



Application

13876 - 2020 Safe Routes to School Infrastructure

14358 - Crossroads Elementary SRTS

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted  
Submitted Date: 05/15/2020 1:44 PM

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## Primary Contact

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Salutation First Name Middle Name Last Name

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**Department:** Public Works

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**Address:** 25 W Fourth St; CHA 800

**\*** Saint Paul Minnesota 55102  
City State/Province Postal Code/Zip

**Phone:\*** 651-266-6059  
Phone Ext.

**Fax:**

**What Grant Programs are you most interested in?** Regional Solicitation - Bicycle and Pedestrian Facilities

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## Organization Information

**Name:** ST PAUL, CITY OF

**Jurisdictional Agency (if different):**

**Organization Type:** City  
**Organization Website:**  
**Address:** 15 W KELLOGG BLVD  
700 CITY HALL  
  
\* ST. PAUL Minnesota 55102  
City State/Province Postal Code/Zip  
**County:** Ramsey  
**Phone:\*** 651-266-8797  
Ext.  
**Fax:**  
**PeopleSoft Vendor Number** 0000003222A33

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## Project Information

**Project Name** Crossroads Elementary SRTS  
**Primary County where the Project is Located** Ramsey  
**Cities or Townships where the Project is Located:** Saint Paul  
**Jurisdictional Agency (If Different than the Applicant):**

The proposed project will construct approximately 0.6 miles of new sidewalks near Crossroads Elementary School and RiverEast Elementary School filling some critical gaps in the pedestrian network allowing students to walk to and from school. About half of the sidewalk length to be constructed is along local residential streets on the north and east sides of the two schools where there are currently numerous gaps in the sidewalk network. There are multiple city blocks where a sidewalk exists on half of the city block, but not all of the city block, and this project will fill several of those gaps.

The other half of the proposed sidewalk construction is along Front Avenue between Dale Street and Mackubin Street. Front Avenue is a collector roadway carrying approximately 3,400 vehicles per day, and lacks sidewalk along the south side of the street, adjacent to a daycare facility and several commercial properties, and across the street from Crossroads Elementary.

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

The sidewalk gaps to be addressed in this project proposal go beyond helping students get to and from Crossroads school, it also helps students while they're at school. The school is located just two blocks south of Marydale Park, and students frequently walk to the park during the school day for both recreation as well as science-based curriculum. There is a sidewalk for much of the two blocks between the school and the park, but the sidewalk unexpectedly ends mid-block before reaching the park, terminating right at the top of a vertical crest curve that limits sight distance for drivers and puts children at risk as they walk in the street for the remainder of the block to the park.

The project will also replace ADA ped ramps adjacent to the new sidewalk segments to be constructed, ensuring ADA compliance throughout the project area.

*(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.**

SIDEWALK, ADA RAMPS

**Project Length (Miles)**

0.6

*to the nearest one-tenth of a mile*

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## Project Funding

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

No

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

**Federal Amount**

\$720,000.00

**Match Amount**

\$180,000.00

*Minimum of 20% of project total*

**Project Total**

\$900,000.00

*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**

Local, State Aid

*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.*

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## Project Information

**County, City, or Lead Agency**

City of Saint Paul

**Zip Code where Majority of Work is Being Performed**

55117

**(Approximate) Begin Construction Date**

05/01/2025

**(Approximate) End Construction Date**

10/31/2026

**Name of Trail/Ped Facility:** Crossroads Elementary SRTS

*(i.e., CEDAR LAKE TRAIL)*

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

**From:** Front Avenue and Dale Street  
**(Intersection or Address)**

**To:** Mackubin Street and Jessamine Avenue  
**(Intersection or Address)**

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

**Or At:**

**Miles of trail (nearest 0.1 miles):** 0.6

**Miles of trail on the Regional Bicycle Transportation Network  
(nearest 0.1 miles):** 0

**Is this a new trail?** Yes

**Primary Types of Work** SIDEWALK, ADA RAMPS

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

**BRIDGE/CULVERT PROJECTS (IF APPLICABLE)**

**Old Bridge/Culvert No.:**

**New Bridge/Culvert No.:**

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

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## Requirements - All Projects

### All Projects

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

The proposed project is consistent with the direction in the TPP to ensure safe and comfortable transportation for pedestrians. The project is consistent with the following strategies from the TPP:

Strategy B6. Regional transportation partners will use best practices to provide and improve facilities for safe walking and bicycling, since pedestrians and bicyclists are the most vulnerable users of the transportation system.

Strategy C1. Regional transportation partners will continue to work together to plan and implement transportation systems that are multimodal and provide connections between modes. The Council will prioritize regional projects that are multimodal and cost-effective and encourage investments to include appropriate provisions for bicycle and pedestrian travel.

Strategy 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.

Strategy C17. Regional transportation partners will provide or encourage reliable, cost-effective, and accessible transportation choices that provide and enhance access to employment, housing, education, and social connections for pedestrians and people with disabilities.

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

*(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.*

The project is consistent with the Saint Paul Comprehensive Plan as evidenced in the following Policies:

Policy T-3. Design rights-of-way per the following modal hierarchy:

1. Pedestrians, with a focus on safety
2. Bicyclists, with a focus on safety
3. Transit
4. Other vehicles

Policy T-9. Design the rights-of-way for all users, including older people, children and those with mobility constraints, as guided by the Street Design Manual and Safe Routes to School Plans, and by thoughtfully addressing streetscape issues such as curb cut design, level sidewalks, lighting, accessibility to/from bus stops, and the presence of benches and buffers between sidewalks and streets.

Policy T-26. Provide sidewalks throughout the city, generally on both sides of the street, except potentially in portions of Highwood as directed via other officially-adopted City plans.

Policy T-25. Implement the forthcoming Pedestrian Plan to make walking safe and comfortable throughout the city, increase pedestrian mode share for short trips, and increase physical activity in people's daily routines.

The proposed project is also consistent with the Saint Paul Safe Routes To School Policy Plan

List the applicable documents and pages:

(2017), which establishes the policy basis across the City to encourage walking to school and encourages prioritizing sidewalk infill in areas around schools. For example, see page 20 which establishes a safety policy of the city to pursue speed reductions, improved crossings, filling sidewalk and bikeway gaps, and enforcing safe driving around schools.

*(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 in more than one funding sub-category.*

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

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

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

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

**Safe Routes to School:** \$250,000 to \$1,000,000

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

8. *The project must comply with the Americans with Disabilities Act (ADA).*

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

9. *In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have 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:** 01/13/2016

**Link to plan:**

[https://www.stpaul.gov/sites/default/files/Media%20Root/ADA%20Transition%20Plan%20for%20Public%20Works\\_2016.pdf](https://www.stpaul.gov/sites/default/files/Media%20Root/ADA%20Transition%20Plan%20for%20Public%20Works_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**

1589239886839\_ADA Transition Plan for Public Works\_2016.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**

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## Requirements - Bicycle and Pedestrian Facilities Projects

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

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

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

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

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

[Upload Agreement PDF](#)

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

### Multiuse Trails and Bicycle Facilities projects only:

*3. All applications must include a letter from the operator of the facility confirming that they will remove snow and ice for year-round bicycle and pedestrian use. The Minnesota Pollution Control Agency has a resource for best practices when using salt. Upload PDF of Agreement in Other Attachments.*

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

Upload PDF of Agreement in Other Attachments.

### Safe Routes to School projects only:

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

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

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

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

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## Requirements - Bicycle and Pedestrian Facilities Projects

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### Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$35,000.00
Removals (approx. 5% of total cost)	\$35,000.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$20,000.00
Striping	\$10,000.00
Signing	\$10,000.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$50,000.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$40,000.00

Other Roadway Elements	\$0.00
<b>Totals</b>	<b>\$200,000.00</b>

## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$0.00
Sidewalk Construction	\$500,000.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$100,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$100,000.00
<b>Totals</b>	<b>\$700,000.00</b>

## Specific Transit and TDM Elements

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

## Transit Operating Costs

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

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**Totals**

Total Cost	\$900,000.00
Construction Cost Total	\$900,000.00
Transit Operating Cost Total	\$0.00

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

Engineering - The City recently lowered the speed limit on Front Avenue adjacent to the school from 30 mph to 25 mph as part of a larger citywide effort to encourage slower driving and greater awareness of pedestrians. The proposed project will provide the necessary infrastructure around the school to encourage safe walking to school.

Education - The City will work collaboratively with the school to educate parents and the community about the project, including developing fliers and maps to distribute at the school and in the community. Saint Paul has produced a video to teach youth how to use the crossing signals at traffic lights. Staff from Crossroads school are stationed outside before and after school to help walkers cross the street navigate safely in the right direction and help drivers be aware of children.

**Response:**

Enforcement: Saint Paul Police are recognized leaders in their coordinated enforcement efforts to ticket drivers who do not stop for crossing pedestrians. SPPD conduct approx. 75 events annually with volunteers to raise awareness of the crosswalk law and ticket drivers who do not stop. SPPD supports Walk to School Days by sending officers to greet students and help them walk to school safely during events.

Encouragement: Crossroads is a leader in Saint Paul in encouraging walking throughout the school day. Students regularly walk two blocks to Marydale Park for recreation or other curriculum. This teaches kids the importance of walking to local destinations and establishes walking habits. Crossroads has started to do regular bus stop and walks with students who bus to school. They also have one small walking school bus with a handful

of students lead by a paraprofessional at the school.

Evaluation: Saint Paul conducted parent surveys and student tallies in 2019 to establish the baseline. Saint Paul is committed to working with the school to evaluate the effectiveness of the proposed sidewalks after construction.

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

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## Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

The project is specifically named in an adopted Safe Routes to School plan\*

*\* The Minnesota Department of Transportation has a grant award program for Safe Routes to School Planning.*

The project, while not specifically named, is consistent with an adopted Safe Routes to School plan highlighting at least one of the school(s) to which it is meant to provide access

The project is identified in a locally adopted transportation/mobility plan or study and would make a safety improvement, reduce traffic or improve air quality at or near a school

Yes

The school(s) in question do not have Safe Routes to School plan(s)

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## Measure A: Average share of student population that bikes or walks

Average Percent of Student Population 4.0%

Documentation Attachment 1589507891818\_Crossroads Combined Student Travel Tally Reports.pdf

*Please upload attachment in PDF form.*

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## Measure B: Student Population

Student population within one mile of the school 72.0

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## 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:**

The project is located within an Area of Concentrated Poverty where 50% or more of residents are people of color. Crossroads Elementary School serves a diverse population where only 17% of enrolled students are white, 73% of students at Crossroads qualify for free/reduced price lunch, and 33% speak a language other than English at home. City staff has engaged with students and staff at the school to develop the proposed suite of improvements to more effectively allow students to walk to and from school, and to walk in and around the surrounding neighborhood throughout the school day.

Throughout development of the Saint Paul Pedestrian Plan, we heard from residents across the city that sidewalk gaps should be prioritized near schools and near vulnerable populations that rely on them. We heard from the community that lack of sidewalks was a formidable barrier to walking, especially during the winter. The proposed project is consistent with the priorities expressed to City staff through that planning process.

*(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.

The project provides benefits to low-income populations, people of color, persons with disabilities, youth, and elderly by providing a continuous network of ADA compliant and safe sidewalks for walking. These populations are less likely to drive and more likely to walk to school or commercial areas for daily needs. The current sidewalk network is littered with gaps and non-ADA-compliant ramps that make transportation difficult for anyone walking to or near Crossroads Elementary.

**Response:**

The sidewalk along Front Avenue provides benefits beyond school access by connecting neighborhood residents to the commercial opportunities at the Como/Front/Dale intersection, where neighborhood-scaled businesses such as convenience stores, a hardware store, barber shop, daycare, and other daily needs. For many neighborhood residents, the Speedy Food Stop at this intersection is the closest access to food, and being able to safely walk for shopping is a daily need.

There are bus stops on the south side of Front Avenue at Mackubin Street and Kent Street. These bus stops are not ADA accessible and a bus could not deploy a wheelchair ramp anywhere but in the roadway. Patrons waiting for the bus must stand in the grass or snow as they wait for route 3 buses providing critical connections to both downtown Minneapolis and Saint Paul, as well as many other transit transfer opportunities along the way. The proposed project will ensure an ADA compliant on the south side of Front Avenue serving these two bus stops.

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*

The project will require the removal of several trees to allow construction of the sidewalk and will result in an overall increase in impervious surface. Saint Paul has found that some residents perceive construction of a sidewalk within the public right-of-way adjacent to their private property to be an inconvenience or an imposition on privacy.

The City will require adjacent property owners to shovel snow from the sidewalk. This may be challenging for some residents, including the elderly or those with physical disabilities. The City has recommended that residents who are unable to shovel the sidewalk themselves to partner with neighbors, churches, or other organizations to receive help complying with the snow removal requirements.

The project will result in common temporary impacts during construction such as dust, odor, construction traffic, or temporary parking restrictions.

**Response:**

*(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** 1589242257316\_Socio-Econ.pdf

## Measure B: Part 1: Housing Performance Score

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

## Total Project Length

**Total Project Length** 0.6

*Project length entered on the Project Information - General form.*

## Housing Performance Score

**Total Project Length (Miles) or Population** 0.6

**Total Housing Score** 100.0

## Affordable Housing Scoring

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## **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.*

There are three affordable housing developments within 0.5 miles of project limits:

1. Princeton Place Apartments - 110 Affordable units at 60% AMI on 0, 1, and 2 bedroom units.

2. Arbor Point - This development was constructed in 2004 and provides 18 one bedroom and 29 two bedroom units for a total of 47 Affordable units. 5 units are available at 30% AMI, 5 units are available at 50% AMI, and 37 units are available at 60% AMI.

3. Front Hi-rise - This development was constructed in 1969 and offers 151 one bedroom units at 30% AMI.

In total, there are 308 affordable units within 0.5 miles of the proposed project.

**Response:**

The proposed project will improve accessibility for people who live in affordable housing by providing continuous and ADA compliant pedestrian routes to help them access jobs, transit, schools, parks, shopping, and other resources within walking distance. The neighborhood today has a variety of sidewalk gaps throughout the neighborhood, resulting in numerous areas where people walking today must leave the sidewalks to walk in the street.

The project will address ADA compliance at bus stops along Front Avenue at Kent Street and Mackubin Street, allowing transit riders to wait for the bus at an ADA compliant space that will be cleared of snow in the winter.

*(Limit 2,100 characters; approximately 300 words)*

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

The project will construct sidewalks to infill existing gaps in the pedestrian system. The project will construct a sidewalk along the south side of Front Avenue between Dale Street and Mackubin Street, a critical gap adjacent to a daycare center and across the street from Crossroads Elementary School. The sidewalk will also serve as a neighborhood connector to retail and businesses at Como/Front/Dale and provide an ADA compliant path to bus stops along the south side of Front St.

The project will close critical gaps in the pedestrian network for students at Crossroads Elementary, who routinely walk from school up to Marydale Park for both recreation and science curriculum. Currently there are no continuous sidewalks between the school and Marydale Park. The project will establish continuous pedestrian routes between the school and Marydale park along both Kent St and Mackubin St. The project will also close gaps on Mackubin street to establish a north/south sidewalk connection to make walking possible between Front Ave and Maryland Ave.

**Response:**

The sidewalk proposed along Front Avenue closes an important gap between the neighborhood and essential services offered at the commercial node of Como/Front/Dale. For many residents, the convenience store is the closest location to buy food and functions as the primary grocery store for those with the greatest mobility challenges. This project will improve access to commercial opportunities and provide an ADA compliant route.

**Upload Map**

1589248213691\_RBTN.pdf

*Please upload attachment in PDF form.*

---

**Measure B: Deficiencies corrected or safety or security addressed**

Within the project area there were a total of 20 crashes between 2011 and 2015, two of which resulted in possible injuries. Both of the possible injury crashes involved pedestrians or bicyclists. Twelve of the 20 crashes occurred along Front Avenue within the project area, creating an unsafe environment to walk or bike. A focal point of crashes in the area is the unconventional 6-legged intersection of Front/Como/Dale. This crash analysis excludes this complex signalized intersection, and only includes crashes occurring on the Front Avenue approach to the intersection.

**Response:**

The unconventional 6-leg design of Como/Front/Dale results in unusually long cycle lengths at the signal. Anecdotal observation has suggested that pedestrians are less likely to wait for a walk signal at this intersection due to long wait times, and choose to cross mid-block along Front Avenue - a movement that appears to become more frequent when pedestrians are already walking in the street due to the lack of sidewalks on the south side of Front Avenue. The intent of this project is to provide a sidewalk on the south side of Front to encourage pedestrians to stay on the south side until Kent Street before crossing to the north side of Front.

The project will construct sidewalks to infill existing gaps in the pedestrian system. The project will construct a sidewalk along the south side of Front Avenue between Dale Street and Mackubin Street, a critical gap along a collector roadway carrying 3,400 vehicles per day. This new sidewalk will be adjacent to a daycare center and across the street from Crossroads Elementary School. The sidewalk will also serve as a neighborhood connector to retail and businesses at Como/Front/Dale and provide an ADA compliant path to bus stops along

the south side of Front Avenue.

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

---

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

The City intends to work collaboratively with the school to develop an outreach plan targeted at both parents, students, and neighborhood residents. The City desires to partner with the school in developing messages about pedestrian safety and collaboration between the school and the community. Typically the City will use a variety of strategies to perform outreach to area residents, including targeted mailings, open house events, one-on-one conversations with adjacent property owners and residents, and social media postings.

Community engagement for this project will focus on piggy-backing with existing events that already have large audiences among the community. These include Safe Summer Nights events hosted by Saint Paul Police, Back to School night, or other events at Crossroads Elementary. In addition, Saint Paul will seek feedback from the North End Neighborhood Organization and attend at least one meeting to present the project and seek feedback. The City will also work with the North End Neighborhood Organization as well as the school to host a community open house seeking formal input on the project.

Saint Paul Police Department will continue to host Stop for Me events near Crossroads Elementary to raise awareness of the crosswalk law and ticket drivers who do not stop for pedestrians.

The City has conducted parent surveys as part of the planning in advance of the project and a summary of those surveys is attached.

#### Response

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

#### Survey Attachment

*Please upload attachment in PDF form.*

1589509422627\_Parent Survey Report.pdf

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## 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

01/01/2025

### 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

Yes

100%

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

100%

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

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

**Project is located on an identified historic bridge**

### **3)Right-of-Way (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.

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. Yes

25%

No outreach has led to the selection of this project.

0%

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

The proposed project is consistent with the priorities established in the City's Comprehensive Plan, Pedestrian Plan, and Safe Routes to School Policy Plan, all three of which were developed with community engagement efforts to identify priorities related to sidewalk infill and pedestrian safety. All three planning efforts identified safety and the need to construct sidewalks as a top priority. The project responds to complaints received by the City from both drivers and pedestrians regarding the lack of sidewalks, particularly along Front Avenue, where traffic volumes are higher (3,400 ADT) and there are more pedestrian destinations such as retail and restaurants.

---

### Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$900,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$900,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

---

### Other Attachments

<b>File Name</b>	<b>Description</b>	<b>File Size</b>
Basemap.pdf	Project Map	2.5 MB
Crossroads SRTS Summary.pdf	One page project summary	248 KB
RES 20-146 Reg Sol Projects.pdf	Council resolution supporting project application and snow clearance	93 KB



The Most Livable  
City in America

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

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## **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 4<sup>th</sup> 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 7<sup>th</sup> through 10<sup>th</sup> and 15<sup>th</sup> 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.

<u>Necessary Structural Changes</u>	<u>Applicable ADAAG Standard</u>	<u>Action to be taken</u>	<u>Projected Completion</u>	<u>Projected Cost</u>
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
7 <sup>th</sup> Floor Counter*	7.2.2	No 36" section	12/31/2010	\$2,500
8 <sup>th</sup> Floor Office (Pagel's Office)	4.30.6	No room # or sign	6/30/2015	\$50
8 <sup>th</sup> Floor Counter	7.2.2	No 36" section	12/31/2015	\$2,500
9 <sup>th</sup> 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 9 <sup>th</sup> Floor Restrooms	4.13-4.19	Complete renovation	12/31/2015	\$150,000
10 <sup>th</sup> 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.

<u>Necessary Structural Changes</u>	<u>Applicable ADAAG Standard</u>	<u>Action to be taken</u>	<u>Projected Completion</u>	<u>Projected Cost</u>
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.

<u>Necessary Structural Changes</u>	<u>Applicable ADAAG Standard</u>	<u>Action to be taken</u>	<u>Projected Completion</u>	<u>Projected Cost</u>
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
2 <sup>nd</sup> 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 2<sup>nd</sup> 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.

<u>Necessary Structural Changes</u>	<u>Applicable ADAAG Standard</u>	<u>Action to be taken</u>	<u>Projected Completion</u>	<u>Projected Cost</u>
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.

<u>Necessary Structural Changes</u>	<u>Applicable ADAAG Standard</u>	<u>Action to be taken</u>	<u>Projected Completion</u>	<u>Projected Cost</u>
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.

<u>Necessary Structural Changes</u>	<u>Applicable PROWDG Standard</u>	<u>Action to be taken</u>	<u>Projected Completion</u>	<u>Projected Cost</u>
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>

## Accessible Pedestrian Traffic Signals

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 as 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 with 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 from 16 signalized intersections to 135 signalized intersection with APS out of 385 Traffic Signals.

<u>Necessary Structural Changes</u>	<u>Applicable PROWDG Standard</u>	<u>Action to be taken</u>	<u>Projected Completion</u>	<u>Projected Cost</u>
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.

<u>Necessary Structural Changes</u>	<u>Applicable PROWDG Standard</u>	<u>Action to be taken</u>	<u>Projected Completion</u>	<u>Projected Cost</u>
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



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# CITY OF SAINT PAUL

## GRIEVANCE PROCEDURE UNDER THE AMERICANS WITH DISABILITIES ACT

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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 Wetzels-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 final 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

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## 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:**

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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**



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](mailto: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 note 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.

**RESOLUTION  
 CITY OF SAINT PAUL, MINNESOTA**

8

Presented by Kathy Sant

1 Whereas, the American's with Disabilities Act (ADA) of 1990 elevated the civil rights protection of  
 2 people with disabilities to the same level as those protections in place based on race, color,  
 3 religion and national origin provided through the Civil Rights Act of 1964; and  
 4  
 5 Whereas, the ADA was signed into law on July 26, 1990 [28 CFR 35.150]; and  
 6  
 7 Whereas, the ADA required public entities with more than 50 employees to develop a transition  
 8 plan by July 26, 1992; and  
 9  
 10 Whereas, this transition plan must identify all structural modifications that are necessary for  
 11 buildings and facilities to ensure that programs, services and activities are accessible to people  
 12 with different abilities; and  
 13  
 14 Whereas, this transition plan must identify the steps to complete the modifications, the estimated  
 15 date of completion and the cost associated with each modification; and  
 16  
 17 Whereas, the Saint Paul Public Works Department did not meet the July, 1992 deadline, but has  
 18 prepared the attached transition plan for review and implementation; and  
 19  
 20 Whereas, the Mayor's Advisory Committee for People with Disabilities has reviewed the  
 21 transition plan and has accepted it in its entirety; and  
 22  
 23 Whereas, the Business Review Council has reviewed the transition plan and will be making their  
 24 comments by April, 21, 2010; and  
 25  
 26 Therefore, be it resolved, that the City Council of Saint Paul adopts the Public Works ADA  
 27 Transition Plan and directs Public Works to follow the steps elaborated toward the goal of making  
 28 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: Or Mulholland

Requested by Department of Public Works:  
 By: [Signature]  
 Public Works Director  
 Approved by the Office of Financial Services:  
 By: [Signature]  
 Approved by City Attorney:  
 By: Lisa D. Veith  
 Approved by Mayor for Submission to Council:  
 By: Or Mulholland

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

**School Name:** Crossroads Science Program

**Set ID:** 28793

**School Group:** Saint Paul Safe Routes to School Steering Committee

**Month and Year Collected:** April 2019

**School Enrollment:** 0

**Date Report Generated:** 05/12/2020

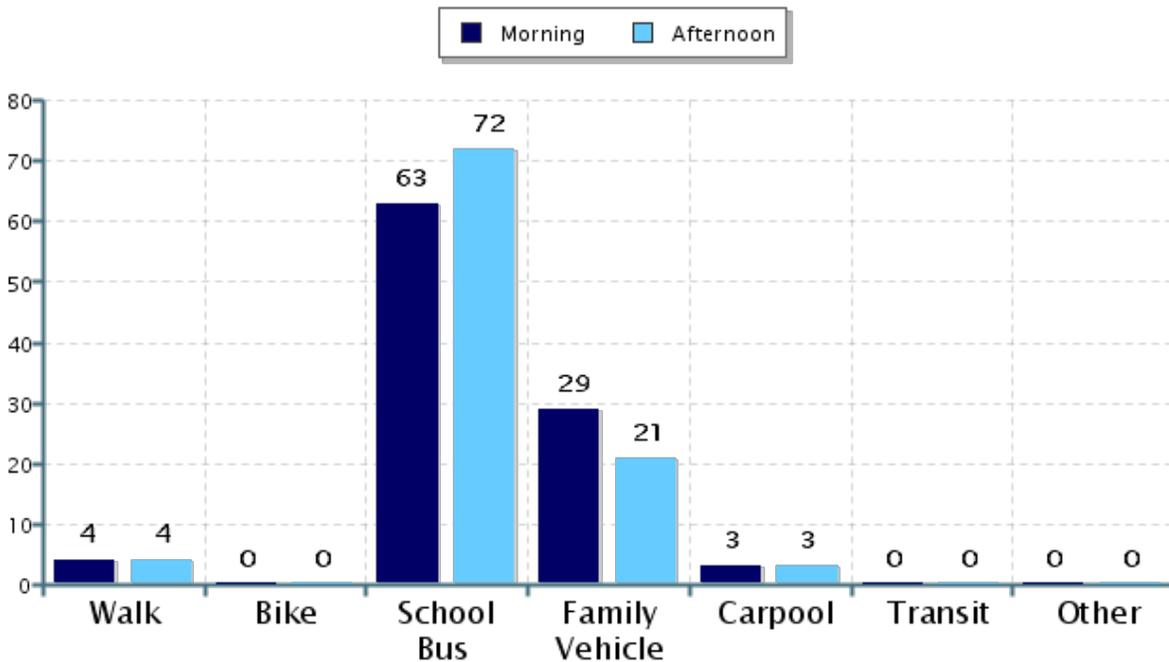
**% of Students reached by SRTS activities:**

**Tags:**

**Number of Classrooms  
Included in Report:** 10

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

## Morning and Afternoon Travel Mode Comparison



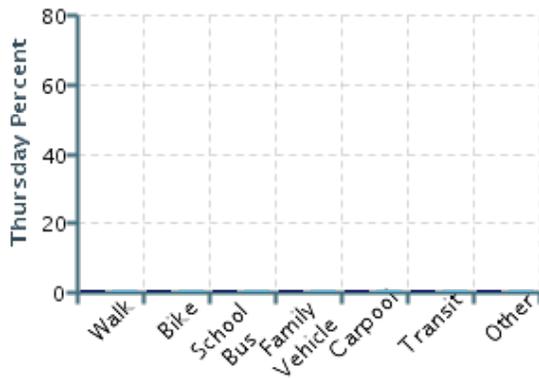
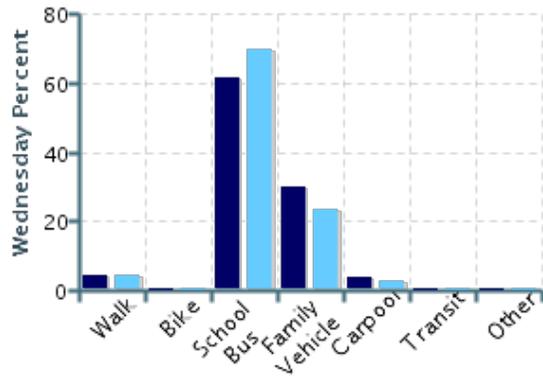
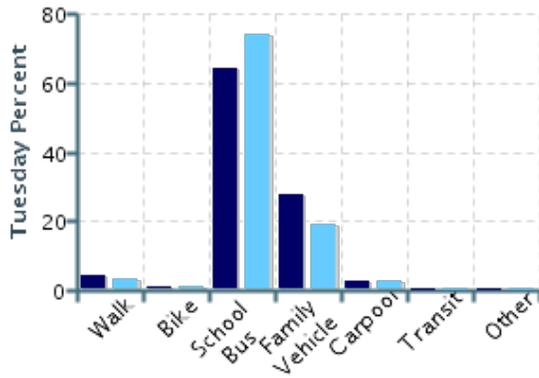
## Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	408	4%	0.2%	63%	29%	3%	0%	0%
Afternoon	405	4%	0.2%	72%	21%	3%	0%	0%

Percentages may not total 100% due to rounding.

## Morning and Afternoon Travel Mode Comparison by Day

■ Morning      ■ Afternoon

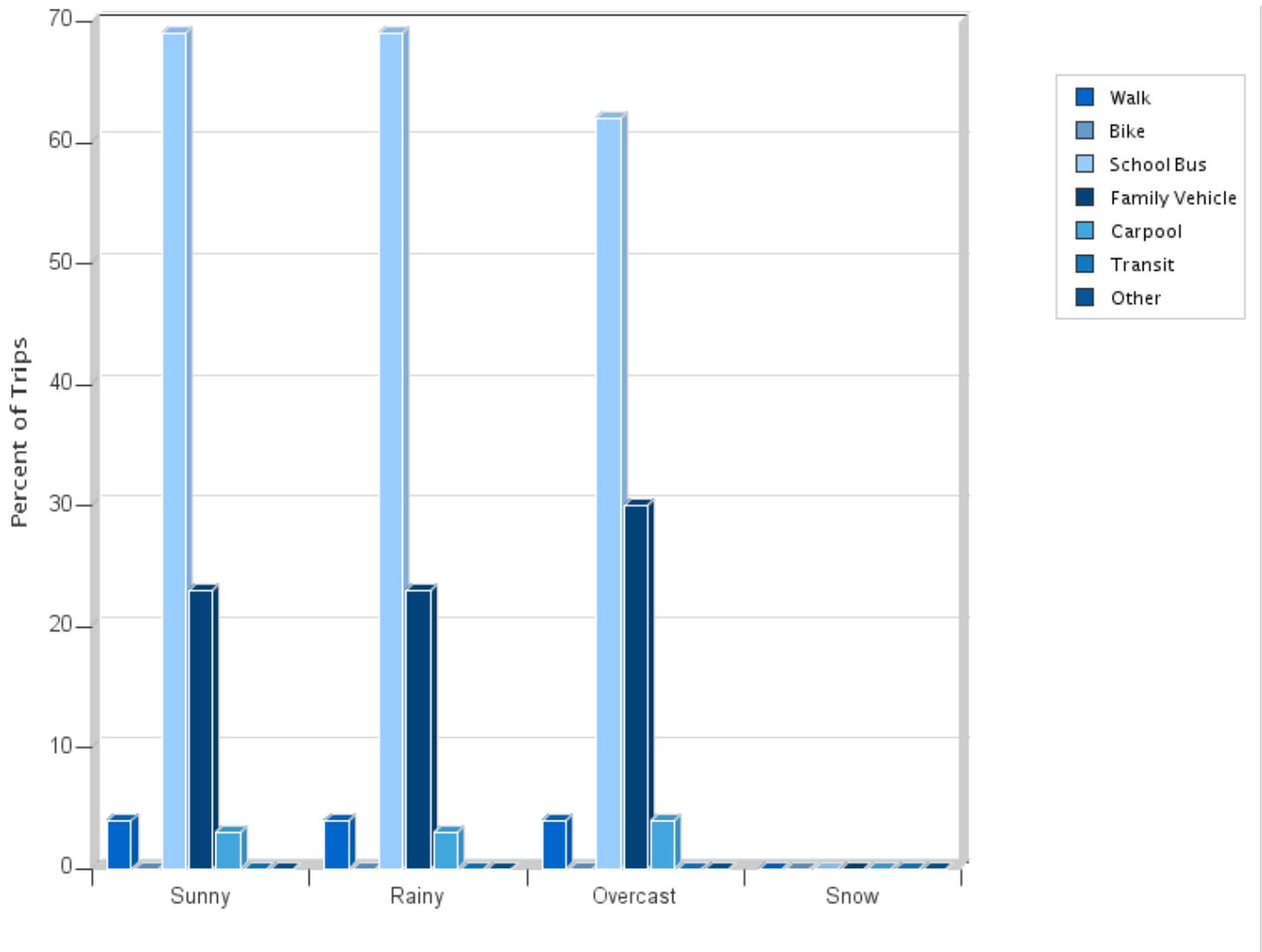


## Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	205	4%	0.5%	64%	28%	3%	0%	0%
Tuesday PM	202	3%	0.5%	74%	19%	3%	0%	0%
Wednesday AM	203	4%	0%	62%	30%	4%	0%	0%
Wednesday PM	203	4%	0%	69%	23%	3%	0%	0%
Thursday AM		0%	0%	0%	0%	0%	0%	0%
Thursday PM		0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

### Travel Mode by Weather Conditions



### Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	407	4%	0.5%	69%	23%	3%	0%	0%
Rainy	203	4%	0%	69%	23%	3%	0%	0%
Overcast	203	4%	0%	62%	30%	4%	0%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

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

**School Name:** Crossroads Montessori

**Set ID:** 28790

**School Group:** Saint Paul Safe Routes to School Steering Committee

**Month and Year Collected:** April 2019

**School Enrollment:** 0

**Date Report Generated:** 05/12/2020

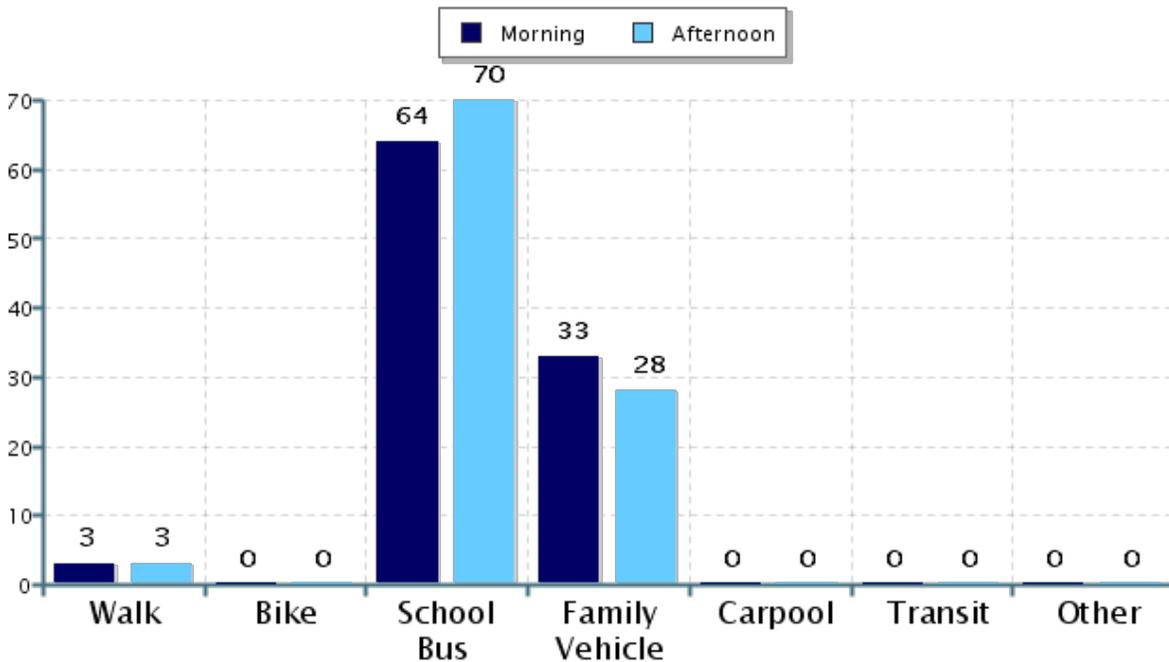
**% of Students reached by SRTS activities:**

**Tags:**

**Number of Classrooms  
Included in Report:** 15

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

## Morning and Afternoon Travel Mode Comparison



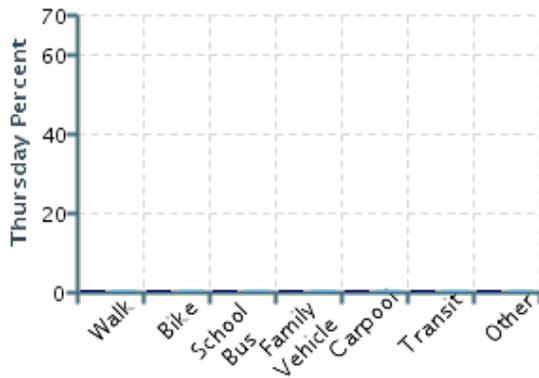
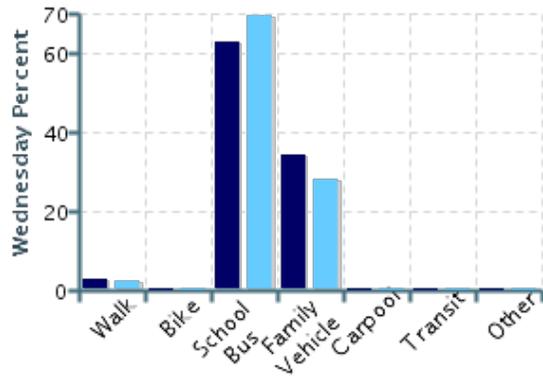
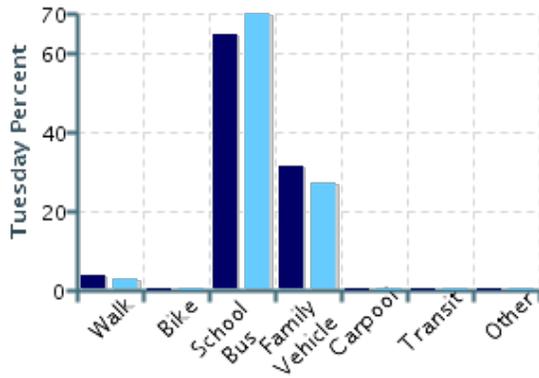
## Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	558	3%	0%	64%	33%	0%	0%	0%
Afternoon	558	3%	0%	70%	28%	0%	0%	0%

Percentages may not total 100% due to rounding.

## Morning and Afternoon Travel Mode Comparison by Day

■ Morning ■ Afternoon

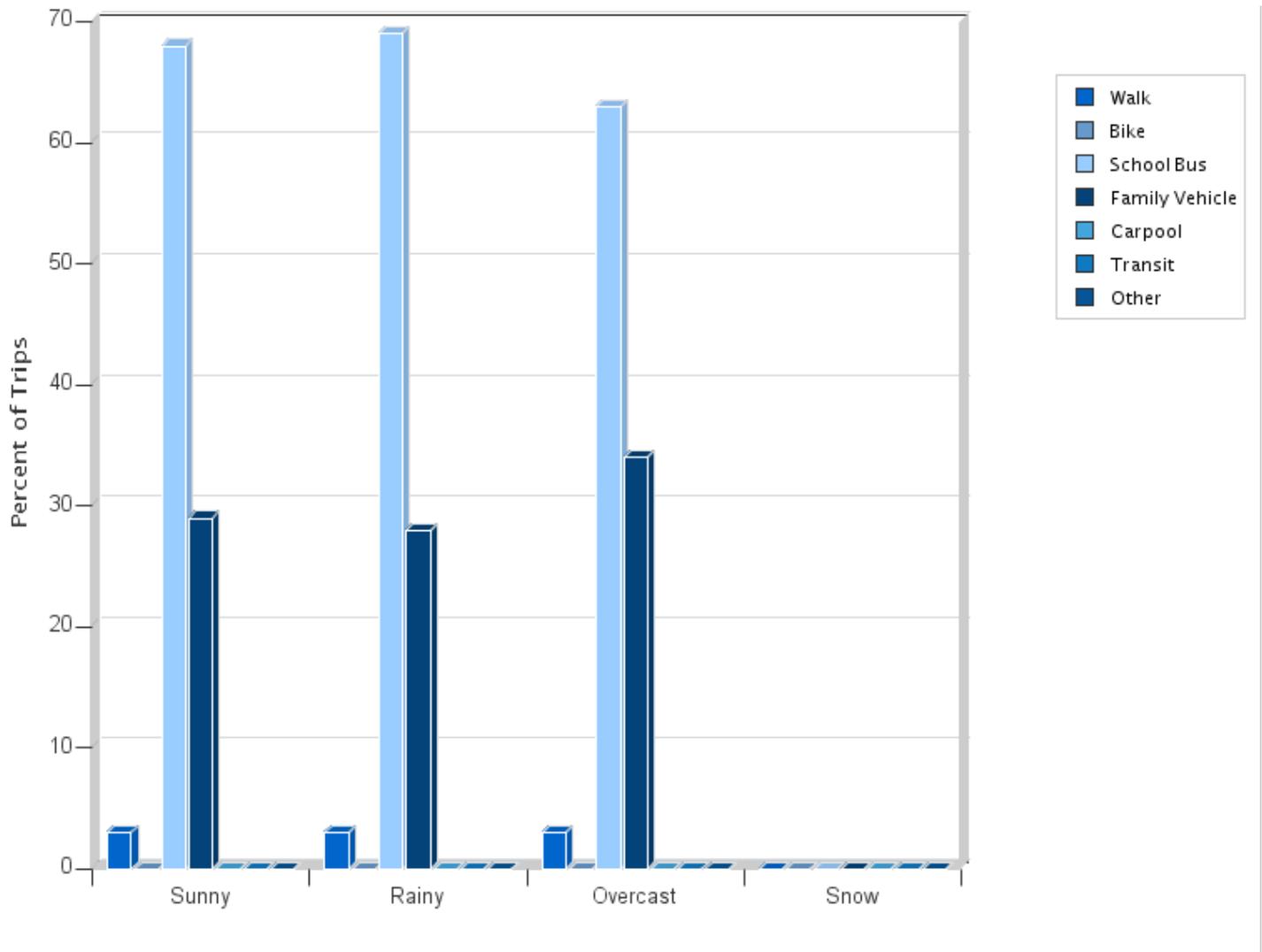


## Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	280	4%	0%	65%	31%	0%	0%	0%
Tuesday PM	280	3%	0%	70%	27%	0%	0%	0%
Wednesday AM	278	3%	0%	63%	34%	0%	0%	0%
Wednesday PM	278	3%	0%	69%	28%	0%	0%	0%
Thursday AM		0%	0%	0%	0%	0%	0%	0%
Thursday PM		0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

### Travel Mode by Weather Conditions



### Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	560	3%	0%	68%	29%	0%	0%	0%
Rainy	278	3%	0%	69%	28%	0%	0%	0%
Overcast	278	3%	0%	63%	34%	0%	0%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

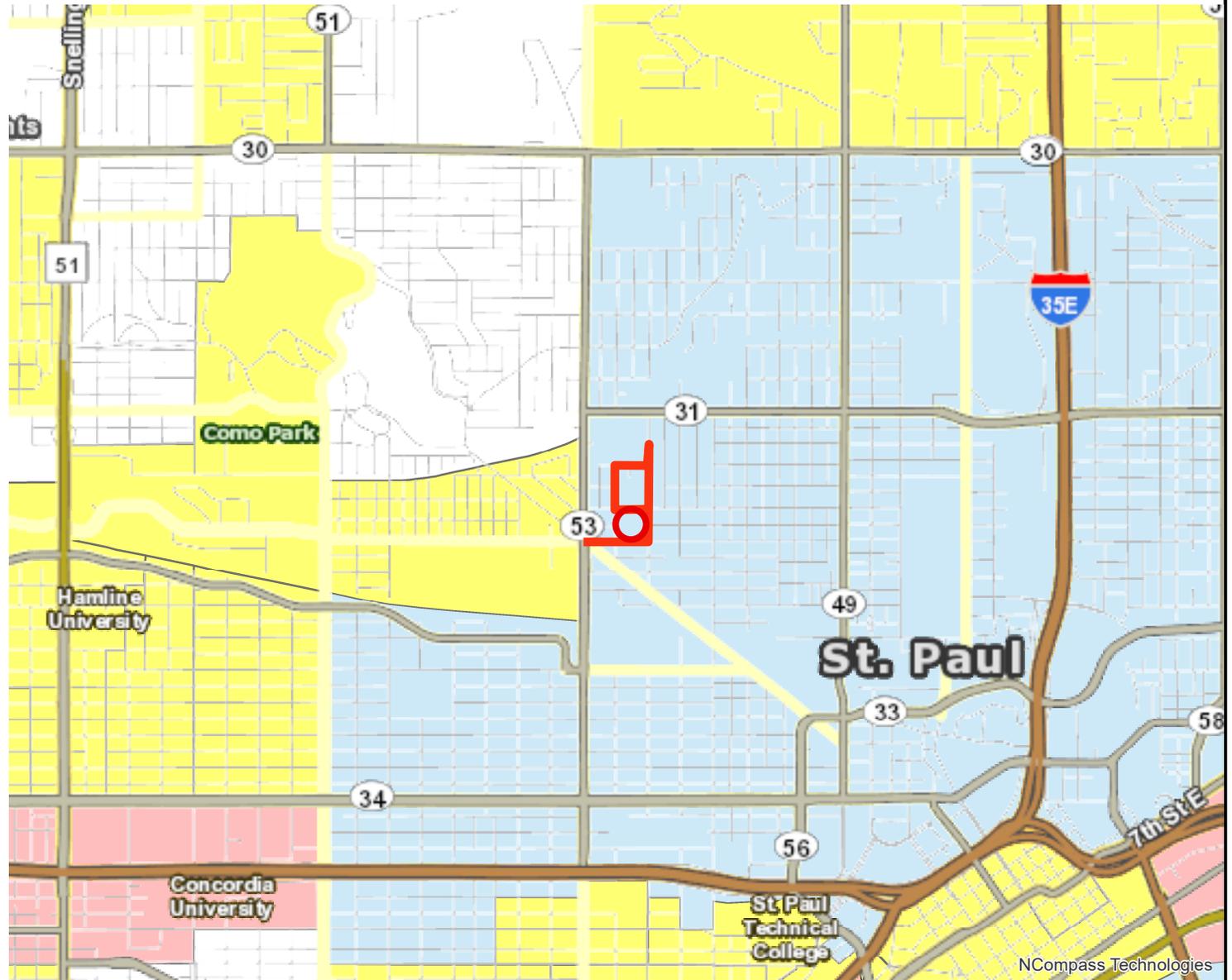
# Socio-Economic Conditions

Safe Routes to Schools Project: Crossroads SRTS | Map ID: 1589234862248

## 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  
32600 32700



NCompass Technologies

-  Points
-  Lines
-  Area of Concentrated Poverty > 50% residents of color

-  Area of Concentrated Poverty
-  Above reg'l avg conc of race/poverty



Created: 5/11/2020  
LandscapeRSA2

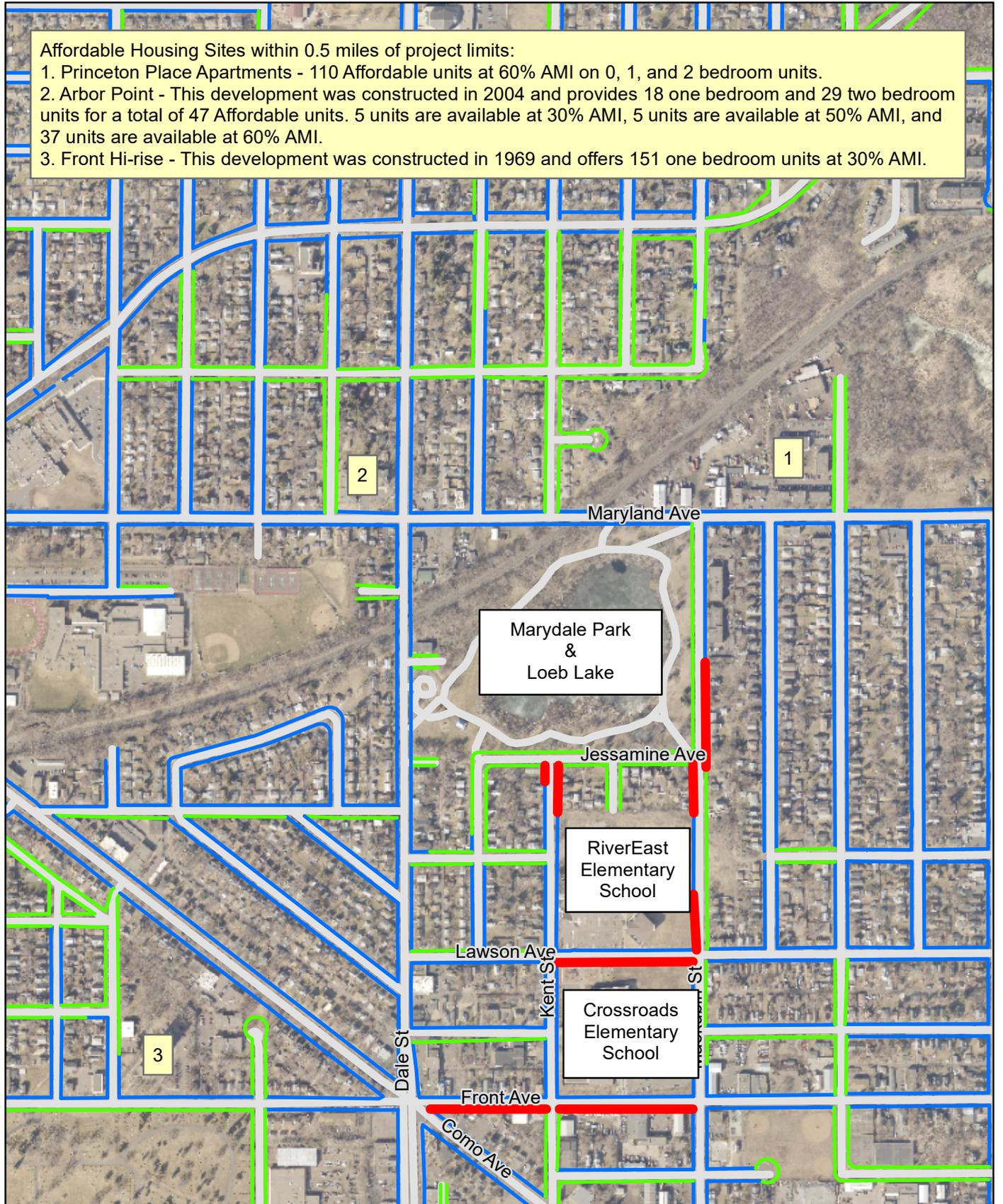


For complete disclaimer of accuracy, please visit  
<http://giswebsite.metc.state.mn.us/gis/site/notice.aspx>



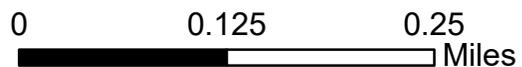
Affordable Housing Sites within 0.5 miles of project limits:

1. Princeton Place Apartments - 110 Affordable units at 60% AMI on 0, 1, and 2 bedroom units.
2. Arbor Point - This development was constructed in 2004 and provides 18 one bedroom and 29 two bedroom units for a total of 47 Affordable units. 5 units are available at 30% AMI, 5 units are available at 50% AMI, and 37 units are available at 60% AMI.
3. Front Hi-rise - This development was constructed in 1969 and offers 151 one bedroom units at 30% AMI.



### Crossroads SRTS Affordable Housing Map

- Existing Sidewalks
- Existing Sidewalk Gaps
- Proposed Sidewalk Infill



# Project to RBTN Orientation

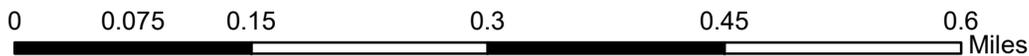
Safe Routes to Schools Project: Crossroads SRTS | Map ID: 1589234862248

## Results

Project NOT IN Regn'l Bicycle Transportation Corridor.



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



Created: 5/11/2020  
LandscapeRSA6



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



NCompass Technologies

# Parent Survey Report: One School in One Data Collection Period

**School Name:** Crossroads Science Program and Montessori

**Set ID:** 19344

**School Group:** Saint Paul Safe Routes to School Steering Committee

**Month and Year Collected:** November 2019

**School Enrollment:** 0

**Date Report Generated:** 05/12/2020

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

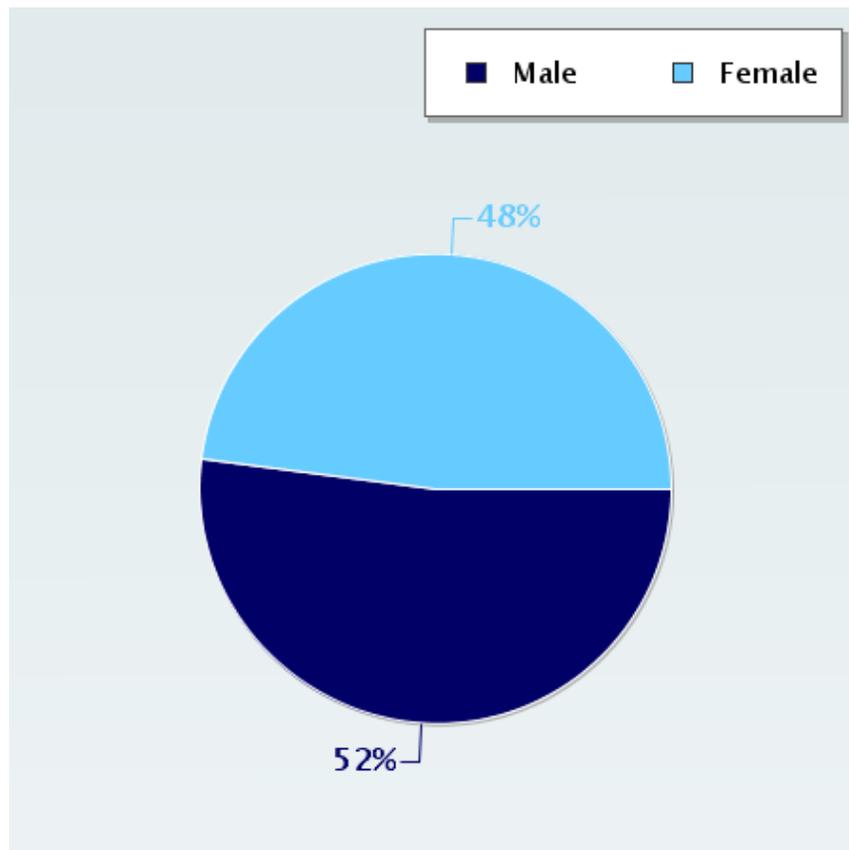
**Tags:** School zone speed limit - enforce

**Number of Questionnaires Distributed:** 0

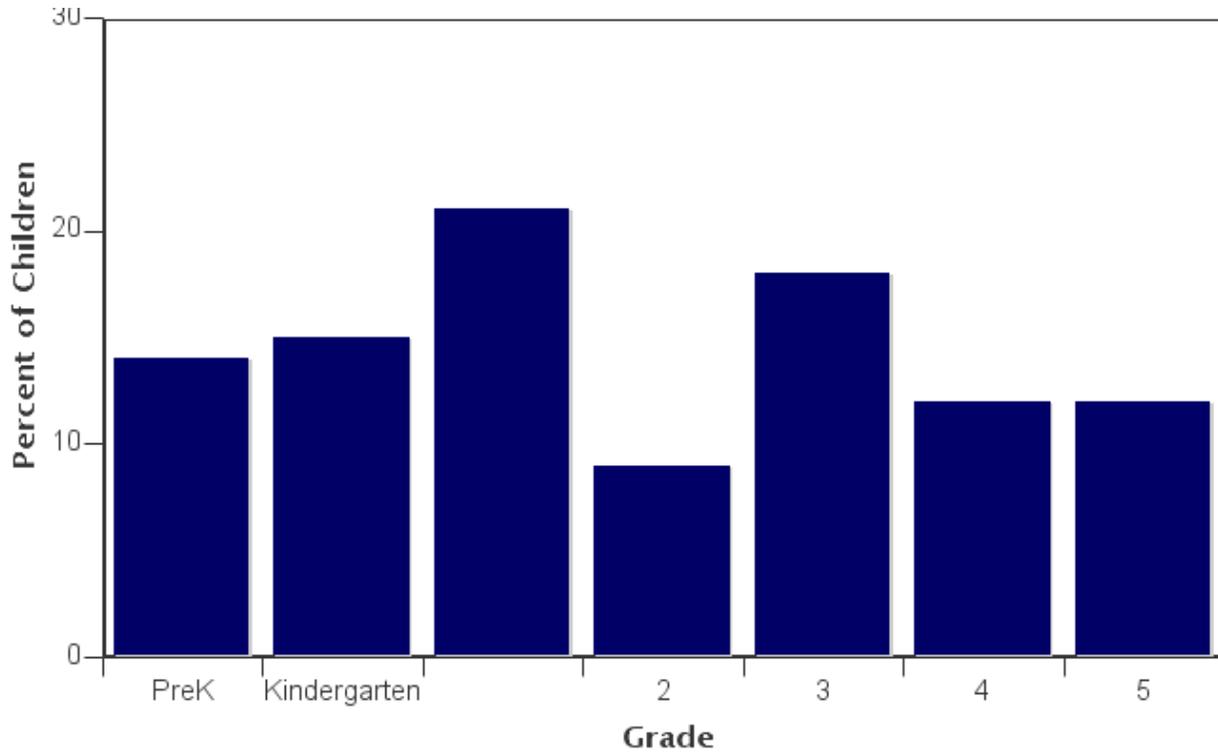
**Number of Questionnaires Analyzed for Report:** 96

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

Sex of children for parents that provided information



Grade levels of children represented in survey



Grade levels of children represented in survey

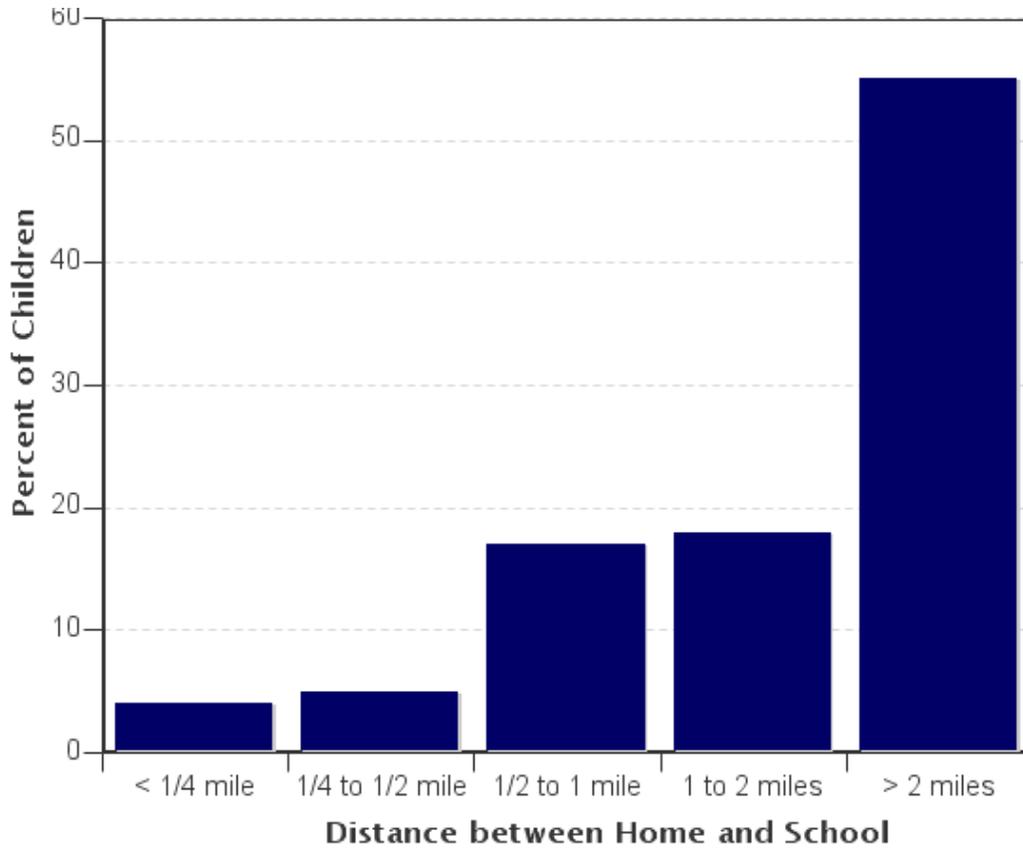
Grade in School	Responses per grade	
	Number	Percent
PreK	13	14%
Kindergarten	14	15%
1	20	21%
2	9	9%
3	17	18%
4	11	12%
5	11	12%

No response: 0

Percentages may not total 100% due to rounding.



Parent estimate of distance from child's home to school



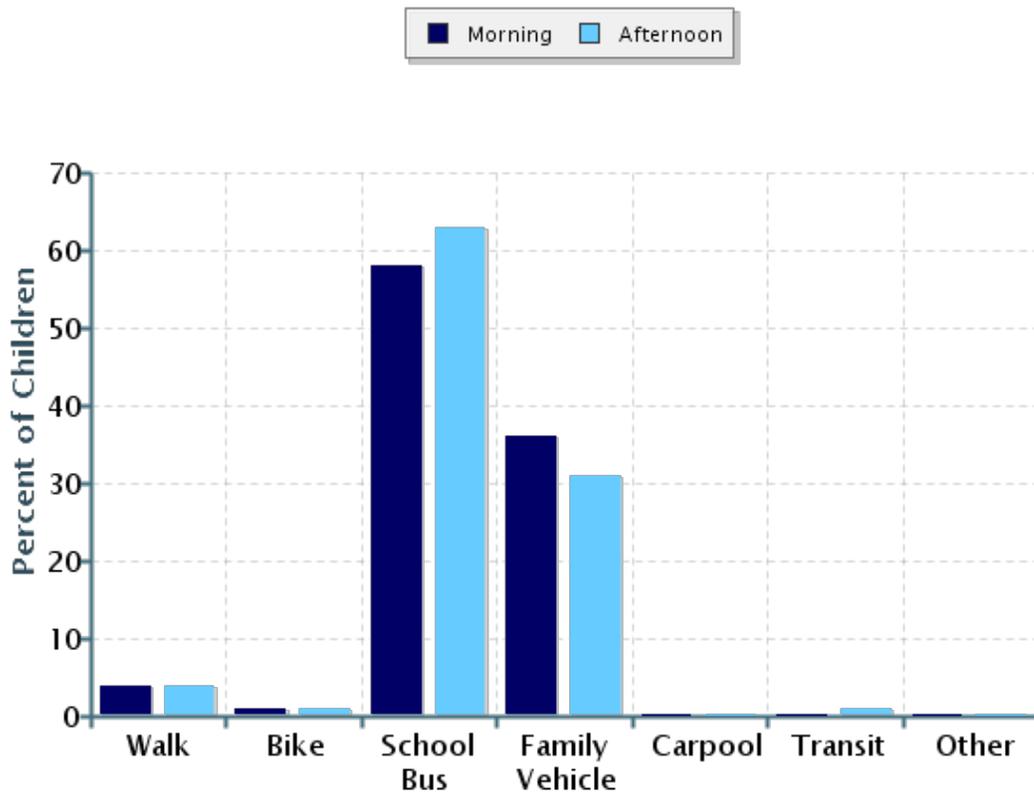
Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	4	4%
1/4 mile up to 1/2 mile	5	5%
1/2 mile up to 1 mile	16	17%
1 mile up to 2 miles	17	18%
More than 2 miles	52	55%

Don't know or No response: 2

Percentages may not total 100% due to rounding.

### Typical mode of arrival at and departure from school



### Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	96	4%	1%	58%	36%	0%	0%	0%
Afternoon	95	4%	1%	63%	31%	0%	1%	0%

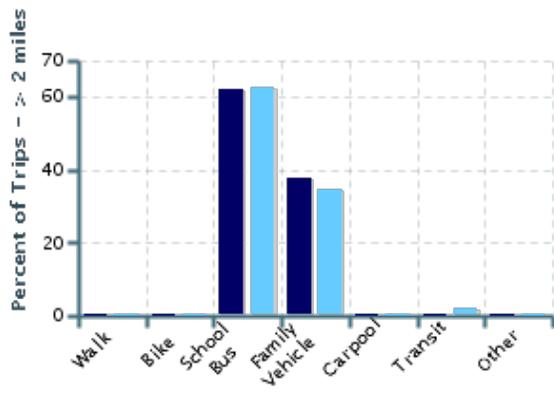
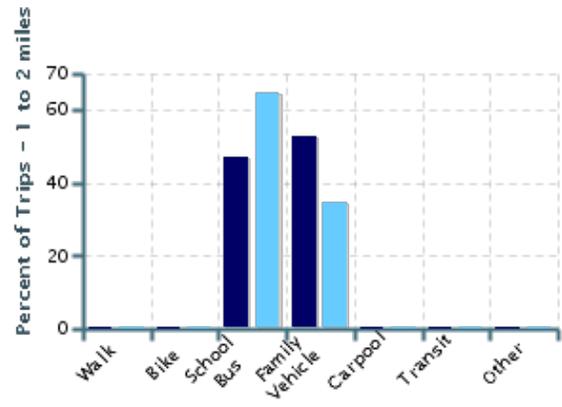
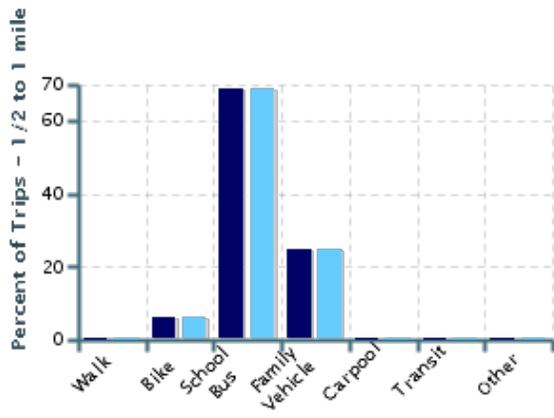
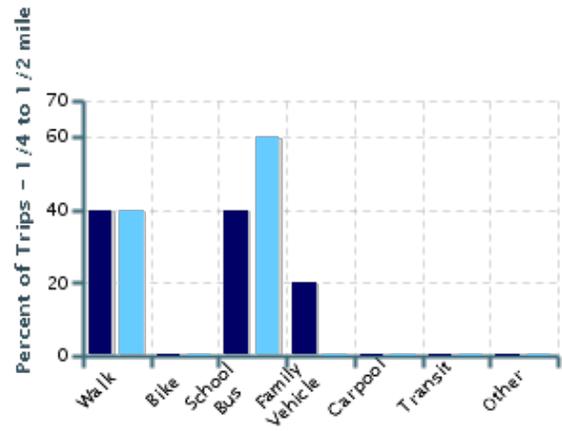
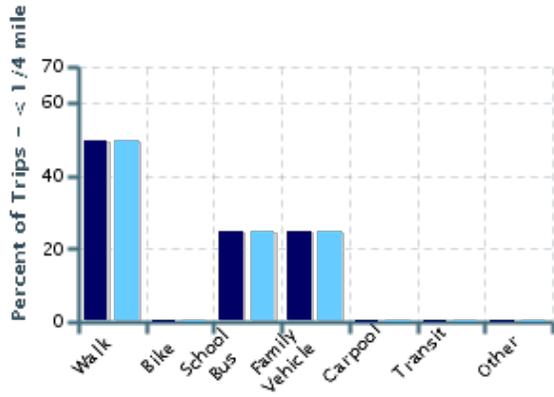
No Response Morning: 0

No Response Afternoon: 1

Percentages may not total 100% due to rounding.

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

■ Morning      ■ Afternoon



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

### School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	4	50%	0%	25%	25%	0%	0%	0%
1/4 mile up to 1/2 mile	5	40%	0%	40%	20%	0%	0%	0%
1/2 mile up to 1 mile	16	0%	6%	69%	25%	0%	0%	0%
1 mile up to 2 miles	17	0%	0%	47%	53%	0%	0%	0%
More than 2 miles	52	0%	0%	62%	38%	0%	0%	0%

Don't know or No response: 2

Percentages may not total 100% due to rounding.

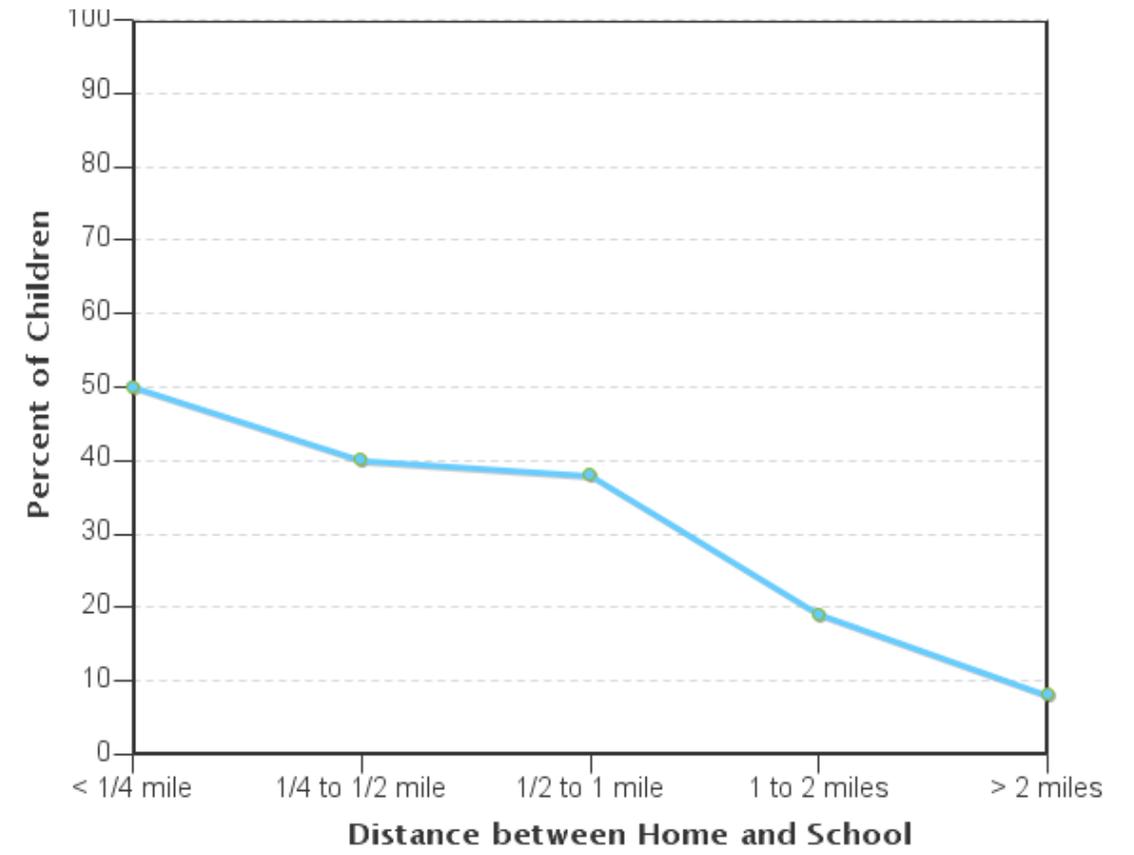
### School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	4	50%	0%	25%	25%	0%	0%	0%
1/4 mile up to 1/2 mile	5	40%	0%	60%	0%	0%	0%	0%
1/2 mile up to 1 mile	16	0%	6%	69%	25%	0%	0%	0%
1 mile up to 2 miles	17	0%	0%	65%	35%	0%	0%	0%
More than 2 miles	51	0%	0%	63%	35%	0%	2%	0%

Don't know or No response: 3

Percentages may not total 100% due to rounding.

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

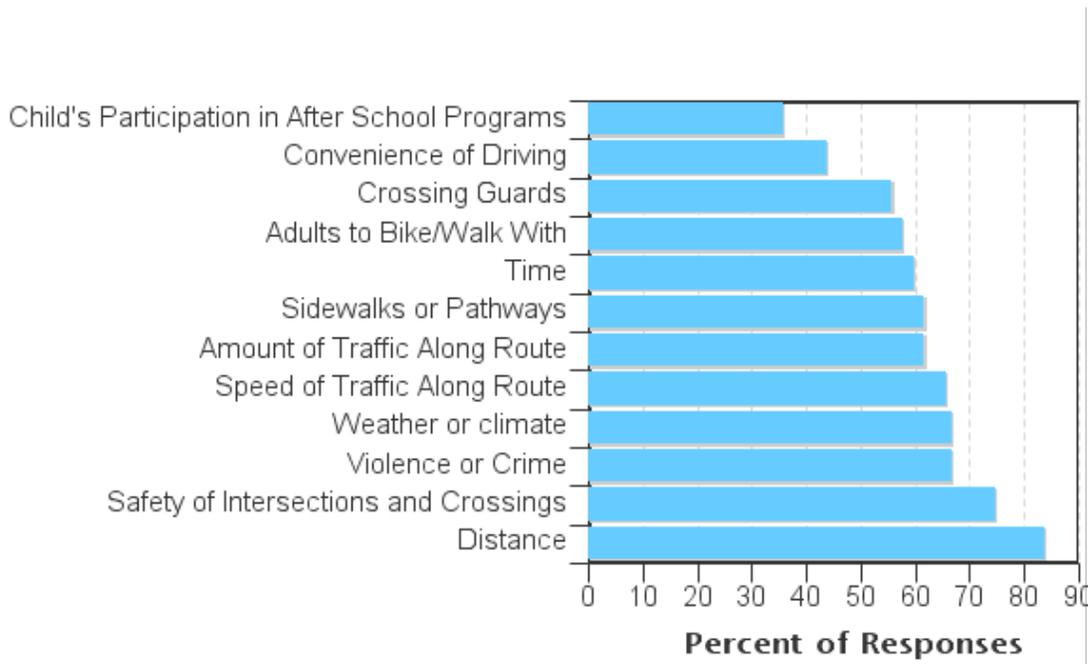


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

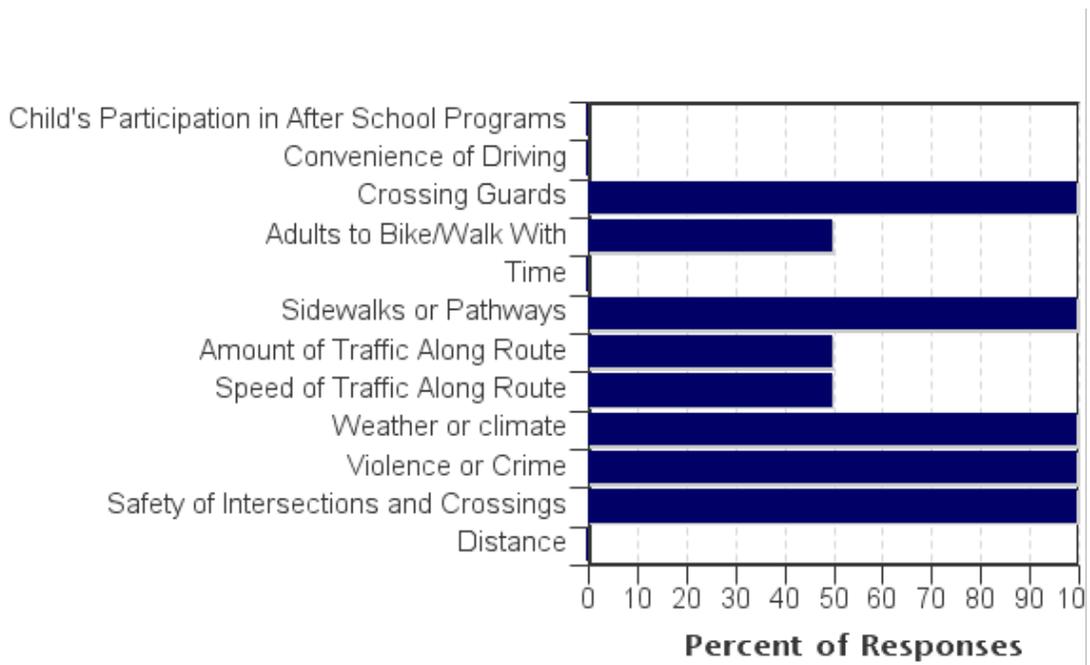
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	17	50%	40%	38%	19%	8%
No	75	50%	60%	63%	81%	92%

Don't know or No response: 4  
 Percentages may not total 100% due to rounding.

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



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



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

Issue	Child does not walk/bike to school	Child walks/bikes to school
Distance	84%	0%
Safety of Intersections and Crossings	75%	100%
Violence or Crime	67%	100%
Weather or climate	67%	100%
Speed of Traffic Along Route	66%	50%
Amount of Traffic Along Route	62%	50%
Sidewalks or Pathways	62%	100%
Time	60%	0%
Adults to Bike/Walk With	58%	50%
Crossing Guards	56%	100%
Convenience of Driving	44%	0%
Child's Participation in After School Programs	36%	0%
<b>Number of Respondents per Category</b>	<b>85</b>	<b>2</b>

No response: 9

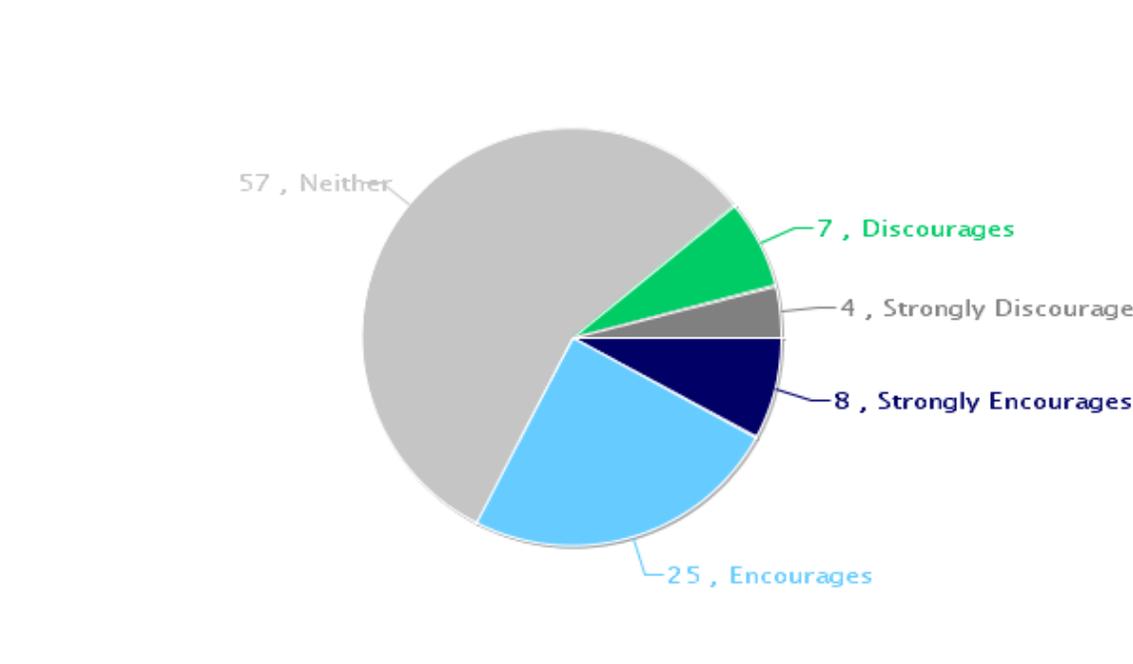
Note:

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

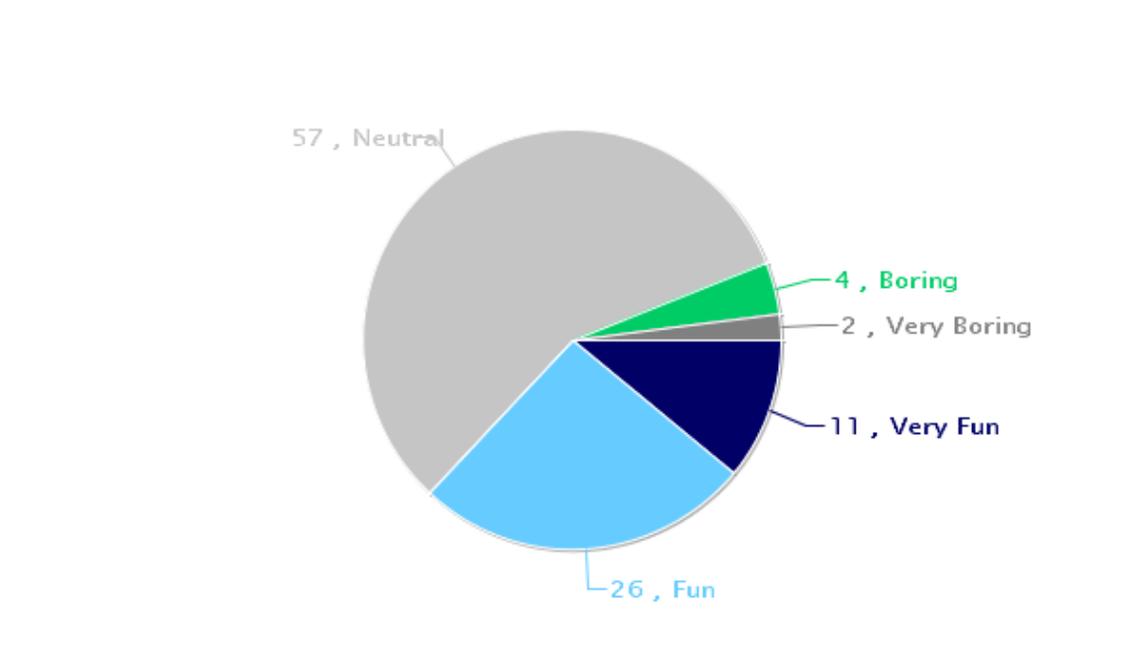
--Each column may sum to > 100% because respondent could select more than issue

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

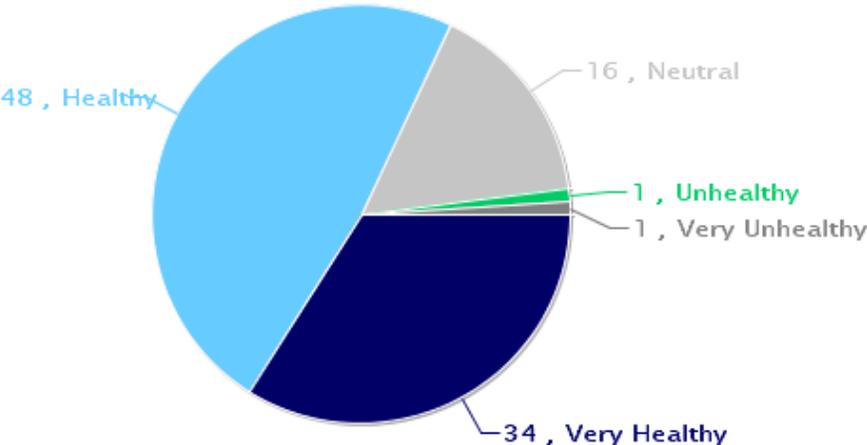
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



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



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



## Comments Section

SurveyID	Comment
1693242	Bikes not allowed at school. This seems like a bad policy, but I don't know background.
1693317	I love the idea of kids walking or biking, but the Como/Dale/front intersection is too dangerous and the neighborhood does not seem safe.
1693321	I do not feel it is safe in the area for kids under 14 to walk to or from school without some kind of adult.
1693322	This survey is not well crafted.
1693327	Com/Front/Dale intersection is dangerous to cross for anyone. Improvement would make walking much easier.
1693248	Bus safety when my child gets on and off the bus and making sure all cars stop for the bus.
1701613	For safety/school events, sidewalk is needed. School wanted a walk to school day, but I found it unsafe on the route due to no sidewalk available.
1701631	Would really appreciate school bus pick up and drop off closer to our house.
1701632	Would love to see some bike education at Crossroads.
1701639	Bike rack at Crossroads!!!
1701642	School policy says no biking and we are a little far to walk.
1701652	Dark sunrise/sunset time is a concern and the intersection of Dale/Front/Como.
1701653	Chief reason we don't let her walk unattended: dangerous intersection.
1693335	My child live out of district for St. Paul schools, so walking wouldn't work well for us at the moment.



**Crossroads SRTS Project Map**

- Existing Sidewalks
- Existing Sidewalk Gaps
- Proposed Sidewalk Infill



# Crossroads Elementary Safe Routes to School

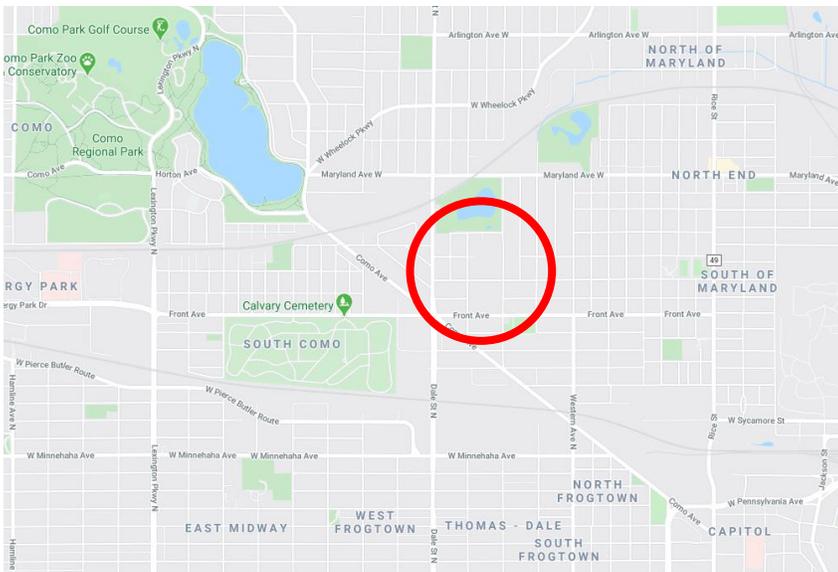
## Project Summary

**Applicant:** City of Saint Paul

**Project Summary:** The City of Saint Paul is proposing to construct 0.6 miles of sidewalk along neighborhood streets near Crossroads Elementary School. The project will also construct a new sidewalk along Front Avenue between Dale Street and Mackubin Street, providing access along a busy collector roadway, transit stops, commercial and retail properties, and neighborhood residences, in addition to Crossroads Elementary. The project will also address ADA compliance at all pedestrian ramps adjacent to the new sidewalks. The project is a partnership between the neighborhood, the school, and the City to ensure that walking is safe and attractive throughout the neighborhood.

**Cost:** \$720,000 federal; \$180,000 local; \$900,000 total

### Project Location:



### Existing Conditions:

This image shows a sidewalk gap along the south side of Front Avenue.





# City of Saint Paul

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

## Signature Copy

**Resolution: RES 20-146**

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**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.

Resolution RES 20-146 Passed Mayor's Office passed Signed 2/18/2020 2/12/2020 Signed | DAY THAT 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