Application

19835 - 2024 Safe Routes to School Infrastructure
20414 - Marie Avenue Improvement Project
Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 12/13/2023 4:32 PM

## Primary Contact

Feel free to edit your profile anytime your information changes. Create your own personal alerts using MyAlerts.

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* South St. Paul (City) Minnesota (State/Province) 55075 (Postal Code/Zip)

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**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 (City) Minnesota (State/Province) 55075 (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):**

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

The Marie Avenue Safe Routes to School Project is focused on providing designated safe crossings of Marie Avenue from 9th Avenue to 21st Avenue and removing conflict points between pedestrians and vehicle traffic. This project connects an estimated 2,800 people under the age of 18 and several low-income neighborhoods to South St. Paul 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 the 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 an area with high pedestrian and bicycle demand.

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 Avenue from 9th Avenue to 21st Avenue, implementing phases two and three of the Marie Avenue SRTS project. Phase one, between 3rd Avenue and 9th Avenue, was previously awarded SRTS funding in the 2022 Regional Solicitation.

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 Avenue from 9th Avenue to 21st Avenue.

*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)**

0.8

*to the nearest one-tenth of a mile*

## Project Funding

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

Yes

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

Local Road Improvement Program (LRIP)

**Federal Amount**

$1,000,000.00

**Match Amount**

$4,370,000.00

*Minimum of 20% of project total*

**Project Total**

$5,370,000.00

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

**Match Percentage**

81.38%

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

**Source of Match Funds**

Municipal State Aid Funds / Local City Funds

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

**Preferred Program Year**

**Select one:**

2027

*Select 2026 or 2027 for TDM and Unique projects only. For all other applications, select 2028 or 2029.*

| | |
|---|---|
| **Additional Program Years:**<br>*Select all years that are feasible if funding in an earlier year becomes available.* | 2026 |

## Project Information

| | |
|---|---|
| **If your project has already been assigned a State Aid Project # (SAP or SP)** | |
| **Please indicate here SAP/SP#.** | |
| **Location** | |
| **County, City, or Lead Agency** | City of South St. Paul |
| **Name of Trail/Ped Facility:**<br>*(example; CEDAR LAKE TRAIL)* | Marie Avenue |
| **IF TRAIL/PED FACILITY IS ADJACENT TO ROADWAY:** | |
| **Road System**<br>*(TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)* | City street |
| **Road/Route No.**<br>*(Example: 53 for CSAH 53)* | |
| **Name of Road**<br>*(Example: 1st ST., Main Ave.)* | Marie Avenue |
| **TERMINI: Termini listed must be within 0.3 miles of any work** | |
| **From:**<br>**Road System**<br>*(TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)* | City Street |
| **Road/Route No.**<br>*(Example: 53 for CSAH 53)* | |
| **Name of Road**<br>*(Example: 1st ST., Main Ave.)* | 9th Avenue |
| **To:**<br>**Road System**<br>*DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR* | City Street |
| **Road/Route No.**<br>*(Example: 53 for CSAH 53)* | |
| **Name of Road**<br>*(Example: 1st ST., Main Ave.)* | 21st Avenue |
| **In the City/Cities of:**<br>*(List all cities within project limits)* | South St. Paul |
| **IF TRAIL/PED FACILITY IS NOT ADJACENT TO ROADWAY:**<br>**Termini: Termini listed must be within 0.3 miles of any work** | |
| **From:** | |
| **To:** | |
| **Or** | |
| **At:** | |
| **In the City/Cities of:**<br>*(List all cities within project limits)* | |
| **Primary Types of Work (Check all that apply)** | |
| **Multi-Use Trail** | |
| **Reconstruct Trail** | |
| **Resurface Trail** | |
| **Bituminous Pavement** | |
| **Concrete Walk** | |
| **Pedestrian Bridge** | |
| **Signal Revision** | |
| **Landscaping** | |
| **Other (do not include incidental items)** | Grade removal, agg base, bit surface, signals, lighting, sidewalk, ped ramps, curb and gutter |
| **BRIDGE/CULVERT PROJECTS (IF APPLICABLE)** | |
| **Old Bridge/Culvert No.:** | |
| **New Bridge/Culvert No.:** | |
| **Structure is Over/Under (Bridge or culvert name):** | |
| **Zip Code where Majority of Work is Being Performed** | 55075 |

| | |
|---|---|
| **Approximate Begin Construction Date (MO/YR)** | 04/01/2025 |
| **Approximate End Construction Date (MO/YR)** | 03/31/2026 |
| **Miles of Pedestrian Facility/Trail (nearest 0.1 miles):** | 0.8 |
| **Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles):** | 0.8 |
| **Is this a new trail?** | No |

## Requirements - All Projects

**All Projects**

*1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan (2018), the 2040 Regional Parks Policy Plan (2018), and the 2040 Water Resources Policy Plan (2015).*

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

*2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan goals, objectives, and strategies that relate to the project.*

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

Goal A: Transportation System Stewardship. Objective B: Strategically operate the regional transportation system efficiently and cost-effectively. Strategy A1 (pages 2.2-2.3)

Goal B: Safety and Security. Objective A: Reduce fatal and serious injury crashes and improve safety and security for all modes of passenger travel and freight transport. Strategies B1, B2, B3, B4, B6 (pages 2.5-2.8)

Goal C: Access to Destinations. Objective A: Increase multimodal travel options. Objective D: Increase number and share of trips using transit, carpools, bicycling, and walking. Objective E: Improve availability of and quality of multimodal travel options for people of all ages and abilities. Strategies C1, C2, C16, C17 (pages 2.10-2.24)

Goal D: Competitive Economy. Objective B: Invest in a multimodal transportation system to attract and retain businesses and residents. Strategy D1 (page 2.26)

Goal E: Health and Equitable Communities. Objective A: Reduce transportation-related air emissions. Objective C: Increase availability/attractiveness of transit, bicycling, and walking to encourage healthy communities using active transportation options. Objective D: Provide a transportation system that promotes community cohesion and connectivity for people of all ages and abilities, particularly in under-represented populations. Strategies E1, E2, E3, E5 (pages 2.30-2.33)

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

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

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

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

- Consolidating and enhancing marked crossings

- Installing curb extensions at corners and landings of offset crossings

- Constructing ADA compliant curb ramps

- Installing forward stop bars at controlled crossings

- Adding dedicated bicycle facilities

- Upgrading pedestrian and lighting

The City has allocated funds in the 2020-2024 CIP for Marie Avenue 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 of the corridor, identified by the study, include:

- Creative placemaking along Marie Avenue (pg. 31-32)

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

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

- Enhanced 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 Avenue 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 Avenue 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 feet 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 systemic 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 2024 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 future Regional Solicitation funding cycles, this requirement may include that the plan has undergone a recent update, e.g., within five years prior to application.*

**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**

*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. This includes assurance of year-round use of bicycle, pedestrian, and transit facilities, per FHWA direction established 8/27/2008 and updated 4/15/2019. 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.** Yes

Upload Agreement PDF

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

**Multiuse Trails and Bicycle Facilities projects only:**

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

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

*Upload PDF of Agreement in Other Attachments.*

**Safe Routes to School projects only:**

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

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

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

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

## Requirements - Bicycle and Pedestrian Facilities Projects

### Specific Roadway Elements

| CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES | Cost |
|---|---|
| Mobilization (approx. 5% of total cost) | $291,000.00 |
| Removals (approx. 5% of total cost) | $337,000.00 |
| Roadway (grading, borrow, etc.) | $137,000.00 |
| Roadway (aggregates and paving) | $819,000.00 |
| Subgrade Correction (muck) | $0.00 |
| Storm Sewer | $655,000.00 |
| Ponds | $0.00 |
| Concrete Items (curb & gutter, sidewalks, median barriers) | $637,000.00 |
| Traffic Control | $91,000.00 |
| Striping | $37,000.00 |
| Signing | $28,000.00 |
| Lighting | $364,000.00 |
| Turf - Erosion & Landscaping | $91,000.00 |
| Bridge | $0.00 |
| Retaining Walls | $682,000.00 |
| Noise Wall (not calculated in cost effectiveness measure) | $0.00 |
| Traffic Signals | $0.00 |
| Wetland Mitigation | $0.00 |
| Other Natural and Cultural Resource Protection | $0.00 |
| RR Crossing | $0.00 |
| Roadway Contingencies | $582,000.00 |
| Other Roadway Elements | $0.00 |
| **Totals** | **$4,751,000.00** |

### Specific Bicycle and Pedestrian Elements

| CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES | Cost |
|---|---|
| Path/Trail Construction | $0.00 |
| Sidewalk Construction | $0.00 |
| On-Street Bicycle Facility Construction | $0.00 |
| Right-of-Way | $0.00 |
| Pedestrian Curb Ramps (ADA) | $273,000.00 |
| Crossing Aids (e.g., Audible Pedestrian Signals, HAWK) | $55,000.00 |
| Pedestrian-scale Lighting | $291,000.00 |
| Streetscaping | $0.00 |
| Wayfinding | $0.00 |
| Bicycle and Pedestrian Contingencies | $0.00 |
| Other Bicycle and Pedestrian Elements | $0.00 |
| **Totals** | **$619,000.00** |

### 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 |

## PROTECT Funds Eligibility

*One of the new federal funding sources is Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT). Please describe which specific elements of your project and associated costs out of the Total TAB-Eligible Costs are eligible to receive PROTECT funds. Examples of potential eligible items may include: storm sewer, ponding, erosion control/landscaping, retaining walls, new bridges over floodplains, and road realignments out of floodplains.*

*INFORMATION: Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program Implementation Guidance (dot.gov).*

**Response:**

Storm sewer ($655,000), Turf ? Erosion & Landscaping ($91,000), Retaining walls ($682,000)

## Totals

| | |
|---|---|
| **Total Cost** | $5,370,000.00 |
| **Construction Cost Total** | $5,370,000.00 |
| **Transit Operating Cost Total** | $0.00 |

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

**Response:**

Engineering: Marie Avenue is 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 or bike to school. Previously, the City has secured regional solicitation funds for pedestrian improvements on Marie Avenue and 2nd Street to the east of the project area.

Education: South St. Paul Public Schools has a few programs that teach students and parents about pedestrian safety. Park & Walks is a strategy used where students assemble in groups throughout the area and walk to school under 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 uses 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 the 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 preventing their children from walking or biking 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: South St. Paul 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 the Bicycle and Pedestrian Plan. This SRTS project 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 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**<br>*Please upload attachment in PDF form* | 1702470517014_010_Marie Ave SRTS Student Tally combined v1.pdf |

## 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:*

1. *What engagement methods and tools were used?*
2. *How did you engage specific communities and populations likely to be directly impacted by the project?*
3. *What techniques did you use to reach populations traditionally not involved in community engagement related to transportation projects?*
4. *How were the project?s purpose and need identified?*
5. *How was the community engaged as the project was developed and designed?*
6. *How did you provide multiple opportunities for of Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing to engage at different points of project development?*
7. *How did engagement influence the project plans or recommendations? How did you share back findings with community and re-engage to assess responsiveness of these changes?*
8. *If applicable, how will NEPA or Title VI regulations will guide engagement activities?*

**Response:**

South St. Paul Secondary School serves a diverse student population. The school is located in an area above the regional average for minority individuals and those in poverty. In the 2021-2022 school year, the National Center for Education Statistics reported that approximately 49% of enrolled students at South St. Paul (SSP) Secondary are BIPOC or identify with two or more races and 47% are eligible for a free/reduced meal. The nearby elementary school is equally diverse with 44% of students identifying as BIPOC or with two or more races. Within the South St. Paul School District, approximately 6.9% of students have a disability. According to the 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; nearly 13% are 65 years of age or older; and 15.5% of people have a disability.

The City-approved South St. Paul Secondary SRTS Project layout is built from years of engaging with the community about needs for improvement to the Marie Avenue corridor that connects to several school facilities and the City?s core commercial area. Past engagement occurred as part of the Southview Hill Study (2014), SSP Bike Plan (2014), 2040 Comprehensive Plan update, and workshops for the recently completed and city council adopted Safe Routes Study (2018). Several disadvantaged populations live within these study areas. The City prioritized engagement efforts to connect with underrepresented residents through public meetings, surveys, day-long workshops, open houses, student tallies, booths at city events, and targeted meetings and calls with stakeholders. Issues and concerns regarding pedestrian and bicycle safety surrounding the secondary school have been raised repeatedly and consistently throughout these meetings and conversations.

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. The City 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: Disadvantaged Communities Benefits and Impacts

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

*? pedestrian and bicycle safety improvements;*
*? public health benefits;*
*? direct access improvements for residents or improved access to destinations such as jobs, school, health care, or other;*
*? travel time improvements;*
*? gap closures;*
*? new transportation services or modal options;*
*? leveraging of other beneficial projects and investments;*
*? and/or community connection and cohesion improvements.*

*This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Disadvantaged communities residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Disadvantaged communities 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.*

*? Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.*
*? Increased speed and/or ?cut-through? traffic.*
*? Removed or diminished safe bicycle access.*
*? Inclusion of some other barrier to access to jobs and other destinations.*

**Response:**

Project benefits to populations in measure 3A include better access to both school and community destinations due to improved crossings on Marie Avenue, closing gaps in the existing and planned bicycle and pedestrian network, accommodating persons with disabilities through ADA-compliant facilities, and improved bicycle and pedestrian safety overall.

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 the improved pedestrian and bicycle facilities. The SRTS project addresses safety issues within the existing pedestrian system. The completion of this project will provide 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. The City recently improved Southview Boulevard, a major retail corridor one block south of Marie Avenue that several students cross to walk or bike to school. Improvements 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 the SSP School System, transit, businesses and services, neighborhoods, and community resources.

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. However, community members will likely experience a few temporary negative impacts during construction. 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 developments?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:*

*? specific direct access improvements for residents*
*? improved access to destinations such as jobs, school, health care or other;*
*? new transportation services or modal options;*
*? and/or community connection and cohesion improvements.*

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

**Response:**

The half-mile area surrounding this proposed project area contains 1,145 subsidized rental housing units, according to the Socio-Economic Conditions map. In the near vicinity of the Marie Avenue project, HousingLink.org counts 404 affordable units (see Affordable Housing Access Map), with 342 units (~85%) at 30% AMI, six units at 60% AMI, and 56 units at 80% AMI.

More than 60% of South St. Paul?s housing stock was built before 1960 and approximately 26% before 1939. This area of the city contains the highest concentration of housing that is more than 80 years old. Minnesota Compass estimates 72% 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 Naturally Occurring Affordable Housing and therefore affordable to 80% AMI households.

According to 2020 census data, 14,688 people live within one mile of the project area. Approximately 20.2% of the 14,688 people are under 18 years of age and almost 16% are above 65 years of age. 16.5% of people have a disability. Of 6,420 households, approximately 34% are cost-burdened households.

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, affordable housing units, five 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:** | |
| **Project?s 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.** | 1702470715342_Socio Economic_Marie Ave.pdf |

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

**Response:**

The South St. Paul 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 with high traffic speeds and volumes as barriers to walking and biking to school. Other project area deficiencies include:

- Non-compliant ADA facilities that provide no accommodations for people with disabilities

- Segmented pedestrian routes or substandard sidewalks that leave children traveling in boulevards and roadways

- Improperly designated crosswalks that put students at risk when crossing the road

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

- Sightline issues at the Marie Avenue intersection -- noted by several parents as a ?blind intersection? in surveys -- that create unsafe conditions for all users

These deficiencies are barriers for travel between neighborhoods and the secondary school that increase the risk associated with existing pedestrian and bicycle trips. Marie Avenue 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 the corridor. This makes the above deficiencies even more serious.

Marie Avenue 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 Avenue. The average daily traffic on Marie Avenue from 9th Avenue North to 12th Aveue North is 2,900 vehicles per day.

The proposed project will also advance needs addressed in Dakota County?s Bicycle and Pedestrian Plan in terms of prioritizing completion of critical gaps. The County?s list includes 12 different criteria that guide prioritizing filling gaps. The South St. Paul Secondary Safe Routes to School project clearly meets eight of the 12.

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**

*Please upload attachment in PDF form*

1702470831948_Bike Corridors_Marie Ave.pdf

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

**Response:**

This project will address safety concerns through by adding bicycle connections where there are gaps in the planned network; improving pedestrian crossings in areas with high pedestrian volumes and a history of bicycle/pedestrian crashes; adding pedestrian facilities where there are gaps in the system; ensuring adequate pedestrian level lighting; providing ADA-compliant facilities; and 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.

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

In the last ten years, there were two pedestrian crashes on the project corridor, one at the intersection of 10th Avenue and the other at 9th Avenue. Both crashes resulted in minor injuries. The lack of proper pedestrian facilities is evident in these crashes. A five-year crash analysis (2018-2022) for all crash types identified 12 crashes on the project corridor. With a corridor less than a mile in length, this results in a crash rate of 6.64 crashes per million vehicle miles traveled, nearly eight times higher than the statewide average of 0.83. A critical index was found to be 2.33, indicating the corridor is operating outside the normal range compared to similar corridors statewide.

This SRTS project will help to address these deficiencies by installing designated crossings and bicycle lanes throughout the project corridor. Installation of bicycle lanes while reducing vehicle lane and shoulder widths has a traffic calming effect that results in an increased quality of life by reducing vehicle speed according to the Federal Highway Administration (FHWA). Existing gaps in the sidewalk network will also be filled in with new pedestrian facilities. 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 (48 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.*

**Response:**

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 through 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.

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 that brought together stakeholders from several groups to discuss challenges and opportunities for walking and biking to the secondary school. Participants included the City, 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 school, 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 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. The City 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 (16 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 project?s 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** | 1702471174345_003_Marie Ave_Layout Plan.pdf |
| *Please upload attachment in PDF form* | |
| **Additional Attachments** | 1702471174335_004_City Council Resolution.pdf |
| *Please upload attachment in PDF form* | |
| **3. Review of Section 106 Historic Resources (10 Percent of Points)** | |
| **No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge** | Yes |
| *100%* | |
| **There are historical/archeological properties present but determination of ?no historic properties affected? is anticipated.** | |
| *100%* | |
| **Historic/archeological property impacted; determination of ?no adverse effect? anticipated** | |
| *80%* | |
| **Historic/archeological property impacted; determination of ?adverse effect? anticipated** | |
| *40%* | |
| **Unsure if there are any historic/archaeological properties in the project area.** | |
| *0%* | |
| **Project is located on an identified historic bridge** | |
| **4. Right-of-Way (16 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 (10 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):** | $5,370,000.00 |
| **Enter Amount of the Noise Walls:** | $0.00 |
| **Total Project Cost subtract the amount of the noise walls:** | $5,370,000.00 |
| **Points Awarded in Previous Criteria** | |
| **Cost Effectiveness** | $0.00 |

## Other Attachments

| File Name | Description | File Size |
|---|---|---|
| 001_One Page Description Marie Ave.pdf | Project One Page Description | 318 KB |
| 001_Project Location Map.pdf | Project Location Map | 679 KB |
| 002_Existing Condition Photos.pdf | Marie Avenue Existing Conditions | 462 KB |
| 005_Letters of Support.pdf | Letters of Support | 844 KB |
| 006_SSP Secondary School SRTS.pdf | SSP Secondary School SRTS Plan | 4.0 MB |
| 007_South St. Paul Bicycle and Pedestrian Plan.pdf | SSP Bicycle and Pedestrian Plan | 2.5 MB |
| 008_Dakota County Pedestrian and Bicycle Study.pdf | Dakota County Bicycle and Pedestrian Plan | 3.2 MB |
| 009_Marie Ave SRTS Parent Survey (combined v1).pdf | Parent Survey | 410 KB |
| 011_South St. Paul Comprehensive Plan.pdf | SSP Comprehensive Plan | 2.2 MB |
| 012_Affordable Housing Access Map.pdf | Affordable Housing Access Map | 192 KB |
| 013_SSP- ADA Transition Plan (Final).pdf | SSP ADA Transition Plan | 2.5 MB |

# 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

**School Group:** Dakota County Schools

**School Enrollment:** 1766

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

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

**Set ID:** 25728

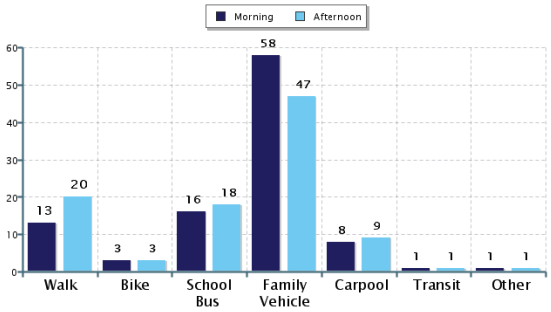
**Month and Year Collected:** May 2018

**Date Report Generated:** 05/16/2018

**Tags:**

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

### Morning and Afternoon Travel Mode Comparison

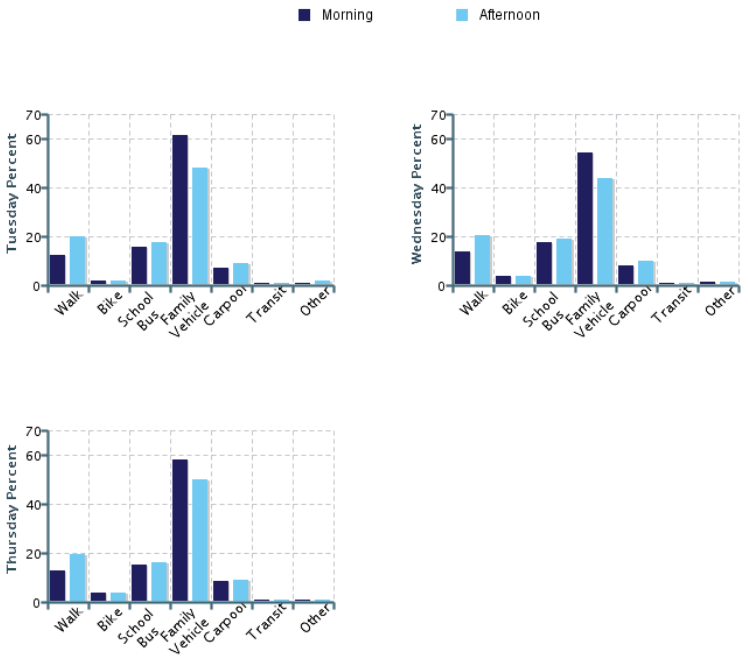



### Morning and Afternoon Travel Mode Comparison

| | Number of Trips | Walk | Bike | School Bus | Family Vehicle | Carpool | Transit | Other |
|---|---|---|---|---|---|---|---|---|
| Morning | 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 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.

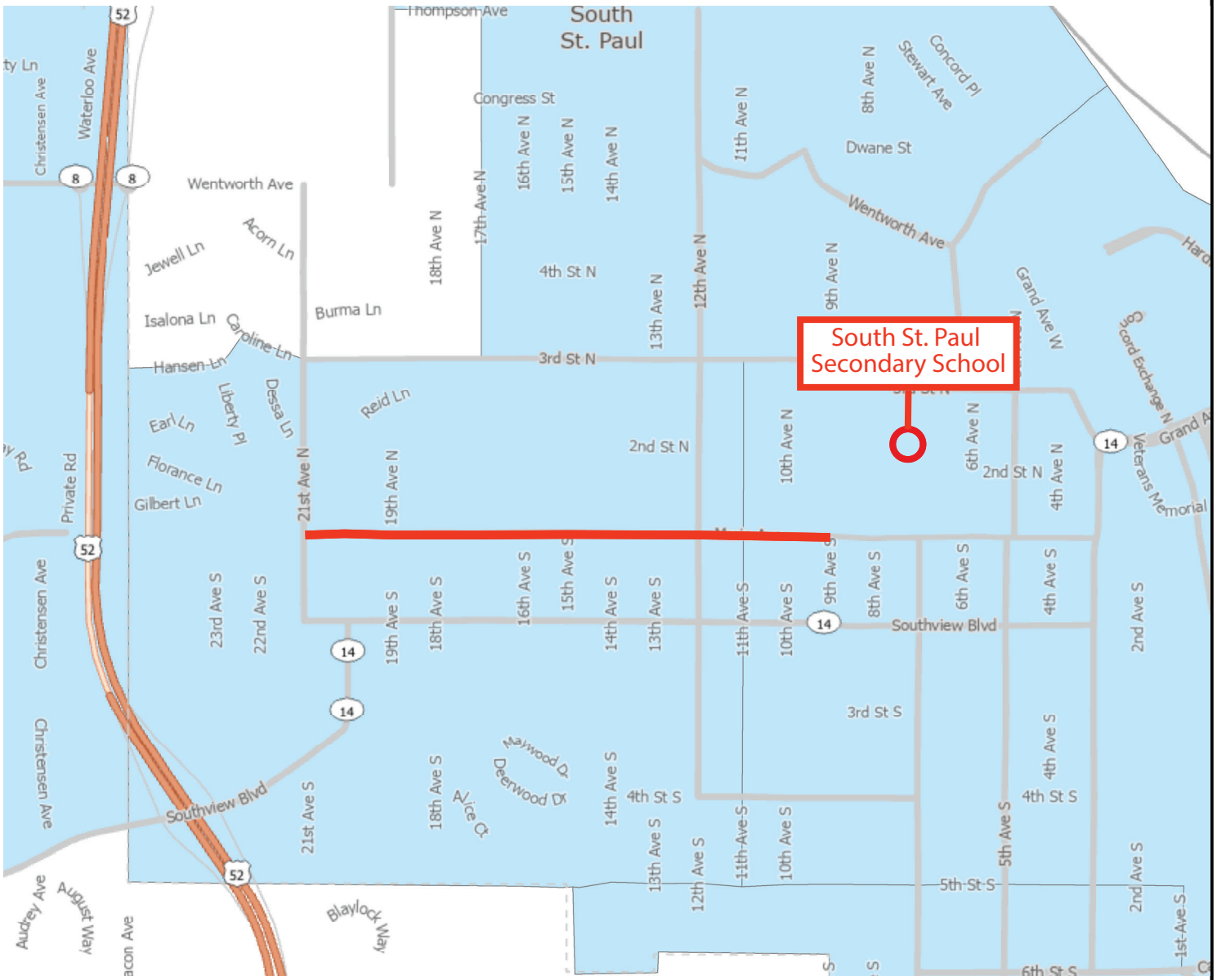
# Socio-Economic Conditions

Safe Routes to Schools Project: Marie Avenue SRTS | Map ID: 1699287217569

## Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 1145

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




Points
Lines
Area of Concentrated Poverty
Regional Environmental Justice Area

0 0.125 0.25 0.5 0.75 1 Miles

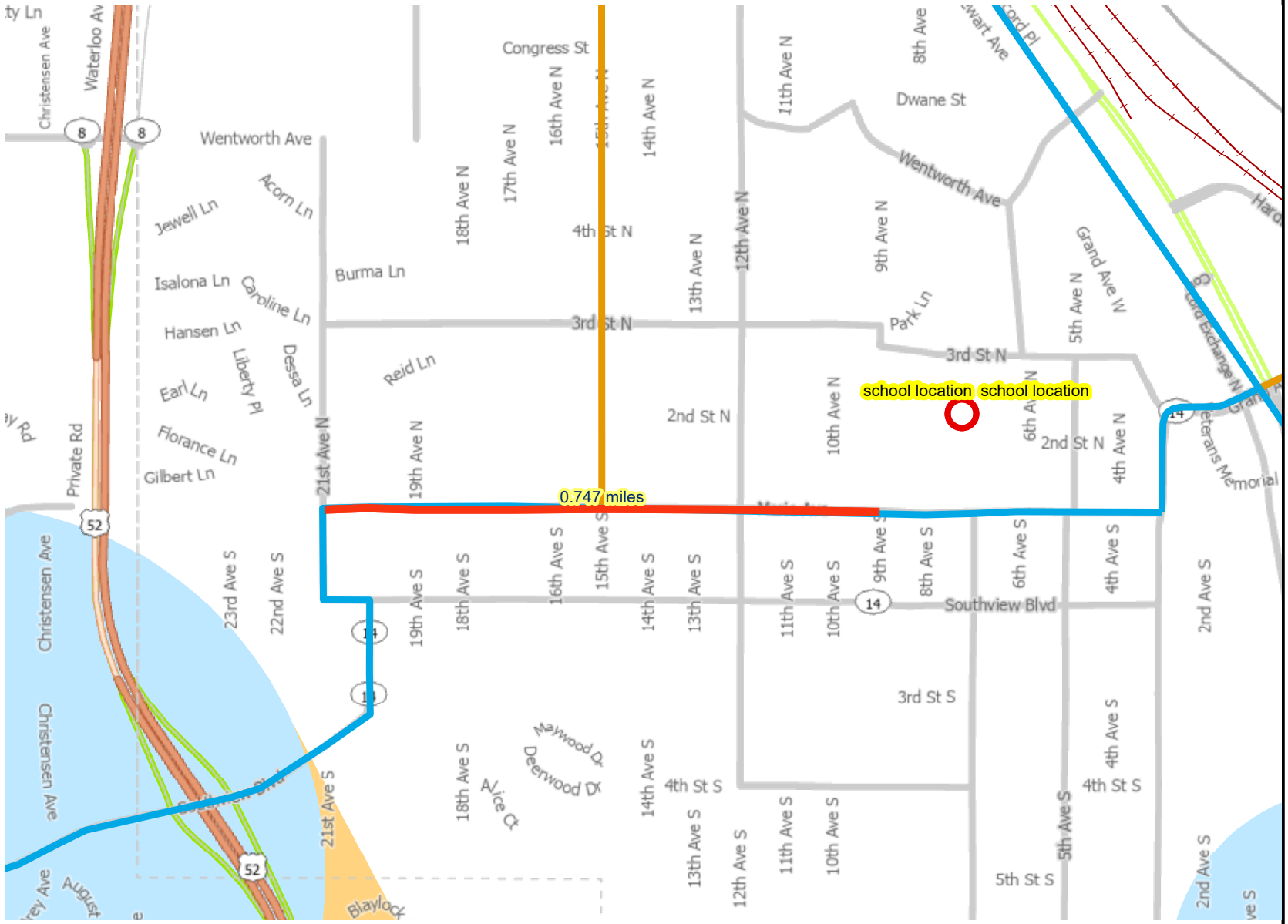
Created: 11/6/2023
LandscapeRSA2



METROPOLITAN COUNCIL

# Project to RBTN Orientation

Safe Routes to Schools Project: Marie Avenue SRTS | Map ID: 1699287217569




Created: 11/6/2023

LandscapeRSA6



METROPOLITAN COUNCIL

# Marie Avenue

## Pedestrian and Bicycle Improvements

### Streetscape Elements

Waste Receptacles

Bike Racks

Lighting

Decorative Concrete



Street Trees

0 100

2nd St N

Grand Ave W

Project Area

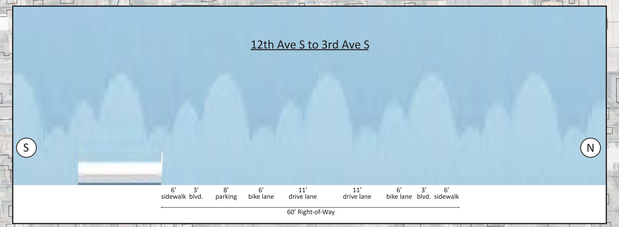
21st Ave S

12th Ave S

9th Ave S

3rd Ave S

Southview Blvd


SSP BOLTON & MENK

**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. 2023-174 duly adopted by the City Council of the City at a lawful meeting duly called on November 20, 2023, 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 20th day of November, 2023.

Deanna Werner
City Clerk

***Seal***

City of South St. Paul
Dakota County, Minnesota

**RESOLUTION NO. 2023-174**

**RESOLUTION SUPPORTING PURSUIT OF 2023 LOCAL ROAD IMPROVEMENT PROGRAM FUNDING FROM MnDOT FOR THE MARIE AVENUE RECONSTRUCTION PROJECT**

**WHEREAS**, the Marie Avenue project includes reconstruction of Marie Avenue from 9th Avenue to 21st Avenue, and

WHEREAS, Marie Avenue is a vital transportation corridor in South St. Paul, connecting schools, businesses, the future Kaposia Library, and the Central Square Community Center with residential uses; and

WHEREAS, the reconstruction project will improve safety measures as well as the functionality and accessibility of Marie Avenue, and

WHEREAS, the Local Road Improvement Program (LRIP) administered by the Minnesota Department of Transportation makes available up to $1,500,000 to apply towards projects on local roads that are regionally significant, result in safety improvements, address transportation deficiencies, and contribute to economic development, and

WHEREAS, the proposed year for project construction is 2025.

**NOW, THEREFORE BE IT RESOLVED** by the City Council of the City of South St. Paul, Minnesota, as follows:

The City Council hereby supports the reconstruction of Marie Avenue from 9th Avenue to 21st Avenue, and

1. The City Council hereby supports the City's pursuit of Local Road Improvement Program (LRIP) funding and authorizes staff to prepare and submit such application, and

2. The City Council hereby commits to funding project elements not eligible for LRIP funding.

Adopted this 20th day of November 2023.

Deanna Werner

City Clerk

# Marie Avenue Safe Routes to School

## South St. Paul

**Project Name:** Marie Avenue SRTS
**Applicant:** South St. Paul
**Primary Contact:**

Nicholas Guilliams
City Engineer
125 3rd Avenue N
South St. Paul, MN 55075
651-554-3214
nguilliams@sspmn.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: $4,370,000 (81%)**

**Total Project Amount: $5,370,000**

### 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

2024 *Award* → 2024 *Design* → 2025-26 *Construction*

South St. Paul Public Schools

Dakota County

### Project Description

The South St. Paul Safe Routes to School Infrastructure Project will provide designated safe crossings along Marie Avenue (9th Avenue to 21st Avenue) near 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 fatal.

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

- Existing sidewalks along Marie Avenue 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.

### Project Area Map & Typical Section



**https://www.southstpaul.org/**

# Marie Avenue (9th Ave - 21st Ave)


10/27/2023, 11:21:31 AM

1:36,112

0 0.2 0.4 0.8 mi

0 0.35 0.7 1.4 km

Esri, NASA, NGA, USGS, FEMA, County of Dakota, Metropolitan Council, MetroGIS, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/

Web AppBuilder for ArcGIS

Marie Avenue at 9th Avenue - Eastbound

Marie Avenue at 18th Avenue - Eastbound

**Rick Hansen**
**State Representative**

District 53B

**Minnesota House of Representatives**

November 9, 2023

Nick Guilliams, City Engineer
City South St. Paul
125 Third Avenue N
South St. Paul, MN 55075

**Re: Marie Avenue Improvement Project – Pursuit of Funding**

Dear Mr. Guilliams,

I have been notified that the City of South St. Paul is applying for funding as part of the 2024 Regional Solicitation through the Metropolitan Council. Marie Avenue serves as an important connecting roadway within the City of South St. Paul, connecting residents to schools, parks, and businesses, notably South St. Paul Secondary School, Lincoln Park Elementary School, Fred Lawshe Park, and Veterans Field. The lack of pedestrian and bicycle amenities currently in place makes it difficult to access these parks, schools, and businesses without a personal vehicle.

The proposed improvements, including improved crossings and bicycle infrastructure improvements on 3rd Street, 9th Avenue, and 12th Avenue will make it safer for all people to use the roadway, regardless of the mode of transportation they are using.

Marie Avenue is a key roadway for the City of South St. Paul. Residents rely on Marie Avenue to access important community institutions, amenities, and businesses. This funding award would help to make Marie Avenue safer for all South St. Paul residents and visitors.

I fully support the funding application for this necessary and timely project. I look forward to working with the City of South St. Paul to improve pedestrian and bicycle facilities along Marie Avenue.

Sincerely,

Rick Hansen
State Representative, 53B

City of South St. Paul

Office of the Mayor
James P. Francis

November 8, 2023

Attn: Nick Guilliams, City Engineer
City South St. Paul
125 Third Avenue N
South St. Paul, MN 55075

**Re: Marie Avenue Improvement Project – Pursuit of Funding**

Dear Nick,

On behalf of the City of South St. Paul, I am pleased to express my support for the Marie Avenue Reconstruction Project application for a funding award.

Marie Avenue serves as an important connecting roadway within the City of St. Paul, connecting residents to schools, parks, and businesses, notably South St. Paul Secondary School, Lincoln Park Elementary School, Fred Lawshe Park, and Veterans Field. The lack of pedestrian and bicycle amenities currently in place makes it difficult to access these parks, schools, and businesses without a personal vehicle. The proposed improvements, including improved crossings and bicycle infrastructure improvements on 3rd Street, 9th Avenue, and 12th Avenue will make it safer for all people to use the roadway, regardless of the mode of transportation they're using.

Marie Avenue is a key roadway for the City of South St. Paul. Residents rely on Marie Avenue to access important community institutions, amenities, and businesses. This funding award would help to make Marie Avenue safer for all South St. Paul residents and visitors.

I greatly appreciate your time and consideration in developing the Marie Avenue Improvement Project application.

Sincerely,

James P. Francis, Mayor
City of South St. Paul

125 Third Avenue North | South St. Paul, MN 55075
Phone (651) 554-3284 | Fax (651) 554-3201
www.southstpaul.org

Transportation Department
14955 Galaxie Ave.
Apple Valley, MN 55124-8579

December 8, 2023

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

RE: 2023 Regional Solicitation Application for Marie Avenue from 3rd Avenue to 21st Avenue

Dear Ms. Koutsoukos:

The City of South St. Paul has requested Dakota County's support of the Marie Avenue project from 3rd Avenue to 21st Avenue. Marie Avenue serves as a crucial roadway within the City of St. Paul, connecting residents to two schools, parks, and businesses. The lack of pedestrian and bicycle infrastructure along the project area creates unsafe conditions for non-motorized transportation users. This lack of infrastructure for active transportation makes these places difficult to access, leading to lack of development. The proposed improvements would help people access schools, businesses, and community institutions safely and efficiently while promoting more efficient traffic flow, which would also help realize the full development potential as an easily accessible area. Please see the attached Dakota County Board resolution indicating Dakota County's support for the City of South St. Paul's Regional Solicitation application for this project.

Dakota County has received, reviewed, and approved the general layout of Marie Avenue project. The project lay out has been attached to this letter.

Thank you for your consideration.

Sincerely,

Erin Laberee, PE
Dakota County Transportation Director/County Engineer

# BOARD OF COUNTY COMMISSIONERS
# DAKOTA COUNTY, MINNESOTA

November 28, 2023 — Resolution No. 23-542

Motion by Commissioner Hamann-Roland — Second by Commissioner Halverson

---

**Authorization To Approve Six Letters Of Support For Submittal To 2023-2024 Regional Solicitation And Authorization Of Replacement Of Projects Being Submitted To 2023-2024 Regional Solicitation For Federal Funding**

WHEREAS, the Transportation Advisory Board is requesting project submittals for federal funding under the Infrastructure Investment and Jobs Act through the Regional Solicitation process; and

WHEREAS, the Solicitation programs fund up to 80 percent of project construction costs; and

WHEREAS, federal funding of projects reduces the burden on local taxpayers for regional improvements; and

WHEREAS, project submittals are due on December 15, 2023; and

WHEREAS, all projects proposed are consistent with the adopted Dakota County 2040 Comprehensive Plan; and

WHEREAS, by Resolution No. 23-424 (September 26, 2023), the County Board authorized staff to submit 13 applications to the Regional Solicitation; and

WHEREAS, since then, the City of Farmington has taken lead on the North Creek Greenway application and the City of Lakeville has taken lead on the 185th Street (CSAH 60) regional solicitation applications; and

WHEREAS, this Resolution replaces Resolution No. 23-424 (September 26, 2023), for authorization to submit 11 projects to the Regional Solicitation.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby supports the following submittals by others:

Projects Led By Others Requesting Letters of Support

1.1 Greenwood Drive Sidewalk from Leah's Apartments to CSAH 5 – Lead Agency: Burnsville
1.2 Lothenbach Avenue Sidewalk Project from TH 3 (Robert Street) to CSAH 73 (Oakdale Avenue)– Lead Agency: West St. Paul
1.3 North Creek Greenway from 195th to Downtown Farmington - Lead Agency: Farmington
1.4 185th St (CSAH 60) from CSAH 50 (Kenwood Trail) to CSAH 9 (Dodd Blvd) – Lead Agency: Lakeville
1.5 Marie Avenue from 3rd Avenue to 21st Avenue – Lead Agency: South St. Paul

**STATE OF MINNESOTA**
**County of Dakota**

| | YES | | NO |
|---|---|---|---|
| **Slavik** | X | **Slavik** | |
| **Atkins** | X | **Atkins** | |
| **Halverson** | X | **Halverson** | |
| **Droste** | X | **Droste** | |
| **Workman** | X | **Workman** | |
| **Holberg** | X | **Holberg** | |
| **Hamann-Roland** | X | **Hamann-Roland** | |

I, Jeni Reynolds, Clerk to the Board of the County of Dakota, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Dakota County, Minnesota, at their session held on the 28th day of November 2023, now on file in the Office of the County Manager Department, and have found the same to be a true and correct copy thereof.

Witness my hand and official seal of Dakota County this 28th day of November 2023.

Jeni Reynolds

Clerk to the Board

1.6 Trunk Highway 13 from Lynn Avenue in Savage to Washburn Avenue in Burnsville - Lead Agency: Burnsville

; and

BE IT FURTHER RESOLVED, That, subject to federal funding award of the city-led projects, the Dakota County Board of Commissioners will provide the local match for regional greenway projects; and

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners hereby authorizes the submittal of the following County-led projects to the Regional Solicitation application process for federal funding:

County-Led Highway Projects

2.1 County State Aid Highway (CSAH) 50 (Kenwood Trail) from 172nd to 175th and I-35 interchange in Lakeville (Strategic Capacity Category)
2.2 CSAH 46 (160th Street/Brandel Drive) from Trunk Highway (TH) 3 to TH 52 in Coates, Empire Township, and Rosemount (Strategic Capacity Category)
2.3 CSAH 32 (117th Street) from US 52 to CSAH 71 in Inver Grove Heights (Reconstruction Category)
2.4 CSAH 46 (160th Street) from 1,300 feet west of General Sieben Drive to Highway 61 in Hastings (Reconstruction Category)
2.5 CSAH 32 (122nd St) at frontage road on east side of interstate 35 in Burnsville (Spot Mobility Category)
2.6 CSAH 4 (Butler Ave) trail from Roberts Street to US Highway 52 in West St. Paul (Multi-Use Trails Category)
2.7 CSAH 42 (Egan Drive) trail from CSAH 5 to CSAH 11 in Burnsville (Multi-Use Trails Category)

County-Led Safe Routes to School Projects

2.8 CSAH 4 (Butler Ave) from CSAH 63 to Smith Ave. in West St. Paul

County-Led Greenway Multiuse Trails and Bicycle Facilities Projects

2.9 North Creek Greenway: CSAH 42 Grade Separation and Trail to Flagstaff Road in Apple Valley
2.10 Lake Marion Greenway through the Industrial Park in Lakeville
2.11 River to River Greenway from TH 149 trail and TH 149 underpass in Mendota Heights

; and

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners hereby authorizes the Physical Development Director to accept grant funds, if awarded, and execute grant agreements subject to approval as to form by the Dakota County Attorney's Office.

**STATE OF MINNESOTA**
**County of Dakota**

| | YES | | NO |
|---|---|---|---|
| **Slavik** | X | **Slavik** | |
| **Atkins** | X | **Atkins** | |
| **Halverson** | X | **Halverson** | |
| **Droste** | X | **Droste** | |
| **Workman** | X | **Workman** | |
| **Holberg** | X | **Holberg** | |
| **Hamann-Roland** | X | **Hamann-Roland** | |

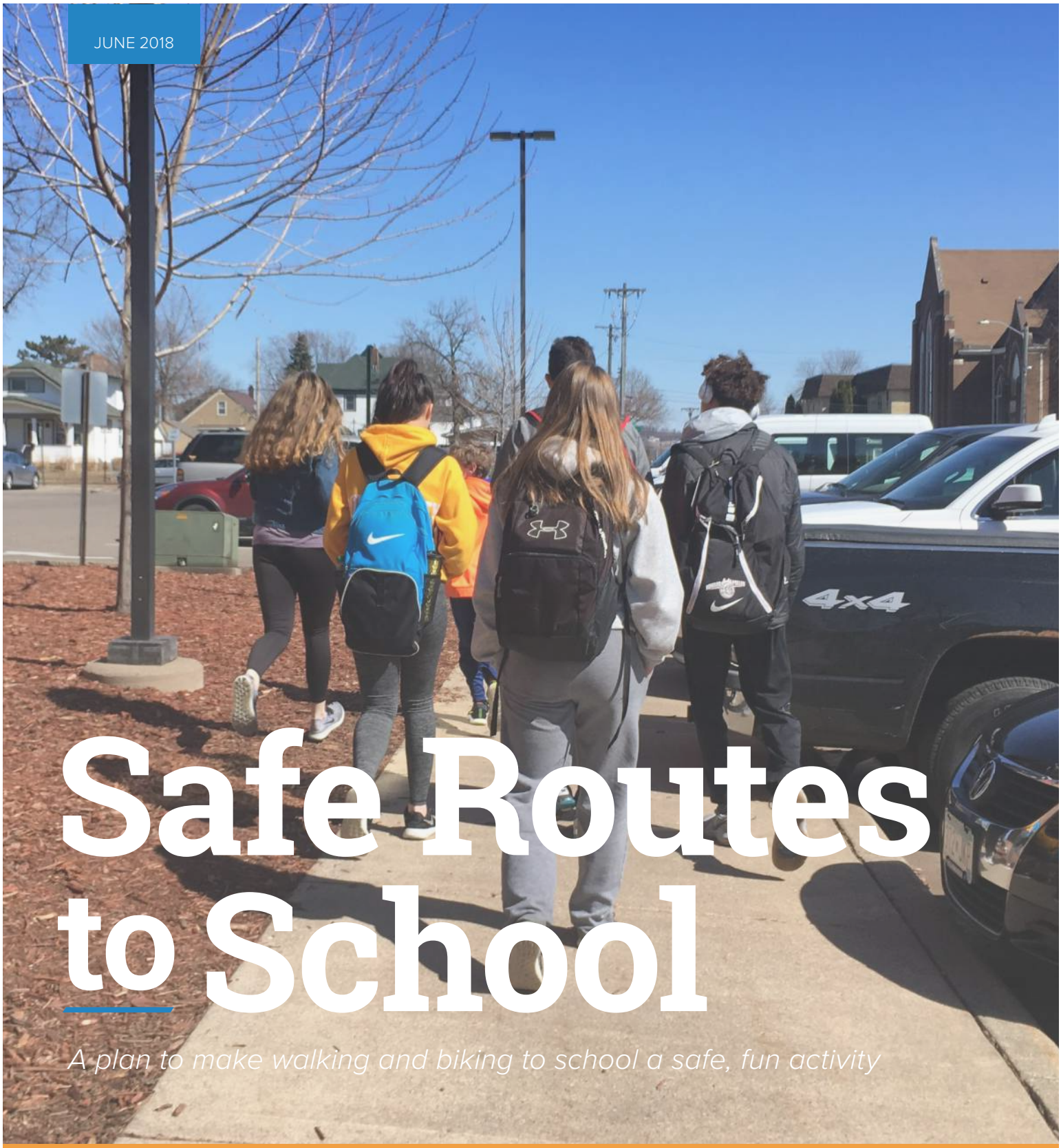
I, Jeni Reynolds, Clerk to the Board of the County of Dakota, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Dakota County, Minnesota, at their session held on the 28th day of November 2023, now on file in the Office of the County Manager Department, and have found the same to be a true and correct copy thereof.

Witness my hand and official seal of Dakota County this 28th day of November 2023.

Jeni Reynolds

Clerk to the Board

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

We gratefully acknowledge the participation of the following individuals and organizations in the development of this Safe Routes to School Plan.

**AMY JONES**
Dakota County Public Health

**CHRIS HARTZELL**
City of South St. Paul

**PETER HELLEGERS**
City of South St. Paul

**MARY MONTAGNE**
Dakota County Public Health

**LIL LEATHAM**
Dakota County Office of Planning

**DAVID KRATZ**
Dakota County Office of Planning

**DAVE WEBB**
South St. Paul Public Schools

**CHUCK OCHOCKI**
South St. Paul Secondary and Community Learning Center

**GLEN BIRNSTENGEL**
South St. Paul Public Schools

**DAVID SLOMKOWSKI**
South St. Paul Public Schools

**MIKE FUGAZZI**
Lincoln Center Elementary School

**KELCIE LITCHFIELD**
360 Communities / South St. Paul Public Schools

**TERRY BRETOI**
Kaposia Education Center

**BILL MESSERICH**
South St. Paul Police Department

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

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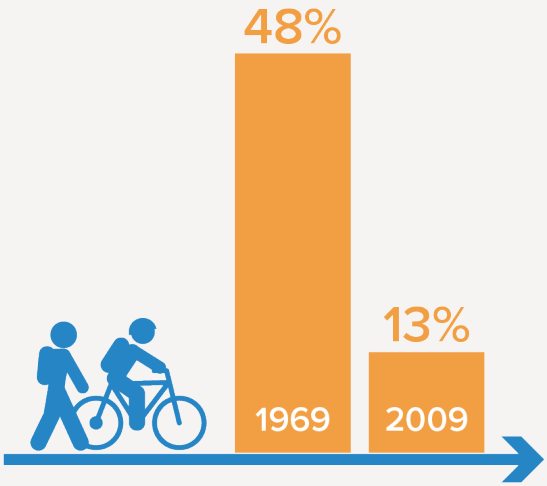
# INTRODUCTION + CONTEXT

# Why Safe Routes To School?




THE PERCENTAGE OF CHILDREN WALKING OR BIKING TO SCHOOL HAS DROPPED PRECIPITOUSLY WITHIN ONE GENERATION

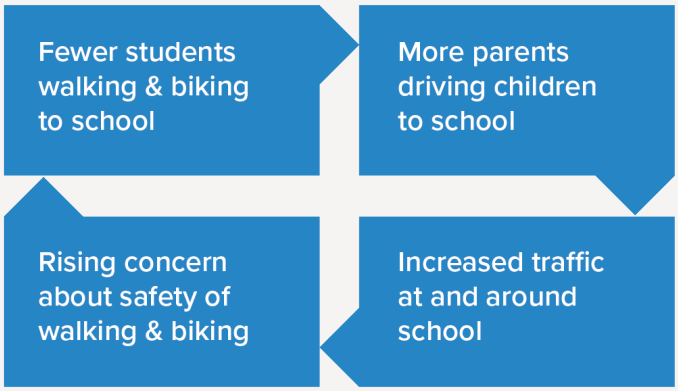
MOST KIDS ARE NOT GETTING ENOUGH PHYSICAL ACTIVITY

ROADS NEAR SCHOOLS ARE CONGESTED, DECREASING SAFETY AND AIR QUALITY FOR CHILDREN

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 Statewide 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 South-view 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.

02

PROGRAMS

# 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.


## 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.

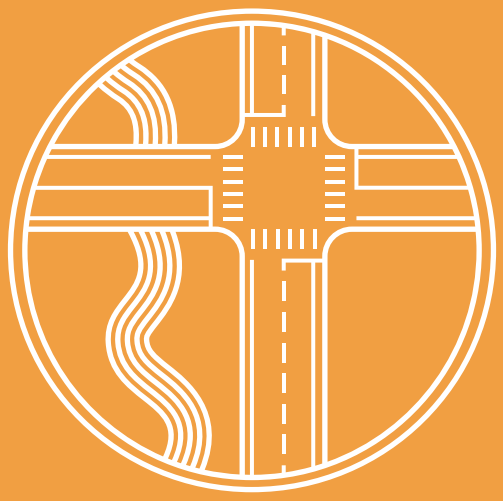
EVALUATION

### 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.



# 03

# INFRASTRUCTURE

# 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.*

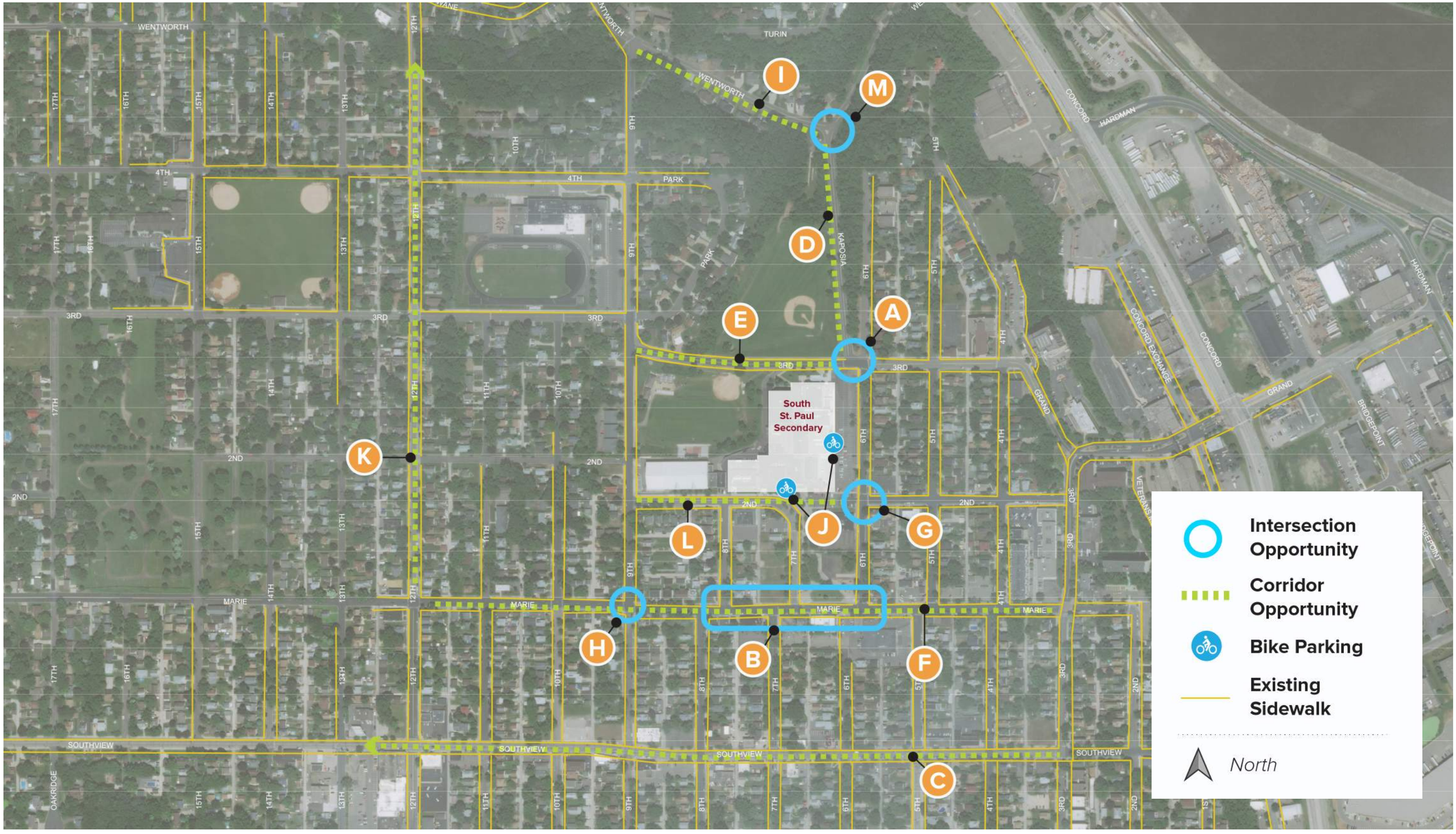
The initial field review and subsequent meetings yielded specific recommendations to address the key identified barriers to walking and bicycling at South St. Paul Secondary School.

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 | Restripe 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 Kapsoia 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 intersection 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 | Skewed 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 12nd 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 |

# 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 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.

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.

## 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.

# 04

# HOW TO GET INVOLVED

# Using this Plan

*At the heart of every successful Safe Routes to School comprehensive program is a coordinated effort by parent volunteers, school staff, local agency staff, law enforcement, and community advocates, such as public health.*

This plan provides an overview of Safe Routes to School with specific recommendations for a 6 E's approach to improve the safety and the health and wellness of students. The specific recommendations in this plan are intended to support improvements and programs over the next five years. These recommendations include both long- and short-term infrastructure improvements as well as programmatic recommendations.

It should be noted that not all of these projects and programs need to be implemented right away to improve the environment for walking and bicycling to school. The recommended projects and programs listed in this plan should be reviewed as part of the overall and ongoing Safe Routes to School strategy. Some projects will require more time, support, and funding than others. It is important to achieve shorter-term successes while laying the groundwork for progress toward some of the larger and more complex projects.

# Who are you?

Successful programs are achieved through the coordinated efforts of parent volunteers, school staff, local agency staff, law enforcement, and community advocates, such as public health. Each partner has a key role to play in contributing to a plan's success. The following paragraphs highlight the unique contributions of key partners in Safe Routes to School.

## I am a parent

Parents can use this report to understand the conditions at their children's school and to become familiar with the ways an SRTS program can work to make walking and bicycling safer. Concerned parents or city residents have a very important role in the Safe Routes to School process. Parent groups, both formal and informal, have the ability and the responsibility to help implement many of the educational and encouragement programs suggested in this plan. Parent groups can also be key to ongoing success by fundraising for smaller projects and programs.

## I am a community member

Community residents, even if they don't currently have children enrolled in school, can play an important role in supporting implementation of the plan. They can use this report to better understand where there may be opportunities to participate in programming initiatives and infrastructure improvements. Community members, including seniors or retirees who may have more flexible schedules than parents with school-aged children, may volunteer in established programs or work with school staff or community partners to start new programs recommended in this plan.

## I work for the school district

School district staff can use this report to prioritize improvements identified on District property and develop programs that educate and encourage students and parents to seek alternatives to single family commutes to school.

District officials are perhaps the most stable of the stakeholders for a Safe Routes to School program and are in the best position to keep the program active over time. District staff can work with multiple schools, sharing information and bringing efficiencies to programs at each school working on Safe Routes.

## I am a school administrator

School administrators have an important role in implementing the recommendations contained within this SRTS plan. For a plan to succeed, the impetus for change and improvement must be supported by the leadership of the school.

School administrators can help with making policy and procedural changes to projects that are within school grounds and by distributing informational materials to parents within school publications. Please read the SRTS Facts for School Communication in Appendix B.

## I am a teacher or other staff member

Other than parents, teachers might interact with students the most. Teachers can include bicycle and pedestrian safety in lesson plans (see Walk! Bike! Fun!). Sharing books in your classroom that promote walking and biking is a good way to get kids interested at an early age. Teachers can also arrange for field trips within walking distance of school and incorporate informal lessons about safety along the way. In general, being positive and encouraging about walking and biking is a great way to start!

## I work for the city or county

City and County staff can use this report to identify citywide issues and opportunities related to walking and bicycling and to prioritize infrastructure improvements. City staff can also use this report to support Safe Routes to School funding and support opportunities such as:

- MnDOT SRTS grants
- Federal SRTS grants
- Statewide Health Improvement Program (SHIP)

For all infrastructure recommendations, a traffic study and more detailed engineering may be necessary to evaluate project feasibility. Additional public outreach should be conducted before final design and construction. For recommendations within the public right-of-way, the responsible agency will determine how (and if) to incorporate suggestions into local improvement plans and prioritize funding to best meet the needs of each school community.

## I work for the police department

Police department staff can use this report to understand issues related to walking and bicycling to school and to plan for and prioritize enforcement activities that may make it easier and safer for students to walk and bike to school. The Police Department will be instrumental to the success of the enforcement programs and policies recommended in this plan. The Police Department will also have a key role in working with school administrations in providing officers and assistance to some of the proposed education and encouragement programs.

## I work in public health

Public health staff can use this report to identify specific opportunities to collaborate with schools and local governments to support safety improvements and encourage healthy behaviors in school children and their families.

**FOR MORE INFORMATION**

### MN SRTS RESOURCE CENTER

There are many great resources already available on the Minnesota Safe Routes to School Resource Center. You can find answers to many common questions, information about upcoming events, and even promotional material that can easily be customized for your community's SRTS event.

The MN SRTS Resource Center is a great way to stay engaged throughout the year!

mnsaferoutestoschool.org

# A

# APPENDICES

# Appendix A. For More Information

This appendix provides contact information for local, state, and national SRTS program resources as well as school partners.

## LOCAL RESOURCES

Amy Jones, Health Promotion Specialist
Dakota County Public Health
1 Mendota Rd
West St Paul, MN 55118
651-554-6134
amy.jones@co.dakota.mn.us

## STATE RESOURCES

Dave Cowan, Minnesota SRTS Coordinator
395 John Ireland Blvd
St. Paul, MN 55155
651-366-4180
dave.cowan@state.mn.us

Mao Yang, State Aid for Local Transportation
395 John Ireland Blvd
St. Paul, MN 55155
651-366-3827
mao.yang@state.mn.us

MnDOT SRTS Educational Webinars:
http://www.dot.state.mn.us/mnsaferoutes/training/planning/index.html

MnSRTS Guide to Getting Started
http://www.dot.state.mn.us/mnsaferoutes/about/getting_started.html

MnDOT Safe Routes to School Resource Website
http://www.dot.state.mn.us/saferoutes/

Minnesota Safe Routes to School Facebook page
https://www.facebook.com/MinnesotaSafeRoutestoSchool

Walk!Bike!Fun! Pedestrian and Bicycle Safety Curriculum
http://www.bikemn.org/education/walk-bike-fun

School Siting and School Site Design
http://www.dot.state.mn.us/mnsaferoutes/planning/school_siting.html

## NATIONAL RESOURCES

Safe Routes to School Data Collection System
http://saferoutesdata.org/

Pedestrian and Bicycle Information Center
http://www.pedbikeinfo.org/

National Center for Safe Routes to School
http://www.saferoutesinfo.org/

Safe Routes to School Policy Guide
http://www.saferoutespartnership.org/sites/default/files/pdf/Local_Policy_Guide_2011.pdf

School District Policy Workbook Tool
http://changelabsolutions.org/safe-routes/welcome

Safe Routes to School National Partnership State Network Project
http://www.saferoutespartnership.org/state/network

Bike Train Planning Guide
http://guide.saferoutesinfo.org/walking_school_bus/bicycle_trains.cfm

Tactical Urbanism and Safe Routes to School
http://www.saferoutespartnership.org/resources/fact-sheet/tactical-urbanism-and-safe-routes-school

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# Appendix B. SRTS Facts for School Communication

The following facts and statistics have been collected from national sources. They are intended to be submitted for use in individual school newsletters, emails, or other communication with parents and the broader school community.

Except where otherwise noted, the following are based on research summarized by the National Center for Safe Routes to School. More information, including primary sources, can be found at http://guide.saferoutesinfo.org.

## TRAFFIC: COSTS, CONGESTION, AND SAFETY

- In 1969, half of all US schoolchildren walked or biked to school; by 2009, that number had dropped to just 13 percent.
- In the United States, 31 percent of children in grades K–8 live within one mile of school; 38 percent of these children walk or bike to school. You can travel one mile in about 20 minutes by foot or six minutes by bicycle.
- In 2009, school travel by private family vehicle for students in grades K through 12 accounted for 10 to 14 percent of all automobile trips made during the morning peak travel and two to three percent of the total annual trips made by family vehicle in the United States.
- Among parents who drove their children to school, approximately 40 percent returned home immediately after dropping their children at school. If more children walked or bicycled to school, it would reduce the number of cars near the school at pick-up and drop-off times, making it safer for walkers and bicyclists through reduced traffic congestion and improved air quality.
- Over the past few decades, many school districts have moved away from smaller, centrally located schools and have instead built schools on the edge of communities where land costs are lower and acreage has been more available. As a result, the percentage of students in grades K through 8 who live less than one mile from school has declined from 41 percent in 1969 to 31 percent in 2009.
- Personal vehicles taking students to school accounted for 10 to 14 percent of all personal vehicle trips made during the morning peak commute times. Walking, bicycling, and carpooling to school reduces the numbers of cars dropping students off, reducing traffic safety conflicts with other students and creates a positive cycle—as the community sees more people walking and biking, more people feel comfortable walking and bicycling.
- Conservatively assuming that five percent of today's school busing costs are for hazard busing, making it safe for those children to walk or bicycle instead could save approximately $1 billion per year in busing costs.
- In 2009, American families drove 30 billion miles and made 6.5 billion vehicle trips to take their children to and from schools, representing 10-14 percent of traffic on the road during the morning commute.
- Reducing the miles parents drive to school by just one percent would reduce 300 million miles of vehicle travel and save an estimated $50 million in fuel costs each year.
- Did you know that as more people bicycle and walk, biking and walking crash rates decrease? This is also known as the 'safety in numbers' principle.  As more families walk and bike to school, streets and school zones become safer for everyone.

## HEALTH: PHYSICAL ACTIVITY AND OBESITY

- The U.S. Department of Health and Human Services recommends that children do one hour or more of physical activity each day. Walking just one mile each way to and from school would meet two-thirds of this goal.
- Studies have found that children who get regular physical activity benefit from healthy hearts, lungs, bones, and muscles; reduced risk of developing obesity and chronic diseases; and reduced feelings of depression and anxiety. Teachers also report that students who walk or bike to school arrive at school alert and "ready to learn."
- Researchers have found that people who start to include walking and biking at part of everyday life (such as the school commute trip) are more successful at sticking with their increased physical activity in the long term than people who join a gym.
- One recent study showed that children who joined a "walking school bus" ended up getting more physical activity than their peers. In fact, 65 percent of obese students who participated in the walking program were no longer obese at the end of the school year.
- Childhood obesity has increased among children ages 6 to 11 from four percent in 1969 to 19.6 percent in 2007. Now 23 million children and teens—nearly one-third of all young people in the U.S.—are overweight or obese.
- The 2010 Shape of the Nation report from the National Association for Sport and Physical Education found that, nationwide, less than one-third of all children ages six to 17 participate in physical activity for at least 20 minutes that made the child sweat and breathe hard.
- Children aren't exercising enough and 78 percent of children aren't getting the 30 to 60 minutes a day of regular exercise plus 20 minutes of more vigorous exercise that doctors recommend.
- Children are increasingly overweight. Twenty percent of children and 33 percent of teens are overweight or at risk of becoming overweight. This is a 50 percent to 100 percent increase from 10 years ago.
- According to a Spanish study of 1,700 boys and girls aged between 13 and 18 years, cognitive performance of adolescent girls who walk to school is better than that of girls who travel by bus or car. Moreover, cognitive performance is also better in girls who take more than 15 minutes than in those who live closer and have a shorter walk to school.
- One hundred calories can power a cyclist for three miles, but it would only power a car 280 feet. If you have a bowl of oatmeal with banana and milk for breakfast, you could bike more than nine miles. How far is the trip to school from your house?
- A 2004 study in the American Journal of Preventive Medicine found that, for every hour people spend in their cars, they are six percent more likely to be obese.
- Because of the health benefits, the cost of walking is actually negative.
- Childhood obesity rates have more than tripled in the past 30 years, while the number of children walking and biking to school has declined. According to the 2009 National Household Travel Survey, 13 percent of students between the ages of five and 14 walked or biked to or from school, compared to 48 percent in 1969.

## ENVIRONMENT: AIR QUALITY, CLIMATE CHANGE AND RESOURCE USE

- Did you know? When you walk, bike, or carpool, you're reducing auto emissions near schools. Students and adults with asthma are particularly sensitive to poor air quality. Approximately five million students in the U.S. suffer from asthma, and nearly 13 million school days per year are lost due to asthma-related illnesses.
- Did you know that modern cars don't need to idle? In fact, idling near schools exposes children and vehicle occupants to air pollution (including particulates and noxious emissions), wastes fuel and money, and increases unnecessary wear and tear on car engines. If you are waiting in your car for your child, please don't idle – you'll be doing your part to keep young lungs healthy!
- Families that walk two miles a day instead of driving will, in one year, prevent 730 pounds of carbon dioxide from entering the atmosphere.
- The United States moved into the 21st century with less than 30 percent of its original oil supply remaining.
- Americans drive more than two trillion vehicle miles per year.
- Short motor vehicle trips contribute significant amounts of air pollution because they typically occur while an engine's pollution control system is cold and ineffective. Thus, shifting one percent of short automobile trips to walking or biking decreases emissions by two to four percent.
- There is more pollution inside a stationary car on a congested road than outside on the pavement.
- The transportation sector is the second largest source of CO2 emissions in the U.S. Automobiles and light-duty trucks account for almost two-thirds of emissions from the transportation sector. Emissions have steadily grown since 1990.
- In a year, a typical North American car will add close to five tons of CO2 into the atmosphere. Cars account for an estimated 15 percent to 25 percent of U.S. CO2 emissions.
- Transportation is the largest single source of air pollution in the United States. In 2006, it created over half of the carbon monoxide, over a third of the nitrogen oxides, and almost a quarter of the hydrocarbons in our atmosphere.
- Disposal of used motor oil sends more oil into the water each year than even the largest tanker spill.
- Going by bus instead of car cuts nitrogen oxide pollution by 25 percent, carbon monoxide by 80 percent and hydrocarbons by 90 percent per passenger mile.
- Eight bicycles can be parked in the space required for just one car.

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# 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 D. Existing Conditions

The following is a brief summary of the existing conditions on and around school campus.

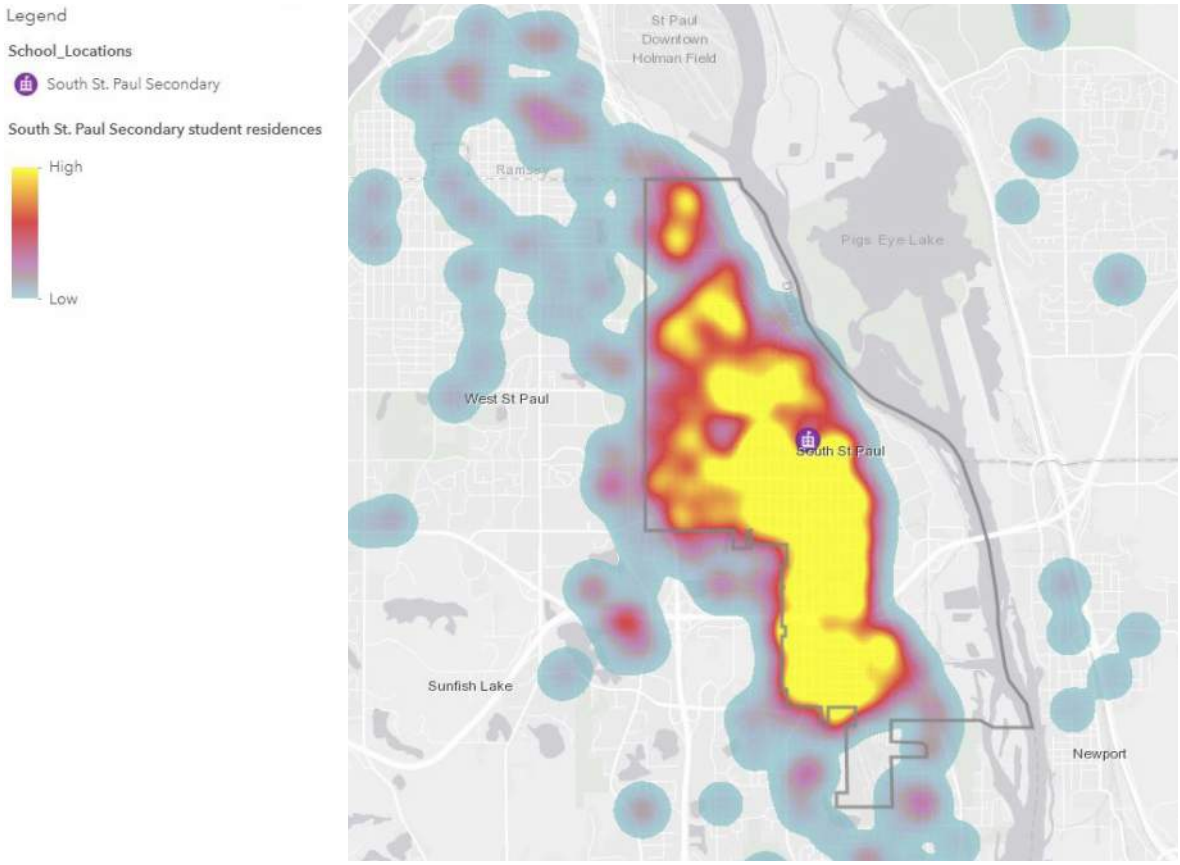
## SCHOOL CONTEXT

### Basic Information

Principal: Chuck Ochocki
Grades: 6-12
Number of students: 1766
Arrival time: 7:50 AM
Dismissal time: 2:30 PM

### Student Locations and School Enrollment Boundary

The two maps below show the locations of students attending South St. Paul Secondary during the 2017-2018 school year. The first map shows the area immediately surrounding the school and the second map shows a wider geographic area. Warmer colors (red, yellow) represent areas with higher concentrations of students while cooler colors (blue) represent lower concentrations of students. The school location is shown as a purple marker.




## School/Campus Layout

South St. Paul Secondary's 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 west. The school building is located on the east side of campus and an athletic field is located on the west side. Students enter and exit through three primary doors on the north, east, and south sides of the school building.

The primary parking lot is located along the east edge of campus with access off 3rd Street N and 6th Avenue N. A smaller student parking lot is located across the street on the east side of 6th Avenue N.

Buses pick up and drop off primarily on the north side of campus along 3rd Street N. A smaller number of buses pick up in the primary parking lot adjacent to the school's eastern main entry.

Parent pick-up and drop-off occurs on the north, east, and south sides of the school, but is concentrated on the south side of the school along 2nd Street N and adjacent to Central Square Community Center.

Bicycle parking is located near the school's southern entrance. Bicycle parking is covered by the building's architecture.

## Surrounding Land Use

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. Many students cross Marie Avenue after school to walk home and/or visit businesses along Southview Boulevard. 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. South St. Paul Public Library is located three blocks southeast of campus. Development west of the school and north of Fred Lawshe Park is primarily residential. Residential uses are also present south of the school, especially south of Southview Boulevard and east of the school.

### Infrastructure for Walking and Biking

Most streets near South St. Paul Secondary School have sidewalk on at least one side of the street, with a few notable exceptions including Kaposia Boulevard. Aside from streets with sidewalk gaps, there are no prominent physical barriers near South St. Paul Secondary such as multi lane arterials or highways. Nearby roads generally have one travel lane in each direction and on street parking, though there are opportunities to visually narrow roadways, reduce crossing distances, and improve accommodations for people walking or biking. Streets are offset along Marie Avenue resulting in several staggered crossings, many of which are striped but uncontrolled. Curb ramps in the area generally do not meet ADA standards. There may be opportunities to consolidate and enhance crossing opportunities and the pedestrian environment in general. As outlined in Appendix G, the City of South St. Paul in the planning and design stages of several infrastructure projects near South St. Paul which will improve conditions for people walking and biking.

There are currently no designated bikeways near South St. Paul Secondary.

## SCHOOL TRAVEL PATTERNS

### Student Hand Tallies

According to the student hand tally, the majority of South St. Paul Secondary students travel to and from school by family vehicle (58 percent of students in the morning, 47 percent of students in the afternoon). There are also a high number of students who walk (13 percent in the morning and 20 percent in the afternoon). Compared to Lincoln Center and Kaposia Elementary, fewer students ride the school bus (16 percent in the morning and 18 percent in the afternoon versus roughly 40 percent at the two elementaries). Three percent ride a bicycle to and from school, around nine percent carpool, and one percent take transit. There were 39 classrooms surveyed.

A full summary of data collected from the student hand tally can be found in Appendix F.

### Parent Survey Summary

Ninety-two parent surveys were returned. Of those who responded, 46 percent estimated that they live within one mile of school, 38 percent estimated that they live between one and two miles from school, and 15 percent estimated that they live more than two miles from school. Typical reported modes of arrival included 17 percent walk, two percent bike, 24 percent school bus, 51 percent family vehicle, six percent carpool, and one percent transit. Typical reported modes of departure included 29 percent walk, two percent bike, 31 percent school bus, 32 percent family vehicle, five percent carpool, and one percent transit. Eighty percent of respondents with students who live within a quarter mile of school reported that they typically walk to or from school. Respondents of students who live between a quarter and half mile from school reported that 83 percent arrive in a family vehicle, but only 33 percent depart in a family vehicle. Instead, those students primarily walk (50 percent) or carpool (eight percent) in the afternoon.

Survey respondents of students who do not currently walk or bike to school cited distance, safety of intersections and crossings, weather and climate, traffic speeds and volumes, and violence or crime as the main factors that affect their decision to not walk or bike to school. Survey respondents of students who do walk or bike reported distance, safety of intersections and crossings, traffic speed and volume, and weather or climate as the main factors that affect their decision. Eighty-two percent of respondents felt that the school was neutral about walking

or biking, 48 percent percent felt that walking or biking was neutrally fun and 32 percent felt that it was boring for students, and 80 percent felt that walking or biking was healthy for their students.

In open comments, parents reported that driver behavior, traffic safety, winter sidewalk maintenance, and stranger danger as barriers to walking. For female students in particular, street harassment and personal safety were also identified as barriers. Respondents identified Southview Boulevard and Marie Avenue as challenges as well.

Detailed results from the parent survey can be found in Appendix E.

# 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

**School Group:** Dakota County Schools

**School Enrollment:** 0

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

**Number of Questionnaires Distributed:** 0

**Set ID:** 17324

**Month and Year Collected:** March 2018

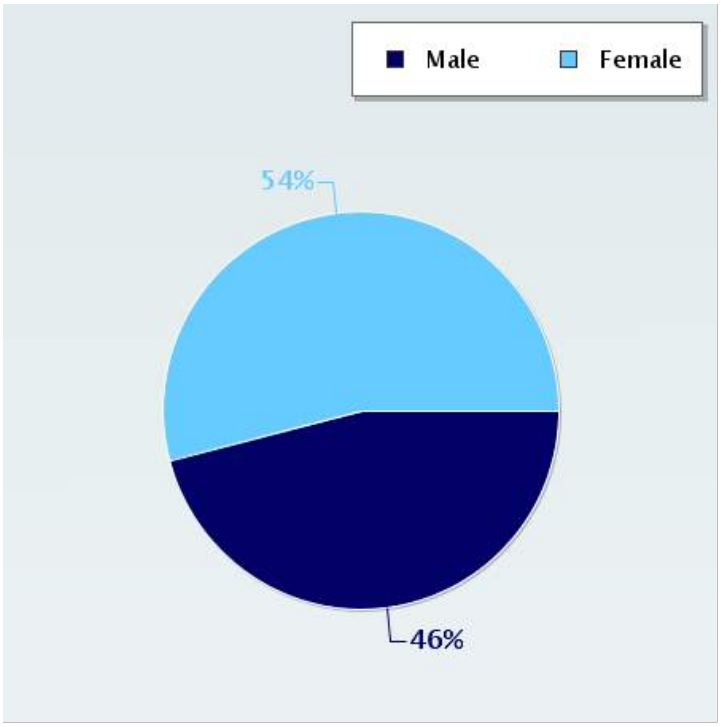
**Date Report Generated:** 05/07/2018

**Tags:**

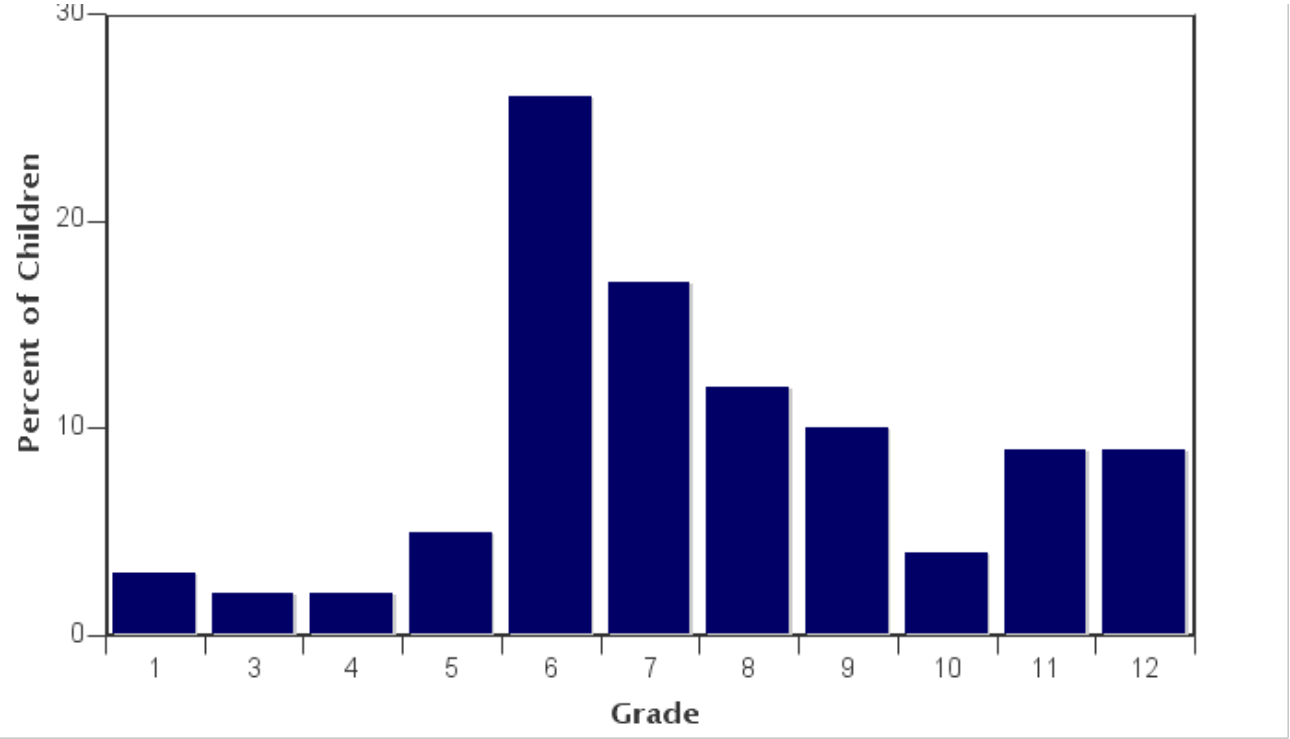
**Number of Questionnaires Analyzed for Report:** 92

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

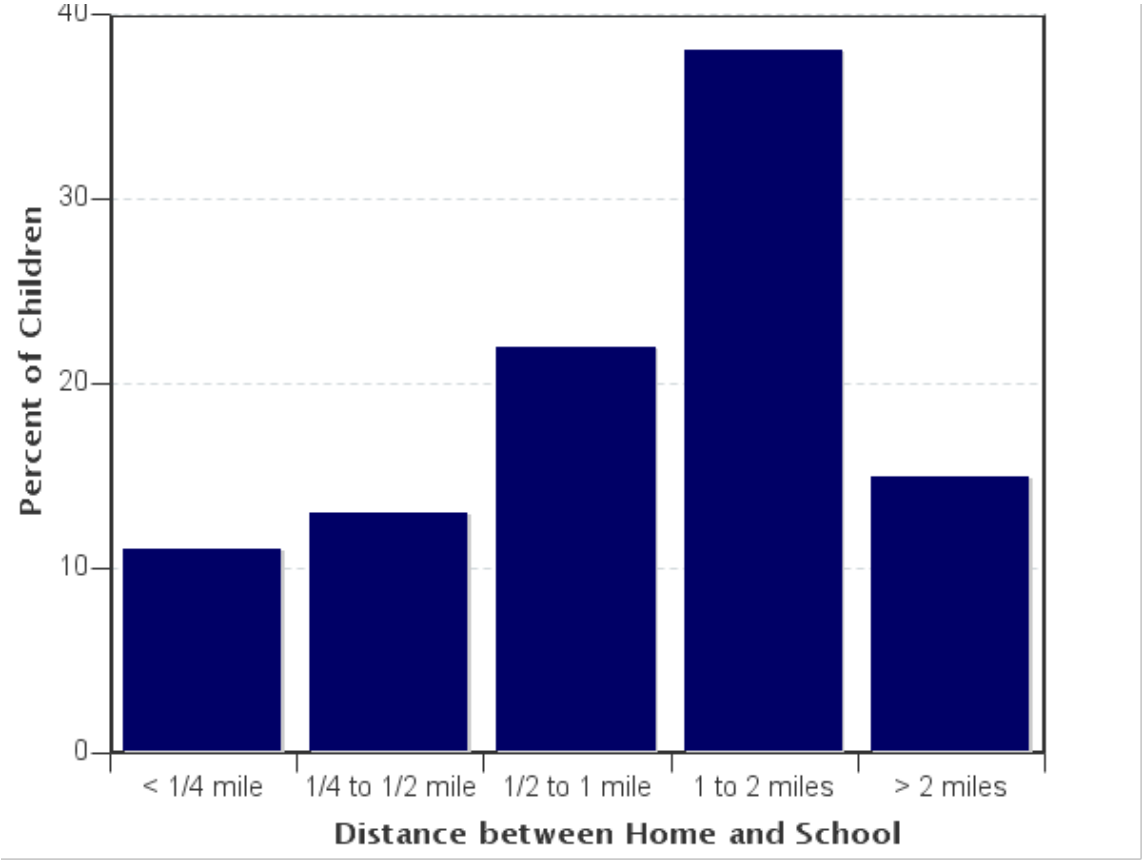



Grade levels of children represented in survey

| 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

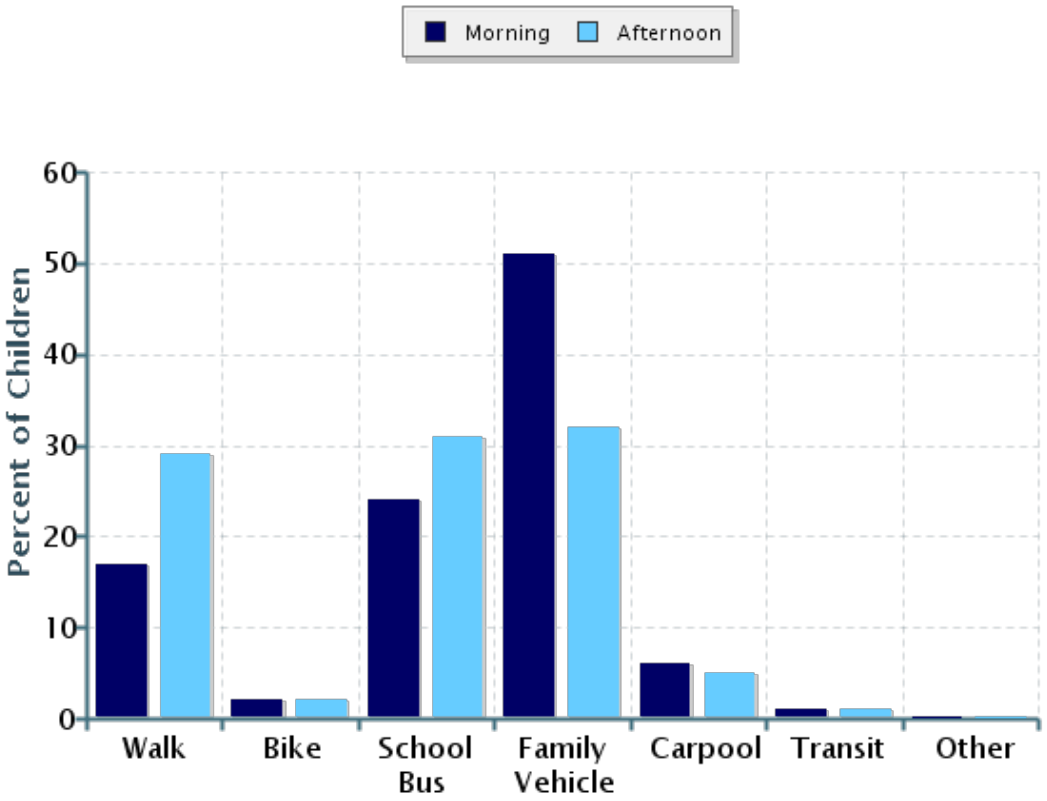



Parent estimate of distance from child's home to school

| 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

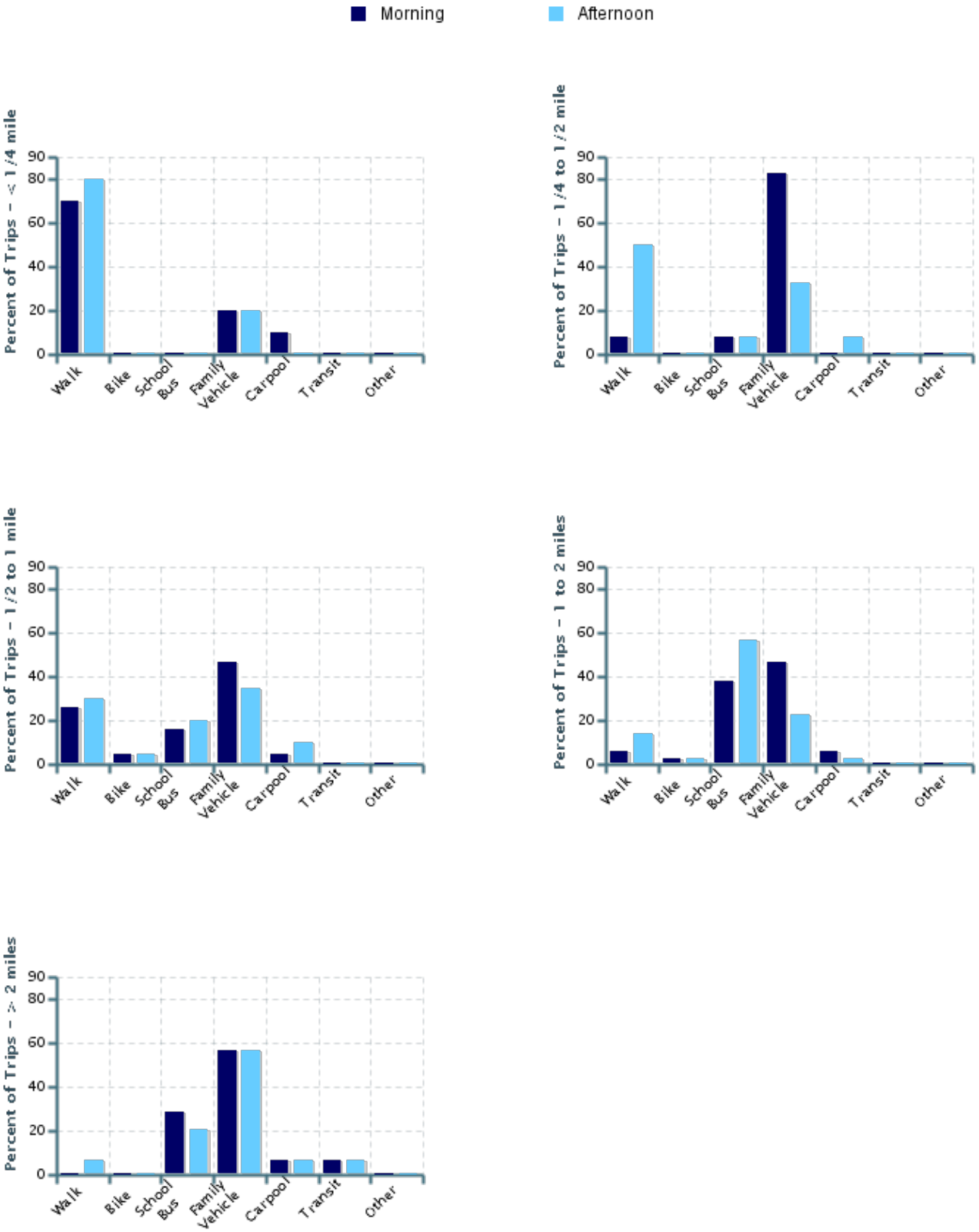



Typical mode of arrival at and departure from school

| 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



## 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% |

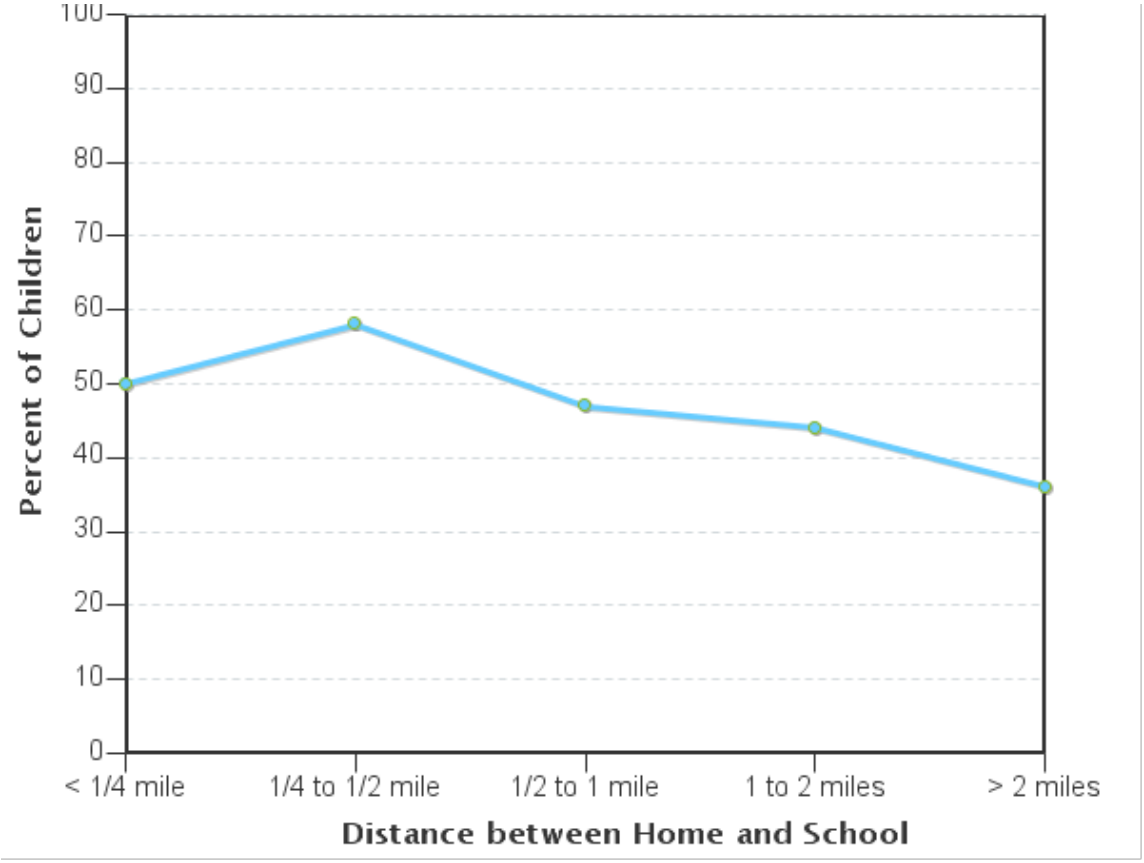
Don't know or No response: 3
Percentages may not total 100% due to rounding.

### 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

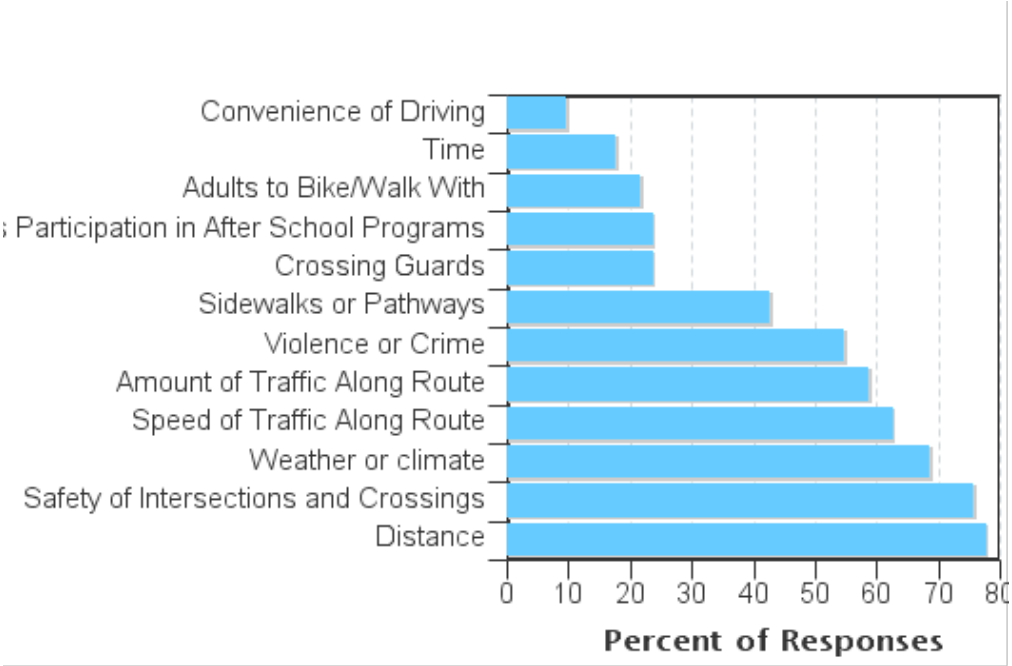



Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

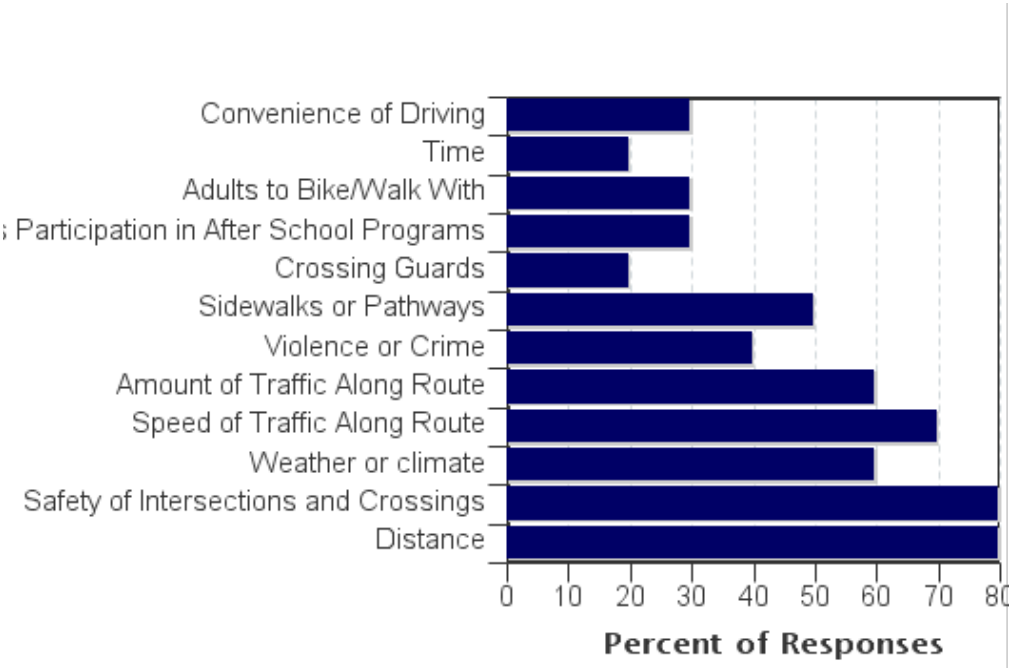
| Asked Permission? | Number of Children | Less than 1/4 mile | 1/4 mile up to 1/2 mile | 1/2 mile up to 1 mile | 1 mile up to 2 miles | More than 2 miles |
|---|---|---|---|---|---|---|
| Yes | 41 | 50% | 58% | 47% | 44% | 36% |
| No | 48 | 50% | 42% | 53% | 56% | 64% |

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




s 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

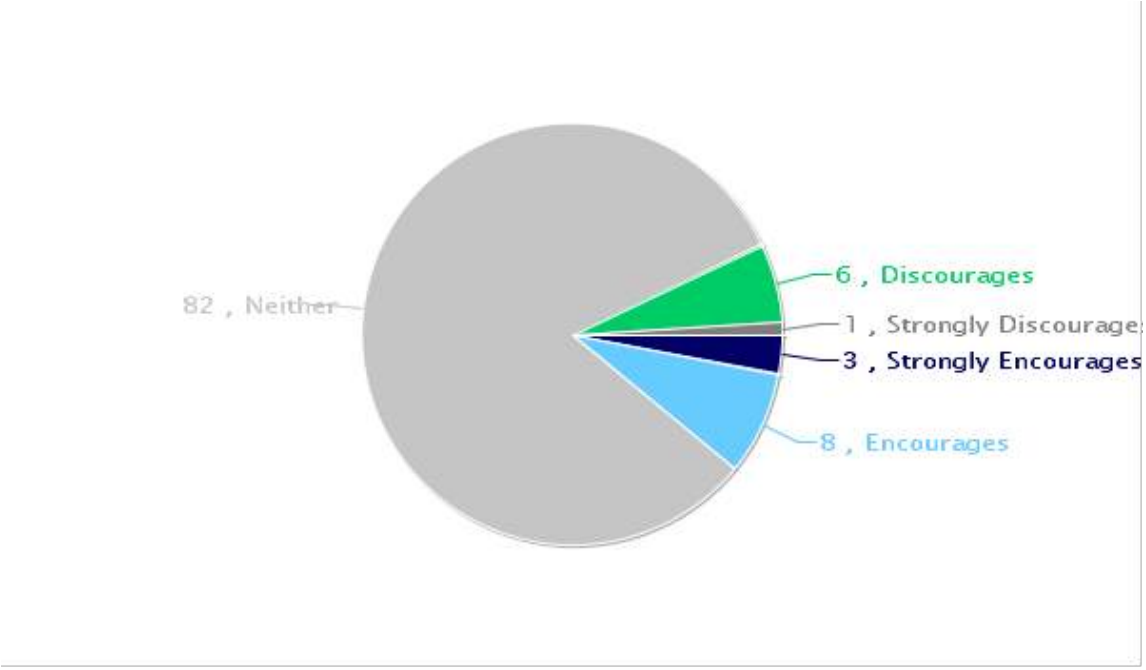


Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

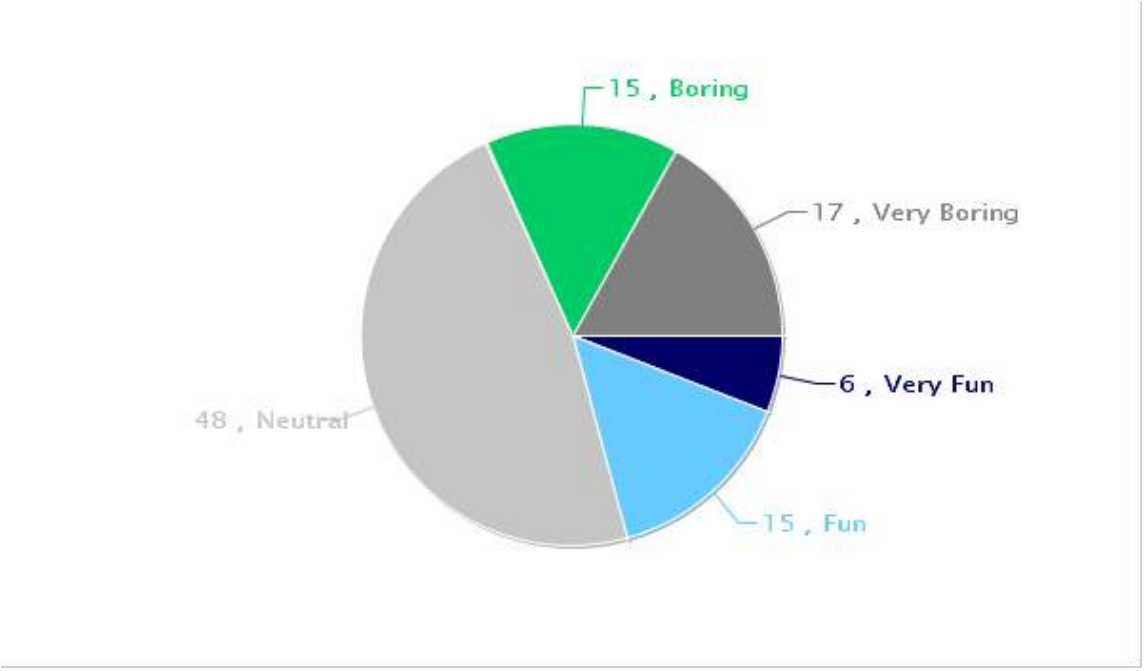
| Issue | Child does not walk/bike to school | Child walks/bikes to school |
|---|---|---|
| Distance | 78% | 80% |
| Safety of Intersections and Crossings | 76% | 80% |
| Weather or climate | 69% | 60% |
| Speed of Traffic Along Route | 63% | 70% |
| Amount of Traffic Along Route | 59% | 60% |
| Violence 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.

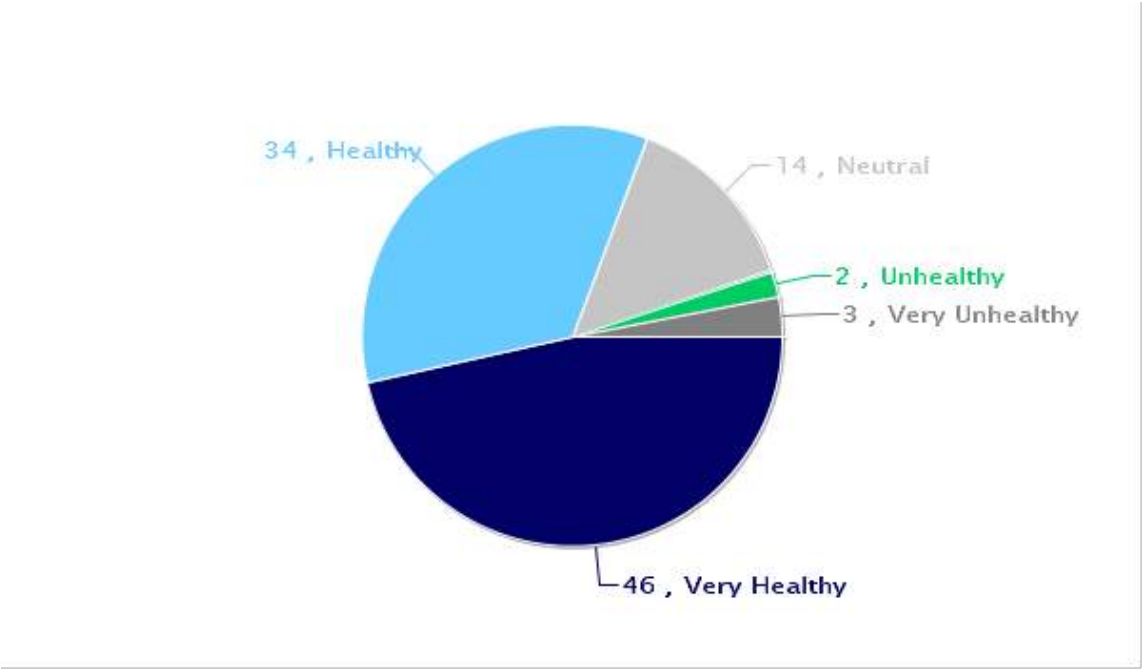
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school




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 yealding 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 dont 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 al 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 | 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). 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. |
| 1593415 | 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). 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. |
| 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. |

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# 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

**School Group:** Dakota County Schools

**School Enrollment:** 1766

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

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

**Set ID:** 25728

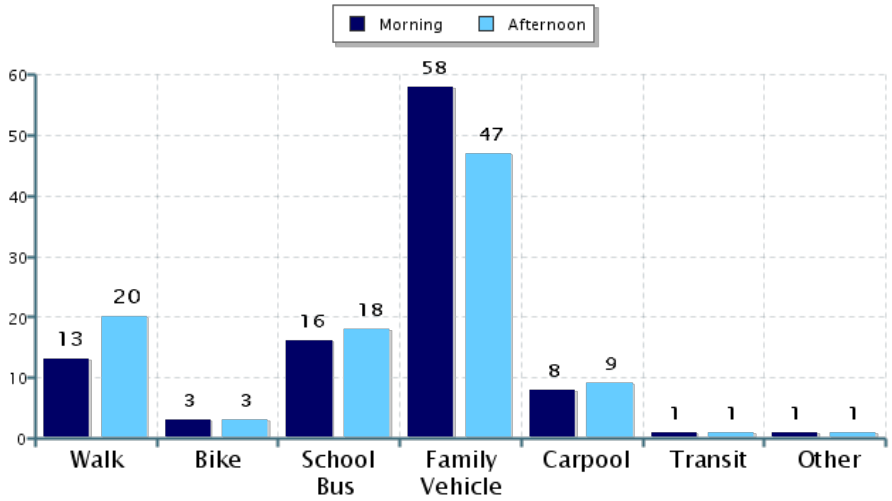
**Month and Year Collected:** May 2018

**Date Report Generated:** 05/16/2018

**Tags:**

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

### Morning and Afternoon Travel Mode Comparison

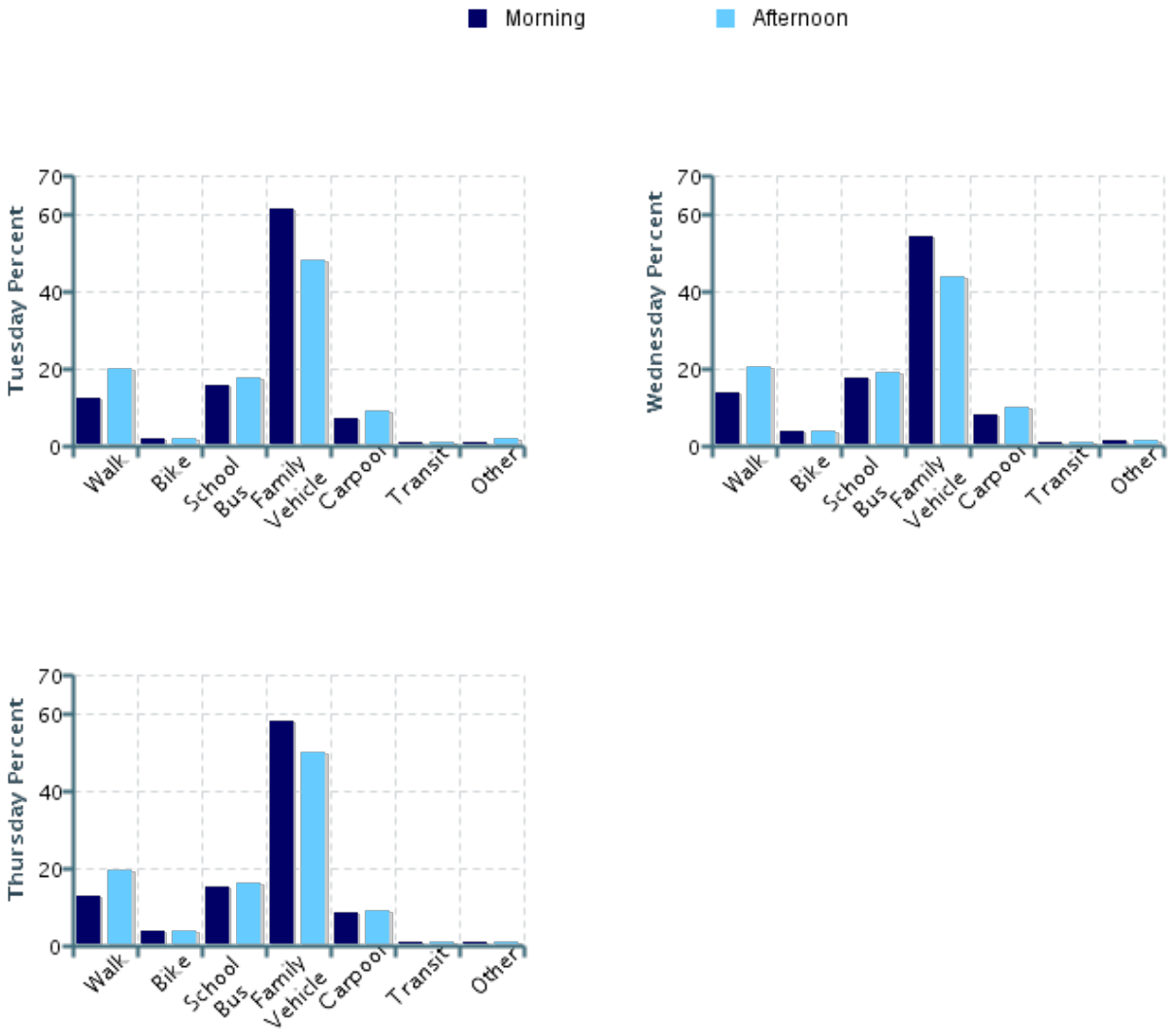



### Morning and Afternoon Travel Mode Comparison

| | Number of Trips | Walk | Bike | School Bus | Family Vehicle | Carpool | Transit | Other |
|---|---|---|---|---|---|---|---|---|
| Morning | 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

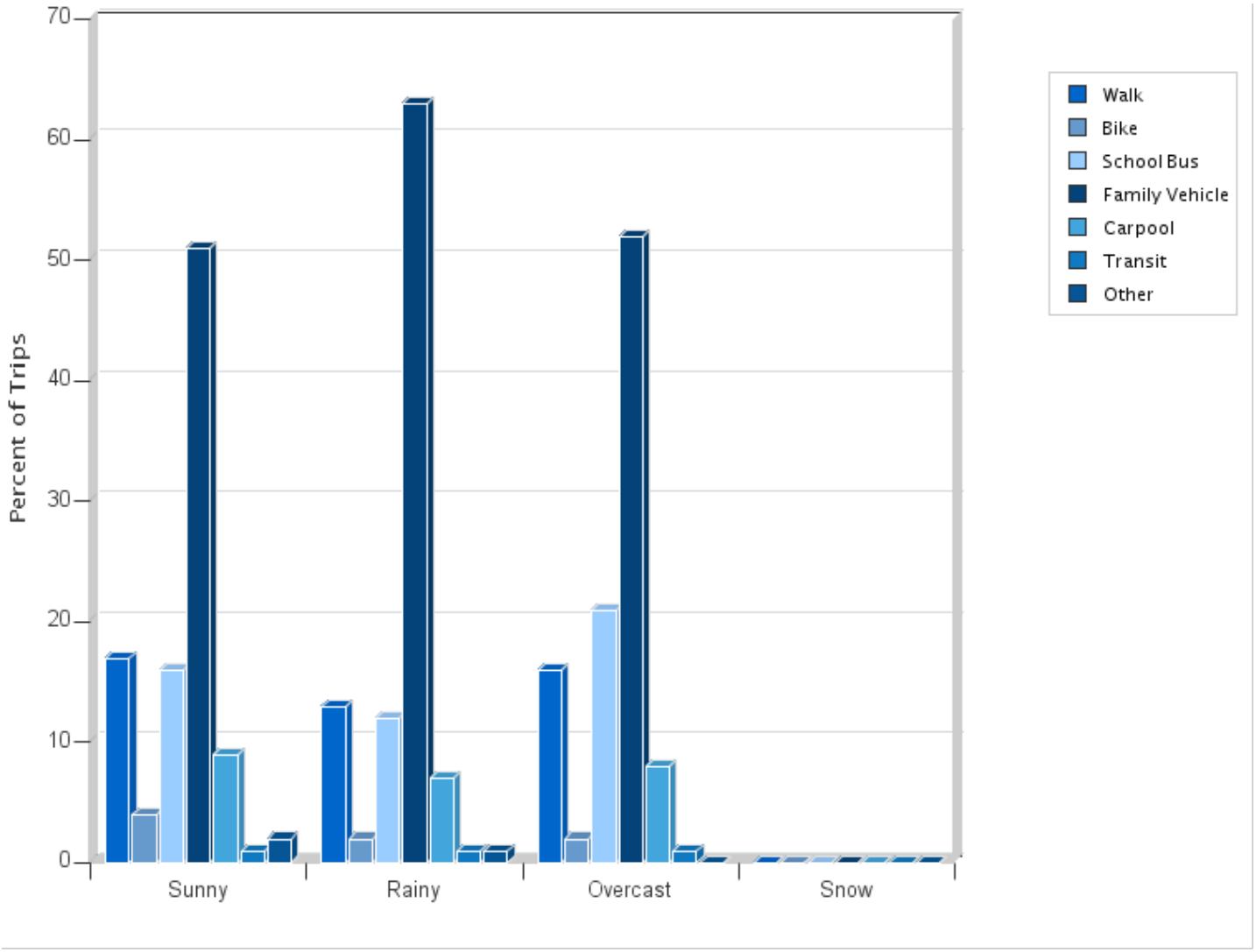



## Morning and Afternoon Travel Mode Comparison by Day

| | 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.

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# 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 H. Infrastructure Toolbox

This infrastructure toolbox provides an overview of different infrastructure projects. Each infrastructure project includes a pictorial representation, a brief description, a typical and estimated cost, and a list of resources for more specific engineering guidelines. References are shown at the end of this section.

## ADVANCED STOP LINES

### Description

An advanced stop bar is a solid white line painted ahead of crosswalks on multi-lane approaches to alert drivers where to stop to let pedestrians cross. It is recommended that advanced stop bars be placed twenty to fifty feet before a crosswalk. This encourages drivers to stop back far enough for a pedestrian to see if a second motor vehicle is approaching, reducing the risk of a hidden-threat collision. Advanced stop bars can also be used with smaller turning radii to create a larger effective turning radius to accommodate infrequent (but large) vehicles.


### Estimated Costs[A,E]

- $8.50 per linear foot; $85 for a ten foot travel lane

### Resources

- Reducing Conflicts Between Motor Vehicles and Pedestrians: The Separate and Combined Effects of Pavement Markings and a Sign Prompt
- FHWA Signalized Intersections: Informational Guide – Pages: 192- 193
- MN MUTCD: Part 3. Markings – Page: 3B-32
- NACTO Urban Street Design Guide – Pages: 109-116, 144

## CROSSING GUARD

### Description

Facilitated crossings are marked crossing locations along student routes where adult crossing guards or trained student patrols are stationed to assist students with safely crossing the street. Facilitated crossings may be located on or off campus. Determining whether a location is more appropriate for an adult crossing guard or student patrol may be based on location` including distance from school, visibility, and traffic characteristics. Adult crossing guards and student patrols receive special training, and are equipped with high-visibility traffic vests and flags when on duty.

### Estimated Costs[D]

- $14.00 per hour average wage for a crossing guard

### Resources

- MnDOT Minnesota's Best Practice for Pedestrian and Bicycle Safety – Pages: 25-26
- MnDOT Minnesota Safe Routes to School: School Crossing Guard Brief Guide
- MN MUTCD: Part 7. Traffic Controls for School Areas – Pages: 7D-1-2

## CURB EXTENSION/BULB OUT

### Description

Curb extensions extend the sidewalk and curb into the motor-vehicle parking lanes at intersections or mid-block crossings. Also called bulb-outs, these facilities improve safety and convenience for people crossing the street by shortening the crossing distance and increasing visibility of people walking or biking to those driving.

### Estimated Costs[E]

- $13,000 for a single corner

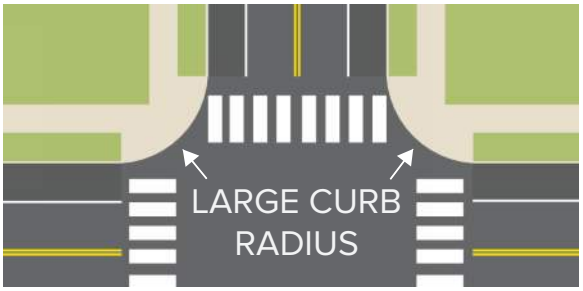
### Resources

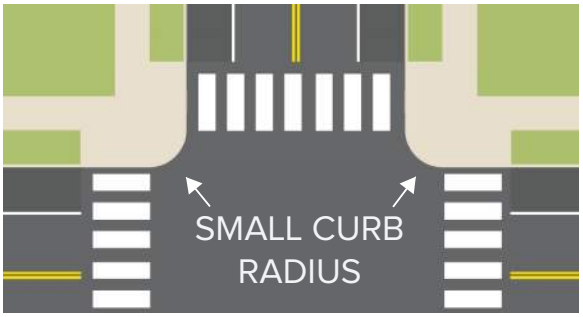
- MnDOT Minnesota's Best Practice for Pedestrian and Bicycle Safety – Pages: 11-12
- FHWA Effects of Traffic Calming Measures on Pedestrian and Motorist Behavior – Pages: 6-11
- FHWA Signalized Intersections: Informational Guide – Pages: 190-192
- NACTO Urban Street Design Guide – Pages: 45-59

## CURB RADIUS REDUCTION

### Description

Curb radii designs are determined based on the design vehicle of the roadway. In general, vehicles are able to take turns more quickly around corners with larger curb radii. Minimizing curb radii forces drivers to take turns at slower speeds, making it easier and safer for people walking or biking to cross the street. An actual curb radius of five to ten feet should be used wherever possible, while appropriate effective turning radii range from 15 to 30 feet, depending on the roadway and land use context.




### Estimated Costs[F, G]

- $2,000-$40,000, depending on need for utility relocation and drainage

### Resources

- FHWA Signalized Intersections: Informational Guide – Pages: 187-189
- NACTO Urban Street Design Guide – Pages: 117-120, 144-146

## CURB RAMPS

### Description

Curb ramps provide access for people between roadways and sidewalks for people using wheelchairs, strollers, walkers, crutches, bicycles, or who have mobility restrictions that make it difficult to step up or down from curbs. Curb ramps must be installed at intersections and mid-block crossings where pedestrian crossings are located, as mandated by federal law. Separate curb ramps should be provided for each direction of travel across the street.

### Estimated Costs

- Varies depending on retrofit or new construction, material used

### Resources

- MnDOT Minnesota's Best Practice for Pedestrian and Bicycle Safety – Pages: 1-2
- FHWA Signalized Intersections: Informational Guide – Pages: 47-50
- United States Access Board Proposed Accessibility Guidelines for Pedestrian Facilities in Public Right-of-Way – Pages: 66-67, 78-83

## HAWK SIGNALS

### Description

The High-Intensity Activated Crosswalk Beacon (HAWK), also referred to as a Pedestrian Hybrid Beacon System by MnDOT, remains dark until activated by pressing the crossing button. Once activated, the signal responds immediately with a flashing yellow pattern which transitions to a solid red light, providing unequivocal 'stop' guidance to motorists. HAWK signals have been shown to elicit high rates of motorist compliance.


### Estimated Costs[H]

- $80,000. Includes one HAWK signal in each direction

### Resources

- MnDOT Minnesota's Best Practice for Pedestrian and Bicycle Safety – Pages: 13-15
- FHWA Safety Effectiveness of the HAWK Pedestrian Crossing Treatment
- FHWA Evaluation of Pedestrian and Bicycle Engineering Countermeasures: Rectangular Rapid-Flashing Beacons, HAWKs, Sharrows, Crosswalk Markings, and the Development of an Evaluation Methods Report – Pages: 19-28

## HIGH-VISIBILITY CROSSWALK

### Description

High-visibility crosswalks help to create a continuous route network for people walking and biking by alerting motorists to their potential presence at crossings and intersections. Crosswalks should be used at fully controlled intersections where sidewalks or shared-use paths exist.

### Estimated Costs[E]

- $25,000 each, depending on materials: paint vs. thermoplastic

### Resources

- MnDOT Minnesota's Best Practice for Pedestrian and Bicycle Safety – Pages: 3-8
- MnDOT Guidance for Installation of Pedestrian Crosswalks on Minnesota State Highways – Page: 3
- MN MUTCD: Part 3. Markings – Pages: 3B-34-38
- MN MUTCD: Part 7. Traffic Controls for School Areas – Pages: 7A-1-3, 7B-5-8, 7C-1
- NACTO Urban Street Design Guide – Pages: 109-116

## LEADING PEDESTRIAN INTERVAL

### Description

A Leading Pedestrian Interval (LPI) provides pedestrians with a three to seven second head start when entering an intersection with a corresponding green signal in the same direction of travel. LPIs enhance the visibility of pedestrians in the crosswalk and reinforce their right-of-way over turning vehicles. LPIs are most useful in areas where pedestrian travel and turning vehicle volumes are both high.

### Estimated Costs[A]

- $0-$3,500, depending on the need for new hardware vs. revising existing signal timing

### Resources

- MnDOT Minnesota's Best Practice for Pedestrian and Bicycle Safety – Pages: 20-22
- NACTO Urban Street Design Guide – Page: 128

## MEDIAN REFUGE ISLAND

### Description

Median refuge islands (also known as median crossing islands) make crossings safer and easier by dividing them into two stages so that pedestrians and bicyclists only have to cross one direction of traffic at a time. Median refuges can be especially beneficial for slower walkers including children or the elderly. Crossing medians may also provide traffic calming benefits by visually narrowing the roadway.

### Estimated Costs[E]

- $13,500, $10 per square foot

### Resources

- MnDOT Minnesota's Best Practice for Pedestrian and Bicycle Safety – Pages: 9-10, 43-44
- FHWA Effects of Traffic Calming Measures on Pedestrian and Motorist Behavior – Pages: 17-20
- FHWA Proven Safety Countermeasures: Medians and Pedestrian Crossing Islands in Urban and Suburban Areas
- MN MUTCD: Part 3. Markings – Page: 3I-2
- NACTO Urban Street Design Guide – Page: 116

## RAISED CROSSWALKS

### Description

Raised crosswalks are wide and gradual speed humps placed at pedestrian and bicyclist crossings. They are typically as high as the curb on either side of the street, eliminating grade changes for people crossing the street. Raised crosswalks help to calm approaching traffic and improve visibility of people crossing.

### Estimated Costs[E]

- $8,170 each

### Resources

- MnDOT Minnesota's Best Practice for Pedestrian and Bicycle Safety – Pages: 3-4
- FHWA Effects of Traffic Calming Measures on Pedestrian and Motorist Behavior – Pages: 12-15
- MN MUTCD: Part 3. Markings – Pages: 3B-46-49
- NACTO Urban Street Design Guide – Page: 54

## RECTANGULAR RAPID FLASHING BEACON (RRFB)

### Description

An RRFB uses an irregular stutter flash pattern with bright amber lights (similar to those on emergency vehicles) to alert drivers to yield to people waiting to cross. The RRFB offers a higher level of driver compliance than other flashing yellow beacons, but lower than the HAWK signal.

### Estimated Costs[B]

- $36,000 for two assemblies on poles

### Resources

- MnDOT Minnesota's Best Practice for Pedestrian and Bicycle Safety – Pages: 16-17
- FHWA Effects of Yellow Rectangular Rapid-Flashing Beacon on Yielding at Multi-lane Uncontrolled Crosswalks
- FHWA Evaluation of Pedestrian and Bicycle Engineering Countermeasures: Rectangular Rapid-Flashing Beacons, HAWKs, Sharrows, Crosswalk Markings, and the Development of an Evaluation Methods Report – Pages: 13-18

## ROAD DIET

### Description

A classic road diet converts an existing four-lane roadway to a three-lane cross-section consisting of two through lanes and a center two-way left turn lane. Road diets improve safety by including a protected left-turn lane, calming traffic, reducing conflict points, and reducing crossing distance for pedestrians. In addition, road diets provide an opportunity to allocate excess roadway for alternative uses such as bike facilities, parking, transit lanes, and pedestrian or landscaping improvements.

### Estimated Costs[E]

- $120,680 per mile, assuming 8 blocks in a mile. Estimate includes 16 symbols, 16 signs, six curb extensions, one mini traffic circle

### Resources

- MnDOT Minnesota's Best Practice for Pedestrian and Bicycle Safety – Pages: 29-31
- FHWA Road Diet Desk Reference
- FHWA Road Diet Informational Guide
- NACTO Urban Street Design Guide – Page: 14

## SCHOOL SPEED ZONE

### Description

School speed zones reduce speed limits near schools and alert motorists that they are driving near a school. School speed zones are defined as the section of road adjacent to school grounds or where an established school crossing with advance school signs is present. Each road authority may establish school speed zone limits on roads under their jurisdiction. In general, school speed limits shall not be more than 30 mph below the established speed limit and may not be lower than 15 mph. Speed violations within school speed zones are subject to a double fine.


### Estimated Costs[A, C]

- $600 for sign and post in each direction

### Resources

- MnDOT Minnesota's Best Practice for Pedestrian and Bicycle Safety – Pages: 48-51
- MnDOT School Zone Speed Limits
- MN MUTCD: Part 7. Traffic Controls for School Areas – Section: 7E

## SHARED USE PATH

### Description

Shared-use paths provide off-road connections for people walking and biking. Paths are often located along waterways, abandoned or active railroad corridors, limited access highways, or parks and open spaces. Shared-use paths may also be located along high-speed, high-volume roads as an alternative to sidewalks and on-street bikeways; however, intersections with roadways should be minimal. Shared-use paths are generally very comfortable for users of all ages and abilities.

### Estimated Costs[B]

- $55 per linear foot, 10 ft trail with aggregate base and associated costs

### Resources

- MnDOT Minnesota's Best Practice for Pedestrian and Bicycle Safety – Page: 2
- MnDOT Bikeway Facility Design Manual – Pages: 123-168
- AASHTO Guide for the Development of Bicycle Facilities – Chapter 5

## SIDEWALKS

### Description


A well-connected sidewalk network is the foundation of pedestrian mobility and accessibility. Sidewalks provide people walking with space to travel within the public right-of-way that is separated from roadway vehicles. Sidewalks are associated with significant reductions in motor vehicle / pedestrian collisions.

### Estimated Costs[A, B]

- $84 per linear foot of 6 ft sidewalk with aggregate base

### Resources

- MnDOT Minnesota's Best Practice for Pedestrian and Bicycle Safety – Pages: 1-2
- AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities
- NACTO Urban Street Design Guide – Pages: 37-44
- United States Access Board Proposed Guidelines for Pedestrian Facilities in Public Right-of-Way

## TRAFFIC CIRCLES (MINI ROUNDABOUTS)

### Description

Traffic circles are raised circular islands constructed in the center of residential intersections. They may take the place of a signal or four-way stop sign, and calm vehicle traffic speeds by forcing motorists to navigate around them without requiring a complete stop. Signage should be installed with traffic circles directing motorists to proceed around the right side of the circle before passing through or making a left turn.

### Estimated Costs[E]

- $35,000-$50,000 each

### Resources

- MnDOT Minnesota's Best Practice for Pedestrian and Bicycle Safety – Pages: 43-44
- FHWA Technical Summary: Mini-Roundabouts
- FHWA Technical Summary: Roundabouts – Page: 7 (mention of school area siting)
- MN MUTCD: Part 3. Markings – Pages: 3C1-15
- NACTO Urban Street Design Guide – Page: 99

## SOURCES


A: http://www.dot.state.mn.us/bidlet/avgPrice/AVGPR162015.pdf
B: http://www.hennepin.us/~/media/hennepinus/residents/transportation/bottineau-documents-mpls-gv/estimated-infrastructure-costs-and-funding.pdf?la=en
C: http://www.trafficsign.us/signcost.html
D: https://www.bls.gov/oes/current/oes339091.htm
E: http://www.pedbikeinfo.org/cms/downloads/Countermeasure%20Costs_Report_Nov2013.pdf
F: http://guide.saferoutesinfo.org/engineering/reduced_corner_radii.cfm
G: http://www.pedbikeinfo.org/cms/downloads/Countermeasure_Costs_Summary_Oct2013.pdf
H: http://www2.ku.edu/~kutc/pdffiles/LTAPFS11-Mid-Block.pdf

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# Appendix I. Bike Parking for Schools

Bicycle parking at schools does more than just provide space for storage during the school day. Depending on design, bicycle parking can actually encourage students and staff to choose to ride their bikes to school. Here are some things to think about when planning bicycle parking at school.

## HOW MUCH PARKING SHOULD BE PROVIDED?

The amount of bike parking needed will depend on the capacity of your school, the ages of students, and the number of staff. But remember: be aspirational! Provide parking for the number of students and staff you'd like to see biking! The following are some guidelines:

- Aim for 25 percent of the maximum student capacity of the school.
- Provide additional parking to encourage staff and faculty to bike to school

*For example, if each classroom has a max capacity of 20 students and there are 10 classrooms, space for 50 bicycles should be provided. Don't forget to add some for faculty and staff!*

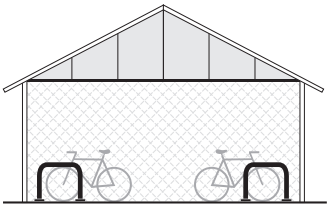
## WHERE SHOULD PARKING BE LOCATED?

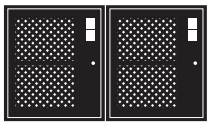
Well-located bike parking will be:

- visible to students, staff, and visitors
- near the primary school entrance/exit
- easily accessed without dismounting
- clear of obstructions which might limit the circulation of users and their bikes
- easily accessed without making a rider cross bus and car circulation
- installed on a hard, stable surface that is unaffected by weather
- often found near kindergarten and daycare entrance, which allows parents to conveniently pick up their children on their bikes

## CAN MY SCHOOL PROVIDE ADDITIONAL AMENITIES?

Bike parking shelters and lockers provide extra comfort and security for those choosing to ride to school. They're also a great project for a shop class. Both can be very simple in construction and go a long way towards making biking attractive and prioritized!





## WHICH RACKS ARE BEST?

INVERTED U

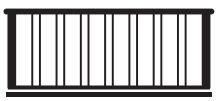
POST & RING

WHEELWELL SECURE

*These racks provide two points of contact with the bicycle, accommodate varying styles of bike, allow for at least one wheel to be U-locked, and are intuitive to use!*

## WHICH RACKS ARE NOT RECOMMENDED?

WAVE



COMB

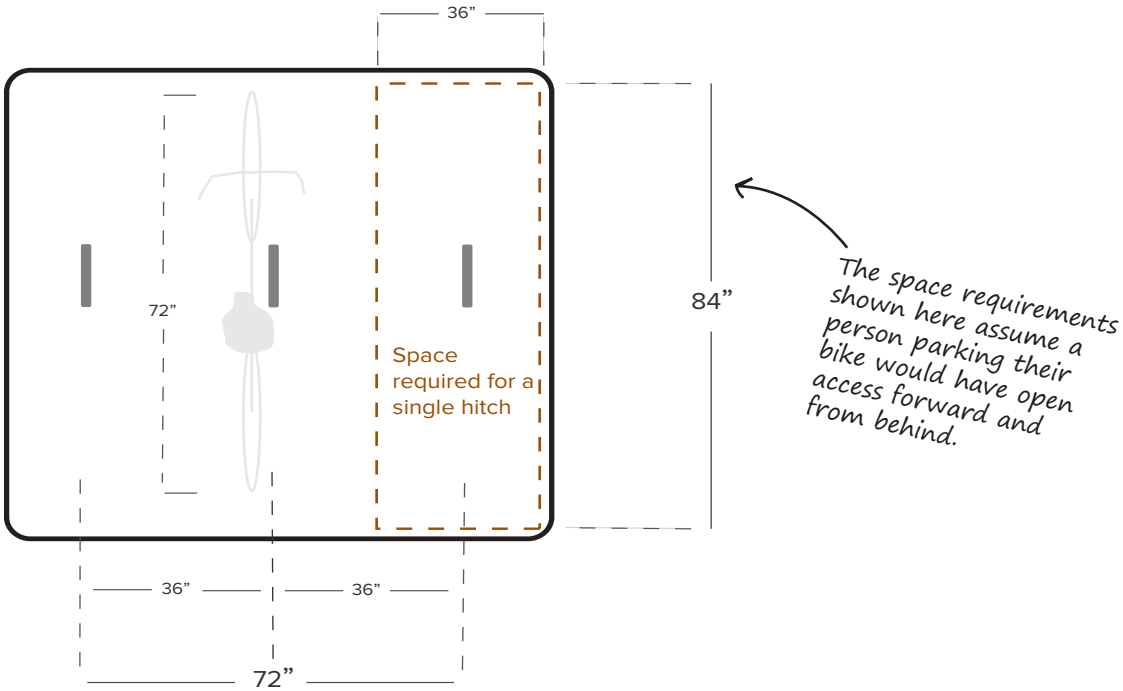
SPIRAL

WHEELWELL

*These racks do not provide support at two places on the bike, can damage the wheel, do not provide adequate security, and are not intuitive to use!*

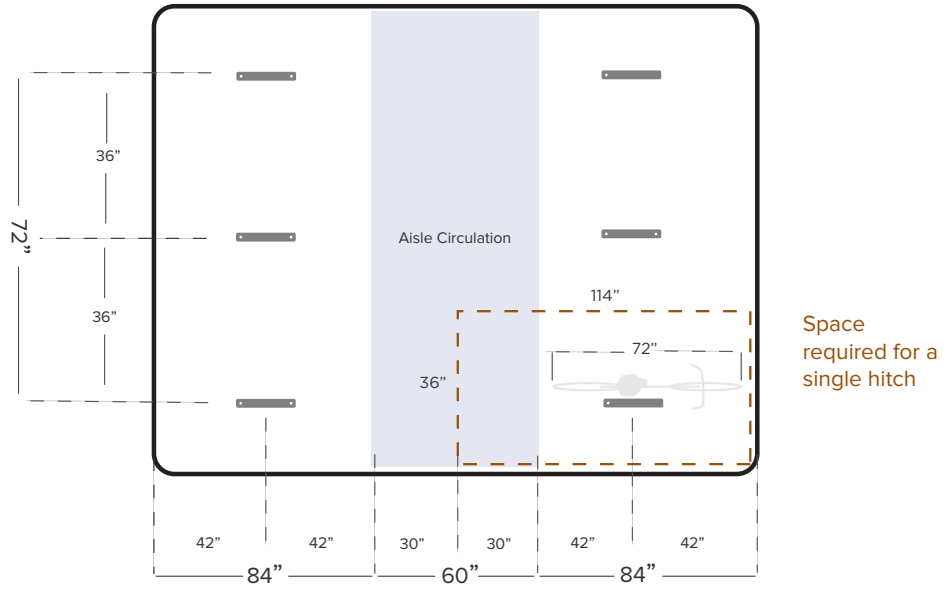
*Graphics courtesy of Association of Pedestrian and Bicycle Professionals Essentials of Bike Parking report (2015).*

## SPACE REQUIREMENTS




The space requirements shown here assume a person parking their bike would have open access forward and from behind.

The space requirements shown here assume the area is confined on either side (left and right). Access is located at the top and bottom of the image, requiring a center aisle for circulation.




Space required for a single hitch

## RESOURCES FOR EQUIPMENT

Dero
Sportworks
Urban Racks

## MORE INFORMATION

APBP Essentials of Bike Parking

# 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

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# 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

# 1. 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 11: Implementation. The city will track key performance measures on an annual basis to ensure progress towards the goals of this plan.

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N
W E
S

Sidewalks
Trails
Regional Trail
Bluffs, Ravines, and Steep Slopes
Land Use Barriers
Major Barriers (highways, freeways, and railroad)

Miles
0 0.5

# South St. Paul Bicycle & Pedestrian Plan

## Figure 6: Barriers to Walking and Bicycling

WSB & Associates, Inc.

### 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**<br>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**<br>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**<br>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**<br>June/November | 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.<br><br>A second press release was distributed in November when the draft plan was ready for public review and comment. |
| **City Council Meetings**<br>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. |

| | |
|---|---|
| | The council also provided information about their interests regarding the plan and some of their priorities.<br><br>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. |
| **Community Outreach Events** | |
| **Kaposia Days**<br>June 29 | 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. |
| **Fare for All**<br>July 8 | 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. |
| **Senior Outreach**<br>July 14 | 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. |
| **Mayor's Youth Task Force**<br>July 30 | 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. |
| **Swimming Under the Stars**<br>July 30 | 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. |
| **Southview Boulevard/3rd Avenue Open House**<br>August 7 | 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. |

## 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

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Good pedestrian route – sidewalks
Challenging bike route – no bike facility

Difficult Access to Trail

Temporary gravel patching on trail is challenging for bicyclists.

Boat Launch

Street/Trail that was indicated as both good and challenging by different residents
Good Pedestrian/Bike Route
Good Pedestrian/Bike Route marked by 2 residents
Good Pedestrian/Bike Route marked by 3 residents
Challenging Pedestrian/Bike Route
Challenging Pedestrian/Bike Route marked by 2 residents
Sidewalks
Trails
Regional Trail

Miles
0
0.5

# South St. Paul Bicycle & Pedestrian Plan

## Figure 8: Results of Community Mapping Exercise

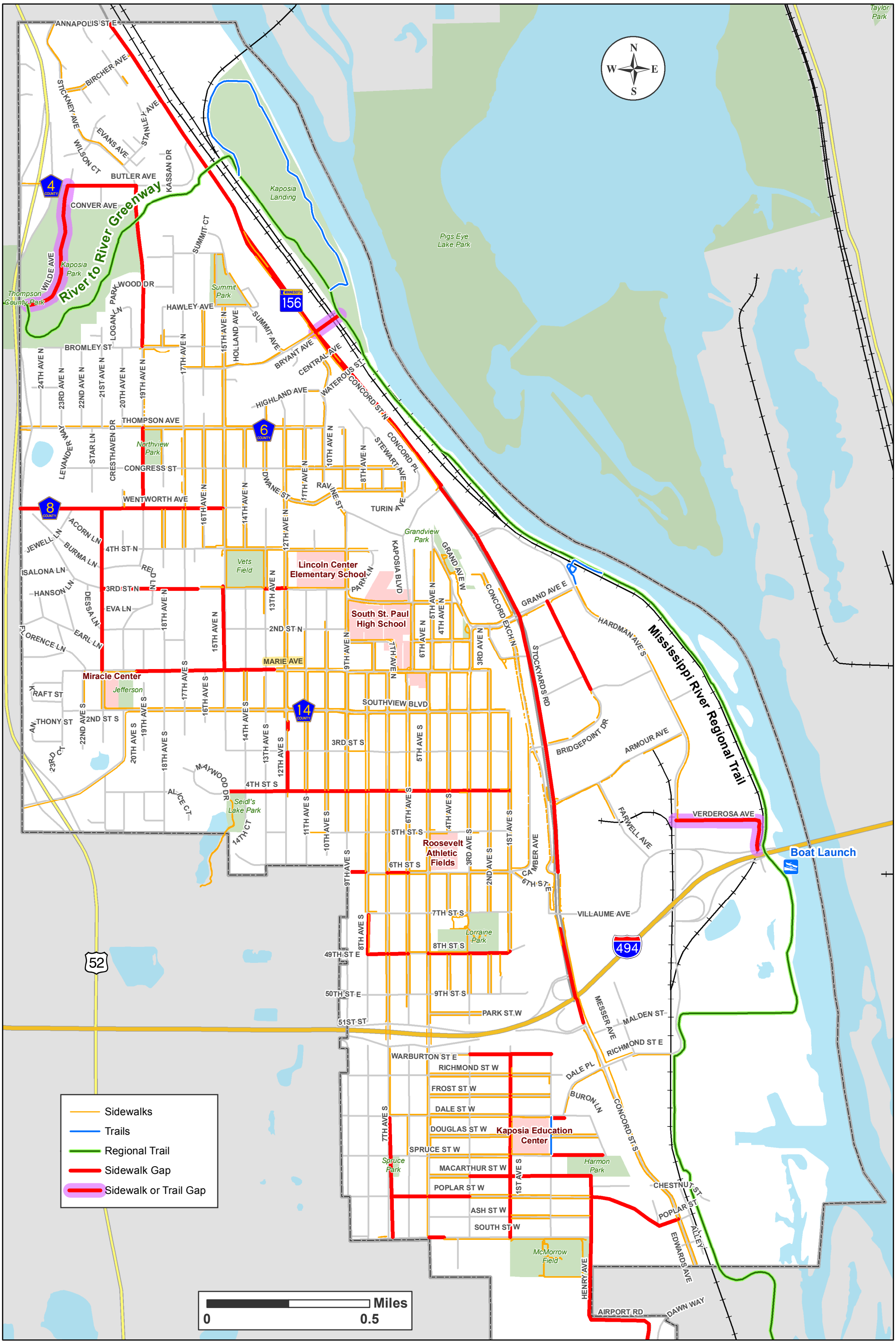
WSB & Associates, Inc.

***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 Tangletown 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.

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# South St. Paul Bicycle & Pedestrian Plan

## Figure 10: Sidewalk Gaps

WSB & Associates, Inc.

| 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 7th Avenue S to 3rd 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 phyiscal 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 2018 | 30 | General public |
| 17 | Dakota County Fair | Thurs, Aug 9 2018 | 50 | General public |
| 18 | Draft Plan – On Line Review | June – August 2018 | 108 | General public |
| 19 | Community organization contacts | Ongoing | 30+ | Community groups |
| 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

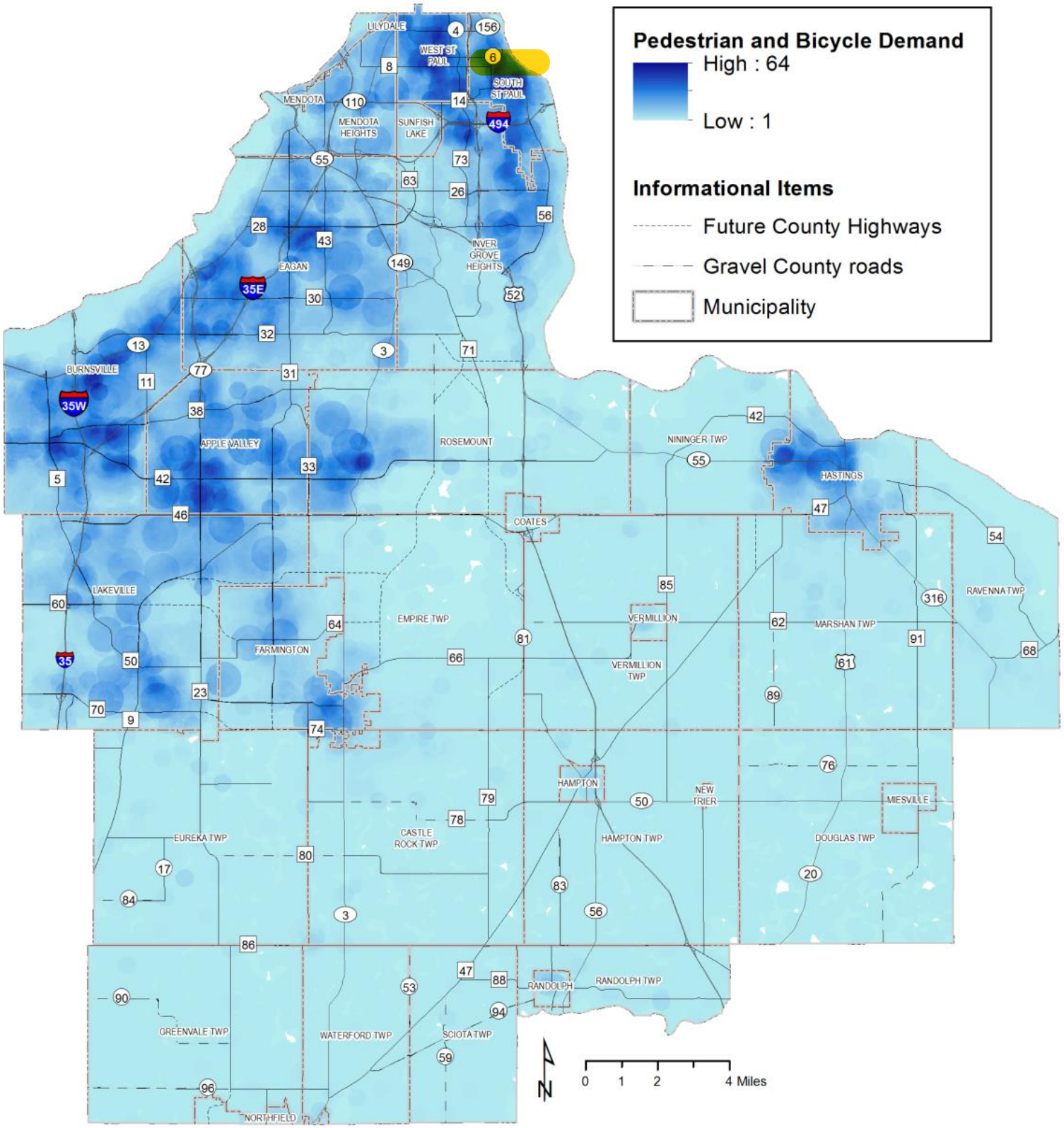
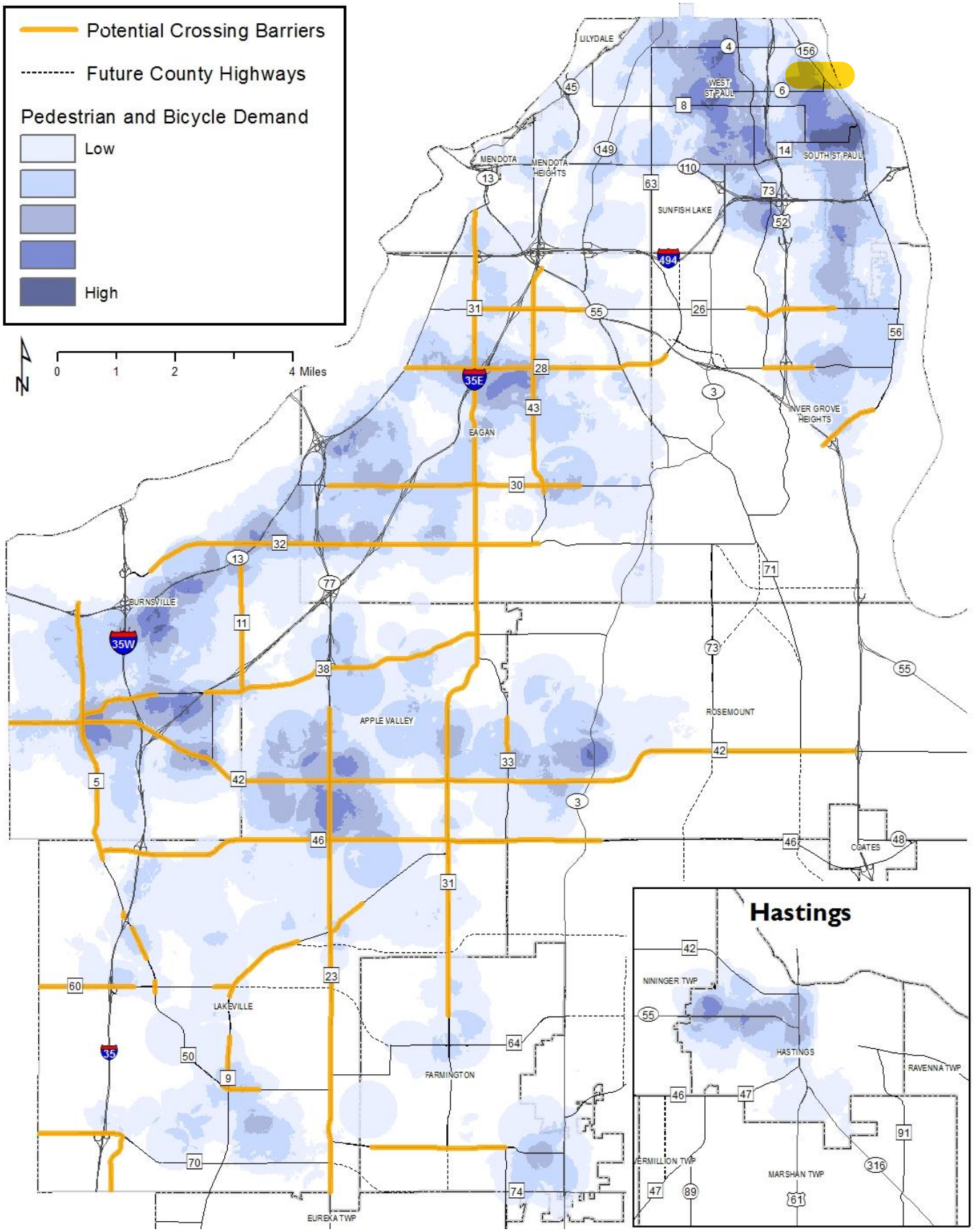


Figure 2-2: County Highway Crossing Barriers



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)

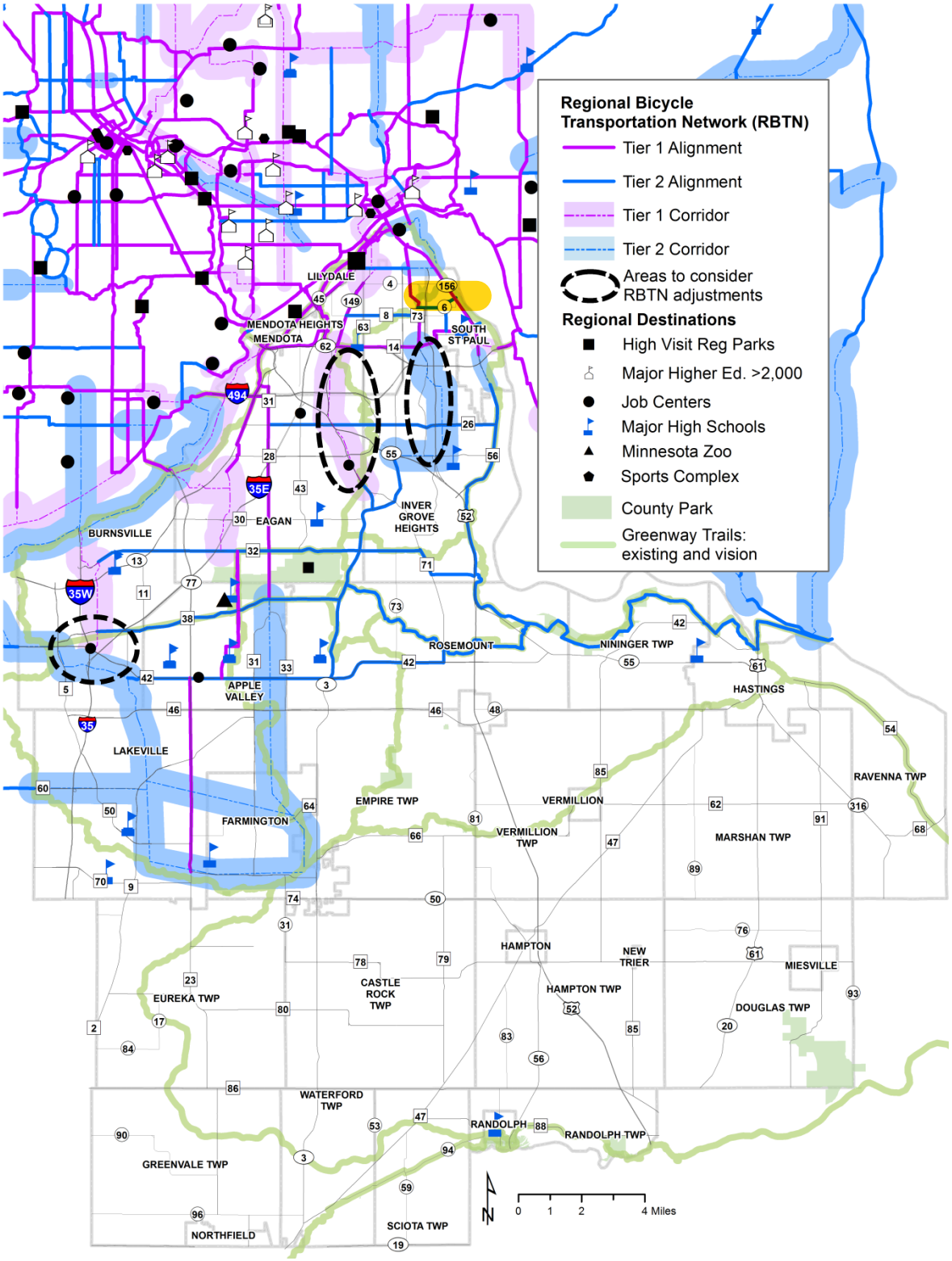


Figure C1 Map A Pedestrian Gaps: Mendota, Mendota Heights, Lilydale, West St. Paul, South St. Paul, Sunfish Lake, Eagan, Inver Grove Heights

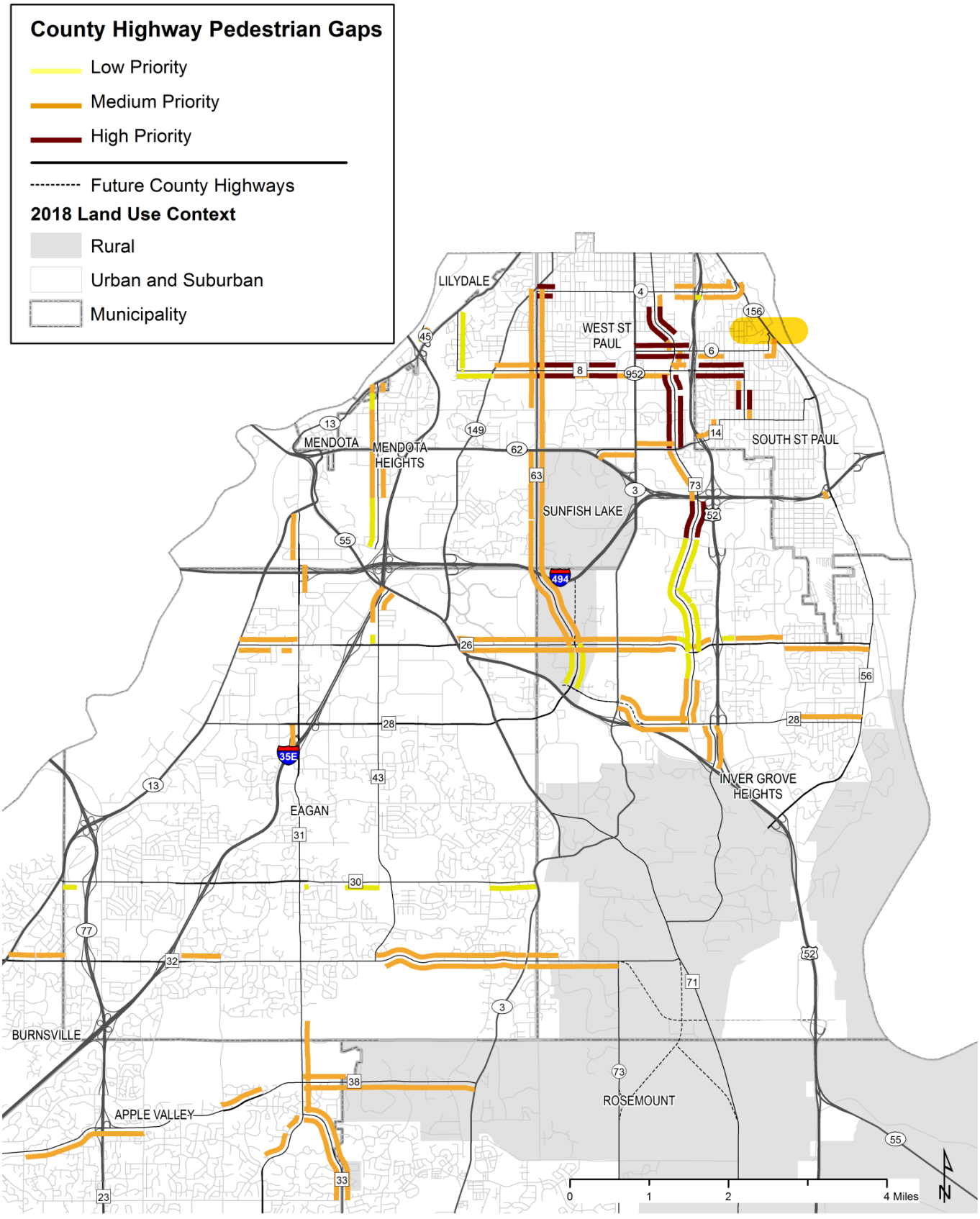


Figure C7 Map A Bicycle Gaps: Mendota, Mendota Heights, Lilydale, West St. Paul, South St. Paul, Sunfish Lake, Eagan, Inver Grove Heights

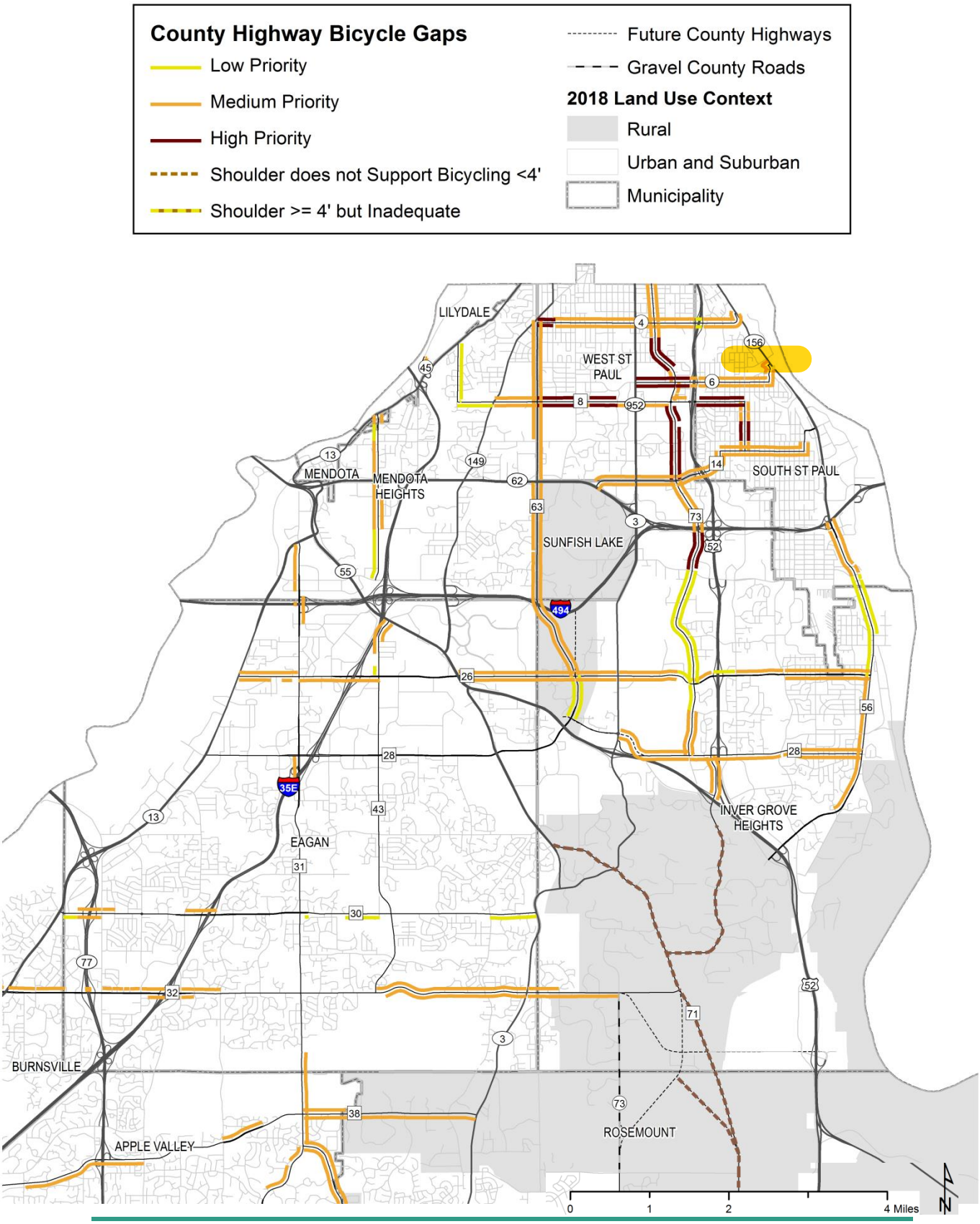


Figure C13 Map A Planned Pedestrian Network: Mendota, Mendota Heights, Lilydale, West St. Paul, South St. Paul, Sunfish Lake, Eagan, Inver Grove Heights

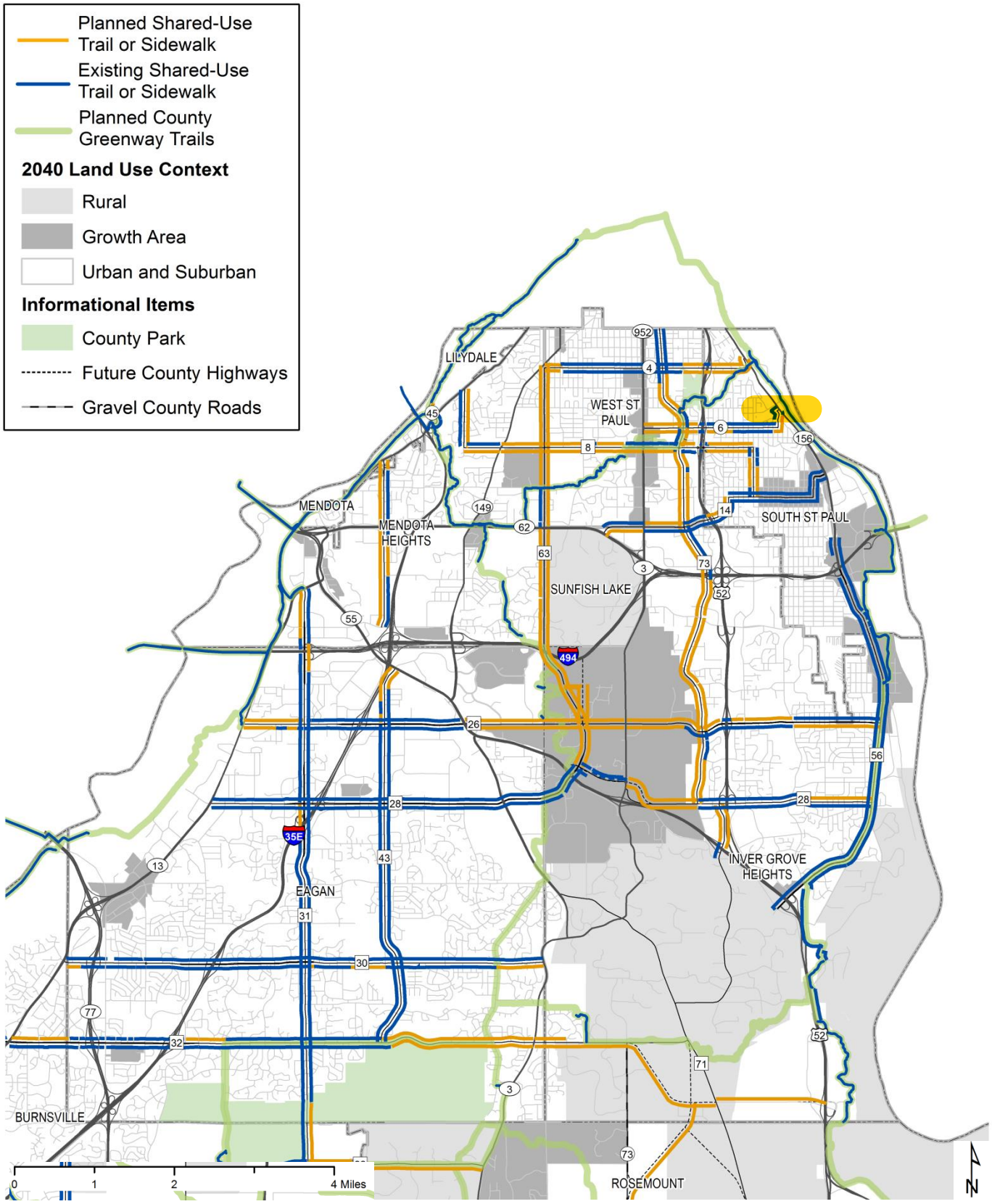
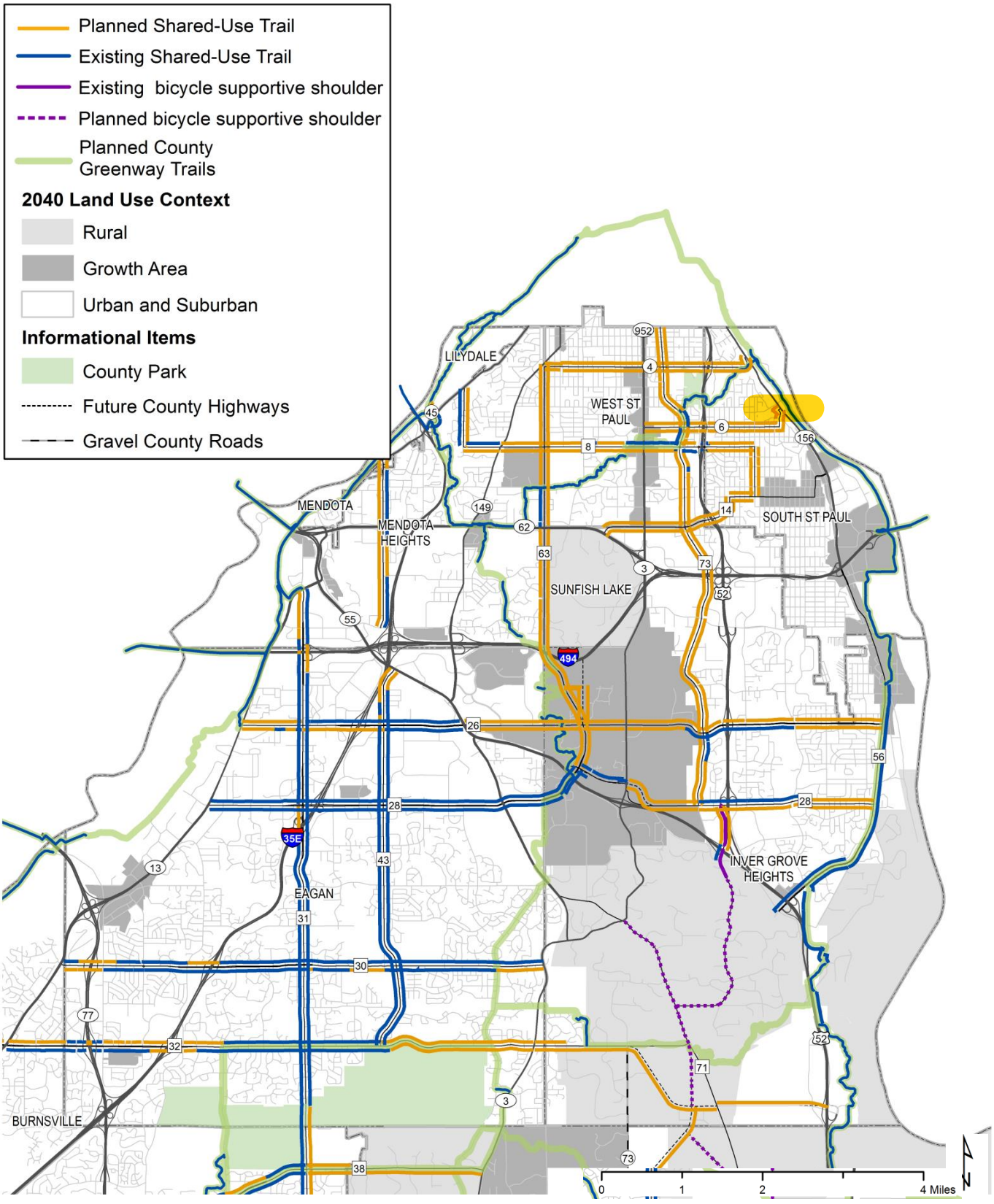


Figure C19 Map A Planned Bicycle Network: Mendota, Mendota Heights, Lilydale, West St. Paul, South St. Paul, Sunfish Lake, Eagan, Inver Grove Heights



# 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

**School Group:** Dakota County Schools

**School Enrollment:** 0

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

**Number of Questionnaires Distributed:** 0

**Set ID:** 17324

**Month and Year Collected:** March 2018

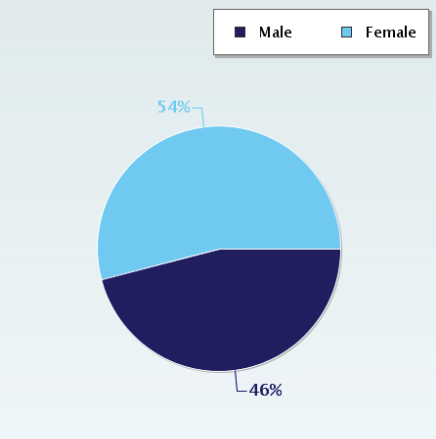
**Date Report Generated:** 05/07/2018

**Tags:**

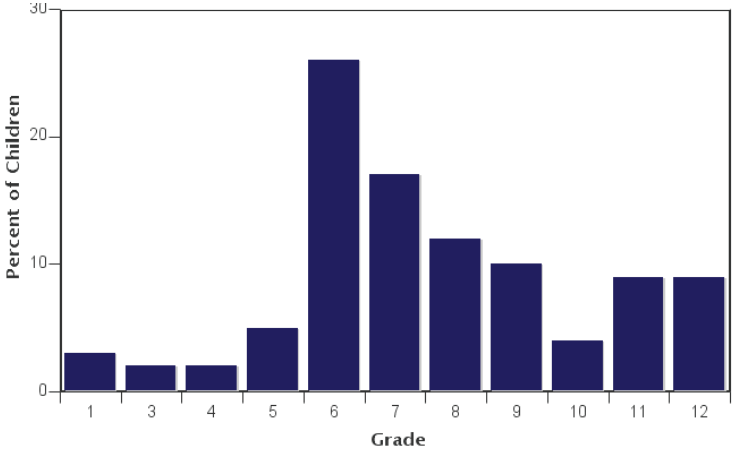
**Number of Questionnaires Analyzed for Report:** 92

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

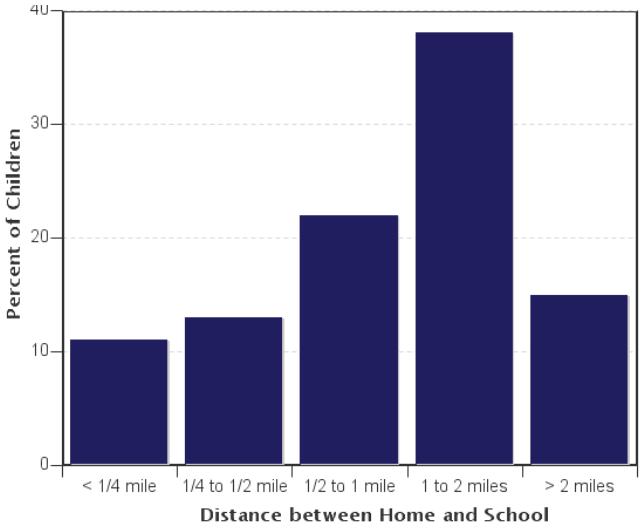



Grade levels of children represented in survey

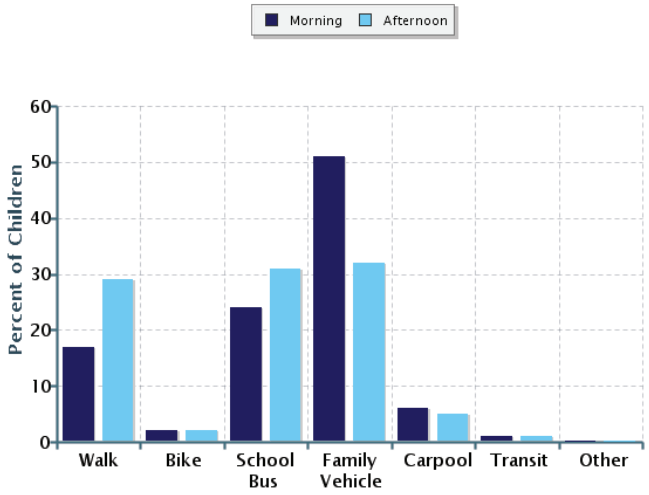
| Grade in School | Responses per grade | |
|---|---|---|
| | Number | Percent |
| 1 | 3 | 3% |
| 3 | 2 | 2% |
| 4 | 2 | 2% |
| 5 | 5 | 5% |
| 6 | 24 | 26% |
| 7 | 16 | 17% |
| 8 | 11 | 12% |
| 9 | 9 | 10% |
| 10 | 4 | 4% |
| 11 | 8 | 9% |
| 12 | 8 | 9% |

No response: 0
Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school




Typical mode of arrival at and departure from 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% |

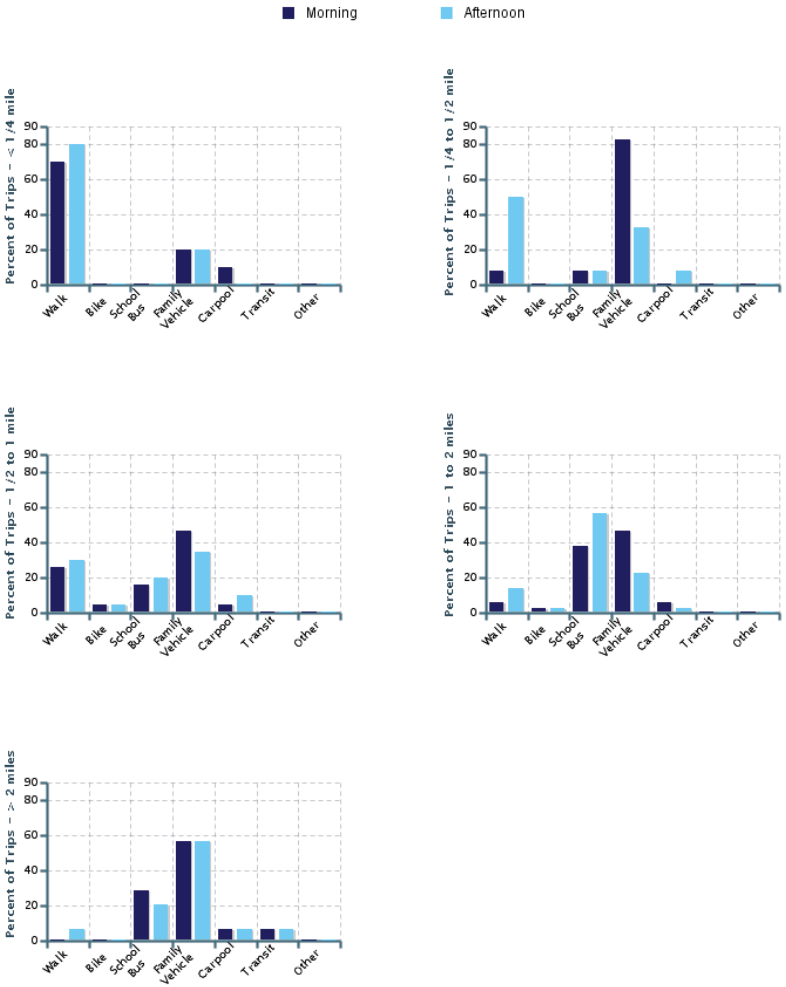
Don't know or No response: 1
Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school

| 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




## 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% |

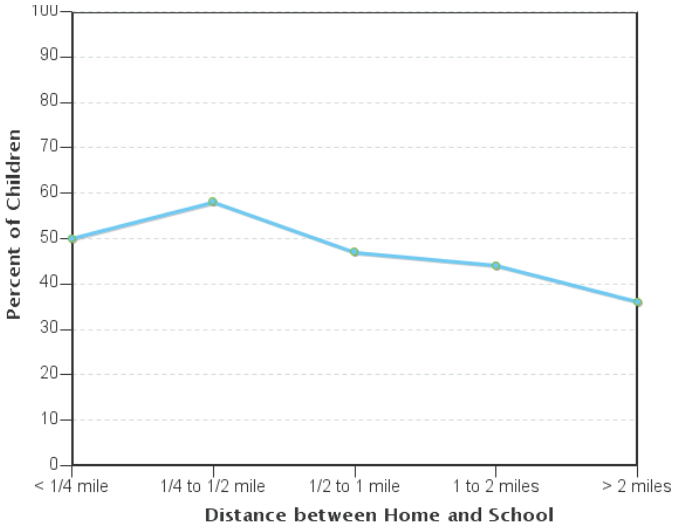
Don't know or No response: 3
Percentages may not total 100% due to rounding.

### 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



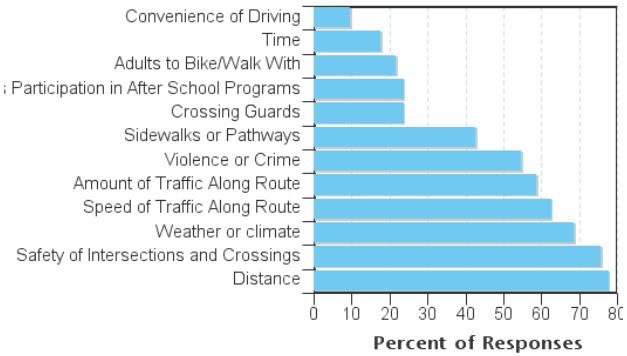

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

| 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% |

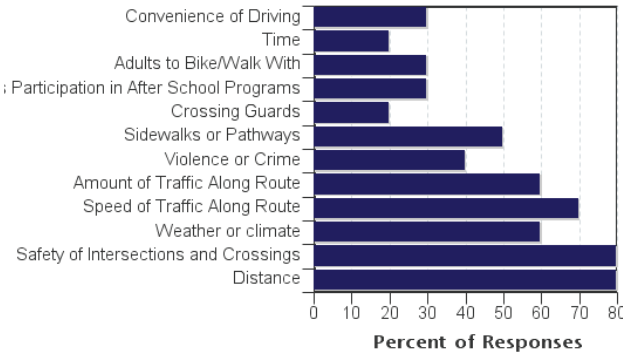
Don't know or No response: 3
Percentages may not total 100% due to rounding.



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




s 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



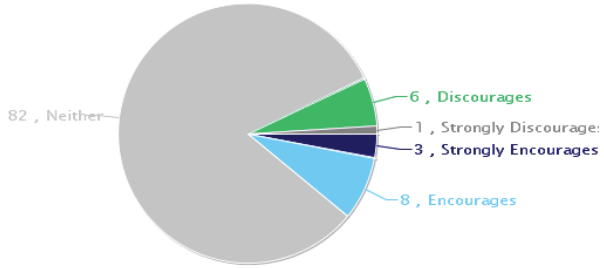
Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

| 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** |

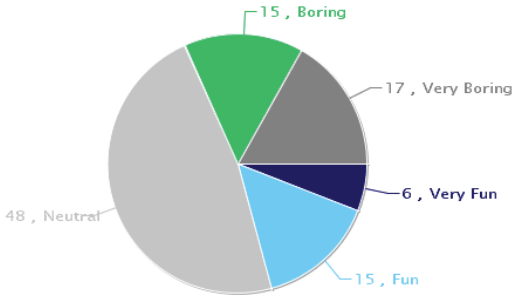
No response: 31
Note:
--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.
--Each column may sum to > 100% because respondent could select more than issue
--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents 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.



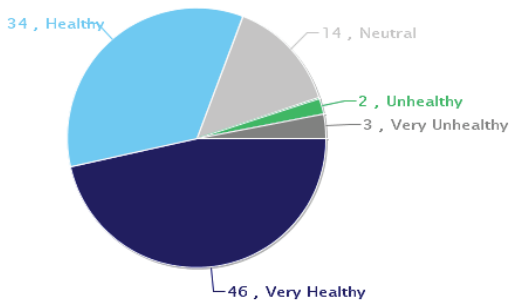
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school




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



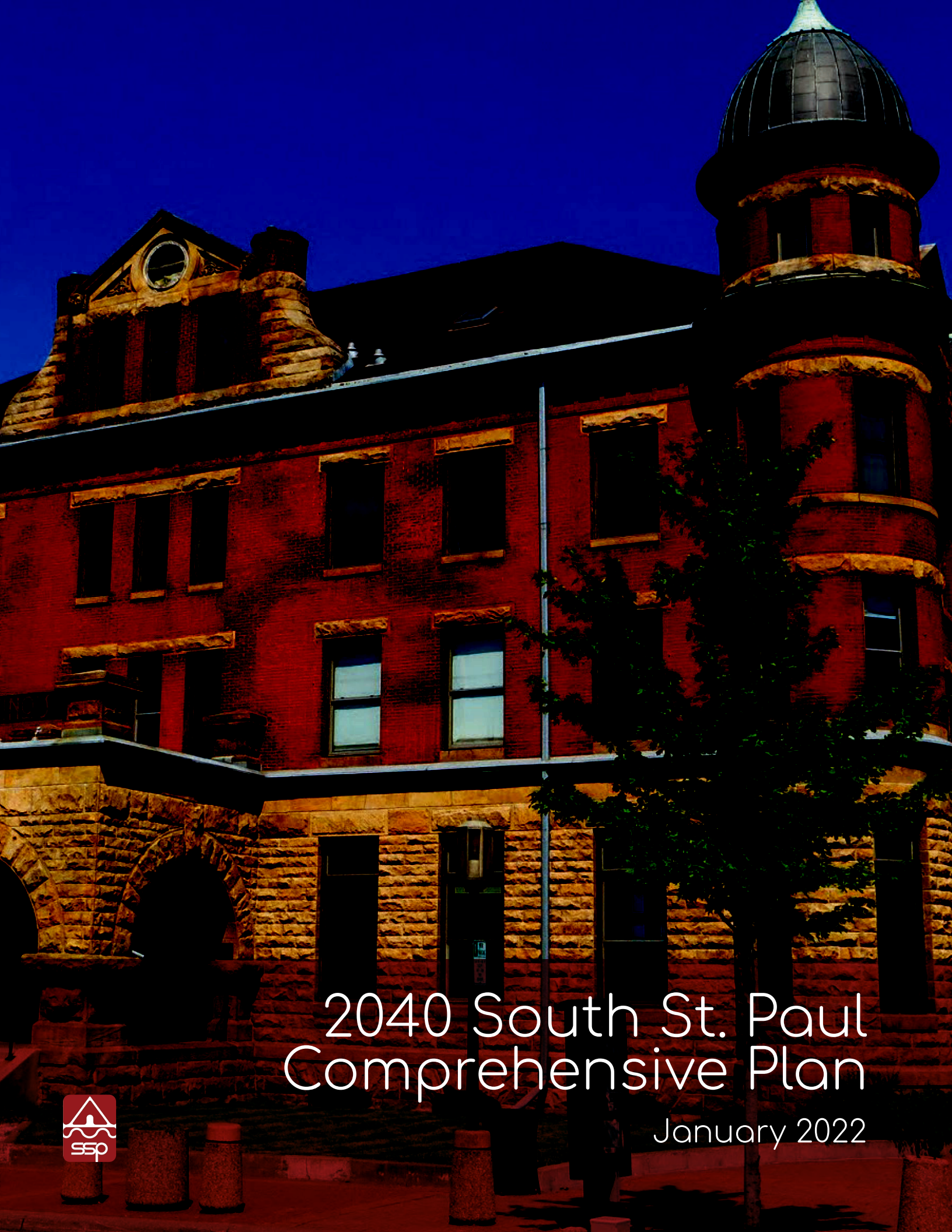

Comments Section

| 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 yealding 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 dont 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 al 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 | 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). 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. |
| 1593415 | 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). 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. |
| 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. |



# 2040 South St. Paul Comprehensive Plan

January 2022

Goal 4.27: Establish a community mixed-use destination area in the vicinity of Concord Street and Bryant Avenue, which capitalizes on the available property for development on Bryant Avenue, access to Kaposia Landing park, and proximity to the Mississippi River.

Policy 4.27.1: Prepare a small area plan for the North Concord Mixed Use area that can help to target specific development types that would be consistent with the highest and best use for that area.

Policy 4.27.2: Explore potential uses in the North Concord Mixed Use area which can be provide complementary services to Kaposia Landing park and the residential properties up Bryant Avenue.

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Policy 4.28.3: Build off of the information from previous South Concord planning efforts (2009) which identified challenges for the development of this area, including: properties on the west side of Concord Street are very shallow due to the bluffs which limits available space for development, access to some properties to the east can be interrupted for up to 20 minutes at a time due to the location of property road access and location of the rail line, most of the properties south of 494 and east of Concord Street are not protected by the levee and some may be subject to occasional flooding, adjacent heavier industrial uses can limit the appeal of properties in the area.

Policy 5.3.3: Maintain a balanced and competitive inventory of business and industrial sites with excellent infrastructure, telecommunications capacity and transportation access. Continue to improve the image of this area by setting higher architectural and landscaping standards for the development of new buildings and the redevelopment of existing buildings. Prepare a plan and design guidelines for development along I-494 with increased architectural design, landscaping, and use standards to provide a positive image of the city as seen from I-494.

Policy 5.3.4: Prioritize opportunities to bring more amenities to Kaposia Landing and the development node at Concord Street and Bryant Avenue, which leads right into Kaposia Landing. Study and plan for development/redevelopment of these areas.

Policy 5.3.5: Work together with private developers and granting agencies to enhance the attractiveness and draw of the riverfront area.

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Policy 5.3.7: Fleming Field Airport is and will continue to be an important community focal point and important piece in the City's economic development efforts. The City will continue to support economic development and redevelopment at the airport.

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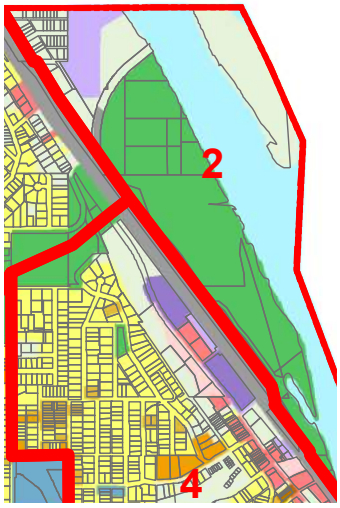
## District 2

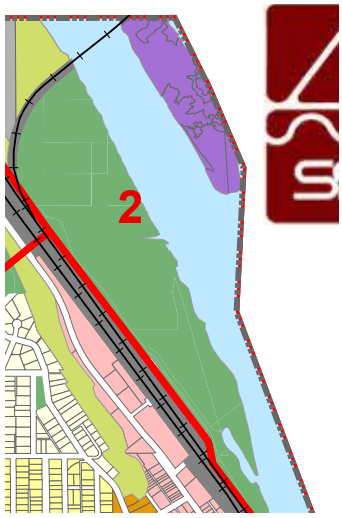
The District 2 area is bordered on the west by the Union Pacific Railroad switching yard and tracks, on the north by the City's northern border, on the east by the Mississippi River and the City's eastern border, and on the south by Wentworth Avenue.

Existing Land Use




Farmstead
Seasonal/Vacation
Single Family Detached
Manufactured Housing Park
Single Family Attached
Multifamily
Retail and Other Commercial
Office
Mixed Use Residential
Mixed Use Industrial
Mixed Use Commercial and Other
Industrial and Utility
Extractive
Institutional
Park, Recreational or Preserve
Golf Course
Major Highway
Railway
Airport
Agricultural
Undeveloped
Water

Future Land Use




Future Land Use
LDR - Low Density Residential
LMDR - Low-Medium Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
MU - Mixed Use
GEMU - Grand/Exchange Mixed Use
COM - Commercial
AIR - Airport
I - Industrial
LI - Light Industrial
ROW - Right Of Way
P - Parks and Recreation
IN - Institutional
UTL - Utility
O - Office Space
OS - Open Space
RR - Railroad
WAT - Water
Railroad

### Land Use Issues

District 2 is another section of the City that is largely separated from the rest of the community. There are only 2 access points from the remainder of the community into this area including a vehicle bridge at Bryant Avenue and one pedestrian bridge at Simon's Ravine, just south of Butler Avenue. Access to the northernmost part of this district is currently only possible by crossing from a property in neighboring Saint Paul. The majority of this district is the 87-acre Kaposia Landing park (formerly referred to as Port Crosby) which was a former construction landfill area that was cleaned and capped for redevelopment as a park. The development of the Kaposia Land site has been a long time coming with construction of the bridge to the property in 2002 and cleanup of the park site beginning in 2006. However, development of the park space began in earnest with the 2010 voter approved parks levy which provided the first phase of funding beginning on the north side of the park with 4 lighted softball fields, a lighted baseball field, concessions/restrooms and parking. A sizable dog park also runs along the western side of this park, abutting the Union Pacific Railway property. Future phases of park development call for a play structure, picnic lawn, a pavilion, bocce/lawn game areas and other recreational amenities.

Residential on the City's Zoning Map. This area also has occasional duplexes and small apartment buildings that can still be found mixed into the neighborhoods.

Planning District 4 has three areas where medium density residential or high density residential is designated. North of the Divine Redeemer site, mentioned in Planning District 3, there is an area of single-family attached housing that is shown as medium density residential. Northeast of the intersection of 15th Avenue and Thompson Avenue are the Thompson Heights senior apartments which are the newest of the three senior apartment buildings in South St. Paul that were built and managed by the Dakota County Community Development Agency. Finally, east of 15th Avenue North and centered on Bryant Avenue there is one of the City's largest areas designated for high density residential. There are currently six apartment buildings built in this area on the northern side of Bryant Avenue. The south side of Bryant Avenue currently has a couple of single-family homes but has previously been approved for a mixture of single-family homes and condominiums.

At the eastern edge of Planning District 4 is the North Concord area centered on Bryant Avenue and Concord Street. This has also been known as "South Park" which is one of the first areas of development in the community. The area currently has a mixture of commercial, office, residential, and some industrial uses but the parcels are all quite shallow and development typically extends right up to the toe of the bluff. Heading south from this area along Concord Street there are some business sites located on narrow parcels between the road and adjacent railroad. Across from the Thompson Heights development there is a small stretch of neighborhood oriented commercial property.

## Future Land Use

Most of the property in District 4 is fully developed and substantial land use changes are not anticipated. Given the development of the new park at Kaposia Landing, with the only access via bridge at Bryant Avenue, and the connection up Bryant Avenue to the large mixed-use parcel and connection provided to the surrounding community, the node at Bryant and Concord could be one of the key areas of development over the next 20-30 years. Similar to the issue noted in District 1, the topography in District 4 presents a challenge for development and redevelopment. In particular, the topography makes for shallow parcels for development, which require more frontage to have adequate development space, and poses challenges for accommodating parking on the sites. The City should study this development node to provide more clarity on future land uses and provide direction on specific development or zoning standards. The City should also work to preserve historic buildings in the area by encouraging adaptive reuse of the structures and using demolition as a last resort when buildings are determined to be beyond reclamation.

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» Safe intersection treatments for pedestrians and bicyclists that utilize an appropriate combination of signalization, pavement marking, and physical improvements.

» Ongoing sidewalk maintenance and pavement re-striping.

### Trail Access Points

The following are the points where the regional trails can be accessed in South St. Paul:

» Kaposia Park

» 19th Avenue

» Simon's Ravine Trailhead

» Kaposia Landing park and at Bryant Avenue in Kaposia Landing (Bryant Ave./Concord St. intersection)

» The Spiral Bridge at Grand Avenue East and Hardman Avenue

» The DNR Boat Launch site off of Verderosa Avenue

» Richmond Street at Hardman Avenue

## Sidewalk System

Other than the trails, the City has an extensive sidewalk system (Figure 7.11). There are, however, areas that need improved sidewalk facilities:

» Southview Boulevard from 20th Street to West St. Paul border.

» North Concord Street from Grand Avenue to St. Paul border.

» 19th Avenue North from Bromley Street to Butler Avenue.

» 7th Avenue South from I-494 to Inver Grove Heights border.

» East-West trail/sidewalk connections between Lorraine Park and Roosevelt Parks and the existing (mostly) North-South network of sidewalks.

The addition of these sidewalk segments would allow pedestrian access to all facilities, schools, neighboring cities, and commercial access in and near the City.

The City has established a maintenance program for its sidewalks. This program replaces segments in need of repair and assesses the cost to the adjacent homeowner. A program has not been established to implement new segments of sidewalk as identified above. The City will work with Dakota County to develop a maintenance program for the regional trail.

In addition to physical improvements, education and encouragement strategies are also needed to give people more information about how and where to walk and bike safely, as well as how to drive safely around those who are biking and walking. Education and encouragement can be done through community outreach/communications, a Safe Routes to School plan/program, and enforcement.

### WHAT WE HEARD

During the community engagement events held as part of this planning process, City residents and community members mentioned the need for usable sidewalks throughout the City. Currently, there are some sections of the City lacking complete sidewalks while others are in disrepair. Residents stated that sidewalks should be ADA-accessible and should be maintained and cleared of snow and ice throughout the winter months, especially at the corners.

**Goal 9.11:** Maintain strong partnerships with the public schools and operators of semi-public places.

Policy 9.11.1: Continue to collaborate with the School District to offer sufficient recreational and community-oriented programming for youth and families.

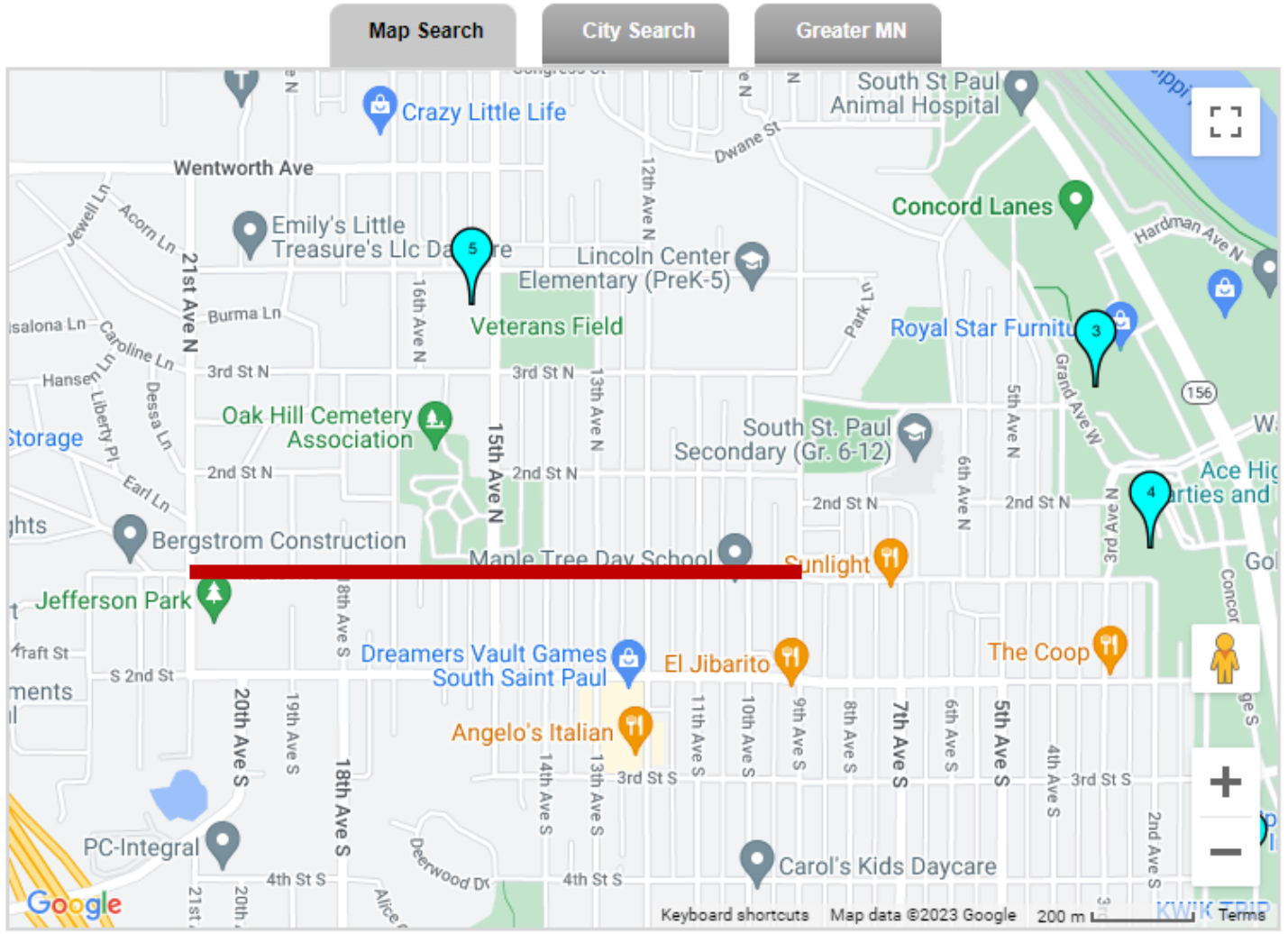
Policy 9.11.2: Ensure that City athletic facilities efficiently and effectively serve the needs of the community in concert with other providers such as the school district.

Table 9.3: Parks, Open Space, Trails, & Recreation Actions

| Action | Time Frame | Same As |
|---|---|---|
| Action 9.1: Follow the Parks Master Plan to continue to improve Kaposia Landing into a premier community park for the city | 5-10 | |
| » Focus on implementing Phase II and optimizing the connection with Bryant Avenue to the North Concord Corridor | 5-10 | |
| » Construct the Mississippi River Regional Trail (MRRT) extension to the northern border of the city in 2019 | 0-5 | |
| Action 9.2: Construct a trail connection at Bromley Street; signage, information kiosk to show linkage to Kaposia Park and Dakota County River to River Greenway Trail (R2RG) | 10+ | Action 7.4 |
| Action 9.3: Plan and implement bank erosion control and stabilization measures in Simon's Ravine and Kaposia Park Ravine, particularly west of 19th Avenue on the north side of the ravine. | 10+ | |
| Action 9.4: Work with the School District to identify the highest and best uses for the former Jefferson School site, with possibility of residential uses and the inclusion of some neighborhood park space on this parcel to fill a gap in the park service area. | 5-10 | Action 4.9; Action 6.3 |
| Action 9.5: Develop the Wakota Trailhead and Overlook at the DNR Boat Launch site and adjacent trail property<br>» Include a multi-purpose park building with restrooms, information kiosk at the DNR boat launch<br>» The building could serve as a southern trailhead for the Mississippi River Regional Trail (MRRT) | 5-10 | |
| Action 9.6: Convert the portion of the former Metropolitan Council Environmental Services (MCES) land along the Mississippi River into recreational facilities or open space for the City<br>» Per the standards and guidelines of Executive Order 79-19<br>» This shall include working with MRCCA to improve and restore natural habitat and restore natural vegetation | 5-10 | *Critical Area 1 |
| Action 9.7: Develop a citywide trail map, especially for off-street trails<br>» Identify and prioritize missing connections between city sidewalks and trails | 5-10 (ongoing) | Action 7.7 |

# Affordable Housing Access

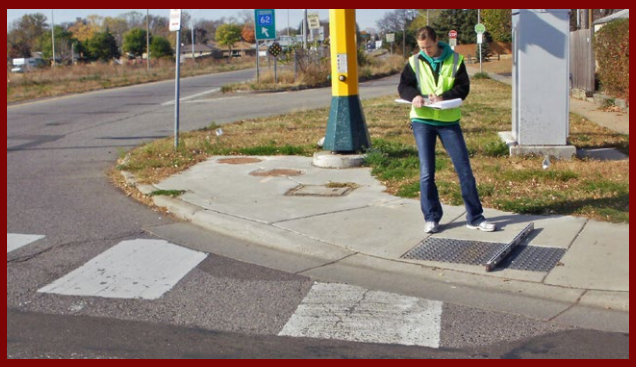
*HousingLink.org*



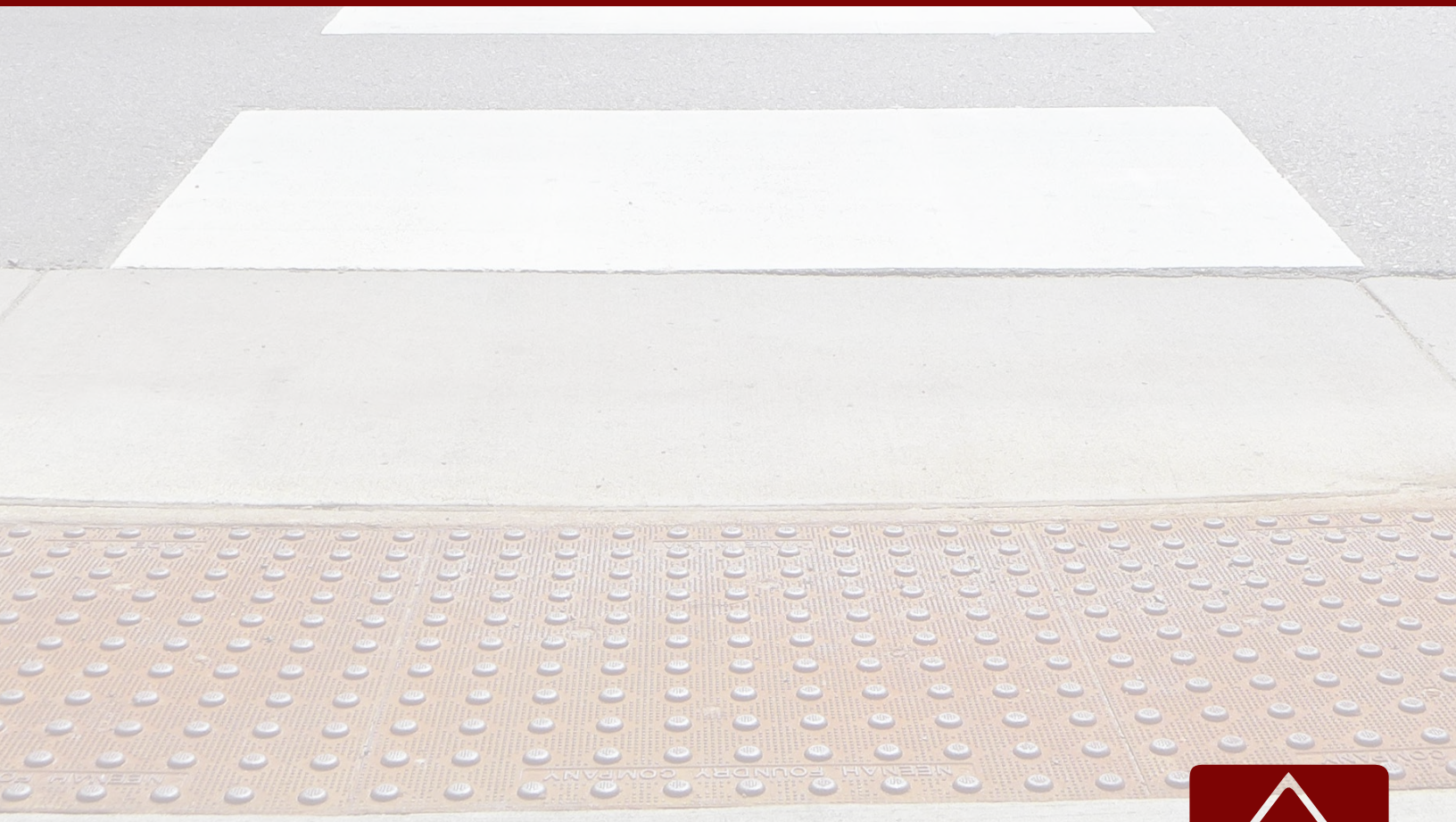

Streams (Data through 12/31/2022)

| Properties | Total Units | 30% AMI* | 50% AMI* | 60% AMI* | 80% AMI* | Total Aff Units* |
|---|---|---|---|---|---|---|
| 5 | 404 | 342 | 0 | 6 | 56 | 404 |



# 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

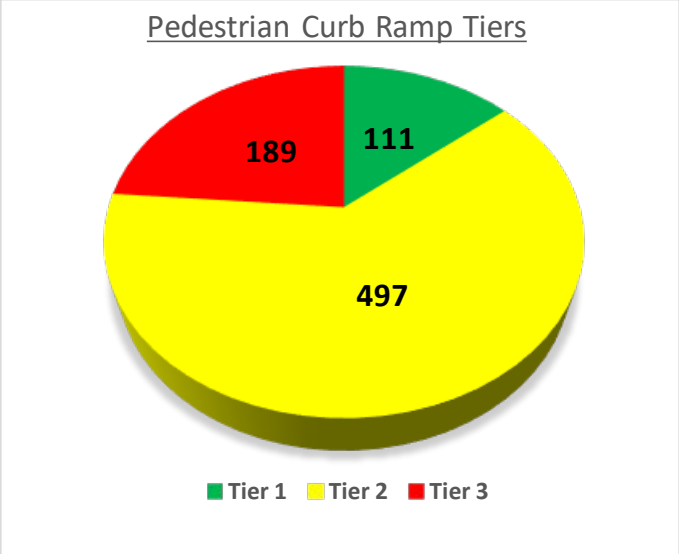
## Pedestrian Curb Ramps

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



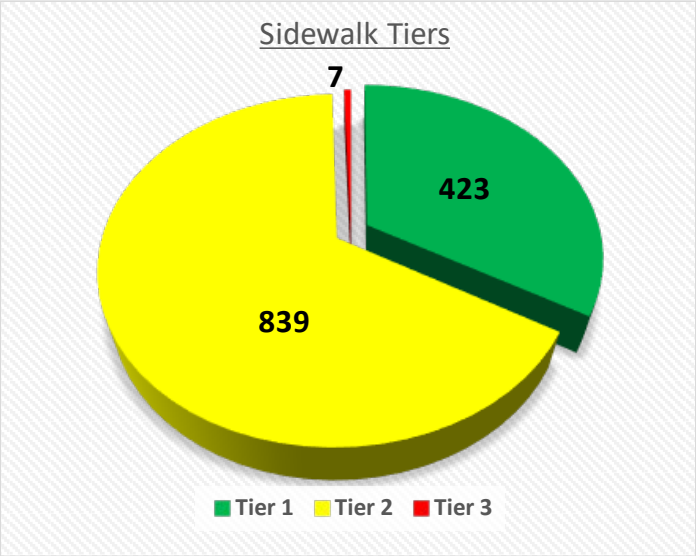
## Sidewalks and Trails

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)