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)
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 [...]