



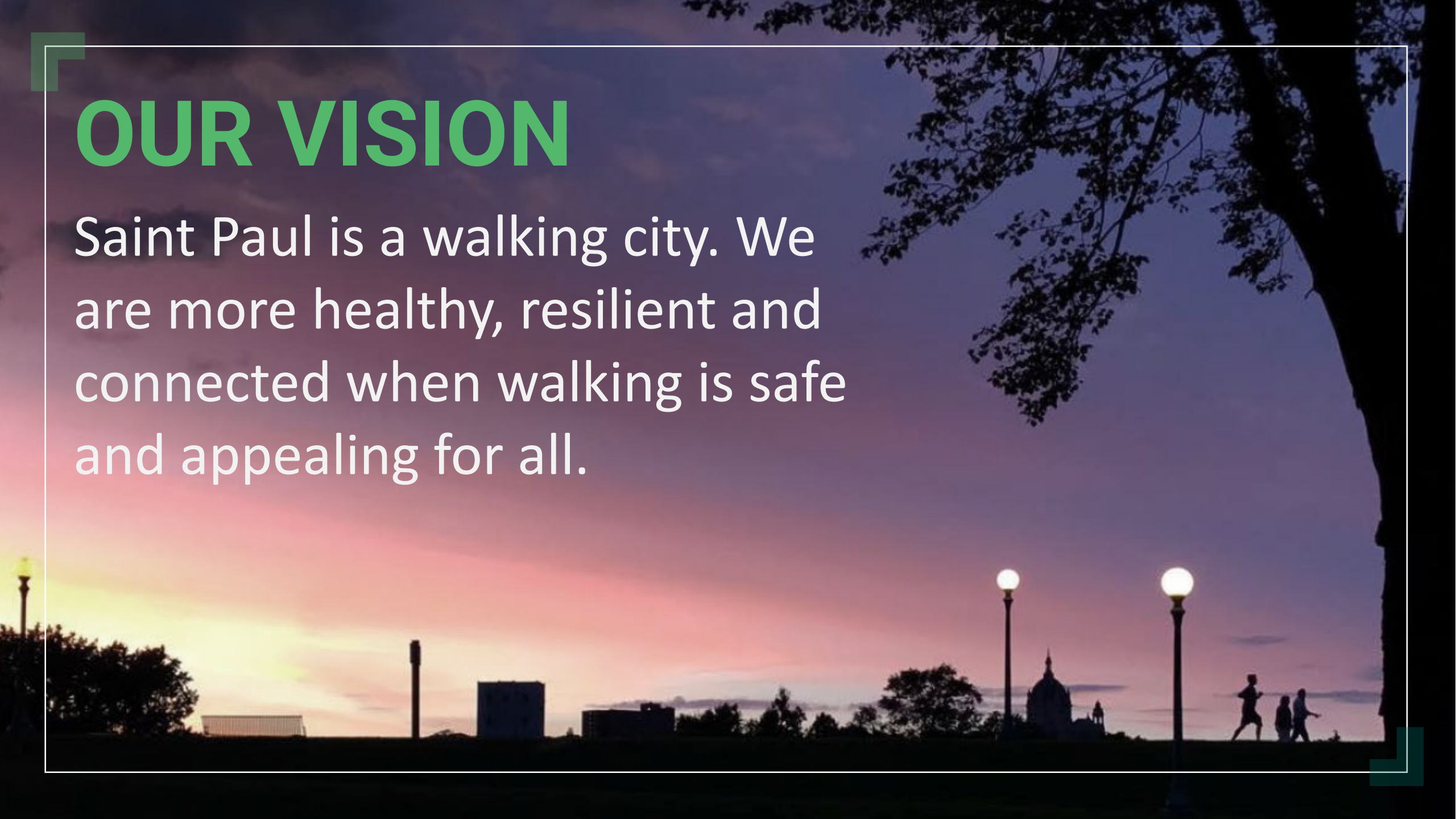
SAINT PAUL PEDESTRIAN PLAN

Saint Paul Planning Commission
February 8, 2019

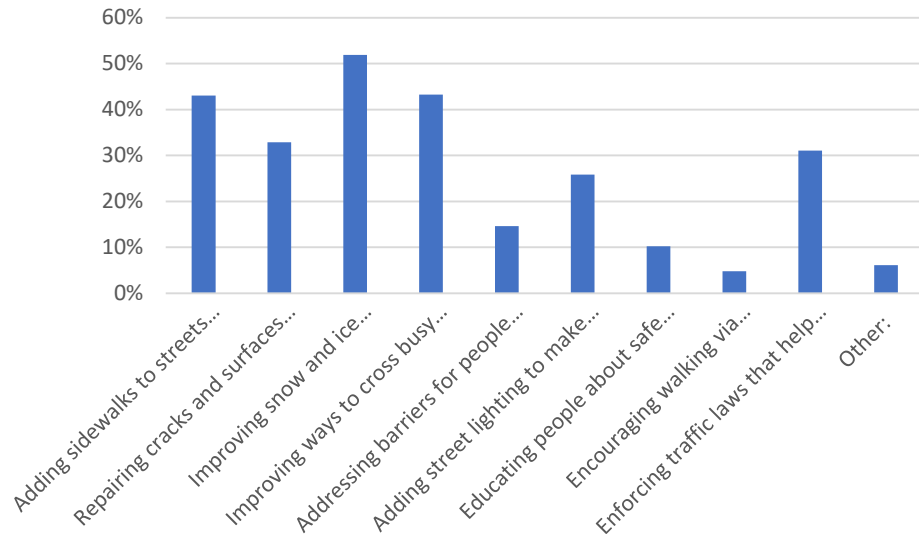


OUR VISION

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



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

Improving Crossings



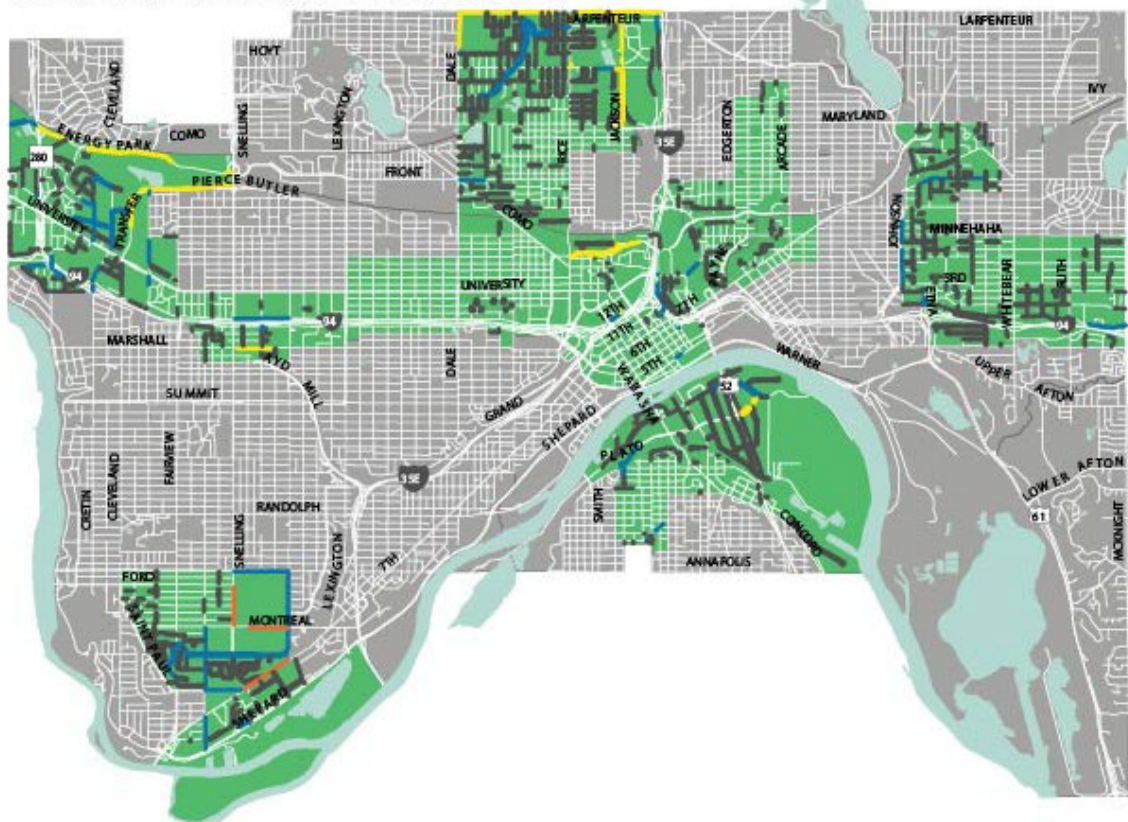
What We're Doing

- 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

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

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



What We're Doing

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

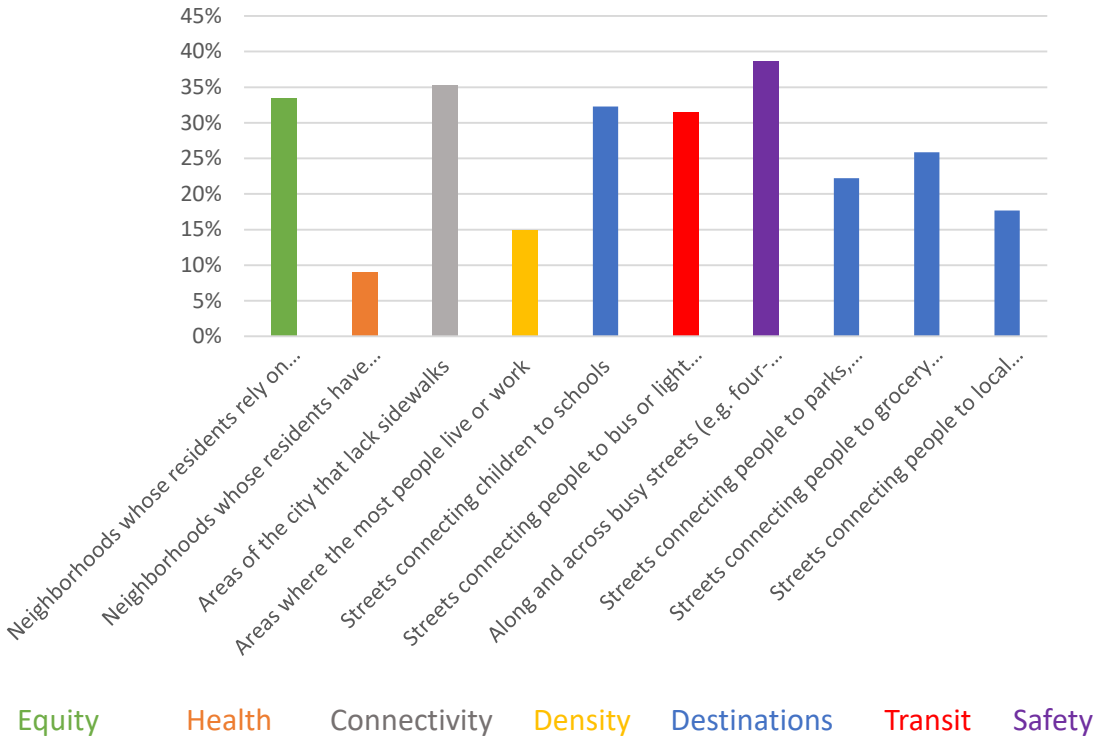
Clearing Snow and Ice



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.

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

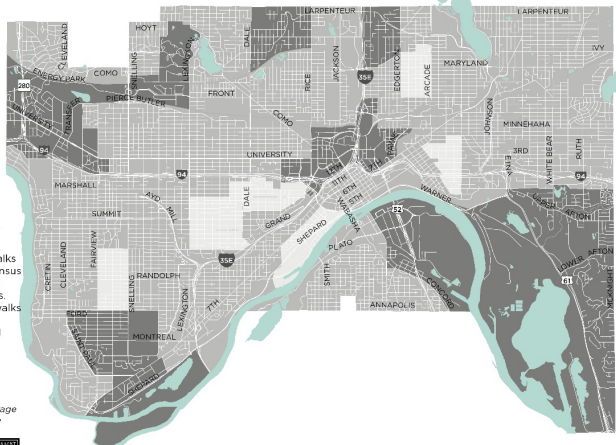
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Connectivity Score

- 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

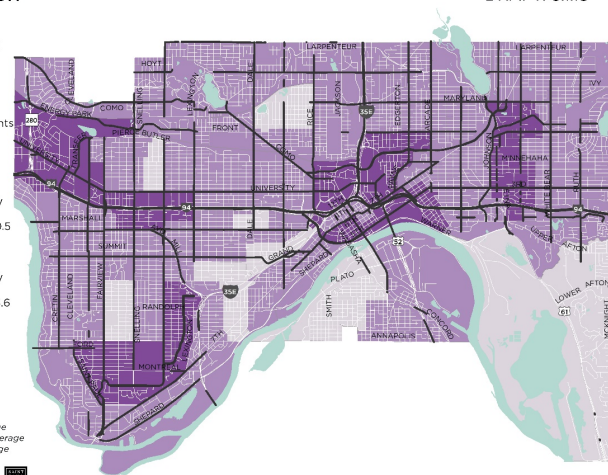
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- Priority Streets for Pedestrian Safety Improvements

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



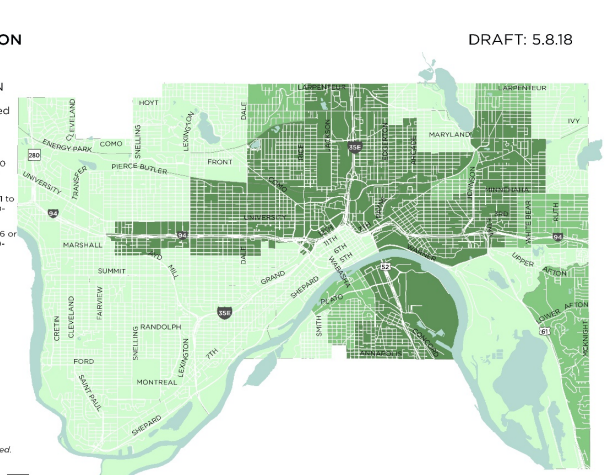
PRIORITIZATION CRITERIA SAINT PAUL PEDESTRIAN PLAN

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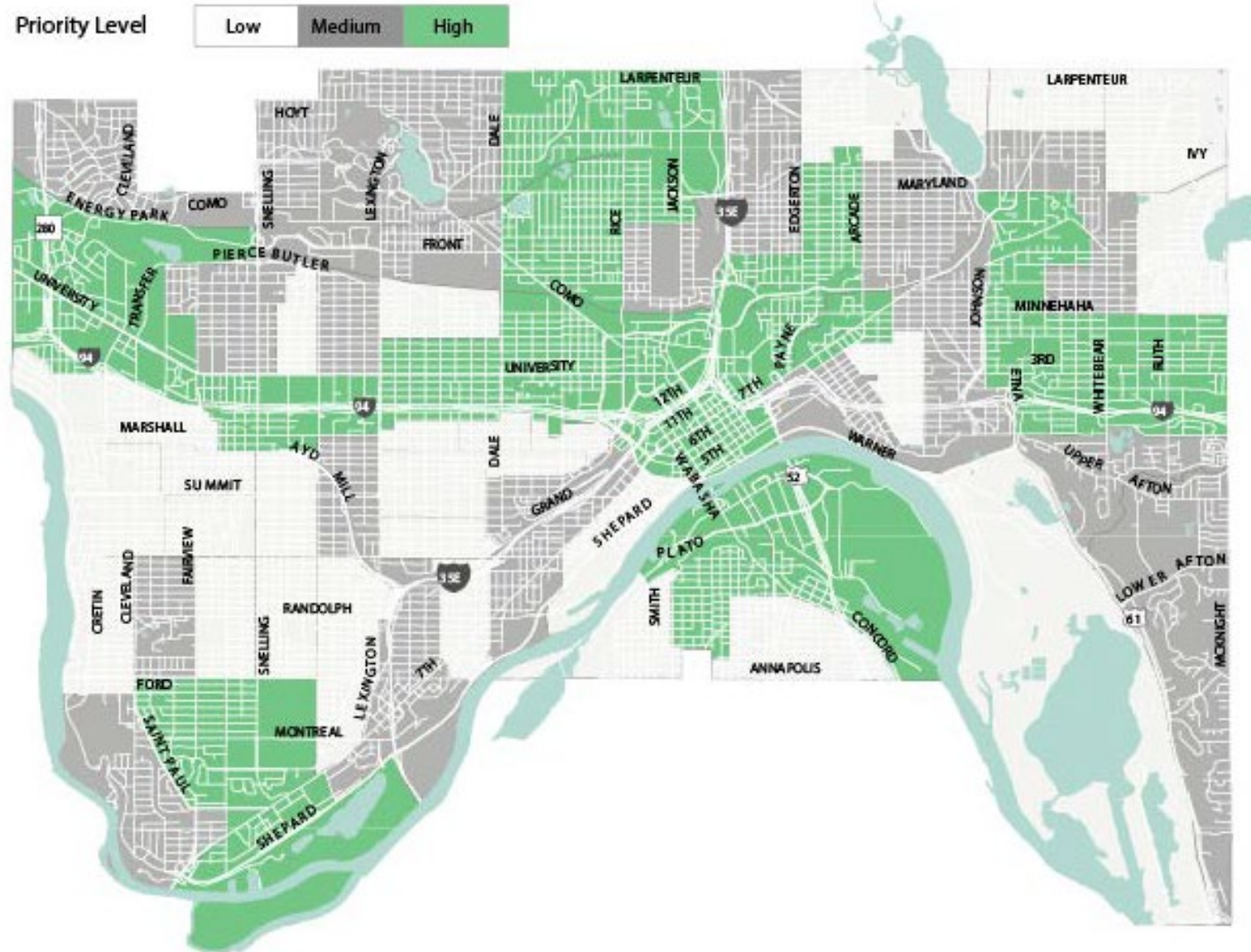
Areas of Concentrated Poverty with >50% People of Color (ACPSO)

- 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.



Priority Areas for Walking Investment



Program Priorities and Actions:

Enforce
Educate
Encourage
Evaluate



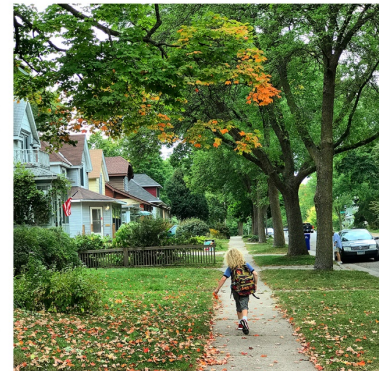
Walking
St. Paul

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
- 7 District Council presentations, 7 St. Paul Public Housing resident presentations
- Transportation Committee presentation 11.19.18
- Planning Commission presentation 12.14.18
- Planning Commission hearing 2.8.19
- Public comment period 12.14.18 – 2.11.19
- Summary of comments and proposed revisions to TC and PC (tentative March/April 2019)
- City Council hearing on final draft (tentative April 2019)





Contact

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Stpaul.gov/walking