



CITY OF SAINT PAUL
Melvin W. Carter, Mayor

1500 City Hall Annex

Fax: 651-266-6222

25 W. Fourth Street
Saint Paul, MN 55102-1660

To: Saint Paul Planning Commission

From: Fay Simer

Subject: Saint Paul Pedestrian Plan public hearing and written testimony

Date: January 30, 2019

The draft Saint Paul Pedestrian Plan vision states “Saint Paul is a walking city. We are more healthy, resilient and connected because walking is safe and appealing for all.” The planning process to create the Saint Paul Pedestrian Plan began in January 2018 and included extensive community outreach, data-gathering and analysis. The plan identifies goals, strategies, and actions to supporting the plan’s vision for safe and appealing walking in Saint Paul.

The Planning Commission heard a presentation on the draft plan and voted to release the plan for public comment at its meeting on December 14, 2018. The Planning Commission is holding a public hearing on the draft plan on February 8, 2019. After the public record is closed, staff will organize comments, respond to comments, and recommend revisions to the draft plan in response to comments. Staff will also prepare a memorandum summarizing recurring themes from public comments. Staff will present these materials to the Transportation Committee (tentative late February) and return to the Planning Commission (tentative late March) with recommended revisions to the draft plan.

The Planning Commission packet includes all written testimony on the draft Saint Paul Pedestrian Plan received as of noon on January 30, 2019. Staff have received two mailed letters from organizations and 43 comments from individuals submitted through a webform on the plan’s website, www.stpaul.gov/walking. Comments received between January 30 and February 7 will be distributed to Planning Commission members at the February 8th meeting. All written testimony (including material in this Planning Commission packet and any testimony received after the public hearing and before the close of the public record) will be provided with the meeting minutes.



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January 23, 2019

Fay Simer, Pedestrian Coordinator
St. Paul Public Works Department
25 West 4th Street - 1500 City Hall Annex
St. Paul, MN 55102

Dear Fay Simer:

I am writing on behalf of the Minnesota Pollution Control Agency's (MPCA) Saint Paul office located at 520 Lafayette Road North, Saint Paul in the Lafayette Park neighborhood. As an agency with the core mission of protecting and improving the environment and human health, we received an invitation to comment on the draft Saint Paul Pedestrian Plan. The Plan supports the Agency's Mission of protecting and improving the environment and human health.

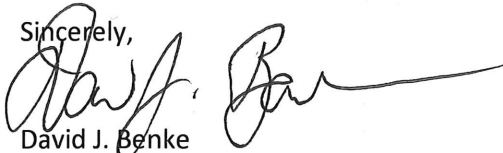
As outlined in the draft plan, there are three main goals: to make walking safe for everyone (Goal 1), connecting vibrant communities in all parts of Saint Paul (Goal 2), and get it done (Goal 3). We are encouraged by these goals as they are in direct alignment with our agency's Strategic Plan Objectives of improving air quality in population centers and reducing Minnesota's greenhouse gas emissions from transportation.

We also value the attention given to identifying walking investments in ways that equitably distribute resources and prioritizing locations with highest need. Part of the process to identify High Priority Areas for walking investments included consideration for areas of concentrated poverty and areas where 50% or more of residents are people of color, both of which are metrics used by MPCA to identify areas of Environmental Justice Concern. We appreciate that action item 2-2 recommends studying alternative funding structures to fund new sidewalk construction and equitably distributing costs; the fair treatment component of our Environmental Justice policy ensures that no group of people should bear a disproportionate share of the negative environmental consequences resulting from industrial, governmental, and commercial operations or policies.

The MPCA supports the city's efforts to develop a comprehensive long-term Pedestrian Plan. We administer several programs and committees that could potentially engage as partners if the opportunity arises.

Thank you for your time and consideration. If you have any questions, please contact me at 651-757-2221 or by email at david.j.benke@state.mn.us.

Sincerely,



David J. Benke
Division Director
Resource Management & Assistance Division

DJB:cbg



UNION PARK DISTRICT COUNCIL

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January 7th, 2019

Fay Simer
1400 City Hall Annex,
25 West Fourth St.,
St. Paul, MN 55102

Dear Ms. Simer,

At its January 2nd, 2019 meeting the **full Union Park District Council voted in favor of supporting the draft St. Paul Pedestrian Plan**, but requests that the plan discuss

- 1) the importance of zoning to pedestrian safety/access (driveway and building placement, wheel stops for cars in parking lots, etc.), and
- 2) the importance of vegetation including trees to pedestrian comfort and appeal.

Please let me know if you have any questions.

Sincerely,

Brandon Long, Executive Director
Union Park District Council

Draft Saint Paul Pedestrian Plan Feedback: December 14, 2018 - January 30, 2019

	Signature	Location	Created At	Name	Address	Comment
1	Name not available		1/30/2019 10:50	Barb Thoman	2157 Roblyn Avenue, St. Paul, MN 55104	<p>The Draft Pedestrian Plan has a lot of great information about the existing sidewalk and trail system, maintenance protocol, safety treatments, costs and funding, and more. The document will be a helpful resource for me - a community activist “ and my neighborhood’s transportation committee. My comments are divided into three sections.</p> <p>Highlighting a couple of the many things I support</p> <ol style="list-style-type: none"> 1. Establishment of priority areas using metrics for equity, safety, and connectivity as described (page 5 and elsewhere in the document). 2. Efforts the City might undertake to encourage a change in state law allowing lower speed limits on residential streets and collector streets. The speed limit on residential streets should be 20 mph not 30 mph. <p>Things I think should be added to the plan</p> <ol style="list-style-type: none"> 3. The Metropolitan Council's Travel Behavior Inventory reports that that 12 percent of auto trips by residents of the Minneapolis/St Paul region are less than one mile and 26 percent are less than two miles. For St. Paul residents, the percentages are 15 and 32 percent. I would list these numbers in the plan to demonstrate the opportunity to increase the percentage of trips by walking including walking to transit. (See attached table with Met. Council data). 4. Please add a statement about climate change and the importance of walking for short trips. Minnesota is not meeting its emission targets under the Next Generation Efficiency Act and emissions from the transportation sector are now the largest share of emissions. https://www.pca.state.mn.us/sites/default/files/lraq-2sy19.pdf 5. Please add a discussion of the importance of good zoning to walking including Crime Prevention Through Environmental Design principals, aesthetics, placement of windows, driveways and parking, etc. I would list the City’s Draft Comprehensive Plan as a relevant plan on page 16. 6. I would mention the importance of shade from trees to comfort while

					<p>walking or willingness to walk. Trees are also increasingly important to mitigating temperature increases from the urban heat island effect. Is there a shade tree plan that could be referenced?</p> <p>7. The city needs a faster response protocol for responding to un-shoveled sidewalks and bus stops (pages 42-43). It takes too long for problems to be resolved.</p> <p>Questions I have or things I found confusing</p> <p>8. Please identify the amount and types of investments in pedestrian infrastructure/programs from the \$42.5 million 8-80 Vitality Fund (page 10)? Was all this funding spent on pedestrian and bicycle infrastructure and programs?</p> <p>9. Why does Ramsey County not pay 100 percent of the cost of sidewalk replacement (page 38)? Please list the county policy on cost-sharing in the plan. Maybe the city should advocate with the county to change this policy.</p> <p>10. Section 2-4 of city code requires property owners to install sidewalks adjacent to all streets abutting properties undergoing site redevelopment (table on page 7, item 2-4). Are there exceptions? No sidewalk was installed at a recent redevelopment on east side of Cleveland just south of I-94.</p> <p>11. What is the cost in city staff time of Paint the Pavement (page 54)? I question whether this program should be a high priority. Does the paint go into the storm sewer and the river when it flakes off?</p> <p>12. Does St Paul still have federal money to continue the Stop for Me campaign in 2019? This was not clear to me.</p> <p>Kind regards,</p> <p>CC: Council member Mitra Jalali Nelson Attachment: Met. Council TBI Data</p>	
2	Mary Weiland	inside Ward 3	1/28/2019 9:34	Mary Weiland	1232 Fairmount Avenue	<p>I am fortunate to live in a neighborhood with great walking opportunities. However, even trying to cross a busy street like Saint Clair Avenue (on my way to Edgumbe Park) often feels like a life-threatening situation. More painted crosswalks and changing driver behavior are big priorities for my</p>

						neighborhood, but not as big as bringing walking equity to all of Saint Paul. This is a good plan and I am hopeful we can implement it throughout the city.
3	Name not available		1/27/2019 16:34	Paul Thomas	240 Spring St, Unit 410, St Paul MN, 55102	I enthusiastically support this Pedestrian Plan as a regular walker in St Paul. I have a specific recommendation to enhance safety for the more than 1000 residents of St Paul's Upper Landing who must cross Sheppard Rd at Eagle St to walk into downtown St Paul. This crossing is especially dangerous because most auto traffic going south on Eagle turns left or right onto high speed Sheppard Rd and doesn't yield to pedestrians in the crosswalks. This causes life threatening encounters for pedestrians every day. The pedestrian crossing signal when activated by pushing the button counts down 25 seconds and starts at the same instant that the auto drivers get a green light to enter the intersection. This sets up a confused situation between pedestrians and drivers over who has the right of way in the crosswalk. By law pedestrians have the right of way but in practice drivers regularly deny this to pedestrians with potentially deadly results. A low cost simple solution would be to program the signal light to give pedestrians priority for 25 seconds to cross Sheppard while autos are stopped at a red light. Delay to drivers would be minimal since the pedestrian light would only happen when requested by pushing the button and would be sequenced into the regular rotation of the signal light like it currently is.
4	Ellie Beaver	inside Ward 2	1/16/2019 17:11	Ellie Beaver	677 Jefferson Ave.	I'm disappointed that my neighborhood is a low priority in this plan, especially given the new development that has and is going into my neighborhood. West 7th is not easy or pleasant of pedestrians to use and very difficult to cross safely. Keg and Case has become a top destination, but walking there from my house is treacherous because I have to cross West 7th. I hope you will reconsider my neighborhood's priority and work to make it, and especially West 7th, a safe and happy place for walking.
5	Halle OFalvey	inside Ward 2	1/16/2019 7:54	Halle OFalvey	416 Arbor Street	Where is the West 7th area on this plan? What about West 7th Street crossings. Where are the flags that are on other busy streets? Why aren't there more cones and stripes like at West 7th and Armstrong? Why aren't there blinking lights like on Snelling and Lincoln? Why isn't there a pedestrian strip on the asphalt at every intersection/crosswalk at Randolph, West 7th, and Osceola. Too many cars don't know where to stop driving from Osceola to Randolph. Of the five crosswalks there Osceola by the bank ad no paint on the ground.

6	Name not available		1/16/2019 7:45	Deb Seraaj	1322 Alton Street	Please consider traffic control for pedestrian crossings on West 7th. All you need do is watch people who commute by bus try to cross W 7th during peak times.
7	Rae Tressler	inside Ward 2	1/16/2019 6:30			I am very disappointed to not see any walking improvements on the West 7th corridor. Especially, from St. Claire Ave to Grand Avenue. Also, along Smith Avenue from Grand Ave to the High bridge. I live at 457 Smith Avenue North and I can tell you, it is VERY dangerous to cross. The cars coming off of the high bridge are traveling at a high rate of speed and I hear brakes screeching every single day. Occasionally, there are accidents from near pedestrian misses to car crashes at the corner of Smith and Goodrich. We would like to see painted crosswalks and the bright ped crossing signs. Also, trying to cross West 7th at any block West of Smith Avenue is definitely taking your own life in your hands. There are so many places where its not a normal intersection of 2 streets crossing, there are many intersections along the corridor that have 3 or more streets intersecting at 7th street. It is extremely dangerous to cross. With all the new businesses and breweries along the corridor, one would think the city would have been proactive with pedestrian safety. Yes, the city has tried a couple of things along west 7th that are a huge help but those reflective sticks are removed for the winter...which is the most dangerous time to cross a busy street. We need more than just a few reflective poles. We want to be able to enjoy all the wonderful things in our neighborhood without being afraid to cross the street.
8	Kim Wetteland	outside Saint Paul	1/13/2019 22:52	Kim Wetteland	585 Ryan Ave W, Roseville Mn 55113	Please put sidewalks along the west side of Dale Street between Larpenteur Ave. and County Road B. I have lived in my home for 12 years and watched handicapped, elderly, and children grudge through the weeds or huge snow piles to get to the bus or home. I have watched bicyclists barely avoid getting hit by cars. There are people walking on Dale Street or in the weeds or snow daily. We all signed a petition years ago and have spoken to city council members in Roseville but have been told that it is a county road and no one is interested in it. It's a shame because it's terribly dangerous.
9	Greg Kammier	outside Saint Paul	1/12/2019 23:12	Greg Kammier	Circle Pines, Mn.	Watching out for pedestrians is the first most important thing everyone driving should do, but I would like to say that when I was growing up I was taught to stop! at the curb as a pedestrian, and look both ways before stepping out into the street to make sure it was Clear! to cross. I think pedestrians now, because of the freedom given with the law, that they are just stepping out into traffic cause they think that the vehicle has to stop for them. Yes! That vehicle has to stop, but so many people step out now right in front of cars because of the law. You should not step out in front of vehicles until it is Clear! Period! Waiting to cross and making sure you have time

						<p>enough to cross must be reminded to the public by signs, and law enforcement. People are stopping traffic more than ever now, and it is wrong! Thank you for your time!.</p>
10	Austin Bell	outside Saint Paul	1/12/2019 21:40	Austin Bell	1700 Jessie St	<p>Larpentuer is an incredibly busy street that has close to no sidewalks on it. You have to either walk in someone's yard or on the side of the road while drivers fly by at 35-45 mph.</p>
11	Melissa Critchley	inside Ward 2	1/11/2019 15:24	Melissa Critchley	226 Belvidere Street E, St. Paul, MN 55107	<p>The report states, "Creating a connected walking network on these streets requires sidewalk construction on multiple streets; constructing sidewalk on any one street by itself would not substantially increase a neighborhood's connectivity. Local streets are best addressed as a group, rather than singly, to facilitate cost effective construction." This phrase in the report brings me great concern. I realize that the council wants this project to be equitable for its citizens. I urge the council to take a second look at some of the lower income and minority neighborhoods that so often get overlooked when it comes to infrastructure. East Belvidere Street, right off of Oakdale Ave, is not marked as a high priority area, but is terribly pedestrian unfriendly. It's an isolated case and has been constantly skipped during infrastructure upgrades. Apparently the reason, according to the report, is that "local streets are best addressed as a group, rather than singly." Unfortunately, when a single street is terrible between many streets that are adequate or more than adequate, it can take years or decades before that street gets any attention whatsoever. East Belvidere at Oakdale has a gap in sidewalk, no curbs, and looks like a bunch of amateurs put it in, to be frank. In places there are field stones marking the curb line, (likely constructed in the early 1900s or earlier), and minimally upgraded since then. The gap in sidewalk is of grave concern, because children walk in the middle of the street in the morning, afternoon, and evening to and from the Boys and Girls Club and Belvidere Park at the end of the street. SPPS also has a building at the end of the street. Foot traffic in the middle of the street is increased exponentially during the summer months. The issue is compounded, making it even more unsafe, because it is a narrow stretch of road with a hill in the middle. Cars fly down the street at 30 mph (or more), with little regard to the children who are walking in the street, oblivious that there could be children on the other side of the hill. Because the street is so narrow, there is little place for a driver to swerve to avoid hitting pedestrians in the road. I understand that the report doesn't mark all streets that will get upgrades, just those of priority, but the language in the report doesn't give me much hope. I do hope the council will not forget</p>

						about the isolated streets in need of a lot of repair or restructure in low income or minority neighborhoods. A last observation I make is that the graph "High Priority Areas for Walking Investments" compared to "All Sidewalk Gaps" looks like our attention should be focused on the perimeter of the city - where the greatest need for improvement and greatest lack seems to be. But the council decided to focus on the exact opposite and prioritize the middle of the city instead. I question who decided those areas of the city were high priorities and why? If "local streets are best addressed as a group, rather than singly," shouldn't we focus on the perimeter of the city where the lack of viable pedestrian walkways is more concentrated?
12	Peter Granlund	inside Ward 2	1/11/2019 14:57	Peter Granlund	333 Sibley Street, Saint Paul	As it currently stands, pedestrians are still not treated with enough respect in regards to safety and access throughout Saint Paul. While there are some areas that handle this adequately, it does not stretch through the entirety of Saint Paul, and we need to plan for a city where walking is the primary mode of transportation. This is how neighborhoods are appropriately taken care of; by providing for the citizens in that location, and allowing connections to other neighborhoods, ideally via dedicated transit and biking opportunities which promotes accessibility, safety, and healthy living for our citizens.
13	Amy Fastner	inside Ward 6	1/11/2019 10:49	Amy Fastner	900 White Bear Ave N St Paul MN 55106	I do not think homeowners should be penalized or responsible for snow & ice removal from the city's public sidewalks. I'm taxed for them and that should be enough for the city to have their own crew to come & clean off. Especially for elderly homeowners who possibly don't have the ability to shovel and can't afford to get robbed by passers by offering to shovel for them. To make homeowners responsible for the maintenance of PUBLIC sidewalks is asinine and needs to change. THAT was my proposal and it was twisted in the preliminary plan text that I read. Thank you.
14	Kory Andersen	inside Ward 4	1/8/2019 8:45	Kory Andersen	1703 Ashland Ave Saint Paul 55104	I appreciate the prioritization of helping pedestrians cross streets, and initiatives for clearing snow. I'd like to see the incorporation of 'ped-supporting' modes (Transit, scooters, slow moving autonomous vehicles?) in the pedestrian conversation. These modes expand the range of pedestrians and have the potential to reduce reliance on SOVs. I also thought it would be interesting to conduct a first/last mile analysis as a way to guide ped infrastructure investment. This is a great preliminary plan overall! Thanks for all your hard work!

15	Michelle Jwanouskos	outside Saint Paul	1/7/2019 12:57	Michelle Jwanouskos	879 Crestview Dr. So.	<p>Just wanted to share my perspective. Living off of McKnight Road, 2 miles south of where people were just hit by cars, I have to say that, when I saw these crosswalks pop up, with no flashing lights, I shook my head at the lack of forethought of their implementation. The ones added between Londin Lane and I94 were so incredibly ill-conceived it angered me and honestly, I was not surprised when I heard the news of this tragedy.</p> <p>Let's just ignore that we have a HUGE issue with distracted drivers. And dismiss the fact that 95% of the people who walk around these areas are covered from head-to-toe in dark clothing...I can't tell you how many times I've been startled by people walking on the side of the road that I didn't see until I was 5 feet from them. You can't fix stupid, but honestly, it's decisions like this that anger me with regard to government...the lack of common sense that people think painting lines on the road and adding signs would have no unintended consequences. ESPECIALLY where these people were killed...where there are 4 lanes of traffic!</p> <p>The problems I see is that first, you have them right next to bus stops, so as a driver, I can't tell when someone's waiting for a bus or waiting to cross. Second, every time I've stopped for pedestrians at the spot just south of I94...where it's 4-lanes, the cars traveling in the lane to my right never stop, forcing me to honk my horn to alert both the car and those crossing...which I bet money is what happened.</p> <p>From my perspective, these cross walks should ALWAYS be built with crossing lights like they have on Lake Road in Woodbury. While it will obviously cost more, it would most likely save lives which seems to have escaped the minds of those who pushed these things forward.</p>
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16	Mike Ireland	inside Ward 5	1/4/2019 21:30	Mike Ireland		<p>I have a suggestion to promote safer residential sidewalks during the winter and encourage connecting residents who may need assistance with possible resources.</p> <p>As stated in the November 6 draft of the Pedestrian Plan: After receiving a complaint about a specific property, DSI mails a letter to the property owner reminding them to clear their walkway... DSI crews inspect properties 48 hours after notice is mailed out... properties with sidewalks that have not been cleared, city crews perform the work and a fee of approximately \$280 is billed to the property owner.</p> <p>While the draft states the letter alone results in 80% of these sidewalks being cleared, there may be underlying reasons (i.e., physical limitations) the property owner is not able to clear their sidewalks. Going forward, to encourage these are cleared within 24 hours and to provide an opportunity assisting property owners address possible underlying issues, my suggestion is that each district council is notified whenever a noncompliance notification letter is sent to a property owner within their boundaries.</p> <p>Following some city-established limitations, it would then be the district council's prerogative if and how to follow up with the property owners. The council could do nothing, it could track and act once a certain number of notifications are reached or it could act upon the first notification. The anticipated action would be for the councils to use this as an opportunity to connect with property owners and offer encouragement and guidance to seek possible resources if there is an underlying limitation.</p> <p>In addition to safer sidewalks for all community members, the intended result would be to assist property owners to take proactive action to avoid ongoing notifications and possible fees. The goal, action and result would not be to enforce compliance of the ordinance or to solve the property owners problems.</p>
17	Teresa Boardman	inside Ward 2	1/3/2019 6:42	Teresa Boardman	105 Leech Street	<p>It doesn't matter how many sidewalks are added. Walking in St. Paul is dangerous because entire blocks never get shoveled after it snows. It is hard to find a safe place to walk in the winter after the first snow. During the warmer months it is almost safer to walk in the streets than on the sidewalks because of the number of scooters and bikes being ridden on the sidewalk. Sometimes people ride down the sidewalk three abreast on scooters and I have to move out of their way. No amount of sidewalk improvements are</p>

						going to make St. Paul walkable without first addressing snow remove and the number of vehicles allowed to use the sidewalks.
18	Name not available		1/2/2019 11:29	St Paul commuter	na	I work everyday in St. Paul. I'd like to see improvements to the public realm to encourage walking such as murals, art, fun lighting, etc. Things that support walking beyond signage and curb cuts.
19	Jamie Stolpestad	inside Ward 4	1/2/2019 10:42	Jamie Stolpestad	842 Raymond Avenue	Thank you for this good work. I believe it should be integrated into and made a part of the comprehensive plan, to help underscore the importance of the topic and how it relates to other land-use, transportation, sustainability, jobs-access and planning-related issues. I recommend that the priorities for new or improved pedestrian passageways be aligned with improved bike infrastructure and be physically aligned to where the greatest number of new housing units are contemplated under the 2040 comp plan. One approach would be to draw 5 and 10-minute walking circles from major transportation nodes and existing public schools, and then making the 5 minute circles the first priority, the 10 minute circle the second priority. I find the green areas on the map in the current draft plan to be too general and less helpful in prioritizing true priority areas.

20	Name not available		1/2/2019 9:20	Frank Jossi	1810 Hartford Ave.	<p>I find much to applaud in the report. The focus on improving walking conditions in all neighborhoods in the city is commendable. Since I live in Highland Park, I generally agree with your prioritization of routes in regards to better serving students attending the middle and high school.</p> <p>But I would add that Edgecumbe at the Fairview split has been without any sidewalk heading south forever, despite the fact of a major Jewish congregation sits at that intersection. It is an Orthodox temple and in winter the members are often hard to discern since they wear traditional black garments.</p> <p>Years ago the district council studied this issue but homeowners were outraged about the cost of building a sidewalk none of them would see from their wooded lots overlooking Edgecumbe. However, it is time to revisit this unfortunate and dangerous situation. It's astonishing no one has been hit or killed.</p> <p>There are also a series of bus stops on West Seventh that cannot be accessed without walking to the other side of the street and then crossing again -- especially between Montreal and St. Paul Avenue. Perhaps a collaboration with Metro Transit is in order to better serve these stops and west side of West Seventh in that section.</p> <p>One idea that was proposed to the district council was an all stop at Ford and Cleveland, allowing walkers to cross diagonally or vertically by full signalization. This might be a good experiment to try, allowing walkers to go where they need to go...</p> <p>Finally, I like the safer schools program and have participated as a volunteer in it. One idea might be to incent students to walk through gift cards or some recognition program. A contest-style program could work, and has in other capacities, nudging people to change their behavior and hope it continues without the nudge. I hope you also look at the lack of sidewalks to the bus stop on the east side of Snelling near Highland Middle -- a sidewalk simply to the bus stop would be helpful. I don't see that on the list of priorities for the neighborhood but I hope you will consider it.</p> <p>Thanks for listeing...</p>
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21	Dave Peterson	inside Ward 1	1/1/2019 8:39	Dave Peterson	1064 Marshall Ave. #5	I like the idea of making St. Paul more walkable. I am specifically concerned about crossing Dale Street between I-94 and Selby. The traffic is too fast on this stretch making it dangerous for pedestrians. Dale Street Place, located at Dale and Concordia, is a residence for many people who rely on public transit. It's too dangerous for the residents to cross the street in that area.
22	Kathleen Hale	inside Ward 2	12/30/2018 9:38	Kathleen Hale		I am a pedestrian every day for walking my dogs twice daily and going to area businesses. I chose my living location after a 20-year St. Paul absence for its walkability. I also drive a truck so am familiar with both ends of the spectrum, and I was a City employee for 31 years. I find the condition of St. Paul sidewalks in my area appalling and unsafe. I spend my walking time with my head down in order to carefully choose how I step to prevent falls due dangerous sidewalk conditions. Winter only exacerbates the situation. I tripped and fell on a W. 7th St. sidewalk that contained a raised lip at the seam, broke my glasses and did significant damage to my face which took over a year to heal. My monetary claim was denied by the City. Most sidewalks in my area require mud jacking and/or an asphalt patch, and many require complete replacement. I had the opportunity to walk in the Mac-Groveland area a few times recently and was struck by the excellent condition of the sidewalks. Areas needing asphalt patches had them, and there were very few that required such repairs. The Little Bohemia/West 7th St. area sidewalks have clearly been ignored by the City. One method to insure pedestrian safety is to maintain sidewalks in good repair which will bring St. Paul's vision of a walking city to fruition.

23	Adria Fernandez	inside Ward 4	12/27/2018 17:22	Adria Fernandez	1427 Charles Ave.	<p>On the whole, I am pleased with the priorities outlined in this plan. However, I was extremely dismayed to see that Snelling from Minnehaha to Midway was not included in the High Priority Areas, because its functions and needs fit closely with the issues identified in the plan.</p> <p>This stretch includes Hamline Elementary and Hamline University, both of which need safe crossings for students. The crossing situation at Hamline Elementary is so dangerous that the school district offers busing to any child on the other side of Snelling, even if they only live a block away. A midblock crossing or some other solution that allows students to get across Snelling traffic without simultaneously navigating turning vehicles is badly needed.</p> <p>The quasi-freeway stretch from Hewitt to Como is a crucial north-south route, as evidenced by the moderate amount of pedestrian traffic that it sees despite utterly abysmal walking conditions. No alternate route is available for at least a mile in either direction. High speeds and poorly placed, poorly marked crossings make the on- and off-ramps treacherous. The speed limits and freeway-style layout confuse drivers, leading them to expect to proceed without stopping. Narrow, unprotected sidewalks over high bridges with low guardrails are frightening to walk, especially with the high volume of semitruck traffic. This is also an area where bike improvements are desperately needed, and these should be coordinated with the pedestrian plan.</p> <p>Snow removal on this stretch is also an ongoing issue. Currently, the sidewalks are generally cleared once after a snowstorm, but almost immediately, snow is thrown from the roadway back onto the sidewalk. Without repeated clearing, the sidewalks on the bridges become impassible to anyone who isn't able to navigate deep snow and uneven, often slippery surfaces. The route is, in effect, completely closed to people with disabilities.</p> <p>The inaccessibility of this stretch makes Bandanna Square and nearby areas a pedestrian wasteland, cut off from the rest of the city. It also impedes non-car access to the State Fairgrounds and the UMN's St. Paul campus. Pedestrian improvements in this corridor would be a massive boost to the overall connectivity of walking trips in St. Paul</p>
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24	Sarah Kusa	inside Ward 3	12/24/2018 14:08	Sarah Kusa	553 Montrose Lane	<p>Since September, I have been in contact with Chris Tolbert’s office, urging improvement at the Cretin Avenue / Hartford Avenue intersection. I’m reaching out to Public Works directly after reviewing the draft pedestrian plan on the city’s website. I’m concerned that the Cretin/Hartford intersection is in a “low priority” area, according to the draft plan.</p> <p>If you’re not familiar with that intersection, it’s a vital route to schools, businesses in Highland Village, and the closest playground for residents west of Cretin. It’s also a vital route directly to the river greenway for residents east of Cretin. That intersection also has a bus stop.</p> <p>Unfortunately, cars speed unimpeded on this southern stretch of Cretin because they can. That intersection lacks even minor pedestrian improvements that calm traffic at predictable intervals elsewhere along Cretin.</p> <p>Three weeks ago I was nearly mowed down by southbound traffic on Cretin as I waited to cross this intersection, after two cars swerved to get ahead of the one car that did stop for me. This was in broad daylight at 2:30 p.m., nowhere near rush hour. I walk quickly and I’m tall enough to spot, unlike a child or some elderly residents. Because there are no stripes, lights, or signs, it seems that drivers are just not expecting pedestrians there. I do not feel comfortable letting my child walk to Horace Mann school.</p> <p>The table on page 24 of the draft plan (11/6/18) indicates guidelines for pedestrian improvements. Quoting from the ones listed in that table, the intersection at Cretin/Hartford meets all of the following:</p> <ul style="list-style-type: none"> -Along and across busy streets (e.g. four-lane roads) -Streets connecting children to schools -Streets connecting people to parks, libraries, universities, and places of worship -Streets connecting people to grocery stores, convenience stores, and farmers markets -Streets connecting people to local businesses
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						<p>-Streets connecting people to bus or light rail stops</p> <p>What will Public Works do to make it safer to cross Cretin at Hartford? What can I do to help make that happen?</p> <p>Thank you for your time and assistance.</p>
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25	Name not available		12/24/2018 12:24	Visitor from Out of Town	Fresno, California	<p>I am a frequent visitor to the City of St. Paul by having family members living in St. Paul. I am glad to see that the City of St. Paul takes pride in providing sidewalks. I am not sure if my comment is a question or statement of comments but here it is...</p> <ol style="list-style-type: none"> 1. Sidewalks is without public safety is not really doing any good by providing sidewalks all over the City of St. Paul. Many elders are afraid to walk because of their concerns for safety. I have visited St. Paul many times and I have asked why my relatives do not go out to walk, their replies have always been, NO SAFETY. Public safety should also be part of this planning. 2. Sidewalks are being built by or in the communities that seem to have money and their property look "good" but in places throughout St. Paul, many communities that perhaps is "deemed" as bad neighborhood, no sidewalks are being built, why is that? 3. Education for the community should be an important investment for the City of St. Paul government system as well. City of St. Paul has one of the best library system but yet many education in regard to public health are not being created in conjunction with the library programs. This should also be a priority among this planning process. Building sidewalks should also be building partnership throughout the City St. Paul's many departments to bridges and connect to create a thriving city from the top (Mayor's Office, City Council members to all level of both public and private entities.)
26	Steve Dropkin	inside Ward 2	12/22/2018 15:49	Steven Dropkin	489 Michigan Street, Saint Paul, MN	<p>I have two comments.</p> <ol style="list-style-type: none"> 1) In concert with greater emphasis placed on property owners clearing curb cuts, the city MUST do a better job on roads of clearing snow "curb to curb". On my non-arterial day plow route, by the middle of winter "curb to curb" has been de facto redefined as "around two feet away from the concrete curb" in each direction. Requiring property owners to clear curb cuts but letting city crews shortcut the corners or defining "done plowing" as leaving a couple of feet of permanent snow/slush/ice be walked over before the pedestrian gets to the cleared sidewalk? Pointless. 2) I have no sympathy for the absentee landlords in my neighborhood who do not clear their sidewalks promptly during the winter. That said, I DO have sympathy for the neighbors who are older and perhaps mobility-challenged, who can find it difficult to clear larger snowfalls or ice storms within the mandated 24 hours (is that 24 hours after the snow event begins or ends?).

					Given the costs to the city of sending notices to individual homes after a report of uncleared sidewalks, I would hope for a) some latitude in just how "clear" a cleared sidewalk is (especially if people would prefer salt and similar materials NOT be used to clear the walk) and b) how long property owners have to clear walks after unusual snow events. The city gives itself 48 hours once a snow emergency is declared; does it seem reasonable to offer property owners the same amount of "grace" for a snow event severe enough for the city to declare an "emergency"?
27	Marjorie Wherley	inside Ward 3	12/20/2018 16:44		I agree with your goals, but the devil is in the details. It would be great for pedestrians to be able to cross streets at every corner, but I don't believe it will ever be possible to mark/sign every corner (too expensive) or educate every driver (many drivers are not from SA. Paul). Perhaps you could select certain routes to prioritize for walkers, for example, take a street like Goodrich and mark all the crosswalks where Goodrich crosses a moderately busy street? Perhaps every three to four blocks could become a pedestrian route. Maps could show where these routes are and sidewalk maintenance/snow/etc. would be more aggressively promoted. SECOND: Snow removal is an even bigger challenge for walkers. Expecting every homeowner to clear every sidewalk within 24 hours of a snowfall is based on many assumptions: 1. Everyone has the capability to clear their walks (many of us are older or have physical limits); 2. If you can't clear your walks, you have a family member who can (many of us live alone); 3. If you don't have a family member, you can hire someone (surprisingly, it's hard to find help even when you can pay); 4. If you've hired someone, your walks will be cleared (most won't clear a less-than-2-inch snowfall (leaving you with #1/#2/#3 for that 1.75 inches of snow) AND as soon as people walk on that snow, it compacts into ice. So what can you do? How about a big public campaign to recognize Snow Heroes -- who clear others' walks? Free sand (and salt?) to homeowners? Cover the cost of hiring snow service for people who are lower income and unable to clear their walks and have no one at home who can do so? The City where my Dad lived cleared snow for seniors who had no help; those folks would put a little sign in their window during the winter. Yeah, I know, \$\$\$\$\$. A community organizer might work with schools and churches/synagogues/mosques to have volunteer snow crews for certain homeowners in their area. Just sending out a nasty letter 26 hours after a snowfall does NOTHING to solve the problem. I got one of those once and have never forgotten the tone and the \$300/hour charge to do the shoveling. But if the letter had said something like: "if you can't do it, here are resources that can help. Or call the City and we'll shovel you out (on a sliding fee scale). I love walking and need to walk to stay independent, but I have stopped

						walking completely in the winter due to sidewalk snow/ice and worry about the tripping hazards and traffic in the summer. St. Paul is NOT pedestrian-friendly for people like me./
28	Dave Hafner	outside Saint Paul	12/19/2018 18:46	Dave Hafner	1037 Marnie St. S. Maplewood Mn. 55117	"Dear Sirs: Having attended numerous safety meetings and considering myself to be a legitimate safety advocate, I believe I have a very good understanding and grasp of the challenges that we face, and the factors that make it difficult to achieve our goals with respect to the St. Paul Pedestrian Plan and the subject of safety in general. One cannot help leaving these meetings feeling frustrated and unfulfilled. I am not alone. Why are we struggling to get people to behave safely? I believe it is in large part due to the fact that these meetings are designed to consider the needs and wants and concerns of pedestrians while boldly dismissing the concerns of drivers. This is a serious oversight that is almost single-handedly destroying everything that St. Paul is trying to accomplish. The message that drivers get is that they should behave safely while pedestrians can behave incredibly dangerously on a daily basis. This message does not generate the cooperation that pedestrians are looking for. It should be obvious and a fundamental truth that cooperation is the key to success and any constructive progress that the St. Paul initiative is going to make. If anyone does not believe that drivers recognize the many double standards that exist when it comes to right of way laws, enforcement, and safety in general, they are mistaken. So what needs to change? These meetings must be all inclusive. By this I mean the goals and initiatives of the plan need to include drivers. At present the only language that exists in the plan's goals and initiatives pertains to pedestrians, with utter disregard for drivers. Safety for pedestrians cannot be successful at the expense and exclusion of drivers. Secondly, our conflicting approach to safety must be changed. As long as drivers are being told to behave safely while pedestrians are allowed to behave dangerously, the cities goals and initiatives are useless and their efforts futile. So how do we eliminate the conflict that exists between pedestrians and drivers? Stop teaching, and training, and advocating for ""stepping out in front of oncoming traffic."" This does not represent ""safe"" behavior and has no place at a ""safety meeting."" And if there is any law that suggests that pedestrians should do so it needs to be drastically reworded, or if necessary, completely stricken from the books and replaced with a law that contains safe language.. What this means, in effect, is that pedestrians must be taught to cross a street safely. At present they are not. I understand the challenges involved with promoting safe behavior and developing a safe environment. The political challenges alone are staggering. Yet this is the only way that we are going to see any progress.

28	Dave Hafner	outside Saint Paul	12/19/2018 18:46	Dave Hafner	1037 Marnie St. S. Maplewood Mn. 55117	<p>It is often stated that Education, Engineering, and Enforcement are the keys to reaching our goals. This may be true, but up to this point all three are letting us down. Engineering is limited in what it can achieve, and Enforcement isn't changing human behavior. It never has and never will. Education is the solution to our problems. Ironically, it is Education (or the lack of) that is letting us down to the greatest degree. We cannot continue to teach people to behave dangerously. And that is exactly what ""The Stop for ME Campaign"" is doing. If we cannot teach our citizens and children how to cross a street safely then we are letting them down and endangering their lives. And since the government has embraced the idea of stepping out in front of oncoming traffic, we have experienced nothing but trouble. In the form of accepted and programmed danger. While this government directed approach is creating millions of jobs (and job security) and an endless source of revenue, it is threatening every single individual that drives or positions themselves anywhere near a street. That is pretty much everyone. And it is directly creating the overwhelming number of accidents, injuries, and fatalities that are taking place in our country. My mother (who is 87 years old) believes we are living in the most dangerous times in human history. She is not talking about war, or gun violence, or drug abuse, or terrorism. She is referring to the street environment across our great country. I am inclined to agree. Who could disagree? And when has any expert, safety advocate(?), steering committee member, or program coordinator ever advocated for teaching pedestrians how to cross a street safely? We all know the answer to that question. Never. There are many people who do not advocate for safety. They are on safety committees, neighborhood district councils, government safety organizations, bicycle organizations, and Kill ME Campaigns (sorry), and in our capitols. They represent some of the most dangerous people we will ever face. It is not a pretty picture, and the odds almost insurmountable. It is going to require someone who is unique. Someone who has imagination. Someone who has observational skills. Analytical skills. And problem solving skills. Someone who is passionate about the subject of safety. And someone who considers the safety of all. Not just self-interest groups. Who this person could be I just don't know. And where must all of this start? With you. If anyone is serious about promoting safety and reducing accidents, injuries, and fatalities you will find a way to get me on one of your many committees.</p>
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29	Jeanne Gehrman	inside Ward 7	12/19/2018 10:15	Jeanne Gehrman	1963 Nortonia Avenue	<p>Generally great. Here's some feedback & questions:</p> <ol style="list-style-type: none"> 1. The cover photo. Is that sidewalk truly compliant with snow removal ordinances? How about those trying to navigate it in a wheel chair? Would anyone advise their grandmother that this sidewalk is safe? Sure the roly-poly kid on the cover photo is more engaging than a person in a wheel chair or a little old lady. However, how likely is that kid to suffer an injury from a fall on that sidewalk as opposed to our grannies? How easy is that sidewalk to navigate in a chair. The cover photo is a case study in "What Were You Thinking?" 2. P. 4 - (Quote): The Saint Paul Police Department (SPPD) maintains a database of bicycle and pedestrian crashes and makes this data available online. (Unquote) So how about giving us a clue as to approximately or maybe even exactly where that is on the SPPD portion of the City's web site? Please simply give us a link, thank you very much. 3. P. 73, Item # 1-2. "Advocate for a statewide reduction in urban street limits as part of the city's legislative agenda." What are "urban street limits" please & thanks. 4. 2-11. The maps on p. 70 & p. 90 have portions completely covered by identifying information as to location. Give us the ENTIRE map, please & thanks, and put the identifying information outside of the maps. One of the boxes containing the identifying information completely covers the approximately one square mile in which I live. I'd like to see the information on the map, please. I know where I live. 5. "Explore a proactive system to address non-compliance with sidewalk shoveling ordinance. Empower inspectors to uphold high standards for snow and ice clearance." Great idea. When I went to a presentation about the Pedestrian Safety Plan I was blown away that this process is complaint driven. So the inspectors go out to one property at a time willy nilly? How about having the inspectors do a canvas of an entire portion of the neighborhood, rather than case-by-case. I was also blown away by the answer to my question at the presentation about any difference between compliance Re; trash ordinances/snow shoveling that's done by the same inspectors who review the inside of homes w/regard to electricity, plumbing, structure, etc. REALLY? Does it take an advanced degree in Civil Engineering to know pile of trash or a pile of snow when one jumps up & introduces itself. Why not have
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						<p>interns look at the trash & snow piles & leave the Civil Engineering folks do their jobs requiring the advanced degree. Just an idea.</p> <p>Thanks for hopefully clarifying these questions before the final implementation is done & possibly thinking about changing the processes used in the DSI unit.</p>
30	Name not available		12/19/2018 10:10	Betty Lotterman	2267 Priscilla St.	As someone without a car, I walk a lot. I feel safest at intersections that have 4 way stop signs and I think this should be the norm. Intersections with roundabouts are the worst. I have to walk a lot farther just to cross the street. Also it's confusing with cars changing lanes and making right turns whenever.
31	Timothy Frankland	inside Ward 7	12/19/2018 2:02	Timothy Frankland	677 McKnight Rd S	<p>One of my hopes for this plan is that the intersection of McKnight Rd S and Londin Ln E will be addressed. If one wants to cross McKnight Rd S at Londin Ln E, there is only a crosswalk at the southern edge of the intersection. There is no crosswalk at the northern edge of the intersection, yet this is where Metro Transit Route 63 drops off riders. Pedestrians at the northern edge of the intersection nearly always cross McKnight at this area where there no crosswalk rather than moving to the southern edge where there is a painted crosswalk and pedestrian crossing road signs.</p> <p>Drivers on this part of McKnight often drive faster than the posted speed limits, posing a hazard to pedestrians not in the proper crosswalk. Additionally, northbound drivers on McKnight are coming over the crest of a hill (again, typically at a speed faster than the posted speed limit) and are often greeted by pedestrians crossing where there is no crosswalk.</p> <p>This intersection is harrowing for drivers and pedestrians alike, and I hope that the city's plan will examine and rectify the problems at the intersection of McKnight Rd S and Londin Ln E.</p>
32	Ryan French	inside Ward 3	12/18/2018 12:20	Ryan French	1534 Goodrich Ave	I'm glad safety is of concern. I live near Goodrich and Snelling--adjacent to Macalester. The improvements on Snelling have made a noticeable difference. I would like to see more improvements like that for the length of Snelling. More so, I think striping more crosswalks on streets approaching major thoroughfares like Summit would also be helpful. I notice so many cars approaching a stop sign only looking left for a break in traffic. The either do a rolling stop or continue to creep up to the main road without ever looking right. I feel like adding firmly painted crosswalks or at least a well-marked "stop line" in the right lane might add more visual cues to drivers.
33	Terry Hesse	inside Ward 4	12/18/2018 12:09	Terry Hesse		There are many shopping areas like the one by Lunds in Highland where when you cross the street at the light there is no safe way to get to the stores. You

						have to walk in the car traffic lanes. This is dangerous and scary especially if you are an elder or differently abled.
34	Jason Shiggs	inside Ward 1	12/18/2018 2:03	Jason Shiggs	580 Marshall Ave, 55102	I think two streets should be added to the priority list. Selby Avenue west of Dale to Lexington. There is a lot of construction taking place and pedestrian concerns should be adhered to during the building process and not after. The main objective is to make sure there is plenty of sidewalk space and an adequate transition between the sidewalk and the buildings. Another street of concern is Dale Street South of 94 to Summit Avenue. The side walks are narrow on both sides of the street. It doesn't feel safe crossing 94 on on the Dale Street Bridge. Part of the reason is vagrants peddling for money 24/7/365 the other is the bridge design. This should be fixed when the bridge is rebuilt in the coming years. This is my motto, the street needs to be good enough for an 8 year old going to Capital Hill or 78 old going to Mississippi Market to feel reasonably safe between the hours of 7am to 7pm. Think like a kid. Then think like and older person.
35	John Eischens	inside Ward 2	12/17/2018 12:08	John	333 Sibley St.	Please make education on pedestrian laws a higher priority and begin to more strictly enforce jaywalking laws. Even in areas of downtown St. Paul where there are plenty of defined pedestrian crosswalks, many people continue to jaywalk, eeven when they're less than 20 feet from a marked crosswalk. I can't even count the number of times I've nearly hit a jaywalker in downtown St. Paul as it's a near weekly occurrence. Because of this, I'm less optimistic about some of these improvements, as jaywalkers will continue to jaywalk, even when safer options are provided. While it's great to enforce vehicle laws regarding stopping pedestrians in crosswalks, jaywalking laws should be equally enforced.
36	Dustin Schroeder	inside Ward 4	12/17/2018 11:55	Dustin Schroeder	6 Oakley Avenue, St. Paul, MN 55104	I would like to see University Avenue to Minnehaha Avenue considered a high-priority area for walking investment. I think this would make sense because it is a primary path to Allianz field and the Snelling/University Green Line station. The A-line also runs up and down Snelling Avenue, and the State Fair, as well as Hamline University provide a catalyst for significant pedestrian travel north on Snelling.
37	Kelly Chapman	inside Ward 3	12/17/2018 11:45	Kelly Chapman	296 Griggs St. S	I appreciate the work that has been put into this pedestrian plan. I think that the snow removal for sidewalks should be tied to the snow emergency like plowing/moving cars is. We recognize that in the event of a large snowfall, people need to take action to move their cars so that plows can work more efficiently. During a snow emergency, the need to mail a notice to residents of snow removal compliance failure could be waived, so that sidewalks not cleared within 24 hours of a snow emergency could be taken care of by the city immediately, rather than waiting for the the notice to be mailed.

38	Name not available		12/17/2018 11:21	Preston Wright	395 McKnight Rd S	<p>All this report says is a lengthy reason for why my neighborhood continues to be ignored. I walk daily and catch buses on streets without sidewalks. I have to walk 50 minutes (2 miles) to reach an area of the city that will even get planned improvements. My house is 120 years old and st. paul has never had a commitment to my neighborhood.</p>
39	Stacey Von Wald	inside Ward 3	12/17/2018 10:59	Stacey Von Wald	1902 Sheridan Ave. 55116	<p>I am a big walker - I walk several thousands of miles every year. I have NEVER had a close call with a vehicle. The reason for this is because I am well aware that if it is me versus a car, I will lose. Regardless of any laws that are passed, any sidewalks installed, any crosswalks created, I will lose if I am hit by a car.</p> <p>This awareness makes me cautious. Before I cross, I look in all directions - side to side, and behind and in front of me. I don't walk until the coast is clear, or I know that anyone who could potentially hit me, is aware of me.</p> <p>What the plan the city is proposing lacks, is pedestrian knowledge. I see every day people who believe that because of the pedestrian laws that makes them impermeable to cars and trucks. They believe that because the law is on their side, they don't have to take the precautions that I do.</p> <p>To not have any pedestrian knowledge/training in the plan makes me truly marvel at the naiveté of those who believe in it. And it's dangerous. Too many people believe that because the law is on their side, they have the right to cross the street even if a car is coming or while they're on their cell phone or while they're chatting with their friends. Really? If pedestrians were "trained" as I am, there would literally be no car/pedestrian accidents. Isn't that what we're really looking for? How can this be considered a comprehensive plan when there is very little responsibility on the part of the pedestrian?</p> <p>I hope you'll consider what I'm saying - it's important.</p> <p>Thank you.</p>
40	Name not available		12/17/2018 10:43	Regina rippel	690 Lawson ave e	<p>I walk, bike and drive regularly in St. Paul</p> <p>I come from Germany where we walk much more then here. I strongly believe that walking and driving safely go hand in hand</p> <p>I have nearly gotten killed on xwalks. And I see people deliberately walking on the street expecting traffic to stop for them much more education needs to happen for both drivers and walkers. It is not helpful to brake up good roads</p>

						<p>with cement centers to allow for an occasional walker, it only creates traffic backups and cutting in for angry drivers. How about flashing lights that could be activated on need</p> <p>We need Sidewalks. Some are so broken up and uneven that they are a danger for walking. Snow removal is also an issue since many are not cleared for a variety of reasons and snowplows move heavy snow on sidewalks</p> <p>These are just some concerns. Thank you</p>
41	Name not available		12/17/2018 9:58	Anne Thom	1355 North Victoria Street	<p>Well, it's a start. I walk everyday, at least a couple of miles in order to get to work and also, I have dogs so I don't have a choice but to be out there. Again this morning as I tried to cross Wheelock/Maryland/Victoria/Como in order to get to the bus stop, I was nearly plowed into by a bicyclist (two of them just flew through the intersection without stopping on their way from Como to Wheelock - which BTW, with that bike lane on Wheelock you have created an immense pedestrian hazard, bicyclists do not stop at that intersection if they can help it, and I have encountered this downtown on Jackson as well, bicyclists not respecting my right to cross and their requirement to stop.)</p> <p>Also, I had to wait for three cars who felt they had the right of way this morning and I was yelled at by one driver because I was standing on the curb. Walking in St. Paul you meet such nice people. /s Anyway, I will be on crutches again in a few weeks and look forward to an interesting commute. More enforcement would be helpful too. Thank you.</p>
42	Name not available		12/17/2018 9:02	J Grover	251 Banfil Street	<p>Crosswalks need to be outlined in orange or some other easily seen color. I drive up and down West Seventh at least once a day, and almost none of the crosswalks are readily visible. I stop for pedestrians, even if they are in the middle of a block, providing there isn't a car on my tail. But I think a visual reminder that there is indeed a crosswalk is absolutely necessary to get people to start stopping for pedestrians.</p>

43	Al Davison	inside Ward 2	12/16/2018 11:14	Al Davison	186 Summit Ave	<p>I am a resident of Downtown/District 17 (since 2017), and have been working within the Capitol area since 2015. I walk to work and also walk to grocery stores, restaurants, and bars around Saint Paul (usually around Cathedral Hill, Grand Ave, and downtown). I also walk to exercise and to visit parks (such as Summit Overlook Park). I occasionally take transit (usually to get to somewhere along University Ave and/or to Minneapolis) and bike (usually on Summit Ave), and walk to the bus stop or train station.</p> <p>I frequently encounter issues that negatively impact people walking, whether it's dealing with pedestrian signals ("beg buttons"), drivers not yielding when people walking have the right of way, and aggressive drivers in general. In areas with frequent foot traffic, people shouldn't be required to have to press a button in order to get a walk signal. There have been times where I have pressed the button and still didn't get a walk signal (such as at the Kellogg and John Ireland intersection, which is unpleasant to cross), and by the light cycle it would have allowed enough time for a person to safely cross the road on foot. Even at marked crosswalks, drivers frequently do not yield (Kellogg and Mulberry is still dangerous to cross even with the flashing beacons (RRFBs) and sometimes get aggressive when you cross the street when you have the right of way. I have almost been hit a few times when crossing streets despite that I had the right of way in those situations; I tend to notice how the driver wasn't paying full attention and often was driving/turning way too fast. Even drivers who yield sometimes get impatient if they think that you are crossing too slowly and may aggressively bypass you (some drivers expect you to hurry though the intersection). Some people walking cross at a slow pace, because they may not be able to go any faster (many of these people are using walkers and/or have physical disabilities).</p> <p>As someone who drives, I understand that is difficult at times to detect if a person walking is trying to cross the street or is at a bus stop, but I'd rather deal with committing a minor inconvenience by stopping for a few seconds, even if it turns out they are just waiting for the bus, than to be rude and break the law by not yielding to a person crossing the street/road. In general, I don't find it difficult to drive or park in Saint Paul (even during rush hour or busy events), and would be happy to see the city's pedestrian plans be implemented in the future. People tend to walk at 2-4 mph, where I can drive my car at 30-40 mph legally on the streets/roads of Saint Paul. Adhering to right of way laws doesn't cause large delays when I drive, and by walking around I have gotten a better perspective on why the city needs to improve conditions for people walking in the city. People walking need safer</p>
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					<p>infrastructure where they are considered a higher priority than drivers. Low-income neighborhoods (North End) face negative impacts on their communities because of how their roads and streets are designed for favoring drivers commuting rather than their local residents. Having more streets and roads like Payne Ave benefit the city more than when they are designed as 4-lane undivided roadways (e.g. Rice Street, White Bear Ave) that benefit suburban commuters who are just passing through more than local residents and businesses.</p> <p>The pedestrian plan can help make this a city a much safer place for people who travel by walking, which then in return also benefits people who bike and/or take transit. More intersections should have restrictions on right turns on red (RTOR), in addition to having leading pedestrian intervals (LPIs). The intersections that have RTOR restrictions and LPIs are much more pleasant to walk through, and even as a driver I feel safer not being pressed by impatient drivers to taking a right turn on red when pedestrians are crossing (as I don't want to block the crosswalk, and drivers often don't pay full attention to their surroundings when turning right on a red). I urge the city to approve the pedestrian plan and to keep working towards making the city safer for people who travel by walking.</p>
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