



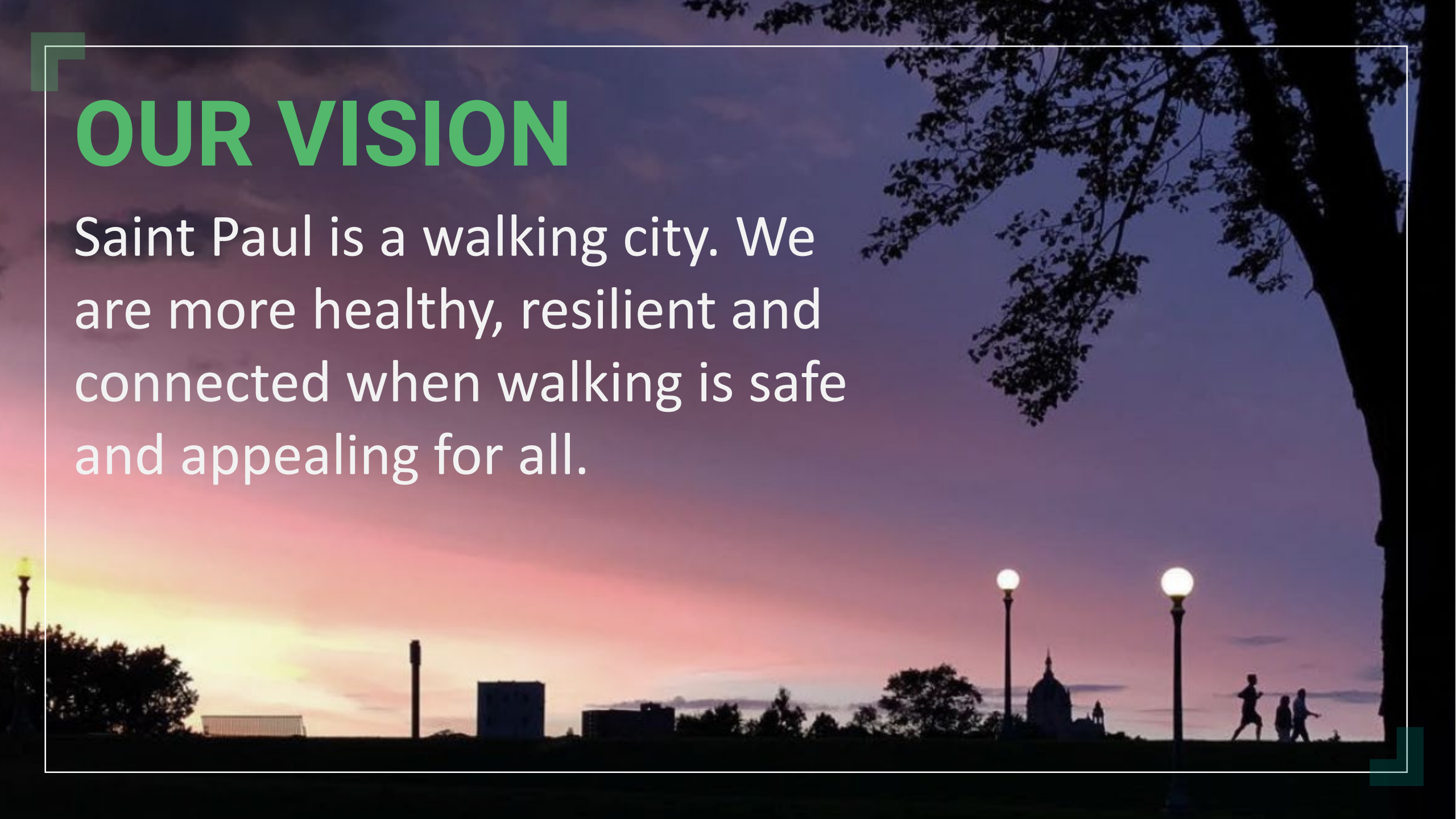
SAINT PAUL PEDESTRIAN PLAN

Saint Paul Planning Commission
December 14, 2018



OUR VISION

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



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

- **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 more likely to result in serious injuries and fatalities than other 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



Because I want to see more stuff
around my neighborhood



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 im-
prove walking
(and biking) in St.
Paul make it a
more appealing
place for me to
live and to con-
tinue living here
as I begin to start
a family.

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.

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



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

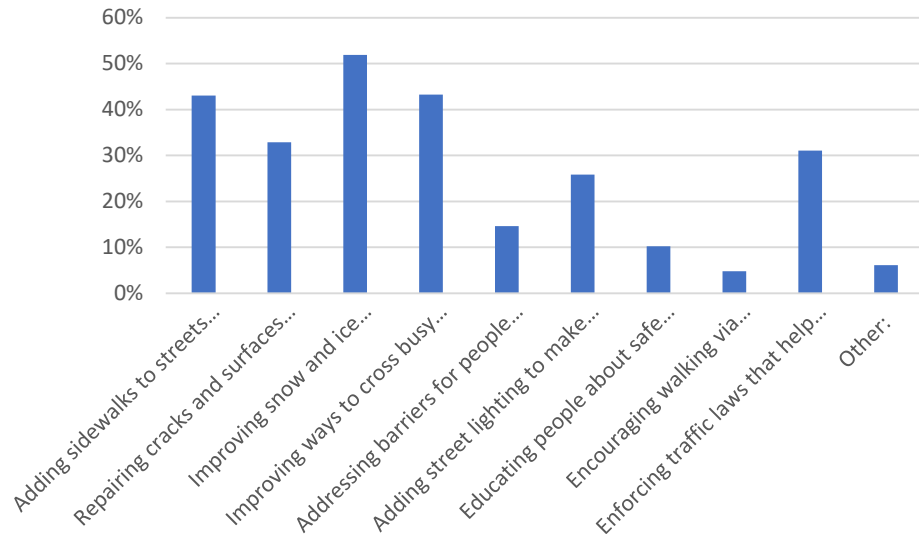


Outreach Summary

- 26** Steering Committee Members
- 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
 - English Language Learner 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)

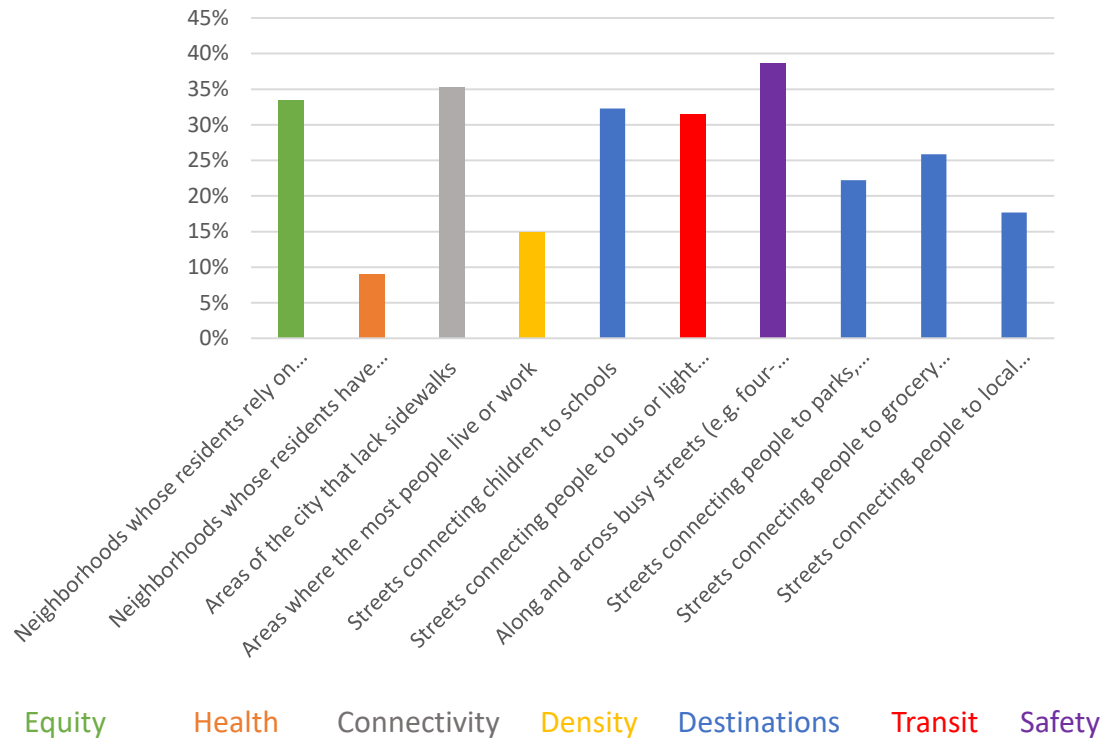


Adding sidewalks to streets without sidewalks



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

Where is it most important to improve walking?

PRIORITIZATION CRITERIA SAINT PAUL PEDESTRIAN PLAN

DRAFT: 5.1.18

Connectivity Score

- Significantly better sidewalk coverage (Ratio > 1.6)
- Average
- Significantly worse sidewalk coverage (Ratio < 0.95)

The Connectivity Score compares miles of sidewalks to miles of streets in a census tract, excluding highways with no pedestrian access. A census tract with sidewalks on both sides of every roadway would have a 2:1 ratio of sidewalk miles to street miles.

Symbolized using standard deviation (SD):
Lower: >1 SD below average
Average: Within 1 SD of average
Higher: >1 SD above average



PRIORITIZATION CRITERIA SAINT PAUL PEDESTRIAN PLAN

DRAFT: 5.1.18

Priority Streets for Pedestrian Safety Improvements

Miles of Priority Streets for Safety Improvements

- Significantly lower than average (<0.5 miles)
- Average
- Significantly higher than average (>3.6 miles)

Symbolized using standard deviation (SD):
Lower: >1 SD below average
Average: Within 1 SD of average
Higher: >1 SD above average



PRIORITIZATION CRITERIA SAINT PAUL PEDESTRIAN PLAN

DRAFT: 5.8.18

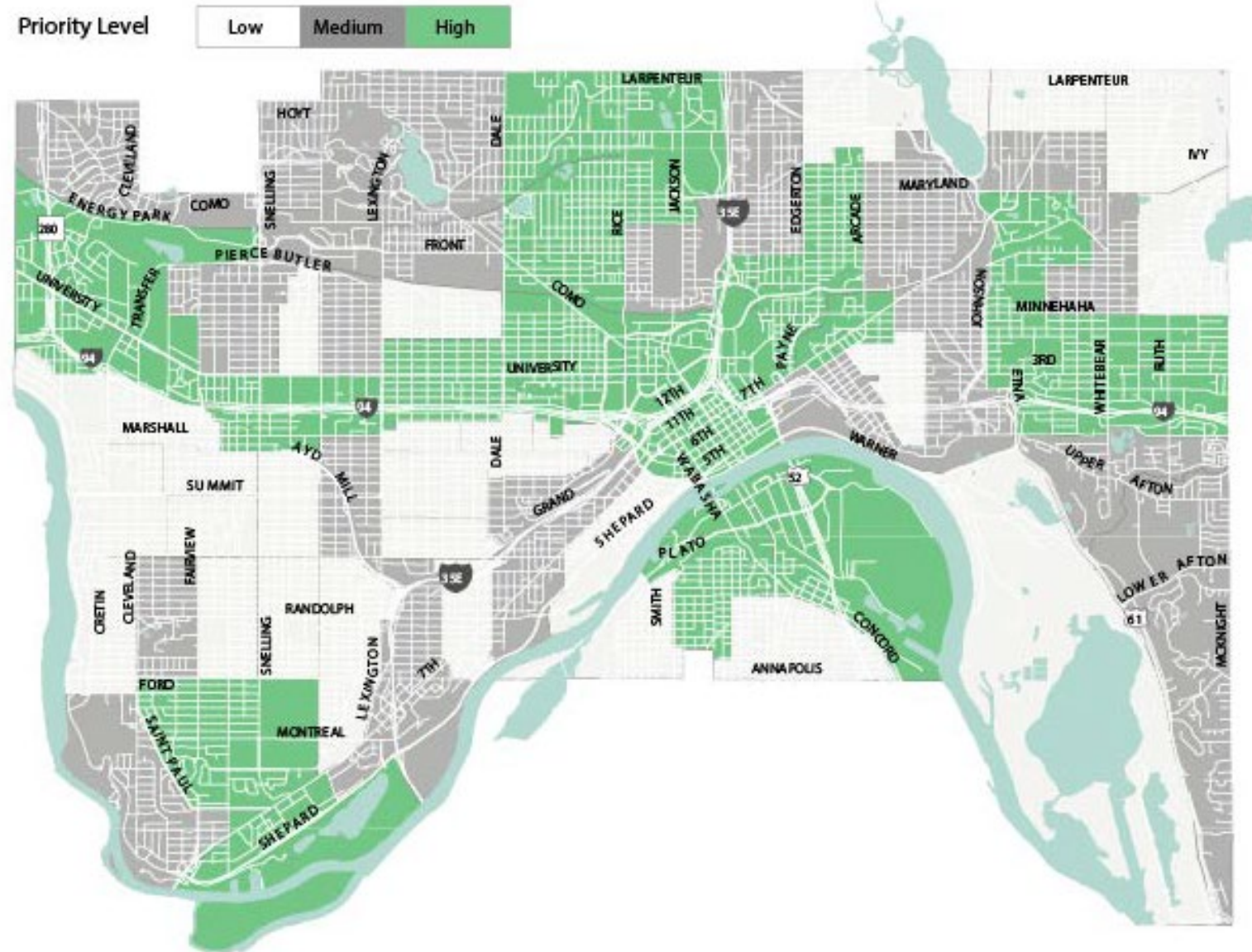
Areas of Concentrated Poverty with >50% People of Color (ACPSO)

- ACPSO tract 0 years (2010-2016)
- ACPSO tract 1 to 5 years (2010-2016)
- ACPSO tract 6 or 7 years (2010-2016)

Breaks manually determined.



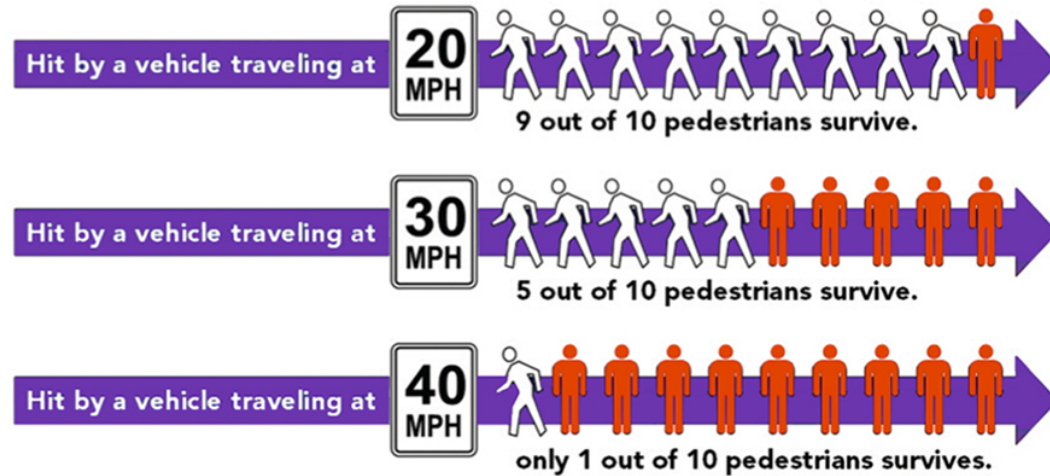
High



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- but don't address speeds or crossing distance.
- Everything we build or paint must be maintained.

Improving Crossings

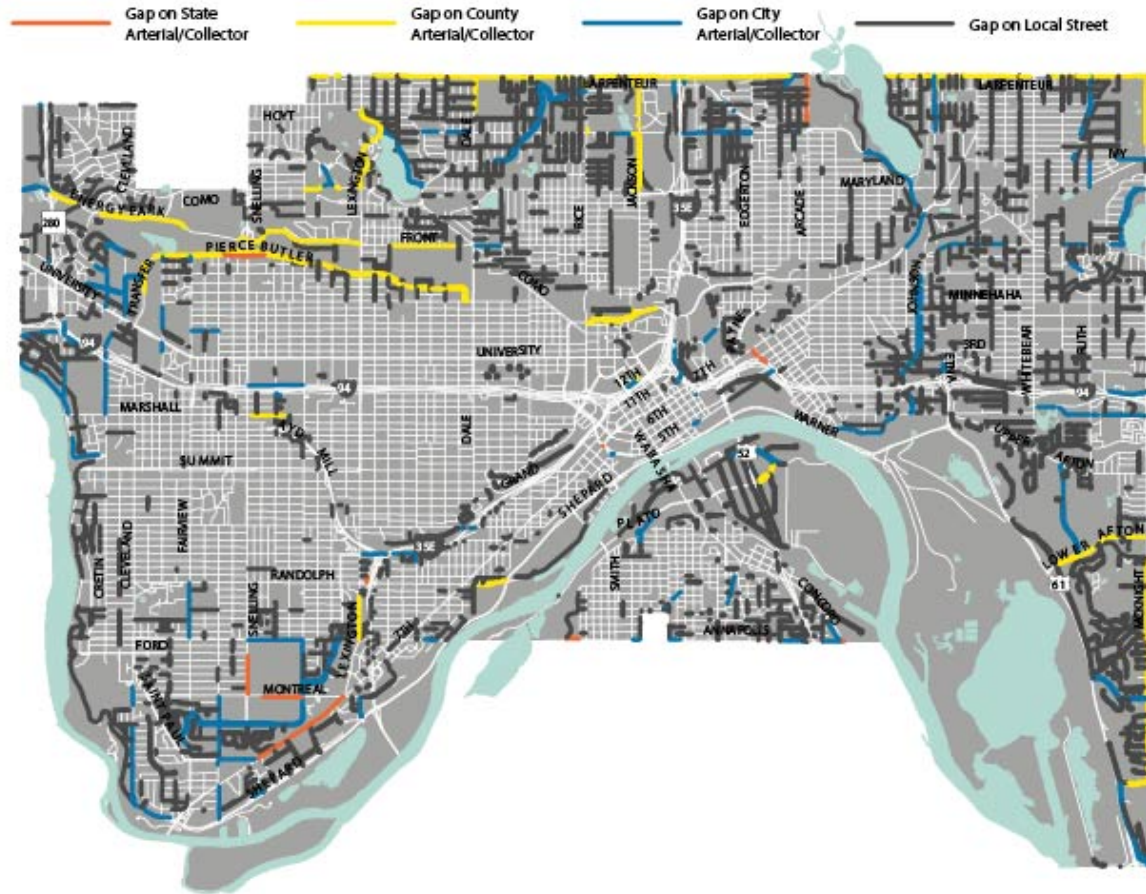


What We're Doing

- 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 other vehicles.
- 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

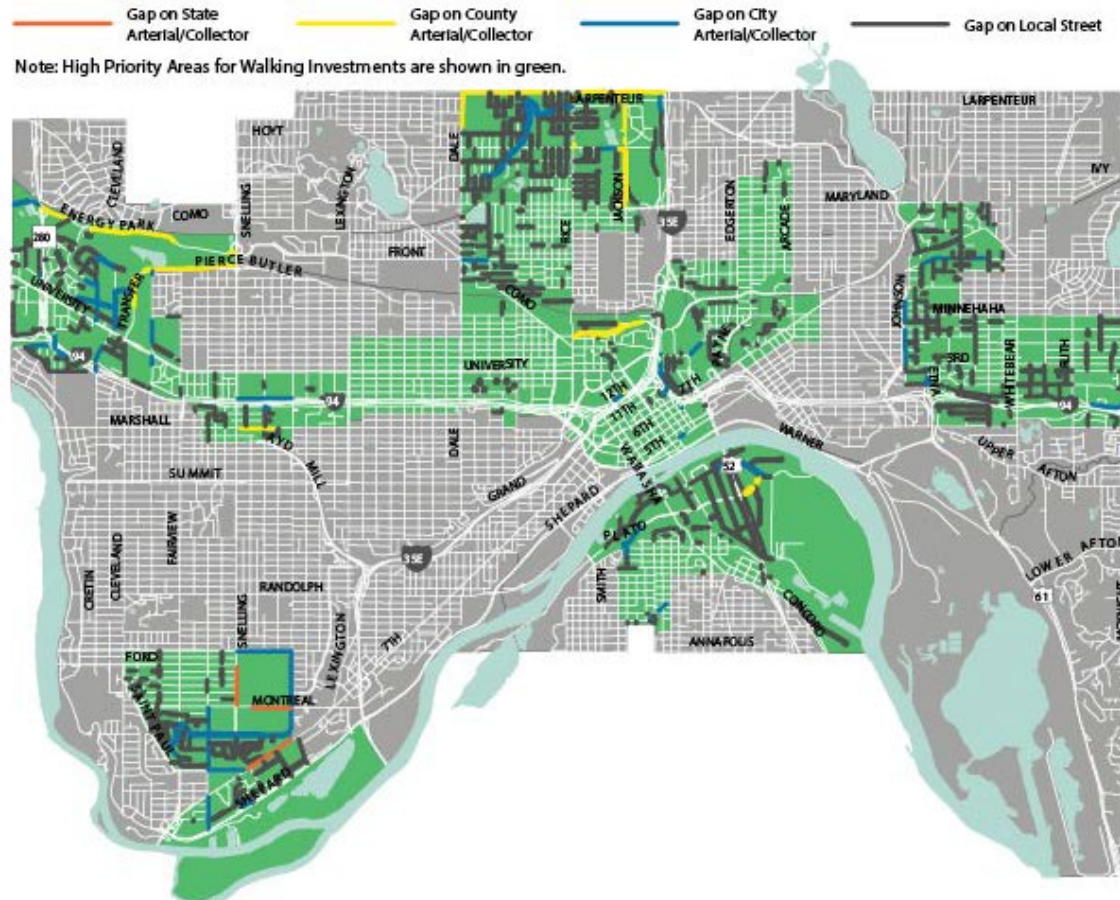
Sidewalk Gaps



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



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 structures 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



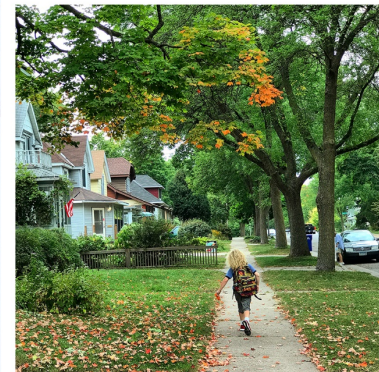
Walking
St. Paul

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.
- 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.



Paint the Pavement



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

Pedestrian Counting



- Create systems for pedestrian and bicycle data collection, including use of automated equipment.
- Continue existing partnerships and create new ones for pedestrian and bicycle data collection.
- Inventory existing pedestrian and bicycle count sites to ensure appropriate geographic distribution of counts.

Adoption Roadmap

- Community open house 11.14.18
- 6 District Council presentations, 5 St. Paul Public Housing presentations
- Transportation Committee presentation 11.19.18
- Planning Commission presentation 12.14.18
- Public comment period (tentative) 12.14.18 – 2.8.19
- Planning Commission hearing (tentative 2.8.19)
- Summary of comments and revised draft to TC and PC (tentative 2.25.19 and 3.22.19)
- City Council hearing (tentative April 2019)



Contact

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Stpaul.gov/walking

