Van Accessible Space Needed	05/31/2010	$500
Drinking Fountain*	4.15.2	Spout not 36”	12/31/2010	$1,500
Drinking Fountain*	4.15.3	Water Flow	see above	see above
Drinking Fountain*	4.15.5	Knee space	see above	see above

*All actions listed above were completed by January 24, 2011. In addition, automated entrance door improvements were completed in 2011.

Sewer Utility Maintenance Office Building and Shop
419 Burgess Street
Saint Paul, Minnesota 55103

The Sewer Utility Maintenance building provides office space for the division as well as a staging and shop area for operations.

Necessary Structural Changes	Applicable ADAAG Standard	Action to be taken	Projected Completion	Projected Cost
Parking Lot*	4.6.3	One Add'l Handi-capped space needed	5/31/2010	$500
Parking Lot*	4.6.6	Disability Transfer Zone Needed	5/31/2010	$300
Room signs*	4.30.6	Not at 60"	5/31/2010	$100
Front Counter*	7.2.2	No 36" section	12/31/2010	$2,500

*All actions listed above were completed by December 20, 2011.

Public Infrastructure

Pedestrian Curb Ramps

Saint Paul Public Works takes equal access for all very seriously, regardless of the physical abilities of the person visiting our facilities or traveling within or through the City by way of our transportation systems.

Saint Paul Public Works has been very proactive implementing accessibility features. We began installing corner quadrant pedestrian ramps in the early 1970s, and are continuing that spirit today by updating our pedestrian infrastructure as necessary when we reconstruct our streets and sidewalks or perform major maintenance through mill and overlay projects.

At this time (2009) we have five known corner quadrants out of approximately 30,000 that do not have pedestrian ramps.* Most of our ramps are exposed aggregate ramps lacking the current truncated dome technology.

The City of Saint Paul is required to comply with the accessibility requirements of the Americans with Disabilities Act, Section 504 of the Rehabilitation Act, and the Minnesota Human Rights Act when it completes alterations of city streets. "Alterations" are defined by law and include projects such as new construction, reconstruction and mill and overlay projects. These laws state that whenever the City completes an alteration of a city street, it must install a new curb ramp that meets current accessibility standards at locations where no curb ramp exists, and bring all existing curb ramps into compliance with current accessibility standards.

When the City alters city streets, the City will comply with the following procedure:

1. The City will identify all intersections on altered streets that do not contain a curb ramp, and will identify all existing curb ramps on altered streets that do not comply with the accessibility standards in place at the time of the alteration.

2. The City will install new curb ramps that comply with the accessibility standards in place at the time of the alteration at any corner that does not contain a curb ramp.

3. The City will bring all existing curb ramps on altered streets into compliance with the accessibility standards in place at the time of the alteration.

Some of our pedestrian ramps are on Minnesota Department of Transportation State Aid routes or Trunk Highways. Other ramps are found on Ramsey County roadways. Saint Paul Public Works will coordinate with those agencies as appropriate as part of their reconstruction and transition plans.

Necessary Structural Changes	Applicable PROWDG Standard	Action to be taken	Projected Completion	Projected Cost
One arterial Pedestrian Ramp*	3.4	Ramp and Truncated Dome	12/31/2013	$1,000
Four residential	3.4	Ramps and		

Pedestrian Ramps*		Truncated Domes	12/31/2013	$4,000
Arterial Pedestrian Ramps	3.4	Need Truncated Domes	12/31/2030	$10,000,000
Residential Pedestrian Ramps	3.4	Need Truncated Domes	12/31/2050	$25,000,000

* Completed by December 31, 2013, but we do still continue to find the occasional missed corner pedestrian ramp in the City. These are corrected within the year found if the construction season permits. If too late in the season they are reconstructed in the following year.

Records of the Public Works Sidewalk Division indicate that there have been at least 3,527 pedestrian ramp corners reconstructed between 2010 and 2013. These ramps were completed by MnDOT, Ramsey County, City Residential Street Vitality Program projects, Citywide Sidewalk Projects, Utility Companies, and private permit holders. When work like this is performed, pedestrian ramp corners are updated to current ADA standards.

Equal Access to Public Rights-of-Way

Saint Paul Public Works is tasked with ensuring safe and accessible travel for all citizens and visitors, regardless of differences in mode, method or ability. As such it is particularly important that we adequately review, advise and permit uses that may partially obstruct the public way. Sidewalk cafes, advertising and other obstructions must be placed and managed in a way that enables all system users free access to the right-of-way.

Property owners or right-of-way users are required to maintain an accessible pedestrian path past their property of four (4) feet (or 48 inches). Property owners or right-of-way users that do not provide this minimum path are inappropriately restricting accessible routes and therefore will risk revocation of City approval for their specific use of the public right-of-way.

After snow events, it is the responsibility of property owners that have adjoining sidewalk right-of-way to clear those sidewalks within 24 hours and to provide a four (4) foot (or 48 inch) minimum accessible path throughout and at corner quadrants. It is important for property owners to remember that they may need to provide additional snow removal at corner quadrants after City snow plows clear streets. It is also important for safe public transportation use that the Metropolitan Council and bus stop/bus shelter franchisees clear snow from bus stops and shelters.

It is the responsibility of contractors and utilities working in the public right-of-way to maintain accessible pathways in construction projects and permitted projects. Please refer to the "Construction Guidance" section of the Minnesota Department of Transportation page at http://www.dot.state.mn.us/ada/ and http://www.workzonesafety.org/training/record/9856

The City of St. Paul Public Works Traffic and Lighting Division operates and maintains 385 Traffic Signals within City of St. Paul. Each signalized intersection typically has 4 pedestrian crossings. These signals are located on roadways under jurisdiction of Minnesota Department of Transportation (MnDOT), Ramsey County and the City of St. Paul. Of all the approach legs at the signals, approximately 12% are MnDOT Trunk Highways, 28% are Ramsey County State Aid Highways (CSAH), 44% are City of St. Paul Municipal State Aid (MSA) Routes and the remaining 16% are City of St. Paul local streets. The Trunk Highways and County State Aid Streets are typically higher volume arterial streets and the St. Paul MSA and local streets are lower volume collector type streets. Under maintenance agreements with MnDOT and Ramsey County, the City of St. Paul operates and maintains the traffic signals for the governmental unit which has jurisdiction of the roadway.

> An Accessible Pedestrian Signal (APS) is a device that communicates information about pedestrian signal timing in a non-visual format such audible tones, speech messages, and/or vibrating surfaces.

The Traffic and Lighting Division is in the process of formalizing a written policy for the installation of APS based on MN MUTCD, NCHRP 117A Accessible Pedestrian Signals: A Guide to Best Practices, along with the Draft PROWAG.

The general guidance for installation states:

New Construction, Alterations/Reconstruction and Retrofits

- All new traffic signals and traffic signal replacement projects at intersections that include pedestrian facilities will be evaluated for APS along with curb ramps in compliance the MnMUTCD and as advised by draft NCHRP Best Practice and/or Draft PROWAG for location conditions.

- All projects that are reconstructing curb ramps at signalized intersections shall give consideration to upgrading the traffic signals with APS under the project, and at a minimum, the traffic signals shall be upgraded to "APS ready" and meet the requirements given in the MnMUTCD and as advised by NCHRP Best Practice and/or Draft PROWAG for location conditions. If a future project, with traffic signal work as part of the scope, is programmed, then the APS signal upgrades will not be required and will be constructed with the future programmed project.

In some cases APS should not be installed because of the adverse effect it could have on pedestrian safety as a result of the overall traffic circulation pattern of an area, or unusual geometric conditions where an APS would not provide the safety benefits necessary for the blind or visually impaired individuals to cross a street.

It should also be noted that some traffic signals cannot be retrofitted with APS without major costly modifications. Retrofitting of traffic signals shall be subject to approval by the City traffic Engineer. For these circumstances:

- The construction project process shall include documentation on the evaluation of location conditions for APS, in particular, when the results do not include full installation of APS under MnMUTCD, and as advised under NCHRP Best Practice and/or Draft PROWAG. This documentation serves to ensure

    - consistent application of standards,
    - the most complete understanding of the circumstances that limited full application of APS, and
    - provides the intended construction sequence for a phased implementation of APS

  Any individual requests will be evaluated in the same manner to be incorporated in either the annual programs or projects.

  Since the City of Saint Paul original submitted our transition plan we have increased the number of signalized intersections where all or some of the pedestrians crossing include APS from16 signalized intersections to 135 signalized intersection with APS out of 385 Traffic Signals.

Necessary Structural Changes	Applicable PROWDG Standard	Action to be taken	Projected Completion	Projected Cost
Signalized Intersections	3.5	Install as Appropriate	TBD	$50,000 Per intersection

City of Saint Paul
Department of Public Works
Vertical Connections (Stairways)

Stairways in Saint Paul provide valuable connections between assets at differing heights. Whether they are placed on bluffs, between bridges or in parks, they are an important connection to our geography and our history.

Our intention is to maintain the integrity of historic structures whenever possible, opting to rehabilitate stairway structures if at all possible. If the existing asset in place has deteriorated to such a degree that rehabilitation is not a possibility, then the ADA becomes applicable during reconstruction planning.

For those stairway structures that are not replaced but rehabilitated, Saint Paul Public Works will do a thorough investigation of the alternate accessible route, ensure the route's reasonableness and review all related ADA appropriate measures.

Necessary Structural Changes	Applicable PROWDG Standard	Action to be taken	Projected Completion	Projected Cost
Pedestrian Stairway		If rehabbing review & ensure reasonable alt route	As needed	$1,000 Per location
Pedestrian Stairway		If reconstructing engage Mayor's Comm* to create process	As needed	Unknown

* Mayor's Advisory Committee for People with Disabilities

CITY OF SAINT PAUL
GRIEVANCE PROCEDURE UNDER
THE AMERICANS WITH DISABILITIES ACT

This Grievance Procedure is established to meet the requirements of Title II of the Americans with Disabilities Act of 1990 ("ADA"). It may be used by anyone who wishes to file a complaint alleging discrimination on the basis of disability in the provision of services, activities, programs, or activities by the City of Saint Paul ("The City"). The City's Personnel Policy governs employment-related complaints of disability discrimination. A grievant also has the option to file directly with the Department of Justice or other appropriate federal agency within 180 days from the date of the incident.

An individual in need of access to services, programs, or activities should complete and submit a "Request for Access" form to:

Alyssa Wetzel-Moore, ADA Coordinator
Fax: (651) 266-8962
Mail: 240 City Hall
15 West Kellogg Blvd.
Saint Paul, MN 55102

Alternatively, an individual may make an oral request by contacting the ADA Coordinator at (651) 266-8965. The Coordinator will put this request in writing to be signed by the requestor.

In the event that this request for access to services, programs, or activities cannot be resolved, an individual may file a grievance orally or in writing. A written grievance should be filed on the ADA Grievance Form. If it is not filed on the Grievance Form, it should be in writing and contain all of the following information:

- The name, address, and telephone number of the person filing the grievance.
- The name, address, and telephone number of the person alleging the ADA violation, if other than the person filing the grievance.
- A description of the alleged violation and the remedy sought.
- Information on whether a complaint has been filed with the Department of Justice or other federal or state civil rights agency or court.
- If a complaint has been filed, the name of the agency or court where the complaint was filed, the date the complaint was filed, and the name, address and telephone number of a contact person with the agency with which the complaint was filed.

An oral grievance can be filed by contacting the Coordinator at the address listed above or at (651) 266-8965. The ADA Coordinator, using the ADA Grievance Form, will put the oral grievance in writing to be signed by grievant. Alternative means of filing complaints will be made available for persons with disabilities upon request.

The complaint should be submitted by the grievant and/or her/his designee as soon as possible but no later than 60 calendar days after the alleged violation to the address listed above. The grievance will be either responded to or acknowledged within 20 working days of receipt.

Within 60 calendar days of the receipt, the Coordinator will conduct the investigation necessary to determine the validity of the alleged violation. If appropriate, the Coordinator will arrange to meet with the grievant to discuss the matter and attempt to reach an informal resolution to the grievance. Any informal resolution of the grievance will be documented in the City's ADA Grievance File.

If an informal resolution of the grievance is not reached, the Coordinator shall issue a written determination of the validity of the complaint and a description of the resolution no later than 90 days from the date of the City's receipt of the grievance. A copy will be forwarded to the grievant.

The grievant may request reconsideration if he/she is dissatisfied with the written determinations. The request for reconsideration shall be in writing and filed with the City Legislative Hearing Office, 15 West Kellogg Blvd., Room 310, Saint Paul, MN 55102 within 30 days after the Coordinator's determination has been mailed to the grievant. The Legislative Hearing Officer shall review the request for reconsideration and make a finial determination within 90 days from the filing of the request. If the grievant is dissatisfied with City's handling of the grievance at any point, the grievant may file a complaint directly with the U.S. Department of Justice or other appropriate state or federal agency. Use of the City's grievance procedure is not a prerequisite to the pursuit of other remedies.

Because of the varying circumstances in any specific grievance, the City's resolution of a grievance does not create precedent that binds the City or upon which other complaining parties may rely.

Any written complaints received by Coordinator or her designee, appeals to the Legislative Hearing Officer, and responses from these two offices will be retained by Saint Paul for at least three years.

Please note: The City of Saint Paul employment policy and accommodation form is available at
http://www.stpaul.gov/index.aspx?NID=3007
http://www.stpaul.gov/DocumentCenter/Home/View/13516

City of Saint Paul
Americans with Disabilities Act Grievance Form

Complainant:

Name_____

Address_____ **Apt. No.**_____

City_____, **State**_____ **ZIP Code**_____

Telephone No. _____ **Other Phone**_____

E-mail_____

Aggrieved Individual (if other than Complainant):

Name_____

Address_____ **Apt. No.**_____

City_____, **State**_____ **ZIP Code**_____

Telephone No. _____ **Other Phone**_____

E-mail_____

Nature of the Complaint:

City Department Involved:_____ **Date(s) of Occurrence:**_____

Description of Violation: _____

_____

_____

Requested Action of City to Correct Alleged Violation:_____

_____

_____

_____

_____

~ Please see next page for additional questions ~

Has the complaint been filed with another bureau of the Department of Justice or any other Federal, State, or local civil rights agency or court?

Yes_____ No_____ If yes: Date Filed:_____Agency or Court: _____

Contact Person:_____ Phone No._____

Address: _____ Apt._____

City_____ State_____ Zip Code_____

Do you intend to file with another agency or court?

Yes_____ No_____ If yes: Agency or Court: _____

Contact Person:_____ Phone No._____

Address: _____ Apt._____

City_____ State_____ Zip Code_____

Additional Comments:

_____

_____

_____

_____

_____

Signature: _____Date: _____

Return to:	**Alyssa Wetzel-Moore, ADA Coordinator** **Department of Human Rights and Equal Economic Opportunity (HREEO)** **240 City Hall** **15 West Kellogg Blvd.** **St. Paul, MN 55102** **Telephone: (651) 266-8965 Fax: (651) 266-8962** **E-mail: ADACoordinator@ci.stpaul.mn.us**

MAYOR'S ADVISORY COMMITTEE FOR
PEOPLE WITH DISABILIITES
Scott Coleman, Chair

CITY OF SAINT PAUL
Christopher B. Coleman, Mayor

240 City Hall
15 West Kellogg Boulevard
Saint Paul, MN 55102-1681

Telephone: (651) 266-8966
Facsimile: (651) 266-8962
TDD: (651) 266-8977

February 24, 2010

Bruce Beese, Director of Public Works
1500 City Hall Annex
25 West Fourth Street
Saint Paul, MN 55102

Re: MACPD Feedback to Public Works' Transition Plan

Dear Mr. Beese,

The Mayor's Advisory Committee for People with Disabilities (MACPD) would like to thank you for sharing your transition plan with us. We appreciate the hard work and thoroughness invested by the Department of Public Works to develop it. Over the past month, the MACPD has reviewed and discussed the Transition Plan. Based on what we have read, we have no revisions to suggest at this time.

Again, the MACPD appreciates you and department staff taking the time to meet with us and seeking our input. Please contact us through Alyssa Wetzel-Moore at 651-266-8965 or Alyssa.Wetzel-Moore@ci.stpaul.mn.us if you have questions or would like to discuss this further.

Sincerely,

Scott Coleman, Chair

James Thayer, Vice Chair

CITY OF SAINT PAUL
INTERDEPARTMENTAL MEMORANDUM

DATE: April 7, 2010

TO: Whom it May Concern

FROM: Robert L. Humphrey, Business Review Council Staff

RE: Saint Paul Business Review Council support for City of Saint Paul, Department of Public Works Americans with Disabilities Act Transition Plan as amended.

Please not that at this morning's Full Business Review Council there was a unanimously passed motion approving the Department of Public Works' Americans with Disabilities Act Transition plan dated January 6, 2010, with the amendment titled "Equal Access to the Public Right of Way, Page 10 of 18" striking the original page 10 of 18 language.

On behalf of Chair Mike Skillrud, and the entire Business Review Council, we thank Bruce Beese and Paul St. Martin for their patience and willingness to cover this matter in detail before our Council.

Feel free to contact me if you have any questions.

Council File # 10-394
Green Sheet # 3104557

RESOLUTION
CITY OF SAINT PAUL, MINNESOTA

8

Presented by Kathy Lantry

Whereas, the American's with Disabilities Act (ADA) of 1990 elevated the civil rights protection of people with disabilities to the same level as those protections in place based on race, color, religion and national origin provided through the Civil Rights Act of 1964; and

Whereas, the ADA was signed into law on July 26, 1990 [28 CFR 35.150]; and

Whereas, the ADA required public entities with more than 50 employees to develop a transition plan by July 26, 1992; and

Whereas, this transition plan must identify all structural modifications that are necessary for buildings and facilities to ensure that programs, services and activities are accessible to people with different abilities; and

Whereas, this transition plan must identify the steps to complete the modifications, the estimated date of completion and the cost associated with each modification; and

Whereas, the Saint Paul Public Works Department did not meet the July, 1992 deadline, but has prepared the attached transition plan for review and implementation; and

Whereas, the Mayor's Advisory Committee for People with Disabilities has reviewed the transition plan and has accepted it in its entirety; and

Whereas, the Business Review Council has reviewed the transition plan and will be making their comments by April, 21, 2010; and

Therefore, be it resolved, that the City Council of Saint Paul adopts the Public Works ADA Transition Plan and directs Public Works to follow the steps elaborated toward the goal of making Public Works' buildings and infrastructure accessible to all people.

	Yeas	Nays	Absent
Bostrom	✓		
Carter	✓		
Harris	✓		
Helgen	✓		
Lantry	✓		
Stark	✓		
Thune	✓		
	7	0	0

Adopted by Council: Date 4/21/2010

Adoption Certified by Council Secretary

By: Mary Erickson

Approved by Mayor: Date 4/27/2010

By:

Requested by Department of Public Works:

By:

Public Works Director

Approved by the Office of Financial Services:

By:

Approved by City Attorney:

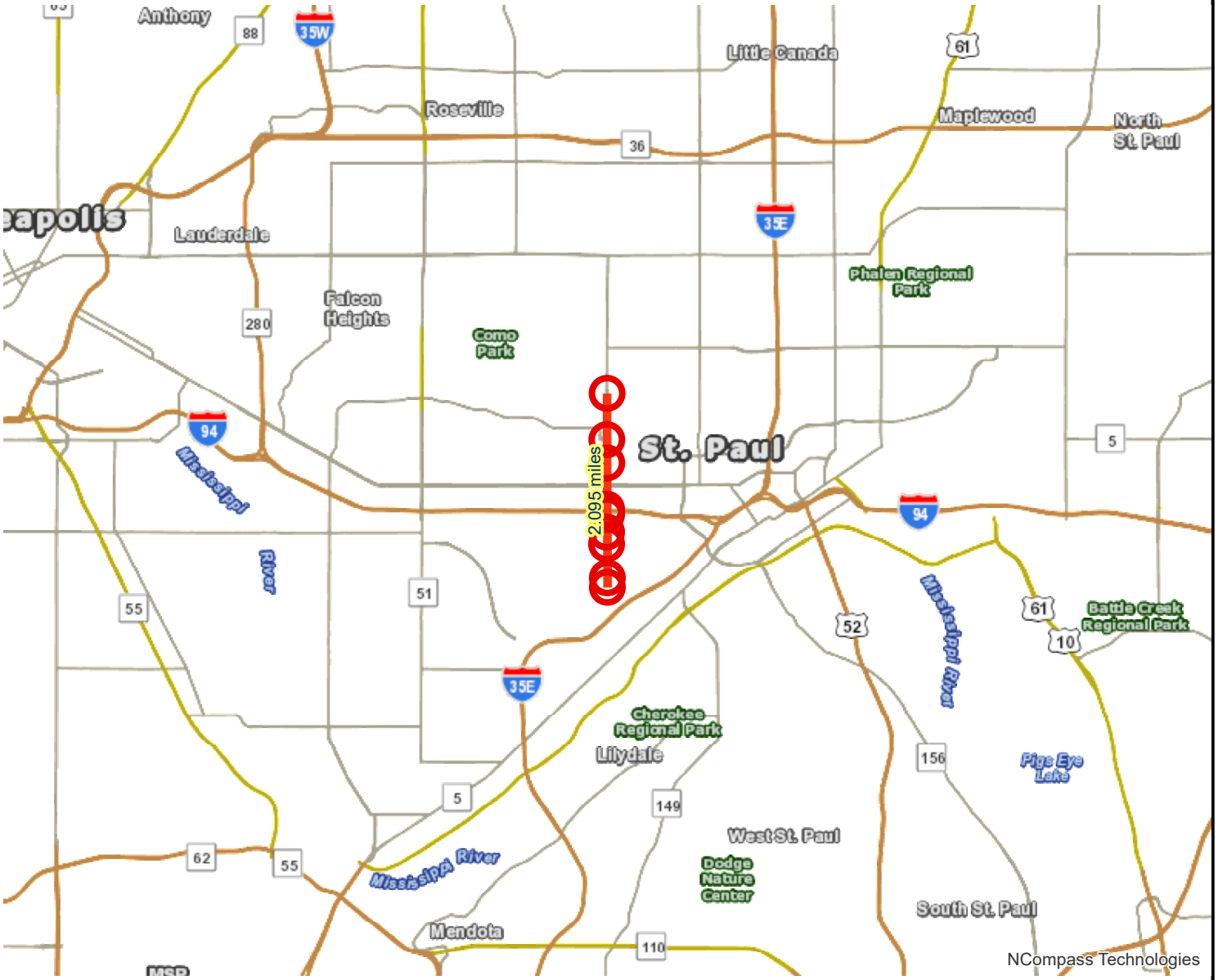
By: Lisa A. Veith

Approved by Mayor for Submission to Council:

By:

Transit Connections

Roadway System Management Project: Dale Street Traffic Signal Modernization | Map ID: 1588021236504



Results

Transit with a Direct Connection to project:
16 21 3 353 63 65 67 902 94
*Green Line

**indicates Planned Alignments*

Transit Market areas: 1

Project Points

Project

Project Area

0 1 2 4 6 8 Miles

Created: 4/27/2020
LandscapeRSA3

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

METROPOLITAN COUNCIL

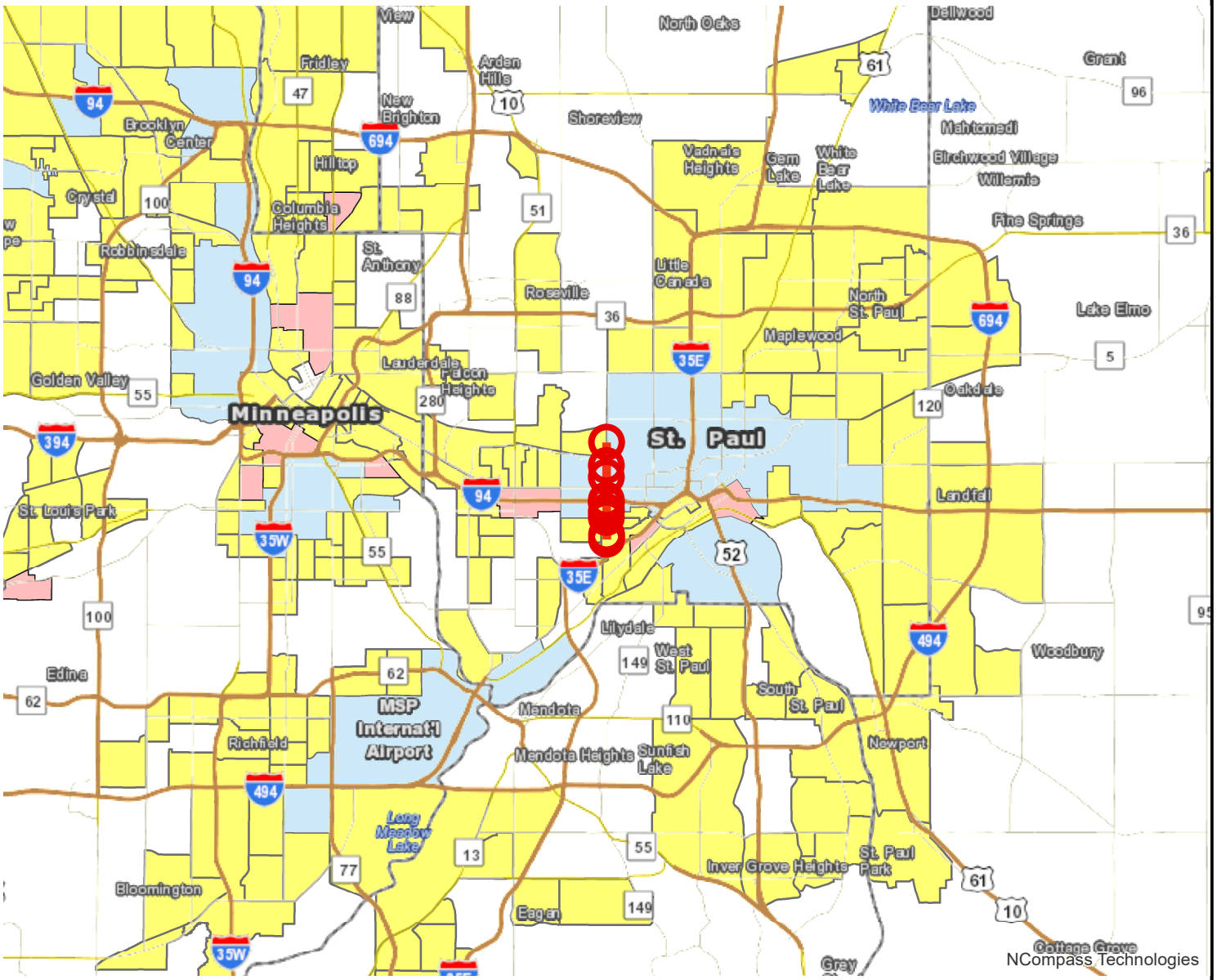
Socio-Economic Conditions

Roadway System Management Project: Dale Street Traffic Signal Modernization | Map ID: 1588021236504

Results

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

Tracts within half-mile:
30300 30400 30800
31200 31300 32400
32500 32600 33500
33600 33800 33900
34000 35500 35700
35800 35900 36800
36900 42900



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

0 2 4 8 12 16 Miles

Created: 4/27/2020
LandscapeRSA2

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

METROPOLITAN COUNCIL

Minnesota Compass - mncompass.org

CUSTOM GEOGRAPHIC PROFILE

At-a-glance facts about residents, households, and workforce. Data are largely derived from the U.S. Census Bureau. When a data point is missing or considered unreliable, it will not display or be labeled suppressed. See information about geographic profile sources.

Selected geography: Custom selection area

Demographics

Custom selection area

Total population (2013-2017)		
Total population	25,502	100.0%
Gender and age (2013-2017)		
Male	12,252	48.0%
Female	13,250	52.0%
Under 5 years	2,005	7.9%
5-9 years	1,939	7.6%
10-14 years	1,814	7.1%
15-17 years	1,063	4.2%
18-24 years	2,556	10.0%
25-34 years	5,074	19.9%
35-44 years	3,350	13.1%
45-54 years	2,801	11.0%
55-64 years	2,410	9.5%
65-74 years	1,646	6.5%
75-84 years	626	2.5%

85 years and older	*suppressed*	
17 years and younger	6,821	26.7%
18-64 years	16,191	63.5%
65 years and older	2,491	9.8%

Race and ethnicity (2013-2017)

White	11,637	45.6%
Of Color	13,865	54.4%
Black or African American	6,728	26.4%
American Indian and Alaskan Native	*suppressed*	
Asian or Pacific Islander	4,282	16.8%
Other	*suppressed*	
Two or more races	1,202	4.7%
Hispanic or Latino	1,389	5.4%

Foreign-born (2013-2017)

Foreign-born residents	4,831	18.9%

Language spoken (2013-2017)

Population (5 years and older)	23,497	100.0%
English only	16,827	71.6%
Language other than English	6,670	28.4%
Speaks English less than "very well"	3,338	14.2%

Disability (2013-2017)

Total population for whom disability status is determined	25,380	100.0%
Population with a disability	3,293	13.0%

Residence one year ago (2013-2017)

Population (1 year and over in US)	25,200	100.0%
Same residence	19,661	78.0%
Different residence in the U.S.	5,373	21.3%
Different residence outside the U.S.	*suppressed*	

Economy

Custom selection area

Household income (2017 dollars) (2013-2017)

Total households	9,807	100.0%
Less than $35,000	3,594	36.6%
$35,000-$49,999	1,337	13.6%
$50,000-$74,999	1,648	16.8%

$75,000-$99,999	1,171	11.9%
$100,000 or more	2,057	21.0%
Median household income (2017 dollars)	$53,772	

Poverty (2013-2017)

All people for whom poverty status is determined	25,231	100.0%
With income below poverty	5,737	22.7%
With income 100-149% of poverty	3,042	12.1%
With income 150-199% of poverty	2,551	10.1%
With income 200% of poverty or higher	13,902	55.1%
17 years and younger (percent of people under age 18)	2,401	36.1%
18-64 (percent of people 18-64)	3,086	24.1%
65 years and older (percent of people age 65+)	250	10.2%
17 years and younger (percent of people under age 18)	2,401	36.1%
18-24 (percent of people age 18-24)	662	26.0%
25-34 (percent of people age 25-34)	791	15.7%
35-44 (percent of people age 35-44)	679	20.4%
45-54 (percent of people age 45-54)	534	19.1%
55-64 (percent of people age 55-64)	420	17.5%
65 years and older (percent of people age 65+)	250	10.2%

Health

Custom selection area

Health coverage (2013-2017)

Total population age 65 and under for whom health insurance coverage status is determined	22,927

Housing

Custom selection area

Total housing units (2013-2017)

Total housing units	10,563

Owned and Rental Housing (2013-2017)

Vacant housing units (seasonal units included)	756	7.2%
Occupied housing units	9,807	92.8%
Average household size	2.55	
Owner-occupied	4,432	45.2%
Average household size	2.69	
Renter-occupied	5,375	54.8%
Average household size	2.45	

Year built (2013-2017)		
2000 or later	701	6.6%
1970-1999	1,752	16.6%
1940-1969	1,737	16.4%
1939 or earlier	6,374	60.3%
Households (2013-2017)		
Total households	9,807	
Households by type (2013-2017)		
Family households	5,041	51.4%
With children under 18 years	2,841	29.0%
Married-couple family households	2,975	30.3%
With children under 18 years	1,436	14.6%
Single-person family households	2,066	21.1%
With children under 18 years	1,405	14.3%
Nonfamily households	4,767	48.6%
Householder living alone	3,583	36.5%
65 years and over	816	8.3%
Households with one or more children under 18 years	2,867	29.2%
Households with one or more people 65 years and over	1,929	19.7%
Year householder moved into unit (2013-2017)		
Moved in 2010 or later	5,320	54.2%
Moved in 2000-2009	2,432	24.8%
Moved in 1990-1999	998	10.2%
Moved in 1980-1989	554	5.6%
Moved in 1979 or earlier	504	5.1%
Cost-burdened households (2013-2017)		
All households for which cost burden is calculated	9,586	
Cost-burdened households	3,536	36.9%
Owner households for which cost burden is calculated	4,415	
Cost-burdened owner households	1,145	25.9%
Renter households for which cost burden is calculated	5,172	
Cost-burdened renter households	2,391	46.2%
Rent paid (2013-2017)		
Households paying rent	5,221	
Median rent paid (2017 dollars)	$850	

Transportation

Custom selection area

Vehicles per household (2013-2017)

No vehicles	1,433	14.6%
1 vehicle available	4,274	43.6%
2 vehicles available	3,029	30.9%
3 or more vehicles available	1,071	10.9%

Transportation to work (2013-2017)

Workers (16 years and older)	12,638	100.0%
Car, truck, or van (including passengers)	9,723	76.9%
Public transportation	1,389	11.0%
Walked, biked, worked at home, or other	1,525	12.1%

Travel time to work (2013-2017)

Total workers age 16+ (not home based)	11,954	100.0%
Less than 10 minutes	1,160	9.7%
10-19 minutes	3,977	33.3%
20-29 minutes	3,000	25.1%
30 minutes or longer	3,817	31.9%

Workforce

Custom selection area

Educational attainment (2013-2017)

Population (25 years and older)	16,126	100.0%
Less than high school	2,113	13.1%
High school diploma or GED	3,225	20.0%
Some college or associate degree	4,222	26.2%
Bachelor's degree	3,869	24.0%
Graduate or professional degree	2,697	16.7%
High school graduate or higher	14,013	86.9%
Bachelor's degree or higher	6,566	40.7%

Working adults (2013-2017)

Total civilian non-institutionalized population, age 18-64	16,133	
% of working age adults who are employed	12,150	75.3%

Total employed workers (LEHD) (2015)

Total employed workers	10,906	100.0%

Worker age (2015)

Age 29 or younger	3,307	30.3%

Age 30 to 54	5,569	51.1%
Age 55 or older	2,030	18.6%

Workers by earnings (2015)

$15,000 per year or less	2,323	21.3%
$15,001 to $39,999 per year	4,040	37.0%
$40,000 or more per year	4,543	41.7%

Workers by industry of employment (2015)

Accommodation and food services	1,003	9.2%
Administration & support, waste management, and remediation	726	6.7%
Agriculture, forestry, fishing and hunting	*suppressed*	
Arts, entertainment, and recreation	179	1.6%
Construction	249	2.3%
Educational services	1,177	10.8%
Finance and insurance	544	5.0%
Health care and social assistance	2,060	18.9%
Information	243	2.2%
Management of companies and enterprises	478	4.4%
Manufacturing	866	7.9%
Mining, quarrying, and oil and gas extraction	*suppressed*	
Other services (excluding public administration)	408	3.7%
Professional, scientific, and technical services	644	5.9%
Public administration	569	5.2%
Real estate and rental and leasing	171	1.6%
Retail trade	863	7.9%
Transportation and warehousing	270	2.5%
Utilities	*suppressed*	
Wholesale trade	406	3.7%

Workers by race (2015)

White alone	7,155	65.6%
Black or African American alone	2,148	19.7%
American Indian or Alaska Native alone	*suppressed*	
Asian alone	1,229	11.3%
Native Hawaiian or Other Pacific Islander alone	*suppressed*	
Two or more race groups	271	2.5%

Workers by educational attainment (2015)

Less than high school	769	7.1%
High school or equivalent, no college	1,936	17.8%
Some college or associate degree	2,467	22.6%
Bachelor's degree or advanced degree	2,427	22.3%
Educational attainment not available (workers under age 30)	3,307	30.3%

Workers by employment location (2015)		
Workers with an identified employer location (top 10 locations)	10,758	
St. Paul	3,719	34.6%
Minneapolis	2,258	21.0%
Bloomington	438	4.1%
Eagan	322	3.0%
Roseville	318	3.0%
Maplewood	182	1.7%
Edina	165	1.5%
Minnetonka	129	1.2%
Golden Valley	128	1.2%
Woodbury	125	1.2%
All other	2,974	27.6%

Workers by distance to employment location (linear) (2015)		
Less than 10 miles	8,045	74.8%
10 to 24 miles	2,346	21.8%
25 to 50 miles	130	1.2%
Greater than 50 miles	237	2.2%

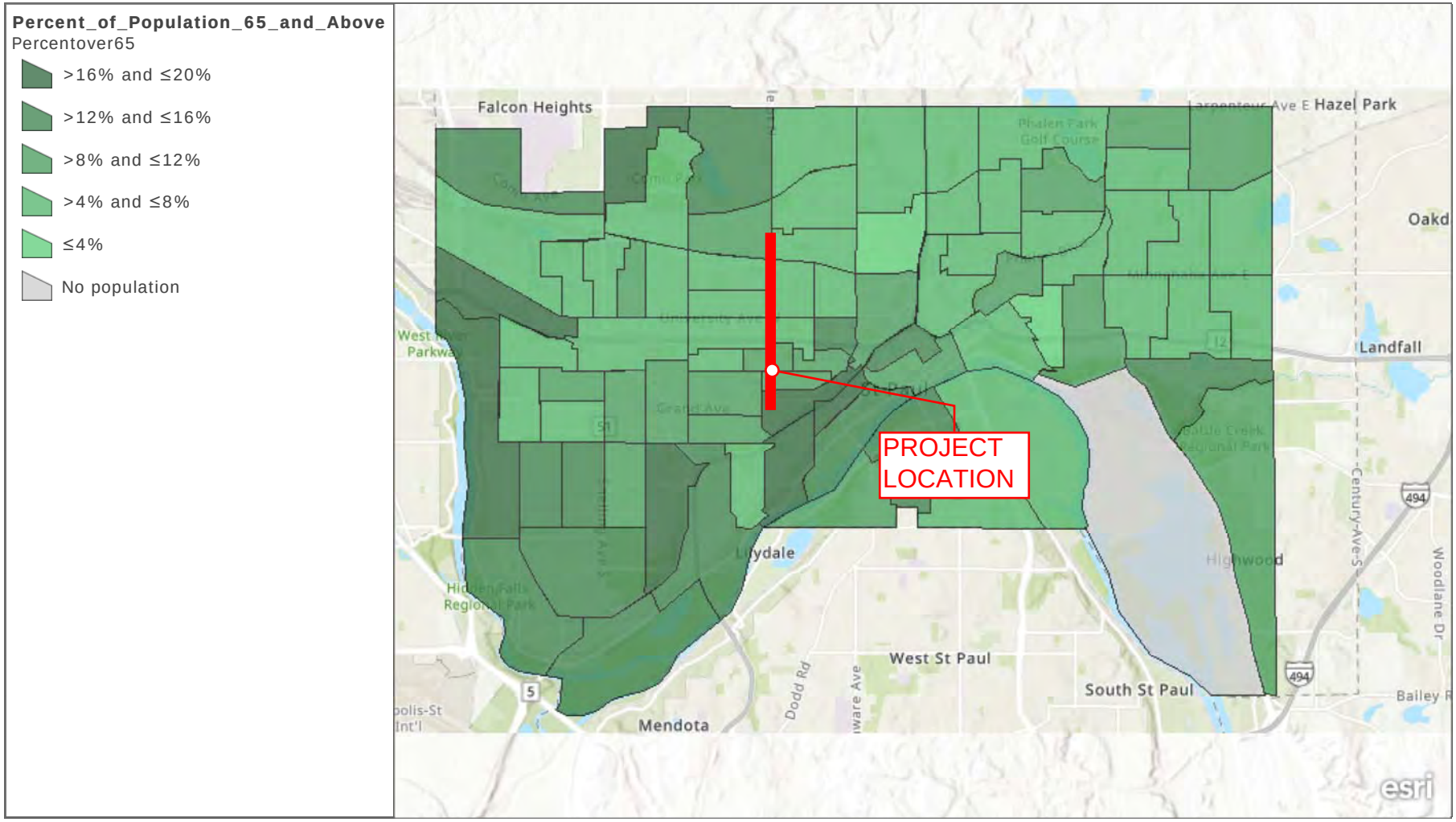
Full notes and sources

MINNESOTA COMPASS | mncompass.org
Measuring progress. Inspiring action.

The geographic profiles are part of Minnesota Compass, a project that provides measures of well-being at the state, region, county, city, and select neighborhood levels. Minnesota Compass is led by Wilder Research and funded by a collaborative of foundations.

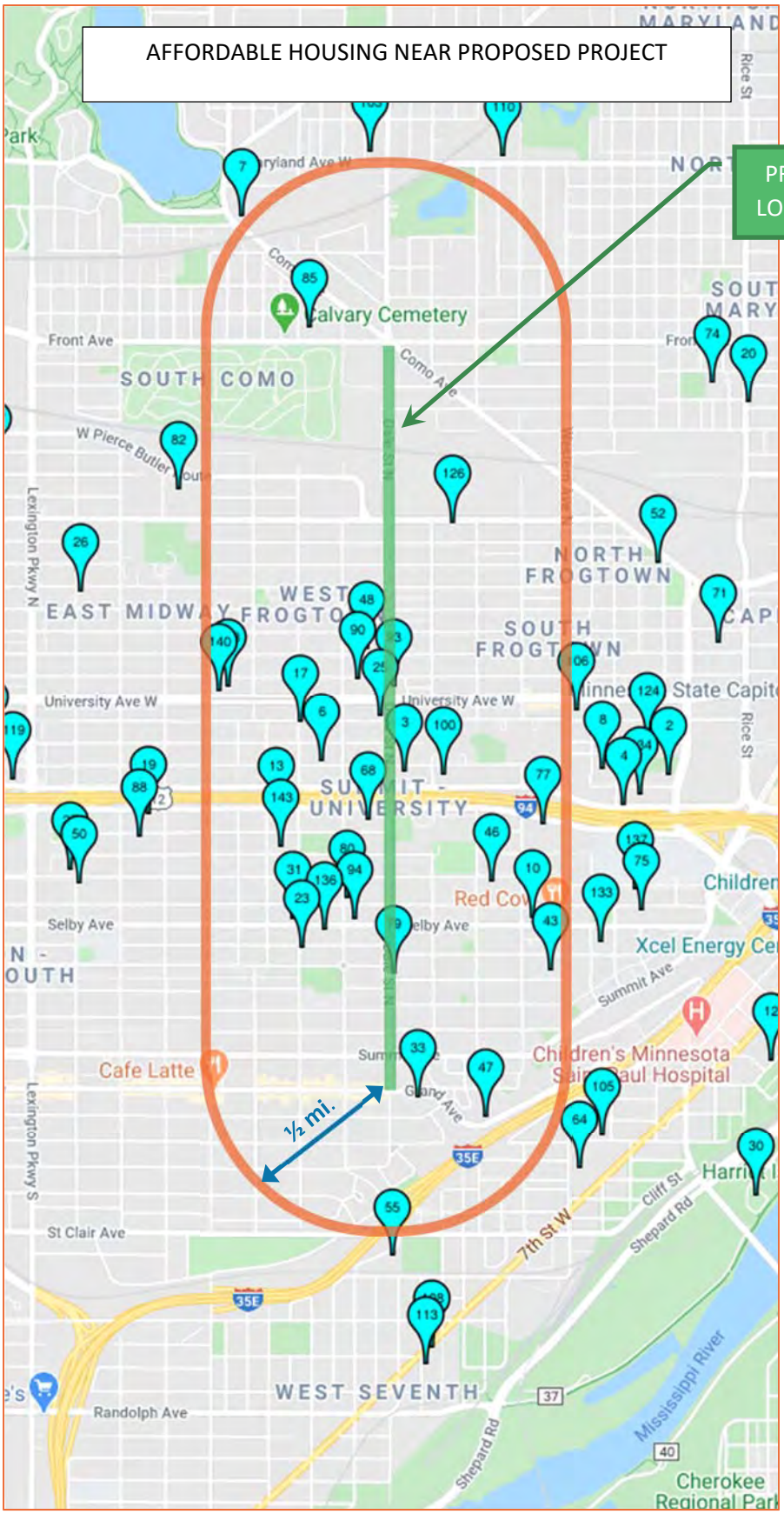
Retrieved on April 28, 2020

Percent of age 65 and above per census tract



Unemployment rate by Census Tract in Saint Paul, using Census Bureau's American Community Survey data. Data compiled by PED on June 4th, 2018

DALE STREET TRAFFIC SIGNAL MODERNIZATION



DALE STREET TRAFFIC SIGNAL MODERNIZATION

Name	Address	City	Address Count	Primary Funder***	Property ID	Total Units	30% AMI	50% AMI	60% AMI	80% AMI	Total Afford. Units*	Est	1st Close	Last Funding	Earliest Release**	Est2
D1573 - No Name Provided	Multiple Addresses	St Paul	2	MHFA	D1573	19			19		19	*	1/31/1998	1/31/1998	1/31/2018	
D1582 - No Name Provided	487 Grand Ave	St Paul	1	MHFA	D1582	18				18	18	*	5/26/1995	5/26/1995	5/26/2025	
Delancey And Selby Stone Apartments	Multiple Addresses	St Paul	2	MHFA	D1591	37	13	12	12		37		11/20/2008	11/20/2008	11/1/2018	**
Liberty Plaza	Multiple Addresses	St Paul	14	HUD	800044448	173	78		70		148		7/1/2002	7/1/2002	9/30/2014	
Ramsey Commons	Multiple Addresses	St Paul	2	HUD	800011201	16	16				16		7/1/2005	7/1/2005	4/9/2027	
Ramsey Hill Apartments	Multiple Addresses	St Paul	5	HUDLIHTC9	MNB19969006	54			54		54	*	12/21/1995	7/1/1996	12/21/2025	
Ravoux - Scattered	Multiple Addresses	St Paul	21	HUDPH	MN001000007	42	42				42		1/31/1964	1/31/1964		
Redeemers Arms (aka Dale Street Place)	313 Dale St N	St Paul	1	MHFA	D3065	151	82				82		8/18/2011	8/18/2011	12/31/2013	
S.e. Hall-whitney Young Plaza	425 Selby Ave	St Paul	1	HUD	800011374	45	45				45				7/4/2028	
Selby Grotto	Multiple Addresses	St Paul	2	MHFA	D3172	40	8	11	15		34		8/20/2003	7/1/2004	8/20/2033	**
St Albans Park	Multiple Addresses	St Paul	12	MHFA	D3019	74	8		66		74		7/1/2013	7/1/2013	7/1/2043	**
St. Philip's Gardens	Multiple Addresses	St Paul	3	MHFA	D3480	56	41	15			56		10/26/1999	7/1/2013	10/26/2029	
Wilkins Townhomes	Multiple Addresses	St Paul	6	MHFA	D1587	23	23				23		1/15/2004	1/15/2004	12/29/2032	
Womens Advocates	Multiple Addresses	St Paul	2	MHFA	D1585	12	12				12		10/22/2002	10/22/2002	7/1/2021	
Ywca - Grotto Street Supportive Housing	Multiple Addresses	St Paul	2	MHFA	D1538	8	8				8		3/22/2006	3/22/2006	3/22/2036	**
652 Sherburne	Multiple Addresses	St Paul	2	MHFATC4	652 Sherburne	8			8		8	*	7/1/1987	7/1/1987	7/1/2017	**
Brownstone	Multiple Addresses	St Paul	2	MHFA	D7722	35			35		35		6/22/2016	6/30/2016	6/22/2046	**
Central Hirise	554 Central Ave W	St Paul	1	HUDPH	MN001000007	144	144				144		1/31/1964	1/31/1964		
Community Plaza	Multiple Addresses	St Paul	2	MHFA	D2715	40		40			40		2/2/2000	7/1/2000	7/1/2030	**
D1588 - No Name Provided	641 Charles Ave	St Paul	1	MHFA	D1588	2			2		2	*	5/5/1995	5/5/1995	5/5/2025	**
Families First Model Cities Shrp	Multiple Addresses	St Paul	3	MHFA	D7983	21		20			20		12/8/2004	9/11/2017	12/8/2034	**
Front Hi-rise	727 Front Ave	W Saint Paul	1	HUDPH	MN001000002	151	151				151		7/1/1969	7/1/1969		
Grotto Place (fka Jendayi Place)	450 Grotto St N	St Paul	1	MHFA	D3052	8	5				5		12/17/2009	12/17/2009	12/17/2039	**
Jamestown Homes	Multiple Addresses	St Paul	4	HUD	800011010	73	4		69		73		7/1/2016	7/1/2016	9/30/2035	
King's Crossing	500 Dale St N	St Paul	1	HUD	800225929	49		49			49				2/17/2018	
Minnehaha Court	528 W Minnehaha Ave	St Paul	1	MHFATC	D1616	24			24		24	*				
University Dale Apartments	Multiple Addresses	St Paul	3	MHFA	D3839	98	10	10	59		79		7/1/2006	5/1/2009	5/1/2019	**

HousingLink

Streams

Return to main site

Property Detail

About Streams

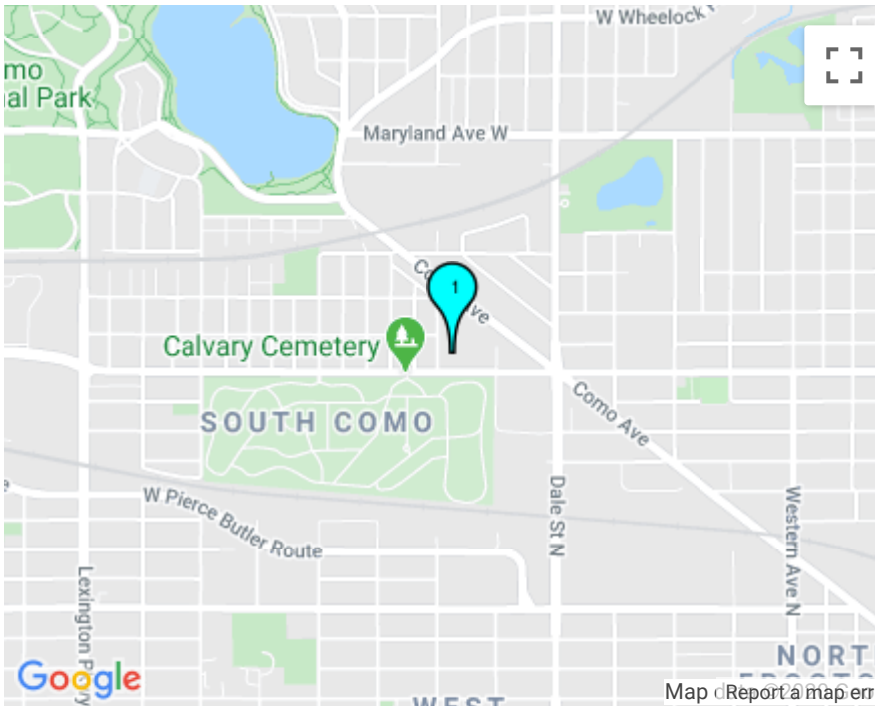
Front Hi-rise
727 Front Ave
W Saint Paul, MN 55103

Funding Categories
Public Housing

Property Information
Year Built:
Building Type: Apartment
Groups Served:
Total Units: 151
Affordable Units: 151

Affordable Units by Bedroom
1 BR: 151

Units by Area Median Income
30%: 151



Housing+Transit Cost Walk Score®: 54 Send us feedba

Known Property Addresses

1	727 Front Ave	W Saint Paul

HousingLink

Streams

Return to main site

Property Detail

About Streams

Minnehaha Court
528 W Minnehaha Ave
St Paul, MN 55103

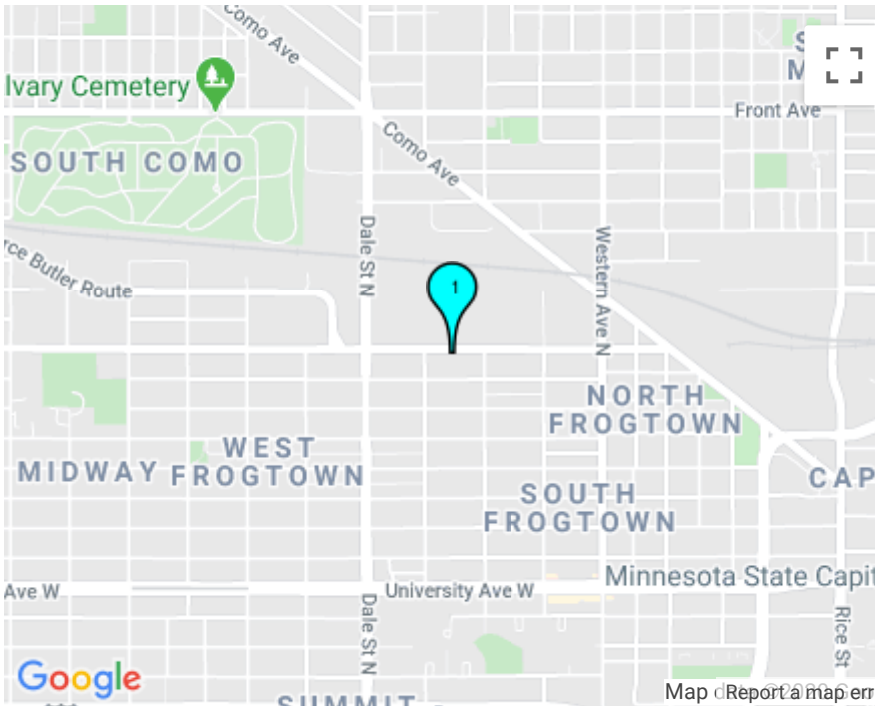
Funding Categories
Tax Credit

Property Information
Year Built:
Building Type:
Groups Served:
Total Units: 24
Affordable Units: 24

Affordable Units by Bedroom

Units by Area Median Income *
60%: 24

* AMI units are estimated because they were not provided, and have been set to the least restrictive AMI for the largest number of units



Housing+Transit Cost Walk Score®: 75 Send us feedba

Known Property Addresses

1	528 W Minnehaha Ave	St Paul

HousingLink

Streams

Return to main site

Property Detail

About Streams

Families First Model Cities Shrp

Multiple addresses listed at bottom of page

Funding Categories

Subsidized-Other

Property Information

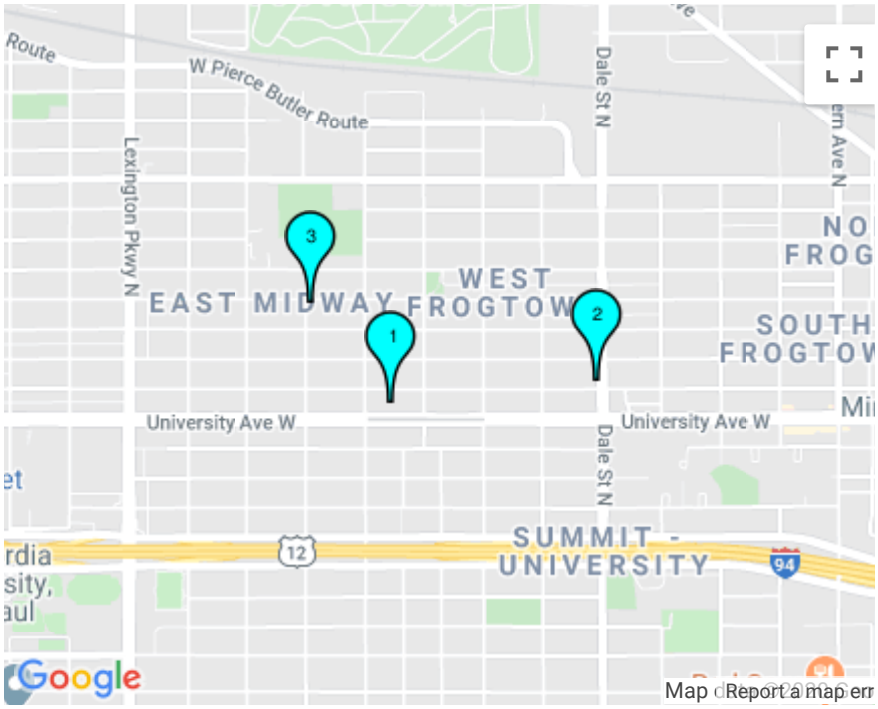
Year Built: 2004
Building Type:
Groups Served:
Total Units: 21
Affordable Units: 20

Affordable Units by Bedroom

2 BR: 14
3 BR: 5
4 BR: 1

Units by Area Median Income

50%: 20



Housing+Transit Cost Walk Score®: 84 Send us feedba

Known Property Addresses

1	833 University Ave W	St Paul
2	515 Dale St N	St Paul
3	914 Thomas Ave W	St Paul

HousingLink

Streams

Return to main site

Property Detail

About Streams

Brownstone

Multiple addresses listed at bottom of page

Funding Categories

Subsidized-Other
Tax Credit (LIHTC 4%)

Property Information

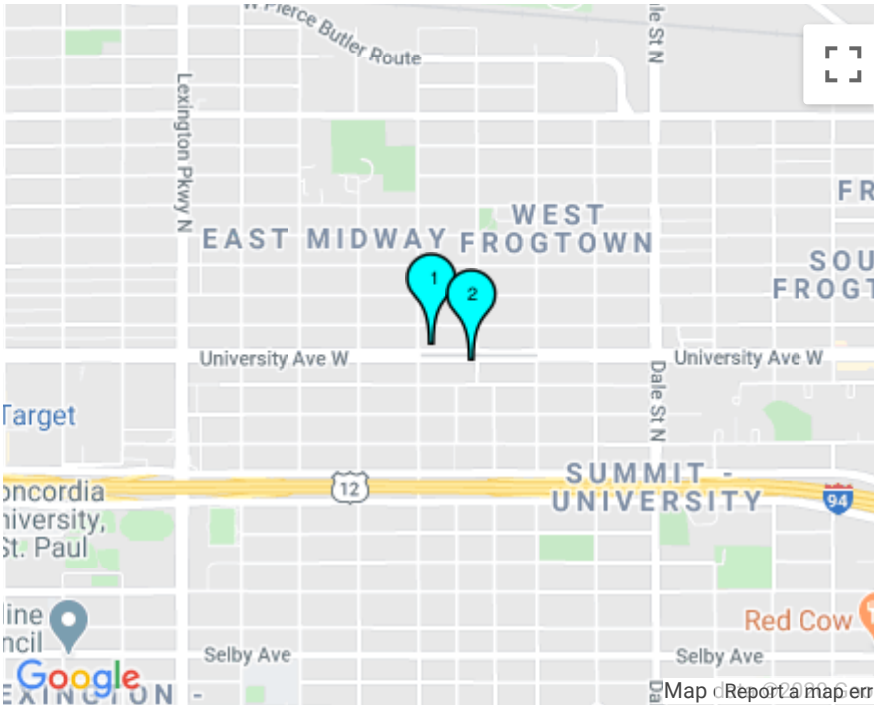
Year Built: 2017
Building Type:
Groups Served:
Total Units: 35
Affordable Units: 35

Affordable Units by Bedroom

1 BR: 32
2 BR: 3

Units by Area Median Income

60%: 35



Housing+Transit Cost Walk Score®: 82 Send us feedba

Listing Summary

BR Size	1st Listing	Last Listing	Low Rent	High Rent	L
1	11/01/2017	11/03/2017	$892	None	
2	12/19/2017	12/19/2017	$1,083	None	

Known Property Addresses

1	839 University Ave W	St Paul
2	800 University Ave W	St Paul

HousingLink

Streams

Return to main site

Property Detail

About Streams

D1588 - No Name Provided

641 Charles Ave
St Paul, MN 55104

Funding Categories

Subsidized-Other

Property Information

Year Built:
Building Type:
Groups Served:
Total Units: 2
Affordable Units: 2

Affordable Units by Bedroom

Units by Area Median Income *

60%: 2

* AMI units are estimated because they were not provided, and have been set to the least restrictive AMI for the largest number of units

Housing+Transit Cost Walk Score®: 85 Send us feedba

Known Property Addresses

1	641 Charles Ave	St Paul

HousingLink

Streams

Return to main site

Property Detail

About Streams

652 Sherburne

Multiple addresses listed at bottom of page

Funding Categories

Tax Credit

Property Information

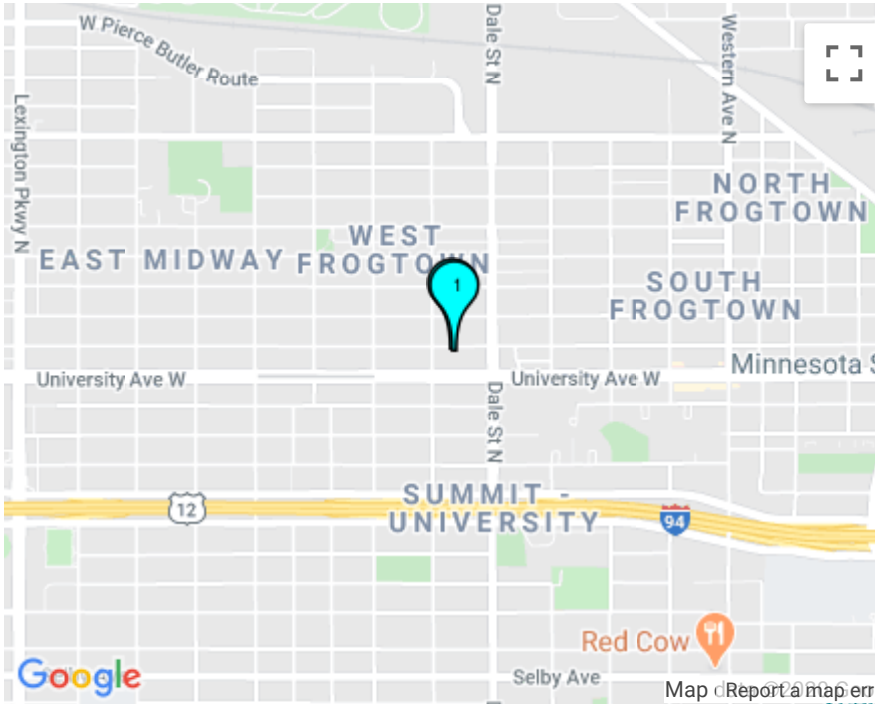
Year Built:
Building Type:
Groups Served:
Total Units: 8
Affordable Units: 8

Affordable Units by Bedroom

Units by Area Median Income *

60%: 8

* AMI units are estimated because they were not provided, and have been set to the least restrictive AMI for the largest number of units



Housing+Transit Cost Walk Score®: 87 Send us feedba

Listing Summary

BR Size	1st Listing	Last Listing	Low Rent	High Rent	L
			None	None	

Known Property Addresses

1	652 Sherburne Ave	St Paul
2	658 Sherburne Ave	St Paul

HousingLink

Streams

Return to main site

Property Detail

About Streams

King's Crossing
500 Dale St N
St Paul, MN 55103

Funding Categories
Project-Based Subsidy

Property Information
Year Built: 2011
Building Type: Apartment
Groups Served: Elderly
Total Units: 49
Affordable Units: 49

Affordable Units by Bedroom
1 BR: 49

Units by Area Median Income
50%: 49

Housing+Transit Cost Walk Score®: 88 Send us feedba

Known Property Addresses

1	500 Dale St N	St Paul

HousingLink

Streams

Return to main site

Property Detail

About Streams

University Dale Apartments

Multiple addresses listed at bottom of page

Funding Categories

Subsidized-Other
Tax Credit (LIHTC 4%)

Property Information

Year Built: 2007
Building Type:
Groups Served: Family, Elderly
Total Units: 98
Affordable Units: 79

Affordable Units by Bedroom

1 BR: 46
2 BR: 33

Units by Area Median Income

30%: 10
50%: 10
60%: 59

Housing+Transit Cost Walk Score®: 86 Send us feedba

Listing Summary

BR Size	1st Listing	Last Listing	Low Rent	High Rent	L
			None	None	
1	03/23/2007	06/01/2010	$689	$790	
2	11/12/2007	11/12/2007	$844	$1,060	

Known Property Addresses

1	629 Aurora Ave	St Paul
2	639 Aurora Ave	St Paul
3	627 Aurora Ave	St Paul

HousingLink

Streams

Return to main site

Property Detail

About Streams

Grotto Place (fka Jendayi Place)

450 Grotto St N
St Paul, MN 55104

Funding Categories

Subsidized-Other

Property Information

Year Built: 1900
Building Type:
Groups Served:
Total Units: 8
Affordable Units: 5

Affordable Units by Bedroom

1 BR: 3
2 BR: 2

Units by Area Median Income

30%: 5

Housing+Transit Cost Walk Score®: 87 Send us feedba

Listing Summary

BR Size	1st Listing	Last Listing	Low Rent	High Rent	L
1	09/14/2007	09/14/2007	$599	None	
2	09/14/2007	09/14/2007	$699	None	
3	09/14/2007	09/14/2007	$950	None	

Known Property Addresses

1	450 Grotto St N	St Paul

HousingLink

Streams

Return to main site

Property Detail

About Streams

Central Hirise

554 Central Ave W
St Paul, MN 55103

Funding Categories

Public Housing

Property Information

Year Built:
Building Type: Apartment
Groups Served:
Total Units: 144
Affordable Units: 144

Affordable Units by Bedroom

1 BR: 144

Units by Area Median Income

30%: 144

Housing+Transit Cost Walk Score®: 79 Send us feedba

Known Property Addresses

1	554 Central Ave W	St Paul

HousingLink

Streams

Return to main site

Property Detail

About Streams

Jamestown Homes

Multiple addresses listed at bottom of page

Funding Categories

Project-Based Subsidy
Subsidized-Other
Tax Credit (LIHTC 9%)

Property Information

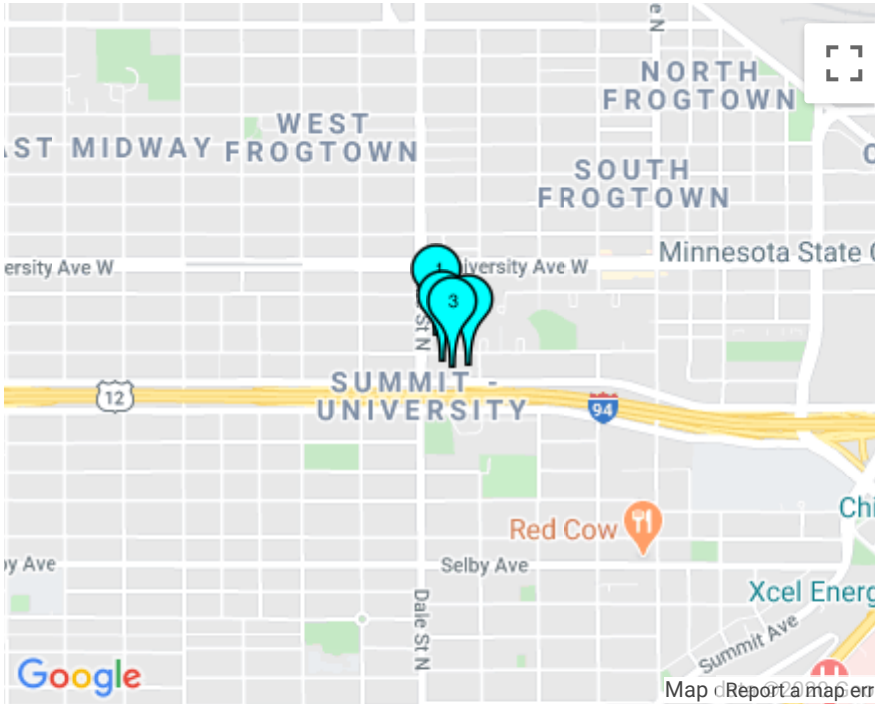
Year Built: 1972
Building Type: Apartment
Groups Served: Family
Total Units: 73
Affordable Units: 73

Affordable Units by Bedroom

1 BR: 10
2 BR: 57
3 BR: 6

Units by Area Median Income

30%: 4
60%: 69



Housing+Transit Cost Walk Score®: 81 Send us feedba

Listing Summary

BR Size	1st Listing	Last Listing	Low Rent	High Rent	L
2	09/23/2015	10/30/2019	Subsidized	Subsidized	Su
3	10/26/2017	10/26/2017	Subsidized	Subsidized	Su

Known Property Addresses

1	586 Central Ave W	St Paul
2	571 St Anthony Ave	St Paul
3	589 St Anthony Ave	St Paul
4	600 Central Ave W	St Paul

HousingLink

Streams

Return to main site

Property Detail

About Streams

Community Plaza

Multiple addresses listed at bottom of page

Funding Categories

Project-Based Subsidy
Subsidized-Other
Tax Credit (LIHTC 4%)
Tax Credit (LIHTC 9%)

Property Information

Year Built: 1972
Building Type: Townhome
Groups Served: Family
Total Units: 40
Affordable Units: 40

Affordable Units by Bedroom

2 BR: 21
3 BR: 19

Units by Area Median Income

50%: 40

Housing+Transit Cost Walk Score®: 84 Send us feedba

Known Property Addresses

1	681 Central Ave W	St Paul
2	709 Central Ave W	St Paul

HousingLink

Streams

Return to main site

Property Detail

About Streams

Redeemers Arms (aka Dale Street Place)

313 Dale St N
St Paul, MN 55103

Funding Categories

Project-Based Subsidy
Subsidized-Other

Property Information

Year Built: 1965
Building Type: Apartment
Groups Served: Elderly
Total Units: 151
Affordable Units: 82

Affordable Units by Bedroom

0 BR: 58
1 BR: 24

Units by Area Median Income

30%: 82

Housing+Transit Cost Walk Score®: 77 Send us feedba

Known Property Addresses

1	313 Dale St N	St Paul

Funding Dates & Programs

First known closing: 8/18/2011

HousingLink

Streams

Return to main site

Property Detail

About Streams

Ramsey Hill Apartments

Multiple addresses listed at bottom of page

Funding Categories

Subsidized-Other
Tax Credit (LIHTC 9%)

Property Information

Year Built: 1925
Building Type:
Groups Served:
Total Units: 54
Affordable Units: 54

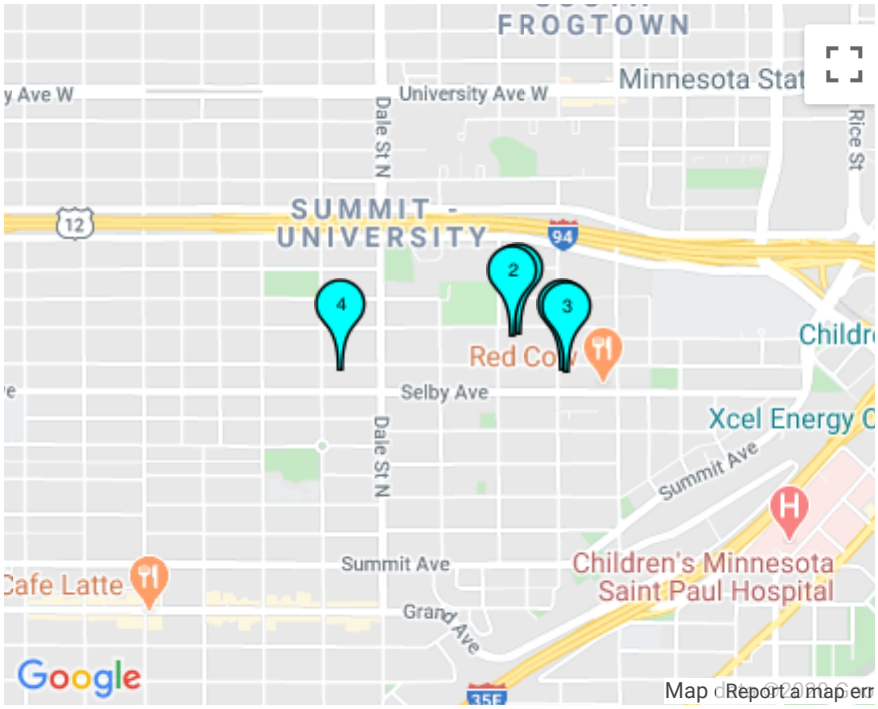
Affordable Units by Bedroom

1 BR: 42
2 BR: 4
3 BR: 8

Units by Area Median Income *

60%: 54

* AMI units are estimated because they were not provided, and have been set to the least restrictive AMI for the largest number of units



Housing+Transit Cost Walk Score®: 76 Send us feedba

Listing Summary

BR Size	1st Listing	Last Listing	Low Rent	High Rent	L
0	11/01/2015	11/01/2015	$500	$500	
1	02/01/2013	11/01/2015	$530	$600	
2	05/04/2010	05/04/2010	$625	$650	
3	06/23/2011	06/01/2015	$750	$800	

Known Property Addresses

1	478 Marshall Ave	St Paul
2	486 Marshall Ave	St Paul
3	432 Dayton Ave	St Paul
4	658 Dayton Ave	St Paul
5	436 Dayton Ave	St Paul

HousingLink

Streams

Return to main site

Property Detail

About Streams

S.e. Hall-whitney Young Plaza

425 Selby Ave
St Paul, MN 55102

Funding Categories

Project-Based Subsidy

Property Information

Year Built: 1988
Building Type: Apartment
Groups Served: Elderly
Total Units: 45
Affordable Units: 45

Affordable Units by Bedroom

1 BR: 45

Units by Area Median Income

30%: 45

Housing+Transit Cost Walk Score®: 81 Send us feedba

Listing Summary

BR Size	1st Listing	Last Listing	Low Rent	High Rent	L
1	12/19/2007	12/16/2019	Subsidized	Subsidized	Su

Known Property Addresses

1	425 Selby Ave	St Paul

HousingLink

Streams

Return to main site

Property Detail

About Streams

D1573 - No Name Provided

Multiple addresses listed at bottom of page

Funding Categories

Subsidized-Other

Property Information

Year Built: 1990
Building Type:
Groups Served:
Total Units: 19
Affordable Units: 19

Affordable Units by Bedroom

Units by Area Median Income *

60%: 19

* AMI units are estimated because they were not provided, and have been set to the least restrictive AMI for the largest number of units

Housing+Transit Cost Walk Score®: 83 Send us feedba

Listing Summary

BR Size	1st Listing	Last Listing	Low Rent	High Rent	L
			None	None	

Known Property Addresses

1	399 Ashland Ave	St Paul
2	401 Ashland Ave	St Paul

HousingLink

Streams

Return to main site

Property Detail

About Streams

St. Philip's Gardens

Multiple addresses listed at bottom of page

Funding Categories

Project-Based Subsidy
Subsidized-Other
Tax Credit (LIHTC 4%)
Tax Credit (LIHTC 9%)

Property Information

Year Built: 1973
Building Type: Townhome
Groups Served: Family, Disabled
Total Units: 56
Affordable Units: 56

Affordable Units by Bedroom

1 BR: 12
2 BR: 39
3 BR: 5

Units by Area Median Income

30%: 41
50%: 15

Housing+Transit Cost Walk Score®: 75 Send us feedba

Listing Summary

BR Size	1st Listing	Last Listing	Low Rent	High Rent	L
1	11/02/2007	11/02/2007	$522	$577	
2	12/16/2008	12/16/2008	$766	$776	

Known Property Addresses

1	754 Concordia Ave	St Paul
2	746 Concordia Ave	St Paul
3	762 Concordia Ave	St Paul

Funding Dates & Programs

HousingLink

Streams

Return to main site

Property Detail

About Streams

Ravoux - Scattered

Multiple addresses listed at bottom of page

Funding Categories

Public Housing

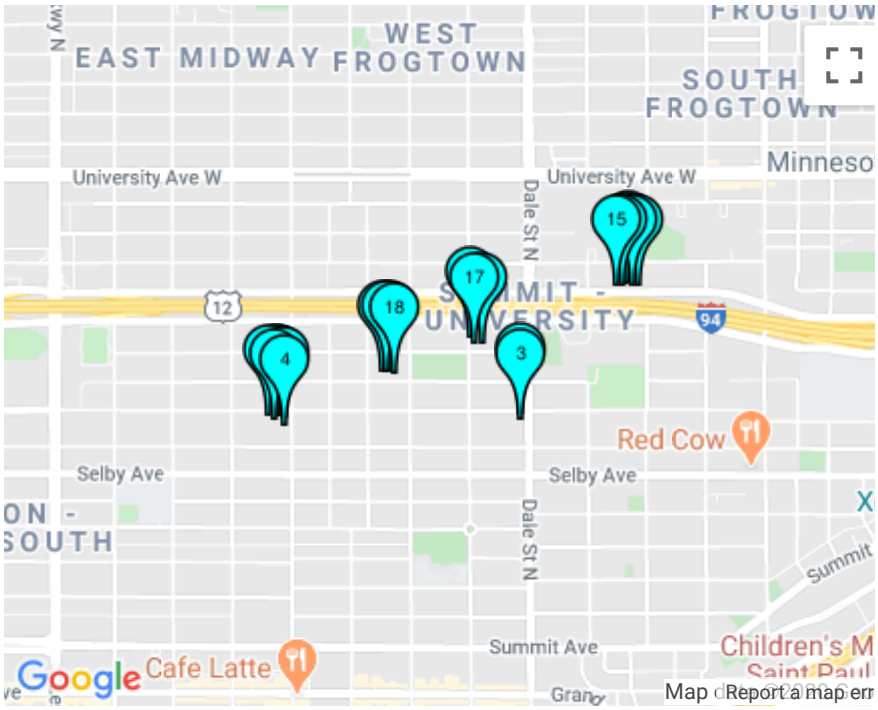
Property Information

Year Built:
Building Type:
Groups Served:
Total Units: 42
Affordable Units: 42

Affordable Units by Bedroom

Units by Area Median Income

30%: 42



Housing+Transit Cost Walk Score®: 81 Send us feedba

Known Property Addresses

1	308 St Albans St N	W Saint Paul
2	868 Marshall Ave	W Saint Paul
3	221 Dale St N	W Saint Paul
4	227 Victoria St	W Saint Paul
5	515 St Anthony Ave	W Saint Paul
6	622 Marshall Ave	W Saint Paul
7	765 Iglehart Ave	St Paul
8	872 Marshall Ave	W Saint Paul
9	876 Marshall Ave	W Saint Paul
10	235 Victoria St	St Paul
11	375 N Mackubin St	St Paul
12	505 St Anthony Ave	St Paul

13	509 St Anthony Ave	St Paul
14	519 St Anthony Ave	St Paul
15	523 St Anthony Ave	St Paul
16	667 Carroll Ave	St Paul
17	675 Carroll Ave	St Paul
18	753 Iglehart Ave	St Paul
19	757 Iglehart Ave	St Paul
20	880 Marshall Ave	St Paul
21	761 Iglehart Ave	St Paul

HousingLink

Streams

Return to main site

Property Detail

About Streams

Ramsey Commons

Multiple addresses listed at bottom of page

Funding Categories

Project-Based Subsidy
Tax Credit (LIHTC 4%)

Property Information

Year Built: 1987
Building Type: Apartment
Groups Served: Family, Elderly, Disabled
Total Units: 16
Affordable Units: 16

Affordable Units by Bedroom

1 BR: 16

Units by Area Median Income

30%: 16

Housing+Transit Cost Walk Score®: 77 Send us feedba

Known Property Addresses

1	643 Dayton Ave	St Paul
2	677 Dayton Ave	St Paul

HousingLink

Streams

Return to main site

Property Detail

About Streams

St Albans Park

Multiple addresses listed at bottom of page

Funding Categories

Project-Based Subsidy
Subsidized-Other
Tax Credit (LIHTC 4%)
Tax Credit (LIHTC 9%)

Property Information

Year Built: 1982
Building Type: Townhome
Groups Served: Family
Total Units: 74
Affordable Units: 74

Affordable Units by Bedroom

1 BR: 28
2 BR: 34
3 BR: 6
4 BR: 6

Units by Area Median Income

30%: 8
60%: 66

Housing+Transit Cost Walk Score®: 89 Send us feedba

Listing Summary

BR Size	1st Listing	Last Listing	Low Rent	High Rent	L
1	05/06/2020	05/10/2020	$875	None	

Known Property Addresses

1	662 Dayton Ave	St Paul
2	625 Selby Ave	St Paul
3	675 Selby Ave	St Paul
4	676 Dayton Ave	St Paul
5	701 Selby Ave	St Paul
6	633 Selby Ave	St Paul
7	637 Selby Ave	St Paul
8	649 Selby Ave	St Paul
9	651 Selby Ave	St Paul
10	667 Selby Ave	St Paul
11	683 Selby Ave	St Paul
12	663 Selby Ave	St Paul

HousingLink

Streams

Return to main site

Property Detail

About Streams

Delancey And Selby Stone Apartments

Multiple addresses listed at bottom of page

Funding Categories

Subsidized-Other

Property Information

Year Built: 1980
Building Type:
Groups Served:
Total Units: 37
Affordable Units: 37

Affordable Units by Bedroom

0 BR: 6
1 BR: 28
2 BR: 3

Units by Area Median Income

30%: 13
50%: 12
60%: 12

[Housing+Transit Cost]

[Walk Score®: 89]

Send us feedba

Listing Summary

BR Size	1st Listing	Last Listing	Low Rent	High Rent	L
2	01/10/2008	01/10/2008	$750	None	

Known Property Addresses

1	716 Selby Ave	St Paul
2	700 Selby Ave	St Paul

HousingLink

Streams

Return to main site

Property Detail

About Streams

Selby Grotto

Multiple addresses listed at bottom of page

Funding Categories

Subsidized-Other
Tax Credit (LIHTC 4%)

Property Information

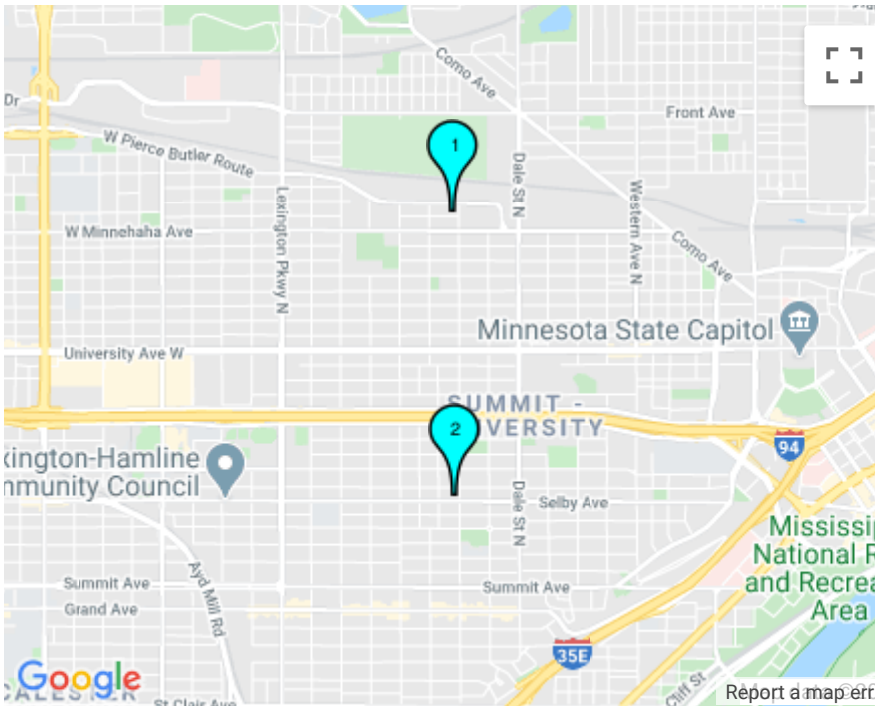
Year Built: 2003
Building Type:
Groups Served: Family, Elderly, Disabled
Total Units: 40
Affordable Units: 34

Affordable Units by Bedroom

1 BR: 15
2 BR: 19

Units by Area Median Income

30%: 8
50%: 11
60%: 15



Housing+Transit Cost Walk Score®: 86 Send us feedba

Listing Summary

BR Size	1st Listing	Last Listing	Low Rent	High Rent	L
2	09/01/2015	02/05/2020	$922	$1,133	

Known Property Addresses

1	755 Grotto St N	St Paul
2	755 Selby Ave	St Paul

Funding Dates & Programs

First known closing: 8/20/2003

HousingLink

Streams

Return to main site

Property Detail

About Streams

Ywca - Grotto Street Supportive Housing

Multiple addresses listed at bottom of page

Funding Categories

Subsidized-Other

Property Information

Year Built:
Building Type:
Groups Served:
Total Units: 8
Affordable Units: 8

Affordable Units by Bedroom

3 BR: 8

Units by Area Median Income

30%: 8

Housing+Transit Cost Walk Score®: 89 Send us feedba

Known Property Addresses

1	142 Grotto St N	St Paul
2	138 Grotto St N	St Paul

HousingLink

Streams

Return to main site

Property Detail

About Streams

Wilkins Townhomes

Multiple addresses listed at bottom of page

Funding Categories

Project-Based Subsidy
Subsidized-Other

Property Information

Year Built: 1982
Building Type: Townhome
Groups Served: Family
Total Units: 23
Affordable Units: 23

Affordable Units by Bedroom

2 BR: 17
3 BR: 6

Units by Area Median Income

30%: 23

Housing+Transit Cost Walk Score®: 83 Send us feedba

Listing Summary

BR Size	1st Listing	Last Listing	Low Rent	High Rent	L
2	08/11/2014	08/11/2014	Subsidized	Subsidized	Su

Known Property Addresses

1	587 Ashland Ave	St Paul
2	613 Ashland Ave	St Paul
3	799 Marshall Ave	St Paul
4	618 Holly Ave	St Paul
5	795 Marshall Ave	St Paul
6	608 Holly Ave	St Paul

HousingLink

Streams

Return to main site

Property Detail

About Streams

D1582 - No Name Provided

487 Grand Ave
St Paul, MN 55102

Funding Categories

Subsidized-Other

Property Information

Year Built:
Building Type:
Groups Served:
Total Units: 18
Affordable Units: 18

Affordable Units by Bedroom

Units by Area Median Income *

80%: 18

* AMI units are estimated because they were not provided, and have been set to the least restrictive AMI for the largest number of units

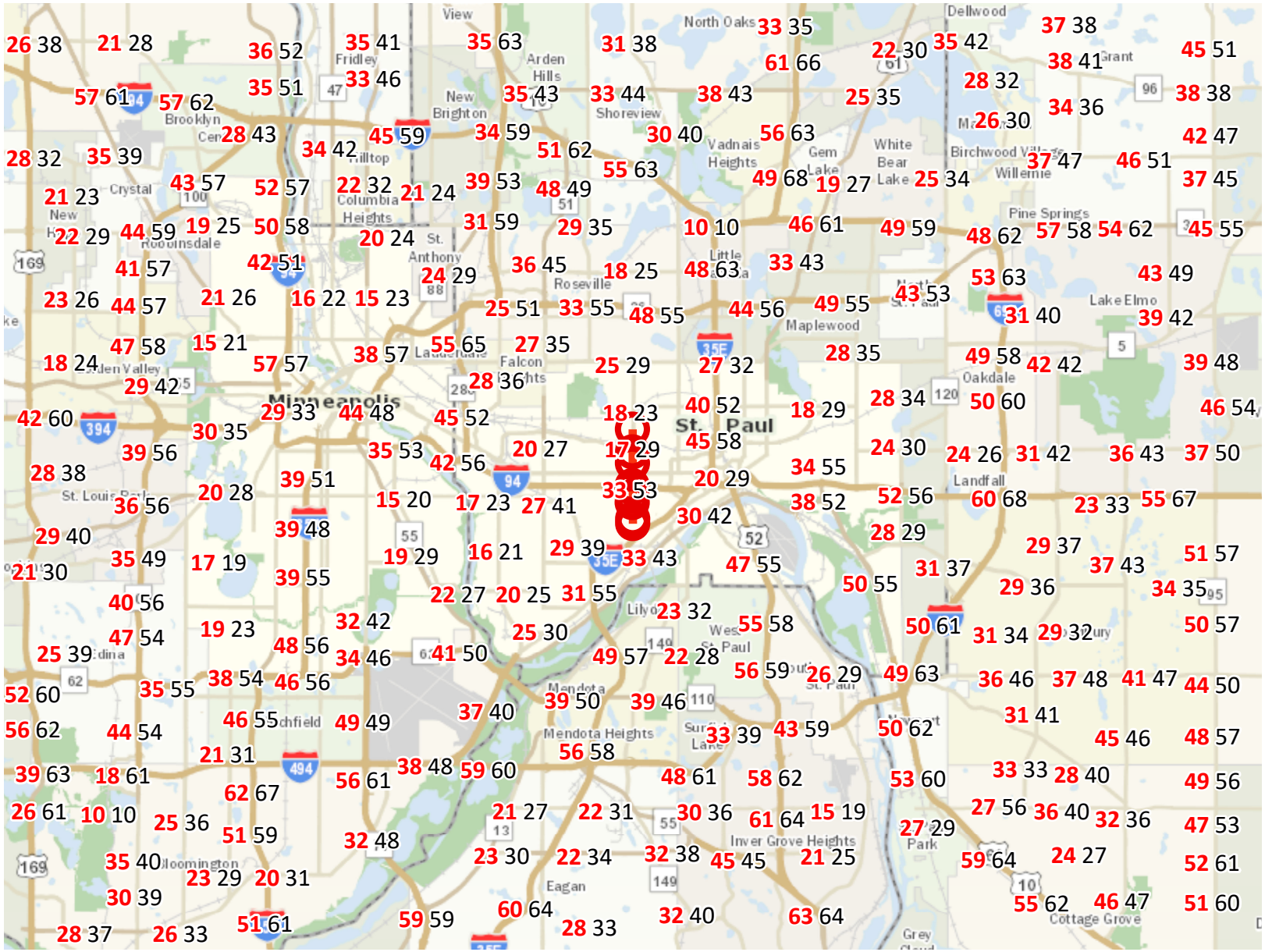
Housing+Transit Cost Walk Score®: 64 Send us feedba

Known Property Addresses

1	487 Grand Ave	St Paul

Level of Congestion

Roadway System Management Project: Dale Street Traffic Signal Modernization | Map ID: 1588021236504



Project Points

Project

0 2 4 8 12 16 Miles

Created: 4/27/2020
LandscapeRSA1

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

METROPOLITAN COUNCIL

HSIP worksheet

Control Section	T.H. / Roadway	Location	Beginning Ref. Pt.	Ending Ref. Pt.	State, County, City or Township	Study Period Begins	Study Period Ends
	CSA H 53	Dale & Marshall			City of Saint Paul	1/1/2016	12/31/2018

Description of Proposed Work: Traffic signal reconstruction including improved indication visibility and pedestrian countdown timers.

Accident Diagram Codes			1 Rear End	2 Sideswipe Same Direction	3 Left Turn Main Line	5 Right Angle	4,7 Ran off Road	8, 9 Head On/ Sideswipe - Opposite Direction	Pedestrian	6, 90, 99 Other	Total
Study Period: Number of Crashes	Fatal	F									
	Personal Injury (PI)	A									
		B								2	2
		C									
	Property Damage	PD	1							3	4
% Change in Crashes *Use Desktop Reference for Crash Reduction Factors	Fatal	F	-29%	-29%	-29%	-29%	-29%	-29%	-79%	-29%	
	PI	A	-29%	-29%	-29%	-29%	-29%	-29%	-79%	-29%	
		B	-29%	-29%	-29%	-29%	-29%	-29%	-79%	-29%	
		C	-29%	-29%	-29%	-29%	-29%	-29%	-79%	-29%	
	Property Damage	PD	-21%	-21%	-21%	-21%	-21%	-21%	-76%	-21%	
Change in Crashes = No. of crashes **X** % change in crashes	Fatal	F									
	PI	A									
		B								-0.58	-0.58
		C									
	Property Damage	PD	-0.21							-0.63	-0.84

Year (Safety Improvement Construction): 2025

Project Cost (exclude Right of Way): $ 450,000

Right of Way Costs (optional): $ -

Traffic Growth Factor: 0.5%

Capital Recovery

1. **Discount Rate**: 2%
2. **Project Service Life (n)**: 30

Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit
F			$ 1,180,000	
A			$ 590,000	
B	-0.58	-0.19	$ 170,000	$ 32,867
C			$ 87,000	
PD	-0.84	-0.28	$ 7,800	$ 2,184
Total				$ 35,051

B/C= 1.90

Using present worth values,

B= $ 855,239

C= $ 450,000

See "Calculations" sheet for amortization.

Office of Traffic Engineering
July 2018

HSIP worksheet

Control Section	T.H. / Roadway	Location	Beginning Ref. Pt.	Ending Ref. Pt.	State, County, City or Township	Study Period Begins	Study Period Ends
	CSA H 53	Dale & Selby			City of Saint Paul	1/1/2016	12/31/2018

Description of Proposed Work: Traffic signal reconstruction including improved indication visibility.

Accident Diagram Codes			1 Rear End	2 Sideswipe Same Direction	3 Left Turn Main Line	5 Right Angle	4,7 Ran off Road	8, 9 Head On/ Sideswipe - Opposite Direction	Pedestrian	6, 90, 99 Other	Total
Study Period: Number of Crashes	Fatal	**F**									
	Personal Injury (PI)	**A**								1	**1**
		B									
		C								3	**3**
	Property Damage	**PD**	1	1		2				11	**15**
% Change in Crashes *Use Desktop Reference for Crash Reduction Factors	Fatal	**F**	-29%	-29%	-29%	-29%	-29%	-29%	-29%	-29%	
	PI	**A**	-29%	-29%	-29%	-29%	-29%	-29%	-29%	-29%	
		B	-29%	-29%	-29%	-29%	-29%	-29%	-29%	-29%	
		C	-29%	-29%	-29%	-29%	-29%	-29%	-29%	-29%	
	Property Damage	**PD**	-21%	-21%	-21%	-21%	-21%	-21%	-21%	-21%	
Change in Crashes = No. of crashes **X** % change in crashes	Fatal	**F**									
	PI	**A**								**-0.29**	**-0.29**
		B									
		C								**-0.87**	**-0.87**
	Property Damage	**PD**	**-0.21**	**-0.21**		**-0.42**				**-2.31**	**-3.15**

Year (Safety Improvement Construction): **2025**

Project Cost (exclude Right of Way): **$ 450,000**

Right of Way Costs (optional): **$ -**

Traffic Growth Factor: **0.5%**

Capital Recovery

1. **Discount Rate**: **2%**
2. **Project Service Life (n)**: **30**

Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit
F			$ 1,180,000	
A	-0.29	-0.10	$ 590,000	$ 57,033
B			$ 170,000	
C	-0.87	-0.29	$ 87,000	$ 25,230
PD	-3.15	-1.05	$ 7,800	$ 8,190
Total				$ 90,453

B/C= 4.90

Using present worth values,

B= $ 2,207,069

C= $ 450,000

See "Calculations" sheet for amortization.

Office of Traffic Engineering
July 2018

HSIP worksheet

Control Section	T.H. / Roadway	Location	Beginning Ref. Pt.	Ending Ref. Pt.	State, County, City or Township	Study Period Begins	Study Period Ends
	CSA H 53	Dale & Summit			City of Saint Paul	1/1/2016	12/31/2018

Description of Proposed Work: Traffic signal reconstruction including conversion from a pedestal configuration to full mast arms and pedestrian countdown timers.

		Accident Diagram Codes	1 Rear End	2 Sideswipe Same Direction	3 Left Turn Main Line	5 Right Angle	4,7 Ran off Road	8, 9 Head On/ Sideswipe - Opposite Direction	Pedestrian	6, 90, 99 Other	Total
Study Period: Number of Crashes	Fatal	**F**									
	Personal Injury (PI)	**A**			1	1					**2**
		B				2			1	1	**4**
		C	1							1	**2**
	Property Damage	**PD**	4			1		1	1	5	**12**
% Change in Crashes *Use Desktop Reference for Crash Reduction Factors	Fatal	**F**	-49%	-49%	-49%	-49%	-49%	-49%	-85%	-49%	
	PI	**A**	-49%	-49%	-49%	-49%	-49%	-49%	-85%	-49%	
		B	-49%	-49%	-49%	-49%	-49%	-49%	-85%	-49%	
		C	-49%	-49%	-49%	-49%	-49%	-49%	-85%	-49%	
	Property Damage	**PD**	-49%	-49%	-49%	-49%	-49%	-49%	-85%	-49%	
Change in Crashes = No. of crashes **X** % change in crashes	Fatal	**F**									
	PI	**A**			-0.49	-0.49					**-0.98**
		B				-0.98			-0.85	-0.49	**-2.32**
		C	-0.49							-0.49	**-0.98**
	Property Damage	**PD**	-1.96			-0.49		-0.49	-0.85	-2.45	**-6.24**

Year (Safety Improvement Construction): **2025**

Project Cost (exclude Right of Way): **$ 450,000**

Right of Way Costs (optional): **$ -**

Traffic Growth Factor: **0.5%**

Capital Recovery

1. **Discount Rate**: **2%**
2. **Project Service Life (n)**: **30**

Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit
F			$ 1,180,000	
A	-0.98	-0.33	$ 590,000	$ 192,733
B	-2.32	-0.77	$ 170,000	$ 131,297
C	-0.98	-0.33	$ 87,000	$ 28,420
PD	-6.24	-2.08	$ 7,800	$ 16,216
Total				$ 368,666

B/C= 19.99

Using present worth values,

B= $ 8,995,488

C= $ 450,000

See "Calculations" sheet for amortization.

Office of Traffic Engineering
July 2018

HSIP worksheet

Control Section	T.H. / Roadway	Location	Beginning Ref. Pt.	Ending Ref. Pt.	State, County, City or Township	Study Period Begins	Study Period Ends
	CSA H 53	Dale & Grand			City of Saint Paul	1/1/2016	12/31/2018

Description of Proposed Work: Traffic signal reconstruction including improved indication visibility and pedestrian countdown timers.

Accident Diagram Codes			1 Rear End	2 Sideswipe Same Direction	3 Left Turn Main Line	5 Right Angle	4,7 Ran off Road	8, 9 Head On/ Sideswipe - Opposite Direction	Pedestrian	6, 90, 99 Other	Total
Study Period: Number of Crashes	Fatal	F									
	Personal Injury (PI)	A									
		B									
		C									
	Property Damage	PD		1						1	**2**
% Change in Crashes *Use Desktop Reference for Crash Reduction Factors	Fatal	F	-29%	-29%	-29%	-29%	-29%	-29%	-79%	-29%	
	PI	A	-29%	-29%	-29%	-29%	-29%	-29%	-79%	-29%	
		B	-29%	-29%	-29%	-29%	-29%	-29%	-79%	-29%	
		C	-29%	-29%	-29%	-29%	-29%	-29%	-79%	-29%	
	Property Damage	PD	-21%	-21%	-21%	-21%	-21%	-21%	-76%	-21%	
Change in Crashes = No. of crashes **X** % change in crashes	Fatal	F									
	PI	A									
		B									
		C									
	Property Damage	PD		**-0.21**						**-0.21**	**-0.42**

Year (Safety Improvement Construction): **2025**

Project Cost (exclude Right of Way): **$ 450,000**

Right of Way Costs (optional): **$ -**

Traffic Growth Factor: **0.5%**

Capital Recovery

1. **Discount Rate**: **2%**
2. **Project Service Life (n)**: **30**

Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit
F			$ 1,180,000	
A			$ 590,000	
B			$ 170,000	
C			$ 87,000	
PD	-0.42	-0.14	$ 7,800	$ 1,092
Total				**$ 1,092**

B/C= 0.06

Using present worth values,

B= $ 26,645

C= $ 450,000

See "Calculations" sheet for amortization.

Office of Traffic Engineering
July 2018

DALE STREET TRAFFIC SIGNAL MODERNIZATION

PROJECT ELEMENTS AND BENEFITS

The Dale Street Traffic Signal Modernization project would reconstruct traffic signals, install fiber-optic interconnect, and install traffic cameras along Dale Street in the City of Saint Paul. Dale Street (CSAH 53) is classified as an A Minor and B Minor Arterial in the project area. The proposed elements of the project and some of the benefits of each include:

- Reconstruction of four traffic signals along Dale Street at Grand Avenue, Summit Avenue, Selby Avenue, and Marshall Avenue.
    - With an average age of 35 years, taken from the last major revision, these signals are consistent maintenance issues, and require significant staff time and materials to maintain operation.
    - Replacement of the signals will allow for the implementation of improved safety treatments and increased efficiency. The new signals will provide overhead indications for all approaches, audible pedestrian push buttons, countdown timers, and twelve-inch indications.
- Replacement of aging fiber-optic interconnect along Dale Street between Grand Avenue and Front Street (CSAH 32), and upgrade of traffic signal controllers where needed. The fiber-optic cable along this corridor was installed in 1996 and has surpassed its useful life.
    - Replacement of interconnect will allow the City to continue to remotely monitor and modify the operation of these signals, providing more rapid response to outages and improved ability to adjust settings.
    - Replacement of fiber-optic interconnect will allow for the continued coordination of closely spaced signals along this corridor, reducing stops and delay while improving safety.
    - Replacement of the legacy 170 traffic signal controllers will allow for the use of signal performance measures, responsive traffic signal control, and many other benefits.
- Installation of traffic cameras at multiple locations in the area.
    - The ability to remotely observe traffic conditions, combined with the other improvements, will allow for real-time monitoring and adjustment of traffic operations and management of events and incidents.
    - Cameras will be integrated with the City's existing system, allowing for access by Saint Paul Police and Public Works.

APPLICATION DETAILS

APPLICANT

Mike Klobucar
City of Saint Paul
Department of Public Works

651.266.6208
mike.klobucar@ci.stpaul.mn.us

PROJECT COST

Total project cost: $2,501,000

Federal request amount: $2,000,800

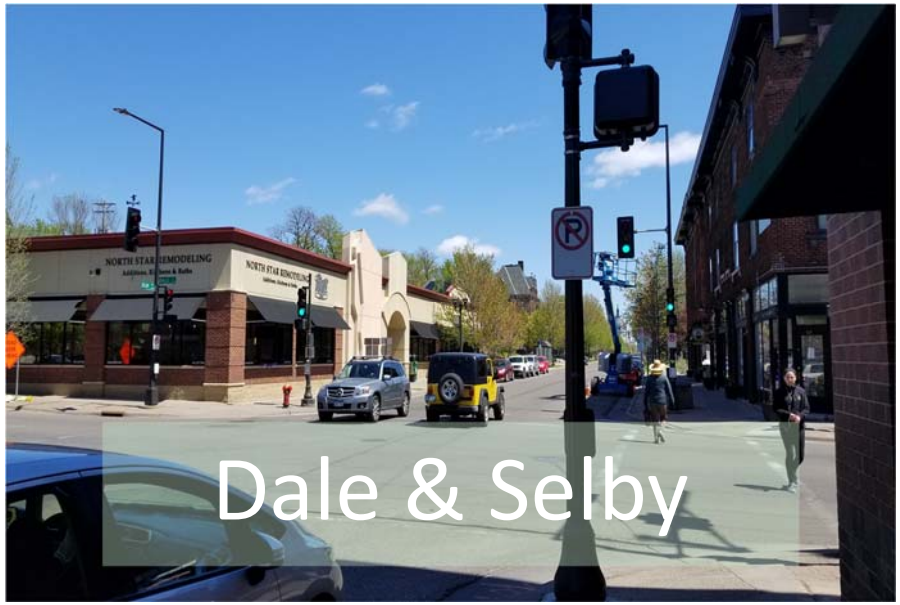

Dale Street
Traffic Signal
Modernization
Date: 5/7/2020
1,000 500 0 1,000 Feet
N
W
E
S
Proposed Fiber-Optic Interconnect
Existing Interconnect to Remain
Proposed Fiber-Optic Interconnect
Legend
Traffic Cameras
Proposed
Controller Replacement
Proposed
Traffic Signal Reconstruction
Proposed
Existing Signal to Remain
Locations depicted for all elements are preliminary. Final locations will be determined during the design process.
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

DALE STREET TRAFFIC SIGNAL MODERNIZATION

BEFORE CONDITION OF SELECTED IMPROVEMENTS

Dale & Grand

Dale & Summit



Dale & Selby

Dale & Marshall

May 10, 2020

RAMSEY COUNTY
Public Works

May 4, 2020

Paul Kurtz, P.E.
Director of Public Works
City of Saint Paul
25 W. 4th Street
1500 City Hall Annex
Saint Paul, MN 55102

SURFACE TRANSPORTATION PROGRAM APPLICATION FOR FUNDING FOR DALE STREET (RAMSEY COUNTY STATE AID HIGHWAY 53), BETWEEN GRAND AVENUE AND FRONT STREET

Dear Paul:

Ramsey County supports the City of Saint Paul's efforts to secure federal STP funds for traffic signal replacement on the segment of Dale Street between Grand Avenue and Front Street. If the application is successful, we will participate in the local share of the project in accordance with our cost participation policy.

The segment of Dale Street between Grand Avenue and Iglehart Avenue is part of Ramsey County's ongoing lane configuration study and has been identified as being a possible candidate for reconfiguration. Should a reconfiguration of that segment be pursued, it could be easily included in this project, with minimal effect on the total cost. We will support the City's decision on whether to pursue changes to the lane configuration as part of the project.

We appreciate Saint Paul's efforts to coordinate projects on our shared road systems. Please let us know if there are any questions or if we can help your efforts in any way.

Sincerely,

Ted Schoenecker, P.E.
Director of Public Works/County Engineer

1425 Paul Kirkwold Drive
Arden Hills, MN 55112
Phone: (651) 266-7100
www.co.ramsey.mn.us

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

File Number: RES 20-146

Authorizing the Departments of Public Works and Parks and Recreation to submit nine project applications for federal funding into the 2020 Metropolitan Council Regional Solicitation Program and to authorize the commitment of a twenty percent local funding match plus engineering for any project that is awarded federal funding.

WHEREAS, The Departments of Public Works and Parks and Recreation are proposing to submit nine project applications for federal funding into the 2020 Metropolitan Council Regional Solicitation Program for funding in years 2024 and 2025; and

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

WHEREAS, the City commits to ensuring that all sidewalks and bikeways included in these project applications will be fully open for use and cleared of snow throughout the winter, either by City staff or by adjacent property owners per existing City ordinances; and

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

- Kellogg/3rd Street Bridge Replacement
- Capital City Bikeway Construction - Kellogg Blvd from St. Peter to John Ireland
- Robert Street Reconstruction - Kellogg to 11th
- University Avenue Reconstruction - 35E to Lafayette
- Crossroads Elementary Safe Routes to School Project
- Burns/Suburban Sidewalk Infill Project
- Saint Paul Traffic Signal Enhancement and Modernization Phase 5
- Sam Morgan Regional Trail Segments 1 & 4 Reconstruction
- Point Douglas Regional Trail Phase 1 Construction

WHEREAS, these projects fall within appropriate funding categories and meet the conditions and requirements specified for eligibility of federal funding; now, therefore, be it

RESOLVED, that the Council of the City of Saint Paul authorizes submission of the project applications for possible award of federal transportation funds through the Metropolitan Council

Regional Solicitation Program; and be it

FURTHER RESOLVED, that the Council of the City of Saint Paul authorizes the commitment of local funds on a twenty percent match basis plus engineering for any project awarded federal funding under the Regional Solicitation Program.

ResolutionRES 20-146PassedMayor's OfficepassedSigned2/18/20202/12/2020Signed|DAYTHAt a meeting of the on , this Resolution was Signed.

Yea: 7 Councilmember Brendmoen, Councilmember Thao, Councilmember Tolbert, Councilmember Noecker, Councilmember Prince, Councilmember Jalali, and Councilmember Yang

Nay: 0

Vote Attested by Council Secretary Trudy Moloney **Date** 2/12/2020

Approved by the Mayor Melvin Carter III **Date** 2/18/2020