



Application

17069 - 2022 Safe Routes to School Infrastructure

17729 - Marie Avenue SRTS - South St. Paul

Regional Solicitation - Bicycle and Pedestrian Facilities

Status:

Submitted

Submitted Date:

04/13/2022 3:09 PM

Primary Contact

Name:*

She/her/her

Sue

Polka

Pronouns

First Name

Middle Name

Last Name

Title:

City Engineer

Department:

Engineering

Email:

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Address:

125 3rd Avenue North

*

South St. Paul

Minnesota

55075

City

State/Province

Postal Code/Zip

Phone:*

763-531-1160

Phone

Ext.

Fax:

What Grant Programs are you most interested in?

Regional Solicitation - Bicycle and Pedestrian Facilities

Organization Information

Name:

SOUTH ST PAUL, CITY OF

Jurisdictional Agency (if different):

Organization Type:	City		
Organization Website:			
Address:	125 3RD AVE N		
	SO ST PAUL	Minnesota	55075
	City	State/Province	Postal Code/Zip
County:	Dakota		
Phone:*	612-450-8704		
		Ext.	
Fax:			
PeopleSoft Vendor Number	0000020997A1		

Project Information

Project Name	Marie Avenue SRTS
Primary County where the Project is Located	Dakota
Cities or Townships where the Project is Located:	South St. Paul
Jurisdictional Agency (If Different than the Applicant):	

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

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

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

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

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

(Limit 2,800 characters; approximately 400 words)

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

Upgrade sidewalk connections, bike lanes, and ADA improvements along Marie Ave from 3rd Ave N to 9th Ave N and on 2nd Street N/7th Ave N from 9th Ave N to Marie Ave.

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) 0.61

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 \$1,246,000.00

Minimum of 20% of project total

Project Total \$2,246,000.00

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

Match Percentage 55.48%

Minimum of 20%

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

Source of Match Funds City of South St. Paul CIP 2025

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, 2027

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

Additional Program Years: 2024, 2025

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

Project Information

County, City, or Lead Agency City of South St. Paul

Zip Code where Majority of Work is Being Performed 55075

(Approximate) Begin Construction Date 04/01/2025

(Approximate) End Construction Date 04/01/2026

Name of Trail/Ped Facility: Marie Avenue

(i.e., CEDAR LAKE TRAIL)

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

From: 3rd Ave N
(Intersection or Address)

To: 9th Ave N
(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): 0.61

Miles of trail on the Regional Bicycle Transportation Network
(nearest 0.1 miles): 0.38

Is this a new trail? No

Primary Types of Work GRADE, REMOVAL, AGG BASE, BIT SURF, SIGNALS,
LIGHTING, SIDEWALK, PED RAMPS, CURB & GUTTER

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.

Goal: Healthy Environment (pg. 66)

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

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

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

Goal: Access to Destinations (pg. 62)

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

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

Objectives: C - Encourage local land use design

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

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

comprehensive plans. (pg. 2.15)

Goal: Competitive Economy (pg. 64)

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

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

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

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

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

- Consolidate and enhance marked crossings
- Install curb extensions at corners and landings of offset crossings
- Construct ADA compliant curb ramps

- Install forward stop bars at controlled crossings

- Add dedicated bicycle facilities

- Pedestrian and lighting upgrades

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

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

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

- Creative placemaking along Marie Ave (pg 31-32)

- Street lighting for roadways and pedestrians (pg 32-33)

- Increase connectivity for pedestrian, bicycle, and multi-modal networks (pg 38-39)

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

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

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

The criteria set out in these documents are generally supported by the goals of the South St. Paul 2040 Comprehensive Plan, adopted in 2020. It identifies establishing a system of attractive trails and sidewalks in the City to offer alternative means of transportation and recreation for residents and visitors as a goal (pg 3-36, 3-47, 5-126, 9-236).

(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).

Multiuse 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: 03/26/2018

Link to plan: <https://www.southstpaul.org/512/ADA-Transition-Plan>

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 1649873624861_SSP- ADA Transition Plan (Final).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. 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. 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.

[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 ☐ Yes within one year of project completion.

Requirements - Bicycle and Pedestrian Facilities Projects

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$114,000.00
Removals (approx. 5% of total cost)	\$113,000.00
Roadway (grading, borrow, etc.)	\$38,000.00
Roadway (aggregates and paving)	\$351,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$92,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$159,000.00
Traffic Control	\$22,000.00
Striping	\$16,000.00
Signing	\$15,000.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$23,000.00
Bridge	\$0.00
Retaining Walls	\$312,000.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$24,000.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$310,000.00
Other Roadway Elements	\$0.00
Totals	\$1,589,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

Cost

Path/Trail Construction	\$0.00
Sidewalk Construction	\$294,000.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$135,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$168,000.00
Streetscaping	\$60,000.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$657,000.00

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	\$2,246,000.00
Construction Cost Total	\$2,246,000.00
Transit Operating Cost Total	\$0.00

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

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

Response:

Education: South St. Paul Public Schools has a few programs that teach students and parents about pedestrian safety. Park & Walks are a strategy used where students assemble in groups throughout the area and walk to school under the guidance of staff and volunteers. Students learn lifelong pedestrian safety skills and the community establishes a safe and supportive environment. Another program called Walking School Bus employs a similar method but focuses on students in neighborhoods that are already within walking distance. Schools also connect parents with walking and biking resources.

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

Encouragement: South St. Paul Public Schools has offered walking and bicycling field trips and has participated informally in Walk and Bike to School Day. The school district is committed to future events promoting use of planned improvements.

Evaluation: South St. Paul Public Schools has participated in a SRTS study including parent

surveys and student tallies where approximately 24% of students walk, bike, or take transit to school. 76% of parents cited safety of intersections and crossings to be a barrier allowing their children to walk or bike to school. The 2014 Bicycle and Pedestrian Plan identified the project area as having the highest pedestrian demand in the City, which raises this as a priority project.

Equity: SSP Public Schools approaches SRTS through inclusion, celebrating the diversity of students, allocating resources to overcome inequities, and supporting of a community where walking and biking is safe, comfortable, and convenient for every student. Programming, engagement, and communications for the Secondary School's SRTS plan are designed to be flexible to overcome barriers and meet the needs of disadvantaged populations. The City shares this equity goal as evidenced in our Bicycle and Pedestrian Plan. This SRTS is a high priority for the City because the Secondary School serves diverse and low income populations.

(Limit 2,800 characters; approximately 400 words)

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

20.0%

Documentation Attachment

1649878941307_007_Marie Ave SRTS Student Tally.pdf

Please upload attachment in PDF form.

Measure B: Student Population

Student population within one mile of the school

2138.0

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:

South St. Paul Secondary School serves a diverse student population and is located in an area above the regional average for race/poverty. In the 2020-2021 school year, the National Center for Education Statistics reported that approximately 45% of enrolled students at South St. Paul (SSP) Secondary are BIPOC or identify with two or more races and 41.5% are eligible for a free/reduced meal. The nearby elementary school is as equally diverse at 42%. Within the South St. Paul School District, around 5.5% of students have a disability. According to Minnesota Compass census data, approximately 27% of the population around the study area are BIPOC or identify with two or more races. 22.8% are under 18 years of age and almost 13% above 65 years of age. 15.5% of people are disabled.

Response:

This city approved South St. Paul Secondary SRTS Project layout is built upon years of outreach and communications with the community regarding needs for improvement to the Marie Ave corridor that connects to several school facilities and the city's core commercial area. Past outreach includes Southview Hill Study (2014), SSP Bike Plan (2014), 2040 Comprehensive Plan update, and workshops for the recently completed and council adopted Safe Routes Study (2018). Issues and concerns regarding pedestrian and bicycle safety surrounding the Secondary School have been raised repeatedly and consistently throughout these meetings and conversations. Several disadvantaged populations live within these study areas, and specific efforts were taken to reach out to underrepresented residents through public meetings, surveys, day-long workshops, open houses, student tallies, booths at city events, and targeted meetings and calls with stakeholders.

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

(Limit 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.

Project benefits to populations in 3A include better access to both school and community destinations due to improved crossings over Marie Ave, closing gaps in existing and planned bicycle and pedestrian network, accommodating persons with disabilities through ADA compliant facilities, and improved bicycle and pedestrian safety overall. The extension of these improvements to existing facilities and transit connections on 3rd Ave S a transit corridor, will benefit families who have limited to no access to independent transportation.

Response:

This project is also located in a diversified area of the community in terms of zoning. There are several commercial, office, service, park, and public or institutional uses within walking distance of the Secondary School that will also benefit from improved pedestrian and bicycle facilities. The SRTS project addresses safety issues within the existing pedestrian system, and the execution of this project provides another step toward the City's vision of connecting all neighborhoods to schools, parks, jobs, and retail centers. Additionally, this SRTS project will add value to recent city pedestrian projects. Recent road improvements on 3rd Ave N, the eastern terminus of this project, and Southview Boulevard, a major retail corridor and parallel street to Marie Ave that several students cross to walk or bike to school, included upgraded pedestrian facilities that connect to transit routes and public buildings. These projects combined will help create a robust non-motorized network that offers accessible, continuous connections to SSP School System, transit, businesses and services, neighborhoods, and community resources.

There are very few negative impacts anticipated as a result of this project. The SRTS project will improve safety at several high concern crossing

locations, fill existing gaps in bicycle facilities, remedy ADA deficiencies in the existing system, and potentially reduce vehicle speeds particularly on Marie Avenue.

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

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

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 project's 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.

The half-mile area surrounding this proposed project area contains 542 subsidized rental housing units, according to the Socio-Economic Conditions map. In the near-immediate vicinity of the Marie Avenue project, HousingLink.org counts 404 affordable units (see Affordable Housing Access Map), with 342 units (~85%) at 30% AMI, 6 at 60% AMI, and 56 at 80% AMI.

Over 60% of South St. Paul's housing stock was built before 1960 and around 26% before 1939. This area of the city contains the highest concentration of 80+ years old housing, and Minnesota Compass estimates 73.4% of homes in this area were built in 1969 or earlier. In terms of owner-occupied housing, most homes (68.1%) in South St. Paul had an estimated market value of around \$243,500 or less in 2016. Although property values across the Twin Cities have continued to increase, many of the units found near the project area continue to be considered Natural Occurring Affordable Housing and therefore affordable to 80% AMI households.

Response:

According to Minnesota Compass, census data within a mile of the project area shows around 11,000 people in 2019 with 22.8% under 18 years of age and almost 13% above 65 years of age. 15.5% of people are disabled. Of 4,560 households, approximately 40.7% to 60.6% are at or below the 2019 median household income of \$71,872.

In total, the proposed improvements will provide accessibility for all ages and abilities to several important services and institutions in this area, including the South St. Paul Secondary and Lincoln Center Elementary schools, Central Square Community Center, City Hall, South St. Paul Family

Education Center, approximately 198 30% AMI senior apartments in the Nan McKay and John Carroll buildings, 104 affordable units mostly at 30% or 80% AMI, 6 child care centers, 5 places of worship, and a major retail area with a grocery store along Southview Boulevard.

(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.

1649876079659_Socio-Economic Conditions Map (combined).pdf

Measure A: Gaps, Barriers, and Continuity/Connections

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

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

Other project deficiencies include:

- Non-compliant ADA facilities provide no accommodations for persons with disabilities
- Segmented pedestrian routes or substandard sidewalks leave children traveling in boulevards and roadways
- Improperly designated crosswalks put students at risk when crossing the road

Response:

- No designated bicycle infrastructure forces bicyclists into vehicle traffic lanes, which is dangerous for less experienced bicyclists like students

- Sightline issues at the Marie Ave and 9th Ave intersection, noted by several parents as a "blind intersection" in surveys, create unsafe conditions for all users

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

Marie Ave is a two lane local road, but it is

frequently used by through traffic seeking to avoid traffic on Southview Boulevard (CSAH 14), a major collector for the City and an adjacent, parallel roadway. This contributes to higher traffic volumes and speeds on Marie Ave. The average daily traffic on most of Marie Ave (from 5th Ave N to 9th Ave N) is 4,600 VPD. On Marie Ave from 3rd Ave N to 5th Ave N, the VPD count decreases to 1900.

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

The priority list includes:

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

- Along the Regional Bicycle Transportation Network

(Limit 2,800 characters; approximately 400 words)

Upload Map

1649876144719_Bike Corridor Map (combined).pdf

Please upload attachment in PDF form.

Measure B: Deficiencies corrected or safety or security addressed

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

Response:

Parent surveys and other community engagement conversations demonstrate a number of concerns about pedestrian and bicycle safety in the vicinity of the school grounds. The lack of controlled crossings on Marie Ave was emphasized, as well as sidewalk gaps and issues with visibility at the intersection of 9th & Marie. As more than one parent noted, 9th Ave and Marie is a very "blind" intersection.

In the last ten years there were three bike and pedestrian related crashes in the project corridor, all resulting in personal injury. Two were serious personal injury. In the last three years, eight property damage crashes occurred. Three of them were angle crashes occurring at an intersection in the project area, and the other five were crashes that occurred due to visibility or spatial restrictions. The lack of proper pedestrian and bicycle facilities is evident in these crashes; in a few cases, drivers struck bicyclists and pedestrians at intersections without proper crossings. This SRTS project will help to address these deficiencies by installing designated crossings throughout the project

corridor, including a flashing beacon at Marie Ave and 8th Ave. Crash modification factor #9024 would indicate that this project's installation of a flashing beacon would reduce the crashes by over 47%. This project will also upgrade street lighting, which will improve safety for all transportation users. Parent comments, as part of the SRTS plan, highlighted concern for public safety in the corridor. Continuous lighting may help to address those concerns and facilitate more pedestrian trips to and from school during the darker winter months and when students are traveling home from after-school activities.

(Limit 2,800 characters; approximately 400 words)

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.

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

Response:

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

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

As the SRTS project moves forward, future public engagement will include a range of outreach strategies to include the general public in finalizing details of the proposed solution. These outreach

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

(Limit 2,800 characters; approximately 400 words)

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. Yes

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.

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

1649876821018_002_Marie Ave Overview and
Layout_8.5x11.pdf

Please upload attachment in PDF form.

Additional Attachments

1649877326686_2022-59 Grant for Marie Ave SRTS.pdf

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

100%

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

Yes

100%

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

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

Project is located on an identified historic bridge

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

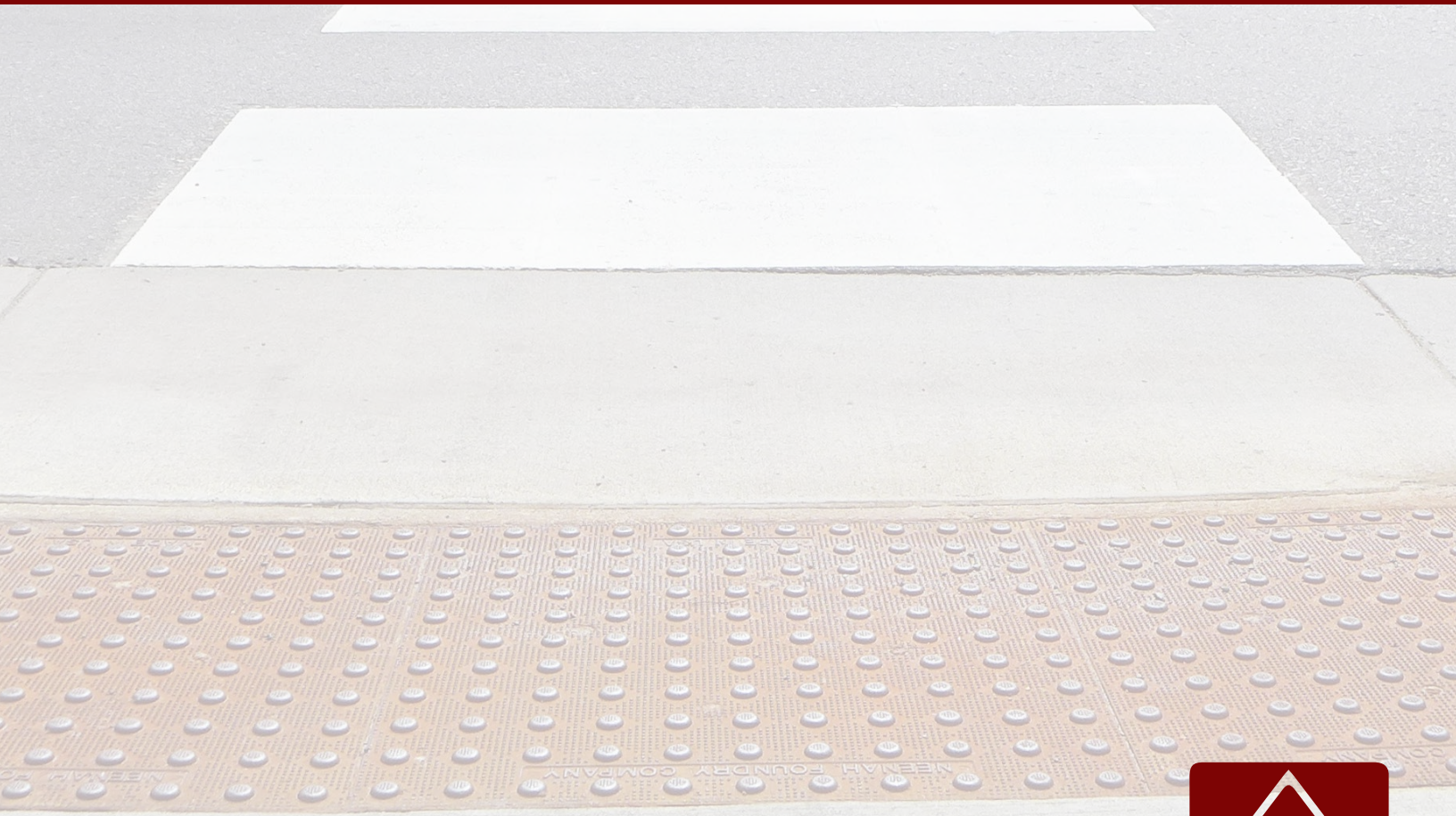
Total Project Cost (entered in Project Cost Form):	\$2,246,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$2,246,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

File Name	Description	File Size
001_One Page Description Marie Ave SRTS.pdf	Project One Page Description	399 KB
003A_Marie Ave Existing Conditions_8.5x11.pdf	Marie Avenue Existing Conditions	1.2 MB
003B_Marie Ave Current Conditions_8X11L.pdf	Marie Avenue Current Conditions	2.2 MB
005_Marie Ave Affordable Housing Access Map.pdf	Affordable Housing Access Map	2.5 MB
006_Marie Ave SRTS Parent Survey.pdf	Parent Survey	391 KB
008_SSP Secondary School SRTS (combined excerpts).pdf	SSP Secondary School SRTS Plan Excerpts	35.8 MB
009_South St. Paul Bicycle and Pedestrian Plan.pdf	SSP Bicycle and Pedestrian Plan	2.5 MB
010_Dakota County Pedestrian and Bicycle Study.pdf	Dakota County Pedestrian and Bicycle Study	3.2 MB
Chamber Marie Ave SRTS LOS.pdf	Chamber Letter of Support	623 KB
DakotaCounty Marie Ave SRTS LOS.pdf	Dakota County Letter of Support	148 KB
SSP Schools Marie Ave SRTS LOS.pdf	SSP Public Schools Letter of Support	176 KB



City of South St. Paul ADA Transition Plan



January 2018



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INTRODUCTION

Transition Plan Need and Purpose

The Americans with Disabilities Act (ADA), enacted on July 26, 1990, is a civil rights law prohibiting discrimination against individuals on the basis of disability. ADA consists of five titles outlining protections in the following areas:

- I. Employment
- II. State and local government services
- III. Public accommodations
- IV. Telecommunications
- V. Miscellaneous Provisions

Title II of ADA pertains to the programs, activities and services public entities provide. As a provider of public transportation services and programs, City of South St. Paul must comply with this section of the Act as it specifically applies to public service agencies. Title II of ADA provides that, “...no qualified individual with a disability shall, by reason of such disability, be excluded from participation in or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any such entity.” ([42 USC. Sec. 12132](#); [28 CFR. Sec. 35.130](#))

As required by Title II of [ADA, 28 CFR. Part 35 Sec. 35.105 and Sec. 35.150](#), the City of South St. Paul has conducted a self-evaluation of its facilities within public rights of way and has developed this Transition Plan detailing how the organization will ensure that those facilities are accessible to all individuals. A glossary of terms is included in **Appendix A**.

This Transition Plan has been created to specifically cover accessibility within the public rights of way and does not include information on City programs, practices, or building facilities not related to public rights of way.

ADA and its Relationship to Other Laws

Title II of ADA is companion legislation to two previous federal statutes and regulations: the [Architectural Barriers Acts of 1968](#) and [Section 504 of the Rehabilitation Act](#) of 1973.

The Architectural Barriers Act of 1968 is a Federal law that requires facilities designed, built, altered or leased with Federal funds to be accessible. The Architectural Barriers Act marks one of the first efforts to ensure access to the built environment.

Section 504 of the Rehabilitation Act of 1973 is a Federal law that protects qualified individuals from discrimination based on their disability. The nondiscrimination requirements of the law apply to employers and organizations that receive financial assistance from any Federal department or agency. Title II of ADA extended this coverage to all state and local government entities, regardless of whether they receive federal funding or not.

Agency Requirements

Under Title II, the City of South St. Paul must meet these general requirements:

- Must operate their programs so that, when viewed in their entirety, the programs are accessible to and useable by individuals with disabilities ([28 CFR Sec. 35.150](#)).
- May not refuse to allow a person with a disability to participate in a service, program or activity simply because the person has a disability ([28 CFR Sec. 35.130 \(a\)](#)).
- Must make reasonable modifications in policies, practices and procedures that deny equal access to individuals with disabilities unless a fundamental alteration in the program would result ([28 CFR Sec. 35.130\(b\) \(7\)](#)).
- May not provide services or benefits to individuals with disabilities through programs that are separate or different unless the separate or different measures are necessary to ensure that benefits and services are equally effective ([28 CFR Sec. 35.130\(b\)\(iv\) & \(d\)](#)).
- Must take appropriate steps to ensure that communications with applicants, participants and members of the public with disabilities are as effective as communications with others ([28 CFR Sec. 35.160\(a\)](#)).
- Must designate at least one responsible employee to coordinate ADA compliance [[28 CFR Sec. 35.107\(a\)](#)]. This person is often referred to as the "ADA Coordinator." The public entity must provide the ADA coordinator's name, office address, and telephone number to all interested individuals [[28 CFR Sec. 35.107\(a\)](#)].
- Must provide notice of ADA requirements. All public entities, regardless of size, must provide information about the rights and protections of Title II to applicants, participants, beneficiaries, employees, and other interested persons [[28 CFR Sec. 35.106](#)].
- Must establish a grievance procedure. Public entities must adopt and publish grievance procedures providing for prompt and equitable resolution of complaints [[28 CFR Sec. 35.107\(b\)](#)]. This requirement provides for a timely resolution of all problems or conflicts related to ADA compliance before they escalate to litigation and/or the federal complaint process.

SELF-EVALUATION CONDITION ASSESSMENT

Overview

The City of South St. Paul is required, under Title II of the Americans with Disabilities Act (ADA) and [28 CFR 35.105](#), to perform a self-evaluation of its current transportation infrastructure policies, practices, and programs. This self-evaluation will identify what policies and practices impact accessibility and examine how the City implements these policies.

The goal of the self-evaluation is to verify that, in implementing the City's policies and practices, the department is providing accessibility and not adversely affecting the full participation of individuals with disabilities.

The self-evaluation also examines the condition of the City's Pedestrian Circulation Route/Pedestrian Access Route) (PCR/PAR) and identifies potential need for PCR/PAR infrastructure improvements. This includes consideration of the sidewalks, bicycle/pedestrian trails, and curb ramps that are located within the City rights of way.

Summary

In 2017, the City of South St. Paul conducted an inventory of pedestrian facilities within its public right of way consisting of the evaluation of the following facilities:

- Pedestrian Ramps at intersections and mid-block crossings that include trail or sidewalk facilities
- Sidewalks and trails adjacent to roadways were assessed by City Staff

Pedestrian ramps were assessed by Stonebrooke staff and categorized into three priority rating tiers:

1. Tier 1: largely or fully compliant.
2. Tier 2: substantially compliant and working well.
3. Tier 3: several elements are not compliant.

Sidewalks adjacent to roadways were assessed by City staff and assigned priority rating tiers. Assessments were done at locations where apparent deficiencies existed.

1. Tier 1: minor pavement deficiencies
2. Tier 2: vertical and gap faults greater than ½ inch.
3. Tier 3: obstacles in sidewalk, vertical faults greater than ¾ inch, gap greater than ½ inch.

Maps showing how the pedestrian ramp and sidewalk facilities are categorized can be found on the City's website, detailed in **Appendix B**, and will be updated periodically.

POLICIES AND PRACTICES

Previous Practices

Since the adoption of the ADA, the City of South St. Paul has striven to provide accessible pedestrian features as part of the City capital improvement projects. As additional information was made available as to the methods of providing accessible pedestrian features, the City has updated their procedures to accommodate these methods. Recently, more standardized design and construction methods have evolved. This has resulted in the ability of local agencies to receive additional exposure and training on accessible features. This has improved the City of South St Paul staff's ability to understand available options and to explore the feasibility of implementing accessibility improvements. This information also assists in providing guidance for developing transition plans.

Policy

The City of South St. Paul will inspect, inventory and plan for any required improvements to facilities located in the public right-of-way, to ensure compliance with the ADA. The City's goal is to continue to provide accessible pedestrian design features as part of the City capital improvement projects. The City has established ADA design standards and procedures as detailed in **Appendix C**. These standards and procedures will be kept up to date with nationwide and local best management practices.

The City of South St. Paul will consider and respond to all accessibility improvement requests. Requests should be sent to the ADA Coordinator as specified in **Appendix D**. All accessibility improvements that have been deemed reasonable will be scheduled consistent with transportation priorities. The City will coordinate with external agencies as necessary to ensure that all new or altered pedestrian facilities within the City jurisdiction are ADA compliant to the maximum extent feasible.

Maintenance of pedestrian facilities within the public right of way will continue to follow the policies set forth by the City. The City will maintain and update the facility database to reflect improvements to inventoried facilities and measure progress.

ADA COORDINATOR

In accordance with [28 CFR 35.107\(a\)](#), the City of South St. Paul has identified an ADA Title II Coordinator to oversee the City policies and procedures. It is the responsibility of the ADA Coordinator to implement this policy. Contact information for this individual is located in **Appendix D**.

IMPROVEMENT SCHEDULE

Priority Areas

The City of South St. Paul has established a tiering system to prioritize ADA improvements based on the level of compliance of facilities. Additional priority will be given to any location where an improvement project or alteration was constructed after January 26, 1991, and accessibility features were omitted.

External Agency Coordination

Many other agencies are responsible for pedestrian facilities within the jurisdiction of the City of South St. Paul, including Dakota County and MNDOT. The City will coordinate with those agencies to track and assist in the facilitation of the elimination of accessibility barriers along their routes and/or associated with their services.

Schedule

The City of South St. Paul has set the following schedule goals for improving the accessibility of its pedestrian facilities within the City jurisdiction:

Pedestrian Ramps

- Ramps with priority ratings in Tier 1. These ramps are considered largely or fully compliant and work on these facilities is not necessary at this time.
- Ramps with priority ratings in Tier 2. These ramps are considered serviceable and are not in need of immediate action. Improvements for these facilities will be addressed in conjunction with adjacent capital improvement projects. Staff will use the CIP and long-range street improvement plans to coordinate these improvements.
- Ramps with priority ratings in Tier 3. Any of these ramps identified as an existing hazard or compliance issue that staff believes needs to be addressed by a set date shall have a

work order initiated or be incorporated into a project in the Capital Improvement Plan (CIP).

Sidewalks

- Sidewalks with priority ratings in Tier 1. These facilities have minor pavement deficiencies and work on these facilities is not necessary at this time.
- Sidewalks with condition ratings in Tier 2. These sidewalks have vertical and gap faults greater than ½ inch but less than ¾ inch and are considered serviceable and are not in need of immediate action. Improvements for these facilities will be addressed in conjunction with adjacent capital improvement projects. Staff will use the CIP and long-range street improvement plans to coordinate these improvements.
- Sidewalks with condition ratings in Tier 3. These sidewalks have obstacles and/or vertical faults greater than ¾ inch, and gap faults greater than ½ inch. Any of these sidewalk locations identified as an existing hazard or compliance issue that staff believes needs to be addressed by a set date shall have a work order initiated or be incorporated into a project in the CIP.

After 20 years, the City of South St. Paul has a goal for 80% of accessibility for pedestrian features within the jurisdiction to be ADA compliant. The remaining 20% would include the Tier 2 locations that have not had an adjacent road project within the twenty-year period.

IMPLEMENTATION SCHEDULE

Methodology

The City of South St. Paul will utilize two methods for upgrading pedestrian facilities to the current ADA standards. The first and most comprehensive of the two methods are the scheduled street and utility improvement projects. All pedestrian facilities impacted by these projects will be upgraded to current ADA accessibility standards. The second method includes standalone sidewalk and ADA accessibility improvement projects. These projects will be incorporated into the CIP on a case by case basis as determined by the City of South St. Paul staff, or may be completed by internal City forces. The City CIP includes a detailed schedule and budget for specific improvements.

PUBLIC OUTREACH

The City of South St. Paul recognizes that public participation is an important component in the development of this plan. The City has developed a webpage that provides information on the Plan development and provides opportunity for public input.

Public outreach for the creation of this document consisted of the following activities:

- The City's ADA webpage includes information on the Transition Plan development and provides an opportunity for public comment.
- Transition Plan presentation to the City Council.
- The City's ADA Title II Coordinator will continue to be available for questions or discussion.

GRIEVANCE PROCEDURE

Under the Americans with Disabilities Act, each agency is required to publish its responsibilities in regards to the ADA. A draft of this public notice is provided in **Appendix G**. If users of City of South St. Paul facilities and services believe the City has not provided reasonable accommodation, they have the right to file a grievance.

In accordance with [28 CFR 35.107\(b\)](#), the City has developed a grievance procedure for the purpose of the prompt and equitable resolution of citizens' complaints, concerns, comments, and other grievances. This grievance procedure is outlined in **Appendix H**, with a Grievance Form in **Appendix I**.

MONITOR THE PROGRESS

This document, including the Appendices, will be updated as conditions within the City evolve. The City will maintain ADA Transition Plan information on its website. Reporting on facility accessibility improvements will be included in CIP updates and other presentations to the City Council.

APPENDICES

- A. Glossary of Terms
- B. Self-Evaluation
- C. Agency ADA Design Standards and Procedures
- D. ADA Coordinator
- E. Prioritization Summary
- F. ADA Public Notice
- G. Grievance Procedure
- H. Complaint Form

Appendix A – Glossary of Terms

ABA: See Architectural Barriers Act.

ADA: See Americans with Disabilities Act.

ADA Transition Plan: The City of South St. Paul's transportation system plan that identifies accessibility needs, the process to fully integrate accessibility improvements into the City Capital Improvement Plan, and ensure all transportation facilities, services, programs, and activities are accessible to all individuals.

ADAAG: See Americans with Disabilities Act Accessibility Guidelines.

Accessible: A facility that provides access to people with disabilities using the design requirements of the ADA.

Accessible Pedestrian Signal (APS): A device that communicates information about the WALK phase in audible and vibro-tactile formats.

Alteration: A change to a facility in the public right-of-way that affects or could affect access, circulation, or use. An alteration must not decrease or have the effect of decreasing the accessibility of a facility or an accessible connection to an adjacent building or site.

Americans with Disabilities Act (ADA): The Americans with Disabilities Act; Civil rights legislation passed in 1990 and effective July 1992. The ADA sets design guidelines for accessibility to public facilities, including sidewalks and trails, by individuals with disabilities.

Americans with Disabilities Act Accessibility Guidelines (ADAAG): contains scoping and technical requirements for accessibility to buildings and public facilities by individuals with disabilities under the Americans with Disabilities Act (ADA) of 1990.

APS: See Accessible Pedestrian Signal.

Architectural Barriers Act (ABA): Federal law that requires facilities designed, built, altered or leased with Federal funds to be accessible. The Architectural Barriers Act marks one of the first efforts to ensure access to the built environment.

Capital Improvement Program (CIP): The CIP includes an annual capital budget and a five-year plan for funding the new construction and reconstruction projects on the City or County's transportation system.

Priority Rating for Pedestrian Curb Ramps:

1. Tier 1: largely or fully compliant.
2. Tier 2: substantially compliant and working well.
3. Tier 3: several elements are not compliant.

Priority Rating for Sidewalks:

1. Tier 1: minor pavement deficiencies
2. Tier 2: vertical and gap faults greater than ½ inch.
3. Tier 3: obstacles in sidewalk, vertical faults greater than ¾ inch, gap greater than ½ inch.

Detectable Warning: A surface feature of truncated domes built in or applied to the walking surface to indicate an upcoming change from pedestrian to vehicular way.

DOJ: See United States Department of Justice

Federal Highway Administration (FHWA): A branch of the US Department of Transportation that administers the federal-aid Highway Program, providing financial assistance to states to construct and improve highways, urban and rural roads, and bridges.

FHWA: See Federal Highway Administration

Pedestrian Access Route (PAR): A continuous and unobstructed walkway within a pedestrian circulation path that provides accessibility.

Pedestrian Circulation Route (PCR): A prepared exterior or interior way of passage provided for pedestrian travel.

PROWAG: An acronym for the *Guidelines for Accessible Public Rights-of-Way* issued in 2005 by the U. S. Access Board. This guidance addresses roadway design practices, slope, and terrain related to pedestrian access to walkways and streets, including crosswalks, curb ramps, street furnishings, pedestrian signals, parking, and other components of public rights-of-way.

Right of Way: A general term denoting land, property, or interest therein, usually in a strip, acquired for the network of streets, sidewalks, and trails creating public pedestrian access within a public entity's jurisdictional limits.

Section 504: The section of the Rehabilitation Act that prohibits discrimination by any program or activity conducted by the federal government.

Uniform Accessibility Standards (UFAS): Accessibility standards that all federal agencies are required to meet; includes scoping and technical specifications.

United States Access Board: An independent federal agency that develops and maintains design criteria for buildings and other improvements, transit vehicles, telecommunications equipment, and electronic and information technology. It also enforces accessibility standards that cover federally funded facilities.

United States Department of Justice (DOJ): The United States Department of Justice (often referred to as the Justice Department or DOJ), is the United States federal executive department responsible for the enforcement of the law and administration of justice.

Appendix B – Self-Evaluation

The maps included herein showing how the pedestrian ramp and sidewalk facilities are categorized can also be found on the City's website,

<http://www.southstpaul.org/index.aspx?NID=512>

Appendix C – Agency ADA Design Standards and Procedures

Design Procedures

Intersection Corners

The City of South St. Paul intends to construct or upgrade curb ramps to achieve compliance as part of its capital improvement projects. There may be limitations which make it technically infeasible for an intersection corner to achieve full accessibility within the scope of any project. Those limitations will be noted and those intersection corners will remain on the transition plan. As future projects or opportunities arise, those intersection corners shall continue to be incorporated into future work. Regardless of whether full compliance can be achieved or not, each intersection corner shall be made as compliant as possible in accordance with the judgment of City staff.

Sidewalks / Trails

The City of South St. Paul will construct or upgrade sidewalks and trails to achieve compliance as part of its capital improvement projects. There may be limitations which make it technically infeasible for segments of sidewalks or trails to achieve full accessibility within the scope of any project. Those limitations will be noted and those segments will remain on the transition plan. As future projects or opportunities arise, those segments shall continue to be incorporated into future work. Regardless of whether full compliance can be achieved or not, every sidewalk or trail shall be made as compliant as possible in accordance with the judgment of City staff.

Bus Stops and Transit Facilities

Transit facilities are present within the limits of South St. Paul. Those facilities fall under the jurisdiction of Metro Transit. The City of South St. Paul will work with Metro Transit to ensure that those facilities meet all appropriate accessibility standards.

Other policies, practices and programs

Policies, practices and programs not identified in this document will follow the applicable ADA standards.

Design Standards

The City of South St. Paul generally follows the guidelines identified in PROWAG when practical and feasible.

Appendix D – Contact Information

Public Right of Ways

ADA Title II Coordinator & Implementation Coordinator

Name: Chris Hartzell
Or current City Engineer

Address: 125 3rd Avenue North
South St. Paul, MN 55075

Phone: 651.554.3210

Fax: 651.554.3211

E-mail: chartzell@southstpaul.org

Appendix E – Prioritization Summary

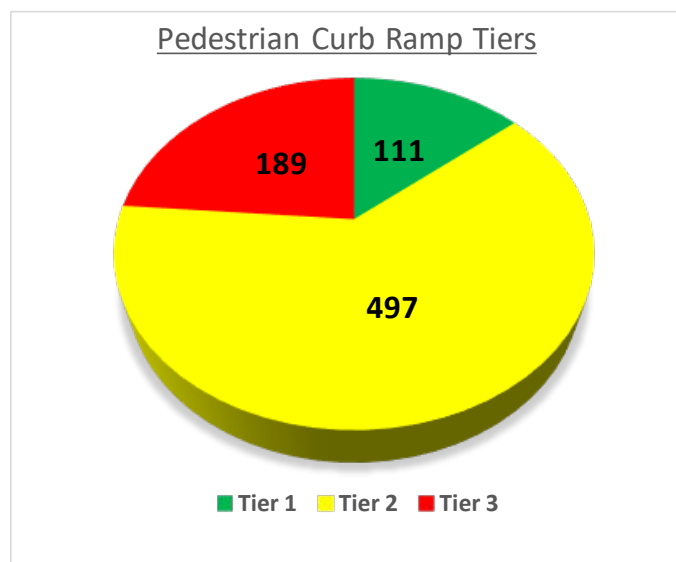
Pedestrian Curb Ramps

A total of 797 pedestrian ramps were inventoried and classified as follows.

Tier 1: largely or fully compliant = 111 Pedestrian Ramps

Tier 2: substantially compliant and working well = 497 Pedestrian Ramps

Tier 3: several elements are not compliant = 189 Pedestrian Ramps



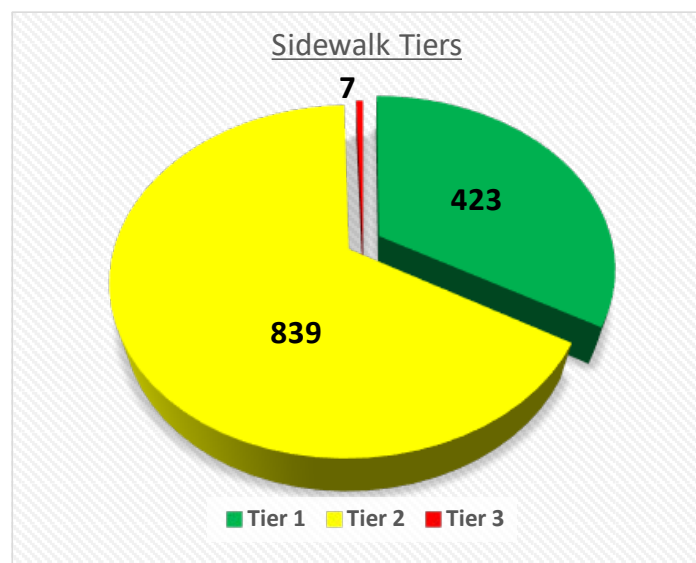
Sidewalks and Trails

A total of 1,269 individual locations were inventoried and classified as follows.

Tier 1: minor pavement deficiencies = 423 locations

Tier 2: vertical and gap faults > than ½ inch. = 839 locations

Tier 3: obstacles in sidewalk, vertical faults > than ¾ inch, gap > ½ inch = 7 locations



The City of South St. Paul is committed to making investments to improve accessibility in the City. A systematic approach to providing accessibility will be taken to absorb the cost into the City of South St. Paul's budget for improvements to the public right of way.

Appendix F – ADA Public Notice

As part of the ADA requirements the City has posted the following notice outlining its ADA requirements:

Public Notice

In accordance with the requirements of title II of the Americans with Disabilities Act of 1990, the City of South St. Paul will not discriminate against qualified individuals with disabilities on the basis of disability in City services, programs, or activities.

Employment: The City does not discriminate on the basis of disability in its hiring or employment practices and complies with all regulations promulgated by the U.S. Equal Employment Opportunity Commission under title I of the Americans with Disabilities Act (ADA).

Effective Communication: The City will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in the City's programs, services, and activities, including qualified sign language interpreters, documents in Braille, and other ways of making information and communications accessible to people who have speech, hearing, or vision impairments.

Modifications to Policies and Procedures: The City will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all City programs, services, and activities. For example, individuals with service animals are welcomed in City offices, even where pets are generally prohibited.

Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a City program, service, or activity, should contact the office of the ADA Coordinator (see **Appendix D**) as soon as possible but no later than 48 hours before the scheduled event.

The ADA does not require the City to take any action that would fundamentally alter the nature of its programs or services, or impose an undue financial or administrative burden.

The City will not place a surcharge on a particular individual with a disability or any group of individuals with disabilities to cover the cost of providing auxiliary aids/services or reasonable modifications of policy, such as retrieving items from locations that are open to the public but are not accessible to persons who use wheelchairs.

Appendix G – Grievance Procedure

Prior to filing a grievance, the public is strongly encouraged to contact the ADA Coordinator to discuss any concerns regarding City facilities. The ADA Coordinator role is designed to provide a point of contact for the public to address concerns. It is anticipated that most concerns identified will be able to be resolved by the ADA Coordinator. Contact information for the ADA coordinator can be found in Appendix D of this document.

City of South St. Paul - Public Rights of Way

Grievance Procedure under The Americans With Disabilities Act

This Grievance Procedure is established to meet the requirements 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 benefits by the City of South St. Paul Public Works. The City's Personnel Policy governs employment-related complaints of disability discrimination.

The complaint should be in writing and contain information about the alleged discrimination such as name, address, phone number of complainant and location, date, and description of the problem. Alternative means of filing complaints, such as personal interviews or a tape recording of the complaint will be made available for persons with disabilities upon request.

The complaint should be submitted by the grievant and/or their designee as soon as possible but no later than 60 calendar days after the alleged violation to the ADA Coordinator. Contact information can be found in **Appendix D** of this document.

Within fifteen working days after receipt of the complaint, the ADA Coordinator or their designee will meet with the complainant to discuss the complaint and the possible resolutions. Within fifteen working days of the meeting, the ADA Coordinator or their designee will respond in writing, and where appropriate, in a format accessible to the complainant, such as large print, or audio tape. The response will explain the position of the ADA Coordinator and offer options for substantive resolution of the complaint.

If the response by the ADA Coordinator or their designee does not satisfactorily resolve the issue, the complainant and/or their designee may appeal the decision within 30 calendar days after receipt of the response to the City Administrator or his/her designee.

Within thirty calendar days after receipt of the appeal, the City Administrator or his/her designee will meet with the complainant to discuss the complaint and possible resolutions. Within thirty calendar days after the meeting, the City Administrator or his/her designee will respond in

writing, and, where appropriate, in a format accessible to the complainant, with a final resolution of the complaint.

All written complaints received by the ADA Coordinator or their designee, appeals to the City Administrator or his/her designee, and responses from these two offices will be retained by the City in accordance with state and federal law.

City of South St. Paul Public Rights of Way Grievance Procedure

Those wishing to file a formal written grievance with the City of South St. Paul may do so by one of the following methods:

- Internet
City of South St. Paul ADA website at <http://www.southstpaul.org/index.aspx?NID=512> and click the link to the ADA Complaint Form. A copy of the ADA Complaint Form is included with this document in Appendix I.
- Telephone
Contact the ADA Coordinator as specified in **Appendix D** to submit an oral grievance. The ADA Coordinator will prepare and submit the complaint form on behalf of the person filing the grievance.
- Paper Submittal
Contact the ADA Coordinator as specified in **Appendix D** to request a paper copy of the complaint form, complete the form, and submit it to the ADA Coordinator.

The ADA Complaint Form will ask for the following information:

- The name, address, telephone number, and email address for the person filing the grievance
- The name, address, telephone number, and email address for the person alleging an ADA violation (if different than the person filing the grievance)
- A description and location of the alleged violation and the nature of a remedy sought, if known by the complainant.
- If the complainant has filed the same complaint or grievance with the United States Department of Justice (DOJ), another federal or state civil rights agency, a court, or others, the name of the agency or court where the complainant filed it and the filing date.

If the grievance filed does not concern a City of South St. Paul facility, the City will work with the complainant to contact the agency that has jurisdiction.

A City of South St. Paul staff person will conduct an investigation necessary to determine the validity of the alleged violation. As a part of the investigation, the staff person may conduct an engineering study to help determine the response. The staff person will take advantage of department resources and use engineering judgment, data collected, and any information submitted by the resident to develop a conclusion. A staff person will be available to meet with the complainant to discuss the matter as a part of the investigation and resolution of the matter. The City will document each resolution of a filed grievance and retain such documentation in the department's ADA Grievance file in accordance with state and federal law.

The City will consider all specific grievances within its particular context or setting. Furthermore, the City will consider many varying circumstances including: 1) the nature of the access to services, programs, or facilities at issue; 2) the specific nature of the disability; 3) the essential eligibility requirements for participation; 4) the health and safety of others; and 5) the degree to which an accommodation would constitute a fundamental alteration to the program, service, or facility, or cause an undue hardship to the City of South St. Paul.

Accordingly, the resolution by the City of South St. Paul of any one grievance does not constitute a precedent upon which the City is bound or upon which other complaining parties may rely.

File Maintenance

The City shall maintain ADA grievance files in accordance with state and federal law.

Complaints on Title II violations may also be filed with the DOJ within 180 days of the date of discrimination. In certain situations, cases may be referred to a mediation program sponsored by the Department of Justice (DOJ). The DOJ may bring a lawsuit where it has investigated a matter and has been unable to resolve violations.

For more information, contact:

U.S. Department of Justice Civil Rights Division
950 Pennsylvania Avenue, N.W. Disability Rights Section - NYAV Washington, D.C. 20530
www.ada.gov
(800) 514-0301 (voice – toll free)
(800) 514-0383 (TTY)

Title II may also be enforced through private lawsuits in Federal court. It is not necessary to file a complaint with the DOJ or any other Federal agency, or to receive a "right-to-sue" letter, before going to court.

Appendix H – Complaint Form

See the following four pages for complaint form.

**City of South St. Paul Public Rights of Way
Title II of the Americans with Disabilities Act and
Section 504 of the Rehabilitation Act of 1973 Discrimination Complaint Form**

Instructions: Please fill out this form completely, in black ink or type. Sign and return to the ADA Coordinator as specified in **Appendix D**. Attach additional sheets if necessary.

Complainant Name:

Street Address:

City, State and Zip Code:

Telephone (Home):

Telephone (Business):

Person Discriminated Against: (if other than the complainant)

Address:

City, State, and Zip Code:

Telephone (Home/Business or Both):

Government, or organization, or institution which you believe has discriminated:

Name:

Street Address:

City:

County:

State and Zip Code:

Telephone Number:

When was the issue discovered/when did the problem occur? (Date):

Describe the issue in detail, providing the name(s) where possible of the individuals who have been contacted. (Add additional pages if necessary):

Have prior efforts been made to resolve this complaint through the grievance procedure?

Yes No

If Yes: what is the status of the grievance?

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: Agency or Court:

Contact Person:

Street Address:

City, State, and Zip Code:

Telephone Number:

Date Filed:

Do you intend to file with another agency or court?

Yes No

If Yes: Agency or Court:

Address:

Telephone Number:

Signature: -----

Name: -----

Date:-----

Return to:

ADA Coordinator as specified in **Appendix D** of the Transition Plan.

NOTICE OF RIGHTS

In accordance with the Minnesota Government Data Practices Act, Stearns County is required to inform you of your rights as they pertain to the private information collected from you. Your personal information we collect from you is private. Access to this information is available only to you and the agency collecting the information and other statutorily authorized agencies, unless you or a court authorizes its release.

The Minnesota Government Data Practices Act requires that you be informed that the following information, which you are asked to provide, is considered private.

The purpose and intended use of the requested information is:

To assist Stearns County staff and designees to evaluate and respond to accessibility concerns within the public right of way.

Authorized persons or agencies with whom this information may be shared include:

Stearns County officials, staff or designee(s)

Furnishing the above information is voluntary, but refusal to supply the requested information will mean:

Stearns County staff may be unable to respond to or evaluate your request.

MINN. STAT. §13.04(2)



Appendix F. Student Hand Tally

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

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

School Name: South St Paul Secondary

Set ID: 25728

School Group: Dakota County Schools

Month and Year Collected: May 2018

School Enrollment: 1766

Date Report Generated: 05/16/2018

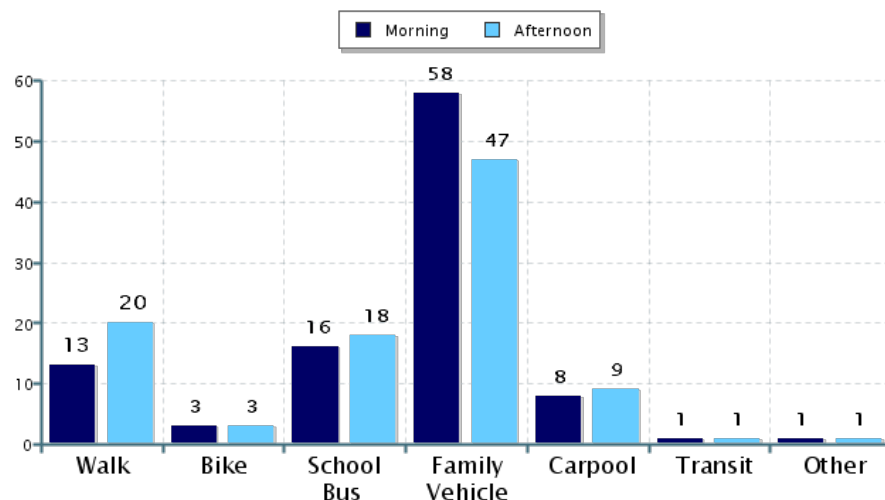
% of Students reached by SRTS activities:

Tags:

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

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

Morning and Afternoon Travel Mode Comparison



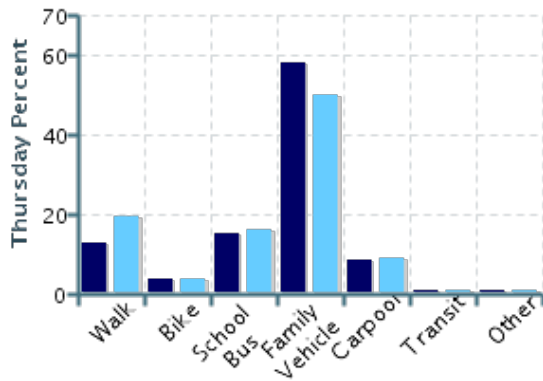
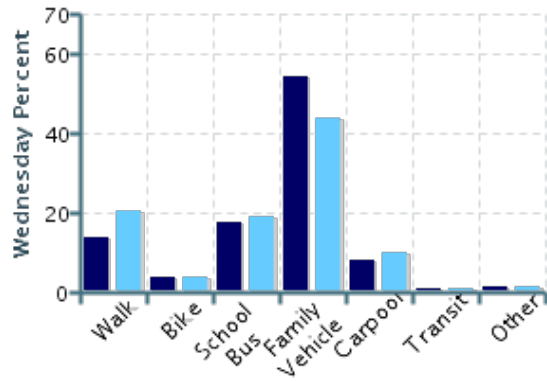
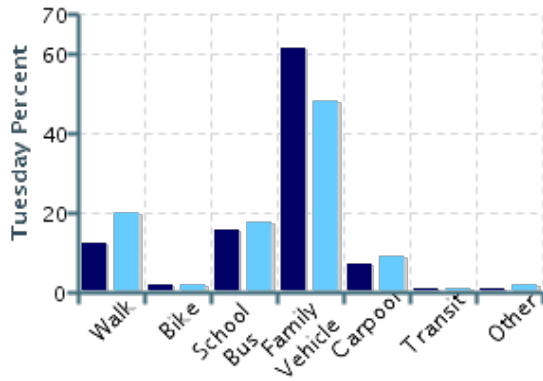
Morning and Afternoon Travel Mode Comparison

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

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

■ Morning ■ Afternoon



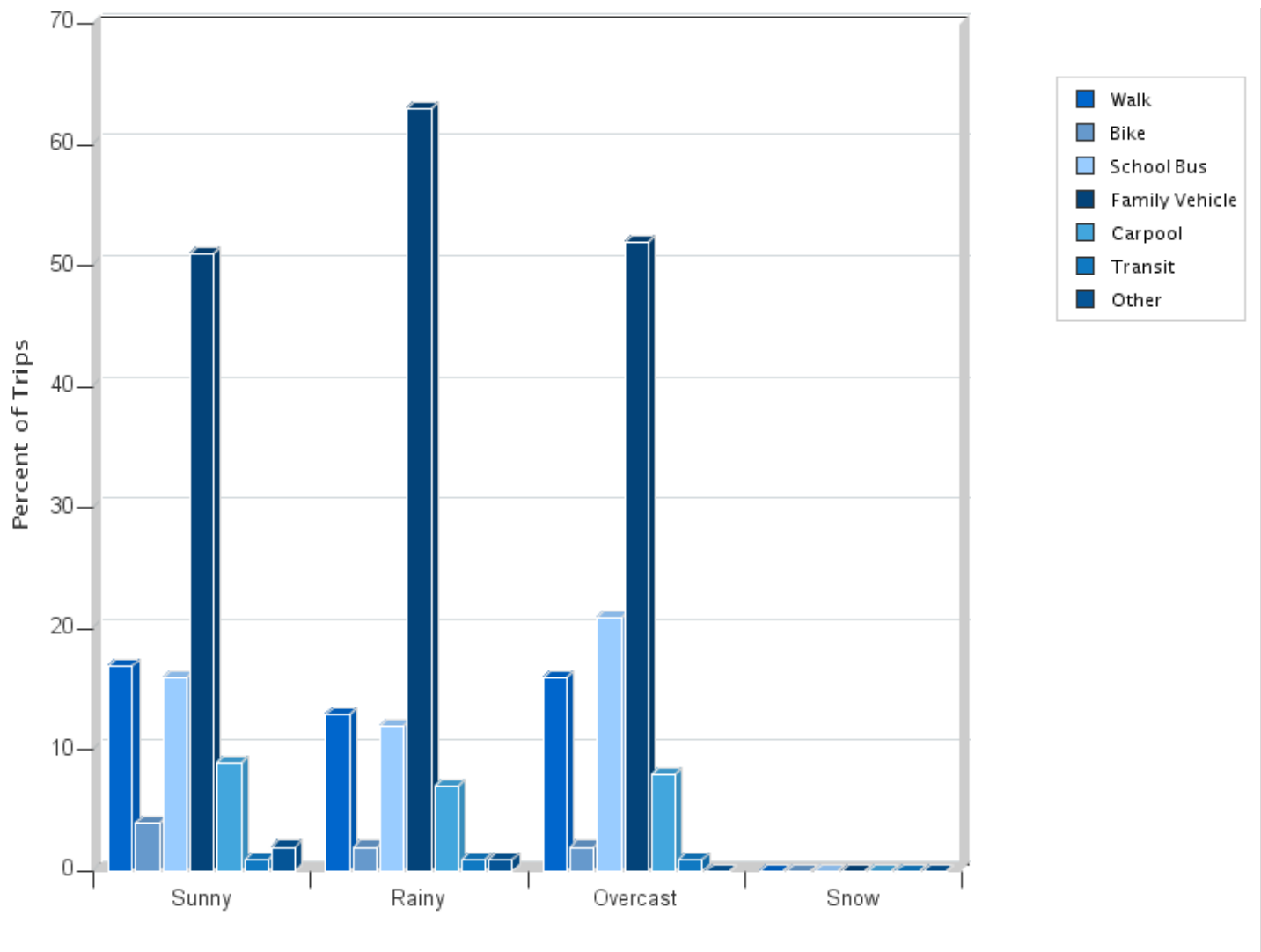
Morning and Afternoon Travel Mode Comparison by Day

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

Percentages may not total 100% due to rounding.



Travel Mode by Weather Conditions



Travel Mode by Weather Condition

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

Percentages may not total 100% due to rounding.

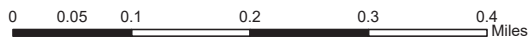
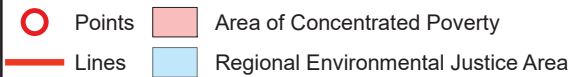
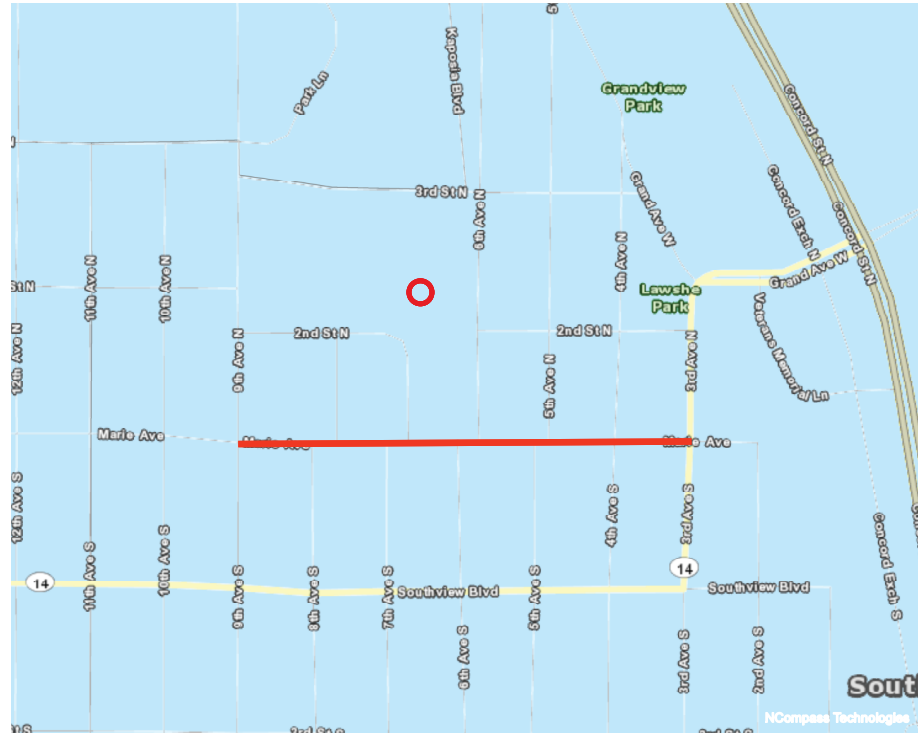
Socio-Economic Conditions

Safe Routes to Schools Project: Marie Ave | Map ID: 1648745499567

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: 3/31/2022
LandscapeRSA2



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



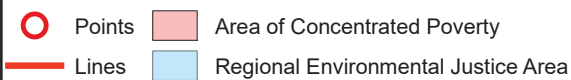
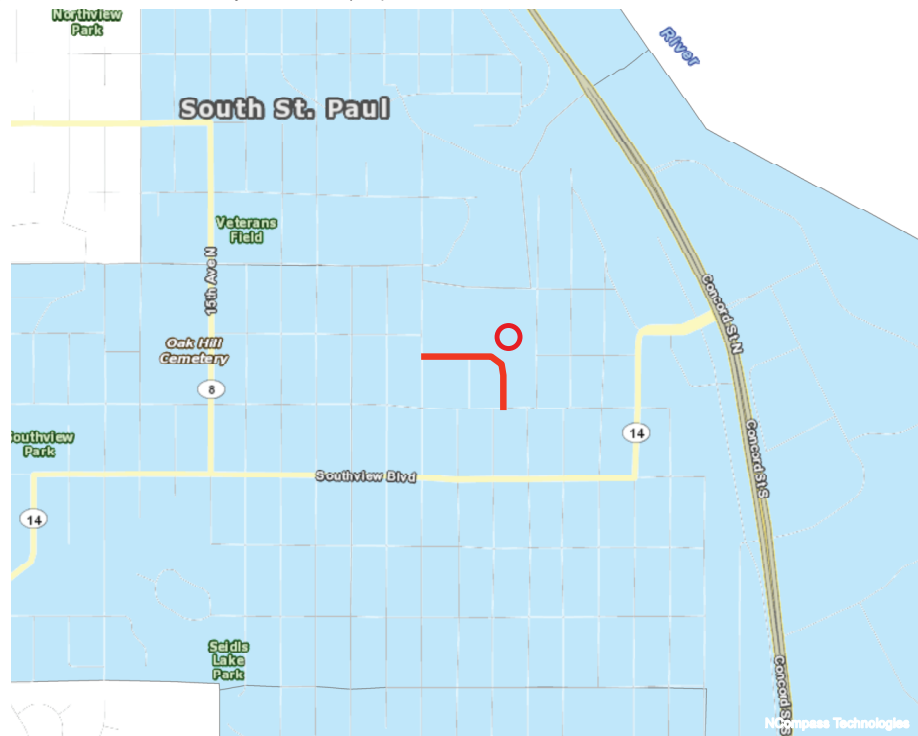
Socio-Economic Conditions

Safe Routes to Schools Project: Marie Ave | Map ID: 1648745391175

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 532

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

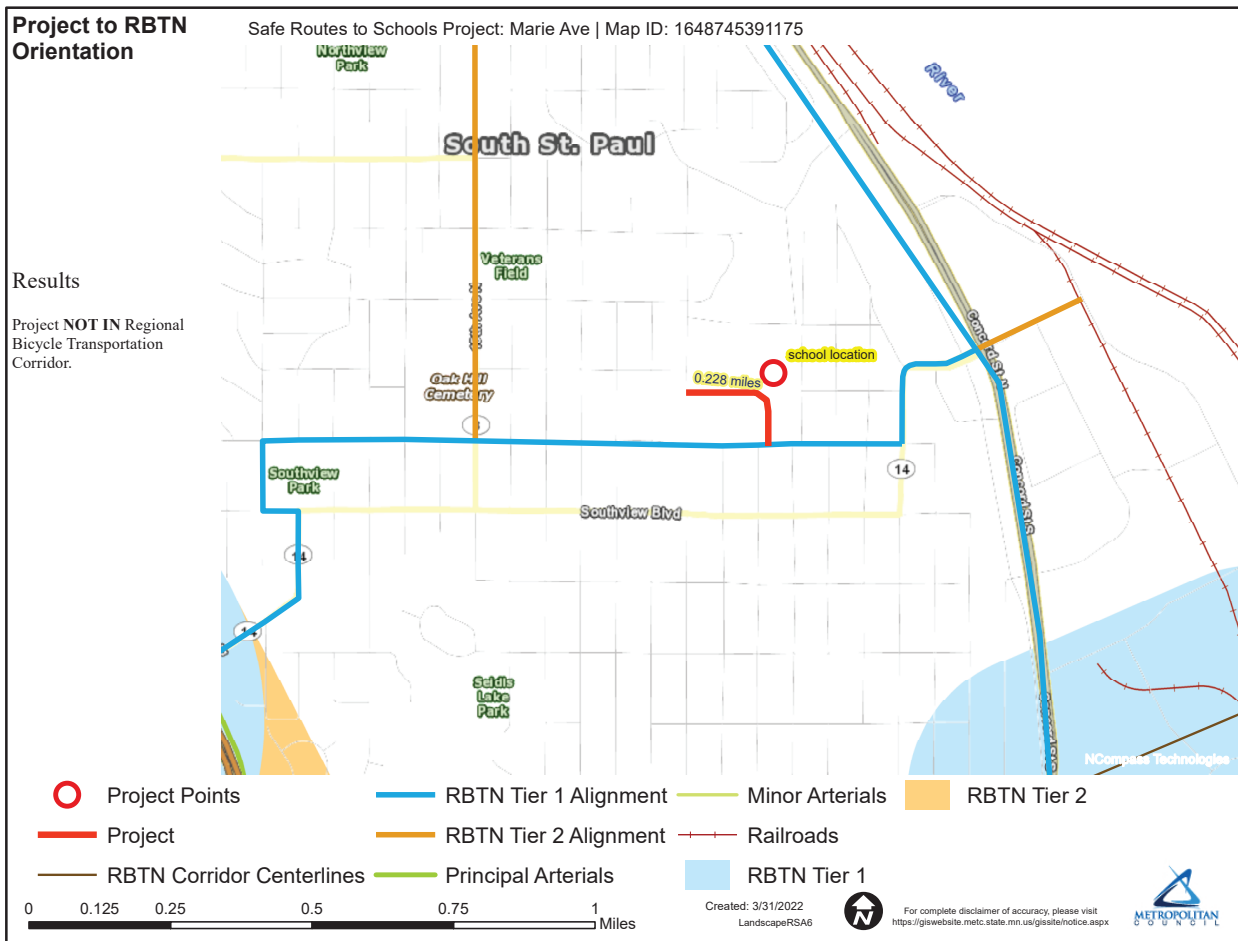
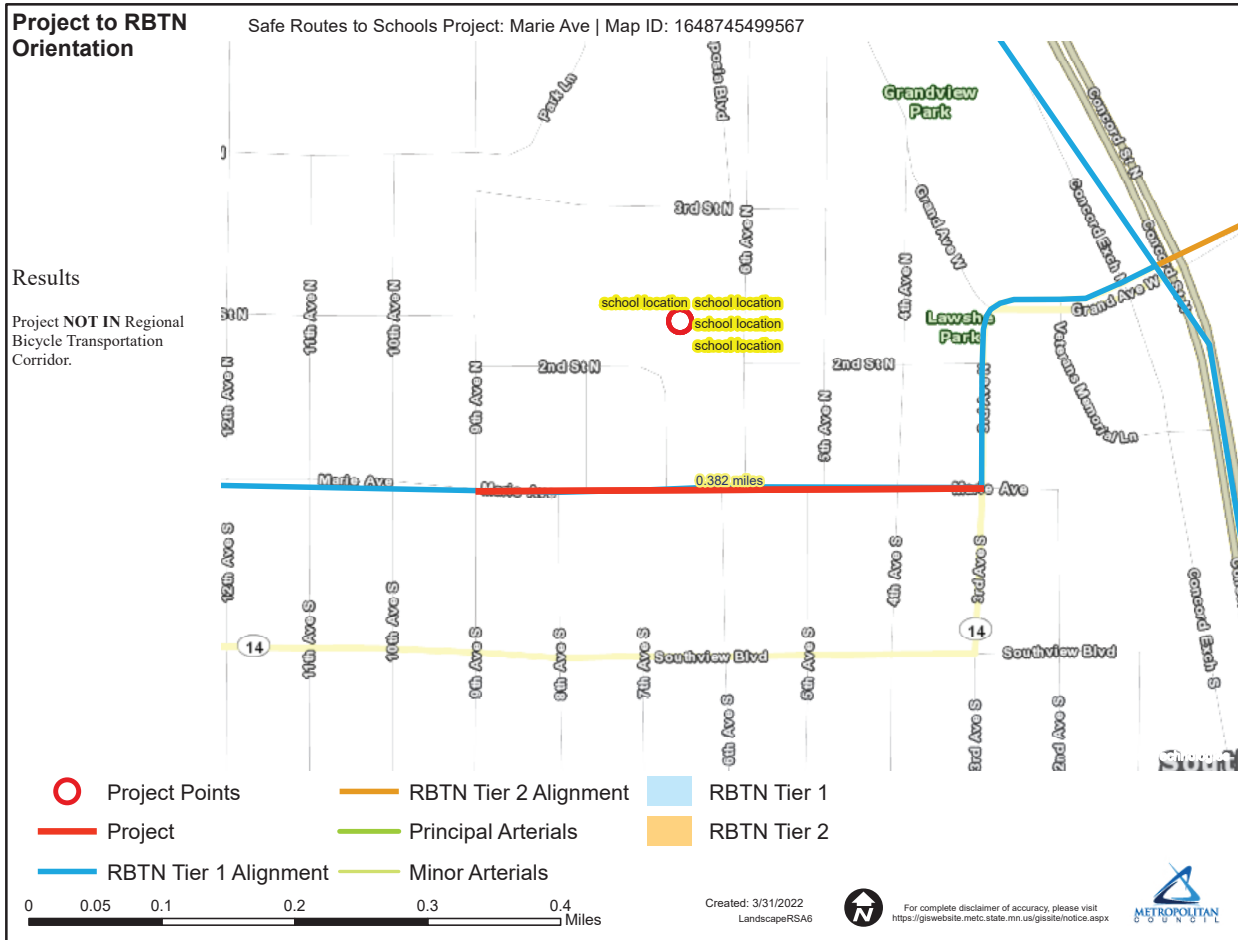


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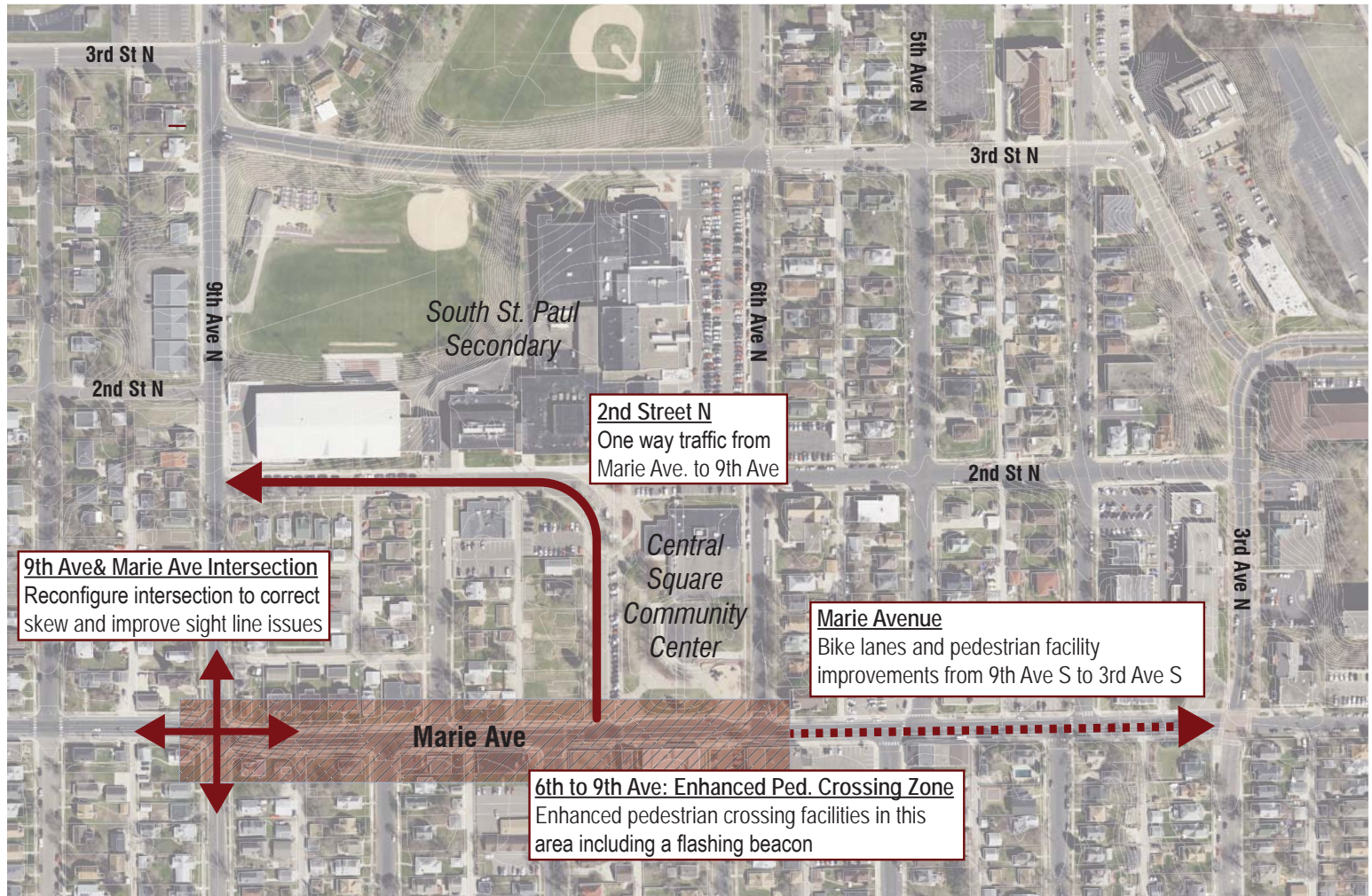
For complete disclaimer of accuracy, please visit
<http://gisweb.mn.state.mn.us/gis/notice.aspx>





South St. Paul, Minnesota

South St. Paul Secondary Safe Routes to School Project



Project Extent

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

Project Elements

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

Benefits

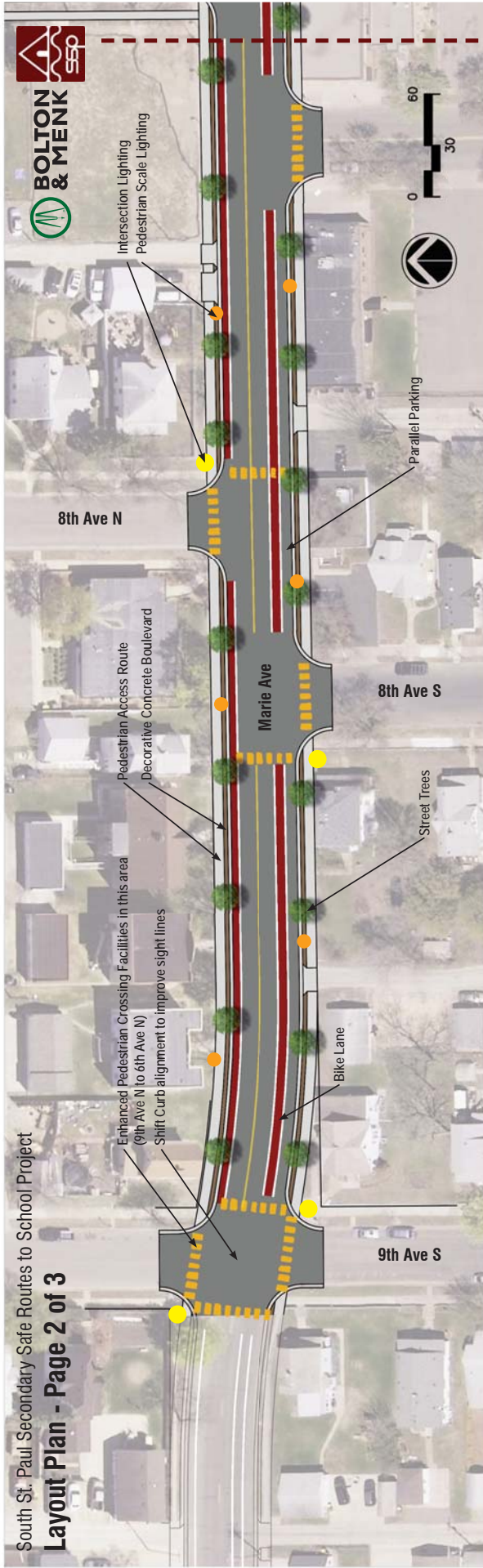
- Address pedestrian safety, improve primary Marie pedestrian crossing area, simplify school traffic flow, connect to trails and city center, support community business district

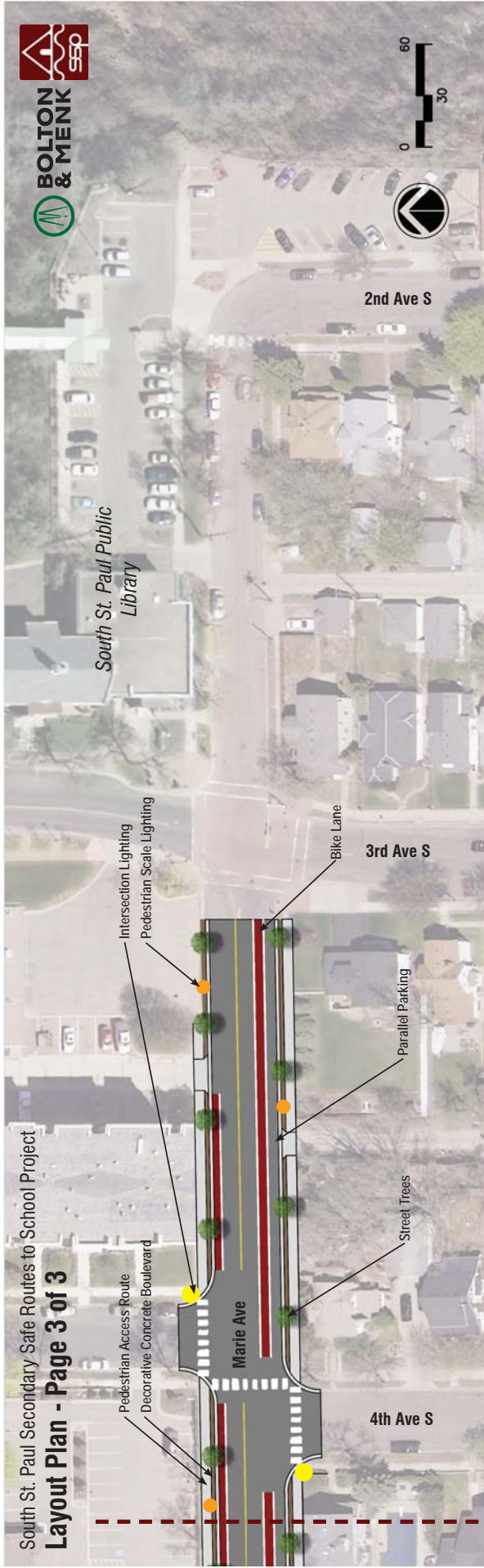


**BOLTON
& MENK**

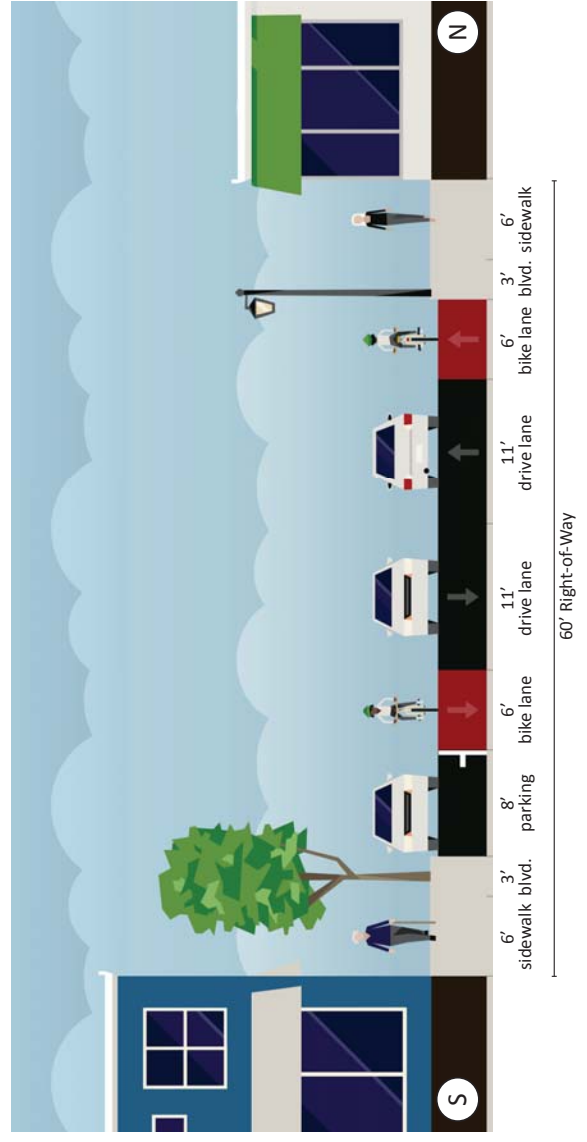








Typical Section



Streetscape Elements




**City of South St. Paul
Dakota County, Minnesota**

CERTIFICATION

The undersigned, City Clerk of the City of South St. Paul, Minnesota (the City), hereby certifies as follows:

Attached hereto is a true and correct copy of Resolution No. 2022-59 duly adopted by the City Council of the City at a lawful meeting duly called on April 4, 2022, at which meeting a quorum was present and acting throughout, which resolution remains in full force and effect in the form which adopted.

WITNESS my hand and the corporate seal of the City this 5th day of April, 2022.



City Clerk

Seal

City of South St. Paul
Dakota County, Minnesota

RESOLUTION NO. 2022-59

**RESOLUTION FOR APPROVAL OF 2022 REGIONAL SOLICITATION
APPLICATION SUBMITTAL**

WHEREAS, the City of South St. Paul values a comprehensive approach to encouraging children to walk and bike to school; and

WHEREAS, Marie Avenue is in need of pedestrian and bicycle mobility improvements following the City's adopted Bicycle and Pedestrian Plan including street light upgrades to replace an outdated system, and

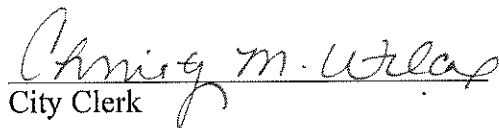
WHEREAS, the estimated cost of project is \$1.67 million; and

WHEREAS, the addition of pedestrian and bicycle facilities along Marie Avenue will increase access to a Regional Bike Transportation (RBTN) Tier 1 Alignment through the heart of South St. Paul from West St. Paul to Concord Street and the Mississippi River.

NOW, THEREFORE, BE IT RESOLVED AS FOLLOWS:

1. The City Council of South St. Paul hereby authorizes and supports the application made to the 2022 Regional Solicitation for Safe Routes to School funding to construct a much-needed pedestrian and bicycle connection along Marie Avenue, and
2. The City of South St. Paul, if funding for the new bridge the Regional Solicitation hereby agrees to accept the grant award, enter into an agreement for Safe Routes to School funding for the above referenced project, and provide the required local match.
3. The City of South St. Paul will comply with all applicable laws, environmental requirements and regulations as stated in the grant agreement.
4. The City of South St. Paul hereby assures the facility will be maintained on a year-round basis.

Adopted this 4th day of April, 2022.


City Clerk



Marie Avenue SRTS

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

Project Name: Marie Avenue SRTS

Applicant: South St. Paul

Primary Contact:

Sue Polka
City Engineer
125 3rd Avenue N
South St. Paul, MN 55075
651-554-3214
spolka@southstpaul.org



Location & Route:

Marie Avenue,
City of South St. Paul



Application Category:

Safe Routes to School (SRTS)



Funding Information:

Eligible Construction Amounts

Requested Award Amount: \$1,000,000

Local Match: \$1,246,000 (55%)

Other City Participation

Local Amount: \$424,000 (Engineering)

Total Project Amount: \$2,670,000



Local Investments:

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



Project Benefits:

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

Project Description

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

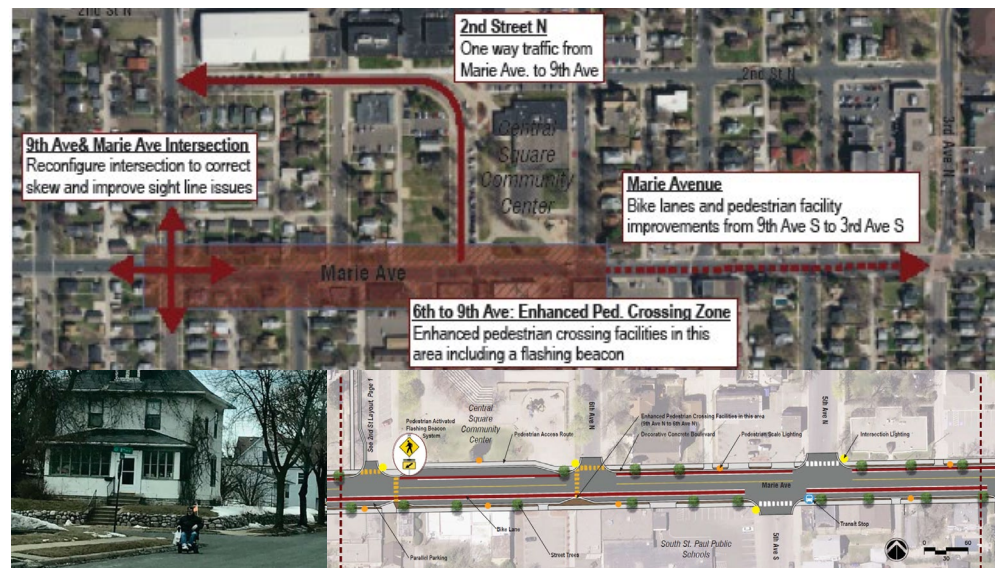
Immediate Need

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

Deficiencies and Safety

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

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



2022 → 2021-24 → 2024-26
Award **Design** **Construction**

South St. Paul
Public Schools



<https://www.co.dakota.mn.us/Government/publiccommittees/SHIP/Pages/safe-routes-to-school.aspx>



**BOLTON
& MENK**



South St Paul Secondary

2nd St N

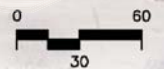
9th Ave N

8th Ave N

*Central
Square
Community
Center*

See Marie Ave Layout, Page 2

Marie Ave



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



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



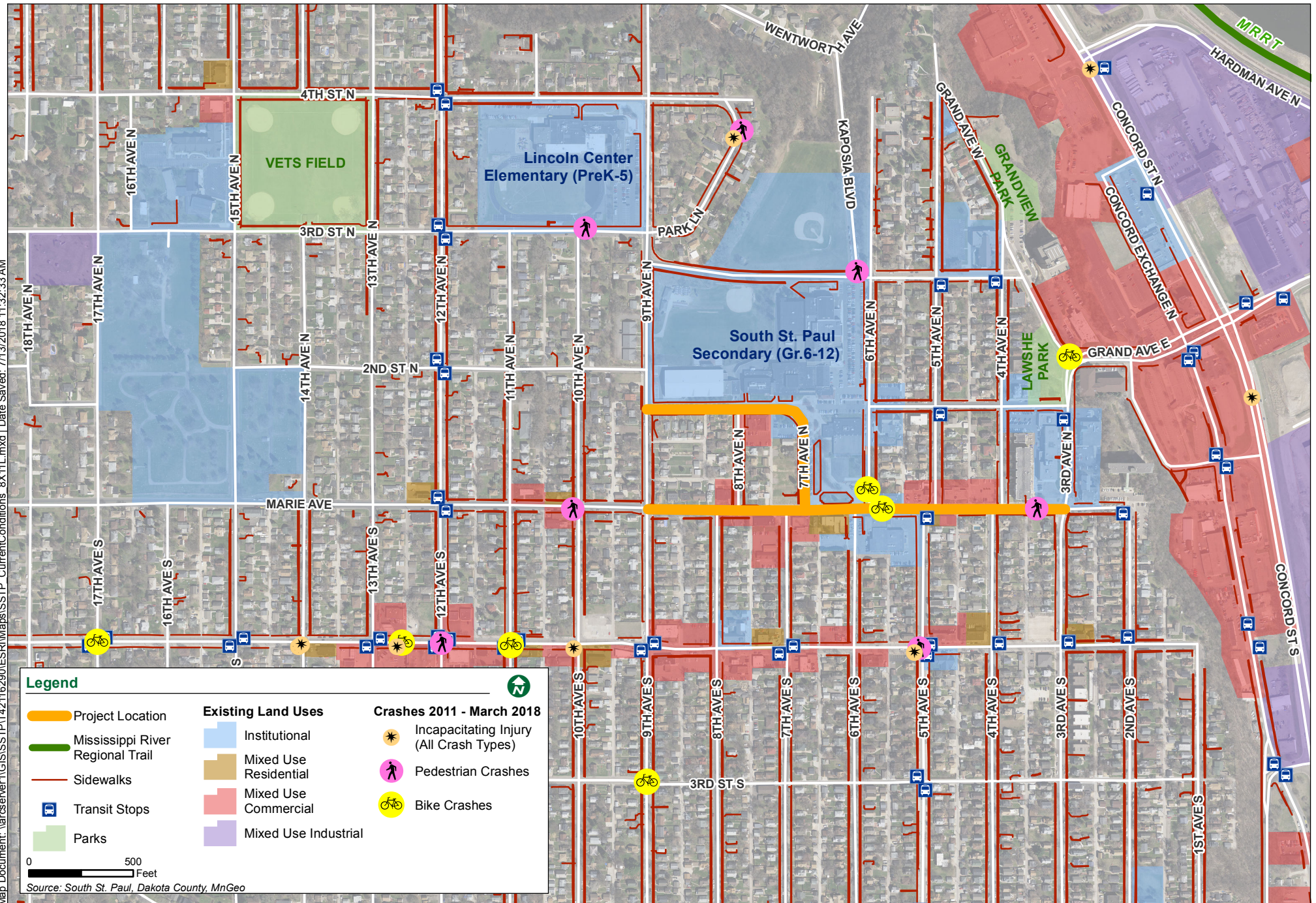


Marie Avenue

South St. Paul

Current Conditions

July 2018



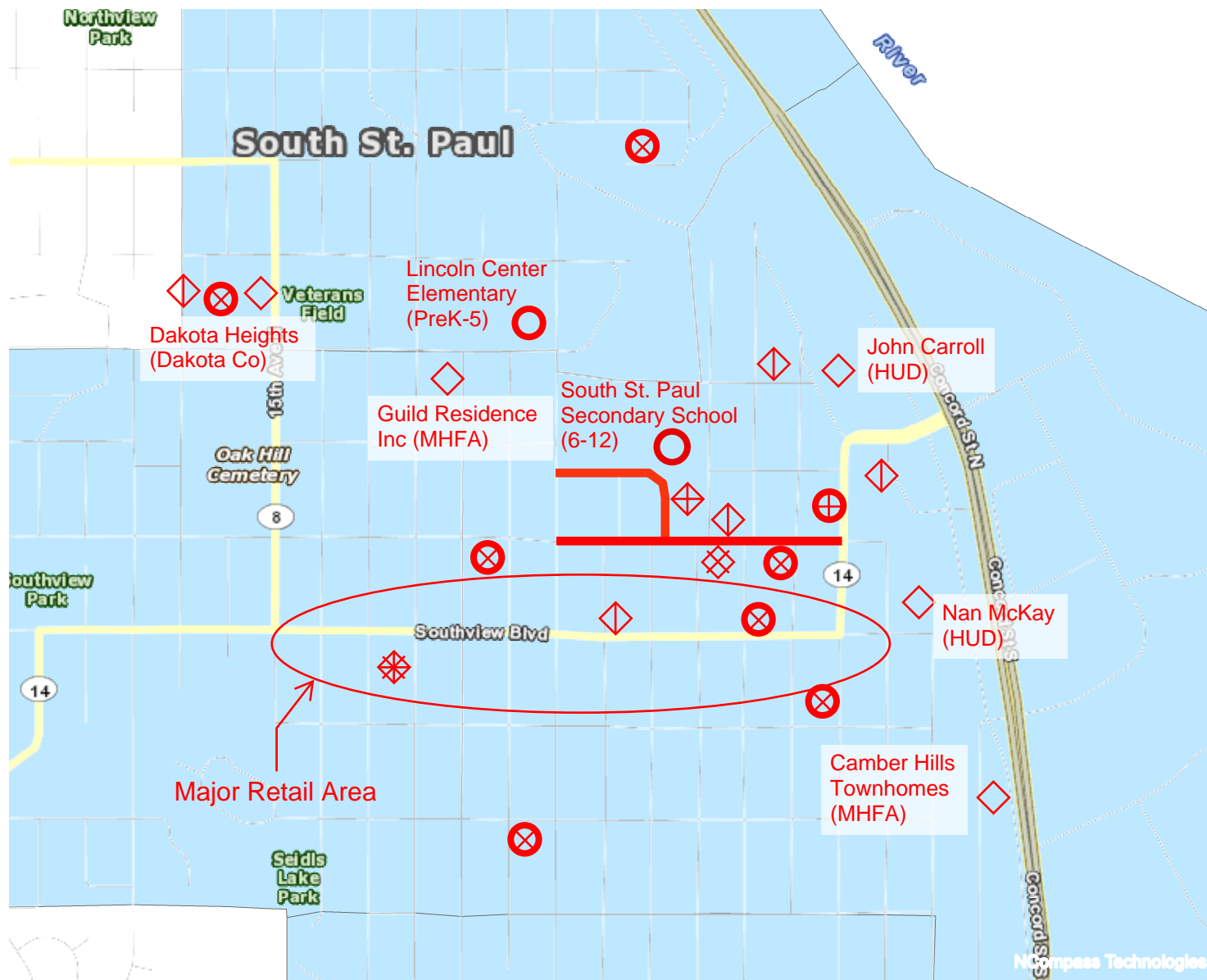
Socio-Economic Conditions

Safe Routes to Schools Project: Marie Ave | Map ID: 1648745391175

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 532

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



Map Legend

- ◇ Affordable Housing
- ◇ Community Center
- ◇ Places of Worship
- ✕ Grocery Store
- ◇ Family Education Center
- School
- ✕ Child Care
- + City Hall

Location of above verified by Google Maps.

- Points
- Lines
- Area of Concentrated Poverty
- Regional Environmental Justice Area

0 0.125 0.25 0.5 0.75 1 Miles

Affordable Housing (within 1/2 mile) Statistics

Total Properties	Total Units	Total 30% AMI Units	Total 50% AMI Units	Total 60% AMI Units	Total 80% AMI Units	Total Affordable Units
5	404	342	0	6	56	404

Information from HousingLink.org
Created: 3/31/2022
LandscapeRSA2



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





Appendix E. Parent Survey

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

School Name: South St Paul Secondary

Set ID: 17324

School Group: Dakota County Schools

Month and Year Collected: March 2018

School Enrollment: 0

Date Report Generated: 05/07/2018

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

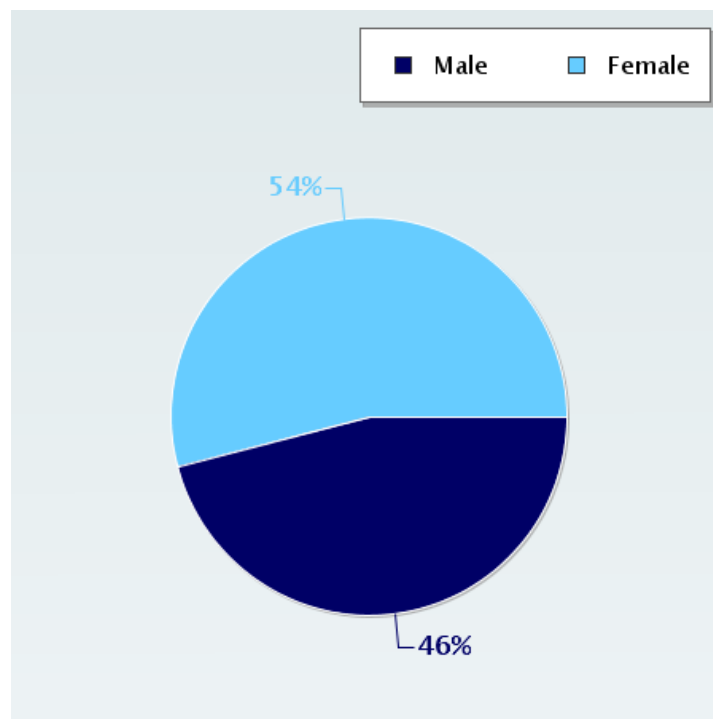
Tags:

Number of Questionnaires Distributed: 0

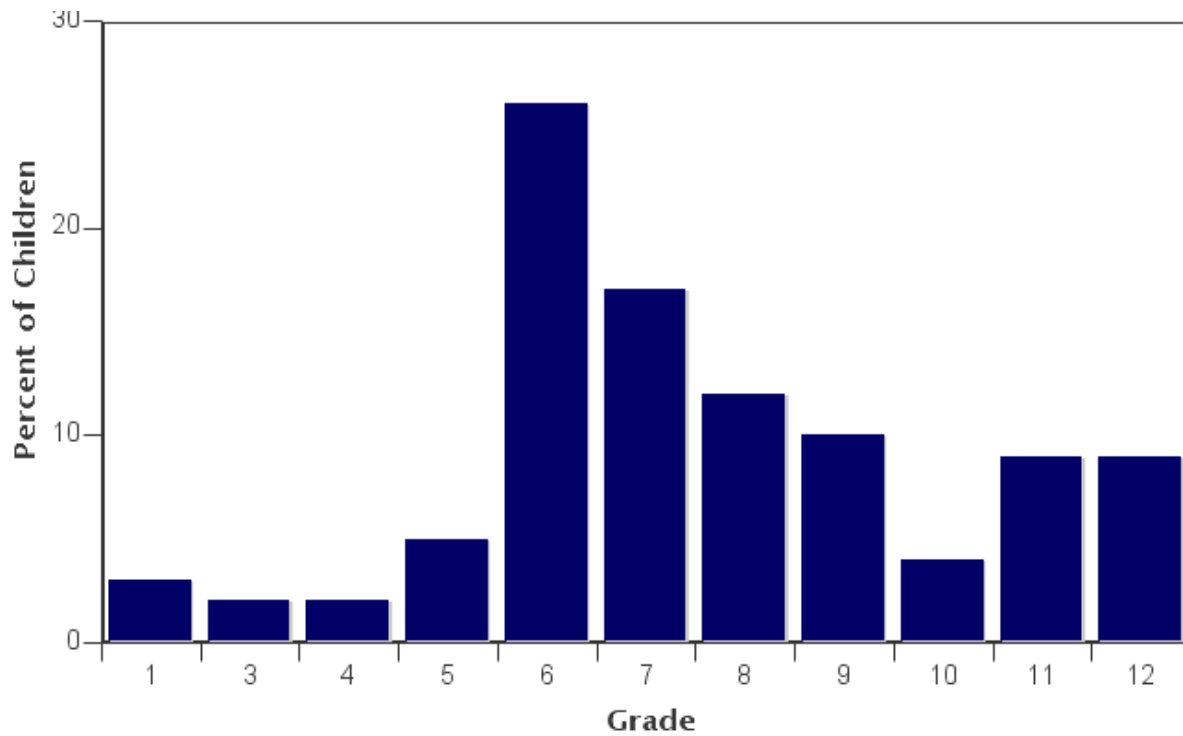
**Number of Questionnaires
Analyzed for Report:** 92

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

Sex of children for parents that provided information



Grade levels of children represented in survey



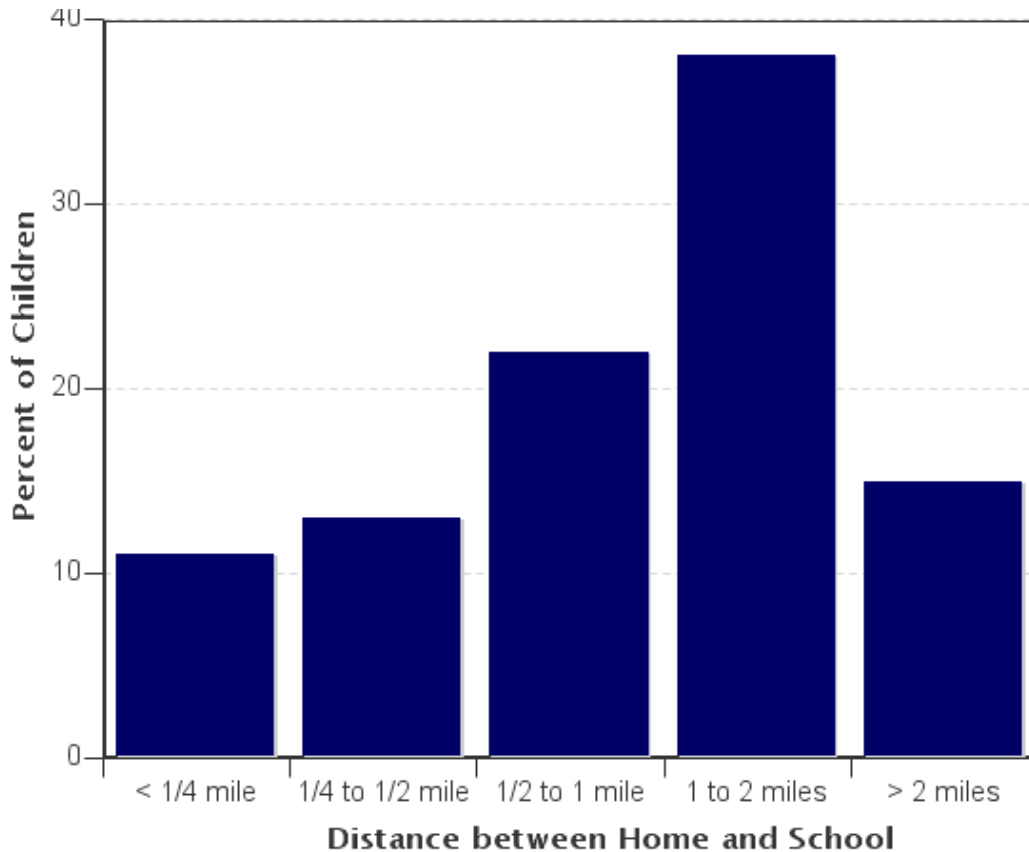
Grade levels of children represented in survey

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

No response: 0

Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school



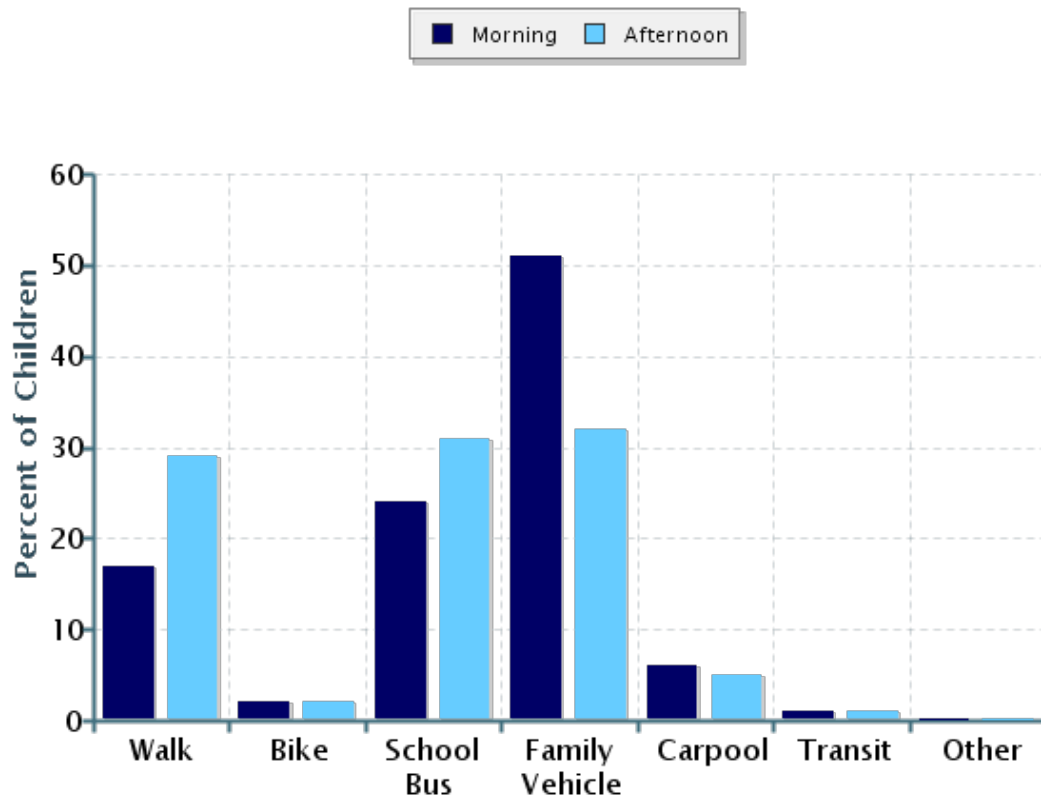
Parent estimate of distance from child's home to school

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

Don't know or No response: 1

Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school



Typical mode of arrival at and departure from school

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

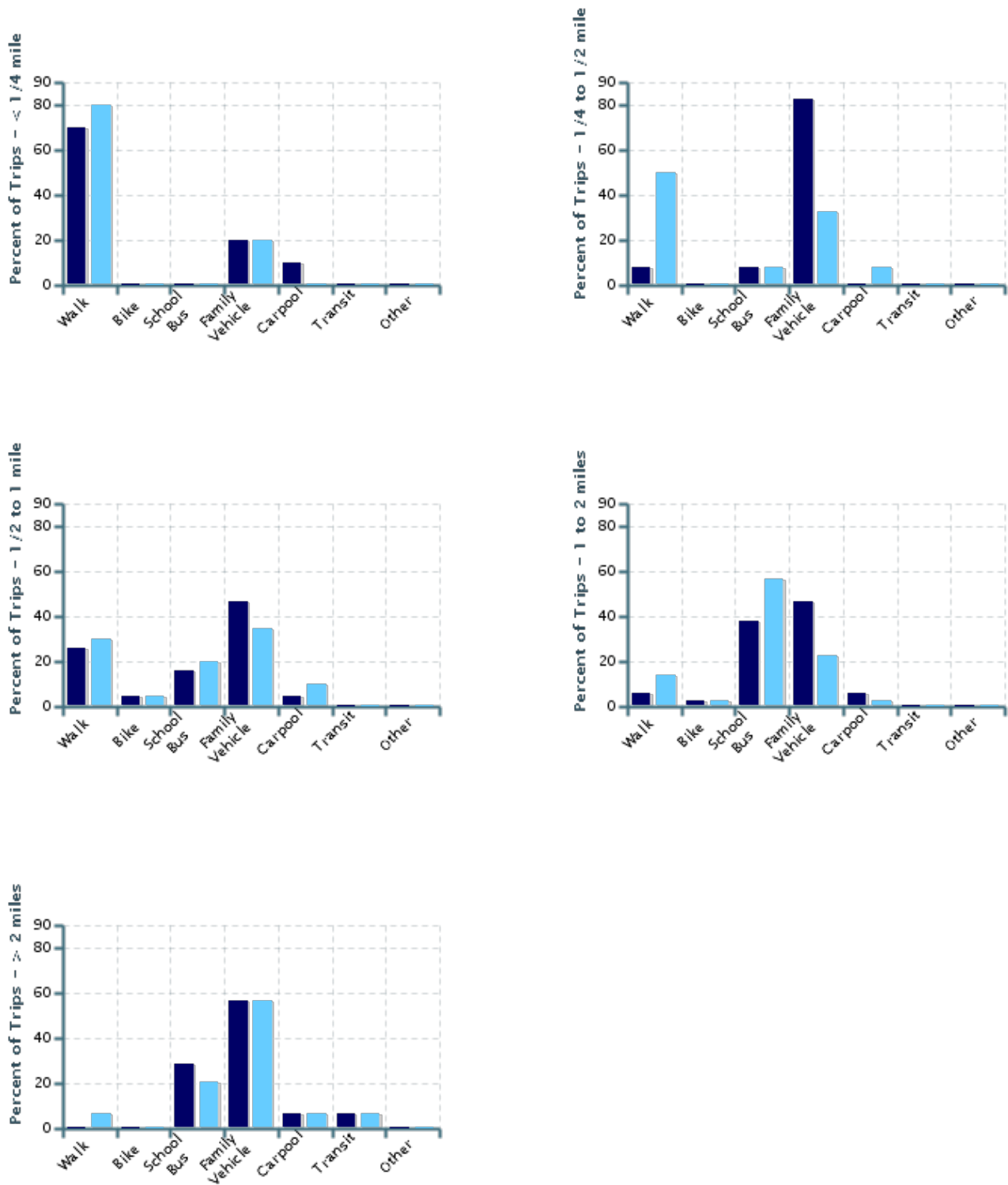
No Response Morning: 3

No Response Afternoon: 1

Percentages may not total 100% due to rounding.

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

■ Morning ■ Afternoon



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

School Arrival

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

Don't know or No response: 3

Percentages may not total 100% due to rounding.

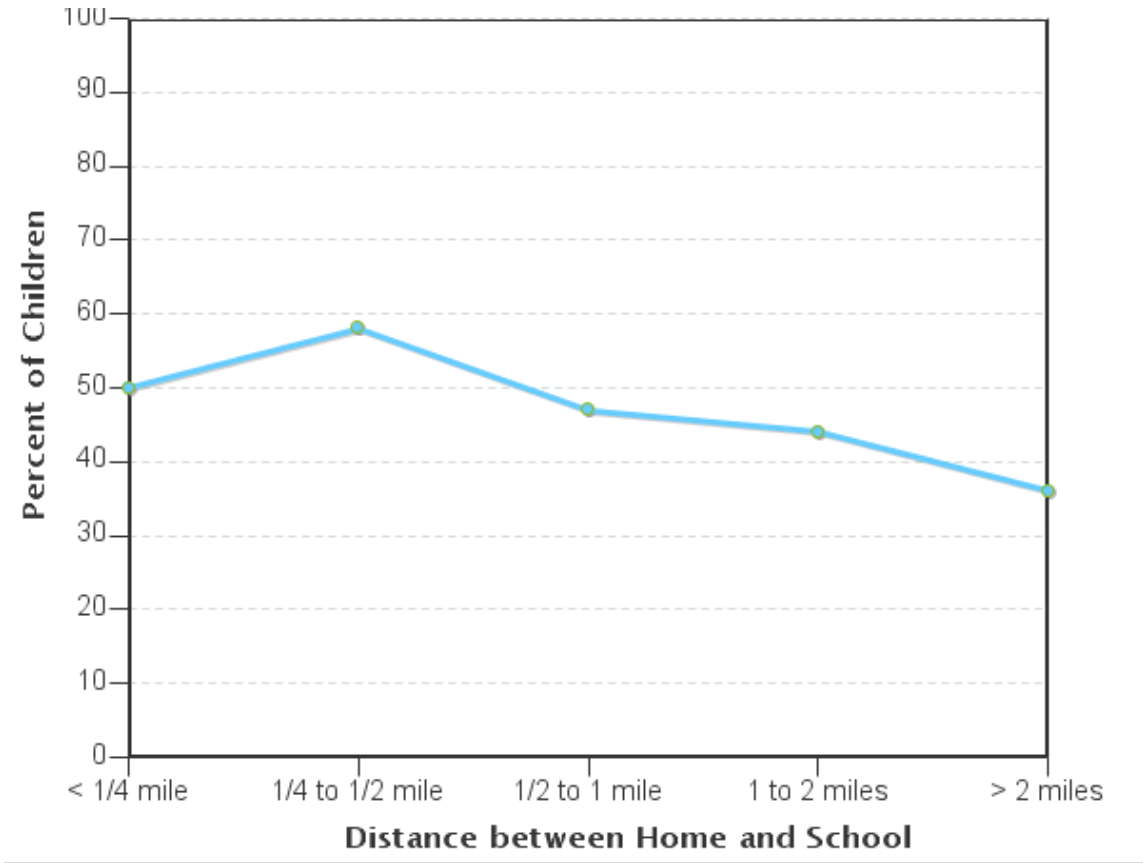
School Departure

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

Don't know or No response: 1

Percentages may not total 100% due to rounding.

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

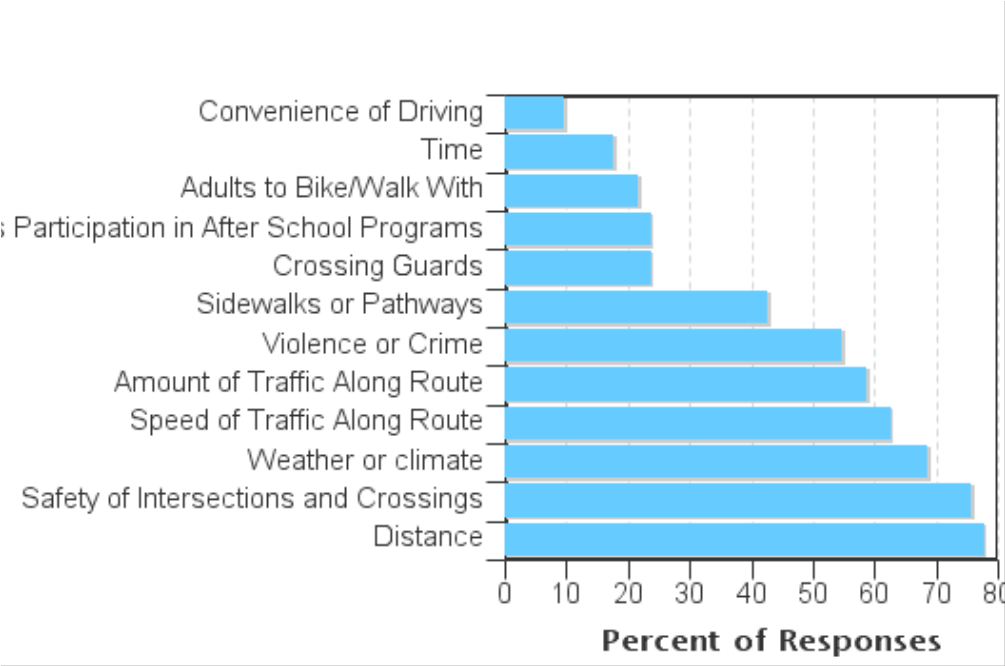


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

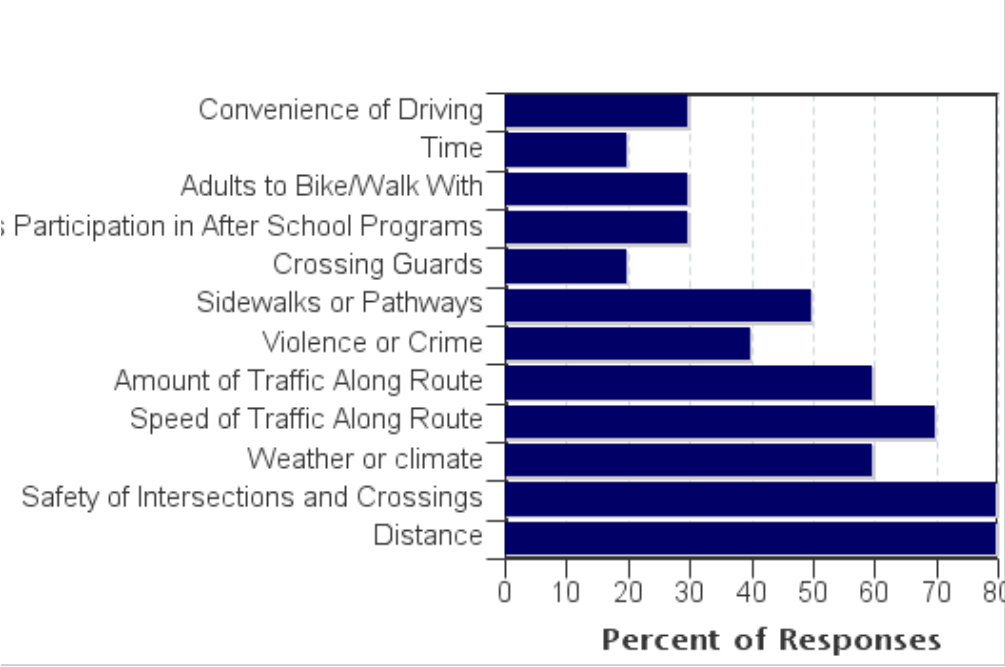
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	41	50%	58%	47%	44%	36%
No	48	50%	42%	53%	56%	64%

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

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



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



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

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

No response: 31

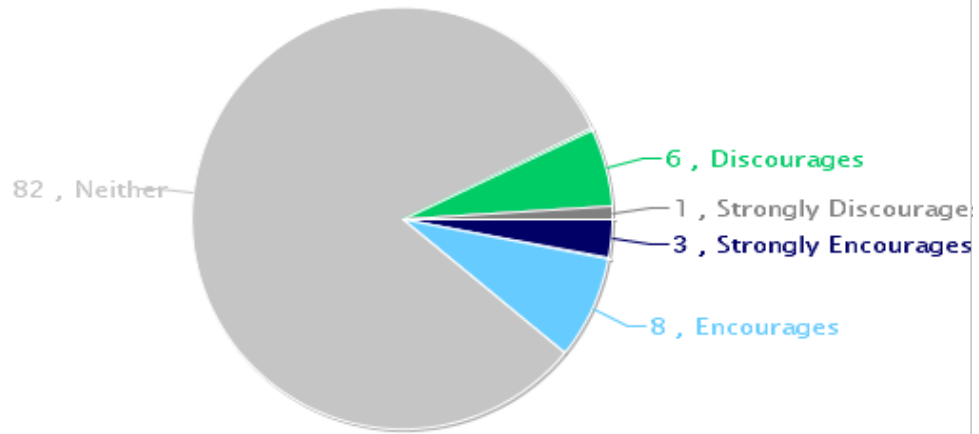
Note:

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

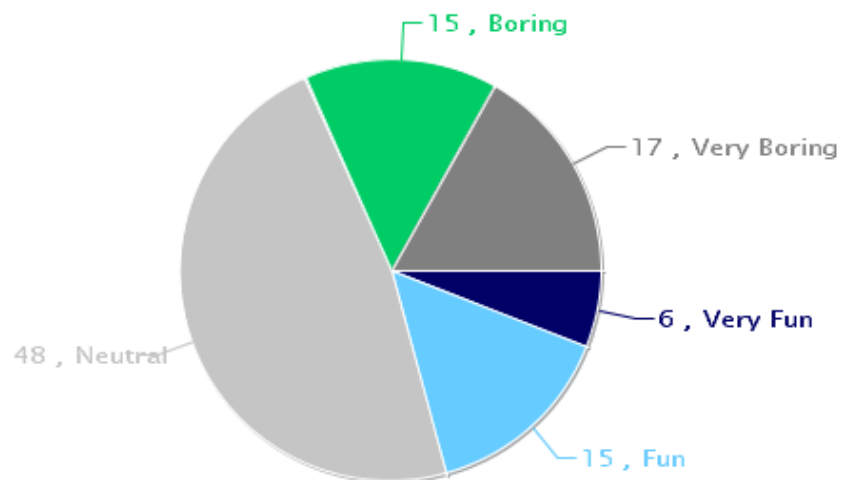
--Each column may sum to > 100% because respondent could select more than issue

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

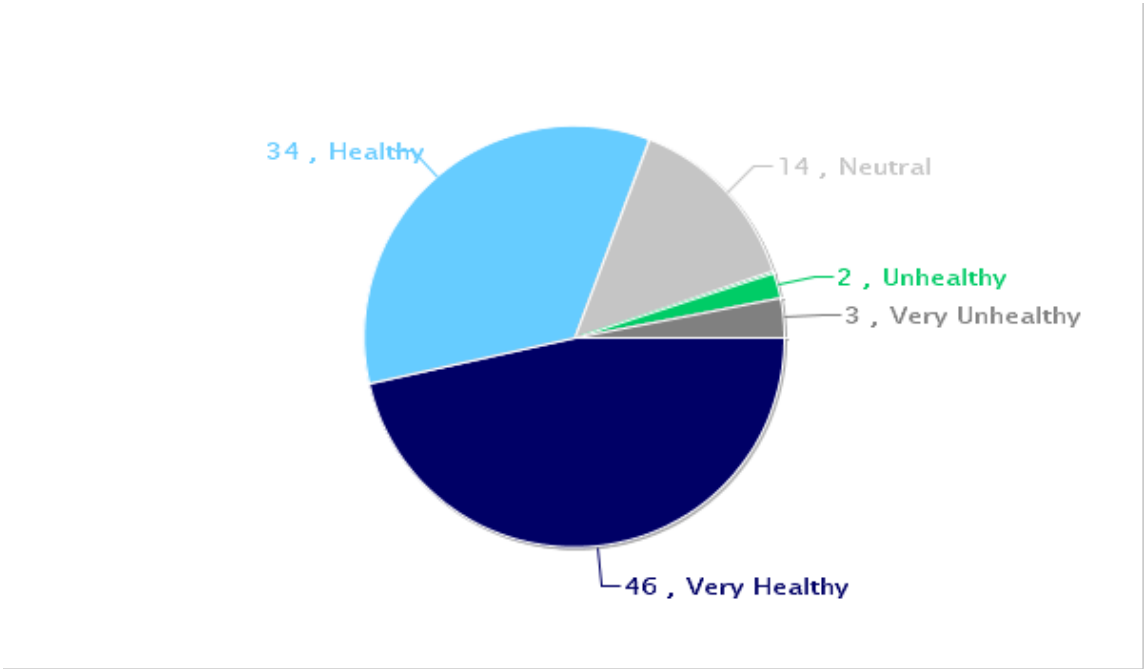
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



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



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



Comments Section

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

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

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

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

JUNE 2018

Safe Routes to School

A plan to make walking and biking to school a safe, fun activity

SOUTH ST. PAUL SECONDARY

South St. Paul, MN

ACKNOWLEDGMENTS

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Public Health
Prevent. Promote. Protect.



Dakota County Safe Routes to School is supported by the Statewide Health Improvement Partnership

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HOW TO GET INVOLVED

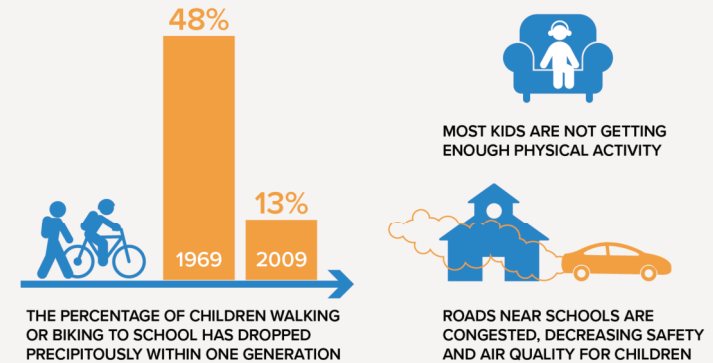
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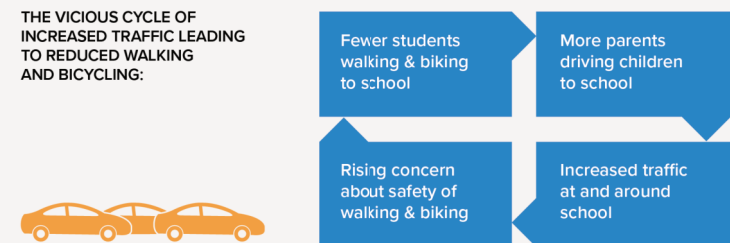
Why Safe Routes To School?



KIDS WHO WALK OR BIKE TO SCHOOL:

- Arrive alert and able to focus on school
- Are more likely to be a healthy body weight
- Are less likely to suffer from depression and anxiety
- Get most of the recommended 60 minutes of daily physical activity during the trip to and from school
- Demonstrate improved test scores and better school performance*

THE VICIOUS CYCLE OF INCREASED TRAFFIC LEADING TO REDUCED WALKING AND BICYCLING:



*More information, including primary sources, can be found at <http://guide.saferoutesinfo.org>

The Six E's

Safe Routes to School (SRTS) programs use a variety of strategies to make it easy, fun and safe for children to walk and bike to school. These strategies are often called the "Five E's." Equity, the 6th E, is an overarching part of this plan.

EQUITY

Equity is an overarching concept that applies to all of the E's. Equity in SRTS means that the SRTS program is inclusive, celebrates the diversity of students, allocates resources to overcome inequities, and supports a community where walking and biking is safe, comfortable, and convenient for every student.



EDUCATION

Programs designed to teach children about traffic safety, bicycle and pedestrian skills, and traffic decision-making.



ENCOURAGEMENT

Programs that make it fun for kids to walk and bike, including incentive programs, regular events, or classroom activities.



ENGINEERING

Physical projects that are built to improve walking and bicycling conditions.



ENFORCEMENT

Law enforcement strategies aimed at improving driver behavior near schools and ensuring safe roads for all users.



EVALUATION

Strategies to help understand program effectiveness, identify improvements, and ensure program sustainability.

Navigating this Plan

Below is a road map for navigating the way through this plan. Use it to find all the information you need for helping students be safer and more active!



PROGRAMS

Getting kids to walk and bike to school requires fun and engaging programs for schools and families. Turn to this section for recommended events, activities, and strategies that will get students moving.



INFRASTRUCTURE

Ensuring the safety of students on their trips to and from school means upgrading the streets. See this section for suggestions to improve the safety, comfort, and convenience of walking and biking, including paint, signage, and signals.



HOW TO GET INVOLVED

As more people get involved in Safe Routes to School programs, the more successful they are. Use this section to find out how you can be a part of this important initiative.



APPENDICES

There is more information available than could fit in this plan. For additional resources, turn to this section.



The Vision

This plan provides recommendations to make walking and biking to and around school a safe, comfortable, and fun activity for all students and families at South St. Paul Secondary School.

This plan was made possible with support from the State-wide Health Improvement Partnership and Dakota County Public Health and was developed in coordination with the city, school district, and school community. It is the product of workshops, discussion, and site visits involving city and county representatives, teachers, school staff, students, and law enforcement.

This report offers program and infrastructure recommendations based on the 6 E's model. Some recommendations may be implemented almost immediately while others will take more planning, analysis, and funding. While not all of recommendations can be implemented right away it is important to achieve short-term successes to build momentum and lay the groundwork for more complex projects.

EQUITY HIGHLIGHT

EQUITY IN SRTS

Equity in SRTS means that walking and biking to school is safe, comfortable, and convenient for every student, regardless of race, cultural identity, immigrant or refugee status, language, gender or sexual identity, income, religion, and whether or not a student receives special education, has a physical or mental disability, or is homeless or highly mobile.

An equitable SRTS program celebrates differences, and recognizes and overcomes avoidable inequities in opportunities for students to walk or bike to school.



South St. Paul Secondary in Context

South St. Paul Secondary School is centrally located in the City of South St. Paul just blocks off of the city's commercial main streets of Marie Avenue and Southview Boulevard. Campus is bound by 3rd Street N on the north, 6th Avenue N on the east, 2nd Street N on the south, and 9th Avenue S on the east. Central Square Community Center is located adjacent to the school's southeast corner. Fred Lawshe Park is located on the north side of South St. Paul Secondary. Other surrounding land use is primarily residential.

During the 2017-2018 school year, 1,766 students grades 6-12 attended South St. Paul Secondary. The school's enrollment boundary includes the entire city of South St. Paul. Some students travel from outside of the city to attend South St. Paul Secondary.

As per South St. Paul School District's transportation policy, secondary school students must live more than one and a half miles from school to be eligible

for District-provided transportation. In a parent survey conducted in March of 2018, secondary school parents and caregivers reported that just over half of students travel to school by family vehicle (51 percent) followed by busing (24 percent), walking (17 percent), carpool (six percent), bike (two percent), and transit (one percent). These percentages vary by distance from school and between arrival and departure. Eighty percent of students who live within a quarter mile of school walk to or from school. Students who live between a quarter and a half mile from school are primarily dropped off in the morning (83 percent) but walk (50 percent) or carpool (eight percent) home. Across all distances, the share of walking trips is higher in the afternoon than in the morning. As the distance from school increases to a mile or greater, the share of walking trips drops and the share of trips by bus or family vehicle increase.

Caregivers reported that distance (78 percent), safety of intersections and crossings (76 percent), weather

or climate (69 percent), traffic speed (63 percent), traffic volumes (59 percent), and violence or crime (55 percent) were the main factors affecting their decision to not allow their students to walk or bike to school. Respondents who do already allow their students to walk or bike reported distance (80 percent), safety of intersections and crossings (80 percent), traffic speeds (70 percent), traffic volumes (60 percent), and weather or climate (60 percent) as the factors that affected their decision to allow their students to walk. Concerns about crime, street harassment, driver behavior, and roads including Southview Boulevard and Marie Avenue were also reported.

In May, South St. Paul Secondary staff conducted student travel tallies to get a broader sense of how students travel to and from school. Tallies were taken for three consecutive days. Between 476 and 682 students participated each day. Most students reported traveling to or from school by family vehicle (58 percent in the morning and 47 percent in the afternoon). Twenty percent of students reported walking home, three percent reported biking, nine percent carpool, and one percent take transit.



APPENDIX

FURTHER READING

The summary on this page takes information from more detailed existing conditions reports, which can be found in the appendix. There you'll find a report that discusses surrounding land use, travel patterns, and a map illustrating where secondary students live as well as detailed results from the parent survey and student tally. This information helped planners and community stakeholders develop the best strategies for increasing safety and comfort for students walking and biking to school.



Introduction to Programs

The Safe Routes to School movement acknowledges that infrastructure changes are necessary for shifting school travel behavior, but are insufficient on their own. Programs are a necessary component of any successful SRTS plan.

While engineering improvements such as sidewalks, crosswalks, and bikeways are important, equally important are education programs to give children and families basic safety skills, encouragement programs to highlight walking and bicycling to school as fun and normal, enforcement against unsafe and illegal motorist behavior, and evaluation of the impact of investments and non-infrastructure efforts. Often, programs that help to get more kids walking and biking lead to increased public support for infrastructure projects - they can be an important first step towards building out the physical elements that make walking and biking safer and more comfortable. And relative to certain infrastructure projects, most programs are very low cost.

EQUITY HIGHLIGHT

EQUITY IN PROGRAMMING

When planning and implementing your SRTS programming, it is important to design events and activities that are inclusive of students of all backgrounds and abilities. Language and cultural barriers, physical abilities, personal safety concerns, and infrastructure barriers can all create potential obstacles to participation. Creative outreach, low-cost solutions, and flexible implementation can help overcome obstacles and enable more students and families to participate.

For more information about equity in SRTS planning, see Appendix K.



Existing Programs

South St. Paul Secondary, South St. Paul School District, and the City of South St. Paul have been actively working towards providing safe and inviting spaces around the school campuses for students. This foundation of encouraging student travel safety is valuable for expanding programs to encourage more students to walk and bike. Here are a few programs that already exist for students attending South St. Paul Secondary.

Programs already active at South St. Paul Secondary School

- Parent communication: South St. Paul Public Schools and school administrators have a variety of ways to communicate with families including a robust district website, individual school webpages, social media, and print and digital newsletters.
- Walking and biking field trips: South St. Paul Secondary School has offered walking and bicycling field trips to local destinations in the past.

- Walk and Bike to School Day: South St. Paul Public School District and South St. Paul Secondary School have informally participated in Walk and Bike to School Day in the past.
- Law enforcement presence: The South St. Paul Police Department patrols school arrival and dismissal on a rotating schedule to ensure a consistent law enforcement presence during peak traffic times.



Program Recommendations

The following programs were identified as priority programs by the local SRTS team for South St. Paul Secondary during the SRTS planning process. These programs were selected to meet the needs and interests of the school community in the near term (one to five years). Some were recommended to build on existing support and resources from the school and school district. During the planning process, programs were discussed with stakeholders to determine the compatibility with South St. Paul Secondary.

Recommended program list

- Walking and biking field trips
- Bike mechanics class / Earn-a-Bike
- Bike drive
- Class or school competitions
- Walk and Bike to School Day (formal participation)
- Increased school communication
- Safety campaign

Programs have been prioritized into implementation timelines based on stakeholder feedback, existing programs already at the school, and the readiness of the school to launch the program:

- Immediate implementation
- Short-term (1-2 years)
- Medium term (2-3 years)

Additional details about each recommended program including a brief description, suggested leads, and an explanation of why the program is being recommended are provided on the following pages.



TIPS FOR KIDS

WALK & SKATE SAFE!

USE A CROSSWALK & THE CROSSING GUARDS: Always cross at corners or at marked crosswalk where drivers expect to see you. Cross with the crossing guard if your school has one.

LOOK BEFORE YOU CROSS: Look left, right, and left again before crossing a street. Make eye contact with drivers before stepping off of the sidewalk.

BE VISIBLE: If possible, wear reflective or bright-colored clothing and walk with one or more walking buddies.

WALK WITH CARE: If there is no sidewalk, walk facing traffic as far to the side of the road as possible, but do not walk in and out of parked cars.

TIPS FOR KIDS

BIKE SAFE!

WEAR YOUR HELMET: Remember good behavior! Helmets should fit snug, be fastened on your head and should always be buckled firmly under your chin.

RIDE PREDICTABLY: Look for vehicles and signals to drivers which direction you plan to go before making turns. Riders a straight line. Avoid the door zone about five feet away from parked cars.

RIDE WITH TRAFFIC: Ride on the right, in the direction of traffic. Obey all signs and signals.

LOCK YOUR BIKE: When you get to school, lock your bike to a bike rack inside the campus. Lock both your front wheel and the blue frame to the rack.

WALK AND BIKE TO SCHOOL DAY

Walk and Bike to School Day is an international event that attracts millions of participants in over 30 countries every October. Minnesota also celebrates Bike to School Day in May and Winter Walk to School Day in February. These events encourage students and their families to try walking or bicycling to school and are a great opportunity to pilot other SRTS programs. Events are often promoted through press releases, school communication, and posters. Students can earn incentives for participating or there is a celebration at school following the morning event.

Program Lead: South St. Paul School District, school staff and administrators

Timeline: Immediate

Why we recommend it: Schools in South St. Paul have informally participated in Walk to School Day. Resources exist on the Minnesota Safe Routes to School Resource Center to publicize Walk to School Day events in the community and within the school. Publicizing Walk and Bike to School Days are a great way to keep SRTS momentum going.

SCHOOL COMMUNICATION

Communication could come as a paper or electronic newsletter or school social media blast describing safe transportation practices in and around school, making sure to elevate walking and biking as an option. Communication can inform parents of safe crossings and how to dress appropriately for weather. Information could describe where bike parking and other resources are located at each school. Communication can also highlight SRTS news and efforts and advertise upcoming events related to walking and biking.

Program Lead: South St. Paul School District, school staff and administrators

Timeline: Immediate

Why we recommend it: South St. Paul Public Schools already send out communication through websites, Facebook, and newsletters. Consider regularly posting about safe habits and encouraging families and students to give walking and biking a try! More detailed information about safe driving near schools can be sent home at the beginning of the year and after winter breaks.



WALKING AND BIKING FIELD TRIPS

A field trip made by foot or by bicycle gives students a supportive environment in which to practice their pedestrian safety or bicycling skills. Walk / bike field trips can also showcase the many benefits of walking and bicycling for transportation including health and physical activity, pollution reduction, and cost savings. The destination of the field trip may vary, or the field trip could be the ride or walk itself.

Program Lead: School staff, teachers

Timeline: Short (1-2 years)

Why we recommend it: Walking and biking field trips were mentioned during the Rapid Planning Workshop. South St. Paul schools can take advantage of nearby destinations including the Mississippi River, city parks, or local businesses to learn about science, history, social / culture studies, or other topics. Consider applying for use of the Minnesota Bike Fleet or coordinating with a bike drive or after-school bike mechanics course.



BIKE MECHANICS CLASS/EARN-A-BIKE

Bike mechanics classes provide students with hands-on skills to fix bicycles. Classes can be offered as an after-school extracurricular class or as an elective similar to shop classes. Earn-a-Bike programs are bike mechanic classes where students get to keep the bike they fix when the class is complete.

Program Lead: School administrators, teachers. Partnership with law enforcement or local bike shop.

Timeline: Short (1-2 years)

Why we recommend it: During the Rapid Planning Workshop, participants noted that bike mechanics classes could be offered through the district's credit recovery program or as a skill and career development opportunity. Bike mechanics classes could be paired with an Earn-a-Bike program, removing potential barriers to bicycle ownership. Schools could partner with local law enforcement to fix up abandoned bicycles. Bikes that are too small for middle and high school students could be fixed and donated to bike drives for elementary schools. Consider partnering with a local bike shop.



BIKE DRIVE

A bike drive is an event where bicycles are donated, collected, repaired, and given away to students who do not have access to them. A bike drive can be hosted and organized by a school district, police department, or any other community group. These events can also take the form of a bike swap, where families trade different sized bicycles once one child has outgrown a certain bike. A trained bicycle mechanic should always be on site to ensure any bike is safe to ride before leaving with a family.

Program Lead: Local law enforcement, school district, South St. Paul Community Liaison

Timeline: Short term (1-2 years)

Why we recommend it: Access to helmets and functioning bicycles was identified as a barrier to bicycling during school visits and the March workshop. Law enforcement could be involved in a bike drive as they come across abandoned bicycles. This program could also be combined with an after-school bike mechanics class where students could earn credit by making repairs to donated bicycles.



CLASS OR SCHOOL COMPETITIONS

Competitions and contests reward students by tracking the number of times they walk, bike, carpool, or take transit to school. Contests can be individual, classroom competitions, school wide, or between schools. Students and classrooms can compete for prizes and bragging rights. Competitions could be held on an ongoing monthly basis or a couple times a year, incorporated into existing events / competitions such as the Walk-a-Thon or homecoming activities, or designed as a fundraiser.

Program Lead: School staff, South St. Paul Public Schools

Timeline: Short (1-2 years)

Why we recommend it: A friendly competition is one of the best ways to encourage older students to bike to school. Students could be challenged to conquer some of the steepest hills in the neighborhood on bike. Ninth Avenue on the west side of school is a low traffic roadway that could be closed for an afternoon in the spring. Hold a competition within the community to see who can name the bike ride / hill topping challenge. Students could also participate in the National Bike Challenge.



SAFETY CAMPAIGN

A safety campaign is an effective way to build awareness around students walking and biking to school and to encourage safe driving behavior among parents and passersby. A School Traffic Safety Campaign can use media at or near schools such as posters, business window stickers, yard signs, and/or street banners to remind drivers to slow down and use caution in school zones.

Program Lead: School administration, South St. Paul Community Liaison, PTO/A, local law enforcement, local businesses

Timeline: Short (1-2 years)

Why we recommend it: The community and school pride in South St. Paul is evident. Businesses along Marie Avenue proudly display "Go Packers" signs in their windows. Consider leveraging this school pride to promote safety for people walking and biking to school.



EVALUATION

PARENT SURVEYS AND STUDENT TRAVEL TALLIES

There are two great tools to evaluate all the SRTS work in the community:

Parent Surveys: Recommended once every 2-3 years. A hard copy survey or link to an online version can be sent to parents to gather their perceptions of walking and biking to school. Surveys can be distributed through newsletters, school websites, or at conferences.

Student Travel Tally: Recommended in fall and spring of every year. In-class tallies ask students how they traveled to and from school on a given day.



Introduction to Infrastructure

In addition to program recommendations, changes to the streetscape are essential to making walking and biking to school safer and more comfortable.

The initial field review and subsequent meetings yielded specific recommendations to address the key identified barriers to walking and bicycling at South St. Paul Secondary School.

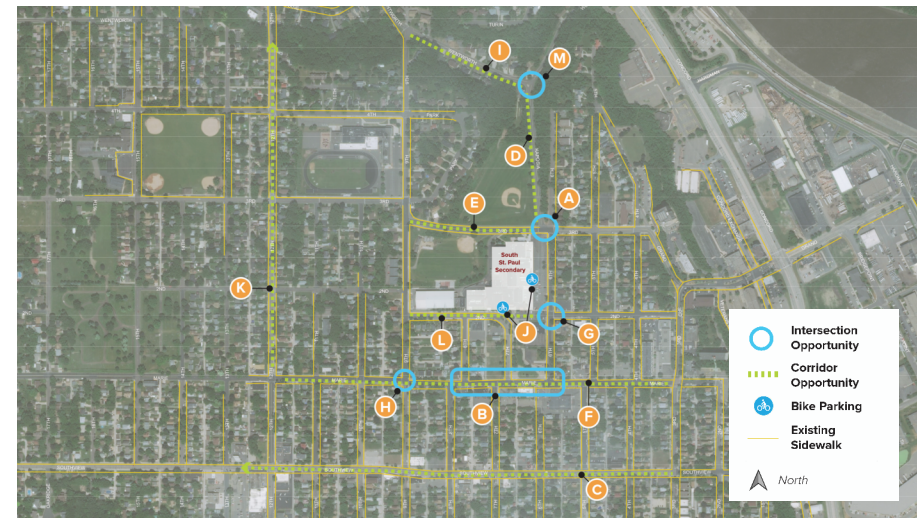
This plan does not represent a comprehensive list of every project that could improve conditions for walking and bicycling in the neighborhood. Instead, it calls attention to key conflict points: the highest priority infrastructure improvements to improve walking and biking access to school. Recommendations range from simple striping changes and signing to more significant changes to the streets, intersections, and school infrastructure.

Engineering recommendations are shown on the Recommended Infrastructure Map on page 21 and described in the table on the following page. It should be noted that funding is limited and all recommendations are planning level concepts only. Additional planning and engineering study will be needed to confirm feasibility and costs for all projects.

Existing Infrastructure



Left to right from top left: Buses drop off and pick up on the north side of the school; Southview Boulevard, South St. Paul's main commercial corridor and an after-school destination for students, is being reconstructed in 2018 to be more pedestrian friendly; bicycle parking is located near the school's southern main entry; students cross Main Avenue; Kaposia Boulevard lacks sidewalks, and can be tricky to get to across 3rd Street N; students pass parent pick-up traffic as they head south towards Marie Avenue.



Infrastructure Recommendations



Infrastructure Recommendations

	LOCATION	PROBLEM/ISSUE	RECOMMENDATIONS	ANTICIPATED OUTCOME	LEAD	PRIORITY
A	3rd St / 6th Ave / Kaposia Blvd	With five intersecting streets and multiple driveways, vehicle movements feel complicated and unpredictable. School bus loading and unloading on 3rd St limits visibility of pedestrian crossing at 3rd St and Kaposia Blvd.	Install curb extensions and reduce corner radii; construct ADA compliant curb ramps; install high visibility crosswalks and forward stop bars at stop-controlled crossings; consider consolidating or narrowing the driveways and adjusting grade to keep sidewalk level; consider shifting bus loading zone west or relocating to 2nd St. (See Item L)	More comfortable crossing for people walking and using mobility devices, fewer conflicts between vehicles. Drivers in the area identify the intersection as a gateway to the school.	City of South St. Paul, South St. Paul Public Schools	High
B	Marie Ave from 6th Ave to 8th Ave	Conflicts between parent pickup traffic and multiple pedestrian crossings. Curb ramps are not ADA compliant. Poor yielding behavior by drivers.	Explore opportunities to consolidate and enhance marked crossings. Install curb extensions at corners and landings of offset crossings; construct ADA compliant curb ramps; install forward stop bars at controlled crossings. Coordinate with Item F.	Slower vehicle speeds, higher yielding compliance by drivers, better visibility, more comfortable experience for people walking.	City of South St. Paul	High
C	Southview Blvd from 3rd Ave to 20th Ave	Southview Blvd is a busy commercial thoroughfare. Many students cross it on routes to and from school or visit businesses along the street after school.	Support the City of South St. Paul and Dakota County in reconstructing Southview Blvd to include curb extensions, dynamic speed signs, ADA ramps, reflective crosswalk markings and pedestrian crossing signage.	Slower vehicle speeds, better pedestrian visibility at intersections, more comfortable experience for people walking in the corridor.	Dakota County, City of South St. Paul	High
D	Kaposia Blvd from 3rd St to Wentworth Ave	No sidewalk present on Kaposia Blvd. Students walk in the street when there is snow accumulation and on the grass in warmer months. Limited lighting and the slope of the roadway limits visibility.	Install sidewalk along the west side of Kaposia Blvd and provide pedestrian scale lighting.	Dedicated space for people walking; more comfortable experience for pedestrians.	City of South St. Paul	High
E	3rd St from 9th Ave to Kaposia Blvd	Wide vehicle travel lanes; no clearly delineated parking or queuing area; limited pedestrian visibility.	Redesign 3rd St to clearly define two travel lanes and a parking / queuing lane on the south side of the street. Coordinate with Item A.	Slower vehicle speeds; defined drive/parking lanes; improved pedestrian crossing visibility at Kaposia Blvd.	City of South St. Paul	High
F	Marie Ave from 3rd to 12th St	Corridor does not meet ADA guidelines, lighting in need of replacement, no dedicated east/west bikeway to access school.	The City of St. Paul has identified Marie Ave for pedestrian and lighting upgrades in its 2018-2022 CIP. As part of an upcoming project, explore opportunities to narrow the street, install curb extensions where on-street parking is present, provide pedestrian scale lighting, ADA compliant crossings, and dedicated bike facilities. Coordinate with Items B, H, and K.	Slower vehicle speeds, better pedestrian visibility at intersections, more comfortable experience for people walking or biking in the corridor.	City of South St. Paul	Medium
G	2nd St & 6th Ave	High volume pedestrian and vehicle interaction in close proximity to school and student parking lot driveways.	Install curb extensions and forward stop bars; consider narrowing driveway aprons to reduce curb radii to decrease entrance and exit speeds. In coordination with Item L, restrict westbound access to 2nd St at 6th Ave to buses only during arrival and dismissal.	Increased pedestrian visibility; reduced pedestrian crossing distance; slower vehicle traffic speeds; greater comfort for people walking through the intersection.	City of South St. Paul, South St. Paul Public Schools	Medium
H	Marie Ave & 9th Ave	Slowed intersection with poor visibility for oncoming motorists and pedestrians. Curb ramps are not ADA compliant.	Install curb and pedestrian space extension on northwest and southeast corners to better align the curb line of Marie Ave; install parking restriction on the north side of Marie Ave, roughly 50 feet east of 9th Ave.	Increased visibility for people crossing Marie Ave, shorter crossing distance.	City of South St. Paul	Medium
I	Wentworth Ave from 9th St to Kaposia Blvd	No sidewalk present on Wentworth Ave	Install sidewalk, with priority given to the south side of Wentworth Ave.	Dedicated space for people walking; more comfortable experience for pedestrians.	City of South St. Paul	Medium
J	East and south entrances to building	Bicycle parking not provided at north or east entrances. Toaster style racks at south entry.	Install high quality bicycle parking near entrances similar to that shown in Appendix I. Consider installing dedicated skateboard parking as well.	Covered, secure bicycle parking for students and staff to encourage bicycling to school.	South St. Paul Public Schools	Medium
K	12th Ave north of Marie	Wide roadway in poor repair; no dedicated north/south bikeway to access school.	The City of St. Paul has identified 12th Ave between Marie and Thompson Avenues for construction work in the 2018-2022 CIP. This presents an opportunity to narrow the existing roadway, provide dedicated bike facilities, enhance pedestrian crossings, and calm traffic through the corridor.	Slower vehicle travel speeds, dedicated space for people bicycling, improved safety and comfort for people walking or biking in the corridor.	City of South St. Paul	Medium
L	2nd St from 9th Ave to 6th Ave	2nd St currently terminates at 7th Ave. During arrival and dismissal, parent traffic backs up on 2nd St and Marie Ave, causing pedestrian conflicts.	Consider reconnecting 2nd St between 6th and 7th to reconnect the street grid, relocating bus circulation to 2nd, and moving parent traffic to 3rd where pedestrian crossings are more concentrated. Coordinate with G.	Reduce parent vehicle congestion and pedestrian conflicts along Marie. Improve pedestrian visibility at Item A by relocating bus traffic.	City of South St. Paul	Low
M	Kaposia Blvd & Wentworth Ave	Large intersection with sweeping turns and no sidewalks or pedestrian ramps.	Extend curb line and remove right turn slip lane. Connect sidewalk in recommendation D and I.	Calm traffic speeds. More comfortable experience for people walking.	City of South St. Paul	Low

22 SAFE ROUTES TO SCHOOL PLAN SOUTH ST. PAUL SECONDARY SCHOOL, SOUTH ST. PAUL, MINNESOTA

Planned Infrastructure Projects

The City of South St. Paul is leading and working in partnership with Dakota County and the Minnesota Department of Transportation (MnDOT) on a variety of infrastructure projects and studies that will impact the way that people walking and biking travel in South St. Paul.

Several projects, including those outlined below, are located along student routes to South St. Paul Secondary. Projects in close proximity to the school are identified in this plan's infrastructure recommendations.

This plan supports the continued planning, design, and implementation of these projects and others as outlined in the City of South St. Paul's 2018-2022 Capital Improvement Program. A more comprehensive list of planned infrastructure projects near South St. Paul Schools is located in Appendix G.

Southview Boulevard

Together with Dakota County, South St. Paul is working to redevelop and rehabilitate Southview Boulevard and a portion of 3rd Avenue S. The planned reconstruction project will replace aging infrastructure, narrow the roadway width, widen sidewalks, install curb extensions, provide streetscaping improvements, and address traffic and safety needs. Construction is planned to begin in 2018.

12th Avenue

Twelfth Avenue from Marie Avenue to Thompson Avenue is identified for reconstruction. Changes may include a narrower roadway to calm traffic and provide space for pedestrian and/or bicycle improvements as well as sidewalk replacement and street lighting upgrades.

Marie Avenue

Segments of Marie Avenue are in need of pedestrian and bicycle mobility improvements in accordance with the city's adopted Bicycle and Pedestrian Plan as

EQUITY HIGHLIGHT

EQUITY IN INFRASTRUCTURE

A complete, well-maintained sidewalk and bikeway network can make walking and bicycling to school safe, comfortable, and convenient. Likewise, sidewalk gaps, busy intersections, and physical barriers can deter students from walking or biking to school.

Considering equity in the way infrastructure projects are identified, prioritized, funded, built, and maintained is a key step in creating a more equitable walking and bicycling network. Equitable approaches may include identifying and prioritizing projects based on presence and quality of infrastructure and community need instead of a complaint based system, or moving away from assessing property owners for improvements.

well as street light upgrades to replace an outdated system. The City is pursuing funding to implement pedestrian, bicycle, accessibility, and general streetscaping improvements which will positively impact the comfort and safety of students walking or bicycling to school and other destinations in South St. Paul.

Wentworth Avenue

The City is beginning the planning process for a proposed sidewalk along the south side of Wentworth Avenue from US 52 to 15th Avenue N. Wentworth Avenue is a primary route between West and South St. Paul, and is a student route to school, however it currently has no sidewalks. The addition of sidewalks will improve pedestrian comfort and safety and provide improved access to neighborhoods, parks, and schools in north South St. Paul.



Appendix C. Summary of Planning Process in South St. Paul

Dakota County Safe Routes to School in South St. Paul came out of a city-led drive to develop Safe Routes to School Plans ahead of the 2018 Regional Solicitation. The City of South St. Paul is in the planning and design phases of several infrastructure projects located near schools and along student routes to school and is pursuing funding to implement projects that will make it easier, safer, and more comfortable for students to walk or bike to school. With support and funding from Dakota County Health and the Statewide Health Improvement Partnership, all four public schools in South St. Paul School District are participating in this city-wide Safe Routes to School initiative.

RAPID PLANNING SESSION

In March 2018, a broad group of stakeholders met for an intensive, day-long Rapid Planning Workshop at South St. Paul Secondary School. This charrette-style event brought together school, district, city and county staff, plus students, and public health professionals to discuss the challenges and opportunities for walking and biking to school in South St. Paul.

The Rapid Planning Workshop included

- Introduction to SRTS for all participants including programs, infrastructure, and the planning process
- Observation of student arrival at Lincoln Center Elementary School and student dismissal at South St. Paul Secondary School
- Meeting with South St. Paul Secondary student to discuss routes, experiences, concerns, and ideas for improvement
- Walking audit of the streets surrounding Lincoln Center and South St. Paul Secondary
- Discussion of infrastructure issues, upcoming projects, and opportunities for improvement
- Brainstorm of existing and potential programs
- Discussion of observations, consensus-building around primary issues and opportunities

Information gathered during the day was used to develop preliminary draft infrastructure and programming recommendations for each school. County and consulting team staff conducted arrival/dismissal observations and walking audits at Community Learning Center and Kaposia Education Center to gather information about existing conditions, issues, and student routes.

DATA COLLECTION

In March, parent perception surveys were distributed by schools through a link to an online survey or by sharing hard copies with parents. Surveys asked parents about how comfortable they were with their children walking and biking to school. In addition, the survey asked the distance from school families live, whether they feel like their school promotes biking and walking, and what changes would make them feel more confident about allowing their children to walk or bike.

In May, school staff conducted student travel tallies to gather information about how students traveled to and from school. This student tally collected data on travel to and from school during three weekdays in May.

Both the student tally and parent survey were designed by the National Center for Safe Routes to School. Results from both were uploaded to the Data Collection System, allowing for comparison when future surveys and tallies are completed. The results of these evaluation efforts are in Appendix E and F.



Left to right from top left: Members of the SRTS team conducted observations and walk assessments at Kaposia Education Center (shown) and Community Learning Center before the Rapid Planning Workshop; representatives from the county, city, school district, and schools identified routes, barriers, and opportunities on and near school campus; the team met with students who currently walk to school at South St. Paul Secondary to hear about their experiences and feelings about traveling to school; workshop participants conducted a walking audit of the neighborhood surrounding South St. Paul Secondary and Lincoln Center Elementary as part of the Rapid Planning Workshop.



Appendix G. Planned Infrastructure Projects

The City of South St. Paul is leading and working in partnership with Dakota County and the Minnesota Department of Transportation (MnDOT) on a variety of infrastructure projects and studies that will impact the way that people walking and biking travel in South St. Paul.

Several projects, including those outlined below, are located along student routes to school. The City additionally has ongoing sidewalk and pavement maintenance programs to fill gaps and improve the quality of transportation infrastructure in the city. This plan supports the continued planning, design, and implementation of the following projects which are outlined in the City of South St. Paul's 2018-2022 Capital Improvement Program:

Southview Boulevard

Together with Dakota County, South St. Paul is working to redevelop and rehabilitate Southview Boulevard and a portion of 3rd Avenue S. The planned reconstruction project will replace aging infrastructure, narrow the roadway width, widen sidewalks, install curb extensions, provide streetscaping improvements, and address traffic and safety needs. Construction is planned to begin in 2018.

Marie Avenue

Segments of Marie Avenue are in need of pedestrian and bicycle mobility improvements in accordance with the city's adopted Bicycle and Pedestrian Plan as well as street light upgrades to replace an outdated system. The city is pursuing funding to implement pedestrian, bicycle, accessibility, and general streetscaping improvements, which will positively impact the comfort and safety of students walking or bicycling to school and other destinations in South St. Paul.

12th Avenue

Twelfth Avenue from Marie Avenue to Thompson Avenue is identified for reconstruction. Changes may include a narrower roadway to calm traffic and provide space for pedestrian and/or bicycle improvements as well as sidewalk replacement and street lighting upgrades.

Concord Street

In 2016, the City of South St. Paul, City of St. Paul, and MnDOT jointly developed a planning study for the Concord Street Corridor from Interstate 494 to Annapolis Street in South St. Paul to determine the overall vision for the corridor in advance of a proposed MnDOT project that will include pavement resurfacing, drainage improvements, and active transportation accommodations. This City of South St. Paul received grant funding to proceed with the preferred alternative for the northern segment between Annapolis Street and Wentworth Avenue, and is currently working with MnDOT to develop a preferred alternative for the southern segment from Wentworth Avenue to Interstate 494.

Wentworth Avenue

The city is beginning the planning process for a proposed sidewalk along the south side of Wentworth Avenue from US 52 to 15th Avenue N. Wentworth Avenue is a primary route between West and South St. Paul, and is a student route to school, however it currently has no sidewalks. The addition of sidewalks will improve pedestrian comfort and safety and provide improved access to neighborhoods, parks, and schools in north South St. Paul.

5th Avenue S

The city is preparing to reconstruct 5th Avenue S between Interstate 494 and Southview Boulevard. In addition to replacing and upgrading the roadway, curb and gutter, water main, and storm sewer, the project is exploring opportunities to achieve additional goals including improving pedestrian facilities, adding pedestrian-level lighting, reducing the street width, widening boulevards, increasing intersection safety, and calming traffic overall. Final designs will be complete in late 2018 and construction is planned for 2019.

5th & 7th at Dale Street

The City of South St. Paul is installing pedestrian crossing improvements at the intersections of 5th and 7th Avenues at Dale Street as requested by South St. Paul School District. Improvements include curb extensions at both intersections and a rectangular rapid flashing beacon (RRFB) at the intersection of 5th Avenue and Dale Street. These improvements are based on safety concerns from the general public and school district and will help to overcome infrastructure barriers to invite more students to walk or bike to Kaposia Education Center.

Sidewalk Infill and Replacement

The city has an ongoing sidewalk infill and replacement program to fill gaps in the sidewalk network as identified in the city's 2030 Comprehensive Plan and replace sidewalk segments that are in disrepair. It is recommended that the city prioritize sidewalk infill projects along student routes to school and in neighborhoods that have higher proportions of transit-dependent and/or traditionally marginalized populations. In order to not disproportionately burden lower-income households, the city should explore strategies to fund sidewalk installation and replacement without assessing adjacent property owners.

Pavement Management

South St. Paul has an ongoing pavement management program which dedicates funds to repave or reconstruct streets with poor pavement quality or beyond their useful life. Repaving and reconstruction projects provide opportunities for the city to make changes to the roadway ranging from striping changes with repaving projects to more extensive improvements such as roadway narrowing, curb extensions, and streetscaping with a full reconstruction.



Appendix J. Maintenance Planning

ANNUAL MAINTENANCE

School routes and crosswalks should be prioritized for maintenance. To ensure high visibility crosswalks maintain their effectiveness, review all crosswalks within one block of the school each year. If there is notable deterioration, crosswalks should be repainted annually. In addition, crosswalks on key school walk routes should be evaluated annually and repainted every other year or more often as needed.

SEASONAL PLANNING AND MAINTENANCE

Walking and cycling generally diminish during the cold winter months as poorly maintained infrastructure and unpleasant weather conditions create barriers for pedestrians and bicyclists. However, maintaining infrastructure and planning inviting winterscapes for students can facilitate the convenience of biking and walking as well as provide new opportunities to encourage students to be outside more.

Snow removal and maintenance of school routes should be prioritized. Snow removal is a critical component of pedestrian and bicycle safety. The presence of snow or ice on sidewalks, curb ramps, or bikeways will deter pedestrian and cyclist use of those facilities to a much higher degree than cold temperature alone. Families with children will avoid walking in locations where ice or snow accumulation creates slippery conditions that may cause a fall. Curb ramps that are blocked by ice or snow effectively sever access to pedestrian facilities. Additionally, inadequately maintained facilities may force pedestrians and bicyclists into the street. Identified routes to school should be given priority for snow removal and ongoing maintenance.

While it is important to prioritize maintenance, additional planning should be employed to create new opportunities to encourage students to be outside more through design. According to the City of Edmonton's Winter Design Guidelines, the five main design principles for designing cities that are inviting and functional for outdoor public life year-round include blocking wind, capturing sunshine, using color, lighting, and providing infrastructure that supports desired winter activities.

Lighting is important year-round, but becomes increasingly important in the winter for creating more inviting winterscapes for pedestrians and bicyclists. Lighting can contribute to inducing a sense of warmth and safety as well as be used for wayfinding and as passive public art displays.

Lastly, providing infrastructure that supports desired winter activities can also encourage more active transportation. Some particularly encouraging strategies beyond providing ice skating rinks that have been employed in Edmonton, Canada include harnessing plowed snow piles and stored snow to create new play opportunities for students. These snow piles can be strategically placed in parks along walking routes and mounded into winter slides. Other practices have included regularly compacting snow to make it malleable enough for students to construct their own snow house structures with maintenance crews compacting the snow every few days to prevent it from forming into denser ice.

Resources

Winter Design Guidelines: Transforming Edmonton into a Great Winter City
https://www.edmonton.ca/city_government/documents/PDF/WinterCityDesignGuidelines_draft.pdf



Appendix K. Equity in SRTS Planning

When planning and implementing your SRTS programming, it is important to design events and activities that are inclusive of students of all backgrounds and abilities. This appendix identifies potential obstacles to participation and suggests creative outreach, low-cost solutions, and flexible program implementation to address language barriers, students with disabilities, personal safety concerns, and barriers related to school distance.

LANGUAGE AND/OR CULTURAL BARRIERS

To encourage families that do not speak English, are learning English, or have recently immigrated to participate in Safe Routes to School programs, it is important to communicate how the program can benefit families and address parental concerns. Hiring a bilingual staff person is the best way to communicate and form relationships with a community.

Provide Materials in Multiple Languages

Some concepts can lose their meaning and be confusing when translated literally. Also, words may have different meanings depending on the regional dialect.

- Ask families with native speakers to help communicate the message to others.
- Use images to supplement words so that handouts are easy to read and understand.

Use a Variety of Media

In schools where families speak different languages, it can be a good idea to present information in multiple ways.

- Use a variety of mechanisms to communicate the benefits of walking and bicycling to parents.
- Have students perform to their parents, such as through a school play.
- Encourage youth-produced PSAs to educate parents on why biking and walking are fun and healthy events.
- Provide emails, print materials, etc., in multiple languages.
- Use a phone tree, PTA, or events to reach parents.
- Engage an assistant who speaks multiple languages to reach out to parents at events.
- Employ staff from similar ethnic backgrounds to parents at the school.
- Parents increasingly use texting more than emails. Find out how parents communicate with each other and use their methods.

Meet People Where They Are

Some families may not feel comfortable coming to your events or participating in formal PTA and organizations.

- Attend established meetings to reach groups who may not participate in school PTAs or other formal meetings.
- State required English Learner Advisory Committees (ELACs) are good partners.
- Conduct outreach or table at school events (such as: Movie nights, family dance nights, Back to School nights, etc.).

Residents are often aware of traffic and personal safety issues in their neighborhoods, but don't know how to address them.

- Provide a safe place for parents to voice concerns to start the conversation about making improvements. Listen to their concerns, help parents prioritize, and connect them with the responsible agency to address the concerns.
- Encourage staff or parent volunteers to host house meetings, in which a small group gathers at the home of someone they know to voice concerns and brainstorm solutions.
- Seek common goals for community improvement that can be addressed through collaborative efforts with all



parent groups.

- Consider inviting law enforcement or public works staff to build a better relationship between officers and residents so they feel comfortable voicing future concerns. Note that some groups may have complex relationships of police mistrust, such as among undocumented communities. Again, asking for police representatives who are from the community works best.
- When looking for volunteers, start by looking to friends and neighbors to build your base group.
- Be creative; consider going to community events like Farmer's Markets and neighborhood gathering spots to recruit. Try different ways of engaging with participants; the City as Play Design Workshops have creative ideas for asking attendees to build their visions.
- Look for small victories: adding a crossing guard, signage and paint gives parents confidence that their issues can be addressed.

Host Parent Workshops

All parents desire for their children to be successful. Workshops are a good opportunity to articulate how services and programs can reduce barriers to students' success and help them be successful.

- Create simple ways for parents to get involved and help put on events and activities with their children, who can often help navigate the situation.
- Hold a "Parent University," or workshops where parents can voice their concerns.
- Listen to and act on parents' suggestions to build trust in the community and address concerns.
- Include an icebreaker activity to introduce yourself and to make the participants more comfortable sharing their thoughts and opinions.

Establish Flexible Programs

Create a trusting and welcoming environment by not requiring participants to provide information about themselves, which could be a deterrent to undocumented immigrants.

- Establish a training program for volunteers that does not require background checks or fingerprints since some parents who would like to volunteer may not be able to pass background checks.

Often working parents have limited time to volunteer with their children's schools. The hours and benefits associated with many jobs can make it challenging for parents to be available for school activities and take paid time off.

- Host meetings and events at varying times to accommodate differing work schedules.
- Make specific requests and delegate so no single person has to do the majority of the work.

Communicate Health Benefits

Families who are not as well-connected to the school community may not be as aware of the benefits of SRTS programming.

- Publicize to parents that walking and biking to school is exercise and to children that it is fun, like an additional recess.
- Encourage caregivers to attend health fairs that highlight biking and walking to create an association between those commute options and their benefits. Encouragement competitions such as the Golden Sneaker Award and Pollution Punch Card can show how many calories students have burned.

STUDENTS WITH DISABILITIES

Some students may not be able to walk or bike to school because of physical or mental disabilities, but they can still be included in SRTS programs.

- Invite children with physical disabilities to participate in school infrastructure audits to learn how to improve school access for all.
- Understand that students with mental disabilities may have differing capacities for retaining personal and traffic safety information, but programs like neighborhood cleanups and after-school programs can be fun ways to

socialize and participate with other students.

- Involve special education instructors and parents of disabled students in the planning and implementation of these programs to better determine the needs of children with disabilities.
- Create SRTS materials that recognize students with disabilities. Include pictures of students with disabilities in program messaging to highlight that SRTS programs are suitable for all students.

Additional Resources

- National Center for SRTS's Involving Students with Disabilities
- SRTS National Partnership's: Serving Students with Disabilities

PERSONAL SAFETY CONCERNS

In some communities, personal safety concerns associated with crime activity is a significant barrier to walking and bicycling. These can include issues of violence, dogs, drug use, and other deterrents that can take precedence over SRTS activities in communities. These neighborhoods may lack sidewalks or other facilities that offer safe access to school, and major roads may be barriers.

Neighborhood Watch Programs

Establishing neighborhood crime watches, parent patrols, and safety zones can involve the community in addressing personal safety concerns as supervision reduces the risk of bullying, crime, and other unsafe behavior.

- Set up parent patrols to roam areas of concern. Safe Passages or Corner Captain programs station parent or community volunteers on designated key street corners to increase adult presence to watch over children as they walk and bicycle to school.
- Issue special hats, vests, or jackets to give the volunteers legitimacy and identify them as patrol leaders.
- Provide walkie-talkies to allow parents to radio for help if they are confronting a situation they have not been able to resolve.
- Work to identify "safe places" like a home along the route where children can go to in the event of an emergency, or create a formal program with mapped safe places all children can go to if a situation feels dangerous.

SchoolPool with a Group

SchoolPool, or commuting to school with other families and trusted adults, can address personal safety concerns about traveling alone.

- Form Walking School Buses, Bike Trains, or carpools. For information about how to set up a SchoolPool at your school, read the Spare the Air Youth SchoolPool guidebook at <http://www.sparetheairyouth.org/schoolpool-guidebook>. More information about organizing a Walking School Bus or Bike Train is available online at <http://www.sparetheairyouth.org/walking-school-buses-bike-trains>.

Sponsor Neighborhood Beautification Projects

Clean neighborhoods free of trash and graffiti can create a sense of safety and help reduce crime rates.

- Host neighborhood beautification projects around schools, such as clean-up days, graffiti removal, and tree planting to help make families feel more comfortable and increase safety for walking or biking to school.
- Host a community dialogue about positive and negative uses of public space.

Education Programs

Teach students and their families about appropriate safety issues. Parents may not want students to walk or bike if they are not confident in their child's abilities.

Safety Information for Students

- Use time at school, such as during recess, PE, or no-cost after school programs, to teach children how to bike



and walk safely.

- Utilize either existing curricula or bring in volunteer instructors from local advocacy groups and non-profit organizations.
- Teach children what to do in the event of an emergency and where to report suspicious activity or bullying.
- Provide helmets and bikes during the trainings will allow all students to participate regardless of whether or not they have access to these items.
- Organize an Open Streets event as a strategy to create safe zones to teach new skills in the street.

Safety Information for Parents

- Provide information about how to get to around safely.
- Develop and distribute suggested routes to school maps that highlight streets with amenities like sidewalks, lighting, low speeds, and less traffic.
- Identify informal shortcuts and cutthroughs that students may take to reduce travel time. Consider whether these routes may put students at risk (for example, by cutting through a fence, across a field, or near railroad tracks) and work with your city planners to improve the route.
- Provide flyers for parents about how to find other families groups to commute with or what to do in the event of an emergency to educate themselves and their children.
- Offer pedestrian safety training walks. Make these fun and interactive and address parents' safety concerns as well as provide tips for them to teach their children to be safe while walking.

Resources

- SRTS National Partnership's Implementing Safe Routes to School in Low-Income Schools and Communities <http://www.saferoutespartnership.org/sites/default/files/pdf/LowIncomeGuide.pdf>

BARRIERS RELATED TO SCHOOL DISTANCE

Some students simply live too far from school to reasonably walk or bike. However, there are programs that may be implemented to include these students in healthy physical activities, such as walking or biking.

Remote Drop-off

- Suggest remote drop-offs for parents to drop their children off a couple blocks from the school so they can walk the rest of the way. Volunteers wait at the drop-off and walk with students at a designated time to ensure they arrive to school safely and on time.
- Remote drop-off sites can be underutilized parking lots at churches or grocery stores that give permission for their property to be used this way.
- Identify potential park and walk areas on route maps.

Walk to School Bus Stops

- Incorporate physical activity into students' morning schedule by encouraging them to walk to bus stops.
- Utilize walking school bus programming to organize nearby students to walk in groups to a more centrally located bus stop, which may translate into fewer bus stops because more students will be boarding at each stop.

Frequent Walker Programs

- Implement programs that identify walking opportunities on campus, which can be defined in terms of routes or by amount of time spent walking. This will allow students who arrive to school by bus or parent vehicle to benefit from the physical benefits provided by walking or biking to school.

Additional Resources

- Safe Routes to School National Partnership Rural Communities: Making Safe Routes Work
- Safe Routes to School National Partnership Rural Communities: Best Practices and Promising Approaches for Safe Routes
- Safe Routes to School National Partnership Rural Communities: A Two Pronged Approach for Improving Walking and Bicycling

Appendix L. School Start Times

Across the country, communities are considering and implementing later start times for middle and high schools due to teenagers' biological sleep patterns and a wide range of well-researched benefits. Districts that implement later start times have typically required that school begins after 8 a.m. and bus pickup begins no earlier than 7 a.m. Studies have found that later start times for middle and high schools are correlated with improved attendance and academic performance, lower rates of depression, fewer risky behaviors, and reduced crash rates among teen drivers. From a safety perspective, later start times also mean that more middle and high school students are able to walk or bike in daylight which improves traffic and personal safety.

While later start times for middle and high school students are well supported by research, impacts of earlier start times on elementary school students in regards to academic performance and safety are less understood.

In order to limit financial impacts related to busing, many districts pursuing later start times for middle and high schools have chosen to flip start times, moving elementary start times up to the earliest time slot and pushing middle and high school start times to the later time slot. This means that elementary school students start and end their school day earlier than middle and high school students.

CONSIDERATIONS FOR SCHOOL START TIMES

Lighting

Flipping middle/high and elementary school start times means that young students will be walking or biking to school or to bus stops when it is dark outside for a significant portion of the year. Elementary school students are smaller and can be more difficult for drivers to see if waiting along the street or walking across it. As with older students, lack of lighting can be a significant risk factor for the safety of people walking and biking to school or to bus stops.

Availability of parents and older siblings

Earlier elementary start times may allow more parents or older siblings to walk with younger students before work or school. Incentives such as accruing volunteer hours could encourage older students to lead Walking School Buses or act as safety patrols or school valets at elementary schools.

Before and after school activities and traffic

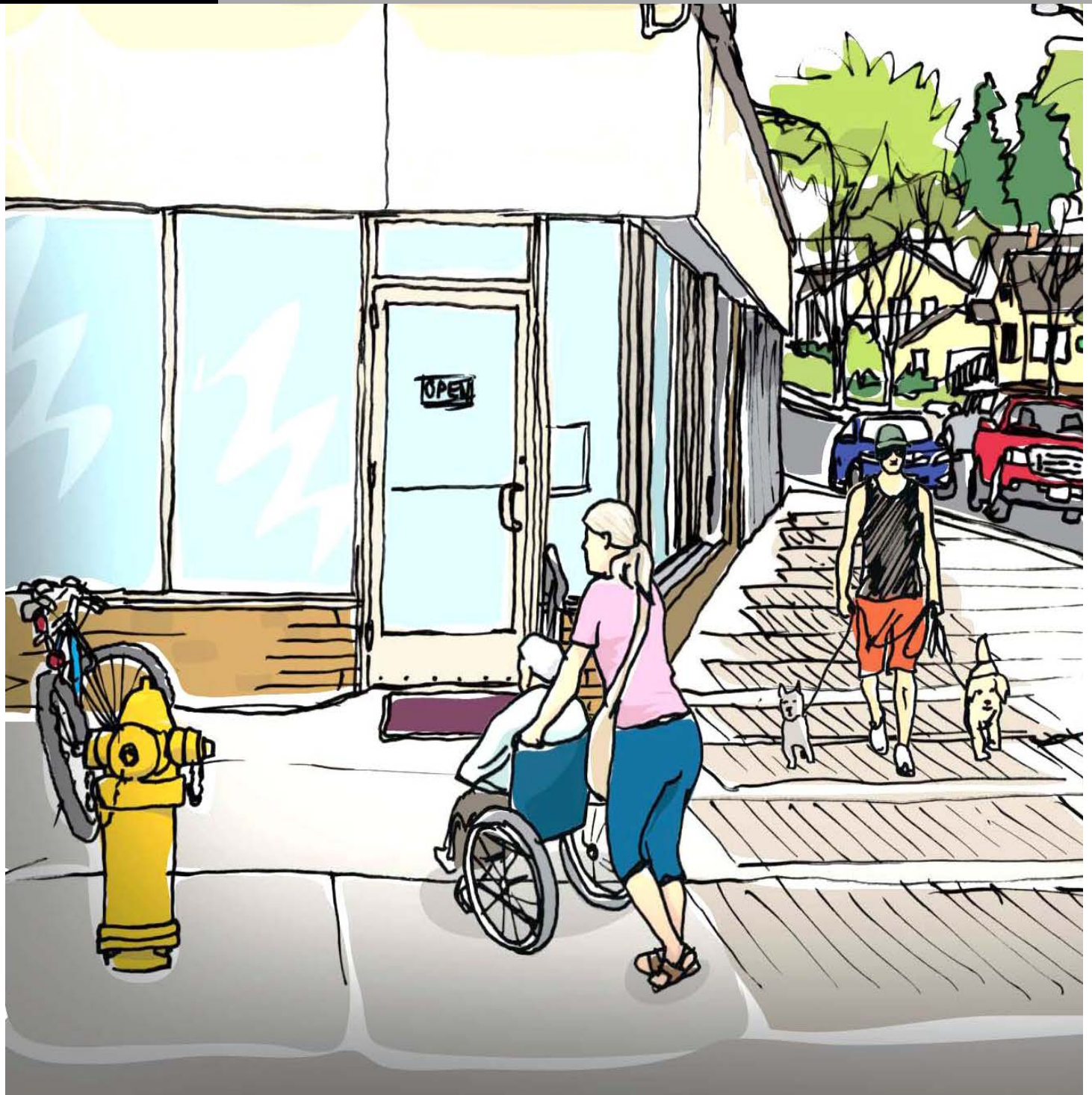
If before school elective periods for middle and high school students are substantial, there may be conflicts with elementary students arriving to school. Consider after-school schedules as well. Will elementary students be traveling as middle and high school dismissal traffic begins? How do current and proposed arrival and dismissal times compare to peak morning and evening commuter traffic?

RESOURCES

For more information about school start times and Safe Routes to School, visit the Safe Routes to School National Partnership at <https://www.saferoutespartnership.org>.

SOUTH
ST. PAUL

DRAFT BICYCLE AND PEDESTRIAN PLAN NOVEMBER 7, 2014



I. Executive summary

The City of South St. Paul recognizes that walking and bicycling infrastructure benefit its residents and businesses. Every person is a pedestrian at some point in their day; whether they are walking to school, a bus stop, a park, or simply walking from their parking space into their office building. While bicycling remains less common than walking, many residents enjoy bicycling for exercise and are interested in bicycling more often.

Walkable and bikeable communities have a high quality of life, improve personal and environmental health, and promote vibrant and connected communities. Walkable and bikeable communities are economically sustainable. Residents do not have to rely on a costly personal vehicle, and are more likely to support local businesses that can be easily reached on foot and bike. Pedestrian and bicycle infrastructure is also cost-effective for public agencies: sidewalks and bikeways are less expensive to maintain than roadways, and walkable and bikeable communities result in less land use tied up in parking.

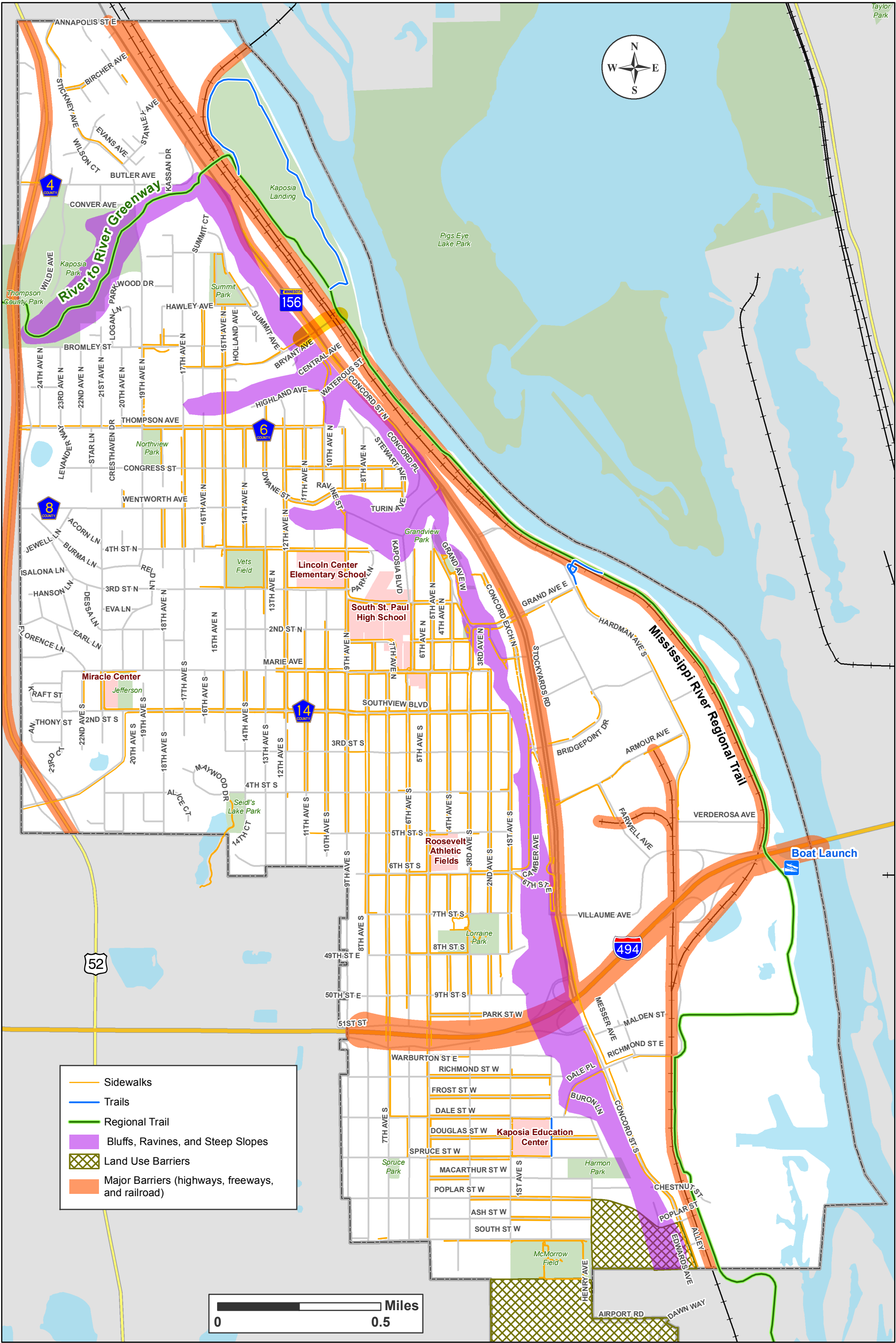
This plan addresses the City of South St. Paul's role in making walking and bicycling safe and easy choices for residents. This plan will guide the city's efforts to reach the following goals:

1. Improve opportunities for walking and bicycling through development of a sidewalk, trail, and bikeway system that connects to community destinations and public transit
2. Plan and provide a safe and comfortable sidewalk, trail, and bikeway system that meets the needs of residents of all ages and abilities
3. Ensure that critical links in the sidewalk, trail, and bikeway system receive regular and year-round maintenance
4. Improve the health of South St. Paul residents through walking and bicycling
5. Build a vibrant, healthy, sustainable, and livable community by making walking and bicycling easy, convenient, and safe
6. Increase rates of walking and bicycling

The recommendations of this plan are tailored to help the city reach these goals. This plan is guided by a 5 Es approach to bicycle and pedestrian planning: engineering, education, encouragement, enforcement, and evaluation. Recommendations in this plan include:

- Establish an Arterial Sidewalk Network based on priority pedestrian connections
- Identify critical gaps in the sidewalk system
- Identify bicycle network, including multi-use trails, bike lanes, and bicycle boulevards
- Maintenance recommendations for sidewalks and bikeways
- Community outreach to encourage walking and bicycling
- Support Safe Routes to School programs
- Educate residents about safe walking, bicycling, and driving behavior

The City of South St. Paul will lead the implementation of this plan, following the strategies and priorities outlined in Chapter II: Implementation. The city will track key performance measures on an annual basis to ensure progress towards the goals of this plan.



South St. Paul Bicycle & Pedestrian Plan
Figure 6: Barriers to Walking and Bicycling



Interstate 494 (I-494)

I-494 separates South St. Paul's southernmost neighborhoods from the rest of the city. As I-494 is a freeway, all pedestrian and bicycle crossings are grade-separated. The pedestrian and bicycle crossings of I-494 are in the following locations:

- 5th Avenue South (overpass)
- 7th Avenue South (overpass)
- Concord Street (underpass)
- Verderosa Avenue (underpass)
- Mississippi River Regional Trail (underpass)

Union Pacific Railroad

The Union Pacific Railroad is a barrier to access to the MRRT. The railroad parallels the Mississippi River and is located between the MRRT and Concord Street. Most pedestrian and bicycle crossings of the railroad are grade-separated. Grade-separated crossings are in the following locations:

- Kaposia Landing: near Simon's Ravine Trailhead
- Bryant Avenue
- Grand Avenue

Though there are no sidewalks or trails on most of these roadways, pedestrians and bicyclists can cross the railroad at-grade on the following roadways:

- Verderosa Avenue (underneath I-494)
- Hardman Avenue (south of I-494)
- Richmond Street
- Chestnut Street

Known pedestrian/bicycle safety problems

Pedestrian and bicycle safety is a primary concern for the City of South St. Paul. Understanding where pedestrian and bicycle crashes have occurred will help the city better target safety improvements. A search of the Minnesota Department of Transportation (MnDOT) Crash Mapping Analysis Tool (CMAT) data showed a total of 24 pedestrian-vehicle and 60 bicycle-vehicle crashes in South St. Paul in the 10-year period between 2004 and 2013. **Figure 7** shows the location of traffic crashes involving pedestrians and bicyclists.

Crashes involving pedestrians are not concentrated at any particular intersection. Southview Boulevard, Thompson Avenue, 5th Avenue S, and South Street W are the only streets with multiple pedestrian-vehicle crashes over the 10-year period. There were no pedestrian fatalities reported during this time.

Crashes involving bicyclists were concentrated along several corridors, including Concord Street, Thompson Avenue, Marie Avenue, Southview Boulevard, and 5th and 7th Avenues South. There were two fatal bicycle-vehicle crashes over the 10-year period: at the intersections of Marie and 3rd Avenues and Poplar and Concord Streets.

7. Community Engagement

Input from residents was a major component in the development of this plan. A number of community engagement techniques were used to gather input and feedback. A summary of those activities and the input they garnered are described in this chapter.

Strategies Employed	
Mobile Display Materials June – August 15	The mobile display materials were developed as part of a traveling booth that was set up at key community locations to advertise the study and to encourage residents to participate in the planning process. These materials were used to advertise the online survey, to provide background information on the study and to highlight upcoming events associated with the study. The display materials included flyers, bookmarks and a community survey. The mobile display was set up at the library, city hall and at the community engagement events.
Website and Social Media Updates May - December	The city has regularly posted information about the study on its website and on other social media outlets. It will continue to provide updates throughout the course of the study so that residents can easily obtain current information about the study process.
Survey June 1 - August 15	A survey was developed to collect information on existing bicycling and walking habits, barriers to walking and bicycling, and desires for a pedestrian and bicycle network within the community. This survey was posted online and hard copies were made available as part of the mobile display materials that were used at community events and were stationed at the library and at city hall.
Project Press Release June/November	<p>In an attempt to provide broad coverage about the bicycle and pedestrian plan and its associated community engagement activities, a press release was prepared and distributed to contacts at the St. Paul Pioneer Press, Star Tribune, South St. Paul Voice, and television and web-based media. The first news release was distributed on June 9, 2014. The press release generated an article about the plan which was published in the St. Paul Pioneer Press on June 14, 2014. An article was also published in the June/July edition of the South St. Paul city newsletter.</p> <p>A second press release was distributed in November when the draft plan was ready for public review and comment.</p>
City Council Meetings June/November	Information about the study was presented at the June 2, 2014 City Council meeting. At this meeting, the general scope of the plan was presented to the council.

	<p>The council also provided information about their interests regarding the plan and some of their priorities.</p> <p>A second meeting with the City Council was held in November to present a draft of the Bicycle and Pedestrian Plan and to incorporate any council comments.</p>
Community Outreach Events	
Kaposia Days June 29	<p>The mobile display was set up at the Kaposia Days event to gather input on the needs and priorities for bicycling and walking within the city. Input was received by 15 people. Staff was available at the event to answer questions and to encourage residents to provide feedback.</p>
Fare for All July 8	<p>The mobile display was set up at the Fare for All event at Central Square to solicit input from the public. 20 participants provided input. Staff was available at the event to answer questions and to encourage residents to provide feedback.</p>
Senior Outreach July 14	<p>The city and its consultant led a discussion at the John Carrol Senior high rise building to engage input from seniors living within the community. They were asked to provide their input on the existing networks, barriers that limit their use of the networks and new opportunities they would like to have incorporated into the plan. This was a great way to make certain the senior and disabled populations were heard during this process. Approximately 10 residents and staff members participated in this event.</p>
Mayor's Youth Task Force July 30	<p>The city and its consultant attended a meeting of the Mayor's Youth Task Force to conduct a visioning and information gathering session on the needs and priorities for bicycling and walking. 20 students provided their feedback.</p>
Swimming Under the Stars July 30	<p>The mobile display was set up at the Swimming Under the Stars event party at Northview Pool. Surveys were available to fill out and a drawing for a prize was held for those that successfully completed the survey. 15 children participated at this event. Staff was available at the event to answer questions and to encourage children to participate in the survey.</p>
Southview Boulevard/3rd Avenue Open House August 7	<p>The mobile display was set up at one of the open houses being held for the Southview Boulevard/3rd Avenue project. Staff was available at the event to answer questions and to encourage attendees to participate in the survey. Approximately 7 people provided their input at this meeting.</p>

Findings

Below is a summary of the findings from the community engagement activities. This information will be used to aid in the development of the Bicycle and Pedestrian Plan.

In-Person Community Outreach

The project team collected in-person feedback from approximately 87 residents at six events. The following is a summary of the general themes provided by community members. Detailed summaries of each event are included as an appendix to this memo.

Community assets for walking and bicycling:

- Overall, people commented that they enjoy walking and biking in South St. Paul and are very pleased with the winter and summer maintenance provided by the city for trails.
- The Mississippi River Regional Trail is an asset to the community and is used regularly by residents.

General comments:

- Lighting along trails is desired to improve conditions during the fall and winter months.
- The bluffs and ravines are a barrier to walking and bicycling in the city, particularly for people trying to access the Mississippi River Regional Trail.
- A trail or shoulder is needed on the Bryant Ave to Kaposia Park to provide access to Kaposia Landing.
- Several residents mentioned the need for education about walking and bicycling in the city. Seniors suggested the city distribute flags for wheelchairs/scooters to improve visibility of these users. Younger members of the community mentioned that drivers need to be educated about stopping for pedestrians in crosswalks.



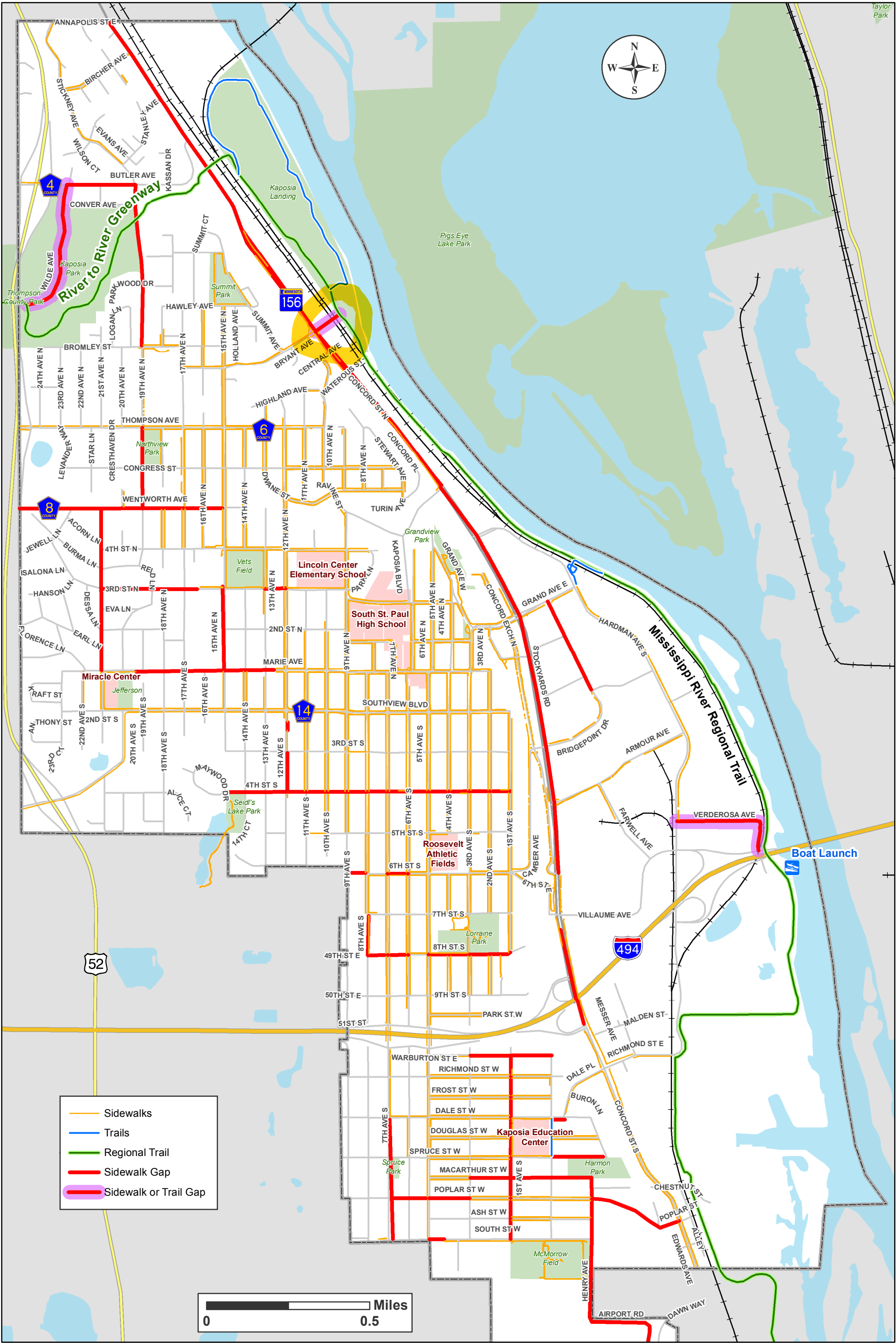
Meeting with Mayor's Youth Task Force

Good walking and bicycling routes:

- Mississippi River Regional Trail
- River to River Greenway
- 5th Avenue S between I-494 and Spruce Street E
- Spruce Street E between 1st and 5th Avenues S
- Southview Boulevard between 5th and 15th Avenues S
- 8th Avenue S between 4th Street S and Marie Avenue
- 6th Avenue S between Southview Boulevard and Marie Avenue
- 2nd Street N between 6th and 9th Avenues N
- 3rd Street N between 9th and 12th Avenues N and 13th and 15th Avenues N
- 4th Street N between 9th and 15th Avenues N
- 12th Avenue N between 3rd Street N and Congress Street
- Thompson Avenue between 10th and 24th Avenues N is good for walking
- 15th Avenue N between 3rd Street N and Bryant Ave
- Bryant Ave between 17th Avenue N and Concord Street N

Challenging walking and bicycling routes:

- Poplar Street E between Henry Ave and Concord Street S
- Crossing 5th Avenue S near I-494 can be challenging due to heavy traffic
- Villaume Avenue between Concord Street and Farwell Avenue
- 5th Street S between 5th and 10th Avenues S
- 9th Avenue N between 5th Street S and Southview Boulevard
- 4th Street S between 10th and 14th Avenues S
- Southview Boulevard between 3rd Avenue S and 18th Avenue S
- Marie Avenue between 13th and 23rd Avenues N
- Streets within the Tangle town neighborhood as they do not have sidewalks
- 15th Avenue S between Marie Avenue and 3rd Street N
- Wentworth Avenue between 14th Avenue and western city limits
- 16th Avenue N between 4th Street N and Thompson Avenue
- Thompson Avenue between 15th and 24th Avenue is challenging for bicyclists
- 19th Avenue N between Bromley Street and Butler Avenue
- **Bryant Avenue between Concord Street N and the Mississippi River Regional Trail**
- Concord Street N between Bryant Ave N and the northern city limits
- Butler Avenue between 19th Avenue and Concord Street N.
- Temporary gravel segments along the Mississippi River Regional Trail are challenging for bicycling.



South St. Paul Bicycle & Pedestrian Plan
Figure 10: Sidewalk Gaps



Sidewalk Gap	Description	Length	On Arterial Sidewalk Network?
Bridge Point Drive from Grand Avenue to Bridge Point Drive at Bridge Point way	Sidewalk gap	1,591	No
Bryant Avenue from Concord Street N to MRRT	Sidewalk or trail gap	475	Yes
Butler Avenue (CSAH 4) from eastern US 52 entrance ramp to 19th Avenue	Sidewalk gap	1,091	Yes
Concord Street from St. Paul to eastbound I-494 entrance ramps	Existing sidewalk in some areas of Concord Street. The city's long-term goal is to construct continuous sidewalk on the west side of the street and continuous multi-use trail on the east side of the street.	22,770 feet (4.31 miles)	Yes
Dale Street W from Syndicate Avenue to Dale Place	Sidewalk gap	172	Yes
Henry Avenue from MacArthur Street E to Airport Road	Sidewalk gap	2,335	No
MacArthur Street from 3rd Avenue S to Henry Avenue	Sidewalk gap	1,967	No
Marie Avenue from 19th to 12th Avenues N	Sidewalk gap	2,227	Yes
Poplar Street from 7 th Avenue S to 3 rd Avenue S, Henry Avenue to Concord Street S	Sidewalk gap	2,802	No

Proposed on-street bicycle facilities

South St. Paul has identified several streets for future on-street bicycle facilities. It is anticipated that most of these facilities will be traditional bike lanes or shoulders; however, the city may consider buffered bike lanes, cycle tracks, or advisory bike lanes in certain situations. On-street bike lanes or shoulders identified for South Saint Paul are shown on **Figure 11** and listed in **Table 4**.

Table 4: Proposed Bike Lanes or Shoulders

Proposed Bike Lane/Shoulder Location	Length in feet
3rd Avenue N from Marie to Grand Avenues	657
4th Avenue N from Grand Ave W to Marie Avenue	1,475
5th Avenue S from 9th Street S to Warburton Street W	963
15th Avenue N from Bryant to Thompson Avenues	904
Bryant Avenue from 15th Avenue N to Kaposia Landing Park/MRRT	2,161
Butler Avenue (CSAH 4) from western city limits to 19th Avenue N	1,839
Dale Place/Richmond Street E from Dale Street W to MRRT	2,197
Grand Avenue from 3rd to Hardman Avenues S	1,865
Hardman Avenue S from MRRT to Verderosa Avenue	5,275 feet (1 mile)
Marie Avenue from 21st to 3rd Avenues N	6,024 feet (1.14 miles)
Southview Boulevard from turn at 20th Avenue to western city limits	2,632
Stickney Avenue/19th Avenue N from northern city limits to Wentworth Avenue (CSAH 8)	8,515 feet (1.61 miles)
Thompson Avenue from western city limits to 10th Avenue	4,878
Wentworth Avenue (CSAH 8) from western city limits to 15th Avenue	3,294
Wilde Avenue from Butler Avenue (CSAH 4) to River to River Greenway	2,528
Verderosa Avenue from Hardman Avenue to boat launch	1,887

Sidewalk Gap	Description	Length	Cost
19th Avenue from Butler Avenue (CSAH 6) to Bromley Street, Thompson (CSAH 6) to Wentworth (CSAH 8) Avenues	Sidewalk gap	3,906	\$292,950
21st Avenue N from Wentworth (CSAH 8) to Marie Avenues	Sidewalk gap	2,621	\$196,575
Airport Road from Henry Avenue to city boundary with Inver Grove Heights	Sidewalk gap	1,433	\$107,475
Bridge Point Drive from Grand Avenue to Bridge Point Drive at Bridge Point way	Sidewalk gap	1,591	\$119,325
Bryant Avenue from Concord Street N to MRRT	Sidewalk or trail gap	475	\$35,625
Butler Avenue (CSAH 4) from eastern US 52 entrance ramp to 19th Avenue	Sidewalk gap	1,091	\$81,825
Concord Street from St. Paul to eastbound I-494 entrance ramps	Existing sidewalk in some areas of Concord Street. The city's long-term goal is to construct continuous sidewalk on the west side of the street and continuous multi-use trail on the east side of the street.	22,770 feet (4.31 miles)	\$1,707,750
Dale Street W from Syndicate Avenue to Dale Place	Sidewalk gap	172	\$12,900

Table 11: Planning-level Cost Estimates for Proposed Bike Lanes/Shoulders

Proposed Bike Lane/Shoulder Location	Length in feet	Estimated cost
3rd Avenue N from Marie to Grand Avenues	657	\$2,496
4th Avenue N from Grand Avenue W to Marie Avenue	1,475	\$5,605
5th Avenue S from 9th Street S to Warburton Street W	963	\$3,660
15th Avenue N from Bryant to Thompson Avenues	904	\$3,436
Bryant Avenue from 15th Avenue to Kaposia Landing Park/MRRT	2,161	\$8,212
Butler Avenue (CSAH 4) from western city limits to 19th Avenue	1,839	\$6,988
Dale Place/Richmond Street E from Dale Street to MRRT	2,197	\$8,349
Grand Avenue from 3rd Avenue N to Hardman Avenues S	1,865	\$7,088
Hardman Avenue S from MRRT to Verderosa Avenue	5,275	\$20,045
Marie Avenue from 21st to 3rd Avenues	6,024	\$22,891
Southview Boulevard from turn at 20th Avenue to western city limits	2,632	\$10,002
Stickney Avenue/19th Avenue N from northern city limits to Wentworth Avenue (CSAH 8)	8,515	\$32,358
Thompson Avenue from western city limits to 10th Avenue	4,878	\$18,535
Wentworth Avenue (CSAH 8) from western city limits to 15th Avenue	3,294	\$12,519
Wilde Avenue from Butler Avenue (CSAH 4) to River to River Greenway	2,528	\$9,606
Verderosa Avenue from Hardman Avenue to boat launch	1,887	\$7,170

DAKOTA COUNTY PEDESTRIAN AND BICYCLE STUDY

DECEMBER, 2018

EXECUTIVE SUMMARY

PURPOSE OF THE STUDY

In 2017, Dakota County began a study process to create a unified vision for countywide walking and bicycling networks and identify policies, strategies and tools to encourage active living and improve community health.

The primary purposes of this study are to address non-motorized transportation content required for the Dakota County 2040 Comprehensive Plan and recommend bicycling and walking content to be considered in the Dakota County 2040 Transportation Plan update (2019).

This study focuses on infrastructure priorities and supporting strategies and policies for integration of walking and bicycling modes into the Dakota County transportation network. In addition, it highlights awareness, education, enforcement, and evaluation efforts that bolster infrastructure investments.

BENEFITS OF INVESTING IN ACTIVE TRANSPORTATION

We all need to travel to meet every day needs such as getting to work and school, accessing affordable healthy food, and accessing health care. In Dakota County, the roadway network provides safe and convenient transportation for those with personal vehicles. However, one-third of the population does not drive/own a car, and walking, biking and transit infrastructure is less complete than the road network. People who cannot afford a car, people with disabilities, and people who choose not to or are unable to drive face transportation hurdles that make meeting basic needs time consuming, inconvenient, stressful, and sometimes dangerous.

Active transportation is part of the solution to chronic health conditions that many residents face. Chronic conditions are four of the top five leading causes of death in Dakota County. Regular physical activity can decrease risk for major chronic diseases such as heart disease, type 2 diabetes, stroke, and certain types of cancer, as well as mental health problems. Active transportation is a simple way to integrate regular physical activity into daily routines. Communities that invest in physical infrastructure and programs to promote active transportation tend to have more physically active and healthier populations. In many Dakota County communities, incomplete or non-existent trail and sidewalk connections, infrequent transit service, and long distances between destinations are barriers to active transportation.

STUDY PROCESS AND PUBLIC INVOLVEMENT

Development of the Study was continuously guided by a project management team of Dakota County staff and partner agency staff and informed by two phases of public engagement events. As shown in Figure 2, the study process began with analysis of existing conditions and walk/bike system recommendations, followed by research into policies, strategies, and best practices to support walking and biking in the County, and ended with preparation of the Study.

Figure 1-2: Project Schedule



Community engagement, including public events, presentations to the Planning Commission and County Board, and meeting with the Project Management Team, continued simultaneously with research and analysis tasks.

Planning Commission

Updates were presented to the Dakota County Planning Commission at milestones during the process. Issues raised by Planning Commission include:

- Concern about safety of on-road bike lanes and ability for cyclists and drivers to co-exist without physical separation, particularly on roads with higher speed limits
- Importance of coordinating with local and state systems
- Education for drivers and cyclists about safe behavior and following the rules of the road
- Need for enforcement of traffic laws

Project Management Team

The project management team was made up County Staff from the transportation, planning, and public health departments and representatives from MnDOT, the Metropolitan Council and the Cities of Inver Grove Heights, Apple Valley, Burnsville, Rosemount, and South St. Paul.

The project management team raised key issues for consideration in the study development process. These issues are addressed in Chapter 2 of the study and include:

- System continuity
- The relationship between facility types, safety, and levels of traffic stress

- Barriers and crossings
- City/County cost sharing
- Year-round operation and maintenance of the system
- Support facilities such as benches
- Encouragement, education and enforcement

Figure 1-3: Open House on a Dakota County Trail



Community Engagement

The first phase of community engagement occurred from July through October 2017. The purpose was to engage a representative cross section of Dakota County residents, businesses, and the general public to collect meaningful input, build consensus, and generate excitement for walking and biking in Dakota County. The second phase, to allow opportunity to comment on the Draft Study occurred from June to August 2018.

In total, there were twenty engagement activities with more than 850 people reached. Events were conducted using various formats including an open house, pop-up style events, listening sessions, intercept flyers, an online survey, and ability to comment on the Draft Study on-line.

In addition, the project team directly connected with over 30 community organizations and business (e.g., neighborhood groups, bike shops, major employers, etc.).

Events were planned to leverage existing groups, networks, and high traffic areas. The open house and pop-up events were structured to provide information and collect input in an informal setting, whereas the listening sessions and walking groups were structured to allow an opportunity for

participants to provide information on existing conditions, gaps and barriers, and preferred facility types for walking and biking, in the format of their existing meeting structure. Engagement events are listed in Table 1: Engagement Events on the following page, and highlights of public input are listed in Table 2: Community Engagement General Comments

Table 1-1: Phase 1 Engagement Events

	Name	Date	Approx. No. of Participants	Target Populations
1	Living Longer and Stronger, West St. Paul	Thurs, July 20 2017	12	Older Adults
2	50+ Adult Walking Group, West St. Paul	Wed, Aug 2 2017	13	Older Adults
3	Prince of Peace, Burnsville	Tues, Aug 8 2017	15	Lower income, families, general public
4	Dakota County Fair, Farmington	Tues, Aug 8– Wed, Aug 9 2017	25	General public
5	Big Rivers Trail Open House, Mendota Heights	Thurs, Aug 10 2017	35	General public, trail users
6	Ecua-Volley at Redwood Park, Apple Valley	Tues, Aug 15 2017	20	Latino populations, families, children
7	Lake Marion Greenway Open House, Burnsville	Wed, Aug 23 2017	15	General public
8	Burnsville Mosque, Burnsville	Fri, Aug 25 2017	60	Somali populations
9	Intercept Flyers, Various Locations	Thurs, Sept 7 2017	35	Walkers and bikers
10	Pedal the Parks and Lakeville Art Festival, Lakeville	Sat, Sept 16 2017	30	General public, bikers
11	ALMAS Student Group, Henry Sibley High School	Tues, Oct 10 2017	27	Students
12	Phase 1 Online Survey Map	Mon, Jul 10– Mon, Oct 2, 2017	192	General public
13	Phase 1 Online Survey	Mon, Jul 10– Mon, Oct 2 2017	151	General public
14	Thompson Reuters Survey	Tues, Nov 14– Mon, Dec 18	55	Thompson Reuters Staff
15	Kaposia Days	Sun, June 24	25	General public

2018				
16	Lakeville Farmer's Market	Wed, June 27	30	General public
2018				
17	Dakota County Fair	Thurs, Aug 9	50	General public
2018				
18	Draft Plan – On Line Review	June – August	108	General public
2018				
19	Community organization contacts	Ongoing	30+	Community groups
2018				
20	Individual Comments	Ongoing	5	General public

Table 1-2: Community Engagement General Comments

Highlight	Recommendation
Many people requested information regarding walking and biking routes in the form of online, paper, and trailhead maps.	Create a central place for finding recommended routes online and widely distribute paper route maps. Update trailhead maps.
People, especially older adults, were sensitive to cracks in the pavement, litter on the ground, and snow and ice.	Produce consistent maintenance standards for sidewalks and trails throughout the county.
Most people were concerned with the safety, comfort, and health of walkers and bikers. Some were apprehensive about walking by themselves or walking at night without visible gear. Others were interested in the health benefits of walking and biking.	Administer educational programming to focus on sidewalk and road rules for all transportation users throughout the county. Continue to support programs that promote healthy lifestyles.

Figure 1-4: Pedestrian and Bicycle Demand Analysis

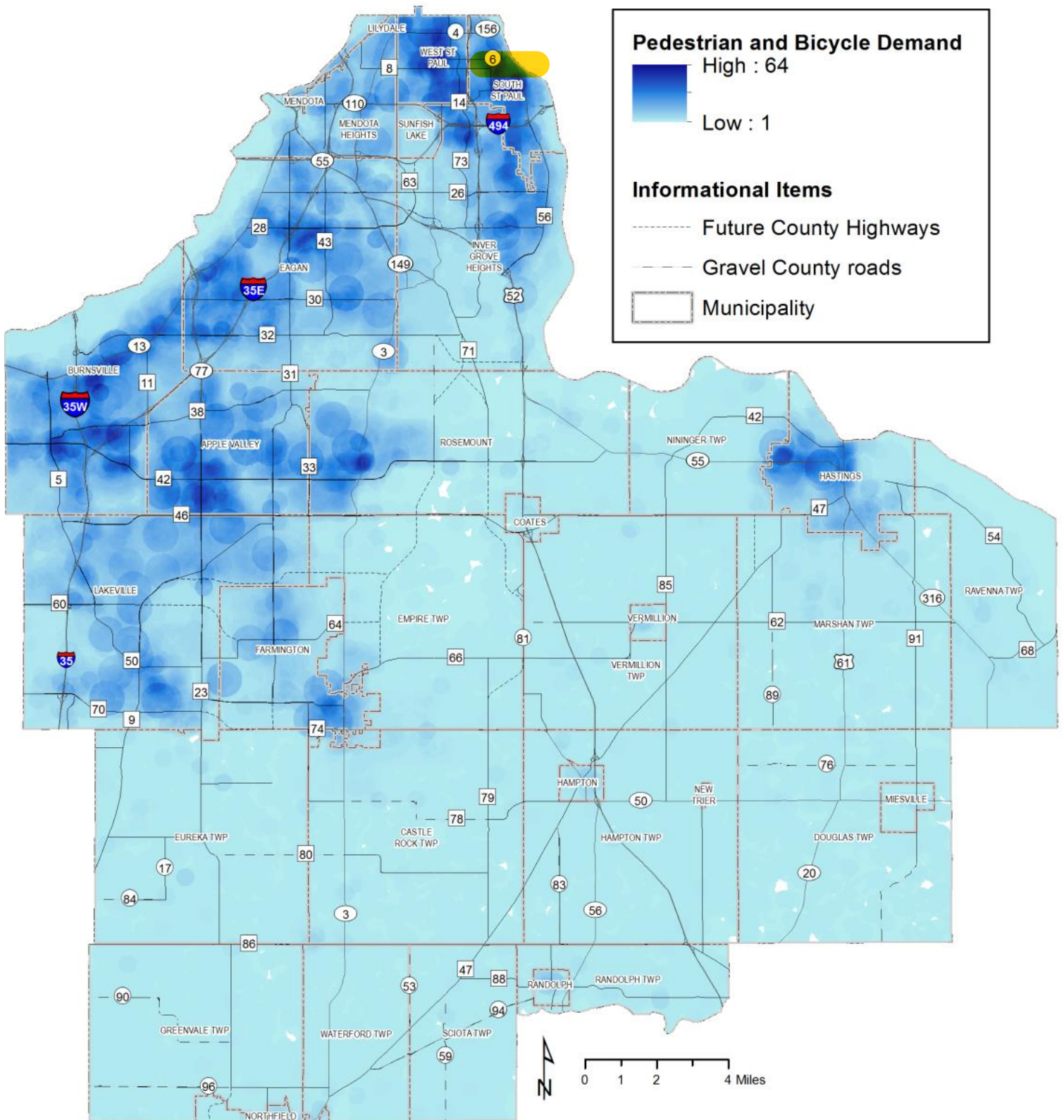
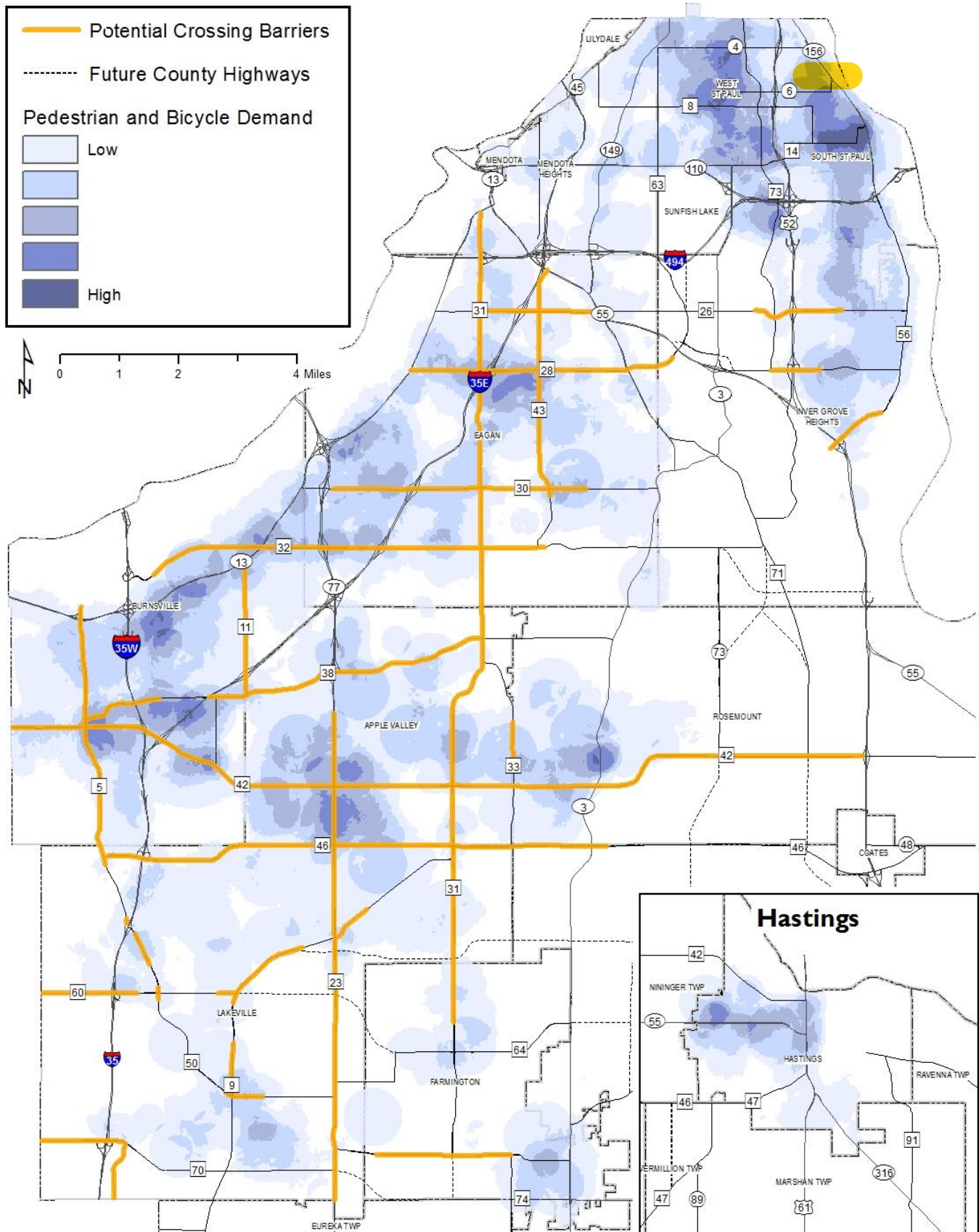
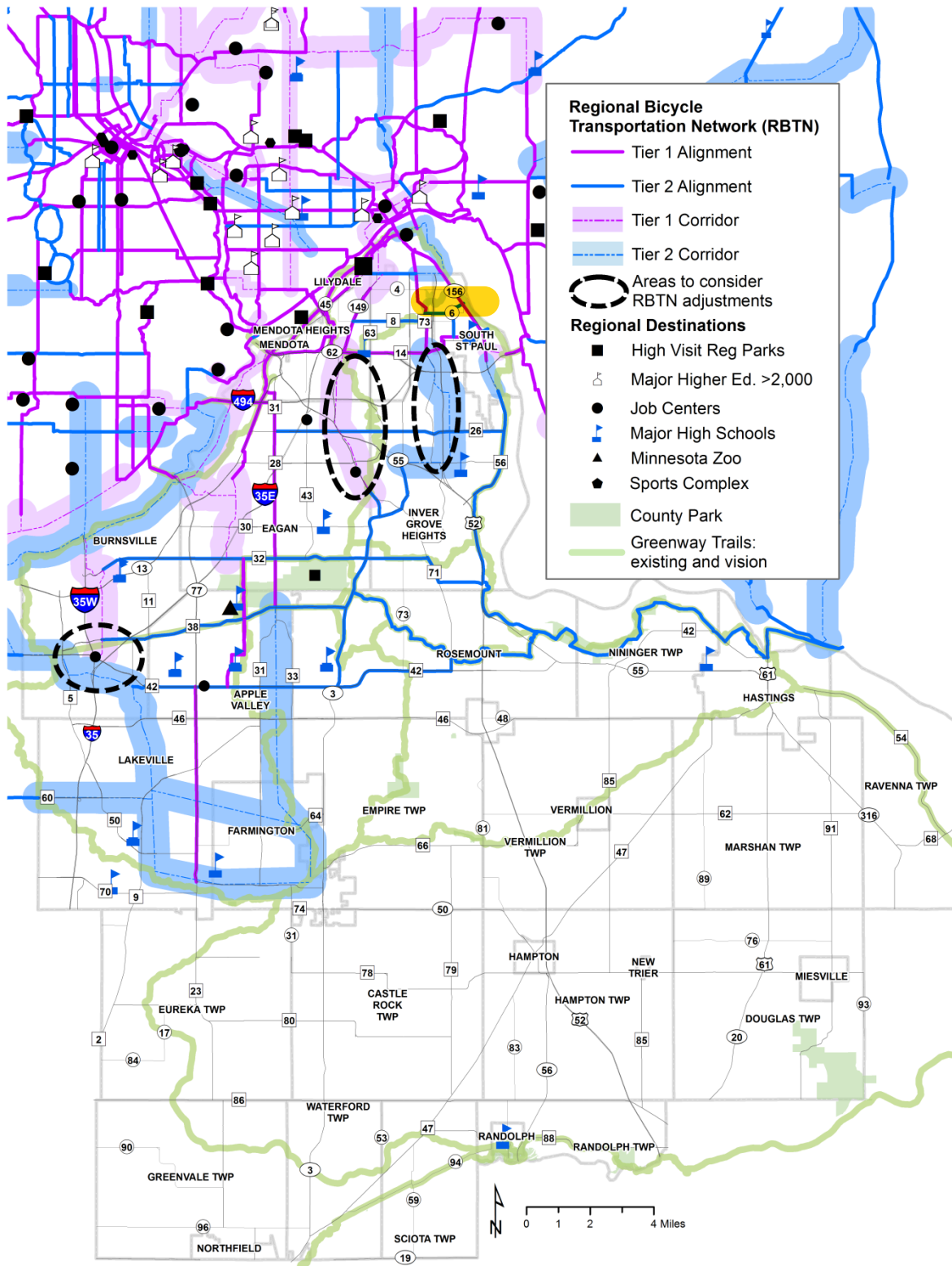


Figure 2-2: County Highway Crossing Barriers



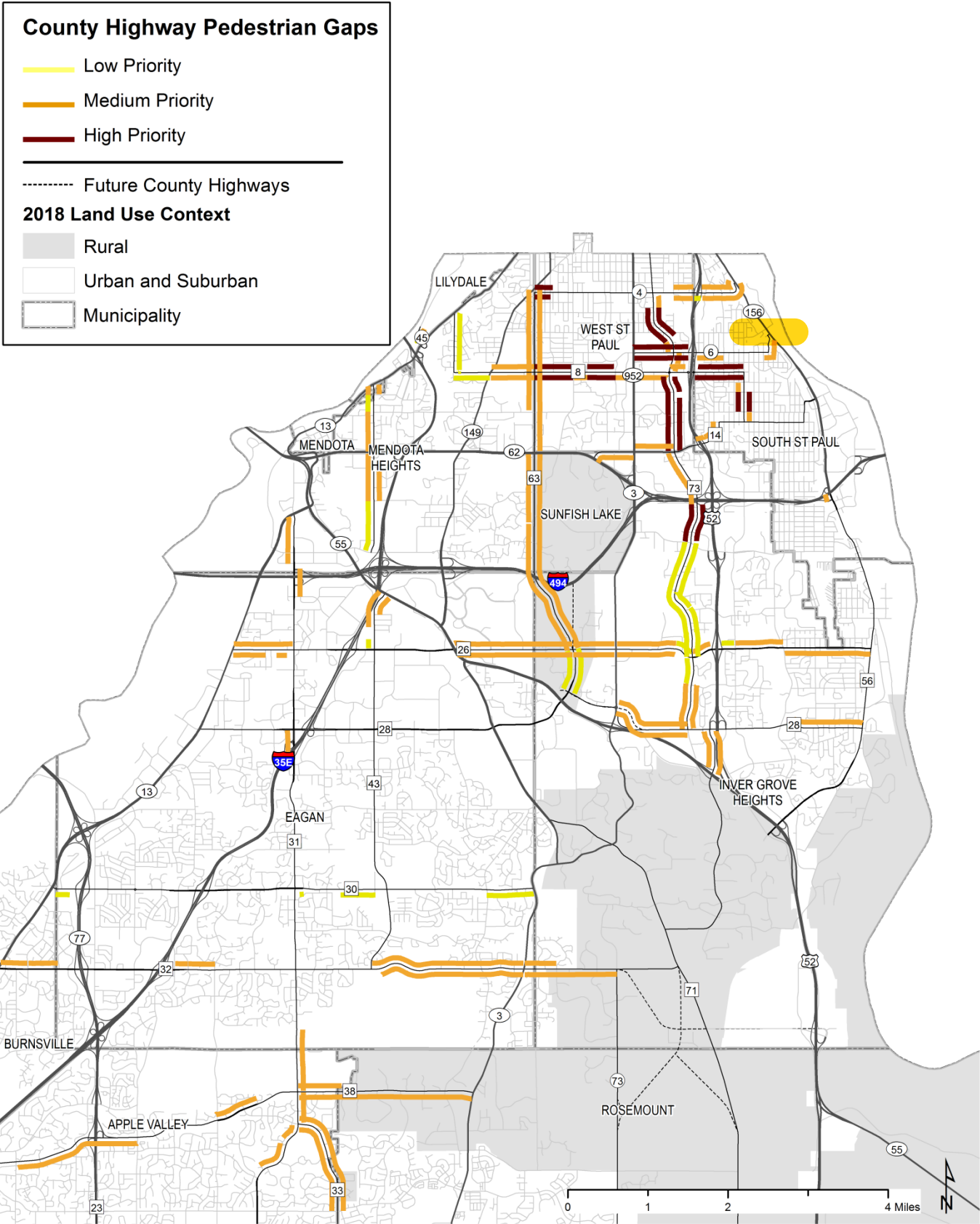
Mendota Heights; State Highway 3 throughout the county, and State Highway 149, Inver Grove Heights. Shared use trail gaps on the State system in Dakota County are identified in Figure 2-5.

Figure 2-4: Metropolitan Council Regional Transportation Network (RBTN)



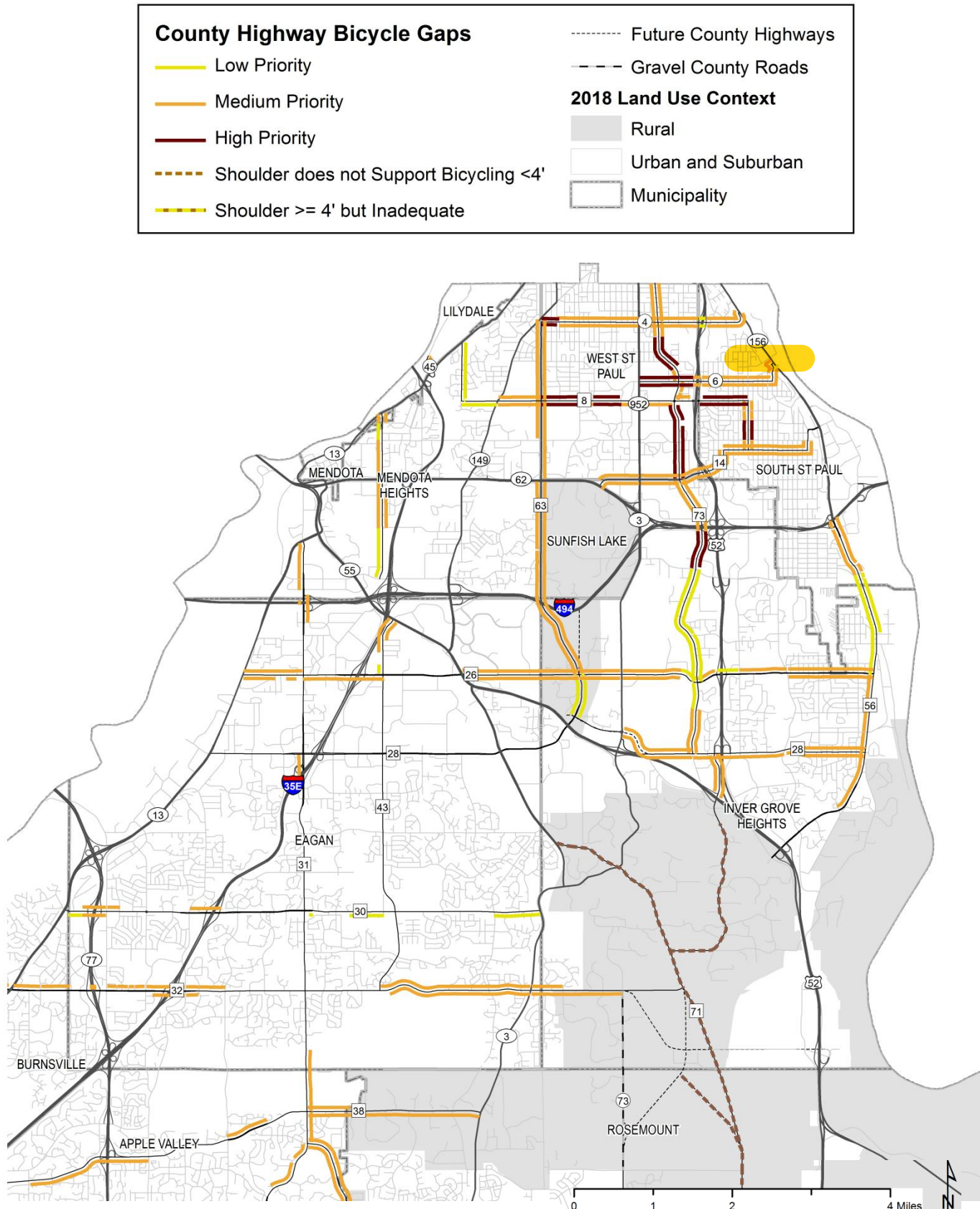
Pedestrian Gap Maps

Figure C1 Map A Pedestrian Gaps: Mendota, Mendota Heights, Lilydale, West St. Paul, South St. Paul, Sunfish Lake, Eagan, Inver Grove Heights



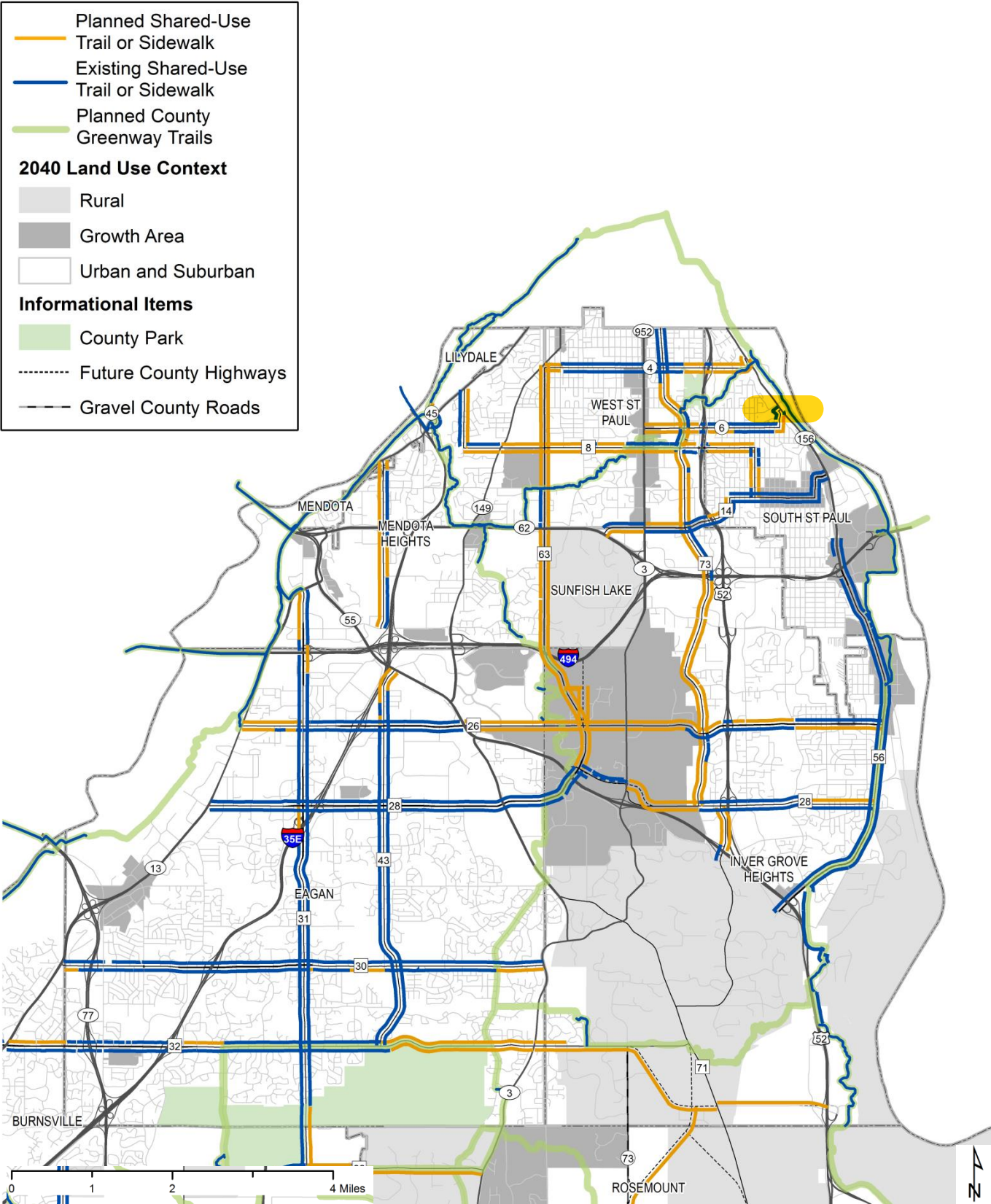
Bicycle Gap Maps

Figure C7 Map A Bicycle Gaps: Mendota, Mendota Heights, Lilydale, West St. Paul, South St. Paul, Sunfish Lake, Eagan, Inver Grove Heights



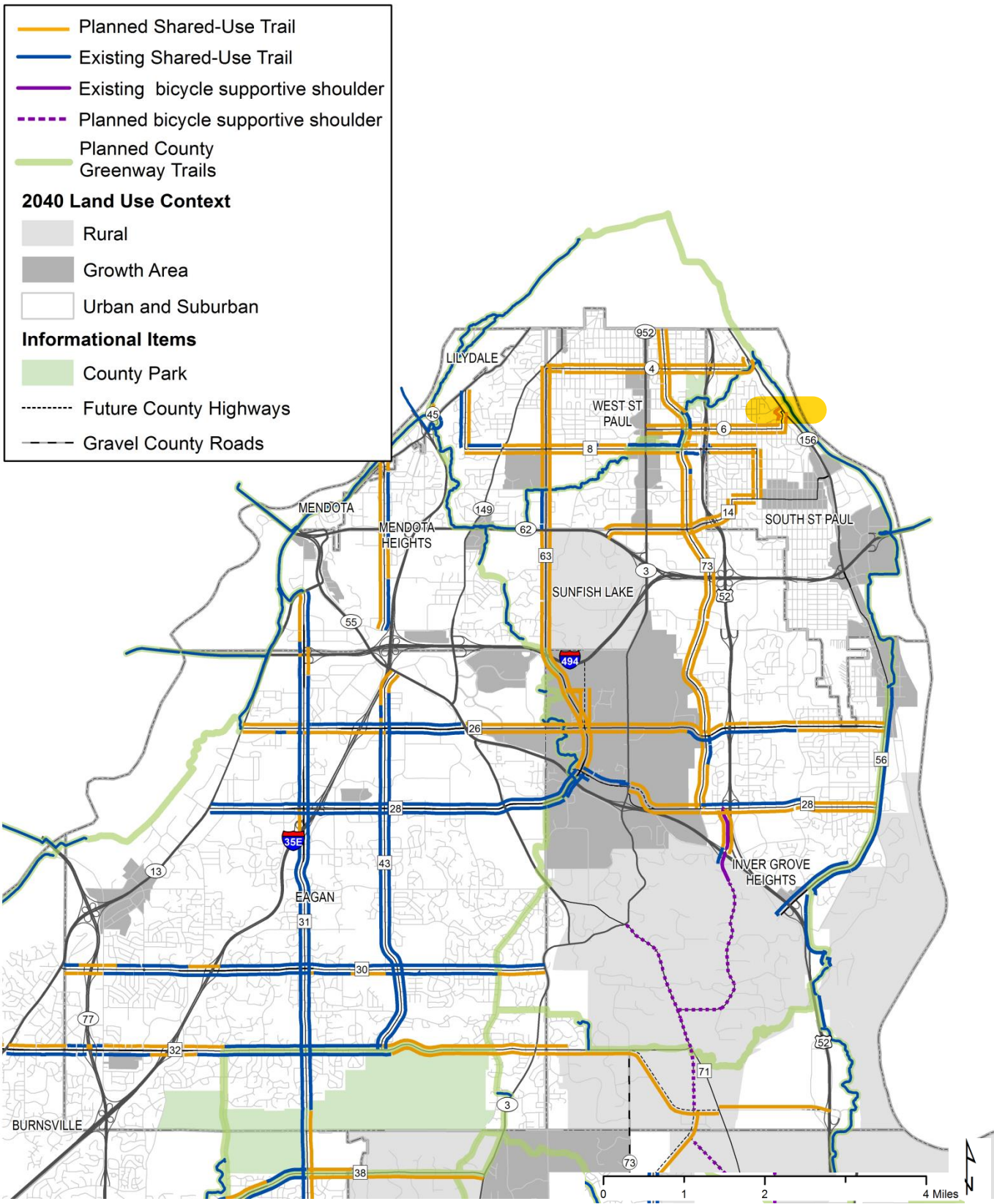
Planned Pedestrian Network Maps

Figure C13 Map A Planned Pedestrian Network: Mendota, Mendota Heights, Lilydale, West St. Paul, South St. Paul, Sunfish Lake, Eagan, Inver Grove Heights



Planned Bicycle Network Maps

Figure C19 Map A Planned Bicycle Network: Mendota, Mendota Heights, Lilydale, West St. Paul, South St. Paul, Sunfish Lake, Eagan, Inver Grove Heights





April 8, 2022

Sue Polka, P.E.
City Engineer
City of South St. Paul
125 3rd Avenue N
South St. Paul, MN 55075

RE: Letter of Support for City of South St. Paul's 2022 Regional Solicitation Application to fund Marie Ave SRTS

Dear Ms. Polka,

The River Heights Chamber of Commerce would like to demonstrate our support of the City of South St. Paul's application for funding as part of the 2022 Regional Solicitation through the Metropolitan Council. We have been made aware of the city's plans to improve pedestrian and bicycle facilities along Marie Avenue as a part of the City's Safe Routes to School Plan.

The addition of pedestrian and bicycle facilities in this area is essential to the continued growth of South St. Paul. Improvements to Marie Avenue will provide a parallel pedestrian corridor to one of the city's main retail streets, Southview Boulevard. New pedestrian and bicycle infrastructure along Marie Avenue will improve access to childcare, adult and youth education, city services, groceries, and houses of worship for around 11,000 people within a mile of the project and around 400 affordable housing units. Improved access will help lower barriers for walkability; accessibility for the elderly, disabled, and the youth; and the ability for businesses to attract customers and workers. The proposed improvements would provide the public with another safe and accessible way to access jobs and services, but most importantly, provide a safe route for the youth to attend school. The South St. Paul Chamber of Commerce acknowledges and supports better access to education for residents of South St. Paul and that children will grow up to be the new leaders of tomorrow's businesses.

This project is located at the heart of a main commercial district of the city. Improvements to the infrastructure in this area, including sidewalks, bicycle facilities, and streetscape, can help support and revitalize this area and encourage private sector investment. Grant funding also can help offset the impact on local property owners, which is particularly important in this community where many businesses and workers are facing economic challenges.

The River Heights Chamber of Commerce supports this funding application and acknowledges that the project aligns with our associations goal of working to improve access to South St. Paul's businesses while improving the safety of the broader community. We look forward to completion of the project.

Sincerely,

A handwritten signature in black ink, appearing to read "Colleen Roth", with a long, sweeping horizontal line extending to the right.

Colleen Roth
President

5782 Blackshire Path Inver Grove Heights, MN 55076
RiverHeights.com



April 7, 2022

Sue Polka, P.E.
City Engineer
City of South St. Paul
125 3rd Avenue N
South St. Paul, MN 55075

RE: City of South St. Paul's 2022 Regional Solicitation Application to fund Marie Ave Safe Routes to School Project

Dear Ms. Polka:

We understand the City of South St. Paul is applying for funds to construct pedestrian and bicycle improvements on Marie Avenue. The proposed project will greatly improve safety for bicyclists and pedestrians accessing South St. Paul Secondary School.

Dakota County owns 3rd Avenue South, the eastern boundary of the proposed project. While the proposed project will not involve work on a County owned road, proposed improvements on the layout will support and connect to current County efforts on 3rd Avenue South to develop a more pedestrian-friendly and accessible street. The project will also add bicycle facilities on a roadway parallel to a County highway, Southview Avenue, which does not have bicycle facilities. Dakota County recognizes that the improvements associated with this project will greatly benefit the safety of those walking and biking to school, which is a high priority for the County.

Best Regards,

A handwritten signature in black ink, reading "Kathleen A. Gaylord".

Kathleen A. Gaylord, Chair
Dakota County Board of Commissioners

Kathleen Gaylord

Commissioner – District 2

O 651-438-4428 **F** 651-438-4405 **E** Kathleen.gaylord@co.dakota.mn.us **W** www.dakotacounty.us
A Dakota County Administration Center • 1590 Highway 55 • Hastings • MN 55033





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April 12, 2022

Sue Polka, P.E.
City Engineer
City of South St. Paul
125 3rd Avenue N
South St. Paul, MN 55075

RE: Letter of Support for City of South St. Paul's 2022 Regional Solicitation Application to fund Marie Ave SRTS

Dear Ms. Polka,

On behalf of the staff and families of South St. Paul Public Schools, I am writing to express our district's support for the City of South St. Paul's application for a Safe Routes to School grant to improve Marie Avenue. While the district has made strides in our Safe Routes to School work over the last few years, we look forward to partnering with the city to continue identifying and implementing necessary improvements throughout our community.

Safety for all students as they arrive and leave school continues to be one of our top priorities. With approximately 2,100 students in grades Prek-12 that live within a mile of the proposed project, a grant to fund these safety improvements is critical. These improvements will take us another step forward in creating and implementing safer, more reliable walking and biking routes for students.

I appreciate the city's effort to help improve the safety and health of our students and the entire South St. Paul community. If you have any questions, please don't hesitate to contact me at (651) 457-9465 or bzambreno@sspps.org.

Sincerely,

Brian Zambreno, Ed.D.
Superintendent of Schools