

SAINT PAUL PEDESTRIAN PLAN

Pedestrian Plan Steering Committee
October 23, 2018



OPEN HOUSE

November 14

5-7 pm

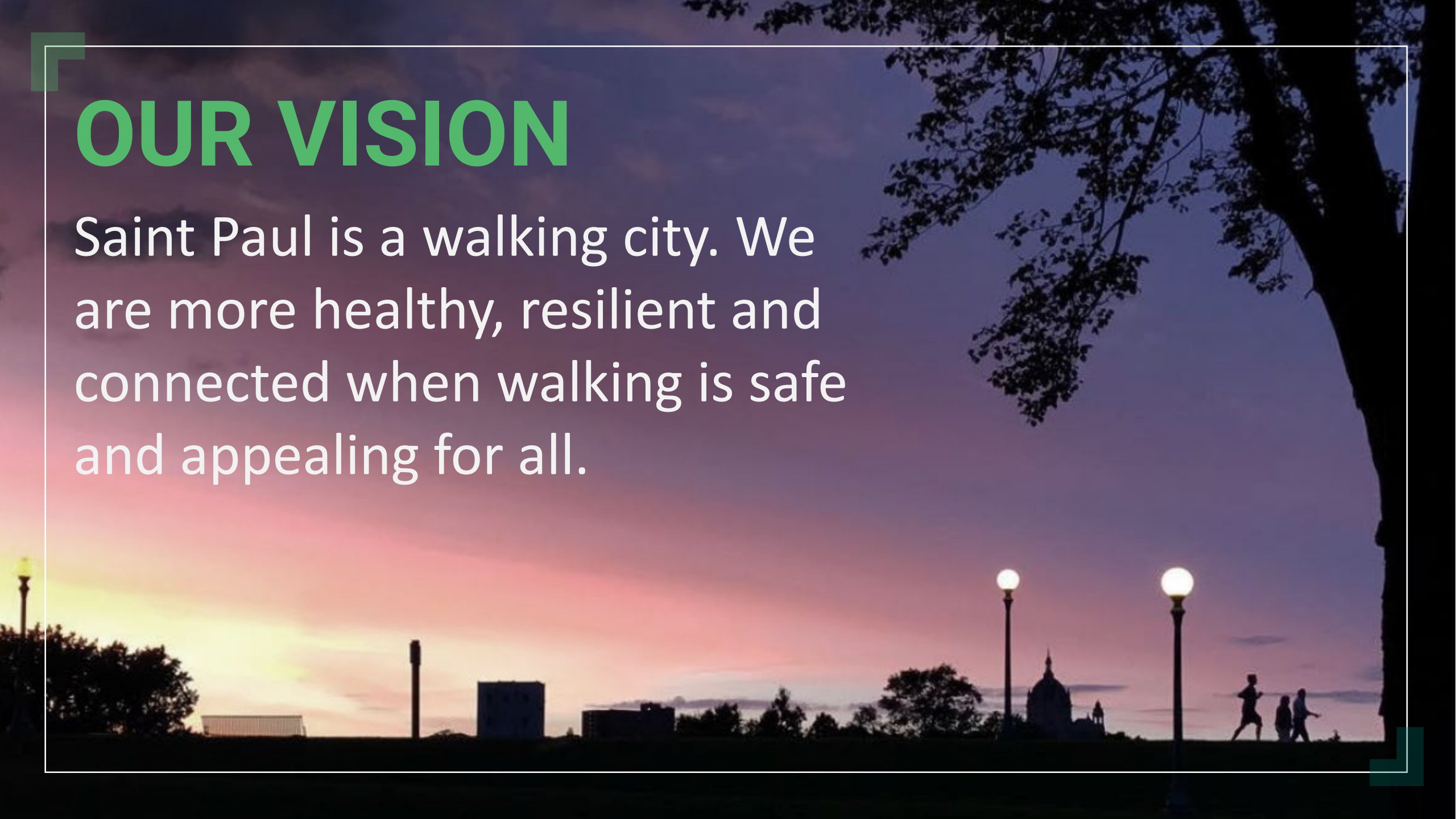
The Wellstone Center

179 Robie St E, Saint Paul



OUR VISION

Saint Paul is a walking city. We are more healthy, resilient and connected when walking is safe and appealing for all.



Outline

- PLANNING PROCESS
- WHAT WE HEARD
- WHAT WE'RE DOING
- NEXT STEPS



Saint Paul Snapshot

- **1080** miles of sidewalk
- **6-8** miles replaced annually
- **330** miles of sidewalk gaps
- Pedestrian crashes are **overrepresented percentage** of serious and fatal traffic collisions



Why have a pedestrian plan?

- Set policies that reflect community values
- Guide decision-making that is:
 - Equitable
 - Transparent and consistent
 - Prioritizes greatest needs
- Start conversations; change culture



It's fun
and
friendly!

I like walking in
the parks and
checking out
new businesses
opening.

**Walking helps
calm your body.**

Thank you for developing this plan! Additional efforts to improve walking (and biking) in St. Paul make it a more appealing place for me to live and to continue living here as I begin to start a family.

**Walkability
is so
important
to our city
and its
vitality.**

Walking shouldn't need to be treated as some special activity— **it's a basic human function and the city infrastructure should support it.**

Walking improves health, connects community members and makes for a sustainable city.



Planning Process Overview 2018-2019



Plan
Kickoff

Community
conversations;
Set Priorities

Develop
Plan

Public
Review of
Plan

Plan
Adoption

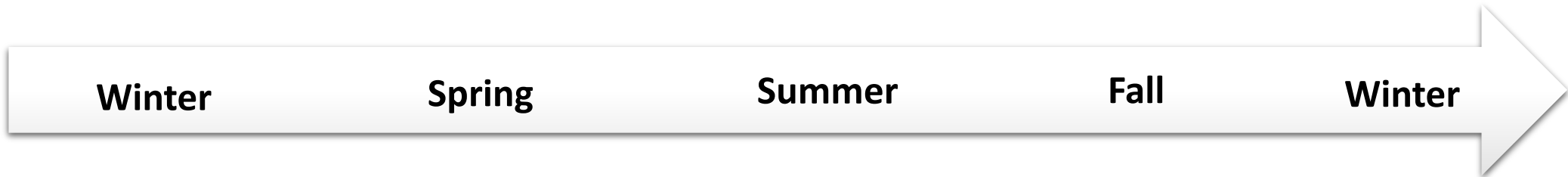
Winter

Spring

Summer

Fall

Winter

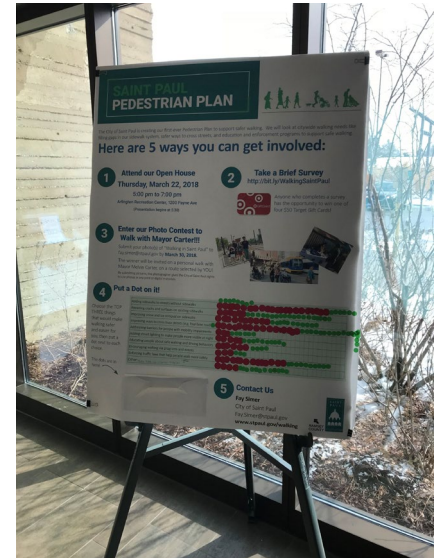


What We've Heard About Walking in Saint Paul

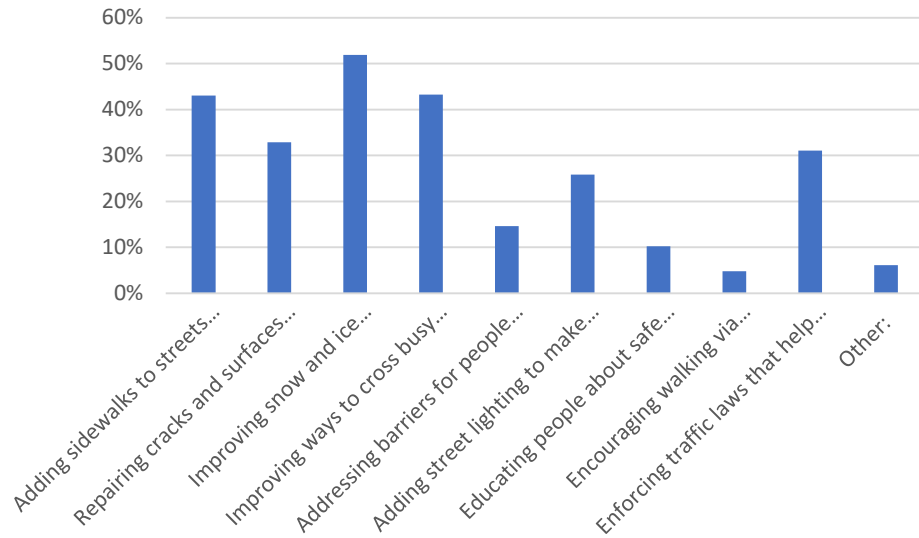


Event Summary

- 40** March 22 Public Open House
- 2800** On-line Survey
- 1500** Summer 2017 Questionnaire
 - Safe Summer Nights
 - Community festivals
 - Pop-Up Truck
- 16** Library Kiosks
- 4** Targeted Groups
 - MORE ESL Classes
 - Skyline Teen Advisory Council
 - Hamline Elders
 - Public Housing Residents Council



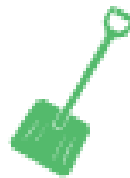
What would make walking safer and easier for you?



Improving ways to cross busy streets (e.g. four-lane roads)

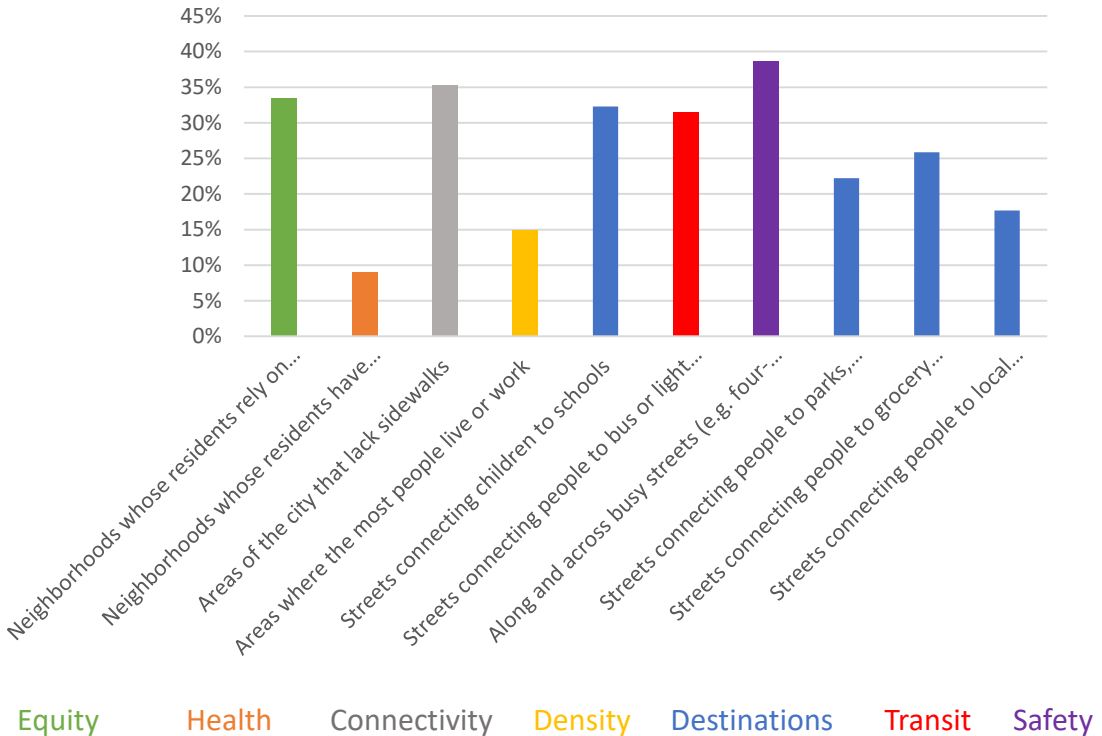


Adding sidewalks to streets without sidewalks



Improving snow and ice removal on sidewalks

Where is it most important to improve walking?



Along and across busy streets (e.g. four-lane roads)

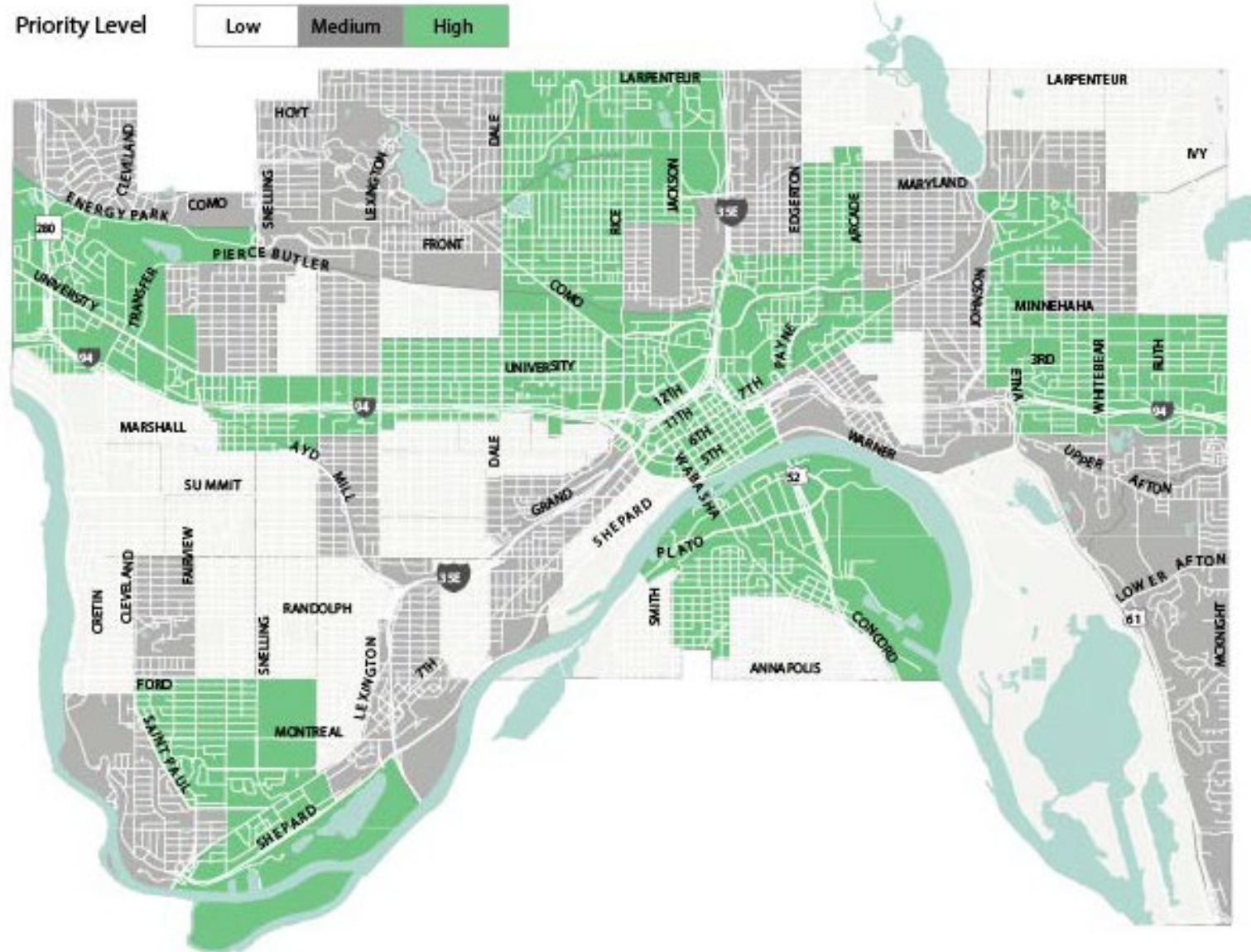


Areas of the city that lack sidewalks



Neighborhoods whose residents rely on walking the most

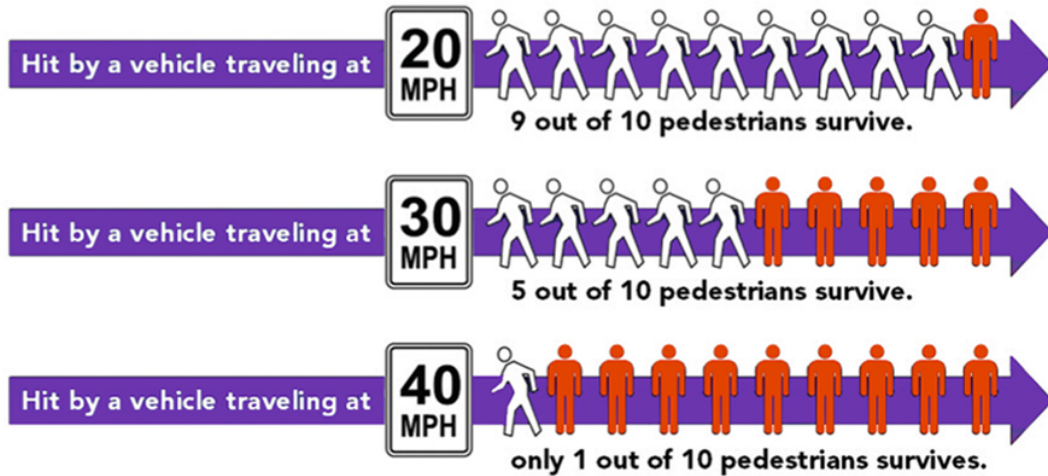
Priority Areas for Walking Investment



Infrastructure Priorities and Actions



Improving Crossings



What We Know

- The biggest threats to pedestrians are vehicle speeds and crossing distances- bigger busier roads are the most dangerous.
- Crosswalk markings and signs can help increase rates of drivers yielding.
- Everything we build or paint must be maintained.

Improving Crossings



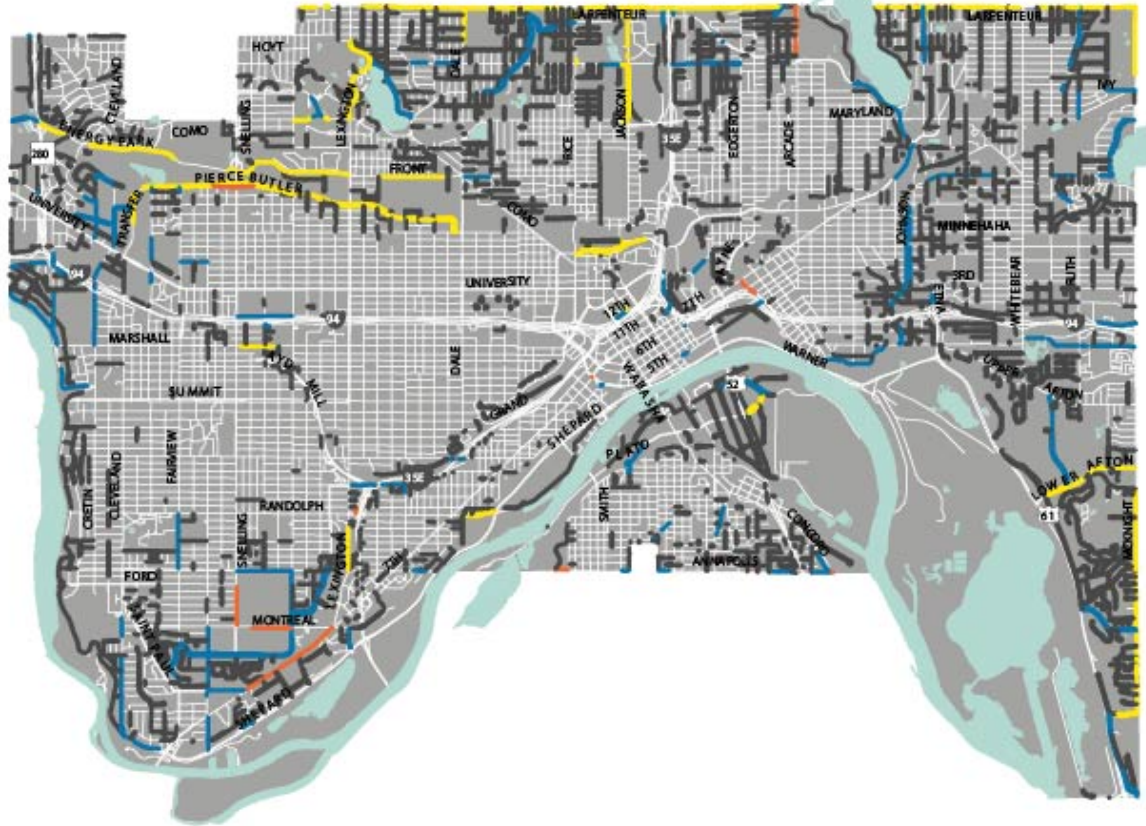
What We're Doing

- Plan, design, build and maintain the city's transportation system in a way that prioritizes walking first, followed by bicycling and transit use and lastly motor vehicle use.
- Establish a consistent process for reviewing, improving and prioritizing pedestrian crossings.
- Provide regular crossing opportunities on collector and arterial streets, prioritizing High Priority Areas for Walking Investments.
- Pursue opportunities to install and maintain interim pedestrian crossing improvements using low-cost materials.

Adding Sidewalks to Streets Without Sidewalks

Sidewalk Gaps

Gap on State Arterial/Collector Gap on County Arterial/Collector Gap on City Arterial/Collector Gap on Local Street



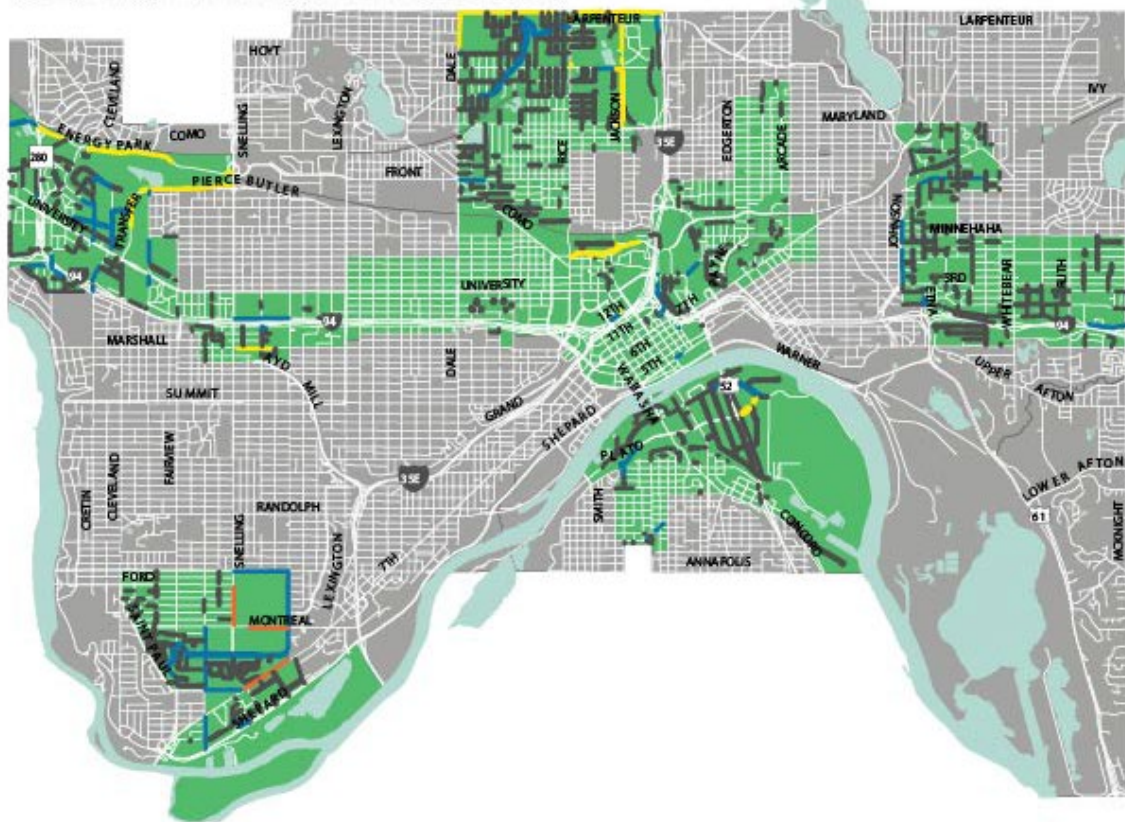
What We Know

- Approximately 330 miles of sidewalk gaps in Saint Paul. 62 miles are on busy roads.
- No dedicated funding source for construction; mixture of funding sources create uneven property owner assessments
- Existing sidewalk network is 1,100 miles. We replace about 6-8 miles annually. Many sidewalks in poor condition.

Adding Sidewalks to Streets Without Sidewalks

— Gap on State Arterial/Collector — Gap on County Arterial/Collector — Gap on City Arterial/Collector — Gap on Local Street

Note: High Priority Areas for Walking Investments are shown in green.



What We're Doing

- Construct sidewalks on both sides of every street as part of street reconstruction projects, in accordance with Saint Paul City Council Resolution 17-65.
- Require sidewalk on all sides of parcels undergoing site redevelopment.
- Use High Priority Areas for Walking Investments to select areas for grant funding opportunities, such as Safe Routes to School, Metropolitan Council Regional Solicitation and Ramsey County partnerships.
- Study alternative funding resources to construct new sidewalk that equitably distribute property assessment burdens.

Clearing Snow and Ice



What We Know

- It snows here.
- Property owners responsible for removing snow and ice within 24 hours of snowfall.
- Letters are cost-effective – 80% compliance!
- City responsible for parks, bridges, refuge medians, islands, stairs.
- City prioritizes street plowing; then pedestrian facilities.

Clearing Snow and Ice



What We're Doing

- Develop a public awareness campaign to educate residents and businesses about the city snow removal ordinance and encourage people to report violations.
- Explore a proactive system to address non-compliance with sidewalk shoveling ordinance. Empower inspectors to uphold high standards for snow and ice clearance.
- Explore ways to accelerate corner clearing after snowfalls, especially in High Priority Areas for Walking Investments.

Program Priorities and Actions:

Enforce
Educate
Encourage
Evaluate



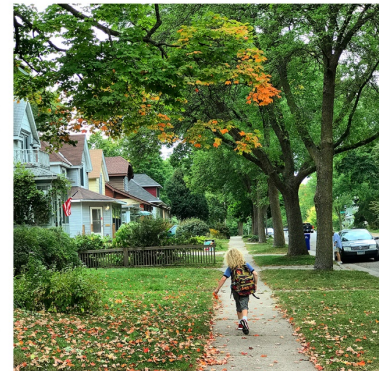
Walking
St. Paul

Winter



Spring

Fall



Stop for Me



- Continue to host officer-supported Stop for Me events and engage local media to raise community awareness of pedestrian and driver responsibilities under the state's crosswalk law and encourage community member participation in events.
- Continue to maintain statistics about traffic injuries that involve people walking and biking and share these with the public.

Safe Routes to School

- Facilitate close coordination among school district, city and county staff by continuing to host regular SRTS steering committee meetings. Engage the Saint Paul Planning Commission and Transportation Committee in SRTS and invite Committee members to join the SRTS Steering Committee.
- Use school demographic data and High Priority Areas for Walking Investments to prioritize schools for Safe Routes to School planning and infrastructure resources. Provide support to priority schools in completing Safe Routes to School plans.



Pedestrian Counting



- Inventory existing pedestrian and bicycle count sites to ensure appropriate geographic distribution.
- Continue existing partnerships and create new partnerships for pedestrian and bicycle data collection.
- Create systems for pedestrian and bicycle data collection.

Paint the Pavement



- Publicize the Paint the Pavement program to promote increased participation.
- Streamline the Paint the Pavement application process.

Next Steps

- Transportation Committee presentation 11.19.18
- Planning Commission presentation 12.14.18
- Planning Commission hearing (tentative 1.25.19)
- **Comment period closes 1.28.19**
- City Council asked to adopt plan & hearing March 2019





Contact

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Stpaul.gov/walking

Loose Ends

- TPAR action item
- Forestry action item
- Did we get the near term actions right?