

SAINT PAUL PEDESTRIAN PLAN

Meeting Summary

Open House #2

Wednesday, November 14, 2018

5:00 pm to 7:00 pm

Wellstone Rec Center (179 Robie St E, St Paul, MN 55107)

This memo summarizes the second Public Open House held for the Saint Paul Pedestrian Plan on November 14th, 2018.

Basic Meeting Information

- Public open house for the greater Saint Paul community
- Date: November 14, 2018
- Time: 5:00 pm – 7:00 pm
- Presentation: 5:15 pm – 5:45 pm
- Location: Wellstone Rec Center (179 Robie St E, St Paul, MN 55107)

Meeting Notifications

- Posted on City of Saint Paul Website
- E-mails with Invite Flyer sent to Pedestrian Plan e-mail subscribers
- Posting to the city's Facebook and Twitter accounts

Attendance

- 40 attendees signed in (See Attachments for originals)
 - A few attendees did not sign in
- 9 staff present
 - 6 City of Saint Paul/Steering Committee (Fay Simer, Reuben Collins, Jeannette Rebar, Isaac Wojcicki, Jill Chamberlain, Russ Stark)
 - 2 Alta (Rose Ryan, Maria Wardoku)
 - 1 SEH (Kristin Petersen)

Meeting Description

The two-hour long public meeting began with an open house style format followed by a 30 minute presentation and facilitated small group discussions. This was followed by a Question & Answer session and then back to open house. Attendees were encouraged to sign in and to sign up for additional information to stay involved and support safe walking in Saint Paul.

Presentation boards provided information on:

- Vision and Plan Timeline
- Challenges
- Engagement Survey Summary
- Priority Areas for Walking Investment
- Adding Sidewalks to Streets Without Sidewalks
- Improve Crossings
- Clearing Snow & Ice
- Helping Achieve the Vision

Food was provided (tamales, chips and salsa from El Burrito Mercado). Spanish interpretation was available, but not utilized.

Comments:

Comments were received in variety of methods, including comments written on comment cards collected at the meeting and comments captured by staff by staff during facilitated discussions.

Fifteen (15) comment cards were collected from attendees during the meeting:

- Great plan as long as it can have teeth and be implemented. Add more tools to the crosswalk treatment set such as curb radius reduction and raised crosswalks. More discussion on speed and traffic calming is needed. Drivers tend to drive at speeds that feel comfortable regardless of speed limits. Involve the Fire Department as part of their safety mandate!
- I am concerned about the stretch of Fairview between Ford Parkway and Randolph that is not is not in the high priority area (but it is adjacent to it). It seems to meet many of the criteria – busy artery (40mph and not uncommon), sidewalk gap on the west side of the road, and multiple schools that border the road: St. Kate’s, SPA, not to mention kids crossing to walk to Horace Mann School (Safe Routes to School) and many walk to Highland Village commercial area and the Mississippi River. The one crosswalk at Bayard Ave, between Randolph and Fairview, is not well marked. Could we – at a minimum – have higher visibility paint on the road? Also, could we make the curb to the crosswalk accessible for wheelchairs, strollers, etc.? For people on the west side of Fairview traveling north, the best to cross is at Randolph (but this requires walking on property/streets without sidewalks). Could we add a delay on the traffic light timing at the Randolph/Fairview intersection to give pedestrians a head start crossing before cars get a green light? Please consider adding a sidewalk to the west side of Fairview and making the cross walk at Bayard more visible. (Flashing lights would be best!) Thank you!

✓ *Requested to be contacted.*

✓ *Requested to receive email updates.*

- Because everyone is, at some point, a pedestrian, will we prioritize ped needs over auto drivers? We have to beg for HAWK signal, but we have stop lights everywhere! /we need more safe crossings! Also, how can I help with the 25 mph initiative? ☺
 - ✓ *Requested to be contacted.*
 - ✓ *Requested to receive email updates.*
- I just recently learned about Walking Saint Paul after 3 years of living at Upper Landing. My wife and I walk 3-5 miles most days and use the Shepard – Eagle Crossing to get into town. We've had several close calls with drivers turning east from southbound Eagle onto Shepard. What's stopping the City from giving over 1,000 residents of Upper Landing a dedicated walk signal without turning allowed by cars? Our request with the button would be fine.
 - ✓ *Requested to receive email updates.*
- "Paint Pavement" great idea, especially focus on intersections (meaning they need to be closed while chalking, correct?); associated method I learned of a few years back was to locate durable sofas along sidewalks and even on road pavement without sidewalks during summer. Drivers will slow down due to various factors, one of which is surprise! It really works (but of course not without problems). Not presented tonight: implications and consequences of arrival of lime scooters in downtown area. Big issues re pedestrian flow, maybe address ASAP. Cheers!
- - Increase the frequency of Stop For Me – choose one location/day and move around the City.
 - Keep sidewalks clear of construction signs.
 - Don't blame pedestrians for wearing the "wrong" clothes.
- Corner ramps are ignored for snow, ice removal; even by homes that clean their main sidewalk very well. AND...alleys that are between sidewalks, alley plowed once, melts, freezes; what's left is 15 feet impassible!
 - ✓ *Requested to be contacted.*
- You need to modify the Pedestrian Crosswalk law. The pedestrian should need to somehow signal they want to cross the street (wave perhaps). If I had a buck for every time I've stopped for someone who doesn't want to cross or who's just waiting for the bus, I'd be on a beach in the French Riviera. As it is, the Pedestrian Crosswalk law is unfair to motorists and unsafe for pedestrians.
- To what extent does the plan have the power to influence: speed limits, other traffic calming, traffic lights (could they default to the walk icon) etc.? Right on red is after stopping, right? Never enforced. So it should go away. Question: can the cycle be influenced by pushing the "beg" button? Ever? 25 mph city-wide, please!

Saint Paul Pedestrian Plan

- Suggest reminding after each snow fall of the 24 hour requirement to remove snow on sidewalk. Including this reminder with declaring snow emergencies. – Radio and TV

- ✓ *Requested to be contacted.*
- ✓ *Requested to receive email updates.*

- Equitable: need equity for drivers: Peds must take action to be visible! Cars have headlights and taillights, directionals, back up mirrors, etc. 60%+ peds prefer “invisibility”. Please add pedestrian responsibility to the messaging. I walk 30 minutes/day in summit hill, at dark/dusk, I cannot see a ped on the street as a pedestrian! This emphasis will reduce fatalities on the streets. Some ER visit crash data for bikes on Canada supports non-visible bicyclist had higher rates of crashes.

Pedestrian refuges (islands) high impact.

Slower speeds will be key. Slow speed and pedestrian visibility would yield results.

Thanks for more sidewalks, this is fantastic use of money!

Good to focus around transit.

Build a good pedestrian too.

Create a habit of marking (“looking for”) pedestrians 131’ from intersection – advertise that distance to drivers and peds.

- Excited for the ped plan and the level of engagement done by Fay and staff. My concern is buy-in from different departments and other government bodies. Does the decision flow-chart mean intersections could lose safety measures when they get a mill and overlay (Lexington)?

- ✓ *Requested to receive email updates.*

- White Bear Avenue: 4 to 3-lane road -> should be listed as high priority (NE corner of Saint Paul).

- ✓ *Requested to be contacted.*
- ✓ *Requested to receive email updates.*

- East side needs sidewalks and walkways – Magnolia by Elders Lodge and Roosevelt Townhomes is very hard walking in street. Also, if pedestrian waves car to go, the police should care and not give tickets.

- ✓ *Requested to receive email updates.*

- Perhaps already address this but...need to have businesses engaged (get their buy-in) in plan and walkability:

1) Good for their business/employees

2) Responsible for a large % of snow removal from property – especially downtown.

Need to address scooters (fast speed) on sidewalks – ugh dangerous.

- ✓ *Requested to be contacted.*
- ✓ *Requested to receive email updates.*

In addition to written comments, the following staff notes were captured during the facilitated discussion and Q&A at the open house:

What are you most excited about?

- Appreciate the overlay of priority areas
- Interim design solutions
- That there is a plan!
- Developed priority areas
- Closing sidewalk gaps
- Improving mobility for all ages/the aging
- Really clear vision
- City wants to make pedestrian safety a priority
- Research based
- Equity
- Fixing Sidewalk Gaps
- Equity emphasis
- The fact the we are prioritizing the pedestrian
- Focus on snow and ice removal

Anything missing?

- Need for solid plan to reduce speeds
- Education for drivers and pedestrians
- What kind of allies do we have?
- Will sidewalk gap funding increase
- Performance measures?
- Filling in missing sidewalks – where is it most effective, best bang for buck
- Speed limits
- How peds can make themselves more visible
- City-wide education
- What about trucks?

Any other questions?

- What can we do to evaluate our success?
 - There is a section at end of the plan about data collection and analysis that can be used to evaluate effectiveness.
 - Hope to update the plan every 5 to 10 years.
- How are we going to pay for sidewalks?
 - There are many different funding models out there, including MN state legislation statute for a sidewalk improvement district. This will be explored further along with the recommendations.
- What chemicals/salts are used to clear sidewalks?
 - Fay will have to check back.
- Where can I get more information on enhanced traffic signals?
 - The City has been adding LPI's, and HAWKS and RRFB's are also described in the plan.
 - Requests for enhanced signals at a specific locations are sent to the traffic engineering staff.

Saint Paul Pedestrian Plan

- How does the plan interact with other cities and jurisdictions? Other City Departments and Partnerships?
 - There are many project partners including, but not limited to: Ramsey County, Saint Paul Department of Safety and Inspections, Police Department, City Council and Legislative Aids.
- How will the bike plan and ped plan work together?
 - The two are complimentary.
 - The best way to improve ped safety is to control speeds and reduce crossing distances, which can be accomplished with bike lanes.
- What was the role of crash data on the plan?
 - When creating the high priority areas, 7 measures were used. Safety was one measure as was pedestrian crashes. Next year, the City will take a deeper dive into the causes and characteristics of individual crashes to start to get more precision around the data.
- Will there be some consistency of crossing treatments?
 - The City is developing some guidelines based on new federal best practices.
- Will the City consider intersections where it is all red for cars when it is all green for peds?
 - Those treatments are primarily used at intersections with several hundred crossings at a time. The City is not considering using them at this time.

In addition to the Q&A comments, the following staff notes were captured during discussions at the open house:

- The attendees that I spoke with were all very happy that the City is planning and investing in pedestrian safety. Many were eager to stay involved and were happy to be included in the process.

Photos of Event:



Saint Paul Pedestrian Plan





Saint Paul Pedestrian Plan





Saint Paul Pedestrian Plan



Attachments:

Sign-in Sheets

Comment Cards

Sign Up Forms

S:\AE\A\ALTAP\142874\0-St Paul Pedestrian Plan P\Meeting Items\Recap