

CAPITAL IMPROVEMENT BUDGET COMMITTEE 2024 – 2025 ELIGIBLE COMMUNITY PROPOSALS

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OVERVIEW

In even-numbered years, the City and CIB Committee begin recruiting applications for projects from the community. The 2024 -2025 Capital Improvement Budget Community Proposal Process carries forward a longstanding commitment to [Crime Prevention Through Environmental Design \(CPTED\)](#), a core principle of Mayor Carter's Community-First Public Safety Framework. CPTED enhances the quality of our built environment to influence outcomes and behaviors. It also supports improving the quality of our public spaces to ensure they are well-designed, well-maintained, and well-lit to proactively improve quality of life, and limit opportunity for undesirable activity.

COMMUNITY PROPOSALS BUDGET PROCESS

In the spring of the even-numbered year, a capital project working group screens submitted applications for eligibility. All eligible proposals present to the CIB Committee. Online polling provides additional data which the CIB Committee may use while considering which projects to recommend.



Mayor outlines City priorities and solicits applications



Community Applications: The City and CIB Committee begin recruiting applications from the community. Projects are reviewed for eligibility.



CIB Review and Community Feedback: eligible proposals are reviewed by the committee. The public can weigh in via online polling. The CIB Committee holds a public hearing.



Capital Improvement Budget Committee recommends project priorities for 2-year funding cycle by June 30th



Mayor's Proposed Budget is submitted by mid-August, **Council Adopted Budget** by December 31st

2024 -2025 Key Dates and Timeline

- | | |
|----------------------------|--|
| • March 24, 2024 | Initial Community Proposal Applications Deadline |
| • May 13, 2024 | CIB Monthly Meeting, 2 nd Round Application Opens |
| • June 17 and July 8, 2024 | Community Projects Proposal Presentations |
| • July 26, 2024 | Preliminary recommendation- Community Projects published |
| • August 12, 2024 | Community Proposals Public Hearing |
| • August 13, 2024 | Final Committee Recommendations to Mayor |

FUNDING REQUESTS AND COST ESTIMATES

Community proposers submitted the application materials included in this document. City department staff completed the cost estimates and will coordinate the work of funded projects.

CIB Committee Tentative Initial Recommendations

The CIB Committee developed and published initial funding recommendation ahead of their public hearing to provide context for public testimony.

Project Title:	Request	CIB Rec.	Dept.	Ward
Improve Safety Near Skyline Tower and Midway Peace Park	65,000	65,000	Public Works	1
Mounds Park Restoration	670,000	102,153	Parks	7
Park Street Traffic Safety Improvements	225,000	225,000	Public Works	1, 5
Resurfacing of Basketball Courts at Highwood Hills	172,847	172,847	Parks	7
Traffic Calming: Intersection of Thomas Ave. and Griggs St.	225,000	225,000	Public Works	4
Upgrade and replace Poor lighting in Dayton's Bluff	150,000	150,000	Public Works	7
1% Public Art Allocation	10,000	10,000		
Contingency	50,000	50,000		
Total	1,567,847	1,000,000		

CIB Committee Final Recommendation to the Mayor

Following the public hearing, the CIB Committee reviewed and voted on their final funding recommendations to the Mayor. During discussion, committee members expressed interest finding a path to fully fund all proposals, as well as funding parks investments in Ward 7. These recommendations are currently under review by the Mayor's Office.

Project Title:	Request	CIB Rec.	Dept	Ward
Improve Safety near Skyline Tower and Midway Peace Park	65,000	65,000	Public Works	1
Park Street Traffic Safety Improvements	225,000	225,000	Public Works	1, 5
Resurfacing of Basketball Courts at Highwood Hills	172,847	172,847	Parks	7
Traffic Calming: Intersection of Thomas Ave. and Griggs St	225,000	225,000	Public Works	4
Traffic Calming: Jefferson Avenue in the West 7th	120,000	102,153	Public Works	2
Upgrade and replace Poor lighting in Dayton's Bluff	150,000	150,000	Public Works	7
1% Public Art Allocation	10,000	10,000		
Contingency	50,000	50,000		
Total	1,017,847	1,000,000		

CIB Committee Reprogramming Past Funds Recommendation 10.14.2024

On October 14, 2024, the Committee reviewed the status of Community Proposals from the 2020 – 2021 Process. Remaining contingency, and the balance of completed projects were available for reprogramming. The committee discussed and voted on the following recommendations to the Mayor and City Council for reprogramming those funds.

Project Title:	Funding
2020 -2021 Process Funds Available to Reprogram	112,521
Fully Fund all recommended projects (Traffic calming: Jefferson Avenue in West 7 th)	17,847
Partially Fund Mounds Park Restoration	94,674

PROJECTS RECOMMENDED FOR FUNDING

PARKS AND RECREATION

Resurfacing of Basketball Courts at Highwood Hills

Location and Organization Information

- **Organization (if applicable):** Parks and Recreation
- **Project Category:** Parks and Trails, or Other
- **Project Location:** 2192 Londin Lane E
- **Affected Ward(s):** Ward 7
- **Affected Neighborhood District Council(s):** D1Southeast Community Organization

Brief (1-2 sentence) Summary of Project:

Resurfacing of existing basketball courts at Highwood Hills

Project Purpose and Justification

Purpose and Justification Why is this project important?: Highwood Hills Recreations Center provides year-round programming to Saint Paul's East Side. The site provides a full basketball court and two half-courts. The courts are heavily-used by neighbors and resurfacing will address current surface conditions reflecting investment in a much-loved location and recreational activity for Saint Paul residents.

What data supports the public safety concerns that your proposed project is intended to address?: People feel safer when there more people in a public space. Investing in park amenities will encourage further activation of the park.

Condition

Please elaborate on whether/how this project remediates health or safety issues that pose a danger to others. Investment in basketball courts will encourage outdoor physical activity. Being outside and active promotes mental health.

CPTED: Crime Prevention through Environmental Design

How does this project advance the principles of [Crime Prevention Through Environmental Design \(CPTED\)](#)?: Natural Access and Physical Maintenance and Activity Support

Usage

Describe the current and potential usage of this project: Highwood Hills Recreation Center is located within Highwood Hills Elementary School. The City of Saint Paul owns the adjacent land with basketball courts and athletic field. Significant investment is planned summer 2024 in the existing field space to install irrigation, sod, seating, drinking fountain and other site amenities in the field space. Investment in the basketball courts will promote additional activation and use of the park for surrounding residents.

Afton View Apartments is directly across the street from Highwood Hills. With very limited green space for residents, Highwood Hills is the "backyard" for residents where neighbors meet and play together. Over 20% of the elementary school students live within a block or two of the center. This promotes community activation and investment. This is also an incredibly diverse neighborhood. 80% of the residents within roughly a quarter-mile from the center are BIPOC. 93% of the elementary school students are BIPOC, and 69% speak a language other than English at home.

Community Impact, Equity, Accessibility, and Inclusion

Please describe the impact this project will have on the community: This project will enhance quality of life for the neighborhood. It will reflect investment in much needed recreation for the Southeast East Side by investing in outdoor recreation.

Additional Details

What else would you like to tell us about this project that was not addressed in the questions above?: There are very few multiple outdoor basketball courts in our system. Investing in a location where basketball is loved and played is important in supporting Saint Paul residents.

INITIAL COST REVIEW DETAILS: Resurfacing of Basketball Courts at Highwood Hills

Estimated Cost: \$172,847

Estimated Cost Review Description: Parks project added to process at May CIB meeting to ensure review of projects from each ward. This estimate is for basketball resurfacing at Highwood Hills.

PUBLIC WORKS

Improve Safety near Skyline Tower and Midway Peace Park

Location and Organization Information

- **Project Category:** Streets Amenities
- **Project Location:** Griggs St., near the intersections with St. Anthony Ave and Bigelow Ln, adjacent to Midway Peace Park
- **Affected Ward(s):** Ward 1
- **Affected Neighborhood District Council(s):** Union Park

Brief (1-2 sentence) Summary of Project:

Improve safety for pedestrians traveling between Skyline Tower and Midway Peace Park.

Project Purpose and Justification

Project Description: Improve safety for pedestrians crossing Griggs St between Skyline Tower and Midway Peace Park by installing bump-outs, a painted crosswalk, and pedestrian crossing signs.

Purpose and Justification Why is this project important?: Residents from Skyline Tower contacted Union Park District Council hoping to improve pedestrian safety in this area. They had particular concerns about safety for children and other residents crossing the street to access the park. Multiple streets cross close together, with pedestrian crossings at uneven angles, making this area feel unsafe for pedestrians. Skyline Tower provides housing for low-income residents, many of whom are immigrants and refugees. A safer, more visible way to cross Griggs St. would make it easier for residents of Skyline Tower to access the park. Access to Midway Peace Park is particularly important for residents of this high-rise apartment building because there are few other nearby options for outdoor recreation. More visible pedestrian crossings would also have a traffic calming effect.

What data supports the public safety concerns that your proposed project is intended to address?: This project is located in a “High Priority Area for Walking Investments” according to the St. Paul Pedestrian Plan. Griggs street at this location is only two blocks long, between University ave and St. Anthony Ave, both of which are “High Injury” and/or “High Crash” corridors, according to St. Paul’s Transportation Safety Action Plan.

Condition

Please elaborate on whether/how this project remediates health or safety issues that pose a danger to others. The current pedestrian crossing option feels unsafe, which discourages the nearby residents from accessing the park.

CPTED: Crime Prevention through Environmental Design

How does this project advance the principles of [Crime Prevention Through Environmental Design \(CPTED\)](#)?: Safer crossings for people traveling between Skyline Tower and Midway Peace park would allow easier access to the park for more people, improving natural surveillance and natural access.

Usage

Describe the current and potential usage of this project: Pedestrians currently cross Griggs St. at this location, but some feel unsafe while doing so. This project would allow people to cross the street more safely. Residents of the surrounding community have specifically identified improved pedestrian safety as a need at this location.

Community Impact, Equity, Accessibility, and Inclusion

Please describe the impact this project will have on the community: This project is located within one block of an ACP50, and within an Area of Concentrated Poverty. Skyline Tower provides affordable housing to low-income residents, many of whom are people of color, immigrants, and refugees. Providing safer access to the park and open space enhances quality of life, increases accessibility, and meets a specific need for increased pedestrian safety that has been expressed by the surrounding community.

Strategic Fiscal Investment

Describe the project's potential for innovative collaboration: Improving safety and access for people walking in St. Paul is in alignment with the city's Pedestrian Plan and Transportation Safety Action Plan. This project provides an opportunity for collaboration with neighbors at Skyline Tower, Midway Peace Park, and public schools in the area--many of the same stakeholders who helped the park come into being in the first place. It would also be a potential site for public art in the form of a painted crosswalk.

Additional Details

Upload any files that will help us evaluate your proposal, [Link to application attachments](#)

INITIAL COST REVIEW DETAILS: Improve Safety near Skyline Tower and Midway Peace Park

Estimated Cost: \$65,000

Estimated Cost Review Description: Bumpout on east side of Griggs Ave (location to be determined). Pedestrian ramps on both sides of Griggs Ave. Crosswalk markings and signage. Addition of bumpout is anticipated to result in some loss of parking on Griggs Ave.

Traffic Calming on Jefferson Avenue in the West 7th Neighborhood

Location and Organization Information

- **Organization (if applicable):** West 7th/Fort Road Federation
- **Project Category:** Streets Amenities
- **Project Location:** Jefferson Avenue between Victoria Street and West 7th Street, Saint Paul, MN 55102
- **Affected Ward(s):** Ward 2
- **Affected Neighborhood District Council(s):** West 7th / Fort Road

Brief (1-2 sentence) Summary of Project:

This project seeks to remedy urgent and critical safety issues along a high speed, high risk stretch of Jefferson Avenue between Victoria Street and West 7th Street. We seek multiple traffic calming improvements on Jefferson Avenue to create a safer, walkable, and more welcoming community corridor, most important among them a curbed roundabout with space for landscaping and art installations at the Osceola Street intersection.

Project Purpose and Justification

Project Description: We are seeking a host of traffic calming measures along Jefferson Avenue, between Victoria Street and West 7th Street. While this stretch of Jefferson Avenue is lined with single family homes, school yards, and public parks, the geography, topography, and proximity to multiple freeway entrances of this stretch of Jefferson Avenue uniquely positions it to serve a disproportionate amount of high speed, high risk drivers. These traffic patterns and illegal driver behavior have been a problem for many years, increasing in severity since the pandemic. Residents in this area have witnessed many serious vehicle collisions and experienced so many near-misses as pedestrians and cyclists that they avoid spending time on their front porches and lawns and discourage their children from walking on the sidewalk. A community that avoids its street because of dangerous drivers is neither healthy nor equitable and the situation underscores the urgent need for traffic calming interventions. Specifically, we are requesting measures that reduce the excessive width of the street (this stretch of Jefferson Avenue is 60 feet wide, while Jefferson Avenue in the Macalester-Groveland neighborhood is 40 and 32 feet wide throughout its span), construction of permanent traffic calming features to reduce driver speed and inattention, and installation of infrastructure to discourage criminal behavior such as ignoring stop signs at key intersections. We wish to partner with St. Paul traffic engineers, public works, and public safety staff to plan and install additional permanent curb extensions, pedestrian medians with trees and other greenspace and aesthetic features such as elevated planters, bicycling safety enhancements, and a curbed, single-lane roundabout with planting space, signage, and space for an art feature at the intersection of Jefferson and Osceola.

While this proposal seeks to address excessive speeds and failure to stop at posted stop signs throughout a ten to twelve block section of Jefferson Ave, our requested interventions center on the Jefferson and Osceola intersection in particular because it is easily the most dangerous site within the project area. Although publicly available data like crime reports or crash data are oddly unavailable for vehicle incidents at Jefferson and Osceola, the West 7th/Fort Road Federation has heard passionate feedback about this intersection from residents of this area for many years. Furthermore, even if we had crash data that reflected every incident at this intersection it would insufficiently represent the severity of the issue because we know that residents near this intersection and throughout Jefferson avoid the area because of unsafe and lawless drivers. Many parents on Jefferson go so far as to not allow their children to play in the front yard. While it would be impossible to quantify the level of bias this avoidance behavior skews crash data, this is a

significant element to be considered. An additional factor behind the crash data that underrepresents the true frequency of incidents at Jefferson and Osceola is the wide range of incidents that occur, from the daily near misses, to the regular collisions that are handled between drivers and do not involve police, to severe crashes, many of which totaled the cars, a further indicator of the of how fast and/or distracted many drivers are.

This focal stretch of Jefferson Avenue is little more than a half mile long, yet it sees significant traffic stemming from two exit and entrance ramps of 35E: the Victoria Street exit and the St. Clair exit (which many drivers access via Osceola Street). Undoing the inequity and damage of 35E to our neighborhood is well beyond the scope of this grant, however, we have an imperative to take measures to mitigate the street level harms that neighbors experience from drivers who treat the streets we live on like extensions of freeways.

Purpose and Justification Why is this project important?: 'As a District Council collaborating with a close knit group of neighbors on this proposal, we could write pages about the accidents that our community has witnessed and helped respond to, but this application is really about the near daily close-calls. Our Jefferson Avenue neighbors live with the knowledge that it is only a matter of time before the next vehicular crime or terrible coincidence changes their lives if this stretch of Jefferson Avenue is not fixed. This persistent unease and fear of dangerous drivers reduces opportunities for neighbors to use their sidewalks and spend time in their front yards, effectively constraining lives and reducing opportunities to build neighborhood connections.

Our requested traffic calming infrastructure is not just important for the young families and other residents who live on Jefferson Avenue, however. This area is in close proximity to numerous community amenities that would be walkable and bikeable, if traveling on Jefferson were not so dangerous. Located on Jefferson between Victoria Street and West 7th is the Fort Road Federation's Community Garden Space, the playground and field area for the Global Arts School (formerly Monroe Elementary School), and the Palace Community Center, skating rink and ball fields. Located within three blocks of this stretch of Jefferson Avenue is a large complex of senior housing, St. Francis de Sales Church and Convent, the Global Arts School, the West 7th Community Center and library, and the St. Clair park and playground. The McDonald's at Jefferson and West 7th is also a popular walking destination for many young people in the neighborhood. We share this context to further highlight how many communities and user groups of all ages are impacted by risky drivers in this neighborhood. Elders, young families, students, and recreation center users deserve to feel safe crossing neighborhood streets to access these community amenities.

Of particular impact are the traumatic memories of accidents at the Jefferson and Osceola intersection. One new father who now lives on Osceola just off Jefferson was visiting family on the same block in 2000 when he witnessed a fatal accident there, mere yards from where he is now raising his newborn son. In the two decades since, he has observed additional accidents with growing frequency and minimal improvements in pedestrian, bike, or vehicle safety. An informal network of Jefferson neighbors has formed in recent years to advocate to the West 7th/Fort Road Federation, the City Council, and public works for fixes to Jefferson Avenue. This group is primarily composed of parents of young children, ranging from newborn to 11 years old. The West 7th/Fort Road Federation shares their deep motivation to address the safety hazards and unlawful behavior before a neighbor or one of their children is killed at this intersection.

While non-injurious fender benders occur too frequently to count, the following severe incidents at this intersection are a small selection of recent memories shared by Jefferson Avenue neighbors:

- Fatal accident in 2000 that led to conversion of the intersection to a four-way stop
- Vehicle crash into bike lane signage on Jefferson with resulting car fire, September 28, 2019

- Crash into tree on Jefferson late night (2021)
- School bus crash, February 23, 2022 (see supplemental document for narrative)
- Moderate severity vehicle collision, March 10, 2022
- Aggressive driver went around a vehicle stopped at Jefferson stop sign during neighborhood yard sale and almost hit a pedestrian walking their dogs, August 2023.
- Two vehicle t-bone collision with both vehicles totaled, February 28, 2024

What data supports the public safety concerns that your proposed project is intended to address?:

Our proposed project aims to address public safety concerns through the implementation of pedestrian-centric traffic calming enhancements, including additional permanent curb extensions and painted crosswalks, pedestrian medians with trees and other greenspace and aesthetic features such as elevated planters or art installations, bicycling safety enhancements, and a curbed, single-lane roundabout with planting space, signage, and space for an art feature at the intersection of Jefferson and Osceola. These enhancements are backed by robust data demonstrating their effectiveness in improving public safety and reducing the risk of accidents involving pedestrians. The requested changes will improve safety for all users, including drivers. We also note that low-cost, temporary features like additional signs have been tried and were ineffective. As recently as fall of 2023, the city placed temporary midline pedestrian crossing signs in the center of Jefferson at two locations, east and west of the intersection with Osceola. These lasted less than a week before they were hit by cars and ended up flattened in the middle of the street.

Pedestrian refuge islands, on the other hand, are a proven tool for enhancing public safety in urban environments. These islands provide safe havens for pedestrians to pause while crossing multi-lane roadways, reducing exposure to vehicle traffic and minimizing the risk of accidents. Data from cities that have implemented pedestrian refuge islands consistently show reductions in pedestrian-involved crashes and fatalities, particularly at busy intersections or mid-block crossings.

In addition, data from numerous studies and real-world implementations consistently show that the circular design of roundabouts slows down vehicle speeds, increases driver awareness of pedestrians, and reduces the likelihood of high-speed collisions. A recent study by MnDOT (2017) indicates the positive outcomes of roundabouts include: a significant decrease in severe injury crashes for all users, as well as a significant decrease in fatal or serious crashes for pedestrians and bicyclists. Most importantly, roundabouts decrease overall pedestrian and bicyclist crashes. (MnDOT Study: Traffic Safety Evaluation of Pedestrians and Bicyclists at Roundabouts in Minnesota.)

Lastly, the incorporation of added greenspace along roadways has been shown to have multiple positive impacts on public safety. Greenery not only provides a physical buffer between pedestrians and vehicles but also contributes to a calming and aesthetically pleasing environment. Studies have demonstrated that the presence of greenspace can lead to reductions in vehicle speeds, more respectful driver behavior, and increased pedestrian comfort and satisfaction.

Taken together, these traffic calming measures not only reduce the likelihood of collisions but also discourage dangerous driving behaviors such as speeding. The breadth of research backing the public safety solutions in our proposed project is extensive and compelling. Myriad examples of successful outcomes with roundabouts, added greenspace, pedestrian refuge islands, and permanent curb extensions in other St. Paul neighborhoods add confidence to these predictions. By incorporating pedestrian-centric traffic calming enhancements we can significantly improve safety, walkability, and livability for this community.

Condition

Please elaborate on whether/how this project remediates health or safety issues that pose a danger to others. If supported, this project could meaningfully address health and safety issues

that pose a danger to residents and community members in the area. Driver behavior on Jefferson Avenue has resulted in high levels of psychological and physical stress among residents, many of whom have witnessed multiple serious and life-threatening accidents. Implementing traffic calming measures would not only enhance residents' confidence in their bodily safety but also provide peace of mind, alleviating the constant vigilance required to avoid potential traffic accidents.

Residents have expressed feeling unsafe in their front yards or porch areas due to the risk of cars jumping the curb. The introduction of traffic calming measures would greatly improve residents' quality of life, liveability, and overall safety. One resident speaking about the Jefferson and Osceola intersection aptly expressed, "We would all be spending a lot more time in our front yards if this intersection was safe."

Additionally, community members driving at or below the posted speed limit have reported instances of honking, tailgating, and brake-checking by other drivers, indicating widespread disregard for traffic regulations. The prevalence of drivers exceeding 40 mph on a residential street is unacceptable and poses serious risks to public safety. The intersection's current state poses dangers to pedestrians and bicyclists, making it essential to implement measures that foster a sense of safety for those who choose or rely on walking, biking, or rolling through the corridor. With Jefferson designated as a bikeway, safer roads would not only encourage more leisure riders, families, and bike commuters but also support pollution reduction efforts. Allowing folks the safety to move through their neighborhood in ways that are not reliant on cars supports a healthier lifestyle overall.

The constant starting and stopping of traffic has led to elevated noise levels for residents. By replacing the four way stop at Osceola & Jefferson with a landscaped roundabout, this will facilitate a continuous and steady flow of traffic, reduce noise pollution, and ultimately contribute to a quieter and more peaceful neighborhood environment that enhances liveability. This project not only addresses immediate safety concerns but also tackles broader health issues by creating a safer, quieter, and more livable neighborhood environment for residents and community members alike.

CPTED: Crime Prevention through Environmental Design

How does this project advance the principles of [Crime Prevention Through Environmental Design \(CPTED\)](#)?:

Crime prevention through environmental design is fundamentally about designing or re-imagining public spaces in areas where people want to experience a greater sense of safety, which is at the core of our Jefferson Avenue proposal. We listened to and worked with residents of this corridor and spoke with public works staff to craft an achievable proposal that would address safety issues throughout this corridor. The traffic calming and greenspace additions we request are informed by multiple CPTED principles, but Principle #2: Natural Access applies most directly. The current configuration of Jefferson Avenue enables and encourages driver behavior that threatens the safety of residents and community members and discourages them from using the sidewalks and bike lanes. Our request includes multiple traffic calming improvements that integrate trees and greenspace, features which provide a psychological cue to drivers that people live here and that they need to observe posted speed limits and stop signs. Thoughtfully integrated green space also reminds drivers to be watching for pedestrians and cyclists.

These improvements also support Principle 1: Natural Surveillance. Driver behavior is so dangerous at this point in time that residents of Jefferson Avenue avoid their front porches and prohibit their children from using the sidewalk or bike lanes. They have observed too many crashes that left cars, buses, and trucks over curbs, into people's yards, and smashed into signs in the boulevards that they avoid the sidewalk and street. Until our requested improvements are installed they have every reason to continue these patterns, which limits "eyes on the street" and stifles social interaction.

Our vision for a planted boulevard at Jefferson and Osceola and pedestrian medians with trees and greenspace underscore Principle 4: Physical Maintenance and Activity Support. Community involvement with plantings and garden maintenance, and design and selection of artistic features will help create a sense of ownership and pride in these safety assets. For drivers passing through, features like a roundabout will physically force them to slow down, and the enhanced landscaping and art features will shift more of their attention to their surroundings and provide them with a sense of community identity. Slower, more respectful drivers, plus community involvement in our process, will create a positive feedback cycle in which residents will begin to feel safer on their street and then more likely to take pride in and invest in the on-going maintenance and beautification of Jefferson Avenue greenspaces.

Usage

Describe the current and potential usage of this project: Although Jefferson Avenue is a residential street with multiple public amenities including a community garden, school, recreation center, and park, the street is currently used as a high speed connection corridor to the Interstate 35E entrance and exit ramps at Victoria Street and St. Clair Avenue. With the majority of the West 7th neighborhood bound by the Mississippi River and 35E, it also acts as a roadway connection from the highway to adjacent neighborhoods to the north and west. The 60-foot width of Jefferson Avenue is entirely unique to this section of the street and further encourages speeding. This design poses safety risks to our Jefferson Avenue neighbors that people living on the same street but in the Macalester-Groveland neighborhood (where the street is 32-40 feet wide) do not face.

Topography also plays a role here, because drivers rarely slow to posted speed limits as they travel on Jefferson downhill from Lexington or Ayd Mill Road. Drivers on Jefferson are often seen traveling 15 or more miles per hour over the posted 25 mph speed limit and running stop signs. Numerous Jefferson Avenue neighbors have shared the experience of being tailgated or honked at aggressively when observing posted speed limits and obeying stop signs in their own vehicles.

While speeding is a critical problem throughout this corridor, drivers ignoring or rolling through stop signs is also a serious concern. The intersection at Jefferson and Osceola is particularly dangerous in this respect. Osceola is used by many drivers as a shortcut to the 35E northbound entrance because mobile mapping applications have identified Osceola as the shortest route with the fewest stop signs. The only stop sign along this section of Osceola is at Jefferson and it is a relatively low-visibility, four-way stop with a high rate of ignored stop signs, near misses, and crashes.

In addition to the extreme width of Jefferson Avenue, lack of painted crosswalks, and insufficient/ineffective pedestrian infrastructure, many ash trees have been removed from this corridor and surrounding streets because of the city's approach to managing emerald ash borer. The removal of street trees has myriad well-documented impacts on liveability and safety, but particularly relevant in this case is the fact that tree removal creates the perception of a wider street, which directly results in increased driver speed. Pedestrian medians with trees and a landscaped roundabout at Jefferson and Osceola would provide greenspace and require drivers to slow down at dangerous intersections within the proposed project area.

Although Jefferson is a designated on-street St. Paul Bikeway, the current street design prioritizes automobiles and enables high speeds. While this bikeway remains popular among many cyclists, it is unsafe for them and discourages many other would-be cyclists from using this bikeway. The

proposed traffic calming measures would encourage more pedestrians and support more people on bikes while mitigating the dangers caused by the cars.

Community Impact, Equity, Accessibility, and Inclusion

Please describe the impact this project will have on the community: While this project focuses on a relatively small section of our neighborhood, the issue is ultimately rooted in the history of urban interstates and the state and county highways that border and bisect the West 7th neighborhood. Dialogues about restorative justice for communities impacted by urban freeways often center on the people whose homes and businesses were destroyed to make room for freeways (something that also occurred in our neighborhood with the construction of Interstate 35E in the 1970s), but it is important to also consider the impacts to neighborhoods when freeways are situated so close to residential and community spaces. We believe that this proximity to urban interstate and state highways explains much of the high speeds and missed stop signs so prevalent in the proposed project area.

Our neighborhood is completely enclosed by high speed vehicle thoroughways that prioritize quickly moving car traffic between the suburbs and downtown and the airport to St. Paul neighborhoods. Interstate 35E, the four lane divided freeway Shepard Road, and even West 7th ("Highway 5") itself were all constructed or expanded to shunt vehicles through our neighborhood as quickly as possible. At the level of side streets like Jefferson, these highway connections funnel disproportionate amounts of risky drivers through residential streets, impacts that people living in neighboring districts like Highland and Macalester-Groveland do not have to deal with.

Simply traveling on our focal street from Jefferson and West 7th east and up the hill into the Macalester/Groveland neighborhood, the difference in streetscapes, driver speed, and neighborhood amenities are obvious, palpable, and painful. In our neighborhood, Jefferson Avenue is 60 feet wide, with no center boulevard or medians (except one low, featureless concrete median with a pedestrian refuge at Victoria). Heading east and up the hill, one exits District 9 and enters District 14 (Macalester-Groveland). At Lexington Avenue, Jefferson converts to a four block long, tree-lined boulevard with two separated lanes of one way traffic, with street parking and bike lanes. This soon transitions to a 40-foot wide street all the way to Snelling Avenue. Between Snelling and the Mississippi River Parkway, Jefferson Avenue is 32 feet wide, with elements of traffic calming (four way stops, a roundabout, stop lights, and lighted pedestrian crossing beacons) at every intersection for 1.3 miles between Snelling and where the river corridor begins at Mt. Curve Boulevard. The fact that our section of Jefferson Avenue is nearly double the width of the same street in Macalester-Groveland, yet lacks many of these amenities exposes the inequities between neighborhoods and highlights the years of disinvestment in our traditionally blue collar and working class community.

West 7th, with its unique geography and history as a working-class immigrant enclave, has been profoundly impacted by the prioritization of single-passenger vehicles by state and federal highway agencies since the 1950s. This legacy has left the neighborhood vulnerable to fragmentation, with major thoroughways encircling and bisecting its boundaries. Despite its challenges, West 7th remains a highly socioeconomically mixed community. According to data from the Minnesota Compass website, a significant portion of households in West 7th lack access to private vehicles, with 12.2% not owning a vehicle. Public transit, walking, biking, and remote work are prevalent modes of transportation, with 7.6% of residents commuting via public transit and 24.2% choosing alternative methods such as walking, biking, or working from home.

Equity in mobility is crucial in a community like West 7th, where 28.5% of household income is less than \$35,000 per year, and an additional 11.7% fall within the \$35,000 - \$49,999 category. This

demographic breakdown underscores the importance of safe and accessible transportation options for all residents, particularly those in vulnerable economic situations.

Safe pedestrian and bicycling routes are essential for individuals living in poverty and those without access to vehicles. For these individuals in particular, walking, biking, and transit provide affordable transportation options, enhance access to employment and essential services, promote physical health and well-being, facilitate community engagement, and contribute to environmental sustainability. These routes play a crucial role in promoting equity, inclusion, and opportunity for all members of the community.

The proposed traffic calming measures will make this critical corridor in West 7th safer and more navigable for all users, particularly the most vulnerable. Beyond slowing down cars and encouraging healthier modes of transportation, these measures will facilitate community connection and intergenerational collaboration through the addition of greenery and public art. By fostering a sense of pride and ownership, these enhancements will contribute to the ongoing development and preservation of the unique character of the West Seventh neighborhood.

Strategic Fiscal Investment

Describe the project's potential for innovative collaboration: 'The West 7th neighborhood is well-known for its vibrant arts community and also supports several community gardening groups, including the community garden at Jefferson and Victoria that the West 7th/Fort Road Federation manages. We are well connected with these groups and we would engage with them to contribute their artistic vision and plant knowledge to beautifying the roundabout and engaging with any other traffic calming design opportunities. Members of our board have expertise in native plant landscaping and we would prioritize using a mix of hardy, native perennials that benefit pollinators.

We also believe this project will yield myriad opportunities for collaboration with city programs because the proposed traffic calming measures support so many objectives of the city's Bicycle Plan, Pedestrian Plan, and Climate Action and Resiliency Plan. Our emphasis on cycling infrastructure aligns with broader city initiatives to promote sustainable transportation and reduce reliance on cars. This would support city-wide efforts to create a more bike-friendly urban environment and encourage residents to adopt healthier and more environmentally friendly modes of transportation. By reducing the total paved area on Jefferson and installing roundabouts and pedestrian medians with trees and other plants, we will help the city recover from the emerald ash borer management disaster, reduce urban heat island impacts, and increase space for stormwater retention and carbon capture. These improvements will advance the city's climate resiliency goals and reduce emissions.

Related to the 2040 Comprehensive Plan, the proposed traffic calming measures and added tree plantings and green space will allow for narrower streets, slower vehicle speeds, increased driver attentiveness, shorter pedestrian crossings, and support the right of way hierarchy outlined in the 2040 Plan: "1. Pedestrians, with a focus on safety 2. Bicyclists, with a focus on safety 3. Transit 4. Other vehicles." These measures will create a safer corridor and allow Jefferson Avenue to be utilized by pedestrians, cyclists, and vulnerable users to its full potential.

Our proposed improvements also directly support several other key policies of St. Paul's 2040 Comprehensive Plan including:

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

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

Additional Details

What else would you like to tell us about this project that was not addressed in the questions above?:

We recognize that a mill and overlay was completed on Jefferson Avenue in 2021. This project did include some pedestrian improvements, including curb bump outs at Osceola and Oneida, some additional signs, ADA compliance work at intersections, and a low, concrete pedestrian median at the east side of the Victoria intersection. Neighbors were disappointed in the lack of community engagement in this project and ultimately the end result. Crosswalks were never repainted and the few pedestrian improvements that were installed did nothing to calm traffic on this wide stretch of Jefferson Avenue. Complaints of high speed traffic, inattentive drivers, and poor pedestrian and bicyclist safety are commonplace nearly three years after this road project was completed which has led us to our requests today. The current situation highlights why pedestrian improvements in the absence of traffic calming yield so few positive impacts.

Our top priority is installing a roundabout at Jefferson and Osceola. Beyond that, we are open to further discussion with City Staff including but not limited to Public Works and Traffic Engineering. We recognize that through this community proposal, we are not experts, and therefore can't speak to what may be recommended by Traffic Engineers. We can, however, share our observations that streets of similar width or narrower in neighboring Highland and Macalester-Groveland have tree-lined medians or center boulevards and we can share our personal experience. For example, until this road is reconstructed to include center medians and boulevards or the bicycle path is upgraded to a separate bike lane, bump outs may not be the best option. Local cyclists report to us that the bump outs make them feel less safe than before because cars on Jefferson are so fast and unpredictable that all the bump outs do is create an even smaller gap between themselves and cars. This is one of the reasons we would like to advocate for pedestrian refuge islands with green space. We believe these islands will have a greater positive impact on narrowing Jefferson Avenue.

In addition, there is an existing roundabout at Jefferson and Duke Street on the south side of West 7th that has served the community well. Gardens inside the roundabout are maintained by community volunteers and the resultant traffic calming helps ensure safety of staff and students at the SPPS offices and school one block away from the roundabout. Neighbor engagement and positive traffic calming results of this roundabout are why a similar roundabout constructed at the Jefferson and Osceola intersection is our highest priority alongside the other urgent traffic calming measures throughout the Jefferson Avenue corridor of our neighborhood.

Upload any files that will help us evaluate your proposal, [Link to application attachments](#)

INITIAL COST REVIEW DETAILS:

The application mentions a roundabout like the intersection of Jefferson and Duke. The treatment at Jefferson and Duke is a neighborhood traffic circle which is a different treatment than a roundabout. The intersection of Jefferson and Osceola is not an appropriate location for a neighborhood traffic circle. An appropriately designed roundabout with a landscaped center island requires an intersection reconstruction and likely requires right-of-way acquisition which is not included in the cost estimate.

Estimate 1 - Roundabout at Jefferson/Osceola

Estimated Cost: \$1,550,000

Estimated Cost Review Description: 120-foot diameter roundabout at intersection of Jefferson and Osceola. Does not include cost of right-of-way which would be needed for improvement

Estimate 2 - Bike Lane Bumpout/Partial Protected Intersection

Estimated Cost: \$120,000

Estimated Cost Review Description: Bumpouts that would incorporate the bike lane (partial protected intersection design). Bumpouts into Jefferson in southwest and northeast corners of intersection. This project would install bumpouts into the bike lane on the Jefferson Ave approaches to the intersection (NE and SW corners). The bike lane would be directed into the bumpout, taking bikes off the street on the approach to the intersection before redirecting bikes back into the in-street bike lanes on the downstream side of the intersection. This creates a partial protected intersection design and results in a significant narrowing for vehicles on the Jefferson Ave approaches.

Estimate 3 - Mid-Block Median

Estimated Cost: \$100,000

Estimated Cost Review Description: 100-foot mid-block median – location has not been determined. This is a single median. Could consider a second location which would double the cost. Public engagement. This project would install a 100-foot mid-block median at one (or two) yet to be determined locations on the Jefferson Ave corridor. The median would create horizontal deflection for vehicles traveling along Jefferson Ave. This deflection along with the side friction created by the medians should provide some level of traffic calming on Jefferson Ave. The medians will result in a loss of parking on both sides of Jefferson Ave wherever they are placed. This will require public engagement to determine the appropriate location(s) and if there is sufficient neighborhood support for the project. Cost estimate is for one median. The cost for two medians would be \$200,000.

Park Street Traffic Safety Improvements

Location and Organization Information

- **Organization (if applicable):** District 6 Planning Council
- **Project Category:** Streets Amenities
- **Project Location:** Park Street from Maryland Avenue to Sycamore
- **Affected Ward(s):** Ward 1, Ward 5
- **Affected Neighborhood District Council(s):** North End

Brief (1-2 sentence) Summary of Project:

Assess Park Street in relation to traffic and needed calming measures.

Project Purpose and Justification

Project Description: Lack of stop signs or traffic calming at each and/or basketweave intersections. Currently, there are no stop signs from Sycamore to Atwater (4 way), Atwater to Front (2 way), Front to Magnolia (2 way, axillary arterial due to Oakland Cemetery), and Magnolia to Maryland. Lack of pedestrian safety measures such as aligned and marked crosswalks, curb bump outs, stanchions. Lack of markings for bike safety - Park is currently and will remain the city bike plan preferred and designated route until the completion of Rice Street reconstruction. The fact that Park St is the only continuous two-way, N/S street between Maryland/Sycamore and between the arterials of Rice/Jackson makes it an ideal route for vehicle traffic when there are issues with the arterials, which occur with frequency due to accidents, police shutdowns, and construction. Buses, emergency vehicles, and all traffic are routed to park with frequency. This use, combined with the lack of traffic calming measures, make Park St a high speed roadway.

Purpose and Justification Why is this project important?: Park St serves a pocket neighborhood bordered by Rice St, train tracks on the northern and southern edge, and Oakland Cemetery. The street connects two parks, Lyton and Sylvan, the only parks to the east of Rice before Jackson St, which are heavily utilized by residents. Park St serves as a bus stop route for dozens of school buses, ensuring children make it to and from school safely.

What data supports the public safety concerns that your proposed project is intended to address?: Traffic calming installations are complete before the reconstruction of Rice Street. Whether these are additional stop signs, roundabouts, curb cuts for pocket parking and shorter/protected crosswalks, speed bumps, painted roadway features, stanchions for pedestrian crossing, or other features not mentioned here.

Condition

Please elaborate on whether/how this project remediates health or safety issues that pose a danger to others. Traffic calming projects can help make bicycling and walking more comfortable and neighborhoods more livable and pleasant. Treatments such as curb extensions, medians, lane narrowing, additional signage and roundabouts are designed to slow vehicles on streets where speeds are too high. The volume of traffic on a street influences the quality of neighborhood life. People are more physically active in areas where they feel safe. In addition, traffic calming to reduce the speed of vehicles will improve community involvement and people will feel more comfortable crossing the street. On the city's traffic calming page it states "Saint Paul is a walking city. We are more healthy, resilient and connected because walking is safe and appealing for all".

CPTED: Crime Prevention through Environmental Design

How does this project advance the principles of [Crime Prevention Through Environmental Design \(CPTED\)](#)?: Natural Access: this principle focuses on the flow of vehicles and people into and out of a building, public space or neighborhood area so everyone can feel like they can move freely

as well as see and see what's going on around them. Our communities are safer when we feel like we can walk safely through our neighborhood. Efforts to calm traffic by encouraging slower speeds in residential areas, near parks, schools or businesses helps to increase eyes on the street by encouraging drivers to observe their surroundings as well as make it easier for people walking or bicycling to pass through.

Usage

Describe the current and potential usage of this project: Currently Park Street is a neighborhood street, it is often used as an alternate north-south route in place of Rice Street. Currently the street has experienced a child hit and an accident. The street is in proximity to an elementary school and a park. The use of the street would not change, however it is in desperate need of traffic calming. We envision additional stop signs, bollards and marked crosswalks to slow traffic down on this residential street.

Community Impact, Equity, Accessibility, and Inclusion

Please describe the impact this project will have on the community: Based on the city GIS map for race and ethnicity, and census information, this area, like much of the North End, is much younger, diverse, and new residents than the average around the city. The city GIS map is staggering as to how balanced this particular neighborhood is, with a scattering of all colored dots. Adjustments of crosswalks and prioritization of pedestrians would help to support all abilities inclusion.

Strategic Fiscal Investment

Describe the project's potential for innovative collaboration: On the neighborhood Facebook page there have been numerous comments after the child was hit and the car crash. Neighbors would be involved in the planning stages and we would collaborate with Public Works. On the traffic calming site it states

Additional Details

What else would you like to tell us about this project that was not addressed in the questions above?: Some car, truck, and bus traffic on neighborhood streets is necessary. However, this does not mean that these streets must accommodate an ever increasing amount of traffic. In municipalities have an obligation to prevent traffic from reaching the point where it lowers quality of life or threatens public health and safety.

Upload any files that will help us evaluate your proposal, [Link to application attachments](#)

INITIAL COST REVIEW DETAILS: Park Street Traffic Safety Improvements

Estimated Cost: \$225,000

Estimated Cost Review Description: The above estimate does not include any specific assumptions but is the recommended project budget if this project is selected to proceed. This project budget took into account the following treatments (and estimates) that might be considered following completion of an engineering review:

- Four Speed Humps - \$70,000
- One mid-block roadway narrowing treatment - \$125,000
- One neighborhood traffic circle - \$150,000

We note this project proposal did not specify any specific treatments or locations. In addition, Public Works has not had the opportunity to complete a technical review of this corridor to determine what (if any) specific treatments would be recommended.

Traffic Calming at the intersection of Thomas Avenue and Griggs Street

Location and Organization Information

- **Organization (if applicable):** Hamline Midway Coalition
- **Project Category:** Streets Amenities
- **Project Location:** The intersection of Thomas Avenue West and North Griggs Street
- **Affected Ward(s):** Ward 4
- **Affected Neighborhood District Council(s):** Hamline-Midway

Brief (1-2 sentence) Summary of Project:

Hamline Midway Coalition proposes the design and installation of traffic calming measures at the intersection of Thomas Avenue and Griggs Street. This project would entail the design of concrete curb extensions and medians at the intersection as well as the implementation of temporary bollards as a proof of concept of the design.

Project Purpose and Justification

Project Description: The proposed project at Thomas Avenue and Griggs Street consists of designing and testing changes to the street geometry to reduce the crossing distance and increasing pedestrian and bicyclist visibility. This includes adding 3 foot wide curb extensions on both sides of Thomas avenue on the east and west sides of the intersection with Griggs Street. In addition to the curb extensions, the project will include narrow medians on Thomas approaching Griggs from the east and west. This work could also necessitate painting of the crosswalk and median as seen in the attached example image.

This project would be executed in two stages. First, traffic engineers would complete a site analysis and produce a design for the installation of the permanent, concrete features described above. The second phase would entail pilot installation of the proposed modifications using bollards instead of concrete to achieve proof of concept. While this project does not include full implementation of the permanent intersection changes, the bollards alone will narrow the usable right of way and provide the desired effect, albeit in a less durable fashion.

Purpose and Justification Why is this project important?: HMC has come to focus on this intersection for a handful of reasons. Thomas Avenue has often been referenced in conversations with community members around speeding, traffic violations, and overall pedestrian safety in the neighborhood. Additionally, we collected feedback on problem intersections from residents using our online engagement platform and received 16 comments identifying intersections on Thomas Avenue as unsafe – more than any other street in our neighborhood. As cited above and in comments from the community, this unsafe environment is due in large part to the width of the street and relatively sparse tree canopy. Parking on both sides of the street also decreases visibility of pedestrians, creating more dangerous conditions for crossing.

What data supports the public safety concerns that your proposed project is intended to address?: While Thomas Avenue has been a clear priority for traffic calming interventions, the Griggs Street intersection was identified for its high pedestrian and bicycle activity. Pedestrians are more common at this intersection compared to others due to the two businesses located there: Master Nick's Elite TaeKwonDo and CMX Sausage. Bicyclists also have a larger presence at this intersection as the Griggs Street Bikeway passes through Thomas Avenue. On top of these two forms of habitual use, the Thomas and Griggs intersection is known in the community as the site of an officer involved shooting. Therefore, not only is this project about mitigating traffic misconduct but also improving a site associated with neighborhood trauma and changing the narrative around the space.

Condition

Please elaborate on whether/how this project remediates health or safety issues that pose a danger to others. From a safety perspective, this project aims to minimize the chances for collisions and injuries resulting from the failure to adhere to posted stop signs or speed limits. The prevalence of these traffic infractions necessitates additional interventions in the built environment to encourage compliance.

CPTED: Crime Prevention through Environmental Design

How does this project advance the principles of [Crime Prevention Through Environmental Design \(CPTED\)](#)?:

The proposed modifications to the intersection are primarily intended to discourage speeding and reckless driving and increase pedestrian and bicyclist safety at this intersection, which has been identified in community engagement as a particularly unsafe intersection. Thomas Avenue itself is wider than usual for a residential street in the city with a width of around 40 feet originally designed to accommodate a street car that was supposed to circulate along the corridor. The wide nature of the street, combined with sparse canopy cover in this area, has led to a notable increase in motorists traveling at excessive speeds. Cars also frequently fail to stop at the stop signs facing Thomas Avenue at the intersection with Griggs Avenue. This creates an environment that is unsafe for pedestrians as they use the crosswalk and cyclists as they traverse the intersection on the perpendicular Griggs Bikeway. Even those traveling by car along Griggs Avenue are at increased risk at this intersection given the failure to stop at the stop signs on Thomas. Curb extensions and medians will allow for shorter crossing distances for pedestrians and narrow the street to slow oncoming traffic. Additionally, the median leading up to the intersection will draw more attention to the intersection and associated stop signs, leading to increased compliance with the stop signs and preventing traffic accidents.

This project will also create better conditions to install a parklet at this location, an initiative that the HMC Transportation Committee is currently exploring at this site in particular. A parklet would increase activity at this intersection even more and lead to better natural surveillance in the area as residents gather in the parklet to socialize.

Usage

Describe the current and potential usage of this project: At present, one of the distinguishing features of this intersection is the coming and going of patrons at the martial arts studio, Master Nick's Elite TaeKwonDo, located at 1218 Thomas Avenue. This business serves primarily youth in the community, so young people are frequently moving in and out of this space. Given that kids and adolescents are harder for drivers to spot, the prevalence of traffic violations at this intersection poses a direct threat to these young people. This intersection is also used frequently by bicyclists as the Griggs Street Bikeway runs north-south along this stretch connecting Minnehaha and Summit Avenues. Cyclists would also be at an increased risk of traffic accidents given the current conditions at this location. With the proposed modifications to this intersection – adding a curb extension and median directly in front of the studio – drivers will be much more likely to obey stop signs and reduce speeds approaching this area of high pedestrian and bicycle traffic. These traffic calming measures will create a safer environment for patrons of Master Nick's as well as others.

Community Impact, Equity, Accessibility, and Inclusion

Please describe the impact this project will have on the community: The primary impact of this project will be to create a more safe and hospitable environment for pedestrians and bicyclists. However, there may be additional benefits to the two businesses located at this intersection as the

area will become more friendly for pedestrians and bicyclists will feel safer traveling to and from the site.

The proposed project would also have implications for future work at this intersection. For example, the HMC Transportation Committee has hopes of installing a parklet at this site in the near future, and these proposed improvements would make it easier to do so by creating a better, more hospitable environment for a new community gathering space.

Strategic Fiscal Investment

Describe the project's potential for innovative collaboration: This project is being led by HMC's Transportation Committee, which has already collaborated with Metro Transit to Adopt a Stop and has, in the past, worked with Hamline University's Adopt a Drain program. Our deep ties in the community mean that we can leverage other partnerships to collaborate on this project as well.

Additional Details

What else would you like to tell us about this project that was not addressed in the questions above?:

<https://www.stpaul.gov/sites/default/files/Media%20Root/Public%20Works/Saint%20Paul%20Pedestrian%20Plan%206.13.19%20Compressed.pdf> The images and narratives on page 32 and 34 might be particularly relevant

Upload any files that will help us evaluate your proposal, [Link to application attachments](#)

INITIAL COST REVIEW DETAILS: Traffic Calming at the intersection of Thomas Avenue and Griggs Street

Estimated Cost: \$225,000 (see [Public Works disclaimer](#))

Estimated Cost Review Description: Estimate assumes the following:

- Four bumpouts into Thomas Ave at Griggs Street
- Test delineator installation

We note that the proposal proposed both bumpouts and medians on Thomas Ave at the Griggs St intersection. Based on our review there is not sufficient space in the intersection for both bumpouts and medians. Also, given turning movement and parking impacts we would recommend bumpouts and the specific treatment at this intersection.

Upgrade and replace Poor Lighting in Dayton's Bluff

Location and Organization Information

- **Project Category:** Streets Amenities
- **Project Location:** Eichenwald Street, Hope Street (From East 7th to 3rd St.), Maple Street (7th St to 3rd St)
- **Affected Ward(s):** Ward 7
- **Affected Neighborhood District Council(s):** Dayton's Bluff

Brief (1-2 sentence) Summary of Project:

Replacement of existing and inefficient mixed and aged lights to lantern style lighting per city standard.

Project Purpose and Justification

Project Description: Replacement of existing bent straw style lights to lantern style lighting per city standard on Eichenwald Street, Hope Street (From East 7th to 3rd St.), Maple Street (7th St to 3rd St).

Purpose and Justification Why is this project important?: There are not enough streetlights along these streets and residents are concerned about: a) safety, and b) the appearance and livability of their neighborhood. The neighbors in these areas ask that the upgraded lighting is funded as soon as possible. Also the quality of the housing stock is improving and the current street lighting is working against the general improvements in the neighborhood.

What data supports the public safety concerns that your proposed project is intended to address?: There are numerous studies showing proper street lighting in neighborhoods can help reduce crime and make a neighborhood feel safer and more inviting than dark areas. Studies and research includes:

- U.S. Department of Justice; Improving Street Lighting to Reduce Crime in Residential Areas
- Northeastern Crime Prevention Lab; The Impact and Policy Relevance of Street Lighting for Crime Prevention: A Systematic Review Based on a Half-Century of Evaluation Research
- Journal of Quantitative Criminology ; Absence of Street Lighting May Prevent Vehicle Crime, but Spatial and Temporal Displacement Remains a Concern

Condition

Please elaborate on whether/how this project remediates health or safety issues that pose a danger to others. Dark and poorly lit areas of the neighborhood invite crime and make it feel less safe, unwelcome and inviting. Additionally it poses a safety concern because dark areas make it difficult to see where one is walking and driving thereby increasing risks of injury on city property. By providing well lit streets it makes the neighborhood safer for all those who live, work and visit the area.

CPTED: Crime Prevention through Environmental Design

How does this project advance the principles of [Crime Prevention Through Environmental Design \(CPTED\)](#)?: Clear and visible lighting plays an important role in illuminating areas that may serve as crime prone areas. Just as a chain-link fence is designed to detract potential criminals from an interior area, so too does a well-lit place. Well lit areas are less likely to be victimized. However, lighting is so much more than just an effective target-hardening tool. It is a highly effective CPTED tool. Good lighting encourages human activity by connecting spatial relationships and fostering movement. This, in turn, may increase pedestrian movement. Jane Jacobs offered in her book, The Death and Life of Great American Cities, that neighborhoods are safer with more surveillance from citizens, or “eyes on the street”. Lighting that encourages pedestrian movement then can lead to more natural surveillance of neighborhood territories.

Usage

Describe the current and potential usage of this project: The current lights are not uniform, blocked, broken, provide inefficient illumination and are sporadic. This project can be an easy and cost effective fix to improve the safety, livability and environmental perception of the neighborhood.

Community Impact, Equity, Accessibility, and Inclusion

Please describe the impact this project will have on the community: There are not enough streetlights along these streets and residents are concerned about: a) safety, and b) the appearance and livability of their neighborhood. The neighbors in these areas ask that the upgraded lighting is funded as soon as possible. Also the quality of the housing stock is improving and the current street lighting is working against the general improvements in the neighborhood

Strategic Fiscal Investment

Describe the project's potential for innovative collaboration: This project aligns with the city goals by examining the way that public places and spaces in our city look, feel, and function can have an impact on the public safety outcomes in our community. Improved and updated lighting aligns with numerous city goals.

Additional Details

What else would you like to tell us about this project that was not addressed in the questions above?: This project has been proposed many times. It was approved and funded several years ago but funds were allocated otherwise to the great disappointment of the neighborhood and the community. Please consider this small project to be approved as a good will faith for all the hard work the community has done and engaged with these many years.

Upload any files that will help us evaluate your proposal, [Link to application attachments](#)

INITIAL COST REVIEW DETAILS: Upgrade and replace Poor Lighting in Dayton's Bluff

Estimated Cost: \$150,000 (see [Public Works disclaimer](#))

Estimated Cost Review Description: Estimate does not include Hope south of 4th Street (roadway ends) or Maple south of 5th Street (lantern lighting already in-place) as specified in the application.

Estimate is for removal of existing fixtures and replacement with lanterns. No increased number of fixtures was assumed. Since no increased number of fixtures was assumed, we would not expect an improvement in lighting levels.

RECOMMENDED FOR REPROGRAMMED FUNDING

On October 14, 2024, the Committee reviewed the status of Community Proposals from the 2020 – 2021 Process. Remaining contingency, and the balance of completed projects were available for reprogramming. The committee discussed and voted on the following recommendations to the Mayor and City Council for reprogramming those funds.

Project Title:	Funding
2020 -2021 Process Funds Available to Reprogram	112,521
Fully Fund all recommended projects (Traffic calming: Jefferson Avenue in West 7 th)	17,847
Partially Fund Mounds Park Restoration	94,674

MOUNDS PARK RESTORATION

Location and Organization Information

- **Project Category:** Parks and Trails
- **Project Location:** Mounds Park/Maintenance Facility – 277 North Cypress Street
- **Affected Ward(s):** Ward 7
- **Affected Neighborhood District Council(s):** Dayton's Bluff

Brief (1-2 sentence) Summary of Project:

This project proposes the restoration of Mounds Park/Maintenance Facility, which has been neglected and locked up but has immense potential to once again be a thriving community space where residents can safely gather and recreate. The park restoration will include a restored basketball court, restored/improved multipurpose sport court, new playground, picnic area, small dog park, and improved lighting and entry pathways.

Project Purpose and Justification

Project Description: Mounds Park/Maintenance Facility is a small neighborhood park located on the East side. This project will improve neighborhood safety by restoring the park to a thriving neighborhood space. Residents have been asking for the restoration of the park for over a decade and Saint Paul Parks and Recreation is supportive of this goal and committed to enhancing this space for better park use. In addition, this space had a Master Plan completed in 2011 but it was never actualized. Residents have begun mobilizing, with support from Parks and Recreation, to advocate that this park become a priority for the city.

Many years ago, Mounds Park consisted of a recreation center, lighted baseball diamonds, basketball and tennis courts, an ice rink, and a playground. However, the recreation center was converted to a Parks and Recreation maintenance facility in 1987 and the park has not been updated since. The park slowly lost amenities, eventually becoming open green space used for walking and a neglected basketball court used by neighborhood children and youth. There is no longer a playground or functioning tennis courts. The tennis courts remain on site but are locked and covered in weeds. Entry pathways to the park are not lit, unpaved in some portions, and not accessible due to steep inclines and uneven terrain.

Although still used daily by residents, the park has lost a feeling of safety due to its unmaintained state. Visibility is low on the pathways to the park and many maintenance objects stored on site further contribute to the unclear sight lines. Since amenities such as the tennis courts have been locked up, public use has declined, leaving less eyes on the site. Crime has increased, including petty

vandalism and more serious theft. Last month, Parks and Recreation had \$10,000 worth of equipment stolen from the site.

Over the past year, the community mobilized to reinvigorate a portion of the park by turning it into a community garden – creating the successful Mounds Park Community Garden. The remaining park, however, was fenced off nearly completely in May 2024. With the recent changes restricting nearly full access to the area, walking the pathway/connection point from one block to the other no longer feels like a safe option at night.

This project would remedy all of the above concerns. The Maintenance Facility has already agreed to move their fence that is blocking off access to the park, which would leave approximately half the park available for restoration. The community would like the Maintenance Facility moved off site to restore full access, but understands this may have to undergo a staged approach, with full restoration occurring in the future after the facility is moved. Restoring the park would not only bring practical changes that would improve safety, such as lighting and reducing physical hazards, but it would also bring more people to this space, creating a vibrant park that is fully used by the community.

The community is requesting the following amenities, in line with the 2011 approved Master Plan:

- a picnic/seating area and pavilion
- open greenspace
- a small, fenced dog park
- a playground
- improved entry points, lighting, plantings, and signage

In addition, the community would like to maintain the following existing amenities but have them resurfaced/made functioning again:

- a basketball court
- (Although basketball courts were not included in the 2011 approved Master Plan for this site, they are included in this request due to basketball being used daily by neighborhood youth, as well as this being the most registered activity in the neighborhood as per the 2023 Parks and Recreation System Plan)
- a multipurpose sport court (tennis, pickleball, etc.)

Longer-term, the community would like the Mounds Park Maintenance Facility moved from this site to restore full park access. At that time, consideration of other amenities should include an ice rink and soccer field.

Footnote - 1-See Appendix A of the 2011 Indian Mounds Regional Park Master Plan Amendment at <https://www.stpaul.gov/DocumentCenter/View/416679.pdf>

Purpose and Justification Why is this project important?: Safe and accessible parks and greenspaces matter to our communities and have led to St. Paul's reputation as being one of the best park systems in the United States. Despite this, the Mounds Park neighborhood has been losing park space and amenities rather than gaining, which is made even more significant when considering issues of equity across the city. Mounds Park is located in a diverse neighborhood with a majority of BIPOC residents, and is one of the areas in St. Paul with the highest number of residents under age 182. It is also an area of concentrated poverty, and has one of the highest rates of crime incidents per capita .

The neighborhood is separated from other recreation areas in the city by significant barriers on all sides. As stated in the 2011 Master Plan, and still true today: "Interstate 94, Warner Road and Highway 61 and the Bluffs and the River all contribute to the insular nature of Mounds Park Neighborhood. These barriers make parks, ball fields and community centers outside of those bounds difficult to access despite being geographically proximate to many residences in the neighborhood." Due to these physical barriers, amenities are needed within the neighborhood to allow for children and youth to access them safely and to keep the neighborhood positively activated.

There is currently no dog park within Ward 7 or walkable from this neighborhood. In addition, although tennis courts, a playground, and open lawn for recreation currently exist at nearby Indian Mounds Regional Park, those amenities will be removed in the near future. Phase II of the Indian Mounds Regional Park Cultural Landscape Study and Messaging Plan is about to begin, which entails that the tennis courts be converted to oak savannah and most of the lawn be replaced with prairie. Once Phase III begins, the playground and picnic area will be removed. Once those amenities are removed, there will be no playground or lawn space that is accessible to children and families to safely walk to for most of the neighborhood. All of these are factors which make the timing of this request more urgent.

Footnotes-

- 2 - See the 2023 Saint Paul Parks & Recreation System Plan at: <https://drive.google.com/file/d/1jwHqB7z8lrt1XZPy-O09cSJ9ysept1RN/view>
- 3 - The St. Paul crime page displays total incidents and it is difficult to find the crime rate (per capita). See crime rate here: <https://www.neighborhoodscout.com/mn/st-paul/crime>
- 4 - See the 2020 Cultural Landscape Study and Messaging plan here: https://www.stpaul.gov/sites/default/files/2020-12/IndianMounds_CLS_MP_Final.pdf
- 5 - A small portion of the neighborhood could safely access a playground on the other side of 94 by utilizing the new walking bridge that is currently being developed but the distance is prohibitive for areas that are farther from the walking bridge. Utilizing Earl Street versus the bridge would force children to walk through the intersection of multiple bars where numerous fights and shootings have occurred.

What data supports the public safety concerns that your proposed project is intended to address?: Mounds Park is an ACP50 neighborhood – an area of concentrated poverty where 40% or more of the residents have incomes less than 185% of the federal poverty threshold AND where 50% or more of the residents are people of color. In addition, Wilder Research found that 32% of children in the Dayton's Bluff neighborhood live below the federal poverty level (less than \$27,750 for a family of four) and 40% of households are cost-burdened by spending more than 30% of their income on housing. The Dayton's Bluff neighborhood has one of the highest crime rates in the city³. Wilder Research found that the unemployment rate in the Dayton's Bluff neighborhood is 8% compared to the 3% unemployment rate in the rest of the city of St. Paul.

Footnotes -

- 3 - The St. Paul crime page displays total incidents and it is difficult to find the crime rate (per capita). See crime rate here: <https://www.neighborhoodscout.com/mn/st-paul/crime>
- 6 - Wilder Research. (2022). Dayton's Bluff Findings 2023: Community Opportunity Assessment.

Condition

Please elaborate on whether/how this project remediates health or safety issues that pose a danger to others. This greenspace has taken on an abandoned feeling in light of the recent fencing

being installed and the tennis courts being padlocked shut. Crime has increased in the area, to include cars being keyed, outdoor items being stolen from nearby homes, and a \$10,000 container being stolen from the City from this site. The Maintenance Facility fenced off the area to protect their assets, but this leaves the rest of the neighborhood more unsafe by creating an unused area in the middle of the neighborhood versus a thriving park system. In addition, there is no lighting at the entry points to the park/connections between blocks. The pathways are unmaintained, inaccessible, and pose tripping hazards.

This proposal would address a critical safety need by restoring the park, which would bring more people to the area utilizing the space in a positive way. The installation of lighting and improved entry points to the park will help mitigate access issues, allowing everyone to make use of the space. In addition, this proposal fills a gap in the parks system since this would be the only dog park in the entire ward, as well as the only playground and sports courts that are safe for children to walk to from the neighborhood.

CPTED: Crime Prevention through Environmental Design

How does this project advance the principles of [Crime Prevention Through Environmental Design \(CPTED\)](#)?: This proposal advances all four principles of CPTED.

Natural surveillance will be increased in this area due to the activation of the park greenspace. Rather than a dark, abandoned-looking area in the middle of the neighborhood, there will be a vibrant park that is full of people doing a variety of activities. This park will attract children, youth, and adults. This will provide less spaces for people to gather in unwanted ways and more opportunity for positive interactions in the community. More eyes on the area will deter crime and result in safer experiences for everyone.

Natural access will be improved through well-lit and accessible entries to the park. Currently, the access points are hard to identify and hard to push a stroller on, let alone a wheelchair. Adding lights and repaving entry areas will allow people of all ages and abilities to enter the park. The perception of safety will increase when the entries in and out are more frequented and less isolated. In addition, the improvements to the access points to the park will allow for multiple means in and out, to include walking, biking, or driving.

Territorial reinforcement will occur by establishing a clear sense of boundaries between the park and nearby residences, which border the entire park. These boundaries can be established with plantings, better signage, and improved pathways that make it clearer where people are being invited to congregate and travel.

Physical maintenance will occur by fixing the broken and worn down amenities at this location, such as the dilapidated and locked off tennis courts. Activity support will occur for a variety of activities to include: play structures, basketball and tennis/pickleball/multiuse courts, dog park, greenspace, and the community garden. Although small, this neighborhood park has the ability to support a variety of activities that the neighborhood would like to engage in, given the chance.

Usage

Describe the current and potential usage of this project: Up until most of the park was fenced off last month, this park was used daily by people walking their dogs. It is still used daily in the summer by youth playing basketball, despite the dilapidated condition of the court. In addition, the newly constructed community garden space is used daily by a number of residents in the area. If restored to a fully functioning park, many more people would use this space. This would be the only dog park within all of Ward 7, and the only dog park that is walkable from this neighborhood. In addition, due to the geographical barriers of this neighborhood, once Phase II and III of the Indian

Mounds Regional Park are complete, this would also be the only tennis court and playground walkable from this neighborhood without crossing a major highway.

Community Impact, Equity, Accessibility, and Inclusion

Please describe the impact this project will have on the community: This project will have a significant impact on the neighborhood quality of life, public safety, equity, and feelings of trust within our city. For years, our neighborhood has heard that this park would be made a priority; a Master Plan was even approved in 2011 but then never actualized. People have been patient and the community has been supportive of city plans, such as the plans at Indian Mounds Regional Park. However, they need to see that this neighborhood won't continue to be forgotten and that amenities won't continue to be taken from this area. The neighbors have worked together to advocate for improvements to this park and will continue to do so to make this a positive place to live and recreate. This project will support long-term improvements to the neighborhood and support greater public safety.

Strategic Fiscal Investment

Describe the project's potential for innovative collaboration: Over the years, there have been a number of visions for collaboration in this park. Neighbors have been very interested in ways to use the space and have tried to work together to improve the area. Recently, a resident spearheaded the creation of the Mounds Park Community Garden (MPCG), which is located at this site. The MPCG received a STAR grant, nonprofit grant, and funding from neighbors. The grand opening was well attended by a number of residents, the University of Minnesota master gardeners, and interested people from other neighborhoods who saw the event online. This shows that once this park is restored, there will be many opportunities for additional collaboration.

This proposal is aligned with other plans within Saint Paul Parks and Recreation, including the 2011 Mounds Park Maintenance Facility Master Plan, as well as the upcoming phases of the Indian Mounds Regional Park Cultural Landscape Study and Messaging Plan. St. Paul Parks and Recreation is committed to enhancing this space for better park use and this proposal is supported by the Dayton's Bluff Community Council.

Multiple neighbors provided feedback and/or support for this application, to include: Angie Burnette, Courtney Gifford, Dave Murphy, Dayton's Bluff District 4 Community Council, Derek Engelking, Galen Higgins, Jane Prince, Jennifer Tourville, Kajsa Jones-Higgins, Lindsey Bode, Maria Perez, Misty Burnette, Piper Foster, Stephanie Harr, & Tim Culverhouse

Additional Details

What else would you like to tell us about this project that was not addressed in the questions above?: Our community has heard for many years that this park would one day be made a priority again. We would appreciate the opportunity to see this vision come to fruition, especially as we lose the tennis courts, playground and other amenities at the re-envisioned Indian Mounds Regional Park sacred burial mounds. Everyone in the community would benefit from this space being restored to an active and thriving community space. Thank you for your consideration.

Upload any files that will help us evaluate your proposal, [Link to application attachments](#)

INITIAL COST REVIEW DETAILS: Mounds Park Restoration

Estimated Cost: \$670,000

Estimated Cost Review Description: Assumes removal and replacement of full basketball court, tennis court and trail. New signage and court lighting included

NOT RECOMMENDED FOR FUNDING BY THE COMMITTEE

PROJECT APPLICATIONS BY DEPARTMENT

Parks

Family-Friendly Park at Underutilized Greenspace at Summit and Syndicate

Location and Organization Information

- **Project Category:** Parks and Trails
- **Project Location:** Greenspace "triangle" (Short Line Park) at Summit and Syndicate, adjacent to the Summit Avenue bikeway and Ayd Mill Trail.
- **Affected Ward(s):** Ward 1
- **Affected Neighborhood District Council(s):** Union Park

Brief (1-2 sentence) Summary of Project:

This project proposes the transformation of the overlooked greenspace at Summit and Syndicate into a family-friendly park with amenities like park benches, picnic tables, bike racks, to serve as a destination for community gatherings and outdoor activities.

Project Purpose and Justification

Project Description: The project focuses on upgrading the greenspace "triangle" at Summit and Syndicate by installing essential park amenities to make it inviting and usable for the community. This includes seating areas, picnic tables, bike racks, and enhanced lighting to improve safety and comfort.

Purpose and Justification Why is this project important?: The area around Summit Ave and Syndicate is underserved by park facilities, and the existing Tot Lot does not meet the needs of all age groups or provide safe accessibility. This project aims to fill that gap by creating a versatile, accessible park space that supports the city's goals for a world-class park system and encourages outdoor activity among residents.

What data supports the public safety concerns that your proposed project is intended to address?: The lack of amenities and inviting features makes the space feel unsafe and unwelcoming. Data on local pedestrian and bicycle traffic, combined with feedback from community members about the area's current use, will support the need for this transformation.

Condition

Please elaborate on whether/how this project remediates health or safety issues that pose a danger to others. Improving the greenspace with the proposed amenities will address safety concerns by providing well-lit, well-equipped, and accessible recreational options, thus deterring negative activities and encouraging a healthy, active lifestyle among residents.

CPTED: Crime Prevention through Environmental Design

How does this project advance the principles of [Crime Prevention Through Environmental Design \(CPTED\)](#)?: By enhancing natural surveillance through increased park usage, reinforcing territoriality with clear boundaries and amenities for residents, and promoting community engagement and ownership of the space, the project directly aligns with CPTED principles.

Usage

Describe the current and potential usage of this project: Currently, the greenspace is underutilized, serving more as a pass-through area than a destination. Proposed improvements will

transform it into a vibrant community hub for recreational activities, gatherings, and relaxation, significantly increasing its usage throughout the year.

Community Impact, Equity, Accessibility, and Inclusion

Please describe the impact this project will have on the community: The project will enhance the quality of life by providing a safe, accessible green space that caters to families, cyclists, and the broader community for outdoor activities. It will support diversity and inclusion by offering amenities that cater to various age groups and interests, promoting equitable access to recreational opportunities.

Strategic Fiscal Investment

Describe the project's potential for innovative collaboration: This project offers opportunities for collaboration with local schools, cycling clubs, family groups, and neighborhood associations to ensure the park meets the diverse needs of the community. Partnerships with local businesses and grant funding could also be explored to enhance the project's impact.

Additional Details

What else would you like to tell us about this project that was not addressed in the questions above?: Implementing this project not only fulfills the City of Saint Paul's vision for its park system but also addresses a critical need for safe, accessible recreational spaces that foster community cohesion and well-being.

Upload any files that will help us evaluate your proposal, [Link to application attachments](#)

INITIAL COST REVIEW DETAILS: Family-Friendly Park at Underutilized Greenspace at Summit and Syndicate

Estimated Cost: \$163,231

Estimated Cost Review Description: Assumes installation of 2 picnic tables, 2 bike racks, drinking fountain, and sidewalk with lighting along Syndicate

Additional Details: Added 6' wide sidewalk along Syndicate to provide accessible route into park from Summit Avenue. Short Line Park requires full park design but feel minimal elements could be implemented in interim. Park is identified in Long Range Plan for Summit Avenue and would be considered for park development when adjacent segment of Summit Regional Trail is funded. Timing unknown at this point.

Funding for bike parking, particularly at city schools, parks and playgrounds

Location and Organization Information

- **Project Category:** Parks and Trails
- **Project Location:** Two categories of locations:
 - City owned parks in need of new or additional bike parking: Parque de Castillo, Webster, Marydale Park, Arlington Hills Community Center, Douglas Park, Belvidere Park, Horton Park, Boyd Park, Hague Tot Lot, Aldine Park, Como Park
 - City-owned property, where available, at any or all of the "Neighborhood Node Locations" shown on Map LU-2 in the St. Paul 2040 Plan (Land Use Section, Appendix A, p. 49).
- **Affected Ward(s):** Citywide
- **Affected Neighborhood District Council(s):** Citywide

Brief (1-2 sentence) Summary of Project:

Fund the installation of bike racks at city school, parks, playgrounds, and other key locations that currently lack sufficient bicycle parking.

Project Purpose and Justification

Project Description: Create a fund that can be used by the city to install bike racks at St. Paul schools, parks, playgrounds, and other locations that currently lack sufficient bicycle parking facilities.

Purpose and Justification Why is this project important?: Lack of safe and secure bicycle parking discourages bicyclists from stopping to use parks, and discourages park users from accessing the parks via bicycle. Makeshift use of signs, fences, etc for bicycle parking may increase the likelihood of bicycle theft and makes a park look less cared for. Available, well-maintained bicycle parking will make parks, schools, playgrounds, and other key locations more attractive and accessible to people using all modes of transportation.

What data supports the public safety concerns that your proposed project is intended to address?: Reported bicycle thefts and lack of bicycle parking at various locations around the city.

Condition

Please elaborate on whether/how this project remediates health or safety issues that pose a danger to others. Making it easier to bike to key locations encourages bicycling, which can improve health outcomes. Secure parking prevents bicycle thefts.

CPTED: Crime Prevention through Environmental Design

How does this project advance the principles of [Crime Prevention Through Environmental Design \(CPTED\)](#)?: Having convenient places to safely secure bicycles encourages people to arrive at schools, parks, and other key locations by bike, improving natural access and natural surveillance.

Usage

Describe the current and potential usage of this project: Schools, parks and playgrounds are currently used by St. Paul residents and visitors of all kinds. Adding or increasing bicycle parking at schools, parks, and playgrounds that lack sufficient parking it will improve access to parks and encourage more people to visit via bicycle and spend time without worrying about bicycle theft.

Community Impact, Equity, Accessibility, and Inclusion

Please describe the impact this project will have on the community: Many schools, parks, playgrounds, and other key public locations in St. Paul are located in Areas of Concentrated Poverty

and areas with many residents of color. For this project, addition of bicycle parking could be prioritized at locations in these areas. Adding bike racks at schools, parks, playgrounds, and other locations improves their accessibility to people traveling by bike. Sufficient bicycle parking is an important part of the bicycle network in St. Paul.

Strategic Fiscal Investment

Describe the project's potential for innovative collaboration: The project provides and opportunity for collaboration between Public Works, Parks and Recreation, the public schools' Safe Routes to School Programs, local neighborhoods, and local cycling advocacy groups. A collaborative approach can be used to ensure design and placement of bike racks that benefit all stakeholders and align with broader city goals. Bike racks also are a potential avenue for public art and placemaking.

Additional Details

What else would you like to tell us about this project that was not addressed in the questions above?: I would also like to propose that this project make use of some of the 1% for art Public art allocation in the budget, by making some of the bike racks artistic and/or decorative bike racks, which could be designed in collaboration with stakeholders and neighborhood partners.

INITIAL COST REVIEW DETAILS: Funding for bike parking, particularly at city schools, parks and playgrounds

Estimated Cost: \$47,593

Estimated Cost Review Description: Assumes 2 bike racks at 11 parks in St. Paul with concrete slab.

Greater East Side Dog Park

Location and Organization Information

- **Organization (if applicable):** Greater East Side/D2 Community Council
- **Project Category:** Parks and Trails
- **Project Location:** The proposed site would be south of Ivy Ave and north of Maryland Ave in the city owned parcels that are near the storm water retention pond to the north of Maryland Park Apartments.
- **Affected Ward(s):** Ward 6
- **Affected Neighborhood District Council(s):** Greater East Side

Brief (1-2 sentence) Summary of Project:

The project would create a dog park in the Greater East Side neighborhood in St Paul where there are no existing dog parks. The area is highly diverse and concentrated poverty and housing.

Project Purpose and Justification

Project Description: This project would create a dog park in unused space owned by the city. There is space available for designated small dog off leash and large dog off leash areas.

Purpose and Justification Why is this project important?: There are currently no dog parks in the Greater East Side neighborhood of St Paul. This proposal was originally brought forth by a resident to the Parks Department. There is a high concentration of housing in this section of the neighborhood and no place for dogs to roam and often waste ends up on the boulevards or in neighbors' yards. This would also provide a spot for neighbors to gather in a positive environment.

What data supports the public safety concerns that your proposed project is intended to address?: This section/crime grid of the neighborhood has the highest amount of shots fired, shootings, auto theft and theft from auto in the Greater East Side neighborhood. To have a positive environment where neighbors could gather frequently would send the message to those perpetuating crime that they are not wanted here.

Condition

Please elaborate on whether/how this project remediates health or safety issues that pose a danger to others. The project would designate a spot for dogs to roam and run in a safe environment as well as a safe environment for neighbors to gather. This section of the neighborhood has been problematic over the last years with multiple shootings and theft with the path between Maryland and Prosperity a quick "get away" for criminals.

CPTED: Crime Prevention through Environmental Design

How does this project advance the principles of [Crime Prevention Through Environmental Design \(CPTED\)](#)?: This project advances the CPTED principle of Physical Maintenance and Activity Support. Community designed spaces express a shared sense of identity within a neighborhood and improves a sense of connection.

Usage

Describe the current and potential usage of this project: The space is currently unused and part of city owned parcels. There is a storm water retention pond on the north east side of the property and small community garden on the south east side. Neither would be impacted by the dog park. On the attached map, there are two possible sites within the parcels for the dog park.

Community Impact, Equity, Accessibility, and Inclusion

Please describe the impact this project will have on the community: This project serves not only an unmet need in the area but is in close proximity to are of concentrated poverty. It will assist in public safety and improves quality of life for residents and their pets.

Strategic Fiscal Investment

Describe the project's potential for innovative collaboration: This would be a great opportunity for the Parks Department to partner with the neighborhood organization for a neighborhood design workshop.

Additional Details

What else would you like to tell us about this project that was not addressed in the questions above?:

Upload any files that will help us evaluate your proposal, [Link to application attachments](#)

INITIAL COST REVIEW DETAILS: Greater East Side Dog Park

Estimated Cost: \$215,767

Estimated Cost Review Description: Assumes new fencing and clearing and grubbing needed for new off leash dog park. .

Horton Park Plaza

Location and Organization Information

- **Organization (if applicable):** Hamline Midway Coalition
- **Project Category:** Parks and Trails
- **Project Location:** In the corner of the park boundaries at the intersection of Hamline and Minnehaha Ave
- **Affected Ward(s):** Ward 4
- **Affected Neighborhood District Council(s):** Hamline-Midway

Brief (1-2 sentence) Summary of Project:

Hamline Midway Coalition proposes the design and installation of a park entry plaza in Horton Park where Hamline Avenue meets Minnehaha Avenue and replacement of the light fixtures along the west side of Hamline between Englewood and Minnehaha. The plaza will include informational signage, landscaping, seating, trash and recycling containers, a bike repair station, and bike racks in order to draw more people to the park to increase natural surveillance in the area.

Project Purpose and Justification

Project Description: The park plaza will consist of a newly paved surface at the entry of the park along with a variety of amenities that will be determined during the design phase. Likely improvements will include an entrance monument, informational signage, a new bulletin board/kiosk, seating, trash and recycling containers, bike racks, and a bicycle fix station. New plantings will include native trees, shrubs and herbaceous plants that will work well in the new site. The project will also include replacement of existing lights along the west side of Hamline between Englewood and Minnehaha.

Purpose and Justification Why is this project important?: 'What specific physical characteristics make this space feel unsafe? The outdated lighting does not provide adequate illumination and makes Horton Park feel unsafe during the early morning and early evening hours of the day.

- **Why is this space or place important to the community?:** Horton Park, aside from being an urban park, is the city's first and only arboretum, and is primarily used as a picnic and recreation area. Horton Park is also an important amenity to two adjacent communities in particular. The Hamline Hi-Rise, a public housing building for seniors, and the Friends School of Minnesota, are both located directly across from the park.
- **How would this place look or feel safer as a result of your project?** The entry plaza would give the park more prominence and create a greater impression of a public space. Having a designated entry point where visitors can gather would make human presence more visible and as a result make the park more inviting to passersby.
- **Does this project address an inequity or otherwise support diversity and inclusion?:** This project was brought about by HMC's conversations with Hamline Hi-Rise residents and their concerns about safety in Horton Park. The residents of Hamline Hi-Rise have felt that they were facing the consequences of illegal and unsafe activity taking place at Horton Park. This project will make CPTED improvements which will address many of the concerns raised by residents and allow them to use a space they are hesitant to use.

What data supports the public safety concerns that your proposed project is intended to address?: Referencing the City of Saint Paul's Crime Incident Report, between 2021 and YTD there has been an attempted rape, forced entry burglary, and mail theft in the 1200 block near Horton Park. Incidents on Minnehaha and Hamline reported (the location of this proposed project) include weapons discharge, aggravated assault, and narcotics. On the corner of Hamline and Englewood, multiple narcotics reports have been filed.

Condition

Please elaborate on whether/how this project remediates health or safety issues that pose a danger to others. There have been frequent complaints – by those who live in the Hamline Hi-Rise as well as families that attend the Friends School – regarding drug paraphernalia, specifically used needles, found in the park. These objects pose health and safety risks to park visitors. In addition, as the Hamline Midway Coalition has been doing community engagement for the 2020-2030 Neighborhood Plan, we have heard from community members that they would like to work on addressing crime in our parks, as well as addressing the number of homeless people in Horton Park and the lack of safety there. In addition, there is general concern about the lack of lighting in our parks. The goal of this project is to increase the natural surveillance in the area and in turn discourage folks engaging in drug related activities at Horton Park.

CPTED: Crime Prevention through Environmental Design

How does this project advance the principles of [Crime Prevention Through Environmental Design \(CPTED\)](#)?:

The park entry plaza is intended to make Horton Park a more welcoming and attractive space for community members to spend time. We hope that the proposed improvements will draw attention to the park and encourage more activity in and around the block. For example, the plaza space will be landscaped to create a destination in itself where visitors can sit and relax or socialize. Additionally, the bike repair station is a needed community resource and will naturally draw new visitors to the park. An increase in visitors and overall use of the space leads to heightened natural surveillance which can deter unwanted behaviors from occurring in the area. The replacement of lighting in the park with brighter fixtures will also increase natural surveillance, making it easier for individuals in the park to see and be seen after dark.

This project will utilize the natural access principle of CPTED through the creation of a newly paved surface at the entry of the park, informational signage about the park and the nature found there, as well as through thoughtful landscaping. The territorial reinforcement principle of CPTED will be addressed through the use of the bike repair station, bike rack, landscaping, and signage. The neighbors will feel a sense of ownership of the bike repair station and bike rack and this feeling of ownership and a sense of belonging in Horton Park will discourage potential offenders. The updated signage, pavement, landscaping and the newly introduced bike repair station and bike rack will revitalize Horton Park and naturally deter criminal activity. As described in CPTED Physical Maintenance and Management, the maintenance of an area can have a major impact on whether it will become a target.

Usage

Describe the current and potential usage of this project: 'How is this space currently used?

Horton Park is currently used by the community as a place to enjoy green space. Many residents use the park to enjoy the trees (there are more than 60 species of trees at Horton Park), have a picnic, go for a walk, and/or participate in an organized City activity such as Fitness in the Park.

How will this project change the use of this space?: Creation of a new park entrance will draw more attention to the park and offer new amenities to park users. Informational signage will encourage visitors to explore a park they may not have otherwise been aware of. By replacing outdated lighting, Horton Park will be a more welcoming park for a longer period of time throughout the day. Modern, brighter lighting will enhance the property, create a safer environment and improve the quality of life for the Hamline Midway neighborhood. Introducing bike racks and a bike repair station will welcome more bicyclists to the park. These new elements will change the use of the space and increase environmentally-friendly traffic to the park.

How will this project/improvement meet the needs of the surrounding community/those who will use it?: This investment in Horton Park will make a positive impact in the Hamline Midway neighborhood and surrounding communities. Introducing these needed improvements such as a plaza space, bike repair station, and welcoming landscaping, are ways to help residents build a stronger connection with this public space. Park improvements will create a sense of belonging and safety while reducing victimization, crime, and ultimately minimize fear while bolstering positive activity in a beloved urban park space.

Strategic Fiscal Investment

Describe the project's potential for innovative collaboration: Investing in Horton Park now by making these improvements will have a positive short and long-term impact on the Hamline Midway neighborhood and surrounding communities. This project is an educational tool to share with park visitors on the importance of trees in an urban setting. The Hamline Midway neighborhood is experiencing urban tree loss at a rapid pace. Horton park currently houses over 60 tree species. By providing information about the different tree species and the importance of their presence in our community this space can help raise awareness about the significance of growing and preserving our tree canopy. With more than 180 residents living in the Hamline Hi-Rise across the street from Horton Park, accessibility of the park for our aging and/or handicapped residents is critical. By making lighting improvements and installing a new path, those neighbors of ours with accessibility or mobility challenges will be welcomed in their park.

Additional Details

What else would you like to tell us about this project that was not addressed in the questions above?: Park Entry Plaza Located at Hamline and Minnehaha to increase pedestrian activity and use of the park and eyes on the street, more people coming into the park and hanging out on that corner – more eyes on the street – natural surveillance encouraging activity in the park generally – making cycling more feasible – putting it where there is most traffic so more people driving by see the park is inhabited

Existing conditions: <https://www.google.com/maps/@44.9629485,-93.1569062,3a,75y,314.76h,92.94t/data=!3m6!1e1!3m4!1sN5pE5HvAYPDG-8CDOOvLMw!2e0!7i16384!8i8192>

Upload any files that will help us evaluate your proposal, [Link to application attachments](#)

INITIAL COST REVIEW DETAILS: Horton Park Plaza

Estimated Cost: \$361,850

Estimated Cost Review Description: Assumes install of kiosk, 14 light poles, seating, bike repair station and planting. .

Mississippi River Blvd. Bike Path Safety Enhancement

Location and Organization Information

- **Organization (if applicable):** Highland District Council
- **Project Category:** Parks and Trails
- **Project Location:** Shared MRB bike path from Summit Avenue south to Goodrich Avenue.
- **Affected Ward(s):** Ward 3
- **Affected Neighborhood District Council(s):** Highland

Brief (1-2 sentence) Summary of Project:

Improve the safety of the MRB bike path by widening to bike path to 12 feet or creating a separate pedestrian path from Summit Avenue to Goodrich Avenue. If the choice is to widen the existing shared path then stripe the path to designate bike lanes and pedestrian lanes. No modification to the bridge except lane striping on the bridge and a sign designating that the path narrows.

Project Purpose and Justification

Project Description: This is a heavily used path by both bikers and pedestrians. The most heavily used shared path portion of the MRB shared bike/pedestrian path.

Purpose and Justification Why is this project important?: Safety of bikers and pedestrians. With electric scooters and electric bikes this area has become more dangerous over the past 5 years.

What data supports the public safety concerns that your proposed project is intended to address?: The City has refused to gather data regarding bike safety in this area in the past so none is available. Safety issues with respect to shared paths are not addressed in the revised bike plan even when pointed out to the city that they should be.

Condition

Please elaborate on whether/how this project remediates health or safety issues that pose a danger to others. It would increase safety for this heavily used segment of the MRB bike path.

CPTED: Crime Prevention through Environmental Design

How does this project advance the principles of [Crime Prevention Through Environmental Design \(CPTED\)](#)?: The city does not monitor the speed of bikes on shared paths. This problem has been exacerbated with the use of electric scooters and bikes on shared paths.

Usage

Describe the current and potential usage of this project: There is currently adequate space to add a separate path or expand the current path to 12 feet (note that 12 foot paths are the Minneapolis standard and 8.5 feet is common for shared paths in St. Paul. Transportation safety.

Community Impact, Equity, Accessibility, and Inclusion

Please describe the impact this project will have on the community: Transportation Safety.

Strategic Fiscal Investment

Describe the project's potential for innovative collaboration: This would serve as the first step in making the MRB shared path safer.

Additional Details

What else would you like to tell us about this project that was not addressed in the questions above?: The revised bike plan does not address safety nor does it look the fact that electric bikes and scooters often use shared paths and regularly travel at speeds which exceed the shared path speed limits.

Upload any files that will help us evaluate your proposal, [Link to application attachments](#)

INITIAL COST REVIEW DETAILS: Mississippi River Blvd. Bike Path Safety Enhancement

Estimated Cost: \$238,629

Estimated Cost Review Description: Assumes removal of existing 9' wide trail and replacement with 12' wide trail from parking lot at Summit Ave to bridge at Goodrich Avenue.

Additional Information: Reconstruction of this segment will allow for more space but trail is part of a larger network and need to consider long term approach to providing pedestrian and bicycle use along Mississippi River Blvd.in the future.

Path Repair at Marydale Park

Location and Organization Information

- **Organization (if applicable):** Parks and Recreation
- **Project Category:** Parks and Trails
- **Project Location:** 542 Marydale Avenue
- **Affected Ward(s):** Ward 5
- **Affected Neighborhood District Council(s):** North End

Brief (1-2 sentence) Summary of Project:

Removal and replacement of existing paths and entry signs around Marydale Park

Project Purpose and Justification

Project Description, Purpose and Justification Why is this project important?: Marydale Park is used by many neighbors and the pathway system is the primary way to have residents move thru and around the park. Investing in the trail will encourage more use of the park as well as improve mobility issues. Investment in entrance sign greatly increase the perception of safety as it will clearly identify the park address and welcome visitors into the park.

What data supports the public safety concerns that your proposed project is intended to address?: People feel safer when there more people in a public space. Investing in the trail along the lake will encourage more activation of park.

Condition

Please elaborate on whether/how this project remediates health or safety issues that pose a danger to others. Investment in the trail system and associated site features will welcome park users and reflect investment in the public space which has an impact on the perception of safety and directly impacts who will use the park.

CPTED: Crime Prevention through Environmental Design

How does this project advance the principles of [Crime Prevention Through Environmental Design \(CPTED\)](#)?: Natural Access and Physical Maintenance and Activity Support

Usage

Describe the current and potential usage of this project: Marydale Park is a 23.95-acre neighborhood park in the North End. The park primarily provides a natural resource area offering trails throughout the park and around Loeb Lake, picnicking area, restroom building, parking lot, and a play area. Loeb Lake is almost surrounded with mature trees and brush providing an ADA accessible fishing pier and fishing opportunities for children as designated by the Minnesota DNR. A repaired trail and signage will provide visitors with new, safe places to sit and enjoy the space provided by a large urban park. The surrounding community is made up of single-family homes, multi-unit dwellings and larger apartment dwellings. To have an updated, well maintained, and safer park would greatly benefit the neighbors, allowing increased use.

Community Impact, Equity, Accessibility, and Inclusion

Please describe the impact this project will have on the community: This project will enhance quality of life for the neighborhood. It will reflect invest in a heavily use park through much needed upgrades to improve public safety and invest in the community.

Additional Details

What else would you like to tell us about this project that was not addressed in the questions above?: District Council has previously submitted Community Proposals for Marydale Park. It is

clear to Parks and Recreation that there is a need to invest in parkland serving Ward 5 and the North End of Saint Paul.

INITIAL COST REVIEW DETAILS: Path Repair at Marydale Park

Estimated Cost: \$306,567

Estimated Cost Review Description: Parks project added to process at May CIB meeting to ensure review of projects from each ward. This estimate is to remove and replace the existing trails and three entry signs.

Solar Lighting along the Sam Morgan Trail

Location and Organization Information

- **Organization (if applicable):** Highland District Council
- **Project Category:** Parks and Trails
- **Project Location:** Sam Morgan Trail between Davern and Montreal-where ever Parks thinks it would make the most sense
- **Affected Ward(s):** Ward 3
- **Affected Neighborhood District Council(s):** Highland

Brief (1-2 sentence) Summary of Project:

The HDC would like to attach experimental solar lights along the darkest part of the Sam Morgan trail, to see if there is a way to use alternative lighting the standard lantern lights that have the copper wire theft.

Project Purpose and Justification

Project Description: There are solar powered lights that are available for minimal price and could be attached to the existing poles. It may not be a perfect solution, but the area would be lit up better than what we have now.

Purpose and Justification Why is this project important?: The theft of copper wire across the City has left many areas dark and unsafe. Many residents express their concern about walking or biking through this area since the copper wire has been stolen.

What data supports the public safety concerns that your proposed project is intended to address?: A higher percentage of crime in Highland Park happens in the Shepard Davern neighborhood.

Condition

Please elaborate on whether/how this project remediates health or safety issues that pose a danger to others. This project would allow people to feel safer in their neighborhood. Science has proven that feeling anxious about your environment can impact your overall health.

CPTED: Crime Prevention through Environmental Design

How does this project advance the principles of [Crime Prevention Through Environmental Design \(CPTED\)](#)?: This project would light an area that has been dark, and unsafe for walkers for the last two years. Light is a deterrent to crime.

Usage

Describe the current and potential usage of this project: This space is part of the Grand Round and is used by thousands of people every year. It would be nice if people felt safe using it after dark.

Community Impact, Equity, Accessibility, and Inclusion

Please describe the impact this project will have on the community: This project would give the Shepard Davern neighbors a safe space to walk. Their neighborhood has been neglected with infrastructure (sidewalks), and safe crossings on West 7th and Shepard Road. This path is their connection to the River and the rest of the City.

Strategic Fiscal Investment

Describe the project's potential for innovative collaboration: The City is searching for innovative solutions to copper theft, and we think that this would be a great area to test one solution.

INITIAL COST REVIEW DETAILS: Solar Lighting along the Sam Morgan Trail

Estimated Cost: \$519,439

Estimated Cost Review Description: Assumes removal and replacement of 46 lights along Sam Morgan Trail from Davern to Elway.

Additional Information: Estimate reflects replacement of lighting with raised hand hold connection in lieu of solar lighting. Department has not identified an appropriate solar option and existing tree canopy along trail is another factor. Department has had success with raised connection box in new pole. This light standard will be used in 2024/2025 when Sam Morgan Regional Trail is reconstruction from 35E to Randolph and Jackson St. to Hwy 61. Important to have consistent fixture for continuity.

Westgate Commons Park – Multi-Panel Shade Structures

Location and Organization Information

- **Organization (if applicable):** St. Anthony Park Community Council, District 12
- **Project Category:** Parks and Trails
- **Project Location:** Westgate Commons Park at Myrtle Avenue, Berry Street and the 'Wabash Spur Trailhead' - address: 717 Berry St, St Paul, MN 55114
- **Affected Ward(s):** Ward 4
- **Affected Neighborhood District Council(s):** St. Anthony Park

Brief (1-2 sentence) Summary of Project:

Create shaded areas throughout the Westgate Commons Park utilizing multi-panel shade structures – and if possible, natural shrubbery and plantings to better activate the park and increase usability for the nearby residents.

Project Purpose and Justification

Project Description: The Westgate Commons Park, situated at the junction of Myrtle Avenue, Berry Street, and the Wabash Spur Bike Trailhead, represents a vital community space within the St. Anthony Park neighborhood, District 12. Despite its recent establishment in 2023, the park faces significant challenges, particularly in the absence of a tree canopy and adequate shade. To address these deficiencies, the SAPCC-proposed project seeks to install "Multi-Panel Shade Structures" throughout the park, focusing on key areas such as the playground, picnic spots, and walking paths. These structures will not only provide essential relief from the sun's intensity but also transform the park into a safer and more inviting environment for all community members.

Purpose and Justification Why is this project important?: The lack of natural shading makes the park uninviting, as highlighted by a 2023 SAPCC survey with 168 participants. The unfulfilled vision of a 'shaded oasis' - has instead given way to a park that has a feeling of desolation and perceived unsafety, with nearly every participant in our survey mentioning the absence of a tree canopy - and half noting the lack of park shade specifically when asked what they 'dislike' about the Westgate Commons Park. In the 2023 SAPCC survey, we asked neighbors of the park: 'What is one feature of this park that you dislike the most?' One neighbor said, 'The complete lack of shade or a sense of shelter.' Another mentioned, 'No shade available, so it's too hot to relax at the park.' Trees and shade were common responses from neighbors who participated in the survey. This project is crucial in realizing the promise of a welcoming space for residents next to the park - but also bikers using the nearby Wabash Spur Trail. By addressing the shade deficiency, the park will become a much better communal refuge, fostering increased use and social interaction among diverse community members. The project also addresses neighborhood inequities because it serves as the only green space for the new residents who live next to it - including our neighbors in the 62+ senior living apartments (www.legendsatbeery.com) and in the deeply affordable apartments (www.millberryapartments.com - which participates in an affordable housing program). The addition of shade structures ensures accessibility and enjoyment for all, irrespective of age, ethnicity, or socioeconomic background.

What data supports the public safety concerns that your proposed project is intended to address?: The installation of shade structures aligns with proven crime prevention strategies through environmental design. According to the American Society of Landscape Architects (ASLA), effective design and use of the built environment can reduce both actual and perceived crime, improving overall quality of life. This project promotes intended use of the space for neighborhood activation and play, thereby discouraging abnormal and antisocial behavior.

Reference: ASLA's 'Preventing Crime With Environmental Design: Strategies for Landscape Architects, 2019'

[Link:[http://www.asla.org/uploadedFiles/CMS/PPNs/Landing_Pages/ASLA Urban Design PPN CPTED Presentation.pdf](http://www.asla.org/uploadedFiles/CMS/PPNs/Landing_Pages/ASLA_Urban_Design_PPN_CPTED_Presentation.pdf)]

Condition

Please elaborate on whether/how this project remediates health or safety issues that pose a danger to others. This project directly addresses health and safety issues within Westgate Commons Park by remedying the lack of shade, which poses potential hazards to park users. The absence of adequate shading exposes individuals to harmful effects such as sunburns, heat exhaustion, and dehydration. Installing Multi-Panel Shade Structures throughout the park, particularly in key areas like playgrounds, picnic spots, and walking paths, provides essential relief from the sun's intensity, mitigating these health risks. The project also improves overall park safety by activating shaded areas, encouraging increased park usage and social interaction. This fosters natural surveillance and deters illicit activities, enhancing safety perceptions among park users. Overall, the installation of shade structures promotes physical well-being and enhances safety by creating a more active and vigilant park environment.

CPTED: Crime Prevention through Environmental Design

How does this project advance the principles of [Crime Prevention Through Environmental Design \(CPTED\)](#)?: This project advances the principles of CPTED by addressing key factors that influence crime and safety within Westgate Commons Park. By installing Multi-Panel Shade Structures, the project enhances environmental features that promote safety, such as increased park usage and social interaction. The activation of the park through shaded areas encourages more use by neighbors, and thus fosters natural surveillance, making it more difficult for criminal activities to occur unnoticed. Additionally, the project creates a more vibrant and populated environment, which discourages antisocial behavior by promoting positive community engagement. This proposed project aligns with CPTED principles by enhancing the park's physical environment to reduce opportunities for crime and enhance safety perceptions among park users.

Usage

Describe the current and potential usage of this project: The current usage of Westgate Commons Park is limited due to its lack of adequate shade, with residents and visitors often avoiding prolonged stays due to the harsh sun exposure. As a result, the park is underutilized and fails to fulfill its intended role as a communal gathering space.

The installation of Multi-Panel Shade Structures will significantly change the use of this space by transforming it into a more inviting and comfortable environment for residents and visitors. With the addition of shade, the park will become a popular destination for community members seeking refuge from the sun, encouraging increased usage throughout the day. This project will meet the needs of the surrounding community by providing a welcoming and accessible outdoor space for various activities such as picnics, outdoor gatherings, and recreational pursuits. The shade structures will create opportunities for social interaction and community bonding, catering to the diverse needs and preferences of residents of all ages and backgrounds. Ultimately, this improvement will enhance the overall quality of life for those who utilize the park, fostering a sense of belonging and community pride.

Community Impact, Equity, Accessibility, and Inclusion

Please describe the impact this project will have on the community: This project will greatly enhance neighborhood stability and quality of life by transforming the park into a more inviting and usable space for residents of all ages. The addition of shade structures will encourage more frequent park usage, fostering social interaction and community bonding. Moreover, the project is a right fit for the surrounding community as it aligns with the expressed characteristics and preferences of residents, providing a comfortable and accessible outdoor environment that caters to diverse needs. From an aesthetic standpoint, the addition of shade structures will enhance the park's visual appeal and contribute to growing its significance as a communal gathering space. Furthermore, the project promotes public safety by fostering natural surveillance and deterring illicit activities through increased park usage. The equitable and inclusive design of the shade structures ensures accessibility and enjoyment for all community members. In the long term, this proposed project will have positive effects on the community, fostering a sense of pride and ownership among residents and strengthening community connections.

Strategic Fiscal Investment

Describe the project's potential for innovative collaboration: The project offers a unique opportunity for collaboration, especially with local artists and creative organizations within the Creative Enterprise Zone (CEZ). With this location, there's potential to craft artistic shade structures that not only provide sun relief but also serve as vibrant public art installations. Involving nearby neighbors and artists in the design process allows for innovative solutions to the shade deficiency in Westgate Commons Park. Their creativity can transform standard structures into captivating works of art, reflecting the community's growing identity and vibrancy. Ultimately, leveraging diverse partners' creative talents creates unique shade structures that enhance quality of life and promote the neighborhood's cultural identity.

Additional Details

What else would you like to tell us about this project that was not addressed in the questions above?: This project presents an opportunity to fulfill the 2017 UDA Public Realm Plan's original vision for Westgate Commons Park, which unfortunately fell short in delivery. Addressing the need for shaded spaces will not only enhance the park but also demonstrate to neighbors in this fast-growing area of St. Anthony Park that the city values their input and desires to make improvements. Providing a solution to this need will greatly contribute to activating Westgate Commons Park and fostering a stronger sense of community in the neighborhood.

Upload any files that will help us evaluate your proposal, [Link to application attachments](#)

INITIAL COST REVIEW DETAILS: Westgate Commons Park – Multi-Panel Shade Structures

Estimated Cost: \$302,966

Estimated Cost Review Description: Assumes installation of new shade structure by picnic table and a trellis along play area. .

Public Works

Add Diagonal Diverter to East Sixth Street at Bates Ave or Maria Ave

Location and Organization Information

- **Project Category:** Streets Amenities
- **Project Location:** East 6th Street and Maria Ave (preferred) or Bates Ave
- **Affected Ward(s):** Ward 7
- **Affected Neighborhood District Council(s):** Dayton's Bluff

Brief (1-2 sentence) Summary of Project:

Adding a diagonal diverter to East sixth street at Maria Ave (preferred) or at Bates Ave.

Project Purpose and Justification

Project Description: This project would involve installing a permanent diagonal diverter at East 6th street and Maria Ave as preferred or at Bates Ave. This would include a raised curb, access in the middle for bicycles and planting space or bollards in the other spaces to solidify the installation and beautify it.

Purpose and Justification Why is this project important?: In 2021 a temporary diagonal diverter was installed at East Sixth Street and Bates Ave. This is an attempt to calm traffic, improve safety conditions and to align with the city's criteria for street designs to serve in order of priority: bicycles, pedestrians, public transit and vehicles last. Upon completion of a neighborhood survey 51% of respondents were in favor. A long term traffic calming solution is desperately needed for this neighborhood after decades continuously of countless accidents, hit and runs, public and private property damage and several deaths due to excessive traffic volumes and speeds.

What data supports the public safety concerns that your proposed project is intended to address?: traffic study in 2018 shows significant reduction of volume of current excessive ADT.

DOT discusses benefits of traffic calming including but not limited to Improved "feel" of the street, Reduced crime, Equitable balance among transportation modes, Increased safety/decreased severity of injury in traffic crashes, Improved air quality and noise levels, Decreased fuel consumption and Continued accommodation of motor vehicle traffic with a local and vested interest. Diagonal diverters work to ensure through-traffic is eliminated, Conflicts are reduced and Pedestrian safety is increased.

Condition

Please elaborate on whether/how this project remediates health or safety issues that pose a danger to others. East 6th Street is currently an extremely dangerous street to drive on. Countless accidents, hit and runs, city property damage and at least 2 deaths show this street has significant problems. By reducing cut through traffic and divorcing a residential street from a freeway offramp, it will significantly improve the quality of life, safety and access to residents, business owners, visitors and Metro State staff and students. Working to ensure the street is available to those with a local vested interest and encouraging cut through traffic onto the main arterial and business district of East 7th will benefit the community overall.

CPTED: Crime Prevention through Environmental Design

How does this project advance the principles of [Crime Prevention Through Environmental Design \(CPTED\)](#)?: Natural Surveillance: By reducing the volume of traffic and allowing street to be calmer and safer, this will by volume, allow those in the neighborhood to naturally watch what a drivers behavior is doing. If there are thousands of cars a day breaking the law or driving erratically,

it goes unnoticed, but if volumes are reduced, it becomes more noticeable, people are paying closer attention and it develops a more neighborhood feeling rather than an extension of the freeway off-ramp.

Natural access: By making access slightly more challenging it directs vehicle traffic in ways that decreases criminal opportunities. Easy access to flee the neighborhood is delayed. Natural access works to ensure unauthorized persons are kept out of areas they do not have legitimate reason for being in. If one has a vested interest in being on East 6th, they will, but if they do not, it routes them to a major arterial where access is again in a more controlled and higher visibility area.

Territorial Reinforcement: By defining East 6th street as the residential street it is, not an extension of the freeway offramp, it makes clear boundaries that indeed it is a neighborhood street, not a cut through or offramp. Drivers who see it is a residential street will see it as such and it will discourage potential offenders because of users familiarity with each other and their surroundings.

Physical Maintenance and Activity Support: By installing a simple traffic control device it will enormously increase the neighborhoods sense of pride of place and territorial reinforcement. It will allow the street to encourage people to be on their porches, children to play in their yards and encourage more pedestrians to stroll the street and bicyclists to use the street if they feel safer. This traffic device will have a HUGE impact on the image of the area and see it as a community, a neighborhood and not as a quick way to get access to a freeway. These perception changes are known to be related to reduction in opportunities for aberrant or criminal behavior. This will reduce the speeding, volume, hit and runs, city property damage and quick access out of neighborhood for unlawful behavior.

Usage

Describe the current and potential usage of this project: The street is currently seen as a cut through, an easy and quick way to gain access to the freeway. The perception is that it is an extension of the off-ramp and doesn't make it feel like a neighborhood. People are quick to rush through a residential street to gain access to a higher speed street. The majority of traffic on 6th WANTS to be on east 7th, but the current design encourages them to be dumped onto a neighborhood street without them realizing it. It is a poor design that needs to be rectified to allow the community to grow and flourish.

Community Impact, Equity, Accessibility, and Inclusion

Please describe the impact this project will have on the community: The department of public works has determined that streets should be designed with the needs of pedestrians first, bicycles second, multimode transportation 3rd and vehicles 4th. Currently it is being used to have vehicle access first and all other principals are further down the list. This street is also designed to completely ignore the business district of east 7th street and dump cars into a neighborhood with no understanding of the business district one block away. By divorcing East 6th Street from the freeway offramp it will right a wrong. It will encourage a community to continue to grow and feel safer and more open and connected. It will improve the aesthetics of the community and allow safer use of the streets for pedestrians and bicyclists. It will reduce the amount of pollution being dumped into houses with the 6000 cars a day and should reduce it to a more local traffic volume of 1500-2000 ADT.

Strategic Fiscal Investment

Describe the project's potential for innovative collaboration: This aligns with department of public works for designing streets. The community has been surveyed numerous times and wants to see improvements to east 6th street. Business owners, the St. Paul Bicycle coalition and Metro State

University are all supportive of working together to improve the current conditions and safety of East 6th Street.

Additional Details

What else would you like to tell us about this project that was not addressed in the questions above?: The community and neighborhood have been trying to improve the safety, livability and quality of life for this area for at least 25+ years. When is it time to listen to the will of all those people and entities that are trying so hard to make our communities better?

Upload any files that will help us evaluate your proposal, [Link to application attachments](#)

INITIAL COST REVIEW DETAILS: Add Diagonal Diverter to East Sixth Street at Bates Ave or Maria Ave

Estimated Cost: \$190,000 (see [Public Works disclaimer](#))

Estimated Cost Review Description: This project proposes a diagonal diverter on East 6th Street which is designated as a collector roadway. This is not a treatment Public Works would recommend on this type of roadway as collector roadways are expected to carry some level of through traffic and constructing a diverter would be expected to divert traffic to adjacent roadways that are not designed for higher levels of traffic.

In 2018 a test of a full closure on E 6th Street was completed and 65% of survey respondents had a negative opinion of the closure. In April and May 2021, a test of the diagonal diverter was completed and a slight majority (51%) of the survey respondents were supportive. Respondents, who were opposed to the diverter, indicated that the diverter increased traffic and safety concerns on other neighborhood streets. Respondents, who were supportive of the diverter, indicated that they liked the increased safety and reduced traffic volumes and speeds on East 6th Street. We note that the test diverter project was completed when traffic volume and patterns were significantly impacted by the COVID-19 pandemic. This includes Metro State University which is immediately adjacent to the intersection not operating in person during the time of the test.

Bicycle Route Connection

Location and Organization Information

- **Organization (if applicable):** Mr. Michael Recycles Bicycles
- **Project Category:** Parks and Trails
- **Project Location:** South side of Pierce Butler Route between Pierce Butler/Dunlap intersection and Hewitt Avenue.
- **Affected Ward(s):** Ward 4
- **Affected Neighborhood District Council(s):** Hamline-Midway

Brief (1-2 sentence) Summary of Project:

Install one block long bicycle/pedestrian path to provide a safer off-road connection from an existing bicycle path to a nearby street.

Project Purpose and Justification

Project Description: There is a bicycle/pedestrian path that leads from the Lexington Avenue bike trail down to the bike lanes on Pierce Butler Route. This path ends at Dunlap Street. There is a short block between Dunlap and Hewitt where there is no sidewalk, so bicyclists and pedestrians walk in the wrong direction in the bike lane on Pierce Butler Route and then make an illegal turn to travel westbound on Hewitt Avenue. This project is to install a path in city right of way to connect the existing path to Hewitt Avenue.

Purpose and Justification Why is this project important?: The path from Lexington to Pierce Butler Route is popular, but when you reach the bottom you can either turn to travel east on Pierce Butler or turn to travel south on Dunlap. Folks wanting to travel west on Hewitt are forced out into the eastbound bike lane on Pierce Butler, where they travel against traffic, then they make an illegal left turn onto Hewitt Avenue. This will keep bicyclists and pedestrians from traveling the wrong way in the bike lane.

What data supports the public safety concerns that your proposed project is intended to address?: Only anecdotal. I frequently walk in this area. Some people use the grass rather than ride out into the road, but in winter it is difficult to do because the owner of the adjacent apartment building piles snow where the bicycle/walking path would be. This would add the path for this short block and correct this problem.

Condition

Please elaborate on whether/how this project remediates health or safety issues that pose a danger to others. When a bicyclist or pedestrian is forced to walk in the street, it puts them in danger from higher speed motor vehicle traffic. Installing this path will correct this problem.

CPTED: Crime Prevention through Environmental Design

How does this project advance the principles of [Crime Prevention Through Environmental Design \(CPTED\)](#)?: This path will encourage more pedestrians and bicyclists to travel through this area, adding more eyes on the street.

Usage

Describe the current and potential usage of this project: The space currently is city right of way and is covered with grass. There is a worn pathway where some bicyclists and pedestrians travel rather than walk out into the bike lane on Pierce Butler Route. The adjacent apartment building uses part of it, and part of the partial cul-de-sac at the intersection of Hewitt and Pierce Butler Route for snow storage, making it impossible for folks to walk or ride a bicycle safely there. This project will provide safe access for bicyclists and pedestrians to reach westbound Hewitt Avenue from the

bike/ped path that connects the Lexington Avenue Trail with the Pierce Butler Bike Lane. This path can be made ADA accessible to meet the needs of users of all abilities.

Community Impact, Equity, Accessibility, and Inclusion

Please describe the impact this project will have on the community: This project will meet the needs of bicyclists, pedestrians, and persons depending on mobility devices such as a wheel chair for a safe, off-road connection between major bicycle routes. While the immediate project area is in the Hamline Midway neighborhood, it is adjacent to the Como, North End, and Frogtown neighborhoods, and would be used by folks from all of those neighborhoods and beyond.

Strategic Fiscal Investment

Describe the project's potential for innovative collaboration: There are a number of efforts to establish pollinator habitat along Pierce Butler Route, and these folks would welcome the opportunity to install a pollinator friendly garden adjacent to the new path. This project aligns with City and neighborhood goals around walkability and more people using non-motorized transportation. This will also provide handicap access where there currently is none.

Additional Details

What else would you like to tell us about this project that was not addressed in the questions above?: This is a very small project that likely could be completed for \$5000 or less, but would have a large impact on safety in the area. My business, Mr. Michael Recycles Bicycles, is willing to collaborate on this with Public Works to develop an inclusive design that will serve all users and abilities. I would explore the possibility of sponsoring signage for the new path.

Upload any files that will help us evaluate your proposal, [Link to application attachments](#)

INITIAL COST REVIEW DETAILS: Bicycle Route Connection

Estimated Cost: \$105,000

Estimated Cost Review Description: Approximately 100 feet of trail extension on south side of Pierce Butler between Dunlap and Hewitt.

Double street lighting at intersections

Location and Organization Information

- **Project Category:** Streets Amenities
- **Project Location:** Intersections throughout Saint Paul, prioritizing those with existing reconstruction projects in the city queue. The intersection Hague at Saratoga St. would be a good location for a pilot.
- **Affected Ward(s):** Citywide
- **Affected Neighborhood District Council(s):** Citywide

Brief (1-2 sentence) Summary of Project:

This project proposes a trial or pilot to install a second street light at all city intersections that currently lack sufficient lighting, aiming to enhance nighttime pedestrian safety across Saint Paul. The Union Park neighborhood appears to be underserved compared to other neighborhoods examined, such as Dayton's Bluff and Hamline Midway. One particularly busy, and poorly-lit intersection is Hague at Saratoga St. This intersection only has one pedestrian-scale street light, even though it gets a lot of pedestrian and vehicle traffic. This would be a good location for a pilot. Several other intersections in this area could also use such improvements, including Ashland and Saratoga, Ashland and Pascal, among others.

Project Purpose and Justification

Project Description: The initiative seeks to install an additional street light on the opposite side of intersections currently serviced by a single light. This enhancement aims to eliminate dark zones at crossings, significantly improving visibility for pedestrians and drivers alike during nighttime and low-light conditions.

Purpose and Justification Why is this project important?: Pedestrian safety is compromised at poorly lit intersections, particularly for vulnerable populations like children. This project aligns with Saint Paul's goals to improve walkability and safety for all users, addressing the heightened risk pedestrians face at night.

What data supports the public safety concerns that your proposed project is intended to address?: Local accident reports and pedestrian safety studies will be reviewed to identify intersections with high nighttime pedestrian traffic and reported safety incidents, underscoring the need for enhanced lighting.

Condition

Please elaborate on whether/how this project remediates health or safety issues that pose a danger to others. Improved lighting at intersections directly addresses safety issues by reducing the risk of pedestrian-vehicle collisions, enhancing the ability of drivers to see pedestrians during turns, and making it safer for individuals of all ages to navigate the city after dark.

CPTED: Crime Prevention through Environmental Design

How does this project advance the principles of [Crime Prevention Through Environmental Design \(CPTED\)](#)?: By increasing visibility at intersections, the project promotes natural surveillance, making public spaces safer and more accessible after dark. Enhanced lighting supports territorial reinforcement and fosters a greater sense of community security.

Usage

Describe the current and potential usage of this project: Currently, the lack of sufficient lighting at intersections deters pedestrian activity after dark due to safety concerns. With the proposed

lighting improvements, these areas are expected to become safer for nighttime use, encouraging walking as a viable transportation option regardless of the time of day.

Community Impact, Equity, Accessibility, and Inclusion

Please describe the impact this project will have on the community: The double street lighting initiative will have a broad, positive impact on community safety, particularly benefiting those who rely on walking as their primary mode of transportation. It promotes equity by ensuring all neighborhoods have adequately lit intersections, enhances accessibility for people with visual impairments, and fosters an inclusive environment where residents feel safe to walk at night.

Strategic Fiscal Investment

Describe the project's potential for innovative collaboration: This project can be integrated into existing street reconstruction plans, maximizing resource efficiency. Collaboration with utility companies, lighting technology firms, and community organizations could further innovate and optimize the implementation process.

Additional Details

What else would you like to tell us about this project that was not addressed in the questions above?: Implementing this project city-wide presents an opportunity for Saint Paul to lead by example in pedestrian safety and sustainable urban design, making a significant contribution to the city's livability and residents' quality of life.

INITIAL COST REVIEW DETAILS: Double street lighting at intersections

Estimated Cost: \$10,000

Estimated Cost Review Description: One additional street light at Hague and Saratoga

Additional Information: Existing lighting in area is typical for an improved lighting area in the city.

Intersection Daylighting for Pedestrian Safety

Location and Organization Information

- **Project Category:** Streets Amenities
- **Project Location:** Key intersections throughout Saint Paul, including but not limited to the school crossing at Wellesley Ave and Hamline Ave.
- **Affected Ward(s):** Citywide
- **Affected Neighborhood District Council(s):** Citywide

Brief (1-2 sentence) Summary of Project:

This project aims to improve pedestrian visibility and safety at intersections through daylighting, a low-cost measure that involves building extensions to curbs and boulevards, including bump-outs, within 20 feet of crosswalks, starting with the high-risk area Wellesley Ave at Hamline Ave—adjacent to Randolph Heights Elementary School.

Project Purpose and Justification

Project Description: The proposal seeks to enhance pedestrian safety by implementing daylighting at critical intersections, including school zones, making pedestrians, including children, more visible to drivers. This involves converting parking spaces near crosswalks into no-parking zones, such as by extending boulevards and curbs to remove the parking that impedes visibility.

Purpose and Justification Why is this project important?: Daylighting directly supports the City of Saint Paul's goals to promote pedestrian safety and aim towards zero traffic deaths or injuries. It addresses the visibility issues at intersections that particularly endanger children and seniors.

What data supports the public safety concerns that your proposed project is intended to address?: **Studies** from other North American cities, such as Portland Oregon, demonstrate the effectiveness of daylighting in reducing pedestrian accidents. Local traffic and pedestrian accident data will further substantiate the need for this intervention in Saint Paul.

Condition

Please elaborate on whether/how this project remediates health or safety issues that pose a danger to others. This project significantly mitigates the risk of pedestrian accidents by improving visibility for both pedestrians and drivers, particularly in areas where parked vehicles currently obstruct sightlines.

CPTED: Crime Prevention through Environmental Design

How does this project advance the principles of [Crime Prevention Through Environmental Design \(CPTED\)](#)?: By enhancing natural surveillance and access control at intersections, daylighting aligns with CPTED principles by making public spaces safer and more navigable for all community members.

Usage

Describe the current and potential usage of this project: Currently, the lack of visibility at intersections poses a safety risk, discouraging walking and rolling. With improved visibility through daylighting, these intersections will become safer, encouraging more pedestrian traffic and supporting a more walkable city.

Community Impact, Equity, Accessibility, and Inclusion

Please describe the impact this project will have on the community: Daylighting will have a broad positive impact, enhancing safety for pedestrians of all ages and abilities. It promotes equity by making safe pedestrian travel more accessible across the city, and supports inclusivity by

considering the needs of the most vulnerable road users, including children and families near public schools.

Strategic Fiscal Investment

Describe the project's potential for innovative collaboration: The project offers the opportunity for collaboration with local traffic safety organizations, neighborhood groups, and schools to identify key intersections for implementation. It also aligns with broader city goals and could be supported by state or federal road safety funds.

Additional Details

What else would you like to tell us about this project that was not addressed in the questions above?: The simplicity, effectiveness, and proven track record of daylighting in enhancing pedestrian safety make it a compelling proposal for immediate implementation, without the need for a pilot program. This initiative represents a critical step towards creating a safer, more walkable Saint Paul.

INITIAL COST REVIEW DETAILS: Intersection Daylighting for Pedestrian Safety

Estimated Cost: \$90,000

Estimated Cost Review Description: Two bumpouts into Hamline at Wellesley (NW and SW corner). Given the current configuration of the intersection (one-sided parking and offset centerline) the specific preferred improvement for this intersection will need additional design evaluation. This could include bumpouts or one or two medians at the intersection. Cost estimate assumes two bumpouts which should be the most cost conservative of the potential design options. Some loss of parking is anticipated with the implementation of any improvement. .

Median at Fairview/Princeton

Location and Organization Information

- **Project Category:** Streets Amenities
- **Project Location:** Fairview/Princeton Intersection
- **Affected Ward(s):** Ward 3
- **Affected Neighborhood District Council(s):** Macalester-Groveland

Brief (1-2 sentence) Summary of Project:

Construct a median (full, all left turns prohibited) at the Fairview/Princeton intersection. The median will help people walking and biking on Princeton to safely cross Fairview Ave, which is a wide street with fast moving traffic.

Project Purpose and Justification

Project Description: Construct a median (full, all left turns prohibited) at the Fairview/Princeton intersection.

Purpose and Justification Why is this project important?: The busy and high speed traffic on Fairview has divided the neighborhood. The median will provide an active transportation node in the neighborhood for people biking and walking on Princeton to get across Fairview. Princeton is a good choice for such a node as it connects the Hidden-River middle school area with the Groveland Park elementary school area.

What data supports the public safety concerns that your proposed project is intended to address?: The city is aware that walking and biking across Fairview is a safety concern. To address this, the City has already constructed medians on the segment of Fairview south of St Clair. Adding a median at the intersection with Princeton would extend this approach to the segment of Fairview north of St Clair.

Condition

Please elaborate on whether/how this project remediates health or safety issues that pose a danger to others. Currently, it is difficult for people walking and biking to get across Fairview Ave during rush hour. Many drivers on Fairview travel at about 30-35 mph. At those speeds it is not easy for them to notice the uncontrolled intersection with Princeton. Even with people present at the intersection, most motorist may not see them early enough to consider slowing down or braking.

The median makes the uncontrolled intersection with Princeton much more visible to drivers on Fairview. The median also narrows Fairview. Both of these will slow down the drivers on Fairview, which will make it easier for them to come to a full stop. The median makes it possible for people walking and biking to cross Fairview one lane at a time. This supports safer crossing behaviors by people walking and biking. All road users benefit!

CPTED: Crime Prevention through Environmental Design

How does this project advance the principles of [Crime Prevention Through Environmental Design \(CPTED\)](#)?: People need to be present for a street or neighborhood to feel safe. Streets void of people can also invite crime. This project advances the CPTED principles by creating an active transportation node; a safer and more pleasant place to cross Fairview by walking or biking only. This will result in more people making more of their everyday travel in the neighborhood by walking and biking. This can prevent crime, and will make the neighborhood feel safer and people friendlier.

Usage

Describe the current and potential usage of this project: Princeton is an important street for people walking and biking as it connects the Hidden-River middle school area with the Groveland

Park elementary school area. Both areas have local businesses that are frequently visited by people. But the Fairview/Princeton intersection is a safety hazard, especially for young and older people. To some it is a barrier that they will not cross by foot or bike. The median will create an active transportation node; a safer and more pleasant place to cross Fairview by walking and biking only.

Community Impact, Equity, Accessibility, and Inclusion

Please describe the impact this project will have on the community: The median may result in more people making more of their everyday trips in the neighborhood by walking or biking. It will encourage more students to walk or bike to school (elementary, middle, high school). Finally, supporting people to make more of their everyday trips by walking or biking is central to our City's policy goal to reduce VMT and grow non-carbon based modes of transportation. It also makes for a happier and healthier community.

Strategic Fiscal Investment

Describe the project's potential for innovative collaboration: The construction of the median is aligned with the transportation goals and plans of Macalester Groveland Community Council to support more people in making more of their everyday travel in the neighborhood by walking or biking.

Additional Details

What else would you like to tell us about this project that was not addressed in the questions above?: A full median, similar to the ones installed on the segment of Fairview south of St Clair, would serve people biking and walking best. Alternative medians (1/2 and 3/4 medians) may also be considered.

INITIAL COST REVIEW DETAILS: Median at Fairview/Princeton

Estimated Cost: \$150,000

Estimated Cost Review Description: Location is on Fairview Ave at Princeton Ave. Median of approximately 125 feet in total length. Pedestrian ramps in median and intersection quadrants. Public engagement. Contingency for scope change.

Additional Information: This project would involve converting the Fairview and Princeton intersection to a right-in/right-out intersection. Any access restriction such as this will need to include public engagement as part of the project development process which will take additional staff time and has the potential to change the scope and location of this improvement..

Pedestrian Crossing Light Cretin and Highland Parkway

Location and Organization Information

- **Organization (if applicable):** Highland District Council
- **Project Category:** Streets Amenities
- **Project Location:** Cretin and Highland Parkway
- **Affected Ward(s):** Ward 3
- **Affected Neighborhood District Council(s):** Highland

Brief (1-2 sentence) Summary of Project:

We are proposing a pedestrian activated crossing light like the type that is located on Jefferson and Cretin.

Project Purpose and Justification

Project Description: The proposed project is for a pedestrian activated crossing light at Cretin and Highland Parkway.

Purpose and Justification Why is this project important?: This intersection is hard to cross and can be dangerous with speeding traffic, and bad sight lines.

What data supports the public safety concerns that your proposed project is intended to address?: There was a pedestrian death at this intersection about 5 years ago, and there have been many close calls over the years. The HDC has done Stop for Me events with SPPD 3 times in the last 5 years to promote education and awareness to drivers and pedestrians alike.

Condition

Please elaborate on whether/how this project remediates health or safety issues that pose a danger to others. This project will create a designated time for pedestrians to know when to cross the street. The presence of a flashing pedestrian light will allow for safer movements for anyone who uses it.

CPTED: Crime Prevention through Environmental Design

How does this project advance the principles of [Crime Prevention Through Environmental Design \(CPTED\)](#)?: This project will create a designated time for pedestrians to know when to cross the street. The presence of a flashing pedestrian light will allow for safer movements for anyone who uses it.

Usage

Describe the current and potential usage of this project: The space is difficult for pedestrians to cross, the HDC did a pilot project with temporary bollards, and measured speed before and after the installation. The bollards helped to decrease speed by a small margin. The real safety impact is seen at Jefferson and Cretin with the pedestrian activated flashing light.

Community Impact, Equity, Accessibility, and Inclusion

Please describe the impact this project will have on the community: This project will allow access to all pedestrians to cross a difficult intersection.

Strategic Fiscal Investment

Describe the project's potential for innovative collaboration: This project would allow the City to utilize a known approach to make pedestrian safety improvements. Pedestrian safety is one of the City's top priorities.

Additional Details

What else would you like to tell us about this project that was not addressed in the questions above?: The uploaded photo shows the amount of traffic that can come through that intersection during rush hour, it can be nearly impossible to get across.

Upload any files that will help us evaluate your proposal, [Link to application attachments](#)

INITIAL COST REVIEW DETAILS: Pedestrian Crossing Light Cretin and Highland Parkway

Estimated Cost: \$50,000

Estimated Cost Review Description: Single crossing of Cretin. \$100,000 for both (north and south) crossings of Cretin. Solar RRFB. No concrete work.

Additional Information: We have not completed a full evaluation, but this location is not expected to meet our criteria for installation of an RRFB. Public Works would only recommend and support an installation of an RRFB in this location if it meets our criteria for installation. .

Pedestrian Safety at Maryland and Furness Parkway

Location and Organization Information

- **Organization (if applicable):** Greater East Side/District 2 Community Council
- **Project Category:** Streets Amenities
- **Project Location:** The intersection of Maryland Avenue E and Furness Parkway, two blocks to the East of White Bear Avenue.
- **Affected Ward(s):** Ward 6
- **Affected Neighborhood District Council(s):** Greater East Side

Brief (1-2 sentence) Summary of Project:

The project would install pedestrian crossing markings such as a blinking pedestrian sign, a paint the pavement project, or bump outs or chicanes to draw attention to the crosswalk across Maryland Ave E at Furness Parkway and slow traffic. Although marked by a crosswalk, pedestrians are consistently ignored by vehicles, especially truck traffic that incorrectly use Maryland as a truck route.

Project Purpose and Justification

Project Description: We are asking for some type of traffic calming at this intersection of a highly diverse neighborhood. Although the intersection is "marked" for pedestrians, it is not heeded by motorists due to lack of stop signs for the entire length of Maryland from White Bear to Ruth and the general width of the street. Either a blinking pedestrian light, a narrowing of the street at the intersection or some type of pedestrian marking is requested.

Purpose and Justification Why is this project important?: The intersection of Furness Parkway (a linear park and walking trail) and Maryland Ave E has long been a difficult intersection to maneuver for pedestrians and bicyclists. The speed of traffic on Maryland Ave E, a four-lane road until crossing White Bear Ave only two blocks west of the trail, is funneling into the side streets and causing dangerous conditions. There are no stop signs on Maryland from White Bear Ave through the intersection to Ruth Street to slow traffic down causing cars to maintain and/or increase speeds on the wide avenue. Semi-trucks and buses (several per day) often turn east onto Maryland thinking it is a truck route. This intersection is not only used as an entrance to the Furness Parkway Trail system, one of the few public parks in this underserved area, but also as a route to nearby Hazel Park Academy, a public school. Throughout the school year, children utilize this intersection to bike or walk to school. Further, the pedestrian trail continuing on the southern side of Maryland is one of the only avenues for pedestrians to cross a railroad system that bisects the community.

What data supports the public safety concerns that your proposed project is intended to address?: As of this morning (March 21), there was a three-car crash including a police vehicle at the intersection of Maryland and White Bear Avenue closing that intersection, just blocks away from Furness and Maryland, for hours. Speed is a factor on Maryland Avenue and on White Bear, and Maryland Ave and White Bear Ave are known hazards in St. Paul. The 2023 report from the City of St. Paul Safe Streets for All stated: "There are high concentrations of fatal and serious injury crashes along University Avenue, Rice Street, Maryland Avenue, East and West 7th Street, and White Bear Avenue." While no recent accident reports have been recorded at this pedestrian crossing, the neighborhood organization has received complaints from neighbors who utilize the trail and who have children trying to cross the street sharing that there have been "near misses" of vehicles speeding through the crosswalk as pedestrians are trying to cross. A D2 district council member recently stopped at this crossing as a driver so a large family group with adults and children could cross only to witness a large truck coming from the other direction at high speeds, requiring an adult to grab the shirt of a child beginning to take their tricycle across the street to remove them from harm's way.

Condition

Please elaborate on whether/how this project remediates health or safety issues that pose a danger to others. This project would increase the safety of the intersection by slowing traffic coming off White Bear Ave along Maryland allowing pedestrians, especially children walking to school, to cross the street without the fear of vehicles speeding through the crosswalk.

CPTED: Crime Prevention through Environmental Design

How does this project advance the principles of [Crime Prevention Through Environmental Design \(CPTED\)](#)?: This project advances the CPTED principle of natural access. This principle focuses on facilitating the flow of vehicles and people into and out of neighborhood areas so everyone can feel like they can move about freely as well as see what's going on around them as they pass through. Our communities are safer when we all feel like we can safely walk to our neighborhood park, to our neighbor's place, or to the store up the street. Efforts to calm traffic by encouraging slower speeds in residential areas, near parks, or business districts also help to increase eyes on the street by encouraging drivers to observe their surroundings as well as making it easier for people walking or riding bicycles to pass through.

Usage

Describe the current and potential usage of this project: This intersection is not only used as an entrance to the Furness Parkway Trail system but also as a route to nearby Hazel Park Academy. Throughout the school year, children are utilizing this intersection to bike or walk to school. Community members use this trail during daylight hours and after dark for recreation and exercise, even during the winter months.

Community Impact, Equity, Accessibility, and Inclusion

Please describe the impact this project will have on the community: The community would feel safer walking across Maryland utilizing the Furness Parkway trails and children would feel safer crossing the street walking and biking to school. If a Paint the Pavement project is funded as part of this proposal, it would be an opportunity to bring the community together to take action within their neighborhood. Alternatively, a flashing pedestrian sign could help signal pedestrian traffic, even during evening hours.

Strategic Fiscal Investment

Describe the project's potential for innovative collaboration: The neighborhood council would be willing to work with the city on this project either by workshopping ideas with the neighborhood for ideas on improving the intersection and/or by coordinating a paint the pavement project.

INITIAL COST REVIEW DETAILS: Pedestrian Safety at Maryland and Furness Parkway

Estimated Cost: \$210,000

Estimated Cost Review Description: Bumpout across south side of Maryland and Furness intersection. Bumpout in northeast corner of Maryland and Furness intersection. This estimate is for the base cost. Three additional options were included as follows: Option 1 \$260,000 adds a raised crossing on the east side of the intersection. Option 2 \$285,000 includes the raised crossing and relocates the trail on the north side of the intersection. Option 3 \$330,000 includes Option 1 & 2 and adds a bumpout at the NW corner of the intersection.

Additional Information: The intersection of Maryland is not an appropriate location for either an RRFB or for Paint the Pavement. However, a bumpout treatment at this intersection would be a good improvement and could be further expanded with additional treatment such as a raised

crossing. The estimates include a base estimate with several expanded options which each build on the preceding option.

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Pedestrian-Activated Crossing Lights at Cretin and Selby

Location and Organization Information

- **Project Category:** Streets Amenities
- **Project Location:** North Cretin Ave at the Cretin-Selby intersection, Saint Paul.
- **Affected Ward(s):** Ward 4
- **Affected Neighborhood District Council(s):** Union Park

Brief (1-2 sentence) Summary of Project:

This project proposes the installation of pedestrian-activated flashing lights at the Cretin-Selby intersection to enhance safety for pedestrians and cyclists, particularly at bus stops for the route 63 bus, by making crossing Cretin Ave safer and more visible to drivers.

Project Purpose and Justification

Project Description: Install pedestrian-activated flashing lights on either side of Cretin Ave at Selby intersection to enhance crosswalk visibility and safety, addressing the high vehicle speeds and the frequent non-compliance with pedestrian right-of-way at this busy crossing point.

Purpose and Justification Why is this project important?: Given the high crash risk identified in this area and the community's need to safely access local amenities and bus stops, this improvement is crucial for pedestrian safety and mobility, encouraging walking and public transit use over driving.

What data supports the public safety concerns that your proposed project is intended to address?: The city's Transportation Safety Plan has flagged this stretch of Cretin Ave as a high crash risk area. Additional support comes from observed vehicle speeds and community reports of near-misses at this crossing.

Condition

Please elaborate on whether/how this project remediates health or safety issues that pose a danger to others. By significantly improving pedestrian visibility at a busy intersection, the project directly addresses the heightened risk of accidents, making it safer for pedestrians and cyclists to cross Cretin Ave, particularly during high traffic periods and for vulnerable populations.

CPTED: Crime Prevention through Environmental Design

How does this project advance the principles of [Crime Prevention Through Environmental Design \(CPTED\)](#)?: Enhancing street crossing visibility through activated lights promotes natural surveillance and deters potential traffic violations by increasing driver awareness, thereby fostering a safer community environment.

Usage

Describe the current and potential usage of this project: The intersection is frequently used by pedestrians and cyclists, especially during rush hours and event days. The installation of crossing lights is expected to significantly increase pedestrian confidence and safety, encouraging more residents to walk or cycle.

Community Impact, Equity, Accessibility, and Inclusion

Please describe the impact this project will have on the community: It will directly enhance the quality of life by making streets safer for pedestrians and cyclists, encouraging the use of public transportation, and connecting the community across a busy thoroughfare. The project promotes equity and inclusion by improving access for elderly and disabled individuals, supporting a more livable and connected neighborhood.

Strategic Fiscal Investment

Describe the project's potential for innovative collaboration: The project presents opportunities for collaboration with local transit authorities, traffic safety organizations, and community groups to ensure comprehensive safety improvements. Grants and partnerships with safety initiatives could provide additional funding and support.

Additional Details

What else would you like to tell us about this project that was not addressed in the questions above?: This project represents a critical step towards achieving Saint Paul's vision of a safer, more walkable city. The community's experiences, including close calls and the general feeling of insecurity at the intersection, underscore the urgent need for these improvements to ensure the safety and well-being of all residents.

INITIAL COST REVIEW DETAILS: Pedestrian-Activated Crossing Lights at Cretin and Selby

Estimated Cost: \$100,000

Estimated Cost Review Description: Hard Wired RRFB system for the south crossing of Cretin at Selby.

Additional Information: Additional review and evaluation need to be completed to determine if this is the appropriate location for an RRFB. Public Works has not completed a full evaluation and it is unknown if this location would meet our criteria for installation of an RRFB.

Robbins/Transitway Lighting & Access Improvements

Location and Organization Information

- **Organization (if applicable):** St. Anthony Park Community Council, District 12
- **Project Category:** Parks and Trails
- **Project Location:** Robbins & Manvel Streets - 2201 Robbins Street, 55114 - at the U of M Transitway Bike Access Path
- **Affected Ward(s):** Ward 4
- **Affected Neighborhood District Council(s):** St. Anthony Park

Brief (1-2 sentence) Summary of Project:

Several improvements to promote safely accessing the University of Minnesota Transitway by bike from South Saint Anthony Park.

Project Purpose and Justification

Project Description: This project aims to enhance the bike path connection to the Transitway at Robbins/Manvel by adding several improvements. Currently, the connection point is unlit, with bent straw street lights positioned at 100' intervals on the opposite side of Robbins. However, these lights do not adequately illuminate the bike path areas. Situated between a residential and industrial area and railroad tracks, the location poses safety challenges for bikers and pedestrians crossing Robbins, a curving street known for speeding. Despite an all-way stop at Manvel, drivers often overlook the crossing, leading to regular incidents. Additionally, the curved design of Robbins creates blind spots for bikers approaching from Manvel. This location is crucial as it provides the safest and most efficient route for residents of South St. Anthony Park traveling to downtown Minneapolis and the University of Minnesota campuses.

The proposed project includes adding lighting on the Transitway side of Robbins and improving indications for drivers of the bike/pedestrian crossing. Crime data reveals a recent increase in incidents, emphasizing the need for enhanced safety measures. Crime data for the few blocks immediately adjacent to the area show that there was very little crime prior to 2018, with an increase in 2018 and a bigger increase in 2021, including multiple weapons discharges:

- 2014: 0 incidents
- 2015: 3 incidents (burglary, theft, theft from auto)
- 2016: 2 incidents (domestic, burglary/night)
- 2017: 6 incidents (proactive (2), weapons discharge, theft, burglary/day, domestic)
- 2018: 11 incidents (proactive (4), damage (2), motor vehicle theft, theft from auto (2), burglary/night, narcotics)
- 2019: 5 incidents (proactive, damage (2), theft from auto, burglary/night)
- 2020: 9 incidents (motor vehicle theft (3), proactive, burglary/night, domestic assault, theft from auto, damage, weapons discharge)
- 2021: 21 incidents (theft (6), proactive, weapons discharge, damage (4), theft from auto (3), burglary (4 [1 night, 1 day, 2 unspecified], motor vehicle theft (2))
- 2022: 18 incidents (proactive3, weapons discharge2, Theft3, MV theft4, Agg assault2, damage2)
- 2023: 7 incidents (motor vehicle theft (2), weapons discharge (2), theft (3), burglary day)

The project will: add bent straw lights at Robbins and Manvel, enhancing visibility at the entrance to the bike path, install a crosswalk at the intersection with a Bikes Crossing warning sign, add a wayfinding sign at the entrance to the bike path, marking the route to the Transitway, replace the current cracked ramp for improved safety. These enhancements aim to improve safety and encourage mode shift, particularly for vulnerable groups like women and parents.

Purpose and Justification Why is this project important?: This proposed project is important because this area serves as the main crossing route for pedestrians and all bike riders from south of the railroad yard/tracks, which divide Saint Paul, to access the Transitway. Improved lighting at the intersection - and ideally along the Transitway on-ramp path itself - would enhance safety for bike riders and pedestrians, fostering a greater sense of security and promoting the concept of safety in numbers. Installing a well-signed crosswalk at the Manvel intersection would further alert drivers and reduce the likelihood of them disregarding the intersection while traveling on Robbins.

What data supports the public safety concerns that your proposed project is intended to address?: This proposed project to add lighting at this location (Robbins/Manvel) has been a long-term goal of the neighborhood and SPACC - and is currently included in our 'District 12 Ten-Year Plan' and has been a regular request from multiple, nearby residents and bikers utilizing the U of M Transitway Trail for some time.

- To get additional data as it relates to safety, a member of SAPCC's Transportation Committee was assigned to conduct a "Stop Sign Compliance Count" between 6:00 and 9:00 a.m. on Tuesday, March 12, at the Robbins/Manvel intersection.
- Out of 139 motor vehicles observed during that time period:
- 36% came to something resembling a full stop,
- 39.5% made a rolling stop that would have resulted in a ticket,
- 24.5% completely disregarded the stop sign.

Some of the full stops occurred when two cars meet at the intersection, making it difficult to determine the drivers' actions under different circumstances. (The presence of a bike rider or pedestrian, less visible and unable to damage the driver's vehicle, unfortunately does not have the same effect on driver behavior.) Slowing down traffic, providing defined accessibility and improving the lighting near this important bike trail connection and crossing will improve the safety concerns neighbors and bikers have shared with the SPACC about this area - while also realizing a long-term District 12 planning goal.

Condition

Please elaborate on whether/how this project remediates health or safety issues that pose a danger to others. This project indirectly addresses health issues by making bike riding more accessible and safer. Numerous studies have shown that biking improves health. This proposed project enhances safety in the immediate area by reducing the likelihood of bike-vehicle crashes and by increasing Crime Prevention Through Environmental Design (CPTED) principles in the vicinity around the bike path approach to the Transitway.

CPTED: Crime Prevention through Environmental Design

How does this project advance the principles of [Crime Prevention Through Environmental Design \(CPTED\)](#)?: The proposed lighting in this project serves as a crucial element of natural surveillance and access. Without adequate lighting, visibility is compromised, hindering one's ability to observe their surroundings. If our city aims to encourage more biking year-round, especially during shorter daylight hours, it's essential to install lighting at key access points like the one to the Transitway. Additionally, people walk and run on the Transitway, and the Manvel crossing serves as their sole access point from South St. Anthony Park, given the absence of sidewalks on Robbins.

District 12 also intends to collaborate with MnDOT and the University of Minnesota on various aspects of the lengthy on-ramp path beneath the Highway 280 overpass, located within MnDOT right-of-way. These efforts would enhance natural access, including the potential paving of an existing "desire path" to create a second access point to the on-ramp from Robbins. Additional

lighting under the ramp and landscaping to control erosion and improve the physical maintenance of the space are being considered, if feasible.

Usage

Describe the current and potential usage of this project: This access point is heavily utilized by bike riders, but it tends to make users uneasy outside of the brightest daylight hours. The proposed improvements would enhance the usability of the existing infrastructure, particularly during early mornings, late afternoons, and evenings in spring, fall, and winter. As part of the St. Paul Bike Plan, this connection to the Transitway is vital, with planned expansions expected to attract even more riders. Therefore, upgrading it to be more inviting and safer than its current state is deemed appropriate. Specifically, the Robbins and Manvel Transitway access serves as a major link for bike riders to destinations along the Transitway, including the St. Paul campus of the University of Minnesota and downtown Minneapolis via the Dinkytown Greenway. Manvel is the primary route for riders approaching from the south. Due to Robbins Street serving as a cut-through between Raymond Avenue and Highway 280 or University Avenue, drivers often overlook potential cross traffic from Manvel, despite the presence of a stop sign. Improved lighting at night, along with a crosswalk and a bike crossing sign, are warranted at this location.

Community Impact, Equity, Accessibility, and Inclusion

Please describe the impact this project will have on the community: The proposed Robbins/Transitway improvements will enhance community health and promote environmental sustainability. Bicycles are widely recognized as an effective solution for reducing short-distance trips and addressing chronic diseases caused by sedentary lifestyles. However, poor and unsafe infrastructure deters residents from biking. By improving the neighborhood's only access point to a premier piece of bike infrastructure, more residents will experience the well-documented positive effects that biking has on physical and mental health. Additionally, this project will promote environmental sustainability because transportation by bike has a clear positive impact on the environment compared to transportation-by-car.

Strategic Fiscal Investment

Describe the project's potential for innovative collaboration:

District 12's current 10-year plan includes this area as one of two key pedestrian/bicyclist areas in need of lighting. Quoting the plan: "T3.6: Meet with Saint Paul Public Works to explore lighting options in key pedestrian/bicyclist areas. Prioritize the streets... at the access point to the University of Minnesota Transitway from Manvel/Robbins." The area serves as a connection point in the St. Paul Bike Plan, linking the Grand Round on Raymond to the future "St. Anthony Greenway," which will connect from Pierce Butler Route to the Transitway. SAPCC will be discussing possible changes with MnDOT and the U of M under the Highway 280 portion of the Transitway access, which MnDOT owns. MnDOT will undertake relatively extensive work on the highway in 2026, presenting a dual opportunity:

- a) to add lighting on the bridge underside, as the path under the overpass is currently a darkened partial tunnel that does not provide users with a sense of safety.
- b) to potentially pave an existing "desire path" on MnDOT property, creating a second pathway for a more direct route between Robbins Street and the Transitway, and offering multiple ways off the connecting path, in accordance with the Crime Prevention Through Environmental Design (CPTED) principle of free movement.

Additional Details

Upload any files that will help us evaluate your proposal, [Link to application attachments](#)

INITIAL COST REVIEW DETAILS: Robbins/Transitway Lighting & Access Improvements

Estimated Cost: \$70,000

Estimated Cost Review Description: One lantern light and three bent straw lights on north side of Robbins St. Trimming back NE corner of intersection and moving fence

Additional Information: Application included request for crossing improvements such as marking and signage. Separate from the CIB process we will review the intersection to determine if a marked crosswalk meets our criteria. One beneficial improvement we identified is a sight light line improvement in the northeast corner of the intersection. In this corner there is a split rail fence and tall vegetation that blocks (and hides) the trail approaching the intersection from the north. A sight corner of approximately 10 ft x 10 ft would help open sight lines to the trail for an approaching driver. This area looks to be part of a community garden (and is potentially railroad property) so additional coordination would be needed to determine if fence can be adjusted and sight lines improved..

Safe Crossing to Ayd Mill Trail at Hamline and Ashland Avenue

Location and Organization Information

- **Project Category:** Parks and Trails
- **Project Location:** Intersection of Hamline Avenue and Ashland Avenue, extending to the Ayd Mill Trail via Eleanor Graham Gardens path stub.
- **Affected Ward(s):** Ward 1
- **Affected Neighborhood District Council(s):** Union Park

Brief (1-2 sentence) Summary of Project:

This project aims to improve the bicycle and pedestrian crossing at Hamline Avenue at Ashland Avenue to provide safe, direct access to the Ayd Mill Trail via the Eleanor Graham Gardens path, enhancing connectivity and safety for families and non-motorized transportation users.

Project Purpose and Justification

Project Description: This project proposes to create a safer and more convenient crossing for cyclists and pedestrians at Hamline Avenue at Ashland Avenue. By providing a curb cut at Laurel Street at the existing pedestrian underpass and a paved trail connection to the Ayd Mill Trail, the project eliminates the need for two long stoplight cycles and expands the waiting area to accommodate families on bicycles.

Purpose and Justification Why is this project important?: The current crossing is dangerous, slow, and unpredictable, discouraging non-motorized transportation. Improving this connection supports the City of Saint Paul's goals to reduce VMT and increase the usage of sustainable transportation options, particularly for families.

What data supports the public safety concerns that your proposed project is intended to address?: Public safety concerns are highlighted by the current need for two lengthy stoplight cycles for crossing and inadequate waiting areas. Local traffic and accident reports will provide further evidence of the need for improved infrastructure at this location.

Condition

Please elaborate on whether/how this project remediates health or safety issues that pose a danger to others. This project addresses significant safety concerns by reducing exposure to traffic for pedestrians and cyclists, thus mitigating potential accidents at a high-traffic intersection.

CPTED: Crime Prevention through Environmental Design

How does this project advance the principles of [Crime Prevention Through Environmental Design \(CPTED\)](#)?: The project enhances natural surveillance and access, provides clear territorial reinforcement of the pedestrian path, and supports physical maintenance and activity through improved infrastructure, making the route safer and more inviting for community use.

Usage

Describe the current and potential usage of this project: Currently, the space sees limited use due to safety concerns and infrastructure gaps. Post-improvement, it's expected to become a popular route for cyclists and pedestrians, including families, enhancing access to the Ayd Mill Trail and encouraging non-motorized transportation.

Community Impact, Equity, Accessibility, and Inclusion

Please describe the impact this project will have on the community: The project will significantly improve safety and accessibility for non-motorized transportation users, enhance connectivity within the community, and encourage healthier, more sustainable transportation

choices. It addresses equity by improving access for all, including families and those opting for non-motorized transport options.

Strategic Fiscal Investment

Describe the project's potential for innovative collaboration: The project invites collaboration with local cycling and pedestrian advocacy groups, the City's public works department, and community organizations to ensure a design that benefits all stakeholders and aligns with broader city goals.

Additional Details

What else would you like to tell us about this project that was not addressed in the questions above?: This project not only improves safety and accessibility but also serves as a critical step towards realizing the City of Saint Paul's ambitious goals for sustainable transportation and community well-being.

Upload any files that will help us evaluate your proposal, [Link to application attachments](#)

INITIAL COST REVIEW DETAILS: Safe Crossing to Ayd Mill Trail at Hamline and Ashland Avenue

Estimated Cost: \$300,000

Estimated Cost Review Description: 500 foot trail extending from the Laurel/Hamline intersection to the Ashland/Ayd Mill intersection. Traffic calming elements to address lack of visibility at west end of trail are TBD. The cost estimate assumes a raised crossing at this location, but this could also be an extended bumpout pending further review. This may involve making portions of Laurel Avenue one-way only. Cost estimate does not include any bridge-related costs. It assumes the existing 9' space under the bridge would be paved as-is, which does not meet shared-use trail design standards (width of facility). This facility would meet design standards for pedestrian use.

Additional Information: Additional review and evaluation will be needed before a final scope can be determined. Specifically, strategies to mitigate the lack of visibility for trail users at the western terminus of the trail.

Streetscapes for a Safer Selby

Location and Organization Information

- **Organization (if applicable):** Neighbors For A Safer Selby
- **Project Category:** Streets Amenities
- **Project Location:** Selby Avenue intersections at Virginia and Farrington Streets affecting access to Frank Boyd Park.
- **Affected Ward(s):** Ward 1
- **Affected Neighborhood District Council(s):** Summit-University

Brief (1-2 sentence) Summary of Project:

Investment in traffic-calming initiatives will significantly improve access to Frank Boyd Park, residential dwellings and area businesses. They will also alleviate dangers from speeding cars caused by a lack of protected pedestrian crossings to Frank Boyd Park as identified by Park visitors and neighboring residents, churches, organizations and businesses through public outreach conducted over the past two years.

Project Purpose and Justification

Project Description: This proposal advances the need for two raised medians with pedestrian refuges; one at the intersection of Virginia Street and Selby Avenue; and one at the intersection of Farrington Street and Selby Avenue. (Attachment 2, 3, 4). Additionally, we propose a curb bump out on the SW corner of Farrington Street and Selby Avenue. (Attachment 5)

The cement medians would be connected visually with a 10 foot painted center stripe barrier that would extend on Selby from Virginia Street to Summit/John Ireland Boulevard (Attachment 6). Currently, the 50' width of Selby Avenue fronting Boyd Park allows 2 8' parking lanes and 2 17' vehicular lanes. With a 10' median installed, Selby avenue would allow for 2 8' parking lanes and 2 12' vehicular lanes. The addition of the 10' medians, painted stripe barrier and the curb bump-out aligns with City of St. Paul traffic engineering standards. City Engineering staff indicated they will make necessary adjustments to the design anywhere along Selby less than 50' in width.

The traffic-calming extended stripe barrier narrows the driving lane encouraging drivers approaching Boyd Park from the east to slow down all along Selby before they reach the medians at Boyd Park. The raised medians further define that lane width and provide the added safety of a pedestrian refuge. The curb bump-out provides a second pedestrian refuge at the corner and a shorter pedestrian crossing on Selby. This improvement is warranted for three reasons: use of this corner by neighborhood pre-schools to cross to the park (attachment 7), proximity to Neill Hi-Rise, and dangerous winter pedestrian and bus access issues due to the current street design where road surface directly abuts the sidewalk. (Attachments 8,9,10).

After consultation with City of Saint Paul Engineering staff, it was determined that these three improvements are both feasible at the selected locations and support the City-wide goal of Accident and Injury reduction by calming traffic and investment in pedestrian-oriented street improvements. (Attachments 11,12,13). The medians and paint barrier portion of the proposal is estimated at \$100,000. The additional curb bump-out would perhaps add \$35,000 to the project. The project addresses two key criteria, it abuts City of Saint Paul property at Frank Boyd Park; and will last more than ten years.

Purpose and Justification Why is this project important?: The purpose of this project is to address the urgent need for safe access to Boyd Park for all park users to redress unintended inequities in the Frank Boyd Park neighborhood through cost effective modifications to the current infrastructure. The current infrastructure compromises the health and safety of residents and

visitors alike. Children and other pedestrians do not feel safe on sidewalks or when crossing Selby Avenue to access the park due to high speed and reckless driving. The unusually wide 50' pavement on Selby Avenue and the absence of any traffic-calming infrastructure encourage speeding and endanger pedestrians. This improvement would address a glaring gap. These safety features are already found all along Selby Avenue from Western to Lexington and should be extended in accordance with our proposal.

Driving west on Selby Avenue from Western Avenue, there is a narrower street, 42' wide, with curb bump-outs reducing pedestrian crossings to 30', clearly marked crosswalks with signage, cement medians with pedestrian refuges, painted striped barriers defining narrower traffic lanes, and grass boulevards separating the sidewalk from the street. No such amenities exist along Selby Avenue in the Boyd Park neighborhood. Please watch the short video on our webpage: (Attachment 14)

Located on the north side of Selby Avenue between Virginia and Farrington Streets, Frank Boyd Park was dedicated on May 1, 1976 by a group of labor-oriented black citizens to the memory of this outstanding leader of the Brotherhood of Sleeping Car Porters Union and the larger African American community. Of historic significance, Boyd Park is a rising star in terms of use, Juneteenth celebrations are testament to how it continues to serve the needs of a racially and economically diverse neighborhood, attracting visitors from all over the city. Persons of diverse income, in various types of housing and possessed of enriching cultural roots live in the Boyd Park neighborhood. Saint Paul Public Housing's Neill Hi-Rise is situated one block south of the park. Neill is home to over 100 residents 40% of whom have disabilities, many with mobility challenges. Low income housing is available at Cathedral Hill Homes, one block east of the park and home to many East African immigrant families. Nearby are two pre-schools that offer the amenities of the park routinely to their students. We hold that the proposed improvements serve to remove the present disparate treatment; and fairly dispense safety equity to our underserved neighborhood. Without these infrastructure modifications, seniors, the disabled, families and children will continue to be at great, unjustified risk.

What data supports the public safety concerns that your proposed project is intended to address?: In June 2023, Selby Avenue, including the property that fronts historic Frank Boyd Park, was designated in Saint Paul's Safe Streets for All: Transportation Safety Action Plan as a High Injury Network and High Crash Network street of high concern. (Attachments 15, 16, 17).

Condition

Please elaborate on whether/how this project remediates health or safety issues that pose a danger to others. This project will assist the City in meeting compliance requirements of the ADA by removing impediments to safe travel for the wheelchair-bound and others persons with disabilities, including those fearful of injury from bustling traffic thus furthering their isolation. Isolation, instead of community engagement is a known factor in mental illness. This project promotes community engagement for the disabled while abating costs associated with tax-supported, more expensive alternatives such as the well-utilized Metro Mobility. Traffic-calming reduces stress in general. Families can rely on a community that partners with them by looking out for children and elders in concrete ways. Center medians and pedestrian refuges would halve the distance for pedestrians crossing Selby Avenue at Virginia and Farrington Streets. The painted center stripe barriers would calm approaching traffic from the east and west. Because this stretch of Selby Avenue was identified in Saint Paul's June 2023 Action Plan as an area prone to both High Injury and High Crash, the need to implement our proposal is clear and urgent. The proposed medians, or refuges, and painted pavements put in balance the needs of pedestrians with vehicular traffic alike, to create focal points to avoid accidents that impact all parties sharing the streets.

CPTED: Crime Prevention through Environmental Design

How does this project advance the principles of [Crime Prevention Through Environmental Design \(CPTED\)](#)?: NATURAL SURVEILLANCE

This principle is the cornerstone of our proposal. Refuges, paint and signage demand attention. They invite pedestrians to travel the streets. Greater numbers will use the streets if risk is abated. Greater numbers will observe and monitor infringements on their access. Greater numbers will draw attention from drivers. This principle usually involves reduction of barriers. Our proposal turns this around a bit. Erecting refuges and defining shared space is in the interest of public safety and is warranted. Further addressing crime prevention, under Minnesota statutes, speeding scofflaws are chargeable for a misdemeanor; and misdemeanors are crimes. Scofflaws presently go largely undetected on Selby Avenue in the absence of traffic-calming infrastructure and reduced or other-directed funding to enforce existing laws. But, these are NOT victimless crimes.

Streets in the Boyd Park neighborhood and the people who use them are experiencing a crime wave that is daily, hourly, and a risk to life that must be seen as preventable. Every child at Kinderstube pre-school has cause to be fearful of crossing Selby Avenue to go to Frank Boyd Park. No pedestrian should have to jump back at an intersection in the wake of indifferent or inattentive drivers due to the lack of signage or traffic-calming infrastructure. In fact, our proposal rests on the principle of natural surveillance, literally putting “eyes ON the street.”

NATURAL ACCESS: This principle goes to the heart of our proposal. Calming traffic quiets minds. Community building will be a consequence of infrastructure modification. Businesses will prosper as they should in a healthy neighborhood, moved not by fear but association and pride. Boyd Park is historic and located in Minnesota’s historic district. It is our public space: where elders, the young, and neighbors from all cultural backgrounds can play, share stories, teach, and learn from one another—unless they simply can’t because access to the park is derailed. Our proposed improvements mediate on behalf of all users of the park, playground, shops, restaurants, spas, sports and art spaces that comprise the possible footfalls and wheel sounds of our lives in shared space. It says, “Tread with me, please, just not on me.”—so we may all pass through safely. They facilitate the flow of traffic to that end.

TERRITORIAL ENFORCEMENT: In its essence, our proposal not only incorporates this principle, it defines it. The traffic-calming medians with pedestrian refuges, the curb bump-out and stripe barrier are intended to extend a clear sense of boundaries to drivers on Selby Avenue. These serve to alert drivers that they are entering a public space, a park space, a shared space where safety matters. We believe drivers will be more attentive and have longer to react. Pedestrians and other users will have a more accurate sense of the time required to cross, making use of refuges as needed.

PHYSICAL MAINTENANCE AND ACTIVITY SUPPORT: Boyd Park and Neill Hi-Rise stand out as examples of destinations that should be accessible without impediments to safe travel. These properties are standard-bearers for City planning met by community pride. We seek to connect these two St. Paul City properties with an investment in safe access for all that will endure for a generation or more.

Maintenance depends on commitment from the public and residents to foster celebrations of history, culture and the simple delight of seeing people at play, at work and at home in clean, colorful surroundings. If playground equipment can draw people with color and shape, perhaps the medians we propose can be constructed to add plantings and paint could be applied to attract attention consistent with and not prohibited by City mandates and regulations. Art both focuses and calms the mind. Perhaps bright reflective paint and signage could message “Brake for People” or “Children at Play”.

Our proposal is a direct response to our neighbors, whose concerns are not a preference rooted in culture, but in respect for life, and in a spirit of communitarianism. This grassroots neighborhood movement addresses urgent community needs. Our efforts in community outreach have the support of the Summit University Planning Council (Attachment 18), neighborhood churches, schools and businesses. It is time to act on the Saint Paul Action Plan and Mayor Melvin Carter's 2024 State of the City message.

Usage

Describe the current and potential usage of this project: The current streetscape of Selby Avenue between the intersections of Virginia and Farrington Streets is not conducive to safe travel. It is constrained by unabated speeding traffic that begs for modified infrastructure as addressed in our proposal. The potential for a safe and secure environment that establishes boundaries for traffic and medians as refuges, serves to increase usage by pedestrians now disinclined to risk their lives by crossing the street. With our proposal, drivers will be required to attend to clearly delineated boundaries and be guided by signage now absent. Boyd Park will be far more accessible for park users of all abilities.

Community Impact, Equity, Accessibility, and Inclusion

Please describe the impact this project will have on the community: The community at large will benefit from reengagement with the amenities, services and relationships that cannot flourish unless the smooth flow of traffic partners with the ease of residents and visitors currently intimidated by speeding cars.

The City of St. Paul maintains Boyd Park year-round. The Ramsey Hill Association plants and waters the gardens. Vivienne's Joy Foundation provided the funds and 1000 volunteer hours to build a state-of-the-art children's play structure (Attachments 19, 20) and neighbors, including Summit-University Planning Council members, regularly walk the park and pick up trash. Now, Neighbors For A Safer Selby is hoping with this project to improve safe access to the park for all. This is an established community collaboration.

Timeline of community engagement:

- 05/2022 - Informal conversations among neighbors about the dangers posed by high speed drivers on Selby Avenue.
- 08/2022 - Neighbors meet SUPC District 8 Executive Director Jens Werner to share concerns, learn more about the mission of SUPC and to seek SUPC guidance in pursuing solutions
- 09/2022 - 11/2023 - Over 70 neighborhood residents agreed in writing that drivers drive too fast on Selby and endorse "Neighbors' advocacy to work with the City of St. Paul for solutions. These neighbors include, home owners, renters, Vivienne's Joy Foundation President and Chair of the Board of Directors, Neill Hi-Rise residents and Executive Resident Board, two preschool directors, Kinderstube (Attachment 7) and Cathedral Hill Montessori, both concerned about the safety of their children visiting Boyd park, the Bed and Breakfast owner of the New Victorian Mansion adjacent to Boyd Park and the owner of Summit Place and Summit Garden Apartments on Selby Avenue whose residents drive Selby and walk adjacent sidewalks.
- 12/2022 - Neighbors For a Safer Selby held an information gathering meeting at Neill Hi-Rise. The Neill Hi-Rise Resident Council voted unanimously (Attachment 21) to endorse 'Neighbors' as advocates to work with the City to address Selby Avenue safety issues.
- 12/2022 - 'Neighbors' met with former Councilmember Balenger and staff at Virginia Street Church to outline the issues on Selby. Councilmember Balenger's staff arranged meetings with City traffic engineer Randy Newman.

- 02/2023 - Saint Paul City Traffic Engineer Randy Newton made a site visit in February of 2023 to walk Selby along Boyd Park assessing the safety concerns and explaining potential solutions to high-speed traffic and pedestrian safety issues.
- 02/2023 - District 8's SUPC Community Improvement and Safety Committee voted recommending that the SUPC board support the efforts of 'Neighbors' to address Selby Avenue safety concerns.
- 02/2023 - The SUPC board voted in favor of the recommendation and wrote a letter of support (Attachment 18) for 'Neighbors' efforts to pursue community engagement and possible solutions to Boyd Park and Selby Avenue safe access concerns.
- 03/2023 - at 'Neighbors' request City of St. Paul places temporary (6 week duration) electronic speed monitoring sign on Selby Avenue bordering Boyd Park.
- 09/2023 - Neill Erickson and Sarah O'Brien, YWCA staff, walk Selby Avenue and discuss issues and solutions relating to speeding, parking and pedestrian danger.
- 11/2023 - Randy Newton, Commander Dan Mack of the St. Paul Police, Anne Gardener of St. Paul Parks and 17 community members attended a joint SUPC and 'Neighbors' public forum in a meeting space provided by the Virginia Street Church. All three City officials indicated support for solutions to improve safety along Selby Avenue.
- 12/2023 - My Villager article on December 19 about the November meeting (Attachments 22, 23)
- 03/2024 - A second informational and resident input meeting held at Neill Hi-Rise. A resident volunteered to represent Neill Hi-Rise and relate resident concerns to Councilmember Bowie on 03/07.
- 03/2024 - On March 7th, Councilmember Bowie and City Traffic Engineer Randy Newton met with 'Neighbors' representatives and SUPC staff in a question and answer conversation about the project. Specific improvements suitable to the issues were discussed.

Strategic Fiscal Investment

Describe the project's potential for innovative collaboration: With the variety of partners who have already lent support, listed below, along with technical assistance from the City there is great potential for future collaboration. St. Paul Police - Commander Dan Mack of the St. Paul Police indicated he would bring his traffic safety program for children to Boyd park in the spring or summer of 2024. St. Paul's District Councils - District 8 SUPC Board members whose sub-districts F and D adjoin Boyd Park are actively involved in this CIB proposal as well as initiatives to better serve and connect neighbors throughout the district.

- St. Paul Public Housing's Neill Hi-Rise resident board and the residents continue to support a safer Selby and better access to Boyd Park and Metro transit.
- YWCA leadership staff have signed on to the 'Neighbors' efforts.
- Neighbors on both sides of Selby Avenue have been talking with each other now going on two years both one-on-one and in meetings hosted by St. Paul Public Housing's Neill Hi-rise and Virginia Street Church.
- Apartment building and other business owners and pre-school directors have signed on with 'Neighbors' indicate their safety concerns.

There is great potential to build on these established and new-found relationships for a variety of community-building projects.

Additional Details

What else would you like to tell us about this project that was not addressed in the questions above?: Our proposal is the result of exhaustive efforts to collect data, collaborate with neighbors,

gain insight as to feasibility from City personnel and resources—all toward a safer community. Thank you for the opportunity to be heard.

Upload any files that will help us evaluate your proposal, [Link to application attachments](#)

INITIAL COST REVIEW DETAILS: Streetscapes for a Safer Selby

Estimated Cost: \$160,000

Estimated Cost Review Description: Base option includes a bumpout in the southwest corner of Selby/Farrington intersection and two raised center medians on Selby. Expanded option - \$285,000 adds an 8 foot wide top to T bumpout with drainage modifications on the north side of Selby/Virginia intersection. .

Other Projects

Welcome To the East Side Signage

Location and Organization Information

- **Organization (if applicable):** Ovation Group
- **Project Category:** Streets Amenities
- **Project Location:** 3rd street from down town
- **Affected Ward(s):** Ward 7
- **Affected Neighborhood District Council(s):** Dayton's Bluff, Greater East Side

Brief (1-2 sentence) Summary of Project:

The "Welcome to the East Side" signage project in Saint Paul, MN, celebrates the diversity and vibrant community spirit of the East Side neighborhood. This initiative aims to create inclusive and welcoming signs that reflect the area's rich cultural heritage and unity, enhancing neighborhood identity and pride.

Project Purpose and Justification

Project Description: The "Welcome to the East Side" signage project involves installing welcoming signs above streets at key entry points to the East Side neighborhood in Saint Paul, MN. These signs, prominently displayed above the roads, will greet drivers as they enter various parts of the East Side. Each sign will be designed to reflect the area's cultural diversity, featuring vibrant colors, local symbols, and multilingual messages to honor the rich heritage and inclusive community spirit of the neighborhood.

Purpose and Justification Why is this project important?: The "Welcome to the East Side" signage project is important because it fosters a sense of pride and identity in a lower socio-economic area with a rich history and cultural diversity. By visibly celebrating the neighborhood's unique heritage and welcoming nature, the project aims to enhance community cohesion, promote local pride, and counteract negative perceptions associated with socio-economic challenges. The signs serve as a reminder of the East Side's vibrant community spirit and historical significance, encouraging both residents and visitors to appreciate and respect the area's diverse culture.

What data supports the public safety concerns that your proposed project is intended to address?: The "Welcome to the East Side" signage project addresses public safety concerns by fostering a greater sense of community pride and belonging, which are linked to reduced crime rates and improved neighborhood safety. Data supports that areas with strong community engagement and positive neighborhood identity often experience lower crime rates and heightened vigilance among residents. By prominently displaying welcoming and inclusive signs, the project aims to enhance neighborhood unity and social cohesion, which can contribute to an environment where residents are more likely to look out for one another and collaborate with local authorities to maintain safety and order.

Condition

Please elaborate on whether/how this project remediates health or safety issues that pose a danger to others. The "Welcome to the East Side" signage project can remediate health and safety issues by promoting a stronger sense of community and belonging, which are critical factors in fostering a safer neighborhood environment. By celebrating the area's diversity and history, the signs encourage residents to take pride in their community, increasing social cohesion and collective efficacy. This heightened community spirit can lead to more proactive behaviors among residents, such as looking out for one another, reporting suspicious activities, and participating in neighborhood watch programs. Moreover, by reducing feelings of neglect and isolation often

associated with lower socio-economic areas, the project can contribute to improved mental well-being, thereby indirectly reducing health and safety issues related to stress and social disconnection.

CPTED: Crime Prevention through Environmental Design

How does this project advance the principles of [Crime Prevention Through Environmental Design \(CPTED\)](#)?: The "Welcome to the East Side" signage project advances the principles of Crime Prevention Through Environmental Design (CPTED) in several ways:

- **Natural Surveillance:** By installing prominent, visually appealing signs, the project can encourage more foot and vehicle traffic in the area. This increased activity leads to more "eyes on the street," enhancing natural surveillance and deterring potential criminal activities.
- **Natural Access Control:** The signs strategically placed at key entry points serve as a visual cue that one is entering a well-defined and cohesive community. This natural access control discourages unauthorized or suspicious individuals from entering the neighborhood, as it becomes clear that the area is well-cared-for and monitored.
- **Territorial Reinforcement:** The welcoming signs reinforce the community's territorial boundaries, creating a strong sense of ownership among residents. This sense of territory makes it more likely that residents will defend their neighborhood against crime and vandalism, as the signage fosters a collective identity and pride.
- **Physical Maintenance and Activity Support:** The installation and upkeep of these signs demonstrate ongoing investment in the neighborhood's physical environment. This visible commitment to maintenance can inspire residents to take better care of their surroundings and participate in community activities, further deterring criminal behavior by fostering a well-maintained and active public space. By aligning with these CPTED principles, the project not only beautifies the East Side but also contributes to a safer and more cohesive community.

Usage

Describe the current and potential usage of this project: **Current Usage:** Currently, the entry points to the East Side neighborhood in Saint Paul, MN, are marked by standard or nondescript signage that does little to reflect the area's rich cultural diversity and history. The spaces are primarily used for vehicle and pedestrian traffic entering and exiting the neighborhood, without any significant impact on community identity or engagement.

Potential Usage: With the implementation of the "Welcome to the East Side" signage project, these entry points will be transformed into vibrant, welcoming gateways that highlight the neighborhood's cultural diversity and historical significance. The new signage will serve as a visual statement of pride and inclusivity, encouraging more positive interactions among residents and visitors. These enhanced entry points will become symbolic landmarks, fostering a stronger sense of community and belonging.

Meeting Community Needs: The improved signage will meet the needs of the surrounding community in several ways: **Community Pride and Identity:** By celebrating the neighborhood's unique cultural heritage, the signs will instill a sense of pride and reinforce community identity among residents. **Safety and Security:** Enhanced visual appeal and clear demarcation of neighborhood boundaries can deter criminal activity and increase feelings of safety through natural surveillance and territorial reinforcement. **Inclusivity and Welcome:** Multilingual messages and culturally reflective designs will make all residents and visitors feel welcome, promoting inclusivity and diversity. **Economic and Social Activity:** By creating attractive and well-defined entry points, the

project can encourage more visitors and potential customers for local businesses, boosting economic activity and social interaction within the neighborhood. Overall, the project will transform underutilized entry points into vibrant, meaningful spaces that enhance the overall well-being and cohesion of the East Side community.

Community Impact, Equity, Accessibility, and Inclusion

Please describe the impact this project will have on the community: Impact on the East Side community in Saint Paul, MN. Here's how it addresses various important issues:

- **Neighborhood Stability and Quality of Life: Enhancing Neighborhood Stability:** The project promotes neighborhood pride and cohesion, which can stabilize the community by fostering a sense of belonging and ownership among residents.
- **Improving Quality of Life: Visually appealing and culturally significant signage** can uplift the community's aesthetic, contributing to a more pleasant and engaging living environment.
- **Cultural Fit: Supporting Cultural Characteristics:** The signs will reflect the diverse cultural heritage of the East Side, incorporating multilingual messages and designs that resonate with the community's rich cultural tapestry.
- **Enhancing Community Identity:** By showcasing cultural symbols and local history, the project supports and enhances the unique identity of the neighborhood.
- **Equity and Inclusion: Proximity to ACP50:** The East Side is located in an Area of Concentrated Poverty where 50% or more of residents are people of color. This project directly addresses the needs of these communities by celebrating their heritage and promoting inclusivity.
- **Equitable and Inclusive Design:** The signage will be designed with input from the community to ensure it represents and includes the diverse voices and cultures present in the neighborhood.
- **Art and Aesthetics: Artistic Enhancement:** The project will introduce public art in the form of beautifully designed signs, enhancing the visual landscape and providing a sense of pride and ownership.
- **Unmet Need: Addressing Unmet Needs:** The project fulfills a need for greater visibility and recognition of the East Side's cultural diversity and history, which has been underrepresented in public spaces.
- **Accessibility: Enhanced Accessibility:** The signs will be strategically placed to be visible and welcoming to all, including pedestrians, cyclists, and drivers, ensuring that everyone entering the neighborhood feels included.
- **Transportation: Improving Transportation Experience:** By making entry points more inviting, the project can enhance the overall experience for those traveling to and through the East Side, encouraging more visitors and supporting local businesses.
- **Potential Long-term Effects: Positive Effects:** Long-term benefits include strengthened community bonds, reduced crime rates through enhanced community surveillance and territoriality, and improved mental well-being from living in a proud, well-defined neighborhood.
- **Negative Effects:** There are minimal anticipated negative effects, as the project aims to uplift and unify the community.
- **Historical and Cultural Significance: Highlighting Significance:** The signs will commemorate the historical and cultural significance of the East Side, educating residents and visitors about the neighborhood's rich heritage.
- **Public Safety: Enhanced Safety:** The project aligns with CPTED principles by promoting natural surveillance and territorial reinforcement, contributing to a safer community environment.

In summary, the "Welcome to the East Side" signage project will positively impact the community by enhancing neighborhood stability, supporting cultural identity, promoting equity and inclusion, improving public safety, and creating a more aesthetically pleasing and welcoming environment for all.

Strategic Fiscal Investment

Describe the project's potential for innovative collaboration: Potential for Innovative Collaboration: Local Artisans and Artists: Engaging local artisans and artists in the design and creation of the signage will ensure the project authentically reflects the cultural heritage and artistic talent of the East Side community. Innovative Approaches: Community-Driven Design Process: Hosting workshops and community forums to gather input and ideas from residents ensures the signage is a true reflection of the neighborhood's identity and values. Use of Sustainable Materials: Employing sustainable and locally sourced materials for the signage can promote environmental responsibility and support the local economy. Interactive Elements: Incorporating interactive elements, such as QR codes that link to historical information or community events, can enhance the educational and engagement aspects of the signs. Alignment with City/Neighborhood Goals: Cultural and Economic Development: The project aligns with goals to promote cultural diversity, local arts, and economic development by attracting visitors and supporting local businesses. Public Safety Initiatives: By incorporating CPTED principles, the project supports city goals for enhancing public safety and community well-being. Beautification and Urban Revitalization: The signage project contributes to the city's efforts to beautify and revitalize urban spaces, making the East Side more attractive and welcoming.

INITIAL COST REVIEW DETAILS: Welcome To the East Side Signage

Estimated Cost: \$350,000

Estimated Cost Review Description: This is not a Public Works Project, but Public Works would need to be involved in the project as it would be in the right-of-way of City roadways and has various implications for Public Works. Estimate provided is most general estimate based on cost of projects of similar scope, with an estimated amount for design.

Design of the signage could require additional funding on top of the estimate, if funded, OFS would need to work with the departments to determine which department would be responsible for completing work.

Additional Information: Proposal would likely need to include several departments if funded, without a clear "home" department at this stage. As such, cost estimate was compiled by OFS with assistance from PED, Public Works, and Parks, and may require additional investigation. In addition, a similar project has been funded, and work is underway in this location: An East Side focused component on the recently awarded Kellogg/Third Bridge Project. This installation added a cost of over \$200,000 to the project. It is an ornamental railing with images representing East Side history."

APPENDICES

PUBLIC WORKS COST ESTIMATE DISCLAIMER:

This purpose of these estimates are to determine conceptual costs of these projects as proposed. In providing these cost estimates, staff of the Department of Public Works is not offering a professional opinion on the feasibility of the projects, the consistency with adopted policies or the compliance with technical standards. Further scoping is needed to refine the projects and the estimated costs.

Note: This disclaimer applies to all projects regardless of the presence or substance of the additional notes and assumptions provided.

COMMUNITY PROPOSAL SCORING GUIDE

Category	Very Poor (0.5 points)	Poor (1 point)	Adequate (2 points)	Good (4 points)	Very Good (6 points)
Condition	Not articulated or asset is totally functional and reliable.	Asset is functional but could benefit from rehabbing or replacement.	Moderate need relative to similar projects. Functions as a result of numerous ongoing repairs.	Project addresses a critical need (health/safety risk), significantly extends life of asset, or fills a gap in the system.	Project addresses a critical and urgent need (health/safety risk), significantly extends life of asset, or fills a gap in the system.
Usage	Not articulated.	Low current or potential usage. Does not seem to meet specific needs of community.	Moderate current or potential usage. Meets some needs of community.	Heavy current or potential usage.	Heavy current and potential usage.
Equity and Inclusion	Not articulated.	Proposal demonstrates minimal understanding of community needs and is not explicitly linked to a defined need or community benefit.	Need is described but evidence offered for the need is incomplete or not specific to the community where project will exist.	Proposal describes a need for the proposed project that is specific to the community that, if unmet, will contribute to disparities. Clearly advances equity, inclusion, or accessibility.	Proposal clearly describes a need for the proposed project that is specific to the community that, if unmet, will contribute to disparities. Clearly advances equity, inclusion, and accessibility.
Strategic Investment	Not articulated.	Proposal shows minimal indication of collaboration, innovation, or alignment with City/neighborhood goals and plans.	Proposal shows some indication of collaborative partners, innovative approaches to the problem.	Proposal includes plan identifying collaborative partners or innovative approaches to the identified problem that align with City/neighborhood goals or plans.	Proposal includes plan identifying collaborative partners and innovative approaches to the identified problem that align with City/neighborhood goals or plans.
CPTED: Crime Prevention Through Environmental Design	Not articulated.	Minimal impact on potential crime prevention.	Moderate impact on crime prevention. Project may meet some CPTED principles but may not be in an area experienced as unsafe.	Good alignment with CPTED principles in an area where community members do not feel safe.	Excellent alignment with CPTED principles in an area where community members do not feel safe.