PLANNING COMMISSION

Betsy Reveal, Chair

CITY OF SAINT PAUL
Melvin Carter, Mayor

25 West Fourth Street
Saint Paul, MN 55102

Telephone: 651-266-6700
Facsimile: 651-228-3220

TRANSPORTATION COMMITTEE OF THE PLANNING COMMISSION

Monday, October 21, 2019, 4:30 p.m. – 6:00 p.m.
All meetings are held in the City Hall Annex 13th floor
Conference room at 25 West 4th Street in Saint Paul

1. Evaluating Speed Limits in Saint Paul – Fay Simer (Public Works) 30 minutes
2. Fish Hatchery Trail interim solution – Alice Messer (Parks) 10 minutes
3. Capital City Bikeway Interim Design Study – Connor Cox (Toole Associates) & Randy Newton (Public Works) 40 minutes

Upcoming Transportation Committee Meetings

- November 4
- November 18

Meetings are open to the public. The Chair may allow five minutes for informal public comment (from non-committee members) at the beginning of each agenda as needed. Additional time may be allocated for comments or further discussion at the discretion of the Chair. Meetings will be cancelled if there is not a quorum expected, or if there are no agenda items. For additional information on the Transportation Committee of the Planning Commission, please visit our website at bit.ly/StPaulTC or contact Bill Dermody at Bill.Dermody@ci.stpaul.mn.us or 651-266-6617.

Transportation Committee Staff Report for Plans and Policies

Committee date: 10.21.19

Plan Name/Policy Name: Evaluating Speed Limits in Saint Paul

Contact: Fay Simer

Plan/Policy Webpage: www.stpaul.gov/speedlimits

Description: Effective August 1, 2019, the Minnesota Legislature granted cities the authority to set speed limits on streets the city owns. Any speed limit changes must be done "in a consistent and understandable manner… based on the city's safety, engineering, and traffic analysis." The new legislation also requires "appropriate signs" and "methods to effectively communicate the change to the public" as part of implementation. This legislation only applies to roads owned by the City of Saint Paul; it does not provide statutory authority for changes to streets owned by Ramsey County or the State of Minnesota that are within city limits. See attached for a list of county and state-owned roads in Saint Paul.

In response to this legislation, Saint Paul Public Works is in the process of analyzing appropriate speed limits for our streets to support pedestrian, bicycle and traffic safety.

General Timeline: 6-12 months

Public Hearing Date & Location: October 16, 2019 City Hall

Transportation Committee Role:

☐ Inform scope & approach ☒ Review draft ☐ Make recommendation

Explanation Staff will return to the committee after our technical analysis of speed limits is completed.

Staff recommendation	*No recommendation or action is requested of the committee.*
Action item requested of the Committee	*State intended action for committee to take, e.g., "Recommend approval of x" or "Advise staff on which projects to apply for from the grant program"*
Committee recommendation	*To be filled in at the meeting*
Committee vote	*To be filled in at the meeting*

Minneapolis and Saint Paul Evaluating Speed Limit Changes

To increase public safety on local streets, Minneapolis and Saint Paul Public Works are collaborating to analyze appropriate local speed limits. Both cities anticipate lowering limits on many local streets. This will not include county and state roads. Most city-owned streets currently have a 30-mph speed limit.

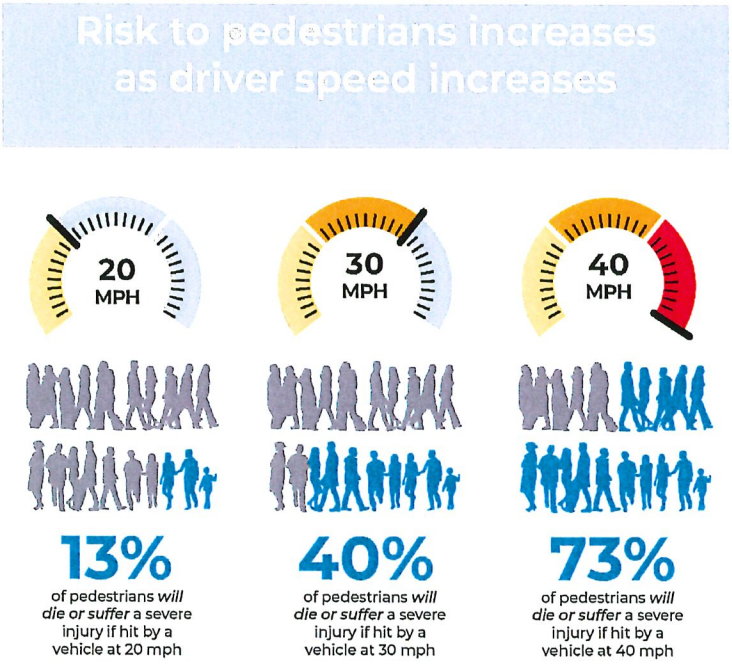
New local authority

As of August 1, 2019, the Minnesota Legislature has granted cities the authority to set speed limits on streets the city owns if they choose. Any speed limit changes must be done "in a consistent and understandable manner... based on the city's safety, engineering, and traffic analysis." The legislation also requires "appropriate signs" and "methods to effectively communicate the change to the public." Speed limits on county and state roads will continue to be set by the Commissioner of Transportation.

Lower speed limits can help save lives

The City of Minneapolis and City of Saint Paul are committed to eliminating traffic deaths and severe injuries on our streets. Reducing speed limits on many of our streets is an important step in reducing fatal and severe crashes.

Lower traffic speeds reduce the likelihood of a crash and make a crash less likely to lead to death or a life-changing injury. This is especially true for people walking (see graphic at right).



Source: Brian C. Tefft. 2013. AAA Foundation for Traffic Safety. Impact speed and a pedestrian's risk of severe injury or death.

Evaluating speed limit changes

Minneapolis and Saint Paul Public Works are each doing detailed technical analysis to determine appropriate speed limits for city-owned streets. Both cities are collaborating on the analysis and intend to coordinate on a larger communications plan. around speed limit changes.

The technical analysis will consider local policies, local traffic crash and speed studies, national research on safety and speed, national guidance on setting and communicating urban speed limits, and how to evaluate and monitor the results of changes. Staff will also connect with neighboring cities, Hennepin and Ramsey County, and MnDOT on the approach.

Implementation of speed limit changes is expected to begin in spring 2020 after technical analysis is complete.

DEPARTMENT OF PUBLIC WORKS
Kathy Lantry, Director

CITY OF SAINT PAUL
Melvin W. Carter, Mayor

1500 City Hall Annex
25 W. Fourth Street
Saint Paul, MN 55102-1660

Fax: 651-266-6222

The Most Livable City in America

TO: Saint Paul City Council

FROM: Randy Newton, Traffic Engineer and Fay Simer, Pedestrian Safety Advocate

CC: Kathy Lantry, Director of Public Works and Paul Kurtz, City Engineer

SUBJ: Evaluating Speed Limits on City-Owned Streets

DATE: August 29, 2019

Background

Effective August 1, 2019, the Minnesota Legislature granted cities the authority to set speed limits on streets the city owns. Any speed limit changes must be done "in a consistent and understandable manner… based on the city's safety, engineering, and traffic analysis." The new legislation also requires "appropriate signs" and "methods to effectively communicate the change to the public" as part of implementation. This legislation only applies to roads owned by the City of Saint Paul; it does not provide statutory authority for changes to streets owned by Ramsey County or the State of Minnesota that are within city limits. See attached for a list of county and state-owned roads in Saint Paul.

In response to this legislation, Saint Paul Public Works is in the process of analyzing appropriate speed limits for our streets to support pedestrian, bicycle and traffic safety. Currently most of the city-owned streets in the City of Saint Paul have a 30-mph speed limit.

This memorandum outlines the process Public Work staff are undertaking to complete a safety, engineering and traffic analysis of city speed limits and recommendations for changes to existing speed limits. In addition, we outline communications strategies to accompany implementation of the speed limit recommendations that come from the analysis.

Goals

The City holds streets in trust for the public and manages them for public use. The City is undertaking a technical and data-driven review process of speed limits on City streets. The City intends this process to be defensible and replicable in creating guidance for setting speed limits that achieve the following goals:

- Support the city's traffic safety goal of zero traffic deaths and zero severe injuries
- Improve safety and comfort for people walking, bicycling, and taking transit
- Support the movement of people and goods
- Are consistent, understandable, reasonable, and appropriate for an urban context

Process

Public Works staff are actively working to analyze speeds on city streets and identify recommendations for citywide changes to speed limits. The analysis includes the following:

- Identify objectives for speed limit changes and organize working groups to address key objectives
- Review guiding local laws and policy and any previous engagement that relates to speed limits
- Evaluate crashes on streets, including locations and trends
- Analyze existing speeds across different street types
- Review national guidance for urban speed limits and gather lessons from cities with local authority or recently changed speed limits
- Share information and coordinate with relevant agency partners throughout the process
- Determine appropriate speed limits or range of speed limits for different classes of streets
- Identify street segments, if any, that should be considered individually rather than as part of larger class of streets and identify methodology to evaluate speed limits for these streets
- Review best practices for signage and create a signage plan
- Review best practices for communications and education and create a communications and education plan
- Identify opportunities for collaboration with law enforcement
- Review needed signal timing changes to support new speed limits

Public Works staff are working closely with City of Minneapolis staff to develop recommendations for speed limit changes and identify strategies to communicate these to the public. Staff at both agencies recognize the benefits to the traveling public of having both neighboring cities align recommendations and messaging as closely as possible. This will amplify the effectiveness of messaging from both cities and assist travelers in understanding expectations for safe travel on our streets. The timeline and communications strategies outlined below are subject to change based on coordination with Minneapolis.

Anticipated Timeline

October 2019	Public Works proposes ordinance change enabling the City Engineer to make speed limit decisions on city-owned streets. The City hosts a community meeting to inform the public of the ordinance change and the City's process for determining speed limits.
Q1 2020	Public Works staff complete engineering analysis outlining recommended changes to speed limits on city-owned streets
Q2 2020	Implementation of speed limit changes on most city streets. Some streets may have later implementation due to signage needs

RAMSEY COUNTY ROADS IN ST. PAUL		
ROUTE	**FROM**	**TO**
ACKER STREET	Jackson	Cortland
BURNS AVENUE	Upper Afton	TH 61
CARVER AVENUE	Highway 61	McKnight
CLEVELAND AVENUE	Wilder	Bohland
COMO AVENUE	Rice	Dale
COMO AVENUE	Hamline	Raymond
DALE STREET	Larpenteur	Grand
EDGCUMBE ROAD	St. Paul	Munster
EDGERTON STREET	Payne	Larpenteur
ENERGY PARK DRIVE	Dale	TH 280
FORD PARKWAY	Snelling	MRB
FRONT AVENUE	Dale	Lexington
HAZELWOOD STREET	Arlington	Prosperity
HORTON AVENUE	Lexington	Hamline
JACKSON STREET	Pennsylvania	Larpenteur
JOHNSON PARKWAY	Minnehaha	Phalen
LARPENTEUR AVENUE	McKnight	TH 280
LEXINGTON PARKWAY	Larpenteur	W. 7th
LOWER AFTON ROAD	TH 61	McKnight
MARION STREET	Concordia	Como
MARSHALL AVENUE	Lexington	City Limits
MARYLAND AVENUE	White Bear	Dale
MCKNIGHT ROAD	Larpenteur	Carver
MINNEHAHA AVENUE	Como	Pierce Butler
PAYNE AVENUE	Edgerton	7th
PENNSYLVANIA AVE	Como	35E
PHALEN BOULEVARD	Johnson	Maryland
PIERCE BUTLER ROUTE	Minnehaha	Prior
PLATO BOULEVARD	Fillmore	Water
PROSPERITY AVENUE	Maryland	Arlington
RANDOLPH AVENUE	Shepard	Cleveland
RAYMOND AVENUE	University	Como
RICE STREET	University	Larpenteur
ROBERT STREET	University	12th
SAINT PAUL AVENUE	Edgcumbe	Bohland
SELBY AVENUE	Dale	Lexington
SHEPARD ROAD	Sibley	Randolph

RAMSEY COUNTY ROADS IN ST. PAUL		
ROUTE	**FROM**	**TO**
SIBLEY STREET	Warner	2nd
TRANSFER ROAD	Prior	University
UNIVERSITY AVENUE	Robert	City Limits
UPPER AFTON ROAD	Burns	McKnight
WARNER ROAD	Sibley	TH 61
WHITE BEAR AVENUE	Upper Afton	Larpenteur

STATE HIGHWAYS IN ST. PAUL		
SNELLING	Larpenteur	Montreal
MONTREAL	Snelling	W. 7th
ARCADE	Larpentuer	E. 7th
WEST 7TH	Munster	Mound
EAST 7th	Mound	Minnehaha
MINNEHAHA	Mendota	McKnight
ROBERT	11th	Annapolis
SMITH	W. 7th	Annapolis
ANNAPOLIS	Smith	Cherokee Heights

Transportation Committee Staff Report for Projects

Committee date: October 21, 2019

Project Name: Fish Hatchery Trail update

Geographic Scope: Warner Rd/Highway 61

Project Contact: Alice Messer, Parks & Recreation Department

Project Webpage: https://www.stpaul.gov/link/fish-hatchery-trail

Project Description: Temporary fix in place; no longer-term project imminent

Project Stage & General Timeline: tbd

Public Hearing Date & Location: n/a

Cost & Primary Funding Source(s): n/a

Transportation Committee Role:

Info only

Transportation Committee Staff Report for Projects

Committee date: October 21, 2019

Project Name: Capital City Bikeway Interim Design Study

Geographic Scope: Downtown St. Paul – 9th St / 10th St and St. Peter Street / Wabasha Street.

Project Contact: Randy Newton / HunWen Westman

Project Webpage: www.stpaul.gov/ccbinterimstudy

Project Description: The study includes developing concept designs, conducting a traffic study, evaluating alternatives, and undertaking a public process to determine interim designs for the following three segments of the Capital City Bikeway:

- 9th Street – Broadway Street to Jackson Street
- 10th Street – Jackson Street to Dorothy Day Place
- St. Peter Street or Wabasha Street – Kellogg Boulevard to John Ireland Boulevard

The Study will also determine a preferred route for the west leg of the Capital City Bikeway (St. Peter Street or Wabasha Street)

Project Stage & General Timeline: Study. Recommendations for 9th St / 10th St Q4 2019 or Q1 2020. Recommendations for St. Peter / Wabasha Q1 2020.

The project held its second Open House on October 10. At the Open House several preliminary layout concepts were shown for 9th Street and 10th Street. For St. Peter Street and Wabasha Street several alignment options were shown along with concept typical sections.

Public Hearing Date & Location: To be determined

Cost & Primary Funding Source(s): $205,000. General Fund.

Transportation Committee Role:

☐ Inform project scope & approach ☒ Inform design ☐ Inform implementation

☐ Make recommendation

Explanation