



Application

17069 - 2022 Safe Routes to School Infrastructure

17507 - Chelsea Heights Elementary Pedestrian Improvements

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
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Primary Contact

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

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

Organization Information

Name: ST PAUL, CITY OF

Jurisdictional Agency (if different):

Organization Type: City
Organization Website:
Address: DEPT OF PUBLIC WORKS-CITY HALL ANNEX
 25 W 4TH ST #1500

 * ST PAUL Minnesota 55101
City State/Province Postal Code/Zip
County: Ramsey
Phone:* 651-266-9700
Ext.
Fax:
PeopleSoft Vendor Number 0000003222A22

Project Information

Project Name Chelsea Heights Elementary Pedestrian Improvements
Primary County where the Project is Located Ramsey
Cities or Townships where the Project is Located: Saint Paul, Falcon Heights
Jurisdictional Agency (If Different than the Applicant):

Brief Project Description (Include location, road name/functional class, type of improvement, etc.)
 Walking improvements near Chelsea Heights Elementary, including a combination of curb extensions and/or median islands and ADA upgrades at Hamline Ave and Hoyt Ave, Hoyt Ave and Huron St, Hamline Ave and Nebraska Ave, Hamline Ave and Arlington Ave, Hamline Ave and Frankson Ave, Hamline Ave and Midway Pkwy.

(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.
 Chelsea Heights Elementary SRTS pedestrian improvements on Hamline Ave (MSA Route 145) and Hoyt Ave (MSA Route 142)

Include both the CSAH/MSAS/TH references and their corresponding street names in the TIP Description (see Resources link on Regional Solicitation webpage for examples).
Project Length (Miles) 0.7
to the nearest one-tenth of a mile

Project Funding

Are you applying for competitive funds from another source(s) to implement this project? No

If yes, please identify the source(s)

Federal Amount \$1,000,000.00

Match Amount \$440,000.00

Minimum of 20% of project total

Project Total \$1,440,000.00

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

Match Percentage 30.56%

Minimum of 20%

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

Source of Match Funds Local funds

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

Preferred Program Year

Select one: 2026

Select 2024 or 2025 for TDM and Unique projects only. For all other applications, select 2026 or 2027.

Additional Program Years:

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

Project Information

County, City, or Lead Agency City of Saint Paul

Zip Code where Majority of Work is Being Performed 55108

(Approximate) Begin Construction Date 05/01/2026

(Approximate) End Construction Date 11/27/2026

Name of Trail/Ped Facility: Hamline Ave and Hoyt Ave Pedestrian Improvements

(i.e., CEDAR LAKE TRAIL)

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

From: N/A
(Intersection or Address)

To: N/A
(Intersection or Address)

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

Or At: Chelsea Heights Elementary

Miles of trail (nearest 0.1 miles): 0

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

Is this a new trail? No

Primary Types of Work Ped ramps, Curb extensions, Median Islands

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

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

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

Requirements - All Projects

All Projects

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

Page 7.23 Safety. Regional evaluation criteria will favor infrastructure projects that significantly improve safety for bicyclists and pedestrians while maintaining or enhancing the ease of bicycling or walking.

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

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

include appropriate provisions for bicycle and pedestrian travel.

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.

(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.

Chelsea Heights Elementary Safe Routes to School Plan, page 22

Saint Paul Pedestrian Plan, page 36, Action 1-6:

Reduce pedestrians exposure to motor vehicles

and lower street design speeds. Pursue changes in street designs that lower design speeds and reduce roadway crossing widths.

Saint Paul Comprehensive Plan Saint Paul for All

page 73, 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

and page 73, 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

List the applicable documents and pages: Unique projects are exempt from this qualifying requirement because of their innovative nature.

buffers between sidewalks and streets.

and page 75, Policy T-34: Promote safe walking and bicycling to school by supporting Safe Routes to School efforts and investing in sidewalk

connectivity and crossing enhancements near schools.

Saint Paul Safe Routes To School Policy Plan, page 20. This page establishes a project prioritization scheme and mentions projects should be prioritized that connect to community centers, parks, etc...

(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. Unique project costs are limited to those that are federally eligible.

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

5. Applicant is a public agency (e.g., county, city, tribal government, transit provider, etc.) or non-profit organization (TDM and Unique Projects applicants only). 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 in Table 1. For unique projects, the minimum award is \$500,000 and the maximum award is the total amount available each funding cycle (approximately \$4,000,000 for the 2020 funding cycle).

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

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA): \$250,000 to \$2,000,000

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

<https://www.stpaul.gov/sites/default/files/Media%20>

Link to plan: [Root/ADA%20Transiton%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

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. Unique projects are exempt from this qualifying requirement.

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

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

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

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

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

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

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

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

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

Multiuse Trails on Active Railroad Right-of-Way:

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

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

[Upload Agreement PDF](#)

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

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.

[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

Requirements - Bicycle and Pedestrian Facilities Projects

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$72,000.00
Removals (approx. 5% of total cost)	\$72,000.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$300,000.00
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	\$0.00
Other Roadway Elements	\$0.00
Totals	\$534,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$0.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$576,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$40,000.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$290,000.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$906,000.00

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	\$0.00

Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$0.00

Transit Operating Costs

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

Totals

Total Cost	\$1,440,000.00
Construction Cost Total	\$1,440,000.00
Transit Operating Cost Total	\$0.00

Measure 1A: Relationship Between Safe Routes to School Program Elements

The City of Saint Paul installed a bumpout at the intersection of Hamline and Nebraska in 2015 to narrow the road for students crossing. In the 2016 school year, school and SPPS staff, the community, and City staff worked with MnDOT to create a SRTS plan to identify recommendations for improvements near Chelsea Heights Elementary (CHE). This application proposes improvements at three locations identified in the attached plan where traffic volumes are highest, and crossings are widest. City staff recently began meeting on a regular basis with SPPS staff and the Saint Paul PD to discuss issues raised by the community and schools. This cross-agency approach allows staff to work quickly with stakeholders. It also creates a list of improvements to reference as funding becomes available. This application came from these weekly meetings.

Response:

Upcoming infrastructure improvements include bumpouts, bike lanes and sidewalk near Bruce Vento (2023), Maxfield (2023), and Crossroads (2025) Elementaries, and bumpouts near schools as part of Ramsey County resurfacings in 2023, which were informed by locations of schools. This list does not include improvements near schools as part of City resurfacings and reconstructions, rapid use of flex posts at locations across the city, in-street pedestrian crossing signs, and sidewalk and ADA upgrades when possible.

SPPS implements all 6 Es in its SRTS program across the district and at CHE. SPPS hired a SRTS Coordinator for the first time in 2019 with a MnDOT grant, which focuses work on 10 elementary Schools, including CHE. The Coordinator will continue to provide additional support to CHE. Encouragement activities at CHE include Walk/Bike to School Day celebrations, bus stop and walk events, and school patrol. For Education, CHE will

be implementing Walk! Bike! Fun! this spring using the SPPS bike fleet. SPPS is working with the City to temporarily close a portion of Nebraska Ave to cars to provide more space to use the bike fleet. In-school bike education also addresses an equity concern since many SPPS students have limited access to bikes. CHE is a diverse school (51% students of color, 39% of students receiving free/reduced lunch), and 21% of students' families speak languages other than English, so CHE translates information sent home and has a multilingual Educational Assistant on staff who makes direct calls to families. Recent SRTS engagement at CHE included a conversation about this grant at a PTA meeting, along with local Como Community Council, and the City of Falcon Heights (NW corner of Hamline and Hoyt). SPPS sent home a parent/caregiver survey to gather input on transportation to school. This survey also supports evaluation at CHE, along with travel tallies to measure how students get to/from school.

(Limit 2,800 characters; approximately 400 words)

Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

The project, or the issue/barrier being addressed by the project, is specifically named in an adopted Safe Routes to School plan* Yes

** 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

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

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

Average Percent of Student Population

8.5%

Documentation Attachment

1649181629919_chelsea heights travel tally march 2022.pdf

Please upload attachment in PDF form.

Measure B: Student Population

Student population within one mile of the school

82.0

Measure A: Engagement

i. Describe any Black, Indigenous, and People of Color populations, low-income populations, disabled populations, youth, or older adults within a ½ mile of the proposed project. Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.

ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing were engaged, whether through community planning efforts, project needs identification, or during the project development process.

iii. Describe the progression of engagement activities in this project. A full response should answer these questions:

Chelsea Heights Elementary is a diverse school (51% students of color, 39% of students receiving free/reduced lunch), and 21% of students' families speak languages other than English. The US Census Tract 302.01 that includes Chelsea Heights Elementary includes 18% of people identifying as something other than White-only. The seven-county metro area includes 28% of people identifying as something besides White-only according to ACS 2016-2020 data.

Response:

Students and families were involved in identifying the purpose and need and recommended improvements in the original SRTS plan using a parent/caregiver survey and an interactive map that was publicized in the community. If the grant is awarded, the school and community will be re-engaged by City staff to confirm the plan recommendations and identify challenges that have changed since the original plan. A focus will be made on engaging students and the nearby community who identify as Black, Indigenous, and People of Color by meeting families where they are - at school and community events at both the school and the adjacent Northwest Como Rec Center. Examples might also include Walk to School Days, Safe Summer Nights, and back to school events at Chelsea Heights. Engagement could also include surveys to identify priorities for crossing improvements. These surveys could be distributed through the school, Como District Council office and Northwest Como Rec Center. The surveys may be offered in multiple languages and in multiple formats (paper and electronic). Transit riders also use this corridor as part of Metro Transit Route 83. We know these improvements will benefit them, too. Working with Metro Transit, we will identify locations of high ridership that would benefit from crossing improvements.

In March 2022, a meeting with school staff helped prioritize the intersection of Hoyt and Huron. While this intersection was identified as a need earlier, it was prioritized because of engagement with the school.

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

Measure B: Equity Population Benefits and Impacts

Describe the projects benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Benefits could relate to:

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Equity populations residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Equity populations specifically identified through engagement, and substantiate benefits with data.

Acknowledge and describe any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Describe measures to mitigate these impacts. Unidentified or unmitigated negative impacts may result in a reduction in points.

Below is a list of potential negative impacts. This is not an exhaustive list.

The proposed improvements are intended to benefit some of the most vulnerable road users: children. However, the curb extensions and/or median islands and ADA improvements will benefit all community members by providing safer crossings of higher volume streets (Hamline and Hoyt). Crossing improvements will not eliminate or reduce access to any modes. In fact, by creating more comfortable spaces and crossings, access will be increased and will encourage people to walk to school and in the neighborhood. The curb extensions and/or median islands will also calm traffic and reduce vehicle speeds. A daycare on the corner of Hamline and Nebraska was noted several times in early engagement. The additional improvements at this intersection would further help to calm traffic at this crossing.

Response:

Creating comfortable crossings of Hamline Ave and Hoyt Ave increases access to Northwest Como Rec Center and Como Regional Park, both of which offer excellent opportunities for physical activity, fresh air, and peaceful, natural settings.

These improvements encourage walking as a mode of transportation. If the City plans to fight climate change, encouraging more people to walk and fewer people to drive is a major step in that fight. By giving more people access to safe places to walk, air quality will improve near school and in the neighborhood.

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

Measure C: Affordable Housing Access

Describe any affordable housing development existing, under construction, or planned within ½ mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).

Describe the projects benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:

This is not an exhaustive list. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.

Response:

The attached Socio-Economic map shows there are 539 publicly subsidized units within ½ mile of Chelsea Heights. Lyngblomsten Apartments to the south offers 105 subsidized apartment units to seniors. This project would benefit residents of the apartments who wish to access Como Regional Park and Northwest Como Rec Center, or for anyone who would benefit from a calmer Hamline Avenue while out on a walk. Additionally, there are naturally occurring affordable housing in the neighborhoods surrounding Chelsea Heights Elementary. These improvements would help connect people in the 539 units to the parks mentioned above, plus the childcare facility on Nebraska and Hamline, a Cub Foods and other retail on Larpenteur and Hamline, and the Lutheran church on Hamline and Hoyt.

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

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

Projects census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area):

Yes

Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area):

Upload the Socio-Economic Conditions map used for this measure.

1648238266870_SocEcMapChelsea.pdf

Measure A: Gaps, Barriers, and Continuity/Connections

The area surrounding Chelsea Heights has excellent sidewalk coverage. However, Hamline and Hoyt are barriers to a connected network. Indeed, both Hamline Ave and Hoyt Ave have been described by the school community as barriers to safe and comfortable walking and biking. Hamline carries nearly 5,400 cars per day past school. While the posted speed limit is 25 mph, the two-lane street is much wider than necessary, encouraging higher speeds. On the west side of Hamline, parked cars often obstruct the visibility of people waiting at the corners to cross. Elementary aged students are even harder to see behind parked cars.

Response:

By installing some combination of curb extensions and/or median islands and ADA compliant ped ramps at Hamline and Hoyt, Nebraska, Arlington, Frankson, and Midway, as well as at Hoyt and Huron, drivers will be forced to slow down, and visibility of students and families will improve. Slower vehicle speeds make crossing easier, vehicle stopping distances shorter, and create a more peaceful environment to walk and bike. Curb extensions, median islands, and ADA compliant ped ramps would complete the comfortable pedestrian network. It would also help people traveling to and from Northwest Como Rec Center (attached to Chelsea Heights Elementary) by foot. This is a critical destination in the Como area, and it too is separated from many neighbors by Hamline and Hoyt.

While a formal bikeway is not being considered as part of this application because of the cost of implementing a comfortable facility for elementary students, curb extensions and/or median islands would help reduce vehicle speeds and increase visibility. These benefits for people walking are also felt by people biking if speeds were reduced on Hamline and Hoyt. This section of Hamline

connects to Como Regional Park, which includes miles of separated paths and bikeways. Increasing comfort for people biking on and across Hamline would make these connections to Como Regional Park easier.

(Limit 2,800 characters; approximately 400 words)

Upload Map

1649255673452_RBTNMapChelsea.pdf

Please upload attachment in PDF form.

Measure B: Deficiencies corrected or safety or security addressed

Response:

Chelsea Heights Elementary is located on the corner of two streets with higher vehicle volumes, when compared to neighborhood streets in Saint Paul. Hamline Ave carries 5,400 vehicles per day to other main arterials and collectors including Larpenteur Ave to the north and Como Ave to the south, especially during the morning commute when students are traveling to school. Hoyt Avenue serves as the northwest border between the City of Saint Paul and City of Falcon Heights and connects the neighborhood to TH 51/Snelling Ave a half-mile to the west of school. Since 2014, there have been five crashes in the area involving people biking and walking: two at the intersection of Hamline and Hoyt, two at the intersection of Midway Pkwy and Hamline, and one on Arlington Ave, one block west of Hamline. See crash report attached to this application. Curb extensions and/or median islands at Hamline and Hoyt would directly address these crashes by narrowing crossing distances, calming traffic, and increasing visibility of vulnerable road users. According to MnDOT, curb extensions and median islands are an intersection element that are proven to reduce crashes (CMF 0.55 and 0.54, respectively).

Furthermore, installing curb extensions and/or median islands along Hamline at Hoyt, Nebraska, Arlington, and Midway would calm traffic for the length of Hamline, as opposed to traffic at a single intersection. This system/corridor approach would benefit more than people crossing at one single location, and would create a peaceful setting in which to walk to school.

Parent and caregiver surveys from March and April 2022 indicate many students already walk to school, but that even more do not because there is a concern over the safety of intersections and crossings (specifically mentioning Hamline and Hoyt, Hamline and Nebraska), as well as traffic

speeds. The improvements proposed in this application directly address these concerns. The survey results are attached to this application.

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

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

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

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment - Construction Projects

1. 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. The focus of this section is on the opportunity for public input as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.

Multiple types of targeted outreach efforts (such as meetings or online/mail outreach) specific to this project with the general public and partner agencies have been used to help identify the project need.

Yes

100%

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

50%

At least online/mail outreach effort specific to this project with the general public 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.

25%

No outreach has led to the selection of this project.

0%

Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.

As part of the 2017 Chelsea Heights Safe Routes to School Plan, project staff sent out information to parents and caregivers in the form of surveys (206 surveys returned) and general information about the planning process, including how to engage. Information was also sent to the Como Community Council (local neighborhood planning organization) and the plan was developed in close partnership with the school and school district.

In preparation for this application, City staff have once again spoken with and received support from Como Community Council, as well as Councilmember Mitra Jalali, Council President Amy Brendmoen, the City of Falcon Heights, and received broad support for the project. Staff met with Saint Paul Public Schools and chose this project after close collaboration and iteration. The Chelsea Heights school principal was instrumental in prioritizing the barriers after identifying the Huron and Hoyt crossing as a higher priority than City staff had initially believed. The Chelsea Heights PTO have also been made aware of the project and are supportive of the proposed changes. Parent and caregiver surveys were once again sent out in March of 2022 and are attached to this application.

If awarded, City and School District staff will engage again with the school community and neighborhood to further develop the scope of improvements at each intersection. The techniques for future engagement are TBD, but could include electronic mailings and questionnaires, pop up engagement near the school, and/or collaboration with the school and Northwest Como Rec Center to promote the project and gather feedback.

Response:

(Limit 2,800 characters; approximately 400 words)

2.Layout (25 Percent of Points)

Layout includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow; scale; legend; city and/or county limits; existing ROW, labeled; existing signals;* and bridge numbers*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width;* proposed signals;* and proposed ROW). An aerial photograph with a line showing the projects termini does not suffice and will be awarded zero points. *If applicable*

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

100%

A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements).

Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid colleen.brown@state.mn.us.

Yes

100%

For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

75%

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

50%

Layout has been started but is not complete. A PDF of the layout must be attached to receive points.

25%

Layout has not been started

0%

Attach Layout

Please upload attachment in PDF form.

Additional Attachments

Please upload attachment in PDF form.

3.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

4.Right-of-Way (25 Percent of Points)

Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired Yes

100%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - plat, legal descriptions, or official map complete

50%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels identified

25%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels not all identified

0%

5.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%

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): \$1,440,000.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$1,440,000.00

Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

Other Attachments

File Name	Description	File Size
2022.04 D10 Letter of Support - Pedestrian Improvements Proposal at Chelsea Heights Elementary.pdf	Como Community Council Letter of Support	149 KB
caregiver survey summary chelsea heights April 2022.pdf	Parent Caregiver Survey results April 2022	866 KB
Chelsea Heights Elementary Project Summary.pdf	Project Summary One Pager	1.7 MB
chelsea heights travel tally march 2022.pdf	March 2022 Student Travel Tally	139 KB
ChelseaHeightsConceptMap.pdf	Project Concept Map	3.8 MB
CMJalaliLOS_Chelsea HeightsSRTS.pdf	City Councilmember Jalali Letter of Support	83 KB
Crash_Summary_20220329.pdf	Crash Summary near school	386 KB
HamlineHoytLetterOfSupport_2022.pdf	City of Falcon Heights Letter of Support	47 KB
Map_Print_-_Chelsea_Heights_Ped_Bike_Crash_20220329.pdf	Bike and Ped Crash Map near school (2012 - 2021)	163 KB
RBTNMapChelsea.pdf	RBTN Network near Chelsea Heights Elementary	2.2 MB
RES 22-334 Regional Solicitation Projects.pdf	City of Saint Paul City Council Resolution supporting Chelsea Heights Elementary project	96 KB
SocEcMapChelsea.pdf	Socio Economic conditions map	2.2 MB
SPPS Letter of Support- Supt - Chelsea Heights reg. solicitation.pdf	Saint Paul Public Schools Superintendent Letter of Support	136 KB

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

School Name: Chelsea Heights Elementary

Set ID: 32163

School Group: Saint Paul Safe Routes to School Steering Committee

Month and Year Collected: March 2022

School Enrollment: 330

Date Report Generated: 03/31/2022

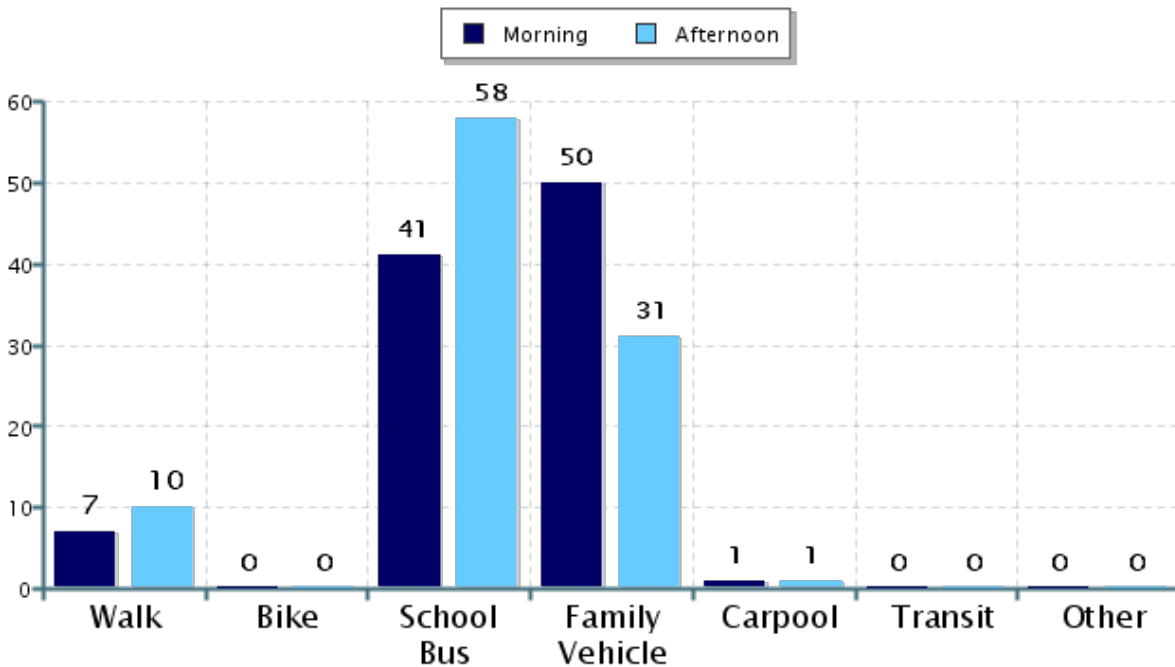
% of Students reached by SRTS activities: 76-100%

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



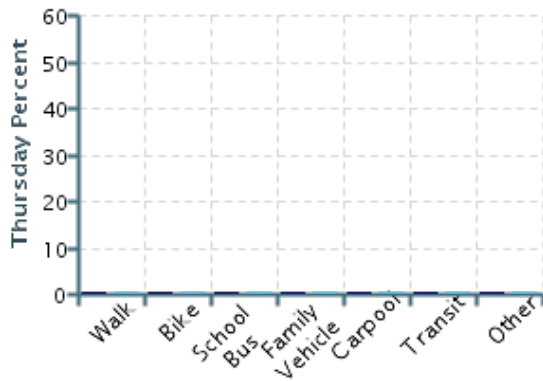
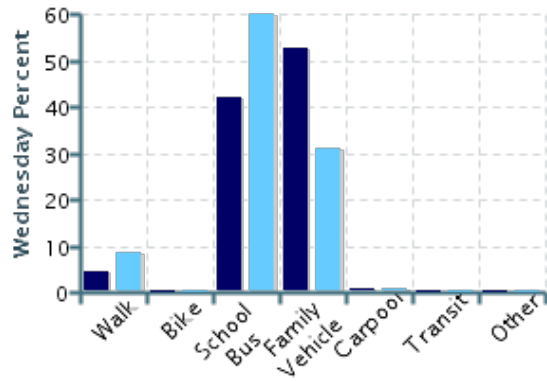
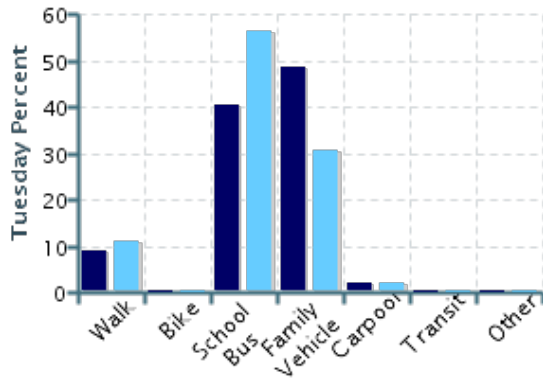
Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	416	7%	0%	41%	50%	1%	0%	0%
Afternoon	396	10%	0%	58%	31%	1%	0%	0%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

■ Morning ■ Afternoon

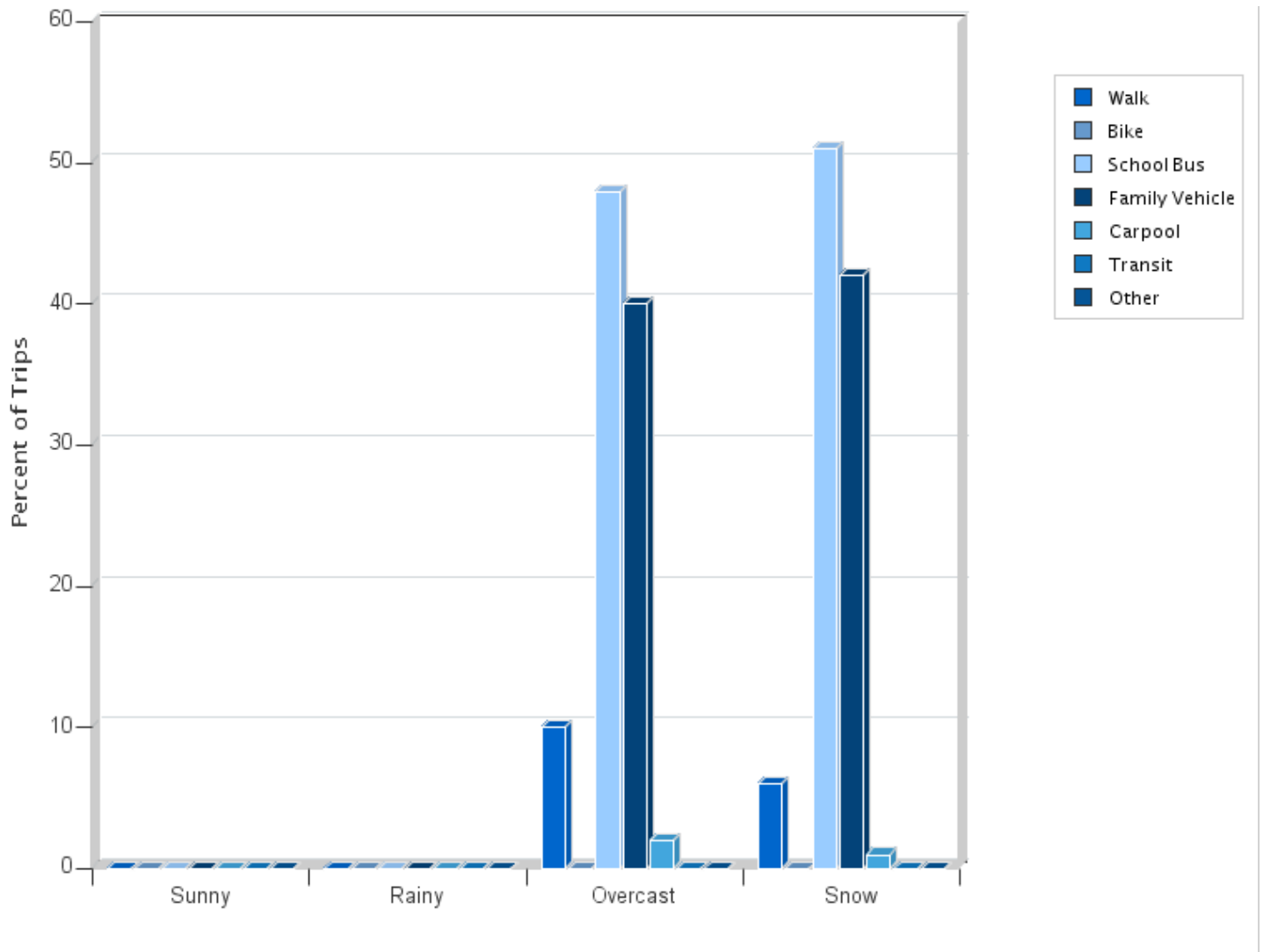


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	212	9%	0%	41%	49%	2%	0%	0%
Tuesday PM	209	11%	0%	56%	31%	2%	0%	0%
Wednesday AM	204	4%	0%	42%	52%	1.0%	0%	0%
Wednesday PM	187	9%	0%	60%	31%	0.5%	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	0	0%	0%	0%	0%	0%	0%	0%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	421	10%	0%	48%	40%	2%	0%	0%
Snow	391	6%	0%	51%	42%	0.8%	0%	0%

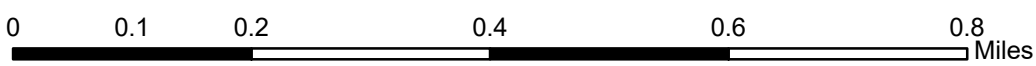
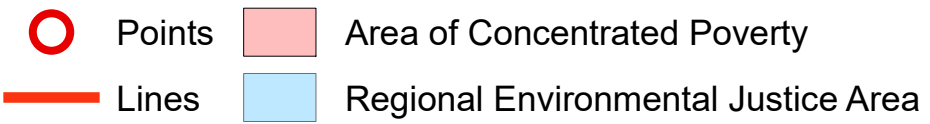
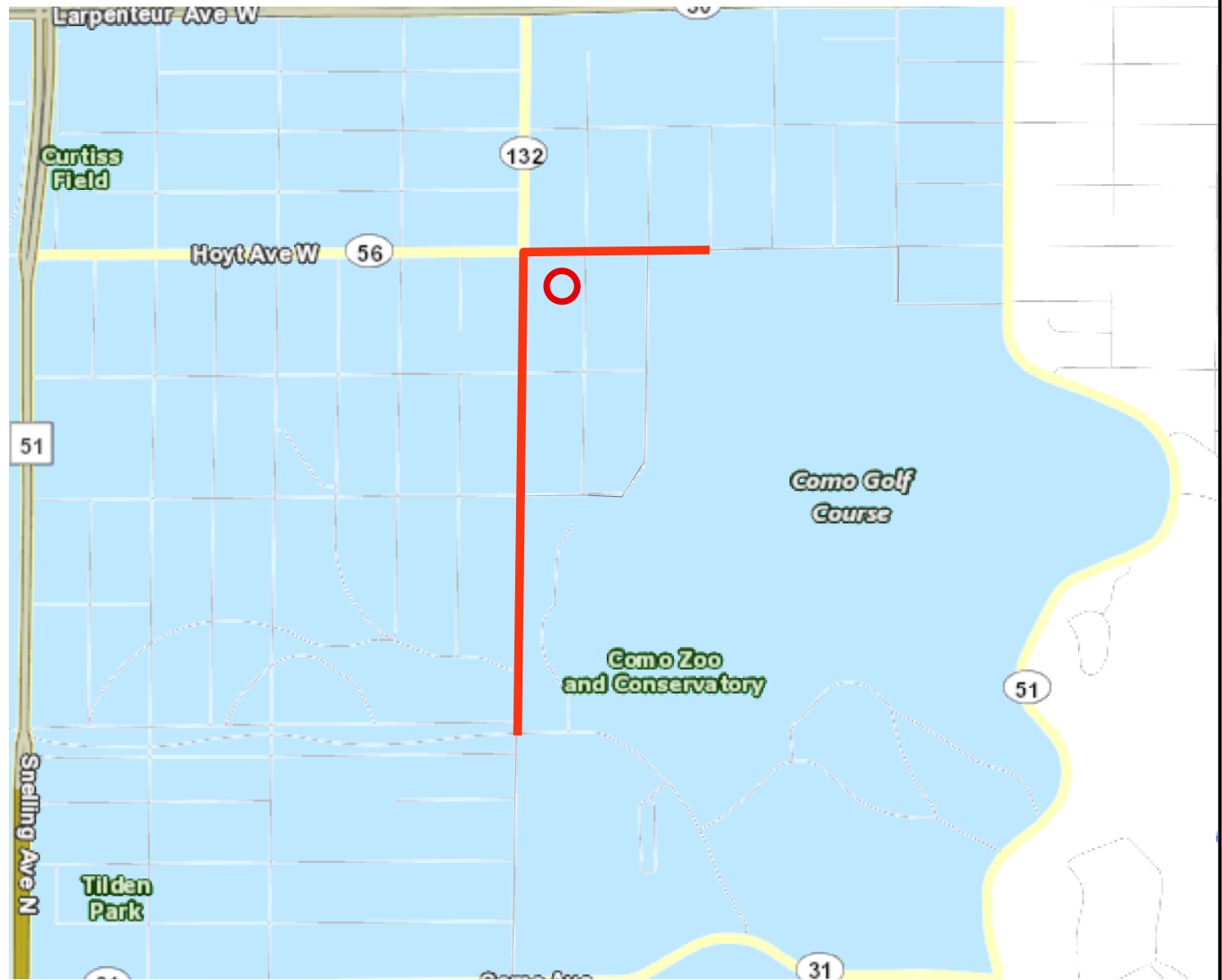
Percentages may not total 100% due to rounding.

Socio-Economic Conditions

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 539

Project located in census tract(s) that are ABOVE the regional average for population in poverty or population of color.



Created: 3/25/2022
LandscapeRSA2



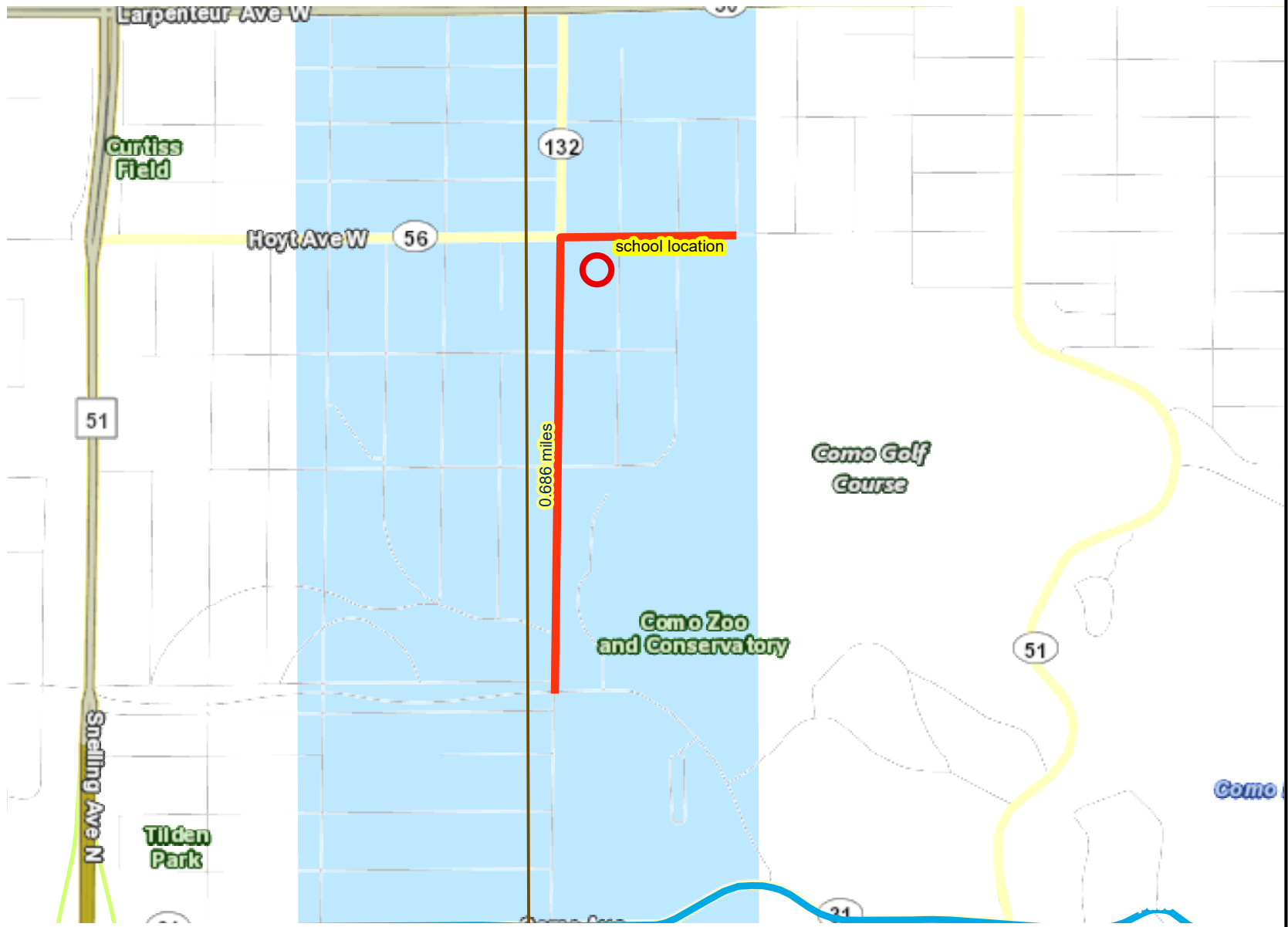
For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissite/notice.aspx>



Project to RBTN Orientation

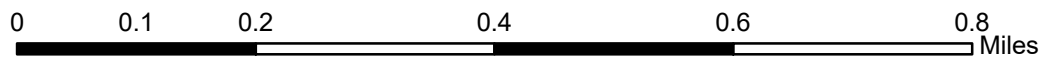
Results

Project IN TIER 1
Bicycle Transport Corridor.



0.686 miles

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



Created: 3/25/2022
LandscapeRSA6



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





District 10 Como Community Council

1224 Lexington Parkway North

Saint Paul, MN 55103

651.644.3889

district10@district10comopark.org

www.district10comopark.org

April 7, 2022

The Como Community Council's Land Use Committee voted unanimously April 6 to approve the following motion:

Moved that the Como Community Council supports Saint Paul Public Works funding proposal for pedestrian improvements near Chelsea Heights Elementary School through the Met Council's Regional Solicitation - Safe Routes to Schools category.

D10 has supported and participated in community engagement for pedestrian improvements in the area around Chelsea Heights Elementary for several years and enthusiastically encourages approval of this proposal.

Sincerely,

Shevek McKee
Executive Director
District 10 Como Community Council

Safe Routes to School Parent/Caregiver Survey Summary

Chelsea Heights, March-April 2022

This is a summary of caregiver survey data collected from families of students at Chelsea Heights Elementary in March and April 2022. All surveys were conducted online in March and April 2022. Parents were invited to take the survey via a weekly family e-newsletter.

School information

# students	330
Grades offered	K-5
% receiving free/ reduced price lunch	39%
% students of color	49%
% students speaking language other than English at home	21%

Data source: SPPS Data Center October 1, 2021 enrollment data (www.spps.org/Page/27991)

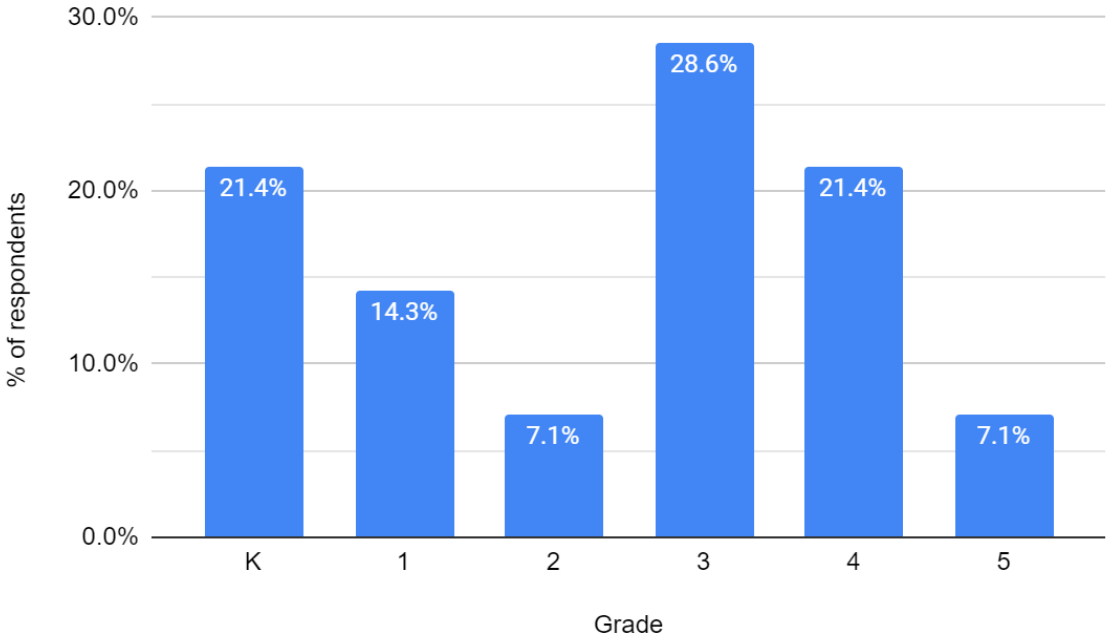
Who participated?

Caregivers completed a total of 29 surveys. All were completed in English.

Grade levels

Caregivers reported their students were in kindergarten through 5th grade. In cases where a caregiver had more than one student, they were asked to complete the survey for the child with the next birthday.

Grade levels of children represented in the survey

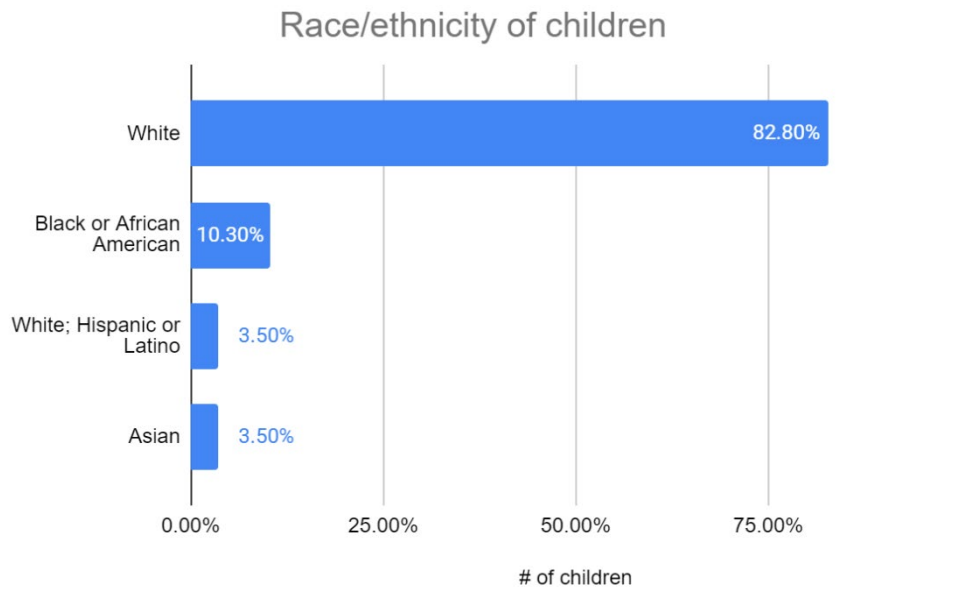


Gender

Just over half (55%) of the students represented in the survey were female, and 45% were male. No caregivers selected the “other” option for gender.

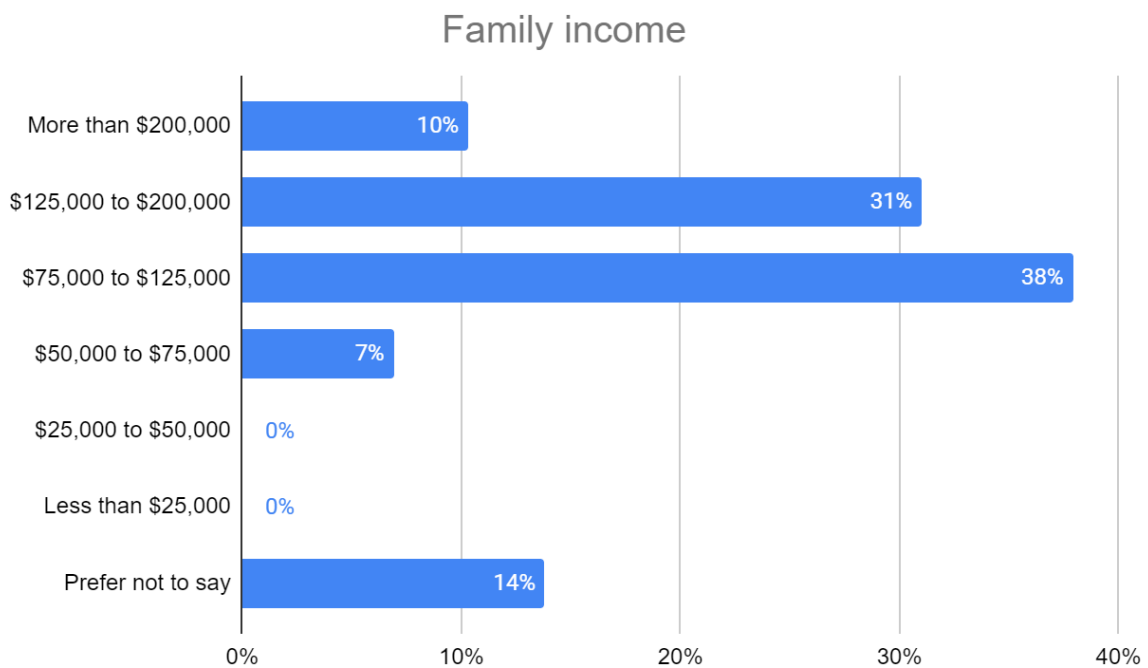
Race/ethnicity of students

Most of the surveys (83%) were completed for students whose caregivers identified them as white only.



Family income

Caregivers reported that their families had fairly high incomes, with 79% of respondents reporting family incomes of \$75,000 per year or higher.

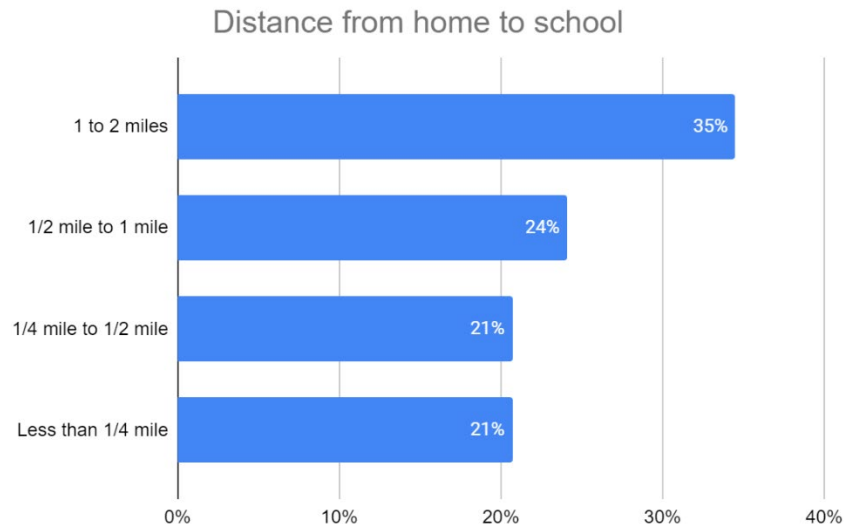


Home language

All caregivers reported that their families speak English at home. One family also reported speaking Hmong, and another family also reported speaking Spanish.

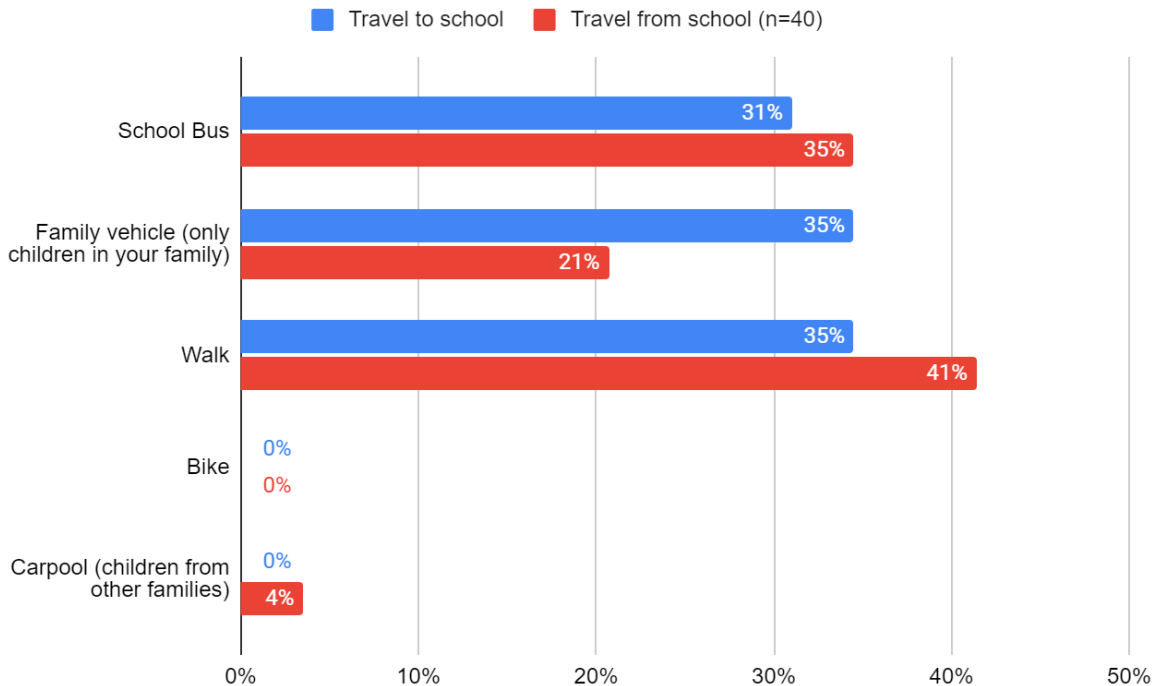
Distance from home to school

Most respondents (66%) live within 1 mile of school, and none reported living more than two miles from school.



Travel to and from school

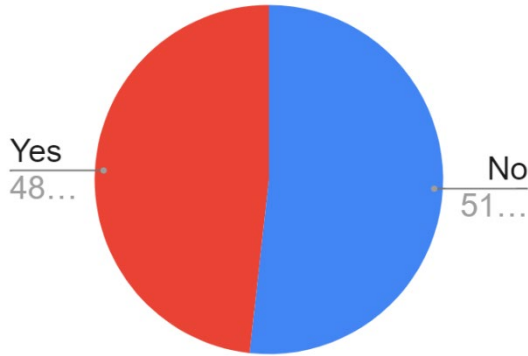
Among respondents, the most common modes of travel are walking, school bus, and family vehicle. Walking is the most common mode on the trip home.



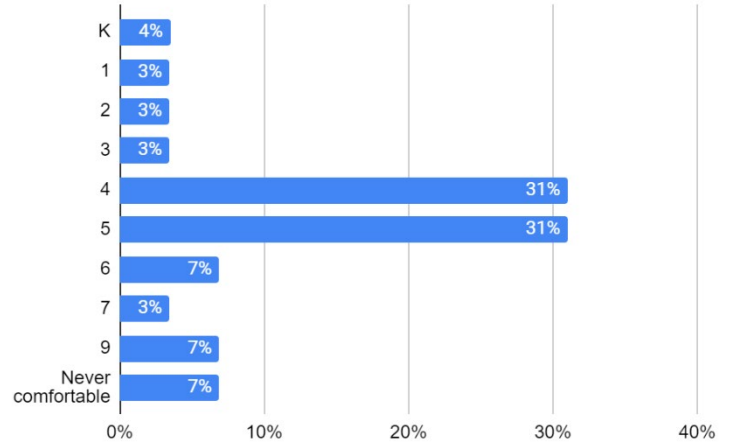
Caregiver permission for walking and biking

About half of caregivers (48%) report their child has asked to walk or bike to school. The majority of respondents (62%) said they would feel comfortable with their children walking or biking to school without an adult in 4th or 5th grade.

Has your child asked for permission to walk/bike to school?



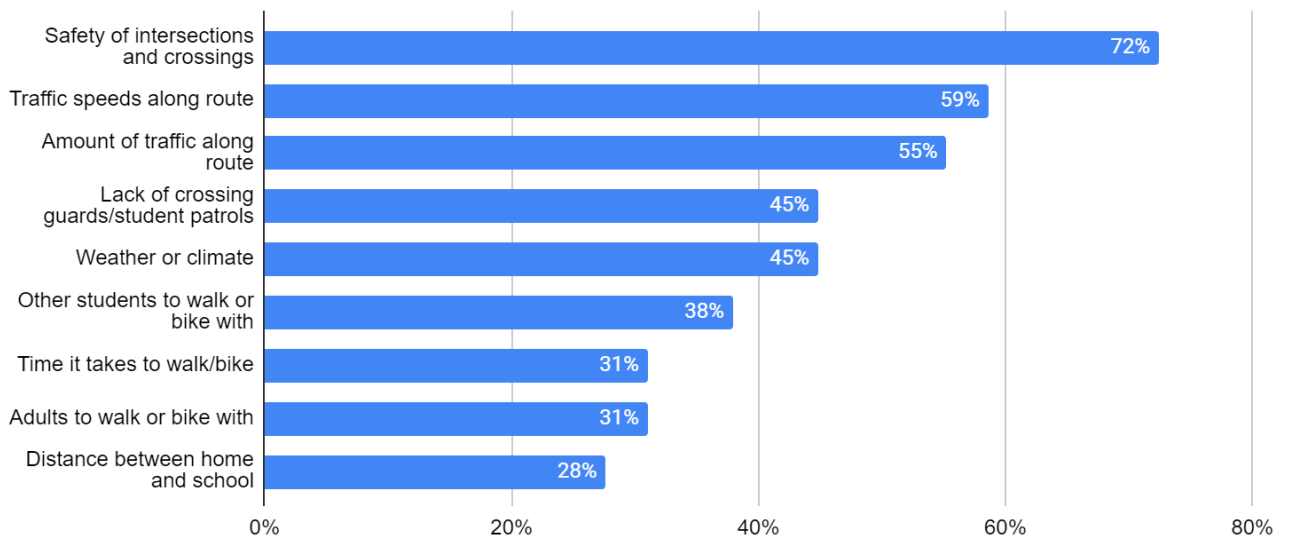
Grade at which caregivers would feel comfortable with child walking or biking to school without an adult



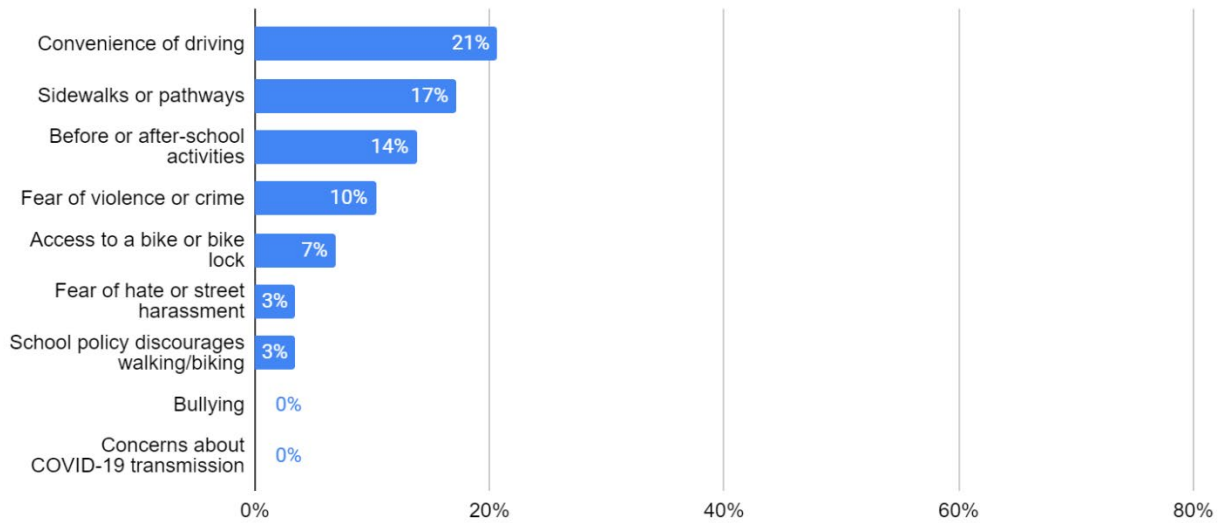
Issues affecting the decision to walk or bike to school

The majority of caregivers identified the following four issues that affect their decision allow children to walk/bike to school: safety of intersections, traffic speeds along the route, and amount of traffic along the route.

Issues that affect walking/biking



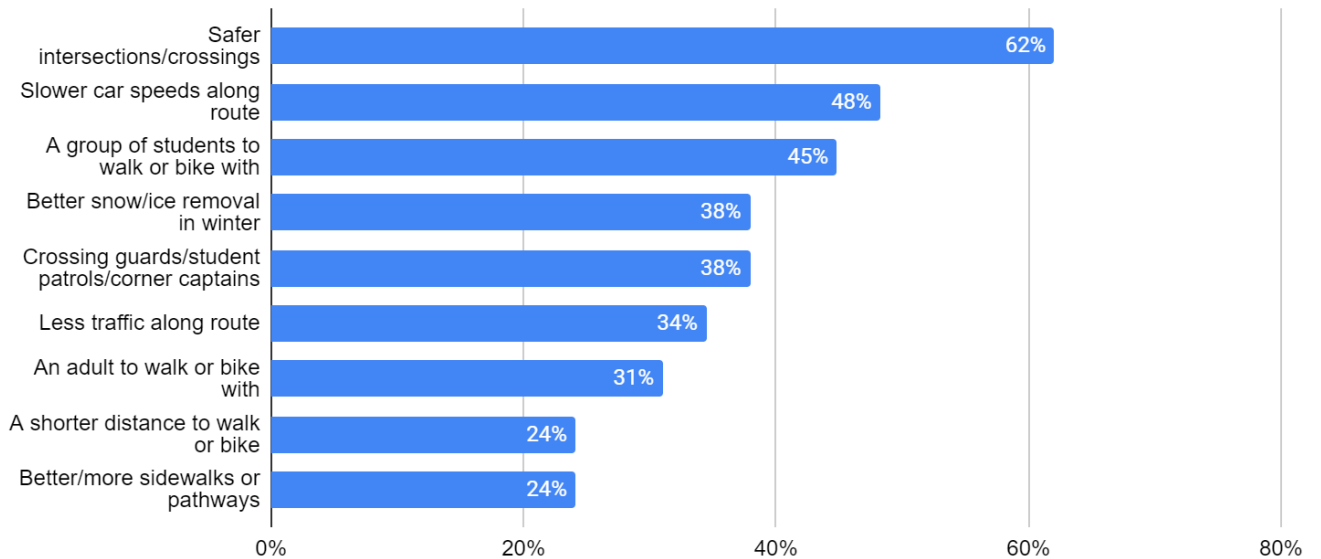
Issues that affect walking/biking, cont.



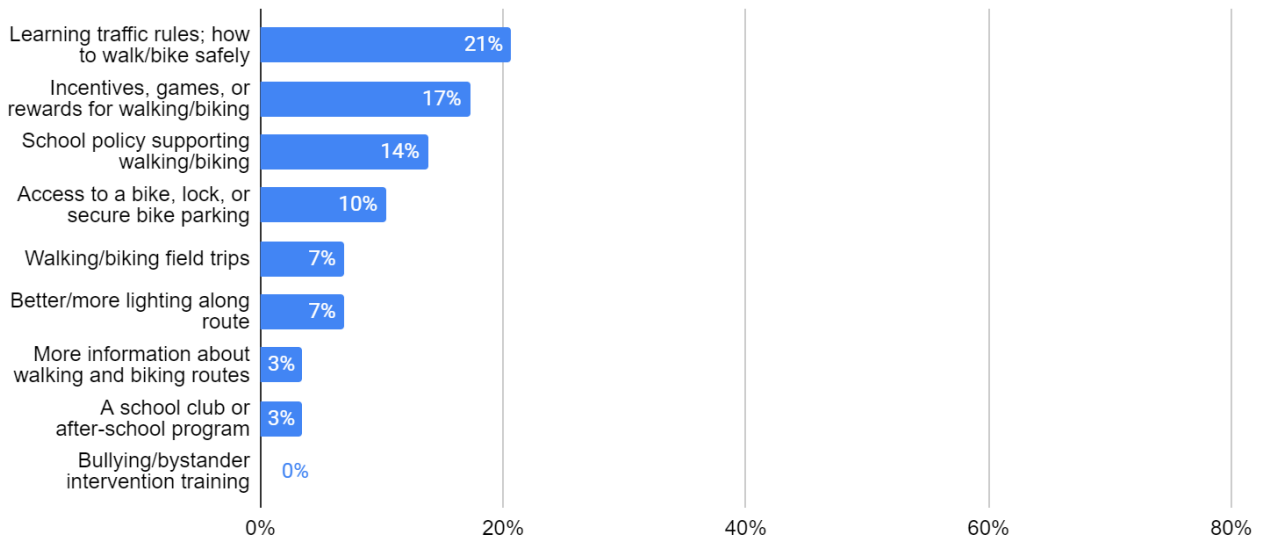
What would help children walk or bike to/from/at school more often

The majority of respondents (62%) said that safer intersections/crossings would help their children walk or bike to school more often.

What would help children walk or bike to/from/at school more often



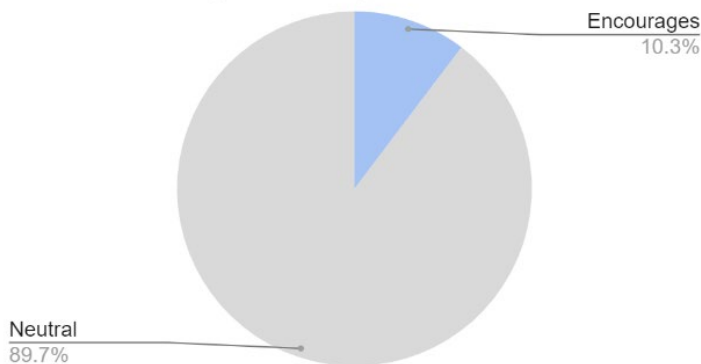
What would help children walk or bike to/from/at school more often, cont.



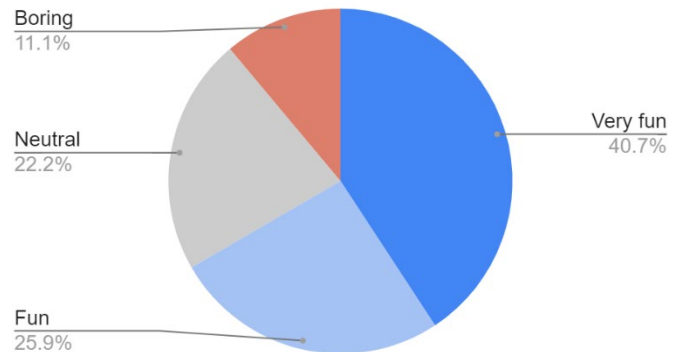
More about walking and biking to school

Caregivers also responded to questions about how much their school encourages biking and walking, how much fun biking and walking is for their child, and how healthy walking and biking is for their child. Most respondents (90%) were neutral about how much the school encourages biking and walking. Most respondents (67%) thought that walking and biking were fun/very fun (67%) and healthy/very healthy (97%) for their children.

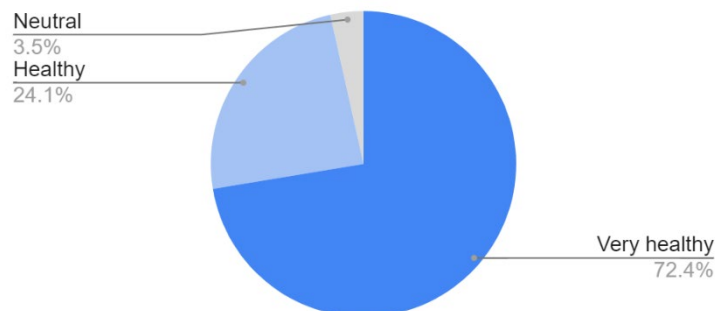
How much does your child's school encourage walking and biking to/from school?



How much fun is walking/biking to/from school for your child?



How healthy is walking or biking to/from school for your child?



Additional comments

Respondents left the following comments on their surveys:

- Biking is fun; walking is neutral. My kids have asked to bike to school but with me --so it's not really permission --it's a request for us to do it together. I enjoy accompanying my kids to school on days that I can just as a way to connect with them and their school.
- Cars travel at excessive speeds down Hoyt. I have corresponded with Principals Brink before regarding this. We used to have crossing guards on Hoyt, but there have been none this year. I would like to request that the intersection of Huron and Hoyt be made a four way stop. Thank you.
- Honestly unless the city deals with the rampant speeding and general dangerous nature of Snelling I'm certain I won't ever let my child travel it on their own until adulthood. Not to mention the danger to a young child from predators.
- If there were groups of kids walking home, I would let my child walk at a younger grade level. I would want contact info for other families participating so we could communicate about where and how the kids are doing.
- In the winter it is so dark at 7:15 am and the amount of busses and cars arriving makes me nervous to have her walk or bike to school
- Need an adult crossing guard and/or a 4 way stop with blinking light to make it safe enough for kids at Nebraska and Hamline
- Once per week, my child walks home with a friend who lives closer to school. In nice weather I walk to school to pick up my child occasionally. I would let my child bike or walk to school more frequently if they had other kids to go with.
- "Our (Chelsea Heights) is an early start. Walking or biking just doesn't seem feasible at that hour, in the dark. Also, our neighbor kids would have to cross Lexington. Crossing at Larpenteur is out of the question. Hoyt is better, but people drive SO fast on Hoyt. Also, speeding and reckless driving have increased dramatically during the pandemic. (This has been documented.) The reckless behavior of drivers makes me reluctant to allow my child to bike. Looking to the future, Murray will be way too far to bike, but if he goes to Como High, biking seems appropriate.
- We are a bike-loving family and want to encourage biking, but the start time is a big hindrance.
- The intersection at Hoyt and Hamline at Chelsea Heights is terrifying. We also worry about the Lexington and Hoyt intersection. We don't feel that it's safe for crossing without an adult for our kids while in elementary. The 2:00 dismissal time makes it impossible for a working parent to help their kid walk or bike to school.
- The intersection of Hamline and Nebraska needs a stop sign or flashing light desperately. While there is a bump out, it's not enough to get cars to stop. Numerous times, I have had cars fly through that intersection while my kids and I were in the crosswalk. It's a scary intersection.
- We are too far that we would ever let our child walk, but even if we were closer I would not be comfortable due to the speed/inattentiveness of drivers along the route, along with the increase in violence currently happening in the city.
- We chose to bike or drive this year instead of bussing, even though we live further away.
- We cross at Hamline & Nebraska when walking our Chelsea Heights Elementary kindergartener & 4th grader to and from school. I have long wished there was a 4 way stop sign at that intersection to slow traffic and other traffic slowing measures. It is remarkable how many cars

do not stop for kids waiting to cross and speed down Hamline. I would feel much safer if there was slower traffic along Hamline.

- We have a wonderful neighborhood crew of many families that walk to school together. Really makes it a community and time of connection before and after school for the kids.
- We have our littles walk together, and have line of sight so can watch them and meet them along their walk, but there's a lot of pride/independence from walking home without full supervision.
- We walked to school much more often with an 8:30 start time. We hardly ever walk to school for the 7:30 start time. It's just too cold, dark, and early!

Chelsea Heights Elementary Pedestrian Improvements

Applicant: City of Saint Paul

Requested Award Amount: \$1,000,000

Total Project Capital Cost: \$1,440,000

Project description and benefits

The application proposes installing curb extensions and/or median islands and ADA compliant ped ramps at each of the following intersections (see attached concept map)

- Hamline Ave and Hoyt Ave
- Hamline Ave and Nebraska Ave
- Huron St and Hoyt Ave
- Hamline Ave and Arlington Ave
- Hamline Ave and Frankson Ave
- Hamline Ave and Midway Pkwy

These curb extensions and/or median islands will narrow the crossing distance, improve visibility of people walking and biking, and help to slow drivers, thereby increasing safety and comfort for all users in the area. People walking to the Northwest Como Rec Center, which shares a site with Chelsea Heights Elementary, will benefit from these improvements, too.

Chelsea Heights Elementary is categorized as a “Community School” by Saint Paul Public Schools, which means the school largely draws students from the immediate area. Indeed, 82 of the 330 students (25 percent) live within one mile of school and would benefit from these improvements.

Background

In 2017, Chelsea Heights Elementary school completed a Safe Routes to School Plan. The planning effort brought together city, county, and state planning, engineering, and public health staff, plus school and school district staff, as well as students, community members, and families. The plan resulted in program recommendations to get more students and families to try walking and biking. It also recommended infrastructure improvements to improve safety and comfort for students and community members in the area. This application heavily references the infrastructure recommendations from the 2017 Plan. Since that plan, Chelsea Heights community and SPPS staff have implemented several program recommendations from the plan: Walk and Bike to School Day, Bus Drop and Walk events, and will soon implement Walk Bike Fun! curriculum in PE class and will make use of the SPPS bike fleet to practice riding on.

Existing conditions photos

Students participate in a bus drop and walk on Walk to School Day with student patrol.



Hamline Ave and Hoyt Ave - March 2022 (40 foot crossings)



Hamline Ave and Nebraska Ave - March 2022 (36 foot crossing)



Hoyt Ave and Huron St - March 2022 (40 foot crossings)



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

School Name: Chelsea Heights Elementary

Set ID: 32163

School Group: Saint Paul Safe Routes to School Steering Committee

Month and Year Collected: March 2022

School Enrollment: 330

Date Report Generated: 03/31/2022

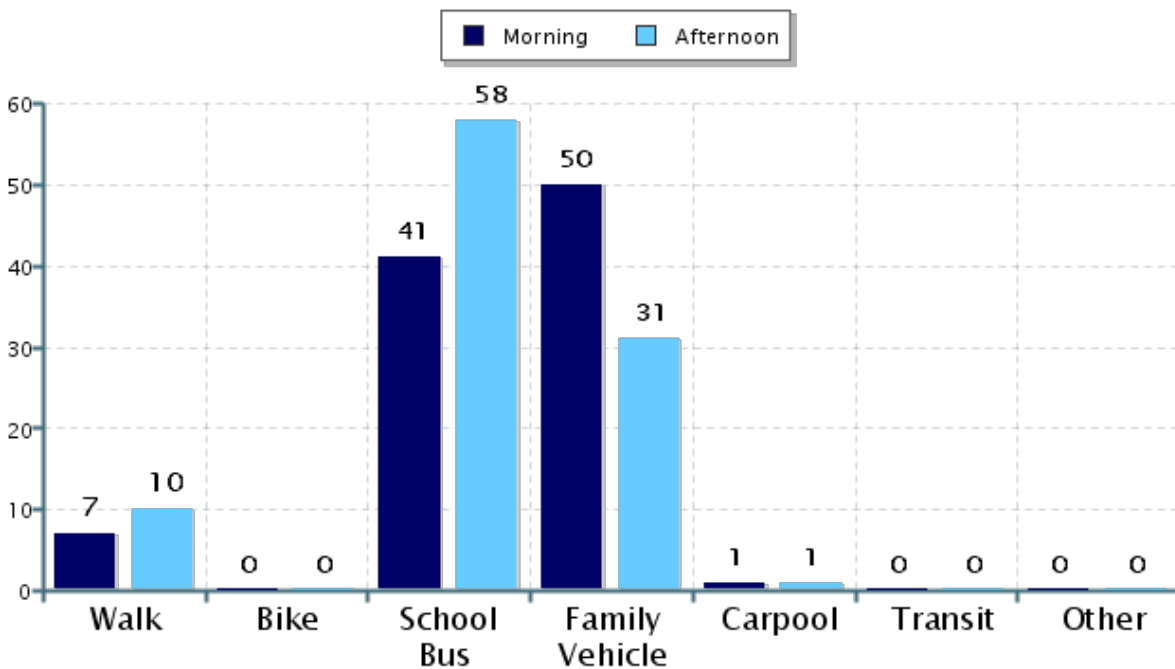
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Tags:

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

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Morning and Afternoon Travel Mode Comparison



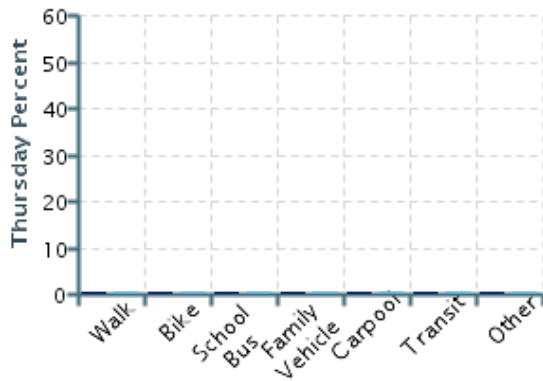
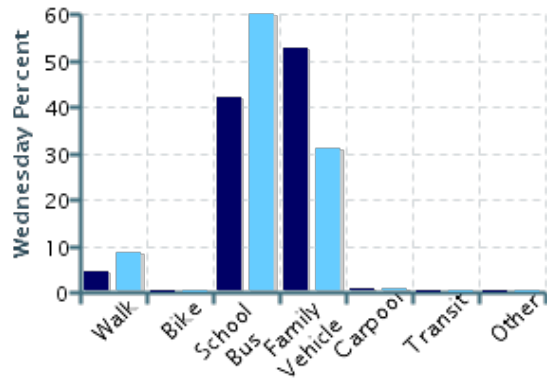
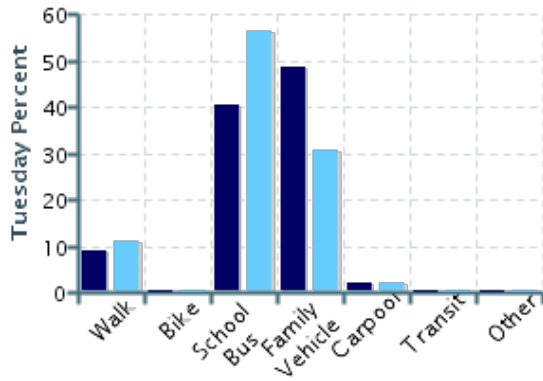
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Morning and Afternoon Travel Mode Comparison by Day

■ Morning ■ Afternoon

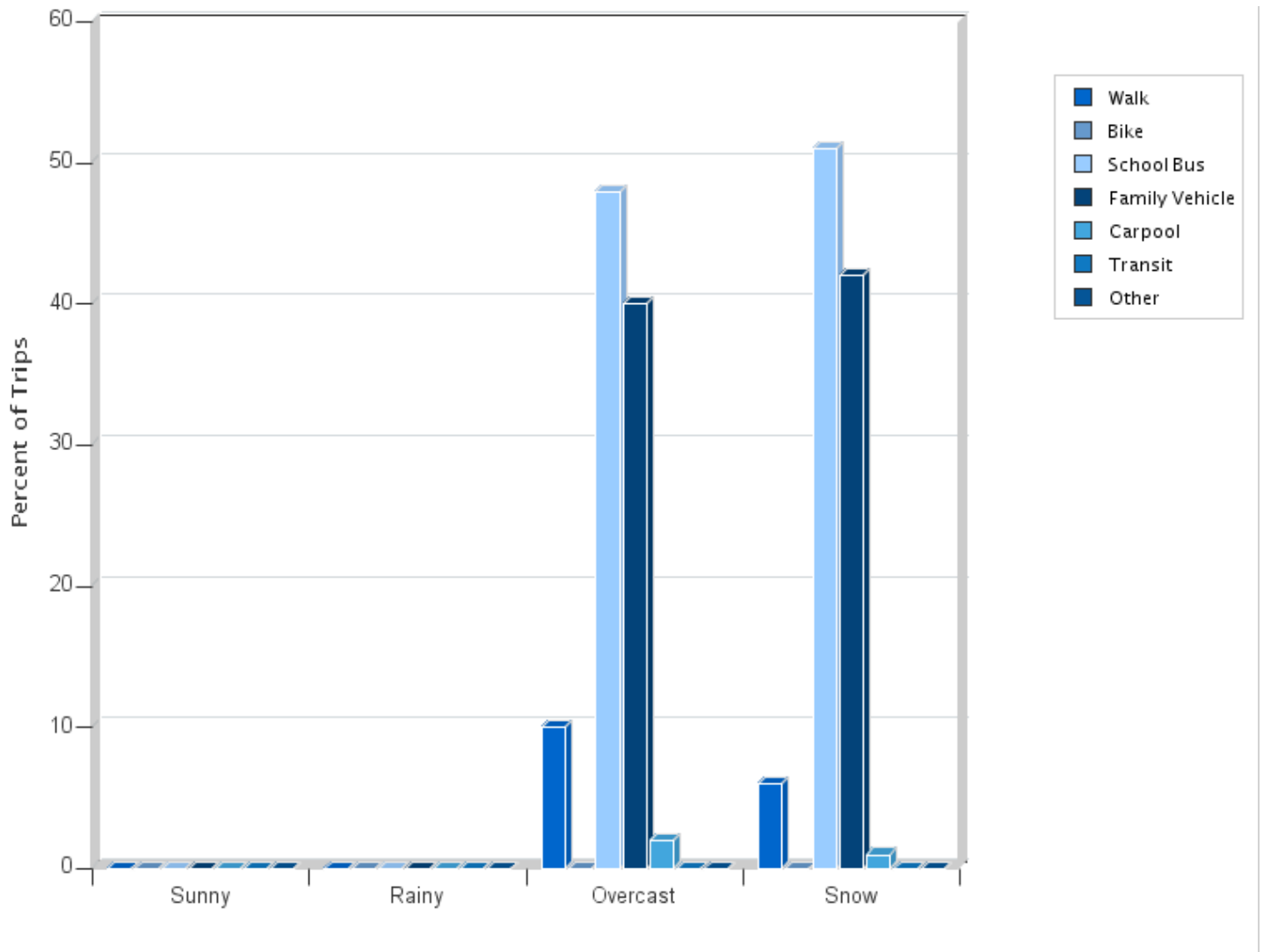


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Wednesday AM	204	4%	0%	42%	52%	1.0%	0%	0%
Wednesday PM	187	9%	0%	60%	31%	0.5%	0%	0%
Thursday AM		0%	0%	0%	0%	0%	0%	0%
Thursday PM		0%	0%	0%	0%	0%	0%	0%

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	0	0%	0%	0%	0%	0%	0%	0%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	421	10%	0%	48%	40%	2%	0%	0%
Snow	391	6%	0%	51%	42%	0.8%	0%	0%

Percentages may not total 100% due to rounding.



City of Falcon Heights

City of Saint Paul

HOYT AVE

HAMLIN AVE

HURON ST

NEBRASKA AVE

HAMLIN AVE

ARLINGTON AVE

COMO REGIONAL PARK

HAMLIN AVE

FRANKSON AVE

MIDWAY PKWY

NORTH



April 2, 2022

Transportation Advisory Board
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101

Dear Transportation Advisory Board of the Metropolitan Council,

I write to enthusiastically support our Public Works department's application for pedestrian improvements near Chelsea Heights Elementary in my ward. The City of Saint Paul has adopted policy to make our community more walkable. This starts with some of the most vulnerable road users: our youth. The Saint Paul Pedestrian Plan (2019), the Safe Routes to School Policy Plan (2017), and the 2040 Comprehensive Plan (2020) all direct staff to consider and prioritize projects that improve safety near schools and for our youngest community members.

The Chelsea Heights Elementary Safe Routes to School Plan (2017) was a collaborative effort between elected officials, the school and school district, and neighborhood advocates to identify barriers to walking to school. While it provided a strong foundation for consensus, the City has been unable to construct any of the solutions identified in the plan because of persistent funding challenges. This grant would allow us to provide a direct solution to the barriers of Hamline and Hoyt Avenues – which remain two of the main concerns in this area of the city. Should we be successful, the City Council is committed to identifying the local funding match.

I have personally participated in a Chelsea Heights-organized Walk to School Day event in the past and have witnessed the joy and excitement on kids' faces as they walk to school. Unfortunately, because of the barriers identified in this application, events like these take supervision and coordination that preclude them from happening more often. Please consider this application for funding that would allow us to close these barriers, ensure greater safety for our children, and enable our community to experience that joy and excitement every day.

Sincerely,



SAINT PAUL
MINNESOTA

CITY OF SAINT PAUL
MITRA JALALI, CITY COUNCIL

15 W Kellogg Blvd. Suite 310D
Saint Paul, MN 55102
Tel: 651-266-8642

A handwritten signature in black ink, appearing to read 'mj', is positioned above the contact information.

Councilmember Mitra Jalali
Ward 4 – Saint Paul City Council
mitra.jalali@ci.stpaul.mn.us



Crash Summary

ChelseaHeightsSRTS - Bike Ped

Report Version 1.0
February 2020

Crash Severity/Crash Year												
Crash Severity	Total	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	
K - Fatal	0	0	0	0	0	0	0	0	0	0	0	0
A - Serious Injury	0	0	0	0	0	0	0	0	0	0	0	0
B - Minor Injury	2	0	0	1	0	0	0	0	0	1	0	0
C - Possible Injury	2	0	0	2	0	0	0	0	0	0	0	0
N - Prop Dmg Only	1	0	0	0	0	0	0	0	1	0	0	0
U - Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	0	0	3	0	0	0	0	1	1	0	0

Crash Severity/Number of Vehicles					
Crash Severity	Total	0	1	2	3+
K - Fatal	0	0	0	0	0
A - Serious Injury	0	0	0	0	0
B - Minor Injury	2	0	2	0	0
C - Possible Injury	2	0	2	0	0
N - Prop Dmg Only	1	0	1	0	0
U - Unknown	0	0	0	0	0
Total	5	0	5	0	0

Relationship to Intersection Summary			Total	%
Not at Intersection/Interchange			0	0.0
Four-Way Intersection			4	80.0
T or Y Intersection			0	0.0
Five-Way Intersection or More			0	0.0
Roundabout			0	0.0
Intersection Related			1	20.0
Driveway Access Related			0	0.0
At School Crossing			0	0.0
Railway Grade Crossing			0	0.0
Shared Use Path or Trail			0	0.0
Interchange or Ramp			0	0.0
Crossover Related			0	0.0
Acceleration/Deceleration Lane			0	0.0
Other/Unknown			0	0.0
Total			5	100.0

Basic Type Summary			Total	%
Pedestrian			2	40.0
Bike			3	60.0
Single Vehicle Run Off Road			0	0.0
Single Vehicle Other			0	0.0
Sideswipe Same Direction			0	0.0
Sideswipe Opposing			0	0.0
Rear End			0	0.0
Head On			0	0.0
Left Turn			0	0.0
Angle			0	0.0
Other			0	0.0
Total			5	100.0

Weather 1 Summary			Total	%
Clear			5	100.0
Cloudy			0	0.0
Rain			0	0.0
Snow			0	0.0
Sleet, Hail (Freezing Rain/Drizzle)			0	0.0
Fog/Smog/Smoke			0	0.0
Blowing Sand/Soil/Dirt/Snow			0	0.0
Severe Crosswinds			0	0.0
Other/Unknown			0	0.0
Total			5	100.0

First Harmful Event Summary			Total	%
Pedestrian			2	40.0
Bicyclist			3	60.0
Motor Vehicle In Transport			0	0.0
Parked Motor Vehicle			0	0.0
Train			0	0.0
Deer/Animal			0	0.0
Other - Non Fixed Object			0	0.0
Collision Fixed Object			0	0.0
Non-Collision Harmful Events			0	0.0
Non-Harmful Events			0	0.0
Other/Unknown			0	0.0
Total			5	100.0

Light Condition Summary			Total	%
Daylight			5	100.0
Sunrise			0	0.0
Sunset			0	0.0
Dark (Str Lights On)			0	0.0
Dark (Str Lights Off)			0	0.0
Dark (No Str Lights)			0	0.0
Dark (Unknown Light)			0	0.0
Other/Unknown			0	0.0
Total			5	100.0



Crash Summary

ChelseaHeightsSRTS - Bike Ped

Report Version 1.0
February 2020

Time of Day/Day of Week														Total	%	
From To	00:00 01:59	02:00 03:59	04:00 05:59	06:00 07:59	08:00 09:59	10:00 11:59	12:00 13:59	14:00 15:59	16:00 17:59	18:00 19:59	20:00 21:59	22:00 23:59				
SUN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
MON	0	0	0	0	0	0	0	0	1	0	0	0	0	1	20.0	
TUE	0	0	0	0	0	0	0	0	0	1	0	0	1	20.0		
WED	0	0	0	0	1	0	0	0	0	0	0	0	1	20.0		
THU	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0		
FRI	0	0	0	0	0	0	1	0	0	0	0	0	1	20.0		
SAT	0	0	0	0	0	0	0	0	1	0	0	0	1	20.0		
Total	0	0	0	0	1	0	1	0	2	1	0	0	5	100.0		
%	0.0	0.0	0.0	0.0	20.0	0.0	20.0	0.0	40.0	20.0	0.0	0.0	100.0	100.0		

Driver & Non-Motorist Age/Gender Summary						
Age	M	F	NR	No Value	Total	%
<14	0	0	0	0	0	0.0
14	0	0	0	0	0	0.0
15	0	0	0	0	0	0.0
16	0	0	0	0	0	0.0
17	0	0	0	0	0	0.0
18	0	0	0	0	0	0.0
19	1	0	0	0	1	10.0
20	0	0	0	0	0	0.0
21-24	1	0	0	0	1	10.0
25-29	2	0	0	0	2	20.0
30-34	0	1	0	0	1	10.0
35-39	0	0	0	0	0	0.0
40-44	0	0	0	0	0	0.0
45-49	0	0	0	0	0	0.0
50-54	0	0	0	0	0	0.0
55-59	0	0	0	0	0	0.0
60-64	0	1	0	0	1	10.0
65-69	0	0	0	0	0	0.0
70-74	0	0	0	0	0	0.0
75-79	0	1	0	0	1	10.0
80-84	0	0	0	0	0	0.0
85-89	0	1	0	0	1	10.0
90-94	0	0	0	0	0	0.0
95+	0	0	0	0	0	0.0
No Value	0	0	0	2	2	20.0
Total	4	4	0	2	10	100.0
%	40.0	40.0	0.0	20.0	100.0	100.0

Month Summary		Total	%
January		0	0.0
February		0	0.0
March		0	0.0
April		1	20.0
May		1	20.0
June		1	20.0
July		1	20.0
August		1	20.0
September		0	0.0
October		0	0.0
November		0	0.0
December		0	0.0
Total		5	100.0

Physical Condition Summary		Total	%
Apparently Normal (Including No Drugs/Alcohol)		7	77.8
Physical Disability (Short Term or Long Term)		0	0.0
Medical Issue (Ill, Sick or Fainted)		0	0.0
Emotional (Depression, Angry, Disturbed, etc.)		0	0.0
Asleep or Fatigued		0	0.0
Has Been Drinking Alcohol		0	0.0
Has Been Taking Illicit Drugs		0	0.0
Has Been Taking Medications		0	0.0
Other/Unknown		2	22.2
Not Applicable		0	0.0
Total		9	100.0

Selection Filter:

WORK AREA: County('659507') - FILTER: City('2396511'), Year('2011','2012','2013','2014','2015','2016','2017','2018','2019','2020','2021'), Basic Type('1','2') - SPATIAL FILTER APPLIED

Analyst:
Jimmy Shoemaker

Notes:



April 13, 2022

Jimmy Shoemaker, AICP
Transportation Planner
City of St Paul Department of Public Works
800 City Hall Annex
25 West Fourth Street
Saint Paul, MN 55102

RE: Regional Solicitation – Chelsea Heights Area Pedestrian Improvements

Dear Mr. Shoemaker,

Please accept this letter as the City of Falcon Heights support for the federal funding for pedestrian improvements at the intersection of Hamline Avenue and Hoyt Avenue. The northwest corner of this intersection is within the city limits of Falcon Heights.

The City of Falcon Heights recognizes the safety benefits that could result by improving the intersection with potential curb extensions or other modification. These improvements would particularly benefit students who attend nearby Chelsea Height Elementary School.

As per the standard cost participation and maintenance agreements for these streets with St. Paul, the City is aware of the potential cost and maintenance responsibilities as a result of this project.

Good luck on your funding application. Please contact me if you need any additional information from the City of Falcon Heights.

Sincerely,

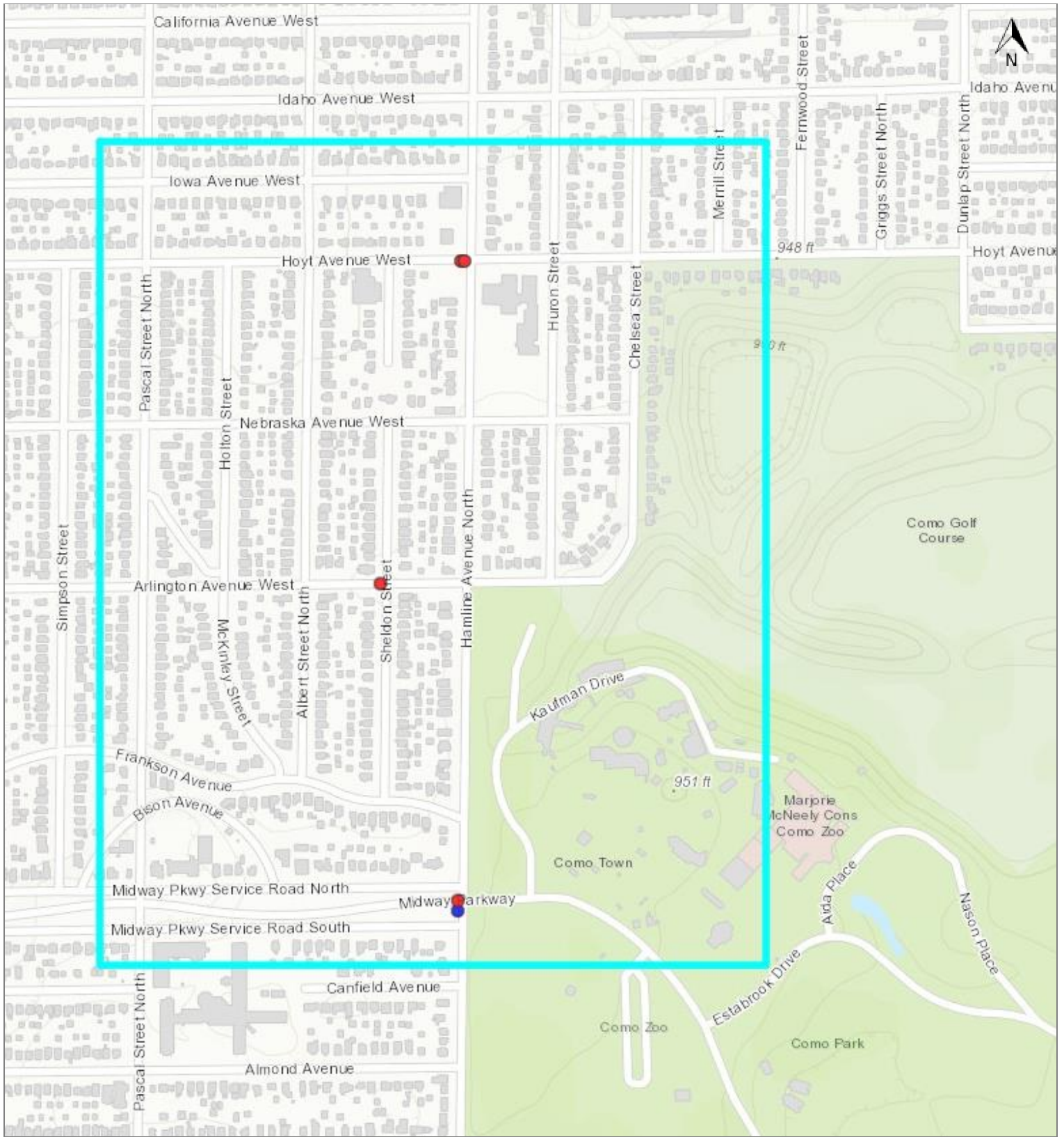
Randy Gustafson
City of Falcon Heights Mayor

cc: Tim Pittman, Public Works Director
Jesse Freihammer, City Engineer



Chelsea Heights Bike Ped Crash

Map Version 1.0
March 2022

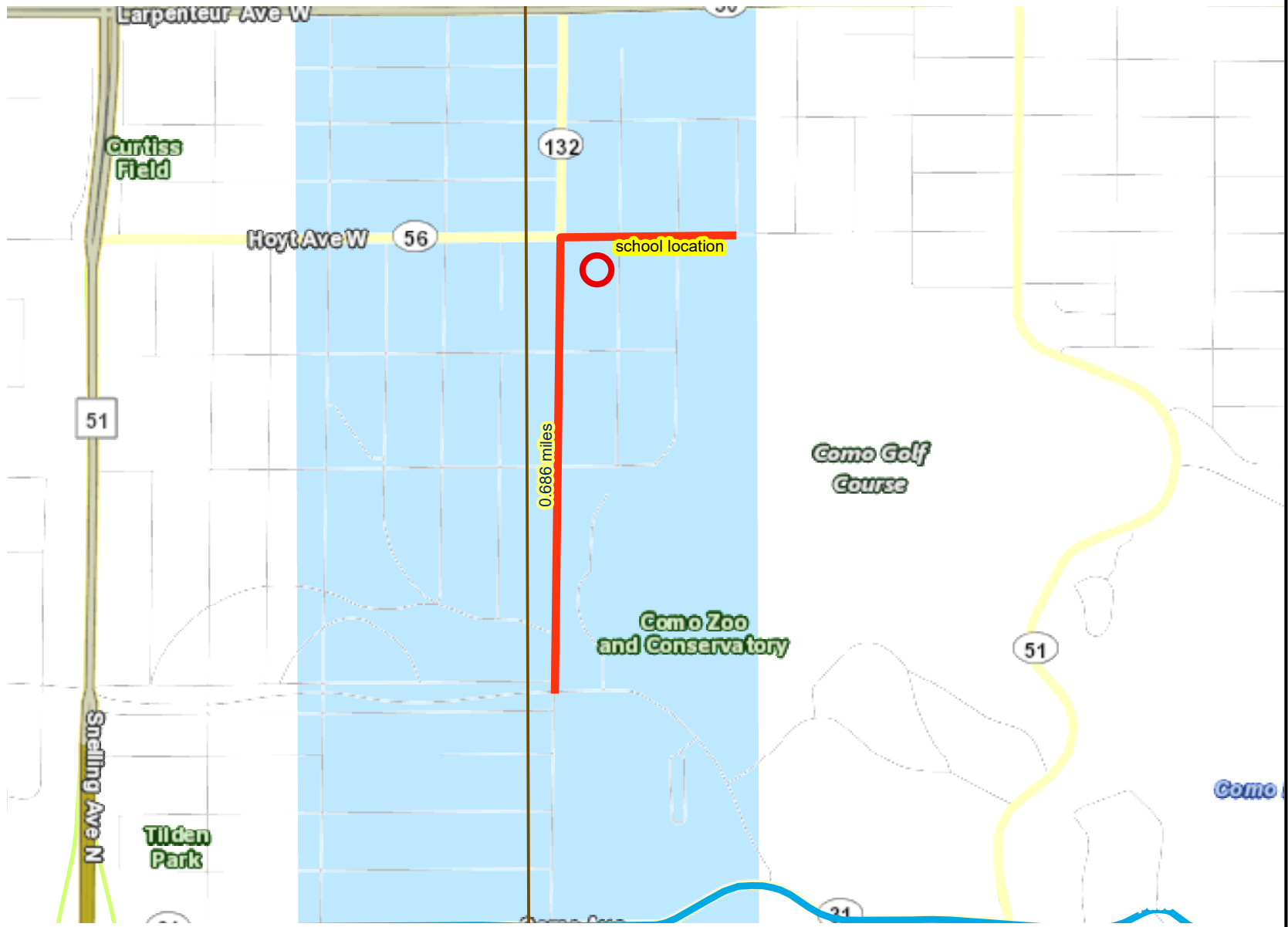


Notes: Shows crashes involving people walking and biking near Chelsea Heights Elementary between 2012 and 2021

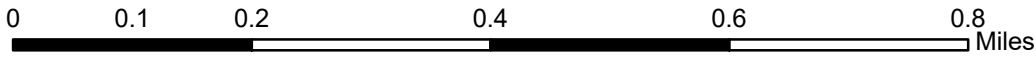
Project to RBTN Orientation

Results

Project IN TIER 1
Bicycle Transport Corridor.



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



Created: 3/25/2022
LandscapeRSA6



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





City of Saint Paul

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

Signature Copy

Resolution: RES 22-334

File Number: RES 22-334

Authorizing the Departments of Public Works and Parks and Recreation to submit project applications for federal funding into the 2022 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 twelve project applications for federal funding into the 2022 Metropolitan Council Regional Solicitation Program for funding in years 2026 and 2027; 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:

- Wabasha Street Reconstruct - 7th to 11th (Roadways)
- Minnehaha Avenue Reconstruct - Payne to 7th (Roadways)
- Fairview Avenue Reconstruct - Edgumbe to Ford (Roadways)
- Cretin Avenue Reconstruct - I94 to Marshall (Roadways)
- Maryland Avenue Traffic Signal Modernization - Dale to White Bear (Traffic Management)
- Capital City Bikeway - Kellogg from W. 7th to John Ireland (Multiuse Trails)
- Capital City Bikeway - St. Peter/12th from 10th to John Ireland (Multiuse Trails)
- Point Douglas Regional Trail Phase 1 Construction (Multiuse Trails)
- Payne Avenue - Phalen Blvd to Maryland (Pedestrian Facilities)
- Arlington Avenue Sidewalk Infill - I35E to Edgerton (Pedestrian Facilities)
- Chelsea Heights Safe Routes to School (Safe Routes to School)
- Evie Carshare Expansion (Unique Projects 2024/2025 funding)

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 finally

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 22-334 Passed Mayor's Office passed Signed 4/8/2024/6/2022 Signed | DAY THAT a meeting of the on , this Resolution was Signed.

Yea: 4 Councilmember Noecker, Councilmember Prince, Councilmember Jalali, and Councilmember Yang

Nay: 0

Absent: 3 Councilmember Brendmoen, Councilmember Thao, and Councilmember Tolbert

Vote Attested by 
Council Secretary Shari Moore

Date 4/6/2022

Approved by the Mayor 
Melvin Carter III

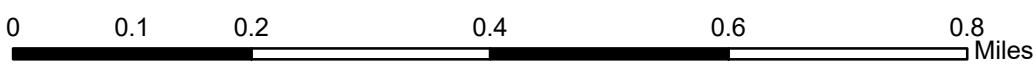
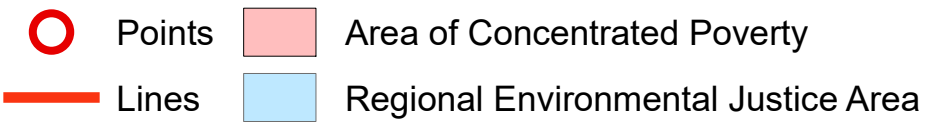
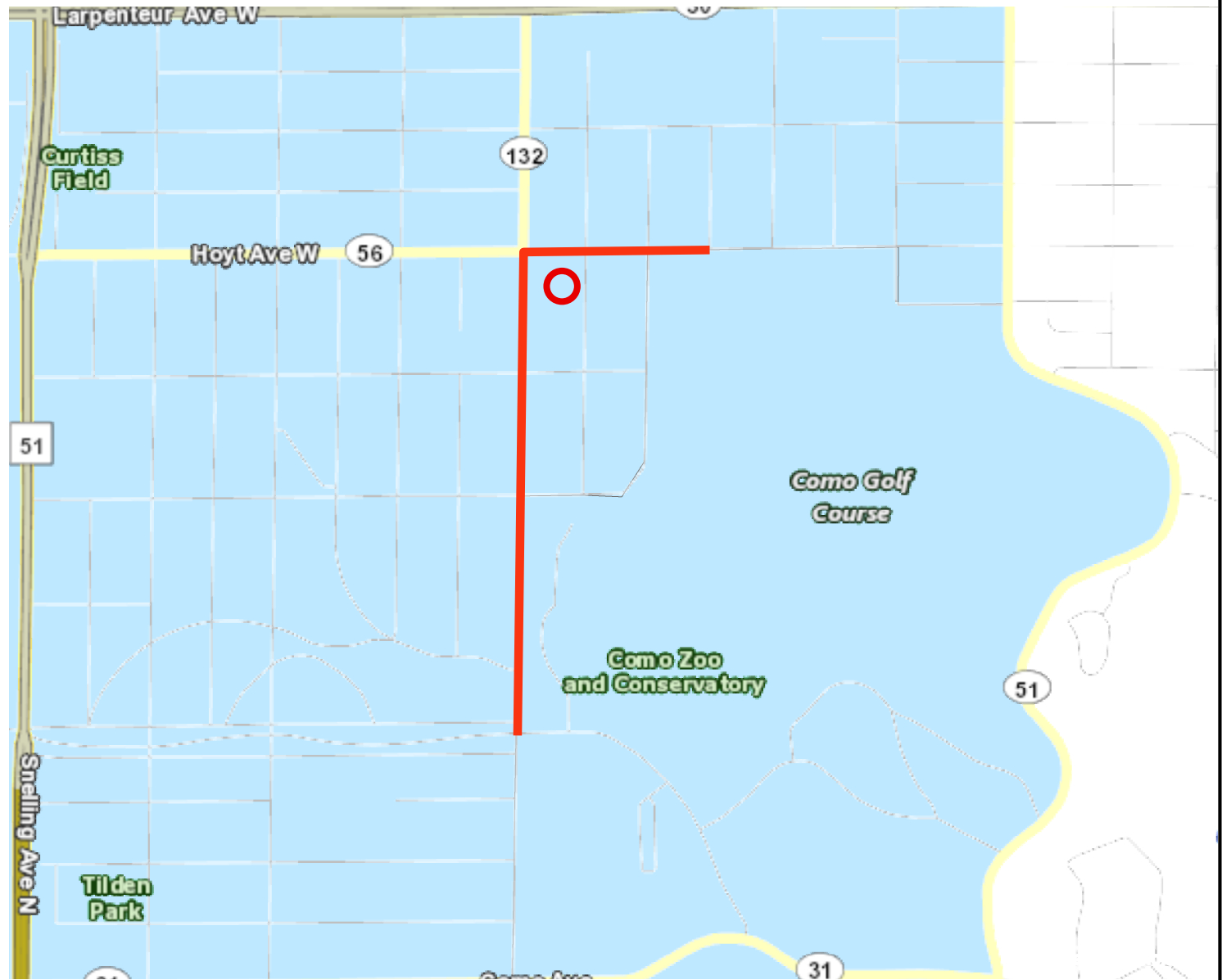
Date 4/8/2022

Socio-Economic Conditions

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 539

Project located in census tract(s) that are ABOVE the regional average for population in poverty or population of color.



Created: 3/25/2022
LandscapeRSA2



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





March 25, 2022

Regional Solicitation Review Committee
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101

Dear Regional Solicitation review committee members:

Saint Paul Public Schools (SPPS) strongly supports the City of Saint Paul's application for a Regional Solicitation application to support pedestrian safety improvements near Chelsea Heights Elementary School.

In 2017, SPPS worked with the City and other partners to develop a Safe Routes to School plan for Chelsea Heights Elementary, including identifying infrastructure barriers to walking and biking. This grant would address some of those barriers and make it safer for our students and their families to walk and bike to the school campus. Because Chelsea Heights is a community school, many families live within walking and biking distance of the school, and many already choose to walk and bike. The school also supports Safe Routes to School by holding Walk and Bike to School Day events and teaching bike skills in PE classes.

This Safe Routes to School funding also supports SPPS plans and policies. The District's *Achieve SPPS* strategic plan was developed to create endless opportunities for all Saint Paul students in every Saint Paul neighborhood. Safe Routes strengthens neighborhood schools, making students safer and helping them get to class ready to learn. Improved biking and walking infrastructure also supports the Wellness Policy (533.0) by increasing physical activity, decreasing traffic congestion and improving air quality.

If funding is awarded, SPPS commits to supporting the City's planning efforts as needed. Chelsea Heights will also continue to provide education and encouragement for walking and biking. Thank you for your partnership in considering this important proposal.

Sincerely,

Joe Gothard, Ed.D.
Superintendent

