2026 CITY OF SAINT PAUL CAPITAL IMPROVEMENT BUDGET
COMMUNITY PROPOSAL PROCESS OVERVIEW

engagestpaul.org/cib2026

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EXECUTIVE SUMMARY

The 2026 Capital Improvement Budget (CIB) Community Proposal Process recommends funding for budget years 2026 – 2028 and works to implement recommendations from the City Council Audit Committee with Wilder Research and the community, prioritizing improvements which impact the experience of community member applicants, such as simplifying the application, providing additional ways to submit ideas, and improving communication and promotion of technical assistance.

The 2026 process saw the highest number individuals submitting applications in process history, as well as the most applicants who had never submitted a proposal in a previous process, resulting in the second highest number of submitted applications. Unfortunately, the number of proposals found ineligible was also the highest in the history of the program, resulting in the lowest number of eligible proposals reviewed.

- 2026 Engage Saint Paul Project Page
- Online Community Poll: stpaul.abalancingact.com/2026CIB
- Wilder Research and Audit Committee Findings & Community Process Story Map:

2026 PROCESS SUMMARY

Additional process details and descriptions are available in the appendices of this document.

Key Dates and Timeline

- December 15, 2025 — Community Proposal Application Platform Opens
- February 9, 6:30 pm — Community Process & CPTED Workshop at Arlington Hills
- February 20 — Application Deadline
- March 20 – May 1 — Online Community Poll
- March 23, April 20 — Community Projects Proposal Presentations
- May 18 — Tentative Committee Funding Recommendations Published
- June 8 — Public Hearing
- June 30 — Committee Final Recommendation to the Mayor
- Mid-August — Mayor's Proposed Budget
- December — Adopted Budget

Application and Process Improvements

The 2026 process prioritized improvements impacting the experience of applicants, such as:

- **A simplified application** which opens earlier and stays open longer than in previous years, is aimed to help applicants understand if their proposals meet eligibility and feasibility thresholds before investing significant time. Detailed applications and committee presentations are now optional, but encouraged, following the initial eligibility review.
- **Idea / Video Submission:** we are piloting the use of a pre-application video idea submission option for applicants most comfortable using video rather than written submission options.
- **Communication and Technical Support:** Applicants will receive automated process information upon submitting, if a project is ineligible, proposers will receive notice of why, and whenever possible, what changes would be needed to make the proposal eligible. Additional opportunities for technical support include an Online CPTED Workshop in addition to the In-person Workshop at Arlington Hills Feb. 9, 2026 at 6:30 pm.
- **CIB Subcommittee:** a subcommittee to further plan and prioritize future work related to process improvement was established.

Proposal Submission and Project Eligibility

The 2026 - 2028 Community Proposal process received at least one eligible proposal from each city ward, with the highest number of individuals submitting applications, and the second highest total proposals submitted since the creation of the program. However, it also had the highest number of proposals found ineligible resulting in the smallest number of eligible proposals.

Although the total number of ineligible applications was much higher than before establishing a simplified application, the total number of new applicants was the highest in process history. 27 projects were submitted by 22 proposers who had not submitted a proposal in any previous year.

Proposals Submitted by Process Year

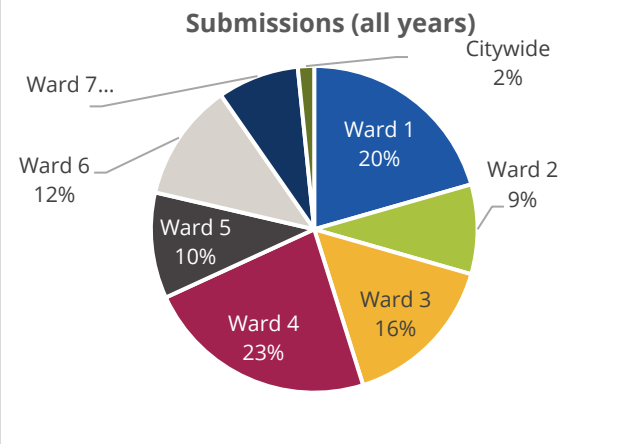
Process Year	Proposals Submitted	Ineligible Applications	Eligible Proposals Reviewed*	Unique Applicants	New Applicants
2020 - 2021	36	3	43	22	
2022 - 2023	43	8	42	28	21
2024 - 2025	32	7	27	15	7
2026 - 2028	39	24	15	31	22

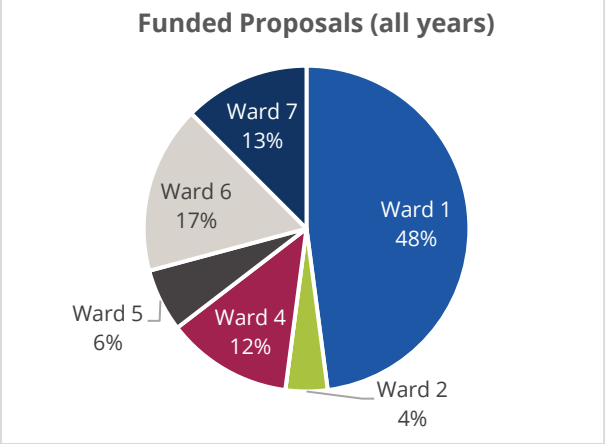
* proposals may be split and reviewed as multiple projects creating a higher count than submitted

Eligible Proposals by Ward and Process Year

	Ward 1	Ward 2	Ward 3	Ward 4	Ward 5	Ward 6	Ward 7	Citywide	TOTAL
2020 - 2021 (ALL)	11	2	9.5**	8.5	4	4	1	-	40
Funded	7	-	-	1	-	2	-	-	10
Not Funded	4	2	9.5	7.5	4	2	1	-	30
2022 - 2023 (ALL)	6	4	4	12	6.5	6.5	2	1	42
Funded	3	-	-	1	1	2	-	1	8
Not Funded	3	4	4	11	5.5	4.5	2	-	34
2024 - 2025 (ALL)	5.5	1	5	6	1.5	2	5	1	27
Funded	1.5	1	-	1	0.5	-	3	-	7
Not Funded	4	-	5	5	1	2	2	1	20
2026 - 2028 (ALL)	3	4	1	2	1	2	2	-	15
Total All Years	25.5	11	19.5	28.5	13	14.5	10	2	124
Funded	11.5	1	-	3	1.5	4	3	1	25
Not Funded	14	10	19.5	25.5	11.5	10.5	7	1	99

**Projects located in multiple wards are counted as .5 in each applicable ward.





Participation in Optional Additional Proposal Steps

Proposal Name	Detailed Application	Committee Presentation
Parks Proposals		
Bay Triangle Park Playground		
Capitol View Communal Garden and Orchard Infrastructure Improvements	✔	✔
Cultural Heritage and Legacy Toboggan Chute		✔
Dousman Park Update	✔	✔
Horton Park Lighting		✔
Lighting at the Battle Creek Skatepark		✔
Marydale Park Lighting and Walkway Improvements	✔	✔
Phalen Village Dog Park		✔
Westgate Commons Park Shade and Public Safety Infrastructure		✔
Public Works Proposals		
Diagonal Traffic Diverter on East 6th Street at Bates or Maria Ave	✔	✔
Exchange Street Pedestrian Lighting	✔	✔
Hamline Avenue Safety and Crossing Improvements at Portland Avenue Near Ayd Mill Road	✔	✔
Payne and Sims Avenue Intersection Improvements		
Safe Pedestrian and Bicycle Connection to Ayd Mill Trail at Hamline and Ashland	✔	✔
Safer Selby		✔
Total	**7/15**	**12/15**

Department Cost Review

Community proposers submitted the application materials included in this document; however each proposal also includes the department cost review compiled by City staff. The departments responsible for coordinating the work of funded community proposals prepare the cost estimate and department flag information as needed.

Public Works Cost Estimate Disclaimer

The purpose of these estimates is 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.

PARKS PROPOSALS

Bay Triangle Park Playground

Department: Parks and Recreation, **Project Category:** Parks and Trails

Cost Estimate and Department Review

Total Cost: $502,000

Assume 4,000 SF play area with 2 benches, a picnic table, park sign, bike rack and 10 trees.$384,000 for construction and $118,000 for design, engineering and permitting fees. Does not include vegetation removal on the train tracks since those are not located on city-owned property.

Project Location

Intersection of Bay Street and Tuscarora Ave. West

- **Ward**: Ward 2, **Neighborhood District Council:** 9
- **Project Location Map:** Google Maps

Brief (1-2 sentence) Summary of Project:

Install playground equipment at the Bay Triangle Park and clean up the scrubby area growing through the old railroad tracks, increasing visibility.

Project Justification:

There are lots of families with small children in the area that would benefit from having a playground. As there is nothing there now, there are lots of small trees and bushes growing in the back, reducing visibility and providing places for (perhaps) inappropriate things to take place. It would also be great if some placards explaining the history of the area could be installed.

Capitol View Communal Garden and Orchard Infrastructure Improvements

Department: Parks and Recreation, **Project Category:** Parks and Trails

Cost Estimate and Department Review

Total Cost: $246,535

Cost estimate assumes small shelter with concrete pad and accessible sidewalk connection, bike racks, fencing, trash receptacles, and an entry/gateway feature.

Project Location

Capitol View Park, 386 Cherokee Avenue

- **Ward**: Ward 2, **Neighborhood District Council:** 3
- **Project Location Map:** Google Maps

Brief (1-2 sentence) Summary of Project:

This project proposes a bundled set of improvements to a currently used communal garden to significantly increase safety, park access and utilization, and community engagement at the garden. Improvements include covered gathering space, decorative entrances, bike racks, garbage and recycling bins, and fencing.

Project Justification:

This project will provide much needed improvements and infrastructure for a broadly used communal garden that draws diverse community members in not only providing food, but also educational activities, celebrations, enjoyment of nature, and supporting each other in community. Project Details: Support gathering and activities: Covered gathering space such as a small pavilion with tables and solar lighting to improve natural access and support visitor use and group educational activities. Facilitating the flow of people and better defining the public space: Decorative and celebratory entrance and multi-language welcome signage: Add poles or an arch that create a formal welcoming entrance to underscore the public nature of the garden. Increase access: Install decorative bike racks on site to increase access and prevent the obstruction of the sidewalks. Maintenance of the park: Install decorative garbage and recycling bins. Gardeners often fill the nearby park bins with collected litter. Having more receptacles prevents overflowing bins and improves the visual appearance of the park. Improve transition from public to private land: Install improved fencing on the east and south sides of the park. Background: The Capitol View Communal Garden and Orchard (CVCGO) was established in 2022 at Capitol View Park. It is a volunteer run, "take what you need, work if you can," garden and orchard. More than 230 West Side neighbors collaborate to plan, plant, and produce food for the neighborhood and to create a beautiful, natural space that is accessible to all. The communal gardening model reduces barriers to participation, drives engagement, and minimizes administrative complexity. Our mission is to build a space where anyone can work, learn, harvest, or connect with neighbors. We as a community hope to grow and learn from the challenges of unconditionally sharing resources. Our goals are to build community, increase food security, and facilitate education around healthy communities and environment, food justice, and mutual aid. The garden is maintained regularly each week by a group of up to 40 volunteers and utilized by over 230. The harvest is free and unlimited to all people. The garden grows foods and medicinal plants from diverse cultures that are selected by community members. The West Side is a diverse community with limited access to fresh, affordable food (it is designated as a food desert). Of the nearly 16,000 residents, 52 percent are people of color, 27 percent speak a

language other than English, and 17 percent are foreign born. The West Side is an identified ACP50 Area where many residents struggle to afford and access healthy food. Thirty-one percent have annual household incomes below $50,000, and 17 percent earn less than 100 percent of the poverty level ($32,150 for a household of four). Nearly 40 percent of residents are renters and have little or no access to land to grow their own food. The communal garden provides an important food resource for our diverse community. In addition to the regular participants of the garden, community members, individuals, or families harvest whenever is most convenient for them. In addition to having less access to healthy food, lower-income neighborhoods also have less access to healthy environments. This includes lower quality air, fewer shade trees, and less green spaces. CVCGO's community impact is easy to calculate in terms of soil health, as well as increased shade, quiet, and green space. Less tangible, but confirmed by the daily use of neighbors, is its value and impact on health and well-being. The garden hosts planned community celebrations for planting and harvesting, educational events such as using medicinal plants, and art making. Other observed uses include yoga classes, scouting events, reading, writing, and meditation. Benefit Summary: The location at the top of the high bridge is a high-traffic artery serving the West Side and adjacent suburbs. The lookout is frequented by drivers, bikers, and pedestrians from all over the metro area. Although the area is highly utilized, it is sparsely populated in terms of residential housing and retail use. Additionally, the activity under the Smith Bridge can add to a sense of unease or concern among the community and visitors. The social and physical infrastructure built around the garden projects an image of a welcoming and well cared for space and provides a consistent and organized human presence. By investing in permanent infrastructure for the garden, the city is bolstering the natural safety benefits of the garden such as speed reduction when drivers see large groups congregated, aesthetic improvement of the park, daily presence at a highly trafficked junction, youth engagement, increased food access, regular friendly interaction with unhoused neighbors, and a sense of community ownership of public space.

Optional Detailed Project Proposal Submission

CPTED: Crime Prevention through Environmental Design

Capitol View Communal Garden and Orchard (CVCGO) members carefully considered the principles of Crime Prevention Through Environmental Design (CPTED) as we evaluated improvements to the garden site. Our request is not only in line with these principles but could offer an excellent case study of the productive use of CPTED.

Although the nearby lookout over the river is a popular place to congregate, take pictures, and meet, however, the natural features of the location result in challenges through the lens of CPTED. The bridge and bluff create an environment with little natural surveillance, which is compounded by sparse housing on the street. Capitol View Communal Garden and Orchard consistently brings a community to the site that builds a greater sense of observation for users of the river overlook destination. Additionally, the garden has successfully engaged individuals who spend time under the bridge in group activities such as weeding, harvesting, and spreading mulch. By reinforcing that the park is a resource that is safe and open to all, we are able to fight back against the social stigma that drives people to seek out isolation from the public.

Natural surveillance has been improved since the park was established in 2022. Our weekly workdays bring 20-40 pairs of "eyes on the street," and the social nature of gardening creates a welcoming, fun, and inviting space for all visitors. Although our garden has abundant foliage, well-designed and well-maintained paths are open, visible, and attractive. Adding solar lighting to a small pavilion in the southeast corner of the park would bring light to the most dimly lit area.

Natural access has already increased and improved this public space. Before CVCGO, the park was empty. There was no shade, benches, tables, or points of interest. There was little that would suggest the lot was actually a Saint Paul public park (we were not aware of it, and we've lived in the neighborhood for decades).

People in the neighborhood now meet, congregate, celebrate, and stay in the park often right until dark in the summer. Improvements like artist-designed bike racks would help keep sidewalks clear and a welcoming entrance would further illustrate that the park is there for all to use and enjoy (and that it is not the private-plot model of many community gardens). Mulched paths are wide enough to be accessible to all users regardless of mobility challenges.

Improving the already inviting garden space will continue to encourage a wide variety of users including pedestrians and bikers. Drivers (often neighbors) slow and honk when they observe gatherings at the garden, making it easier for others attempting to cross Smith Avenue on foot or bike.

Territorial reinforcement design elements such as greenery, prominent welcoming signage in multiple languages, and improved fencing on the south and east border will help communicate park boundaries. Using building materials consistent with Saint Paul Parks "brand" will reinforce the message that the public space is well-used, publicly-supported, and open to all.

Physical maintenance and activity have already improved since 2022 when CVCGO began. Neighbors and visitors consistently comment that the space is much more visually appealing, welcoming, and that they visit more often. They are happy with the appearance and feel of the park, and it is clear many people take pride in joint ownership of the neighborhood gathering place.

Whether visitors to the park know each other already or not, and whether people are working or playing, this garden provides a palpable sense of connection to one another and to this unique neighborhood.

New fencing, a small pavilion (with solar lighting) for planned and spontaneous activities, a public art entrance, garbage cans, and bike racks will all continue to build the enthusiasm that has been seeded here and that is reflected in this shared community space.

Community Impact, Equity, Accessibility, and Inclusion

Undoubtedly, CVCGO has enhanced the quality of life in the neighborhood and is seen by the community as a stable and valuable asset.

The West Side is a tight knit community, and working together, producing food, sharing time, space and often meals together has strengthened this neighborhood even more. A communal garden, one where all output is unconditionally shared, is an outward expression of cooperation and joy — and you can feel this at the garden. CVCGO does a great job of building on a close community and opening it up for an even greater number of people to participate.

The West Side is a diverse community with limited access to fresh, affordable food (it is designated as a food desert). Of the nearly 16,000 residents, 52 percent are people of color, 27 percent speak a language other than English, and 17 percent are foreign born. The West Side is an identified ACP50 Area where many residents struggle to afford and access healthy food. Thirty-one percent have annual household incomes below $50,000, and 17 percent earn less than 100 percent of the poverty

level ($32,150 for a household of four). Nearly 40 percent of residents are renters and have little or no access to land to grow their own food.

The communal garden provides an important food resource for our diverse community, and each year has provided more food to satisfy this unmet need for healthy and free food.

A well-designed garden is also a work of art, and we are intentional about aesthetics at the garden. Our current sign is pleasant to look at. Our information kiosk is space efficient, so it doesn't take away from the beauty of the garden. Even our compost bins (once made of pallets) have been upgraded to be more appealing. We have some art elements at the garden already, but a well-designed pavilion (like the one at Pickerel Lake), an artistic welcome entrance, and some playful bike racks and trash containers (like at Rice Park) will all contribute to an even more dynamic and inviting space.

In terms of accessibility and inclusive design, our garden paths drain well and are wide enough for wheelchairs (though they are not paved). No curbs inhibit access to either the garden or sidewalk. At the front of the garden, we have raised beds near to allow people who may have difficulty bending to participate. We are aware of accessibility and the challenges of designing elements that allow most people to participate comfortably at the garden, even if it is just sitting still. The requested pavilion would provide protection from sun and rain (essential for people with certain health issues) and offer a more comfortable environment for those with different needs to still participate in garden activities such as cooking demonstrations, education sessions, or music events.

As mentioned in the section on CPTED, the most obvious improvement to public safety near the park is the consistent foot traffic of people visiting, harvesting, working at, or dropping off something at the garden. Neighbors who live nearby report that there are always people wandering through and enjoying the garden. Neighbors know each other on a first name basis now, and the familiarity and cohesiveness of people in this neighborhood improves the sense of community.

In addition to strengthening the community, people working at the garden have directly contributed to public safety. They have called 911 and helped first responders locate someone in crisis under the bridge. On another occasion, a distraught man who began walking down the bridge saw some people watering and planting in the garden. He paused, and he crossed the street to talk with them. He had intended to walk to the middle of the bridge and end his life. After visiting with people at the garden, he decided against that plan.

We are aware of the historical significance of CVCGO's location. Smith Avenue was designed to visually line up with the Capitol. The requested pavilion's location at the southeast corner of the park would not interfere with sightlines from those traveling down Smith Avenue toward the bridge. The modest size and low profile would preserve the gorgeous views of downtown Saint Paul from the park and would only enhance the use of the park by providing more seating, and shelter for all types of visitors.

In terms of long-term positive effects on the community, improving the shelter, signage, and fencing at the park will make it even more consistently used. This location looks down on Saint Paul and on the horizon are the two classic structures of the Capitol Building and the Cathedral of Saint Paul. The nearby look out can accommodate several visitors at a time but there are no tables or chairs to accommodate people who may not be able to stand up for longer periods of time.

CVCGO is right across the street, and requested improvements will benefit visitors to the lookout, who may pause for a longer stay, rack their bikes, pick a few cherry tomatoes, visit with a few neighbors, and sit down to catch their breath in the shady, comfortable, and inviting pavilion.

Condition and Usage

Currently, there are few safety issues at the garden, however these improvements would increase pedestrian and bike traffic to the garden and bring more people to enjoy the space and the lookout nearby.

Does this project significantly extend the life of asset, or fill a gap in the system?

CVCGO has already filled a gap in the city's food system by transforming an empty grass lot into an urban agriculture parcel. Improving this park's infrastructure fills an important gap in the accessibility to healthy food on the west side. CVCGO is not just a luxury asset for residents — people go to this park for food (and connection to neighbors).

How is this space currently used?

CVCGO is currently a communal garden ("take what you need; help if you can"). It is 100 percent volunteer run. Each year since 2022, we have expanded our capacity to grow food. We have added fruit trees and fruiting bushes, and created additional planting spaces. Our primary focus has been food production and community connection through food, education, environmental, and arts activities.

How will this project change the use of this space?

Making CVCGO more visually appealing and welcoming will bring more people into the garden. Additional seating and shelter would make the space more visually appealing, welcoming, and easier to use as a place to share food, education, and arts activities. The improvements we are requesting will improve the ability of neighbors to gather and use this park.

How will this project/improvement meet the needs of those who will use it?

Currently, CVCGO looks like a community garden, but it doesn't necessarily look like a park. There is little seating and no shelter.

Even though our signage and outreach make it clear that CVCGO is open to all, community gardens are frequently membership organizations that require an annual fee for use. A formal welcome gate will emphasize that this is a place for all to enjoy. The pavilion will reinforce the impression that this is a city park and intended as a place for people to gather, stay, and enjoy.

An artistic, fun gate, a welcoming shelter, benches, and beautiful trash and recycling containers will all convey to any visitor that this park (and the food it produces) is available to everyone.

Strategic Fiscal Investment

CVCGO has collaborated well with the City of Saint Paul and Ramsey County. The garden has served as a means to get the community directly involved with designers, foresters, extension agents, city and county funding, elected officials, and the water utility. This establishes direct, productive relationships between community and public institutions without relying on non-profits or

intermediaries. These relationships, founded on the common goal of food production, result in manifold opportunities for collaboration in and out of the garden.

CVCGO was established on the principle that a group of neighbors should be able to cooperatively produce food together without securing a lot of funding or forming a nonprofit organization to do so. Beginning with a minimum amount of start-up costs (rototiller rental, MN Green membership, and paying for Saint Paul water), we have produced abundant food distributed for free year after year.

We have been fortunate and quick to take advantage of collaboration opportunities. We have worked closely with University of Minnesota Extension arborists. We used soil testing programs from Ramsey County. We have planted cover crops with seed provided by Ramsey County to improve soil health and reduce erosion. We maintain strong working relationships with many community gardens in Saint Paul, the Minnesota Horticulture Society, the Fruit Tree Planting Foundation, and others.

We welcome collaboration and share resources with other neighborhoods because we are committed to this approach to improving food security and strengthening community.

Other grants for the garden include support from:

We have successfully written grants for funding from Ramsey County (2022, 2026), Saint Paul Garden Club (2023, 2024, 2025, 2026) and USDA/Renewing the Countryside 2024, and Gertens (2022).

Additional Details

CVCGO is aligned with both the City of Saint Paul and Ramsey County's urban agriculture goals and their efforts to reduce greenhouse gases and provide healthy, locally produced food. We are a fiscally efficient and community directed group that provides a neighborhood asset to community members as well as the many people who stop in because they are attracted to the beautiful site. We would love to keep improving the look and feel of this neighborhood park, and we always draw on the community for inspiration and ideas.

Each year we have spring community meetings in Spanish and English to invite new people to participate in the garden and welcome others back. We share ideas about what to grow, of course, but the conversations address all kinds of improvements to the garden. We also regularly see garden participants throughout the year, so we have an ongoing feedback mechanism to gather input on improvements to the structure and administration of CVCGO.

One of the issues that has come up was the need for a more permanent and well-lit pavilion because we offer educational classes at the garden. The garden site is very sunny, hot, and windy, and though parents have set up tents to keep infants and kids out of the heat, a pavilion will provide needed protection from both sun and storms. People (of all ages and health profiles) are excited about the possibility of a safe and solid shelter no matter what kind of weather blows in.

Finally, we would like to extend a welcome to those reading this to come join us in the garden Thursday nights at 6. We encourage you all to use this space as a resource for fresh fruits, veggies, and herbs, as well as to meet and join our great community of gardeners.

Cultural Heritage and Legacy Toboggan Chute

Department: Parks and Recreation, **Project Category:** Parks and Trails

Cost Estimate and Department Review

Total Cost: $1,000,000

This is something that is difficult to cost out. It is design and locaiton dependent and we do not have either at this time. The cost could be upwards of $1,000,000

Project Flagged by Department, Additional Context for Consideration in Committee Review:
The Department has done research of toboggan runs in the US and Canada (Waukesha, WI; Angola, IN; Camden, ME; Quebec City). When siting a location, the precedents include warming house, space for rentals and storage which were not anticipated costs associated with this application. The Cultural Heritage and Legacy application has many unknowns including a feasible location, design, and maintenance and operation requirements which influence capital and ongoing costs. Waukesha, WI recently decommissioned their toboggan run due to expenses and resources required to maintain and operate. The models studied include several staffing points including ticketing, rentals, and overall safety oversight of amenity users. Revenue from tickets did not cover the staffing or maintenance cost. Climate was an additional consideration mentioned in that there are fewer days that the run is usable than there used to be. Pokagon State Park in Angola, IN has a refrigerated run which increases usability through the season but is an additional upfront expense and maintenance demand. While this is an exciting idea, the Department does not recommend that this project move forward at this time.

Project Location

Highland Community Center, alternate locations include McMurray, Cherokee, Crosby or Hidden Falls, places which allow for a structure to not impede on summer activities.

- **Ward**: Ward 3, **Neighborhood District Council:** 15
- **Project Location Map:** Google Maps

Organization and Additional Details

- Organization: Saint Paul Toboggan Club
- **Link to Optional Application Attachmnent**

Brief (1-2 sentence) Summary of Project:

This proposal seeks to design and construct a permanent wooden toboggan chute. This infrastructure will serve as a free, year-round park asset and the official home of the Midwest Toboggan Racing Championship during the Saint Paul Winter Carnival.

Project Justification:

The Heritage Chute restores a missing piece of Saint Paul's winter identity. It provides a high-thrill, low-cost outdoor activity for all ages, promoting physical activity during the winter months. As the host site for a regional championship, it will draw competitors and spectators from across the Midwest, bolstering Saint Paul's reputation as the "Capital of Winter." 1. Cultural Heritage & Identity Saint Paul is the "Capital of Winter," yet many of the historic traditions that built that reputation—like the massive community toboggan runs of the 1880s—have faded. This project restores a lost piece of Twin Cities history, giving the Saint Paul Winter Carnival a permanent "home base" for competition and play. 2. Year-Round Community Asset Unlike temporary "pop-up" attractions, this

bond-funded structure provides guaranteed public access for decades. It turns a public park into a destination for families from all over the metro area, encouraging outdoor physical activity during the months when "nature deficit disorder" and seasonal inactivity are at their peak. 3. Regional Economic Engine By hosting the Midwest Toboggan Racing Championship, Saint Paul creates a premier regional event. This attracts tourism, hotel stays, and local spending during the Winter Carnival. It transforms a local park slope into a sanctioned sporting venue that can draw competitors from across the Upper Midwest. 4. Sustainable Partnership Model The project solves the "long-term maintenance" riddle by utilizing a Public-Private Partnership. The City provides the land and the initial capital for high-quality, durable infrastructure. The Saint Paul Toboggan Club provides the "sweat equity"—the volunteers, expertise, and passion to run the daily operations.

Dousman Park Update

Department: Parks and Recreation, **Project Category:** Parks and Trails

Cost Estimate and Department Review

Total Cost: $475,000
Assumes 3,300 SF play area, 3 benches, 1 picnic table, trash and bike racks.
Construction Estimate: $360,000.00
Other Project Costs Estimate (Design, Engineering, Survey, Testing, Permits): $115,000.00
Estimate does not include lighting for this park.

Project Location

186 Dousman St. Saint Paul, MN 55102

- **Ward**: Ward 2, **Neighborhood District Council:** 9
- **Project Location Map:** Google Maps

Organization and Additional Details

- Organization: West 7th/Fort Road Federation
- **Link to Optional Application Attachmnent**

Brief (1-2 sentence) Summary of Project:

This project will replace the aging, inaccessible playground at Dousman Park with a modern, inclusive play space designed to meet current safety and accessibility standards and serve as a safe, walkable neighborhood destination and greenspace for children and caregivers. The project also aims to update other aspects of the park including trees, lighting, and sidewalk.

Project Justification:

The existing playground has exceeded its useful life at 33 years old and does not meet accessibility or safety standards, leaving nearby families without a safe, walkable play option and requiring them to cross a state highway and busy arterial streets to reach alternative playgrounds (the nearest being 0.7 miles away from Dousman).

Optional Detailed Project Proposal Submission

CPTED: Crime Prevention through Environmental Design

For families living near Dousman Park, safety is shaped by everyday decisions about where children can play and which streets feel safe to cross. The proposed playground replacement and park update advances the principles of Crime Prevention Through Environmental Design (CPTED) by restoring the park as a visible, accessible, and actively used neighborhood space.

Natural Surveillance:

The existing playground, built in 1992 and now 33 years old, is well beyond its recommended replacement timeline (Parks & Recreation recommends every 15–20 years). The park currently includes worn and outdated play equipment, limited lighting, aging infrastructure, and a lack of accessible sidewalks and pathways. These conditions discourage regular use and limit consistent “eyes on the park.”

This project proposes a comprehensive park update that includes a new accessible playground, improved lighting, and upgraded walkways. Together, these improvements will draw families, caregivers, and neighbors back into the space throughout the day and evening, increasing natural surveillance through regular, positive activity.

Natural Access Control:

Dousman Park is nearby busy arterial streets, and the nearest playground is 0.7 miles away across West 7th Street, a state highway. The neighborhood in this area needs a playground that is walkable and nearby. By updating sidewalks, improving circulation within the park, and creating clear entry points into the play area, the project will improve safe access for families walking or rolling to the park.

Territorial Reinforcement:

An updated playground and park signals that the park is cared for and valued by the community. A refreshed park and accessible design reinforce a sense of neighborhood ownership, encouraging families to return frequently and look out for the space and one another.

Physical Maintenance and Activity Support:

Replacing aging, outdated infrastructure with durable, accessible equipment will improve safety, reduce maintenance challenges, and support consistent use. Regular play, caregiver presence, and informal gathering strengthen the social connections that help keep public spaces safe.

Together, these improvements respond directly to community-identified safety concerns related to traffic, accessibility, and lack of nearby play options, using CPTED principles to create a safer, more welcoming neighborhood park.

Community Impact, Equity, Accessibility, and Inclusion

The proposed park update and playground replacement at Dousman Park will have a meaningful, long-term impact on neighborhood quality of life by restoring a safe, welcoming public space for children and caregivers within walking distance of their homes. For many families in this pocket of the neighborhood, Dousman Park is the closest green space, yet the existing playground and greenspace no longer meets current accessibility or safety standards, limiting who can use it and how often.

This project responds directly to an unmet need for inclusive, neighborhood-scale play opportunities. The nearest alternative playground to Dousman is 0.7 miles away and requires crossing West 7th Street, a state highway, and walking along and then crossing a busy arterial road. These barriers disproportionately affect young children, families without vehicles, caregivers with strollers, and people with mobility challenges. By reinvesting in Dousman Park, the project reduces exposure to traffic-related safety risks and ensures that children of all abilities can access play close to home.

Replacing the existing sand base with accessible surfacing and installing updated, inclusive play equipment will support equitable use and align with current Saint Paul Parks & Recreation standards. Thoughtful design will accommodate a wide range of physical, sensory, and social play needs, creating a space where children of different ages and abilities can play together and where caregivers can comfortably gather and connect.

Dousman Park has served the neighborhood for more than three decades, and upgrading its playground and the surrounding greenspace honors that history while adapting the space to meet present-day community needs. A refreshed, well-designed park will encourage regular use, strengthen social connections, and reinforce the space as a shared community asset. Increased daily activity will enhance public safety through visibility and positive use, while improved aesthetics and durable materials will support long-term maintenance and stewardship.

Overall, the project represents an equitable investment in neighborhood infrastructure. One that supports community stability, improves access to safe outdoor play, and ensures that all residents, regardless of age or ability, can fully participate in and benefit from this public space.

Condition and Usage

The existing playground at Dousman Park was installed in 1992 and has exceeded Saint Paul Parks & Recreation's recommended replacement cycle of 15–20 years. Aging equipment and outdated design elements, including a sand base, create safety and accessibility concerns and limit who can use the space. The playground's available amenities are limited to two swings and a small play structure, which further restricts use and does not meet the needs of children across a range of ages or abilities. In addition, there is a lack of lighting and appropriate sidewalks throughout the small park.

This project directly remediates these health and safety concerns by replacing obsolete equipment with modern, code-compliant, and accessible play structures. The installation of accessible surfacing and age-appropriate equipment will reduce fall hazards, remove mobility barriers, and create a safer environment for children and caregivers. The lighting, concrete work, and beautification complement these efforts. The end result of the project significantly extends the life of the park's play asset and fills a critical gap in neighborhood-scale play opportunities and community greenspace.

Currently, the space is used intermittently by a small number of families, often for short visits, due to the playground's condition, limited amenities, and accessibility barriers. Many nearby families instead travel longer distances to reach other playgrounds or possibly forgo outdoor play altogether.

Following the improvements, the park is expected to become a daily-use destination for neighborhood families. The upgraded design will support a wider range of ages and abilities, encourage longer visits, and foster informal gathering among caregivers and neighbors. Increased and consistent use will also enhance public safety through visibility and positive activity.

Overall, this project will better meet the needs of the surrounding community by providing a safe, accessible, and inclusive play space and greenspace within walking distance—one that supports healthy physical activity, reduces exposure to traffic risks, and strengthens Dousman Park's role as a neighborhood hub.

Strategic Fiscal Investment

The proposed playground replacement at Dousman Park demonstrates strong potential for innovative collaboration by bringing together public, nonprofit, and private partners to advance a project that has broad community benefit but faces funding challenges. The Federation has been advocating heavily for an update to this park for the past four years and we believe we have laid the groundwork for a successful outcome through a variety of funding sources.

Saint Paul Parks & Recreation submitted a Capital Improvement Budget (CIB) proposal for this playground in 2025, when the site ranked #2 on the citywide replacement list. Since that time, it has shifted to #6 due to updated tot lot evaluations, not because of diminished need. Parks & Recreation has continued to support the project but has been unable to secure funding due to a multitude of factors and competing needs. As a pocket park, the project is smaller in scale, which makes it more difficult to fund through traditional capital programs, and the site is not eligible for Community Development Block Grant funding, a major source for playground upgrades.

In response, the Fort Road Federation has worked closely with Parks & Recreation to pursue alternative and complementary funding strategies. This includes advocating for Dousman Park to be considered for a future KABOOM! partnership project, which would pair community engagement with corporate and nonprofit support. While KABOOM! projects for upcoming years have not yet been finalized, this remains an active and promising avenue. There is a pending commitment from KABOOM! at the time of this application in partnership with Saint Paul Parks Conservancy. Even with funding from KABOOM! the Dousman Park site would need extensive work outside of the playground including lighting, concrete work, and beautification.

The Federation is also developing a public-private partnership with FCC Environmental Services, which has committed up to $70,000 toward the project at the time of this application. This commitment reflects a shared interest in investing in neighborhood infrastructure that benefits families and children.

In addition to advocacy, the Fort Road Federation is committed to contributing tangible resources to the project and is exploring opportunities to support complementary elements such as site beautification, landscaping, or other enhancements that improve the overall park experience. By layering funding sources and aligning roles, the project models a collaborative approach to delivering equitable neighborhood amenities that might otherwise remain unfunded.

Funding a portion of this project through the CIB process is a critical step in advancing this work. It helps move the project from concept to implementation, leverages existing and potential matching funds, and signals City alignment with neighborhood and Parks & Recreation goals to maintain and modernize Dousman Park. Together, these partnerships demonstrate an innovative, resilient approach to addressing funding gaps while advancing shared priorities for public safety, accessibility, and quality of life.

Additional Details

There is strong community interest in this project. Neighbors and families have expressed a clear desire for a modern, accessible playground at Dousman Park. Once funding is secured, Saint Paul Parks & Recreation will lead a community engagement process in partnership with the Fort Road Federation to imagine a new park concept that reflects neighborhood priorities and supports safe, inclusive use.

Horton Park Lighting

Department: Parks and Recreation, **Project Category:** Parks and Trails

Cost Estimate and Department Review

Total Cost: $89,650

Assumes removal and replacement of 9 light fixtures. Reinstall new park lights on existing footing and tie into existing electrical service. Include pruning to improve light distrubtion.

Project Location

Horton Park, 1383 W Minnehaha Ave, St Paul, MN 55104

- **Ward**: Ward 4, **Neighborhood District Council:** 11
- **Project Location Map:** Google Maps

Organization and Additional Details

- **Organization**: Hamline Midway Coalition Transportation Committee
- **Link to Optional Application Attachmnent**

Brief (1-2 sentence) Summary of Project:

Horton Park has gaps in lighting and outdated lighting. Lighting to be added to darker sidewalks and updating current lighting for better coverage and more efficient fixtures.

Project Justification:

The sidewalk on the east of the park does not have lighting despite being on a collector road (Hamline Ave). This is a sidewalk the residents of Hamline Hi-Rise must walk along to get to the bus stop. Many of residents rely on public transportation.

Lighting at the Battle Creek Skatepark

Department: Parks and Recreation, **Project Category:** Lighting

Cost Estimate and Department Review

Total Cost: $40,340
Assumes 1 court light installed and able to tie into existing electrical feeds.

Project Location

Battle Creek Rec Center

- **Ward**: Ward 7, **Neighborhood District Council:** 1
- **Project Location Map:** Google Maps

Brief (1-2 sentence) Summary of Project:

Install additional lighting to enable use of the park during the spring and fall.

Project Justification:

Adding lighting would increase utilization of the existing skatepark and improve natural surveillance by adding both visibility and human presence. The location would also potentially allow for the lighting of the basketball court as well for little additional cost.

Marydale Park Lighting and Walkway Improvements

Department: Parks and Recreation, **Project Category:** Parks and Trails
Times Previously Submitted (out of 3 previous processes): 1

Cost Estimate and Department Review

Total Cost: $350,500
2026 Estimate:
Remove and replace 4,311 LF of 9' wide trail, remove and replace three entrance signs. Base cost also Includes removal and replacement of three entrance signs. Total = $189,000 for trail replacement.
Cost to replace all 19 lights is $161,500 assuming we can reuse existing footings.
Assume 6% Inflation on costs each following year.

Project Location

Marydale Park, 542 Maryland Ave W, St Paul, MN 55117

- **Ward**: Ward 5, **Neighborhood District Council:** 6
- **Project Location Map:** Google Maps

Organization and Additional Details

- Organization: District 6 Planning Council
- **Link to Optional Application Attachmnent**

Brief (1-2 sentence) Summary of Project:

The project will install new lights on the pathway around the lake and improve the walkway where needed

Project Justification:

Adequate lighting improves visibility and reduces the risk of accidents, trips, and falls—especially at night, during winter months, and in low-light conditions. Currently, there are approximately nineteen light fixtures in the area, and none are functioning, creating significant safety concerns. Well-lit paths increase the perception of safety, discourage crime, and help residents feel more comfortable walking or biking. Cracked, uneven, or missing sidewalks create barriers for people using wheelchairs, walkers, strollers, or mobility devices. Sidewalk repairs ensure that residents of all ages and abilities can move safely and independently. When combined with proper lighting, sidewalks become usable throughout the day and evening, supporting equitable access around the lake. Safe sidewalks and lighting encourage walking and physical activity, which improves physical and mental health. They also support social interaction by making it easier for neighbors to connect, attend events, and spend time outdoors. Neighborhoods that have experienced historic disinvestment often face aging infrastructure and higher safety risks. Investing in lighting and sidewalks helps address these disparities, ensuring all residents benefit from basic infrastructure that many communities take for granted.

Optional Detailed Project Proposal Submission

CPTED: Crime Prevention through Environmental Design

Improving park lighting and repairing broken or uneven walkways in the North End directly advances public safety, equity, and accessibility in a neighborhood that has experienced historic underinvestment in public infrastructure. Marydale Park serves residents who rely heavily on

walking, biking, and public transit as primary modes of transportation and is widely used by families, older adults, youth, and people with disabilities. When lighting is inadequate and pathways are damaged, these conditions limit park use, increase fear, and create preventable safety hazards.

Research shows that improved lighting in public spaces is associated with measurable reductions in crime, particularly nighttime assaults and robberies. From a Crime Prevention Through Environmental Design (CPTED) perspective, enhanced lighting strengthens natural surveillance by improving visibility and reducing opportunities for concealment, while also supporting activity support by encouraging legitimate use of the park during evening hours. Increased park activity places more “eyes on the space,” reinforcing safety through everyday community presence.

Repairing broken and uneven walkways addresses public safety beyond crime prevention by reducing fall-related injuries. Public health guidance consistently identifies poor lighting and damaged walking surfaces as significant contributors to falls, particularly for older adults and individuals with mobility challenges. Safe, continuous pathways allow residents to move comfortably through the park, supporting mobility, recreation, and access to surrounding neighborhood destinations.

Within CPTED principles, visible maintenance signals care and stewardship, countering perceptions of neglect that can discourage use and increase fear. Well-maintained walkways and lighting also support natural access control by guiding users along safe and intended routes rather than forcing them to avoid hazards by cutting through dark or hidden areas.

Together, lighting and walkway improvements will reduce preventable injuries, increase both perceived and actual safety, and expand equitable access to park space in the North End—ensuring residents of all ages, abilities, and incomes can safely use and enjoy this important community asset.

Community Impact, Equity, Accessibility, and Inclusion

The proposed improvements will advance community safety, equity, and quality of life in the North End, a neighborhood with a high concentration of households experiencing poverty and long-standing underinvestment in public infrastructure. The park serves as an important neighborhood asset within walking distance of residents who rely on public spaces for recreation, social connection, and safe mobility. Addressing unmet needs such as inadequate lighting and damaged walkways will remove barriers that currently limit use, particularly for older adults, people with disabilities, families with strollers, and residents traveling on foot.From a public safety and equity perspective, improved lighting and repaired pathways will reduce preventable injuries, increase visibility, and improve perceptions of safety—especially during evening hours and in winter months when daylight is limited. These improvements support inclusive access by ensuring residents of all ages and abilities can safely use the park without fear of tripping hazards or poorly lit conditions. By creating a safer and more welcoming environment, the project encourages consistent, positive use of the space, reinforcing neighborhood stability through increased community presence and stewardship.The park holds historical and cultural significance as a shared gathering place in the North End, supporting informal recreation, community events, and intergenerational use. Investing in this asset strengthens neighborhood identity and signals long-term commitment to the health and well-being of residents. Over time, these improvements are expected to enhance neighborhood stability, support physical and mental health, and contribute to a higher overall quality of life—ensuring that public safety investments are equitably distributed and that all community members can benefit from safe, accessible, and inclusive public spaces.

Equity Impact Serves a high-need area: The project is located in the North End, a neighborhood with higher concentrations of low-income households and documented unmet infrastructure and public safety needs.Improves access for vulnerable users: Repairs remove barriers for older adults, people with disabilities, families with strollers, and residents using mobility devices by creating safe, continuous, and accessible walkways.Advances public safety equitably: Improved lighting increases visibility and reduces safety risks during evening and low-light hours, benefiting residents who rely on parks and walking routes year-round.Expands safe hours of use: Lighting improvements support increased park use during evenings and shoulder seasons, ensuring access is not limited to daytime users only.Reduces preventable injuries: Eliminating tripping hazards and poorly lit paths lowers fall risk and supports safer movement through the park for all ages and abilities.Supports neighborhood stability and quality of life: Investing in a shared community asset strengthens stewardship, increases positive use, and contributes to long-term health, safety, and neighborhood stability in the North End.

Condition and Usage

The park currently experiences inadequate lighting and damaged, uneven walkways that create safety and health risks, particularly during evening hours and winter months when visibility is limited. Poor lighting reduces visibility and increases fear of crime, while broken or uneven walking surfaces increase the risk of falls and injuries. These conditions disproportionately impact older adults, people with disabilities, families with strollers, and residents who rely on walking, biking, or transit to access neighborhood amenities. The proposed project will remediate these hazards by installing improved park lighting and repairing damaged walkways. From a Crime Prevention Through Environmental Design (CPTED) perspective, enhanced lighting strengthens natural surveillance by increasing visibility and reducing opportunities for concealment, while encouraging legitimate activity in the space. Increased visibility and improved walking surfaces will reduce preventable injuries, increase perceived and actual safety, and support more consistent community use of the park. Addressing deferred maintenance through walkway repairs and lighting improvements will significantly extend the functional life of the park's infrastructure while preventing further deterioration that could require more costly repairs in the future. These improvements also help fill an important gap in safe, accessible public infrastructure in the North End, a neighborhood that has historically experienced lower levels of public investment in parks and public realm improvements compared to other areas of Saint Paul. By reinvesting in existing park infrastructure, the project supports the City of Saint Paul's broader goals of maintaining safe and accessible public spaces while strengthening neighborhood assets that support community health and quality of life. The park is currently used primarily during daylight hours for walking, informal recreation, youth play, and small neighborhood gatherings. Residents frequently use the park for exercise, social interaction, and as a pedestrian route connecting nearby homes and neighborhood destinations. However, inadequate lighting and unsafe walking surfaces discourage evening use and limit accessibility for residents with mobility challenges or safety concerns. Improved lighting and safe, continuous walkways will expand the hours and conditions under which residents feel comfortable using the park. Enhanced lighting will support evening walking and recreational use while strengthening natural surveillance and community presence in the space. Safe, well-maintained pathways will improve accessibility and encourage more residents—including older adults and families—to use the park consistently throughout the year. These improvements will help transform the park from a space used primarily during daylight hours into a safer, more welcoming public environment that supports activity across more hours of the day and throughout different seasons. The North End is one of Saint Paul's most culturally diverse neighborhoods and is home to many immigrant and refugee families, lower-income households, and residents who rely on nearby

public spaces for recreation, social connection, and daily activity. Safe, well-maintained parks are essential community assets that support public health, neighborhood stability, and equitable access to outdoor space. This project directly advances equitable park access and public safety goals by improving lighting and repairing pathways in a park that serves residents who depend on safe walking routes and accessible recreational spaces. By improving safety, visibility, and accessibility, the project ensures that residents of all ages, abilities, and incomes can comfortably use and enjoy the park. These investments will strengthen Marydale Park as a welcoming neighborhood gathering place while advancing the City of Saint Paul's goals related to public safety, equitable infrastructure investment, and accessible parks for all residents.

Strategic Fiscal Investment

This project represents a strategic fiscal investment by addressing deferred maintenance and safety hazards before they escalate into more costly repairs or liability claims. Improving lighting and repairing walkways extends the useful life of existing park infrastructure, reduces long-term capital and maintenance costs, and minimizes preventable injuries that can result in higher public safety and health expenditures. Targeting improvements in the North End—an area with documented unmet needs—ensures public dollars are invested equitably and efficiently, maximizing community benefit while protecting prior investments in public assets. By increasing safe use and stewardship of the park, the project supports long-term neighborhood stability and preserves the value of a shared community resource.

The project will be implemented in collaboration with key partners to ensure coordination, community input, and long-term success. Potential partners include the City of Saint Paul Department of Parks and Recreation for design, installation, and long-term maintenance; the North End Neighborhood Organization (NENO) for community engagement, outreach, and coordination; adjacent neighborhood groups and district councils as appropriate; and nearby institutions such as schools, senior housing, faith-based organizations, and community-based nonprofits that regularly use or rely on the park. These partnerships will help ensure the improvements reflect community needs and are well-used and maintained over time.

The project aligns with the City of Saint Paul's Comprehensive Plan by advancing equitable investment, improving access to safe public spaces, and supporting healthy, connected neighborhoods. It supports the City's Climate Action and Resilience goals by encouraging walking and outdoor activity and improving the usability of existing infrastructure rather than expanding impervious surfaces. At the neighborhood level, the project is consistent with North End neighborhood planning priorities that emphasize public safety, accessibility, equitable infrastructure investment, and the preservation and improvement of community assets. By implementing CPTED-based lighting and maintenance improvements, the project directly advances shared City and neighborhood goals related to safety, equity, and quality of life.

Additional Details

According to public health guidance from the Centers for Disease Control and Prevention, poor lighting and uneven walking surfaces are well-documented risk factors for fall-related injuries, which are among the most common preventable injuries in public spaces. Research on improved lighting has also demonstrated measurable reductions in nighttime crime and increased perceptions of safety in parks and public areas.

Planning and Crime Prevention Through Environmental Design (CPTED) guidance consistently identify adequate lighting and visible maintenance as foundational strategies for improving natural surveillance, discouraging unsafe activity, and encouraging consistent, positive use of public spaces.

In Saint Paul, limited daylight hours during fall and winter further intensify these risks during peak walking times. These conditions are particularly significant in neighborhoods like the North End, where many residents rely on walking, biking, or transit to access parks and community spaces.

When lighting is inadequate or walkways are damaged, access to these public assets becomes more limited for older adults, people with disabilities, and families with strollers.

Community feedback, neighborhood engagement, and staff observations consistently identify lighting and walkway conditions as primary barriers to safe and consistent park use. Addressing these issues through targeted infrastructure improvements will reduce preventable injuries, improve perceptions of safety, and support equitable access to public space for residents across the North End community.

Phalen Village Dog Park

Department: Parks and Recreation, **Project Category:** Parks and Trails
Times Previously Submitted (out of 3 previous processes): 2

Cost Estimate and Department Review

Total Cost: $324,535
Cost estimate assumes separate areas - one for large dogs and one for small dogs. Each area will be fenced, mulched, and have gates, benches, and trash receptacles.

Project Location

Across from Prosperity Heights Park (South) behind sewer retention pond.

- **Ward**: Ward 6, **Neighborhood District Council:** 2
- **Project Location Map:** Google Maps

Organization and Additional Details

- Organization: Greater East Side/District 2 Community Council

Brief (1-2 sentence) Summary of Project:

The project would create a dog park in a area of St Paul where there are no existing dog parks in an area of concentrated housing.

Project Justification:

There are currently no dog parks in the Greater East Side neighborhood of St Paul. There is a high concentration of housing in the neighborhood and there is no place for people to walk their dogs and let them roam. Often the waste ends up in their neighbor's yard or on the boulevard. Having a designated site for dogs to run and dispose of waste will be a benefit to the neighborhood and to dog owners.

Westgate Commons Park Shade and Public Safety Infrastructure

Department: Parks and Recreation, **Project Category:** Parks and Trails
Times Previously Submitted (out of 3 previous processes): 1

Cost Estimate and Department Review

Total Cost: $214,000
2026 Estimate
Cost Estimate Total assumes installation of one (1) - 16' x 30' shade structure with concrete pad, solar lighting, and site furnishings. I spoke with the contact Zev Radziwill to confirm the base cost estimate should include 1 shelter rather than multiple per the submitted proposal.Estimated Cost for installation of 2 Shelters = $408,000
Assume 6% inflation each following year

Project Location

Westgate Commons Park 717 Berry Street, Saint Paul, MN 55114 City-owned park located at the intersection of Berry Street and Myrtle Avenue and directly adjacent to the Wabash Spur Trailhead in Ward 4. The proposed infrastructure improvements would be installed within designated gathering and circulation areas of Westgate Commons Park, including near the playground, picnic seating zones, and pedestrian connections to the Wabash Spur Trail. Westgate Commons Park is owned and maintained by the City of Saint Paul Parks and Recreation Department. The proposed shade structures, solar panels, and pedestrian-scale lighting would be permanent capital improvements to City-owned park infrastructure.

- **Ward**: Ward 4, **Neighborhood District Council:** 12
- **Project Location Map:** Google Maps

Organization and Additional Details

- Organization: St Anthony Park Community Council
- **Link to Optional Application Attachmnent**
- https://sapcc.org/cib2026/

Brief (1-2 sentence) Summary of Project:

Install permanent, steel multi-panel shade structures at Westgate Commons Park with integrated solar panels and pedestrian-scale LED lighting to improve visibility, reduce heat exposure, and enhance safety through Crime Prevention Through Environmental Design (CPTED) principles.

Project Justification:

Westgate Commons Park was completed in 2023 but was delivered without permanent shade canopy coverage, electrical capacity, or sufficient pedestrian-scale lighting. The absence of these core infrastructure elements creates a documented gap in basic park standards and limits the park's ability to function as a safe, equitable public gathering space. As temperatures continue to rise and park usage increases in this fast-growing area, the absence of shade and lighting represents an escalating health and safety concern rather than a cosmetic deficiency. In a 2023 SAPCC survey of 168 participants, nearly every respondent identified the lack of shade as the park's primary deficiency. Multiple neighbors described the space as "exposed," "desolate," and "uncomfortable to linger," particularly during hot weather and evening hours. Without shade or lighting, the park lacks environmental comfort and visibility, which reduces legitimate presence and contributes to

perceptions of unsafety. Westgate Commons Park directly serves adjacent senior housing (62+) residents and deeply affordable housing communities, many of whom do not have access to private yards or shaded outdoor space. The surrounding area includes a dense, multigenerational, and culturally diverse population, including a significant East African community. For many households, this park is their primary outdoor gathering place. The lack of shade and lighting disproportionately impacts seniors, elders, and residents vulnerable to heat-related illness and limits equitable access to safe public space. Installing permanent steel shade structures with integrated solar-powered pedestrian lighting addresses both environmental health and public safety risks. Shade infrastructure mitigates heat exposure and increases daytime usability. Integrated lighting reduces dark zones near the playground and Wabash Spur Trailhead, strengthens natural surveillance, reinforces territorial ownership, and supports positive community activity in alignment with Crime Prevention Through Environmental Design (CPTED) principles. This project fills a critical infrastructure gap in a rapidly growing area of Saint Paul, advances equitable access to safe public space, and ensures that Westgate Commons Park functions as intended - as a welcoming, visible, and secure gathering place for decades to come.

PUBLIC WORKS PROPOSALS

Diagonal Traffic Diverter on East 6th Street at Bates or Maria Ave

Department: Public Works, **Project Category:** Street Amenities
Times Previously Submitted (out of 3 previous processes): 3

Cost Estimate and Department Review

Total Cost: $450,000
Assumed a full intersection reconstruction of the roadway pavement, curbs, sidewalks, replacement of 4 existing catch basins, and construction of new diagonal diverter median.

Project Flagged by Department, Additional Context for Consideration in Committee Review:
This is not a treament Public Works would recommend on this type of roadway.

Project Location

Intersection of East 6th Street and Maria Avenue (preferred location) or Bates Ave

- **Ward**: Ward 7, **Neighborhood District Council:** 4
- **Project Location Map:** Google Maps

Organization and Additional Details

- Organization: East Sixth Street Block Club
- **Link to Optional Application Attachmnent**

Brief (1-2 sentence) Summary of Project:

This project will install a permanent, raised diagonal traffic diverter at East 6th Street and Maria Avenue (preferred location) or Bates Avenue to reduce cut-through traffic, slow vehicle speeds, and improve pedestrian and cyclist safety. The design will include curbed infrastructure with a designated bicycle pass-through and protected space to enhance visibility, reinforce traffic calming, and support long-term neighborhood safety and maintenance.

Project Justification:

In 2021, a temporary diagonal diverter was installed at East Sixth Street and Bates Avenue to address longstanding safety concerns related to excessive vehicle speeds, unsafe driver behaviors, and cut-through traffic. The corridor has experienced over half a century of documented crashes, property damage, hit-and-run incidents, vehicles striking public and private property, collisions with parked cars, and pedestrian fatalities. These conditions have created persistent safety risks and degraded neighborhood livability for residents, pedestrians, and cyclists. The persistence and duration of these incidents underscore the need for a permanent, infrastructure-based intervention rather than continued reliance on temporary traffic control measures. In the City of Saint Paul's most recent Capital Improvement Budget (CIB) scoring survey, this project ranked second overall in priority among proposed projects, demonstrating strong community interest in implementation. A separate neighborhood survey also demonstrated majority support for making the installation permanent. A permanent, curbed diverter would provide a durable, infrastructure-based traffic calming solution that reduces conflict points, limits unsafe vehicle movements, improves visibility at key intersections along East Sixth Street, and reinforces predictable traffic patterns. By reducing cut-

through traffic, excessive speeds, noise, and vehicle conflicts, the project would improve safety conditions along multiple blocks of the corridor. The installation would enhance pedestrian safety, support natural surveillance, and strengthen long-term neighborhood stability and livability.

Optional Detailed Project Proposal Submission

CPTED: Crime Prevention through Environmental Design

Natural Surveillance:

The proposed diagonal diverter would calm traffic and reduce high-speed through movements, improving visibility and predictability along East Sixth Street. Lower traffic volumes and moderated speeds increase the ability of residents, pedestrians, Metro State University students and staff, bicyclists, neighborhood visitors, and motorists to observe and interpret activity within the public realm. By reducing erratic driving behavior and limiting high-speed cut-through movements, the project strengthens natural “eyes on the street” and creates conditions where activity is more visible, more legible, and less likely to go unnoticed.

Natural Access:

The diverter would modify vehicle circulation patterns to discourage high-speed cut-through traffic while maintaining local access to properties along the corridor. By calming vehicle speeds within this residential street and clarifying how vehicles enter and move through the neighborhood, the project facilitates safer and more predictable movement for all users, including pedestrians, bicyclists, Metro State University students and staff, neighborhood visitors, and local motorized traffic. Defined circulation patterns reduce opportunities for unsafe driving behavior while preserving access for residents and legitimate visitors. Slower speeds improve comfort, accessibility, and overall situational awareness within the neighborhood.

Territorial Reinforcement:

Permanent, curbed infrastructure clearly communicates that East Sixth Street is a residential corridor intended for local access rather than through travel. Defined travel paths, curbing, and protected space establish visible boundaries that distinguish neighborhood space from higher-volume through routes. These physical design elements reinforce behavioral expectations, support community identity, and strengthen the understanding that the corridor prioritizes safety and neighborhood activity.

Physical Maintenance and Activity Support:

Installation of durable, permanent infrastructure signals long-term investment and stewardship by the City. By reducing traffic conflicts, speeding, and repeated damage to signs and parked vehicles, the project supports a more stable and well-maintained public environment. Calmer traffic conditions encourage walking, bicycling, and routine neighborhood activity, increasing positive use of public space and reinforcing community presence. Well-maintained and actively used spaces are less vulnerable to disorder and unsafe behavior.

Supporting Public Safety Data:

City records and historical reporting document over five decades of crashes, property damage, hit-and-run incidents, collisions with parked vehicles, and pedestrian fatalities along this corridor.

Available crash data from recent years further documents pedestrian injury incidents. This sustained pattern reflects a long-standing systemic safety condition rather than isolated events and supports the need for a permanent, infrastructure-based intervention that reduces conflict points and improves traffic predictability.

Community Impact, Equity, Accessibility, and Inclusion

The proposed project would enhance neighborhood stability and overall quality of life by reducing high-speed cut-through traffic and improving safety conditions along East Sixth Street. Calmer and more predictable traffic patterns would increase comfort for residents, pedestrians, bicyclists, Metro State University students and staff, neighborhood visitors, and local businesses, supporting a safer and more livable residential corridor.

East Sixth Street is located within an Area of Concentrated Poverty where 50% or more of residents are people of color (ACP50), as defined by the Metropolitan Council. Residents in ACP50 areas are more likely to experience disproportionate exposure to traffic-related safety risks, noise and air pollution. Investment in durable, traffic-calming infrastructure helps address these disparities by reducing high-speed through traffic, moderating vehicle volumes, and lowering exposure to traffic-related environmental impacts. By improving safety and reducing environmental burdens, the project advances equitable public infrastructure investment and supports healthier neighborhood conditions.

The corridor includes a diverse mix of long-term residents, renters, students, and neighborhood serving destinations. The proposed design aligns with the residential character of the area and supports inclusive access for people of all ages and abilities. Slower vehicle speeds and reduced conflict points improve accessibility and safety for children walking to nearby destinations, Metro State University students and staff, bicyclists using the corridor as a local route, and individuals with mobility challenges. Calmer traffic conditions also support safer operation of service vehicles and school transportation by reducing unpredictable thigh speed movements. By prioritizing safety and predictability, the project reinforces equitable and inclusive use of public space.

The corridor has experienced decades of documented crashes, property damage, and vehicle conflicts, representing an unmet need for permanent, infrastructure-based intervention. Installation of durable, curbed infrastructure would provide long-term stability, reduce repeated damage to public assets and parked vehicles, and reinforce consistent expectations for roadway use. The design may incorporate landscaping or aesthetic elements consistent with City standards, enhancing visual quality while preserving neighborhood character.

Long-term positive impacts include sustained reductions in high-speed through traffic, decreased crash risk, and fewer vehicle conflicts along the corridor. Moderated traffic conditions are expected to reduce noise exposure and limit traffic-related emissions along a predominantly residential street. Reduced collisions and property damage would also decrease ongoing maintenance burdens for both residents and the City. Collectively, these improvements contribute to a more stable, healthier, and safer neighborhood environment over time.

It is also important to note that this proposal aligns with the City of Saint Paul's adopted Vision Zero commitment (RES 23-875), which establishes a goal of eliminating traffic deaths and serious injuries while prioritizing equitable safety investment. Given the corridor's documented crash history, including pedestrian fatalities, and its location within an ACP50 census tract, advancing a permanent,

infrastructure-based safety intervention is consistent with the City's adopted transportation safety and equity objectives.

Condition and Usage

East Sixth Street currently functions as a residential street experiencing sustained high-speed cut-through traffic and recurring vehicle conflicts. City records and historical reporting document decades of crashes, property damage, hit-and-run incidents, collisions with parked vehicles and traffic control devices, pedestrian fatalities, and instances of vehicles leaving the roadway and striking private property. Available crash data from recent years also documents pedestrian injury incidents along the corridor, including a crash involving a 75-year-old pedestrian transported to the hospital. Together, these records demonstrate that safety risks along the corridor have persisted across multiple generations of residents and users, creating ongoing hazards for pedestrians, bicyclists, Metro State University students and staff, neighborhood visitors, and residents.

Traffic volumes along the corridor have increased significantly over time. Counts indicate that average daily traffic along a six-block segment increased from approximately 5,700 vehicles per day in 2005 to approximately 9,700 vehicles per day in 2018 — an increase of roughly 70 percent over thirteen years. Traffic study data further indicates that approximately 42 percent of vehicles exiting I-94 at this location continued onto East Sixth Street, compared to 28 percent turning toward East 7th Street, the adjacent four-lane commercial corridor, and 29 percent toward Third Street. This pattern reflects a concentration of ramp-related through traffic onto a predominantly residential street.

The posted speed limit along East Sixth Street is 25 MPH. The corridor includes residential housing, rental properties, Metro State University, neighborhood-serving businesses, and consistent pedestrian activity throughout the day. It is regularly used by motorists, pedestrians, bicyclists, transit riders, and service vehicles. Sustained through traffic volumes combined with operating speeds in excess of the posted limit create conditions inconsistent with a street experiencing frequent pedestrian crossings and bicycle activity. The measured operating speeds, together with the corridor's direct connection to a freeway ramp, reflect a through-route driver perception rather than a neighborhood-serving function. This dynamic reduces comfort, predictability, and accessibility for non-motorized users and limits the street's ability to function as a safe residential environment.

Prior evaluations have examined traffic management strategies along East Sixth Street. During the temporary full closure at East Sixth Street and Mounds Boulevard, average daily traffic volumes decreased substantially by segment: approximately 9,600 vehicles per day between Mounds and Maria, 5,200 between Maria and Bates, 4,500 between Bates and Maple, and 2,300 between Bates and Arcade. These significant segment-level reductions indicate that a substantial portion of traffic consisted of through movements rather than trips accessing destinations along the corridor. Observed redistribution occurred primarily to East 7th Street, a higher-capacity commercial and trunk highway corridor, demonstrating that circulation modifications redirected traffic to streets designed to accommodate greater vehicle volumes and speeds rather than displacing it onto adjacent residential streets.

Despite measurable reductions during temporary testing, the corridor lacks permanent traffic-calming infrastructure. The proposed diagonal diverter would remediate documented safety issues

by reducing conflict points, moderating vehicle speeds, and limiting high-speed through movements. By modifying circulation patterns through durable, curbed design, the project addresses a critical and long-standing infrastructure gap where a residential street operates without the physical features necessary to manage through traffic safely and predictably. Installation would bring the corridor into better alignment with its intended residential use and multimodal function.

Recurring vehicle conflicts also create ongoing fiscal impacts. Maintenance records indicate that sign repair and replacement along a six-block stretch of the corridor averages approximately $400 per month due to repeated vehicle collisions. Decorative island elements, traffic control devices, and parked vehicles have sustained repeated impacts over time. Permanent, curbed infrastructure would extend the functional life and stability of the corridor by reducing repetitive damage to public assets and private property, lowering long-term maintenance demands and improving cost predictability.

The project would shift the corridor toward safer, more predictable local access while maintaining connectivity for residents, visitors, and service providers. By reducing conflict points and moderating through traffic behavior, the project better meets the mobility, safety, and accessibility needs of the surrounding community.

Strategic Fiscal Investment

The proposed project aligns with the City of Saint Paul's adopted street design priorities, which emphasize pedestrian safety, multi-modal access, and predictable circulation patterns. Installation of permanent, curbed infrastructure supports long-term capital planning goals by addressing documented safety concerns through durable design rather than continued reliance on temporary measures. This proposal reflects a data-driven progression from study to pilot evaluation to permanent infrastructure, reducing uncertainty and implementation risk.

In the most recent Capital Improvement Budget scoring cycle, this project ranked second overall in priority among proposed projects in the citywide public voting process. This level of support demonstrates broad community prioritization and sustained public engagement, reinforcing implementation readiness and confirming demand for a permanent safety solution.

During the prior temporary installation of a diagonal diverter and closure evaluation, community feedback was formally collected. A majority of respondents supported making the diagonal diverter permanent following the pilot period. This real-world testing and evaluation process provides valuable implementation insight and reduces uncertainty regarding long-term community acceptance and operational effectiveness.

The Dayton's Bluff Community Council has previously supported significant traffic interventions along East Sixth Street, including consideration of a full closure to address persistent safety concerns. While the current proposal reflects a refined and more targeted infrastructure approach, the Council's prior position demonstrates long-standing community recognition of the corridor's documented safety challenges and sustained interest in meaningful traffic calming solutions.

The project has demonstrated support from neighborhood residents, local businesses, and the Saint Paul Bicycle Coalition. Metro State University has expressed interest in improving safety and corridor conditions to better serve students, staff, and visitors. This sustained stakeholder engagement reflects broad recognition of the corridor's documented safety challenges and supports advancement of a permanent infrastructure solution.

The proposed approach represents a proactive and fiscally responsible strategy to address recurring traffic conflicts through permanent infrastructure modification rather than repeated short-term traffic control adjustments. By investing in permanent durable design improvements, the City can reduce ongoing maintenance costs, repair expenditures, and public safety response burdens while improving long-term cost predictability for corridor management. These improvements would enhance daily safety, accessibility, and quality of life for residents, students, and visitors who use the corridor.

Additional Details

East Sixth Street has been the subject of documented safety challenges and sustained community concern for over five decades. The persistence of crashes, property damage, pedestrian fatalities, and repeated infrastructure repairs demonstrates that existing conditions have not resolved systemic safety risks. While temporary measures and pilot evaluations have provided valuable insight and proved to be successful, they have not delivered durable, long-term stabilization of the corridor.

Public engagement has occurred through multiple channels, including traffic speed studies, evaluation of a full closure at East Sixth Street and Mounds Boulevard, testing of temporary diverters, multiple Capital Improvement Budget cycles, neighborhood surveys, pilot evaluation feedback, and ongoing dialogue with residents, businesses, Metro State University, and advocacy organizations. Across these efforts, the community has consistently identified high-speed through traffic and recurring vehicle conflicts as primary safety concerns and expressed support for a permanent infrastructure-based solution.

Documented crash history, recurring vehicle conflicts, measured traffic growth, ramp-related through movement patterns, and prior pilot evaluation data collectively demonstrate that the corridor continues to function in a manner inconsistent with its residential use and pedestrian activity. The proposed permanent, curbed diagonal diverter represents a practical, infrastructure-based solution that directly addresses these documented conditions by reducing through traffic and improving predictability.

This proposal reflects a measured progression from study to pilot to permanent infrastructure. Its advancement demonstrates sustained community engagement, clear public prioritization, and readiness for durable capital investment to correct a long-standing systemic safety condition.

Exchange Street Pedestrian Lighting

Department: Public Works, **Project Category:** Lighting

Cost Estimate and Department Review

Total Cost: $473,864

There are 46 existing bollard lights within the specified area. Lighting between St. Peter and Dorthy Day Place is wood pole lighting with the exception of one bent straw that carries small cell equipment.

Estimate will be to remove all existing bollard lights and install globe lighting between Cedar and DDP. New conduit will need to be bored the length of each side of the street. Total of 32 new globe lights.

Estimating 1 sidewalk panel replacement per bollard removal location and new globe light location for 78 replaced panels. Estimating 4' of curb install per bollard removal location. Estimating 2 ped curb ramp replacements. This estimate does not include doing work to or over the top of any areaways or vaults.

Project Location

Exchange Street, both sides of the street, from Cedar Street to Dorothy Day Place (three-block corridor in the Fitzgerald neighborhood of downtown Saint Paul). The proposed improvements are limited to City-owned and City-maintained infrastructure in the public right-of-way, specifically the existing bollard lights and, if feasible, adjacent sidewalk panels. This corridor directly serves Gallery Tower Condominiums, Fitzgerald Condominiums, Central Towers, Central Presbyterian Church, Church of the Assumption, the Church of Scientology, Hotel Celeste, the History Theatre, the McNally Smith building, 13 W Exchange St public housing high-rise, and nearby service providers, as well as people walking between downtown, the Capitol area, and Dorothy Day Place.

- **Ward**: Ward 2, **Neighborhood District Council:** 17
- **Project Location Map:** Google Maps

Organization and Additional Details

- Organization: I am on the planning team for the Fitzgerald Neighborhood Alliance. I am a homeowner at Gallery Tower Condominiums and a board member there as well.
- **Link to Optional Application Attachmnent**

Brief (1-2 sentence) Summary of Project:

Replace the existing vandalism-prone bollard lights along three blocks of Exchange Street between Cedar Street and Dorothy Day Place with standard City globe-style pedestrian lights to provide consistent, reliable illumination. This upgrade will improve safety, visibility, and walkability for residents, worshipers, service participants, employees, and visitors who use this corridor daily

Project Justification:

Exchange Street between Cedar Street and Dorothy Day Place has experienced a significant increase in open drug use, including fentanyl, and associated criminal behavior, particularly in the dark areas where bollard lights have been vandalized or remain broken. From my condominium overlooking this corridor, I personally witnessed four severe assaults along this stretch last summer, in addition to numerous incidents of open drug use and disorder. The current low bollard fixtures are easy to damage, often disabled for long periods, and too low to adequately light the sidewalk, creating pockets of darkness that contribute to fear and unsafe conditions for people walking to and from

housing, churches, transit, and social services. Replacing these fixtures with standard, taller globe lights used elsewhere in Saint Paul will increase visibility, support Crime Prevention Through Environmental Design (CPTED) principles, and improve perceived and actual safety for all users of this public right-of-way. Where feasible during construction, replacing adjacent damaged sidewalk panels will further support accessibility and reduce trip hazards, especially for older adults and people with disabilities.

Optional Detailed Project Proposal Submission

CPTED: Crime Prevention through Environmental Design

This project will replace vandalized and failing bollard fixtures and install standard City globe-style pedestrian lights along the three blocks of W. Exchange Street between Cedar Street and St. Joseph's Lane. The corridor includes two blocks (Cedar to St. Peter) that currently have low, vandalism-prone bollards, and a third block (St. Peter to St. Joseph's Lane) where the south, pedestrian side of the street has no dedicated pedestrian lighting at all. The goal is to provide continuous, reliable lighting along this main walkway used by residents, worshipers, service participants, and visitors traveling between downtown and the Dorothy Day area.

This change advances Crime Prevention Through Environmental Design (CPTED) by improving natural surveillance, guiding safe movement, reinforcing that this is a cared-for public space, and making the corridor easier to maintain. Taller globe lights will provide a continuous wash of light across sidewalks, curb edges, and building entrances, so pedestrians, nearby residents, church and theater staff, and passing patrols can clearly see what is happening. This reduces hiding places and opportunities for assaults and other serious incidents that now occur in the darker stretches between broken bollards and on the currently unlit south side of the western block.

Better, more even lighting will highlight the primary pedestrian route, curb cuts, and crosswalk approaches used by older adults, people with disabilities, and those walking between Catholic Charities, nearby housing, churches, and downtown destinations. Clearly lit walkways and entrances encourage people to use safer paths and discourage loitering and drug use in recessed doorways, behind parked vehicles, and around the underground parking ramp entrance. Consistent City-standard globe fixtures will visually connect this three-block segment to adjacent, better-lit downtown streets, signaling that W. Exchange Street is actively cared for rather than a neglected back corridor and supporting a stronger sense of ownership among residents, faith communities, businesses, and service providers.

Replacing fragile, vandalism-prone bollards on the two eastern blocks and filling in the unlit gap on the south side of the western block with durable, easier-to-maintain globe fixtures addresses a chronic maintenance problem that leaves many lights out for long periods and one sidewalk edge dark altogether. Reliable lighting will better support everyday positive activity—church services, theater performances, social-service appointments, and workers and visitors walking to and from the parking ramp—so people feel safer using the sidewalk at all hours. Where feasible, coordinating the lighting upgrade with replacement of the worst sidewalk panels will further reduce trip hazards for older adults and people with disabilities, reinforcing CPTED's emphasis on upkeep and safe pedestrian environments.

Residents have documented a significant increase in visible drug use—particularly fentanyl—along this corridor, including use on foil and in glass pipes, people passed out on the sidewalk, and groups congregating in poorly lit areas. During a single warm-weather season, the proposer called the Saint

Paul non-emergency line more than 37 times and 911 four times from a condominium overlooking this stretch, including to report multiple severe assaults. These observations, combined with reports from neighbors and institutions along W. Exchange, show an urgent need to eliminate dark, poorly monitored spaces on this heavily used pedestrian route.

Community Impact, Equity, Accessibility, and Inclusion

Improving lighting on the three blocks of W. Exchange Street between Cedar Street and St. Joseph's Lane will significantly enhance safety and comfort for the many people who rely on this corridor, including older adults, people with disabilities, low-income residents, worshipers, social-service participants, downtown workers, and visitors. This route links high-rise housing, Catholic Charities services, multiple churches, and cultural destinations with downtown and the Capitol area, so people use it at all hours to reach home, transit, jobs, worship, and events.

The Fitzgerald Neighborhood Alliance has actively networked with organizations and residents along this corridor, and there is broad agreement that safer, more consistent lighting is urgently needed. Stakeholders include Central Presbyterian Church, the Church of the Assumption, Fitzgerald Condominiums, the Church of Scientology, Celeste Hotel, Central Towers, the History Theater, the new owners of the McNally Smith Building, Gallery Tower Condominiums, the 10 W Exchange public housing high-rise, and users of the large underground public parking ramp that serves downtown events. Together, these institutions represent thousands of people who walk this stretch daily and who have expressed support for upgraded pedestrian-scale lighting as a shared safety priority.

Broken, low bollard fixtures on the two eastern blocks and the absence of pedestrian lighting on the south side of the western block currently leave dark pockets where open drug use, loud disorderly gatherings, and occasional violence occur, causing many residents and visitors to feel unsafe, particularly at night or early morning. Upgrading to reliable, taller globe lighting along all three blocks will make faces, obstacles, and surroundings easier to see, reduce fear of crime, and help vulnerable users feel more comfortable accessing services, worship, social activities, and jobs. By improving a public right-of-way heavily used by people with the fewest alternatives if they feel unsafe, this project advances equity, accessibility, and inclusive design goals in downtown Saint Paul.

Condition and Usage

The three blocks of W. Exchange Street between Cedar Street and St. Joseph's Lane form a heavily used pedestrian corridor serving residential towers, churches, social-service providers, a public parking ramp, and cultural institutions, but its lighting and walking conditions are inadequate. On the two blocks between Cedar and St. Peter Streets, the existing low bollard fixtures are easily kicked or damaged, and many have had their covers and bulbs broken repeatedly. On the block between St. Peter Street and St. Joseph's Lane, the south, pedestrian side of the street has no dedicated pedestrian lighting at all. As a result, stretches of sidewalk are in partial or complete darkness for extended periods.

Sidewalk conditions along this three-block corridor are also less than desirable, with noticeable heaving, patching, and uneven panels that become especially hazardous when combined with winter ice and poor lighting. These factors make it difficult for older adults and people with disabilities to walk safely. The corridor is used intensively throughout the day and evening by residents, employees, churchgoers, theater patrons, social-service participants, and visitors parking in the underground ramp, yet poorly lit pockets created by broken bollards, missing lights on the south side of the western block, and generally low light levels have become regular gathering spots

for open drug use—including fentanyl use on foil and in glass pipes—loud arguments, and occasional assaults.

This project will extend the useful life and functionality of the corridor's lighting by replacing vandalized and failing bollards on the two eastern blocks and installing durable City-standard globe fixtures where pedestrian lighting is currently missing, to provide consistent, effective illumination that is easier to maintain. With brighter, continuous lighting at pedestrian scale, and, where feasible, coordinated replacement of the worst sidewalk panels, the sidewalk will be safer to navigate, more comfortable to use after dark, and less attractive for hidden or semi-hidden criminal activity.

Strategic Fiscal Investment

This proposal is a strategic, fiscally responsible investment because it focuses on a clearly defined City-owned right-of-way, uses a proven standard lighting design already deployed elsewhere in Saint Paul, and responds to a documented, high-priority safety concern repeatedly raised by residents and institutions along W. Exchange Street. Replacing vandalized and failing bollards on the two eastern blocks and filling in the currently unlit south-side segment of the western block with globe fixtures along the three-block corridor avoids ongoing costs of repeated repairs to vulnerable fixtures and reduces staff time spent addressing individual outages and complaints.

The project emerges from collaborative work between residents, neighborhood organizations, and City staff. Over the past year, the Fitzgerald Neighborhood Alliance has convened regular meetings focused on conditions along W. Exchange Street, with participation from residents of nearby high-rises and representatives of local churches and service providers; lighting repeatedly surfaced as a top priority. Council President staff also organized Exchange Street information sessions where community members again identified lighting as a key issue. The improvements align with broader City goals around public safety, equitable access, downtown vitality, and CPTED. While no outside grants or matching funds have been secured yet, community partners—including residential associations, faith communities, and service organizations along the corridor—are committed to supporting the project through organizing, communication with their members, and continued monitoring once the upgraded lighting is installed.

Additional Details

This detailed application supplements the original short-form proposal titled "Exchange Street Pedestrian Lighting Safety Upgrade: Replace Vandalized Bollards with Durable Globe Lights." Residents, neighborhood organizations, and City staff agree that addressing the corridor's chronic lighting failures and unlit gaps is a critical first step toward improving safety, reducing fear of crime, and supporting longer-term efforts around outreach, harm reduction, and activation of public space along W. Exchange Street. Lighting alone will not solve addiction or homelessness, but creating a well-lit, predictable environment makes it safer for everyone—neighbors, outreach workers, and people in crisis—and supports the City's broader goals for a welcoming, walkable downtown.

Hamline Avenue Safety and Crossing Improvements at Portland Avenue Near Ayd Mill Road

Department: Public Works, **Project Category:** Street Amenities

Cost Estimate and Department Review

Total Cost: $222,480

Assumed three 10’ wide medians with a total of 103 LF. Two new medians on Hamline and an extension of the frontage median.

Project Flagged by Department, Additional Context for Consideration in Committee Review:
Common Cent project on Hamline for the first part of Stage 3 (2035-2039). Any improvements would be torn up with the road project.

Project Location

Hamline Avenue over and immediately south of the Ayd Mill Road bridge, with a focus on the Portland Avenue crossing between Ashland Avenue and Summit Avenue.

- **Ward**: Ward 1, **Neighborhood District Council:** 13
- **Project Location Map:** Google Maps

Link to Optional Application Attachmnent

Brief (1-2 sentence) Summary of Project:

This project would reallocate excess roadway space on Hamline Avenue south of Ashland Avenue to improve pedestrian and bicycle safety, including a marked bicycle facility and a safer crossing at Portland Avenue. Improvements could include painted lane reconfiguration, median refuge areas, and enhanced lighting to reduce vehicle speeds and improve visibility.

Project Justification:

Hamline Avenue in this segment is designed and striped for higher vehicle volumes and speeds than it currently carries, creating a highway-like environment that discourages walking and biking and makes crossing unsafe. Despite Portland Avenue being a key east–west route for people on foot and on bicycle, there are currently no safe or visible crossing opportunities between Ashland and Summit Avenues, and the area is particularly dark at night. Reallocating excess lane width to support bicycle movement, shorten crossing distances, and provide refuge space would reduce vehicle–pedestrian conflict, improve natural surveillance, and make the street safer and more comfortable for everyday use without materially impacting traffic operations. Incremental, low-cost treatments would significantly improve safety while allowing flexibility for more durable improvements in the future.

Optional Detailed Project Proposal Submission

CPTED: Crime Prevention through Environmental Design

The Hamline Avenue corridor between Ashland and Summit Avenues, and specifically the lack of a safe Portland Avenue crossing, demonstrates how roadway design can undermine public safety through environmental conditions rather than any failure of policing or community. The four CPTED principles provide a clear lens for diagnosing the problem and evaluating the solution.

Natural Surveillance. The current four-lane, undivided roadway configuration on this stretch of Hamline creates conditions that hinder natural surveillance. Wide travel lanes (and no bike lanes) encourage higher vehicle speeds, reducing the amount of time drivers have to observe pedestrians entering or waiting to cross. At night, the Portland and Hamline Avenue intersection is notably dark; the absence of adequate pedestrian-scale lighting means that people crossing, or waiting to cross, are poorly visible to drivers, and drivers are poorly visible to pedestrians. This darkness also reduces the informal "eyes on the street" that residents and passing drivers naturally provide. The proposed improvements directly address this through added crossing visibility (paint and/or refuge islands that define and concentrate the crossing point) and, at higher tiers, pedestrian-scale lighting that illuminates faces and bodies, not just the pavement surface for cars.

Natural Access. Portland Avenue is a logical pedestrian and bicycle route connecting residents to the east and west of Hamline Avenue and south of Ayd Mill Road, but the Hamline Avenue crossing breaks that continuity. The current design offers no pedestrian refuge between travel lanes, no dedicated bicycle crossing treatment, and no clear design signal to drivers that this is an expected crossing point. A person walking, cycling, or using a mobility device must navigate up to four lanes of moving traffic with no staging area. Reducing Hamline to three lanes through lane restriping--the foundational "Good" tier of this proposal--narrows the crossing distance and creates a protected center turn lane that can double as a crossing refuge, dramatically clarifying and shortening the crossing path. This is a core Natural Access intervention: making legitimate movement through a space feel safe, predictable, and clearly designed.

Territorial Reinforcement. Currently, the Portland Avenue crossing at Hamline is unmarked and undefined in a way that suggests ambiguity about who this space is for. A wide, fast arterial with no crossing infrastructure implicitly signals that this is car territory and that pedestrian presence is incidental. Marked crosswalks, crossing treatments, and potential refuge islands change that signal; they claim the crossing as an expected, designed, and sanctioned pedestrian space. This is precisely what territorial reinforcement means in the context of CPTED: design that communicates to all users, through the physical environment itself, that walking and cycling are legitimate and expected uses of the space.

Physical Maintenance and Activity Support. The proposed improvements (lane restriping, potentially concrete median refuge islands, and pedestrian lighting) are durable, low-maintenance interventions consistent with the city's standard street infrastructure toolkit. Paint markings are periodically refreshed as part of routine maintenance. Concrete islands require minimal upkeep. Pedestrian lighting, where included, follows standard city maintenance protocols. More broadly, improving the safety and comfort of the Portland crossing supports the kind of regular pedestrian and cyclist activity that itself contributes to safety: a crossing that people actually use generates more informal observation and discourages the isolation that makes a space feel unsafe. The Engage Saint Paul "Moving Freely" and "Safe Streets" CPTED resources both emphasize that a well-lit sidewalk that leads to a dark, ambiguous crossing breaks that sense of safety for the whole route.

The Hamline Avenue bridge and roadway south of Ashland was reconstructed around 2013 with a four-lane highway-like cross-section that is mismatched to actual traffic volumes in this segment. Traffic south of Ashland (Ayd Mill Road) is meaningfully lower than north of it, yet the road retains the same wide, fast design. This geometric oversizing is itself a safety risk factor well-documented in transportation research: roads designed for higher speeds and volumes than they actually carry tend to produce faster speeds and reduced driver attentiveness. The stretch between Ashland and Summit has no formal pedestrian crossing despite Hamline being an identified bicycle and

pedestrian corridor. The Union Park District Council's Community Plan (Land Use Objective LU1.3) explicitly identifies Hamline Avenue as a major arterial along which the city should "promote safe, pleasant, and interesting pedestrian experiences." The plan also identifies Hamline as a mixed-use transit corridor (LU3.2), anticipating increased pedestrian activity along the route over time.

Community Impact, Equity, Accessibility, and Inclusion

Neighborhood Quality of Life. The Portland Avenue crossing of Hamline is a missing link in an otherwise functional pedestrian and bicycle network. Portland Avenue connects the neighborhood to the east with the divided neighborhood to the west; it carries meaningful foot and bicycle traffic and Hamline Avenue is identified as a bicycle corridor. Yet the Hamline crossing is the one point on this route where a person on foot or on a bike must navigate a wide, fast, unmarked arterial with no infrastructure support. Closing this gap, even at the most basic tier, through lane restriping and a marked crosswalk, would meaningfully improve the quality and completeness of active transportation options in this part of the city.

There is currently no marked pedestrian crossing between Ashland Avenue and Summit Avenue on this stretch of Hamline, while Portland is a more direct, natural route for many trips due to the Ayd Mill trench. For the many residents, workers, students, and visitors who use Portland Avenue as a walking or cycling route, this gap creates a real barrier. People are currently crossing informally across a four-lane roadway with no crossing infrastructure. This is an unmet need that the road design itself has created.

The proposal's phased approach is designed with accessibility in mind. At the basic tier, marked crosswalks and lane consolidation shorten the crossing distance and create a more defined path. At higher tiers, concrete median refuge islands provide a mid-crossing staging area that is particularly valuable for people who move more slowly, such as seniors, people using mobility devices, parents with strollers, and children. These improvements lower the cognitive and physical demands of crossing and make the space more genuinely accessible to a broader range of community members.

The intersection is currently dark at night, lacks a defined crossing, and has no traffic calming for a stretch of road that is geometrically over-designed for its actual traffic volumes. These are environmental conditions that produce unsafe crossings, independent of any individual behavior. The proposed improvements address the environmental root causes: narrowing effective lane widths to slow speeds, defining and shortening the crossing distance, and (at higher tiers) improving visibility through pedestrian-scale lighting. This is exactly the kind of proactive, environmental-design approach to public safety that the city's CPTED envisions.

The Union Park District Council's community plan anticipates increased density and pedestrian activity along Hamline Avenue as a mixed-use transit corridor (LU3.2). Safe, comfortable pedestrian crossings are a prerequisite for that kind of neighborhood vitality. This project plants the seed for a more walkable, bike-able Hamline corridor--one that will matter more, not less, as the neighborhood evolves. It also serves as a model for how simple, low-cost interventions can remedy the legacy of over-engineered road design.

The proposed improvements are scaled to the character of this residential and mixed-use neighborhood. They do not require removing or replacing existing infrastructure. They work within

the existing roadway footprint to make the street function better for the people who live and move through it, which is precisely what the UPDC's community plan envisions for Hamline Avenue.

Condition and Usage

Current Condition. The Hamline Avenue bridge and roadway south of Ashland Avenue was reconstructed approximately in 2013. The bridge's geometric design is a problem: it was built with four travel lanes, a configuration appropriate for a high-volume arterial, despite serving traffic volumes that are substantially lower than what that design implies, particularly in the segment between Ashland and Summit. The result is a road that functions like a highway stub in a residential neighborhood context. It is Applicant's belief that the bridge was designed with a future road diet in mind. At the Portland Avenue intersection, there is no marked crosswalk, no pedestrian refuge, no dedicated bicycle crossing, and no pedestrian-scale lighting. The crossing, as it stands, is essentially invisible.

Despite the absence of crossing infrastructure, the Portland/Hamline intersection is used by pedestrians and cyclists who are traveling along Portland Avenue. These crossings happen informally, people cross a four-lane arterial at an unmarked location, in conditions (particularly at night) where their visibility to drivers is poor. Hamline Avenue itself carries a mix of through traffic and local access traffic, with volumes that are lower in the Ashland-to-Summit segment than on the bridge to the north.

The core safety issue is that the roadway design creates the conditions for pedestrian-vehicle conflicts. Wide lanes (and a grade in roadway) encourage higher speeds; no defined crossing means drivers do not anticipate pedestrians; darkness means pedestrians are not visible. The proposed lane restriping (reducing four lanes to three, with a center turn/refuge lane) addresses the first two problems directly: narrower effective travel lanes reduce speeds, and a defined, marked crossing with a refuge area gives both drivers and pedestrians shared expectations about where crossing will occur. This mirrors the CPTED principle that "crosswalks should be clearly marked so that drivers and pedestrians have shared expectations regarding active crossings" (Engage Saint Paul, Moving Freely).

This project does not replace or rehabilitate the Hamline Avenue roadway, but optimizes the use of existing pavement through restriping and targeted additions. Lane restriping is among the most cost-effective safety interventions available in a city's toolkit, and it fills a genuine gap in the pedestrian and bicycle network. Of note, the city's Common Cent long-range plan does schedule a full reconstruction of the Hamline Summit-to-University corridor in Stage 3 (2035-2039). This proposal is intentionally designed to be compatible with that timeline: paint-based lane reconfiguration is low-cost, reversible, and can be integrated into or superseded by a future reconstruction. A decade of safer crossings for the people who use this route today is worth achieving now, at minimal cost, rather than deferring all safety improvements to a reconstruction that is still nearly ten years away.

The improvements proposed here meet a straightforward, unmet need: a safe, defined, visible crossing of Hamline Avenue for people traveling on foot or by bike along Portland Avenue. The phased approach, from paint alone, to refuge islands, to lighting, allows the city to fund the level of improvement that fits within available resources, with each tier delivering meaningful safety benefits over the current conditions.

Strategic Fiscal Investment

This project is directly aligned with adopted city and neighborhood planning goals. The Union Park District Council Community Plan explicitly identifies Hamline Avenue as a major arterial requiring safe, pleasant pedestrian experiences (LU1.3) and as a mixed-use transit corridor where increased pedestrian activity is anticipated (LU3.2). The project is also aligned with CPTED as a tool for proactively improving public safety through environmental design rather than reactive enforcement. The city's Transportation Safety Action Plan identifies pedestrian safety on arterial crossings as a priority. This proposal advances all three.

The defining feature of this proposal is its use of lane restriping, a basic "road diet" approach, as the foundational intervention. Road diets are among the best-documented, most cost-effective safety interventions in transportation engineering. They require no new right-of-way, no structural construction, and no significant disruption. Studies have found that converting four-lane undivided roads to three lanes (two travel lanes plus a center turn lane) can reduce total crashes by meaningful margins while maintaining adequate traffic flow on roads with volumes similar to this segment of Hamline. The phased Good/Better/Best structure means the city can fund even the basic tier and achieve real safety benefits, with higher tiers available if budget allows.

The city has noted that the Hamline Summit-to-University corridor is scheduled for reconstruction in Stage 3 of the Common Cent long-range plan (2035-2039). This proposal is designed with that timeline explicitly in mind. Paint-based lane reconfiguration is inexpensive, and any markings will naturally reach end-of-life well before the reconstruction. If concrete refuge islands are funded (Better tier), they can be designed and sited to be compatible with or inform the future reconstruction's design. In short, this proposal is not in conflict with the long-range plan, but is a cost-effective way to deliver safety improvements in the near term while the neighborhood waits for the larger project.

The UPDC, which has adopted a community plan explicitly calling for safer pedestrian conditions on Hamline Avenue, is a natural partner for community outreach and support for this project.

No external grants have been secured at this time. The project's alignment with city and regional active transportation goals may support future grant applications, and a CIB investment could serve as a foundation for pursuing additional funding sources as they become available.

Additional Details

The most important additional context for this proposal is the cost-to-benefit ratio. The foundational tier of this proposal, i.e., lane restriping to create a three-lane configuration with a marked crosswalk at Portland, is genuinely low-cost by the standards of street infrastructure. Paint-based lane reconfiguration requires no structural work, no utility relocation, and no significant engineering complexity beyond the traffic analysis that Public Works would conduct. It is the kind of intervention that can be funded within a CIB budget and still leave room for other projects.

The question is not whether the city should spend significant capital on a stretch of road scheduled for reconstruction in 2035. The question is whether the city should spend a modest amount now to give the people who cross Hamline at Portland a safe, defined crossing for the next decade, rather than asking them to continue navigating an unmarked, four-lane arterial in the dark. The answer, I believe, is clearly yes.

This proposal has deliberate phasing so as to structure it so that even the most constrained budget scenario produces a meaningful, durable safety improvement. The paint-based lane reconfiguration would last until the road is restriped, typically on a multi-year cycle, providing years of improved safety at low cost.

This proposal was developed in the context of ongoing community attention to pedestrian and bicycle safety on Hamline Avenue, a corridor the UPDC has identified in its community plan as a priority for safe, pleasant pedestrian conditions. The safety concerns at this crossing reflect widely shared neighborhood experience among residents who walk, bike, and drive through this intersection regularly. The proposer is an active UPDC community member with deep familiarity with this corridor and the CIB process.

This is a low-cost, high-impact proposal that addresses a clear, documented safety gap at a crossing that serves real pedestrian and bicycle demand. It aligns with adopted city and neighborhood plans, advances CPTED principles across all four domains, and is designed to deliver durable safety benefits now, at a fraction of the cost of waiting for the long-range reconstruction. I ask the CIB Committee to fund at minimum the Good (paint) tier, and to consider the Better and Best tiers if budget allows.

Summary:

1. Good: Restripe Hamline Avenue to 3 lanes with marked crosswalk(s) at Portland.

2. Better: Add pedestrian refuge island(s) at Portland and Hamline.

3. Best: add street lighting at intersection.

Payne and Sims Avenue Intersection Improvements

Department: Public Works, **Project Category:** Street Amenities

Cost Estimate and Department Review

Total Cost: $ 447,937
Sidewalk estimate $245,330
Lighting estimate $180,740
Trash receptacle estimate: $21,867

Sidewalk - The project proposes to replace 1,000 square feet of sidewalk panels between York and Case on both sides of the street. The estimate does not address the lighting and furnishing concerns within the ROW.

Lighting - The 4 light poles specified in the funding request are part of a larger circuit that runs between Magnolia and Sims. This circuit is composed of 42 twin lanterns, so each light pole will need to be modified to prevent upstream damage from causing downstream light poles to become nonfunctional. There is 3600 feet wire to be replaced (2 sides of street, 1800 per side). Added feedpoint to shorten the overall circuit length. Added conduit boring to connect the new feedpoint. Conduit treatment is more difficult to install in twin lanterns so I increased price per fixture. Some poles may be damaged beyond use during removal operations so added replacement of 6 poles.

Trash - Current pricing under the City's master contract with Big Belly is as follows:
•Smart Max sets: $7,288.73 per set
•Smart sets: $5,508 per set
Most installations would use the Smart sets. There is an additional fee for wrapping the bins with Recycling and Garbage messaging. This is preferred but not required.

Project Location

Payne Avenue & Sims Avenue Intersection, The proposed improvements are focused on the Payne Avenue and Sims Avenue intersection area, specifically surrounding the following properties:

- 925 Payne Avenue
- 926 Payne Avenue
- 932 Payne Avenue

These locations sit directly adjacent to the Payne and Sims intersection and represent key pedestrian corridors where businesses, residents, and transit riders regularly access the commercial district.
The proposed investments are intended to support targeted sidewalk repair and pedestrian safety improvements at and immediately surrounding this intersection, particularly in areas where sidewalks have deteriorated and create accessibility challenges for pedestrians.
The request is meant to supplement pedestrian safety improvements at this high-traffic corridor node and address localized sidewalk conditions impacting walkability and accessibility for nearby businesses and residents.

- **Ward**: Ward 6, **Neighborhood District Council:** 5
- **Project Location Map:** Google Maps

Organization and Additional Details

- Organization: East Side Neighborhood Development Company
- **Link to Optional Application Attachmnent**

Brief (1-2 sentence) Summary of Project:

This project proposes targeted public safety infrastructure improvements at the Payne Avenue and Sims Avenue intersection in Saint Paul, including replacement or repair of four streetlights, high-visibility pedestrian crosswalk striping, replacement of public garbage receptacles, and concrete sidewalk repairs in three sections. These long-term, City-owned infrastructure upgrades will enhance lighting, walkability, visibility, and overall safety in alignment with Crime Prevention Through Environmental Design (CPTED) principles.

Project Justification:

The Payne Avenue and Sims Avenue intersection is a highly visible commercial and pedestrian corridor serving small businesses, transit riders, families, and neighborhood residents. Deteriorated sidewalks, aging lighting infrastructure, faded crosswalk markings, and worn public waste receptacles contribute to safety concerns, reduced visibility, and a perception of disorder that can negatively impact public safety outcomes. Investing in durable, City-owned infrastructure at this intersection advances Crime Prevention Through Environmental Design (CPTED) principles by improving natural surveillance through enhanced lighting, increasing pedestrian visibility with high-visibility crosswalk striping, reducing trip hazards through concrete repair, and reinforcing maintenance and territorial care through upgraded public garbage receptacles. These improvements will strengthen walkability, support corridor vitality, and create a safer, more welcoming public space for the East Side community for the next decade and beyond.

Lighting improvements proposed at the Payne Avenue and Sims Avenue intersection and surrounding properties (925 Payne Ave, 926 Payne Ave, and 932 Payne Ave) should also address infrastructure vulnerabilities related to repeated copper wire theft and damage that have resulted in ongoing lighting outages in this corridor.

The lighting request is intended to improve consistent illumination, pedestrian safety, and visibility for nearby businesses and residents, while also evaluating solutions that reduce the risk of future outages caused by copper wire theft or vandalism. Consideration should be given to durable and resilient lighting infrastructure or design approaches that help prevent repeated service disruptions.

This investment is particularly important at the Payne and Sims intersection, which serves as a key pedestrian and commercial node within the Payne Avenue corridor.

Safe Pedestrian and Bicycle Connection to Ayd Mill Trail at Hamline and Ashland

Department: Public Works, **Project Category:** Parks and Trails

Cost Estimate and Department Review

Total Cost: $172,620
Assumed 685’ long 10’ wide trail with boulevard restoration.

Project Flagged by Department, Additional Context for Consideration in Committee Review:
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.

Project Location

Hamline Avenue bridge near Laurel Street, connecting west of Hamline Avenue at Ashland Avenue to the Eleanor Graham Gardens path stub and the Ayd Mill Trail (adjacent to Ayd Mill Road).

- **Ward**: Ward 1, **Neighborhood District Council:** 13
- **Project Location Map:** Google Maps

Link to Optional Application Attachmnent

Brief (1-2 sentence) Summary of Project:

This project would construct an ADA-accessible curb cut and paved trail connection linking the existing Hamline Avenue underpass near Laurel Street to the Eleanor Graham Gardens path stub and the Ayd Mill Trail. The improvement would provide a safer, more direct, and more dignified pedestrian and bicycle crossing of Hamline Avenue with reduced exposure to vehicle traffic.

Project Justification:

This location currently requires pedestrians and cyclists to navigate three separate signalized crossings with long wait times and constrained waiting areas, creating safety risks, accessibility barriers, and discouraging use, especially for families, people with disabilities, and winter travelers. By leveraging an existing grade-separated underpass and providing a continuous, visible, and accessible trail connection, the project improves natural access, supports legitimate activity, and enhances safety by reducing conflict points with motor vehicles. The project also increases the usability and return on investment of the Ayd Mill Trail, which currently lacks safe and practical access points along its length.

Optional Detailed Project Proposal Submission

CPTED: Crime Prevention through Environmental Design

The Hamline Avenue underpass connection project is a nearly ideal application of CPTED principles to active transportation infrastructure. It uses an existing physical asset--a grade-separated pedestrian underpass already built into the Hamline Avenue bridge near Laurel Street--to create a safer, more inviting route for people traveling on foot or by bike to reach the Ayd Mill Trail. The project's CPTED case is strong across all four principles, each of which are discussed in turn, below.

Natural Surveillance. The current route from the west side of Hamline Avenue to the Ayd Mill Trail via Ashland Avenue requires navigating multiple slow signalized crossings and waiting in small, constrained spaces that feel exposed and uncomfortable, particularly at night or in winter. By

contrast, the proposed underpass connection creates a continuous, defined path through Eleanor Graham Gardens (a green, community-tended space) that is visible from multiple vantage points and naturally activated by garden users, trail users, and passersby. A well-designed trail through Graham Gardens would be observable from the street and from within the gardens, increasing the natural surveillance that makes a route feel safe. The Engage Saint Paul 'Seeing Clearly' CPTED resource notes that people should be able to see a good distance in front of them--a trail through open garden space achieves exactly this, unlike the vulnerable, stop-and-wait conditions of the current crossing sequence.

Natural Access. This is key to the project's CPTED case. The current route requires pedestrians and cyclists to complete three separate signalized crossings--at Hamline/Ashland (two signal cycles, with a push-button that must be activated or the cycle is skipped entirely) and then a further crossing of Ayd Mill Road--just to access the trail from the south/west. Three crossings with long waits, constrained waiting areas, and signal timing that does not accommodate families on bicycles, is not natural access, but a gauntlet. The proposal reduces this to a single crossing of Ayd Mill Road, using a modern signalized crossing with adequate infrastructure. The grade-separated underpass eliminates all vehicle conflict for the Hamline Avenue crossing itself. This is a textbook Natural Access intervention: designing the environment so that the safe, legitimate path is also the direct, obvious, and comfortable one. A route should feel safe the whole way through, which today's three-crossing route fails to achieve. The underpass connection would feel safe to use.

Territorial Reinforcement. The existing underpass beneath the Hamline Avenue bridge is a built public asset that currently goes mostly unused as a pedestrian or bicycle facility, in part because it lacks the curb cut and improved trail connection that would make it a legitimate, designed part of a route. An unused underpass in an urban environment can feel like unclaimed space, precisely the kind of space that CPTED cautions against. Constructing an ADA-accessible curb cut at Laurel Street and a paved trail connection through Graham Gardens transforms the underpass from an ambiguous, inaccessible structure into a clearly defined, public, and actively used community asset for all. The trail itself signals to all users, pedestrians, those in wheelchairs, cyclists, gardeners, and passersby, that this is a designed, maintained, and legitimate public route.

Physical Maintenance and Activity Support. Graham Gardens a well-maintained, actively used community garden. A trail connection through the gardens does not introduce a new, isolated, hard-to-maintain space, it adds a defined trail edge to an existing active community space, extending that space's vitality and connection to the surrounding neighborhood. Trail surfaces are durable, low-maintenance, and designed for year-round use. Desire paths already exist. The project's proposer notes that the underpass itself already has plentiful headroom for adult cyclists, meaning the physical structure requires no modification, the investment is in the access points and trail surface, not in the underpass structure itself. This is a highly efficient use of existing infrastructure. Year-round usability is a particular advantage: the grade-separated underpass crossing is separated from vehicle traffic, making it significantly safer and more comfortable than the surface crossing alternative in snowy or icy conditions.

The current crossing sequence at Hamline and Ashland presents obvious safety and accessibility concerns. The push-button signal activation requirement means that a crossing cycle is skipped if the button is not pressed, a design that penalizes inattentive or first-time users and creates undignified wait times. The waiting areas on the southwest and southeast corners of Hamline and Ashland are too small to accommodate a family on bicycles simultaneously, creating a situation where some users wait in the roadway or on the curb without adequate space. Three signalized

crossings with long wait times and constrained waiting areas is, by any measure, a hostile environment for non-motorized users, and in winter, when snow and ice accumulate on curb cuts and waiting areas, conditions worsen significantly. The Union Park District Council's community plan documents strong community concern about crossing streets safely at controlled and uncontrolled intersections, and identifies the desire for infrastructure that makes non-motorized transportation genuinely viable for families and less confident users.

Community Impact, Equity, Accessibility, and Inclusion

The core problem is that there are three crossings where one should suffice. Today there is a gap between people and the trail, making it disfavored for users. The Ayd Mill Trail is an isolated, but high-quality, off-street facility that runs through the heart of Saint Paul. Accessing it from the west side of Hamline Avenue at Ashland, a natural and logical access point, currently requires three separate signalized crossings, constrained waiting areas, car-first signal timing, and multiple stop-and-go interactions with vehicle traffic. This is not a minor inconvenience. For families with children on bikes, for people using wheelchairs or mobility devices, for seniors, and for anyone who does not feel comfortable in complex vehicle-traffic environments, this crossing sequence is a functional barrier. The Ayd Mill Trail might as well not exist for these users if they cannot safely access and use it.

The proposed project eliminates this barrier, not by rebuilding the road, not by removing any existing infrastructure, but by activating a grade-separated underpass that is already built and already sitting unused beneath the Hamline Avenue bridge. The investment required is a curb cut at Laurel Street, a paved (or crushed limestone) trail connection through/near Eleanor Graham Gardens, and design coordination with the garden community. In exchange, the three-crossing gauntlet becomes a single modern signalized crossing of Ayd Mill Road. This is an enormous improvement in user experience at relatively modest cost.

Access to the Ayd Mill Trail from the west side of Hamline Avenue is an unmet need that is particularly visible to anyone who has tried to make this connection with children, with a cargo bike, or in winter. The current infrastructure does not serve these users, it sends them through a sequence of crossings that is slow, stressful, and in winter, potentially dangerous. The underpass connection fills this gap directly and durably.

The project is designed from the outset around ADA accessibility. The curb cut at Laurel Street will be ADA-rated. The trail through Graham Gardens will be designed to accommodate wheelchair users, adaptive cyclists, and strollers. The grade-separated underpass crossing itself eliminates the need to interact with vehicle traffic on Hamline Avenue, which is the most significant accessibility barrier in the current route. Reducing three signalized crossings to one, and eliminating the vehicle conflict on the Hamline crossing entirely, makes this route genuinely accessible to a much broader range of users than the current route serves.

One of this project's most distinctive advantages is its year-round performance. Surface signalized crossings in Saint Paul are degraded in winter: snow and ice accumulate on curb cuts and waiting areas, push-button signals may be obscured, and conditions underfoot are unpredictable. A grade-separated underpass crossing is protected from these conditions. The underpass itself does not accumulate vehicle ruts or snow piles from plowing. For Saint Paul's winters, a year-round viable crossing connection has meaningfully higher value than a summer-only comfortable route.

The Ayd Mill Trail is an underutilized asset, in large part because its access points are difficult. Each improvement to trail access increases the return on the city's prior investment in the trail itself, by expanding the population of users who can comfortably reach and use it. The underpass connection at Hamline and Ashland is one of the most promising access improvement opportunities along the trail's length, because the hard part, the grade-separated structure, is already built. This project simply activates it.

Finally, the project is designed to minimize impacts on Graham Gardens, a valued community asset. Trail width and materials can be calibrated during design to use the least possible footprint. The gardens and the trail are not in competition for space, there is ample room for both, and the garden community could benefit from improved trail-side access for gardeners arriving by bike, or access for carts and tools as part of the design coordination process.

Condition and Usage

The Hamline Avenue bridge over Ayd Mill Road today includes a "secret" built pedestrian underpass near Laurel Street. This underpass is already constructed, and it provides grade-separated passage beneath the bridge with, as the proposer confirms from personal experience, ample headroom for adults on full-size bicycles. Despite being a significant piece of infrastructure, the underpass currently functions as a through-space without an accessible, designed trail connection on either side. There is no ADA curb cut at Laurel Street providing access to the underpass from the street, and no paved trail connection on the east side linking the underpass to Graham Gardens and the Ayd Mill Trail. The underpass is used informally by some cyclists and pedestrians who are aware of it, but it does not function as a formal, accessible, or well-known part of any route.

The existing signalized route from the west side of Hamline at Ashland to the Ayd Mill Trail requires three crossings: two signal cycles at Hamline/Ashland (at least one of which requires push-button activation to cross), followed by a crossing of Ayd Mill Road. The total wait time across three signals can be a minute or more for a user who arrives at an unfavorable point in the cycle (and longer if one forgets to push the button). The waiting areas on the southwest and southeast corners of Hamline and Ashland are too small for a family on bicycles to occupy simultaneously, especially when making the necessary 90-degree turn. In winter, these waiting areas accumulate snow and ice, further reducing their usability.

The safety improvements from this project operate on two levels. First, it eliminates vehicle conflict at the Hamline Avenue crossing entirely for users who take the underpass route, a grade-separated crossing is categorically safer than a signalized crossing, regardless of signal timing or waiting area size. Second, it reduces the total number of vehicle conflict points from three to one, dramatically simplifying the route and reducing both the objective risk and the perceived complexity that discourages use by less confident travelers.

This project fills an obvious gap. The underpass already exists. The Ashland trail stub in Graham Gardens already exists. The Ayd Mill Trail already exists. This project connects them to the neighborhood to the west and Summit Avenue, it is the missing piece between existing assets and the people who want to use them. The curb cut at Laurel Street and the trail connection through Graham Gardens are the only missing elements needed to activate a grade-separated, ADA-accessible, year-round bicycle and pedestrian route that is otherwise already physically present. This is an efficient use of CIB funds; the expensive infrastructure is already built; this project pays only for the connections.

The underpass connection would transform what is currently an informal, inaccessible shortcut into a formal, designed, ADA-accessible, and well-known route. It would make the Ayd Mill Trail accessible to a much broader population of users from the west side of Hamline Avenue (and/or Summit), particularly families, wheelchair users, and anyone who finds the three-crossing route prohibitive. Trail use at this access point is expected to increase significantly as a result.

Strategic Fiscal Investment

The central fiscal argument for this project is that it activates an existing capital asset at a fraction of the cost of building that asset from scratch. The Hamline Avenue bridge underpass is already built. It already provides grade-separated clearance for pedestrians and cyclists. It already occupies the right location to serve as a crossing between the west side of Hamline and Eleanor Graham Gardens. The city has already paid for the hard part. This project pays only for the access connections: an ADA curb cut at Laurel Street and a paved trail through Eleanor Graham Gardens. The return on this investment, in terms of safety improvement, accessibility improvement, and new trail users reached, is very high relative to its cost.

Saint Paul has adopted ambitious goals to reduce vehicle miles traveled and to increase the use of non-motorized transportation. The Ayd Mill Trail is one of the city's most significant investments in non-motorized infrastructure. But a trail that is difficult to access does not advance these goals as effectively as it could. This project directly increases the Ayd Mill Trail's contribution to the city's VMT reduction and active transportation goals, by making the trail genuinely accessible from the west at Hamline and Ashland, a location that serves a broad area of residential neighborhoods.

The Union Park District Council's community plan identifies multimodal transportation as a core community priority and documents strong resident support for infrastructure that makes walking and biking genuinely viable alternatives to driving. It identifies crossing safety at controlled and uncontrolled intersections as a major community concern, and supports investments in pedestrian and bicycle connectivity along major corridors. This project addresses all three of these priorities directly.

Rather than proposing new construction in a new location, the project proposes to activate infrastructure that already exists. The underpass is there. The trail stub is there. The gardens are there. The signal at Ayd Mill is there. This project is the connection and last-mile investment, that makes all of these existing assets work together as a system. This kind of incremental, high-leverage connectivity investment is the most cost-effective way to build out a functional active transportation network--not always building big new facilities, but closing the gaps that prevent existing facilities from being used.

The Graham Gardens community is a natural and important partner for this project. The design process would involve the garden community to ensure that trail alignment, width, and materials minimize impacts on garden plots and maximize compatibility with garden operations. As noted, there may be opportunities to improve garden access for bikes, carts, and tools as a co-benefit of the project. Bike racks could be added during concrete work. This kind of collaborative, community-integrated design process is a model for how trail infrastructure and community green space can coexist and reinforce each other.

No external grants have been secured at this time. The project's alignment with city and regional active transportation goals may support future grant applications, and a CIB investment could serve as a foundation for pursuing additional funding sources as they become available.

Additional Details

The core insight of this project could not be simpler. There is a grade-separated pedestrian underpass beneath the Hamline Avenue bridge. It has ample headroom for cyclists (even wearing helmets). It is in the right location to serve as a crossing between the west side of Hamline and the Ayd Mill Trail. It is not currently used as a trail connection because there is no curb cut on the Laurel Street side and no trail connection on the Graham Gardens side. This project adds those two missing elements. That is the entire project. The infrastructure that makes it possible--the bridge, the underpass, the gardens, the trail stub, the signal at Ayd Mill--is already in place.

Saint Paul's winters deserve special mention in this application. The three-crossing surface route at Hamline and Ashland degrades significantly in winter (while the trail itself remains quite usable). Snow accumulates in the constrained waiting areas. Ice forms on curb cuts. The push-button signal activation becomes harder to use with gloves. Vehicle ruts and plow berms create obstacles for cyclists and wheelchair users. A grade-separated underpass crossing is protected from the worst of these conditions, it does not accumulate vehicle ruts, it is shielded from the wind, and its use does not depend on surface conditions at multiple sequential intersections. For a city that experiences significant winter weather, a year-round viable trail connection has meaningfully higher value than a fair-weather one.

To understand why this project matters, it helps to trace the current crossing sequence in detail. A person traveling by bike from west of Hamline Avenue toward the Ayd Mill Trail must: (1) reach the southwest or southeast corner of Hamline and Ashland (no bike lane is provided on Hamline), push the signal button, and wait for the Hamline crossing, a long cycle, which is skipped entirely if the button is not pushed; (2) after crossing Hamline, wait for the Ashland signal to access Graham Gardens, another long cycle; (3) traverse the gardens path stub and wait for a third signal to cross Ayd Mill Road and access the trail. Each of these crossings involves stopping, waiting, potentially competing for limited curb space with other users, and restarting while watching for crossing vehicle traffic. For a family with children, this sequence is exhausting and stressful enough that many families simply do not attempt it. The underpass connection reduces this to a single crossing, step three, the Ayd Mill Road signal, which already has modern, adequate crossing infrastructure.

This proposal was developed by an active Union Park District Council community member who has personally traversed the underpass on a full-size bicycle and assessed the Eleanor Graham Gardens terrain firsthand. The proposal reflects direct, grounded knowledge of the site conditions and the crossing challenges. The UPDC community plan's documentation of strong community support for multimodal transportation and crossing safety improvements provides the institutional backdrop for the need this project addresses. The proposer is committed to a collaborative design process that centers the garden community's needs and minimizes impacts on the gardens.

In summary, this project activates a grade-separated pedestrian underpass that is already built, already in the right location, and already adequate for cyclists, by adding an ADA curb cut at Laurel Street and a paved trail connection through Eleanor Graham Gardens. It reduces a three-crossing vehicle-traffic gauntlet to a single modern signalized crossing. It is accessible year-round, ADA-compliant by design, and serves families, wheelchair users, seniors, and all non-motorized users who find the current crossing sequence prohibitive. It is one of the most cost-effective active transportation investments available in this part of the city, because the expensive infrastructure is already in place. The CIB Committee is asked to fund this connection and activate an existing asset that the community has been waiting to use.

Safer Selby

Department: Public Works, **Project Category:** Street Amenities

Cost Estimate and Department Review

Total Cost: $1,047,816

Assumed 504’ of 10’ median, 2 Bumpouts 1 sided no drainage.

Project Location

On Selby Ave between Selby Ave and Farrington St and Selby Ave and Nina St. This slow traffic as it approaches Boyd Park and provide a place to cross close to the playground.

- **Ward**: Ward 1, **Neighborhood District Council:** 8
- **Project Location Map:** Google Maps

Organization and Additional Details

- Organization: Safer Selby and The Summit University Planning Council (District 8)
- **Link to Optional Application Attachmnent**

Brief (1-2 sentence) Summary of Project:

This proposal requests funding for two raised pedestrian medians, a curb bump-out, and a painted center stripe barrier on Selby Avenue to create safe pedestrian refuges and calm high-speed traffic near Frank Boyd Park. The project aims to address urgent safety concerns identified by the community and the city's High Injury Network by making it safer for children, seniors, and people with disabilities to cross the street and access the park.

Project Justification:

Based on the proposal, this project is critically important because it addresses an urgent and documented public safety crisis where the current street design actively endangers pedestrians. The unusually wide pavement on Selby Avenue directly adjacent to Frank Boyd Park creates a "High Injury Network" zone where high-speed and reckless driving routinely threatens the safety of children, seniors, and disabled residents, preventing them from safely accessing the park, local businesses, and community connections. By installing proven traffic-calming infrastructure like pedestrian refuges and a curb bump-out, the project would rectify a significant equity gap—extending the same safety features already present on other parts of Selby Avenue to this historically underserved, racially diverse neighborhood—and literally create safe spaces for all community members to cross the street without fear of injury or death.

APPENDICES

Detailed Process Overview

Budget Process Description and History

In 2019, the City launched a new CIB process which replaced the over three decades old existing process, resulting in the creation of the Community Proposal Process during even funding years, eliminating the competition for funding between City and community projects which existed previously. The new CIB process aims to focus more strongly on:

- **Equity and inclusion:** Budgeting decisions reflect our commitment to equity. The CIB Committee supports identifying ways to invite more voices to the table and ensure investments are distributed equitably throughout the City.
- **Strategic investments:** Capital investments all feed into a larger, more comprehensive strategic framework that takes advantage of data and ensures maximum return on investment.
- **Fiscal responsibility:** Existing infrastructure such as roads, bridges and sidewalks – as well as existing parks and libraries facilities – are well-tended. Maintenance is prioritized.

In 2025, the City Council Audit Committee partnered with Wilder Research to review the new process. Their findings recommended process improvements and developed the Community Process Story Map. The committee established a subcommittee to further plan work related to process improvement. This document details the CIB Committee portion of the budget process, as highlighted below:

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 and at the June public hearing.

Capital Improvement Budget Committee makes annual recommendations to the Mayor by June 30th

Mayor's Proposed Budget is submitted by mid-August,

Council Adopted Budget by December 31st

2026 Process Improvements

The Capital Improvement Budget Committee has established a subcommittee to further plan and prioritize work related to process improvement. 2026 process improvements include:

- **A simplified application** which opens earlier and stays open longer than in previous years, is aimed to help applicants understand if their proposals meet eligibility and feasibility thresholds before investing significant time. Detailed applications and committee presentations are now optional, but encouraged, following the initial eligibility review.

- **Video Submission:** In addition to simplifying the application, we are piloting the use of a pre-application video idea submission option for applicants most comfortable using video rather than written submission options.
- **Communication and Technical Support:** Applicants will receive automated process information upon submitting, if a project is ineligible, proposers will receive notice of why, and whenever possible, what changes would be needed to make the proposal eligible. Additional opportunities for technical support include:
    - Online CPTED Workshop
    - In-person Community Process & CPTED Workshop at Arlington Hills Feb. 9, 6:30 pm

Application and Committee Review Process Steps

Application and Initial Eligibility Review

1. **Community Proposers Submit Simplified Application**
2. **Initial Eligibility Review:** An initial review of eligibility is completed by staff. Staff may reach out to you for additional information required to determine eligibility. Once your project has completed review, you will receive one of the following notices:
    a. **Eligible Projects:** Proposers will receive notice of their project eligibility and will be given the opportunity to continue in the process with the steps described below.
    b. **Ineligible Projects:** Proposers will receive notice that their project is ineligible, and why. Whenever possible, proposers will also be given information on what changes would be needed to make the proposal eligible. We encourage you to submit proposals early to ensure additional time to resubmit changes prior to the deadline.
3. **Department Cost Review:** Department staff will complete a cost estimate review of eligible applications; this step occurs concurrently to steps below.

CIB Review and Community Feedback

Applicants of eligible projects are encouraged to complete both of the following steps during the committee review process:

1. **Detailed Application:** Eligible proposals will be given the opportunity to submit a detailed application to provide additional data, context, and justification information.
2. **Project Presentations:** All eligible projects will be given the opportunity to present their proposals to the CIB Committee in March and April of 2026
3. **Community Poll:** All eligible projects will appear in the community poll published in the spring of 2026. We encourage project proposers to share the community poll
4. **Public Hearing: Monday, June 8, 2026:** Proposers are encouraged to attend the CIB Public Hearing to advocate for their proposed project. Eligible proposals are reviewed by the committee. The public can weigh in via online polling. Following the initial review, but ahead of the June Public Hearing, the CIB Committee will publish tentative recommendations. These recommendations are not final, but are intended to provide context to individuals interested in attending the public hearing.

CIB Recommendation, Proposed and Adopted Budgets

The CIB committee determines their final recommendations to the Mayor by the end of June annually, the Proposed budget is published in mid-August, and the final budget adoption takes place in December each year.

Wilder Community Process Audit

In 2025, following the third Community Proposal Process, the City Council Audit Committee partnered with Wilder Research to complete the Capital Improvement Budget Process Study which assessed the new process and developed recommendations for improvement. Dr. Britt from Wilder Research presented the findings to the Audit Committee on April 22, 2025, watch the presentation, or review the presentation materials online. Dr. Britt and the Audit Committee then presented these findings to the CIB Committee on Monday, July 14, 2025. The committee then held a discussion about the findings and established a subcommittee to further plan work related to process improvement.

Wilder Report: https://www.stpaul.gov/sites/default/files/financial-services/attachment-b-saint-paul-capital-improvement-budget-cib-process-assessment-report-05-12-2025.pdf

Wilder Research Recommendations

The process audit presented several recommendations, sorted into high priority and secondary recommendations.

High Priority Recommendations

- Clarify roles and responsibilities across the process
- Assign a lead for outreach and communication
- Reinforce and enhance the availability of direct technical support to applicants
- Document the current process and its components for regular future updates.
- Improve the structure and support for CIB committee members
- Launch a pre-application phase to screen for feasibility and increase accessibility
- Simplify and standardize the application.

Secondary Recommendations

- Strengthen engagement infrastructure beyond district councils.
- Use objective data to prioritize funding equitably.
- Improve internal coordination and long-term planning.
- Align funding and implementation timelines.
- Reframe the CIB process for accessibility and inclusion.

2026 Committee Improvement Goals

While the work of the CIB Subcommittee is ongoing, with the goal of continuous improvement of the process, the 2026 Community Proposal Process works to address the following findings of the process audit:

- Launch a pre-application phase to screen for feasibility and increase accessibility
- Simplify and standardize the application.
- Document the current process and its components for regular future updates, and clarify existing program scope and roles and responsibilities across the process
- Reinforce and enhance the availability of direct technical support to applicants
- Align funding and implementation timelines.

While the process is ongoing, the CIB Subcommittee will create recommendations related to improvements needed to address the following recommendations:

- Assign a lead for outreach and communication
- Strengthen engagement infrastructure beyond district councils.
- Clarify roles and responsibilities across the process
- Improve the structure and support for CIB committee members
- Use objective data to prioritize funding equitably.
- Reframe the CIB process for accessibility and inclusion.

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.