



City of Saint Paul

Safe Routes to School Policy Plan

Planning
Commission

7.28.17

Background

- Process began in spring 2016, funded by MnDOT
- Three school plans with specific infrastructure and program recommendations: Bruce Vento, Chelsea Heights, Farnsworth Aerospace
- Policy Plan is intended to guide overall decision-making to support bicycling and walking to school
- Recommendations address City, Ramsey County, and SPPS

Plan Scope

- Document Best Practices of Peer Cities
- Policy Review
- Criteria for Pedestrian Crossing Improvements
- Integration and Prioritization of SRTS Projects
- Community Engagement Techniques



Desired Outcomes for Updated Pedestrian Crossing Policy

City

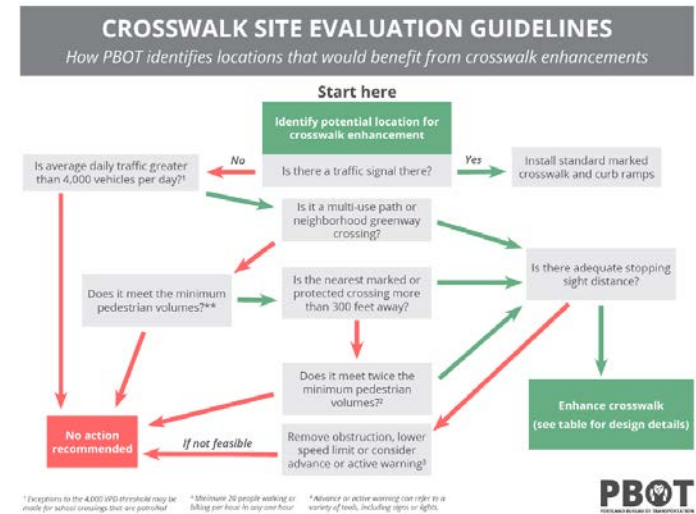
- Simple communication and decision making tool that weighs costs and benefits, equity considerations, factors beyond crash history
- Consistency with transportation chapter of comprehensive plan

County

- Compatibility with MnDOT guidance
- Realistic standards for RRFB and other installations

Best Practice Examples

- Portland Bureau of Transportation Crosswalk Guidelines (2016)
- San Francisco MTA Crosswalk Guidelines (2014)
- NACTO Urban Street Design Guide (2014)
- Virginia Transportation Research Council: Development of Guidelines for the Installation of Marked Crosswalks (2004)



SRTS Integration into City Policy

- Integrate SRTS into the upcoming Comprehensive Plan and Pedestrian Plan
- School Speed Zone Policy
- School crosswalk policy
- Site Plan Review: encourage walking and bicycling facilities
- Start a Vision Zero program



SRTS Integration into City Operations

- Update land use and transportation planning policy documents
- Integration with City reconstruction and resurfacing projects
- Identify issues within school walk zones:
 - Create system of transportation/walk assessments of all St. Paul schools
 - Incorporation of SRTS project identification with citywide Pedestrian and Bicycle Plans
 - Complete school-based SRTS plans
- Create a network of recommended routes to school
- Store and catalogue infrastructure recommendations in a geospatial database
- Identify workplan for citywide SRTS coordinator
- Integrate SRTS into enforcement campaigns

SRTS Integration into County Operations

- Identify Countywide SRTS coordinator
- Integration with County transportation projects
- Integration with transportation plans
- Integration with County public health



SRTS Integration into SPPS Operations

- Identify Districtwide SRTS Coordinator
- Communicate about SRTS with individual schools
- Improve school facilities to support walking and biking
- Lead SRTS program initiatives at St. Paul Public Schools
- Seek funding to support SRTS

SRTS Agency Coordination

Hold regular SRTS Stakeholder Group meetings

School District

- SHIP coordinator
- Wellness coordinator
- Facilities or security staff
- Transportation staff

St. Paul

- Public Works Staff
- Planning staff
- Pedestrian Safety Advocate
- Police Department representative
- Police Department Student Resource Officer coordinator
- **Transportation Committee representative**

Ramsey County

- Public Works staff
- Ramsey County -St. Paul SHIP coordinator

Potential Meeting Topics

- SRTS related programs and needs at individual schools.
- Infrastructure needs at individual schools.
- Annual Capital Improvement Budget process.
- Upcoming resurfacing and reconstructions.
- Regular review of and implementation of the recommendations from the SRTS Policy Plan.
- SRTS Coordinator work plans.

Prioritize potential SRTS infrastructure projects for implementation

- Proximity to a school: is the project within a walk zone?
- Documented concern: crash data, traffic volumes and speeds, and other evidence supporting the need for the project
- Project creates improved crossing of hazardous road that cuts off the walk zone
- Number of students in the walk zone
- School support for SRTS initiatives, indicated by existing school patrol and other SRTS activities
- Project connections to other destinations for youth: community centers, parks, libraries, etc.
- Project addresses SRTS for underserved populations Percentage of students eligible for free or reduced lunch
- Percentage of students of color
- Percentage of students who are English Language Learners
- Technical feasibility and project readiness

Communications recommendations for Saint Paul

- Expand Stop for Me to focus on school travel during back-to-school times and when Daylight Savings time ends.
- Develop a transportation safety campaign or a neighborhood yard sign campaign with messaging such as “Drive Like your Kids Live Here,” MnDOT’s Share the Road campaign, Vision Zero, StreetSmarts, or similar messaging.
- Develop Suggested Route Maps for each school and publicize recommended walking and bicycling routes to school.

Recommended 2040 Transportation Plan changes

- New Policy T-29: Promote safe walking and bicycling to school by supporting Safe Routes to School efforts and investing in sidewalk connectivity and crossing enhancements near schools.
- Amend Policy T-8: Design the rights-of-way for all users [...] as guided by the Street Design Manual and Safe Routes to School plans, and by thoughtfully addressing streetscape issues [...]

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