

SAINT PAUL PEDESTRIAN PLAN

Draft Infrastructure Recommendations

Draft: July 10, 2018

Vision Statement

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

Goal 1: Make walking safe for everyone

Strategy	Recommendations
A. Reduce the number of pedestrian crashes and eliminate traffic-related fatalities and injuries	[Remove from strategies? This could be defined as an outcome, rather than a strategy.]
B. Prioritize pedestrian safety in street design	<ol style="list-style-type: none"> <i>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 motor vehicle use.</i> <i>Reduce pedestrians' exposure to motor vehicles and lower street design speeds. Pursue changes in street designs including lane reductions, curb extensions, refuge islands, and raised crosswalks on alteration projects to collector and arterial streets. Coordinate with transit providers and the Saint Paul Bicycle Plan to maintain efficient multimodal service.</i>
C. Teach and reinforce safe driving and walking and driving behaviors	[to be filled in with non-infrastructure recommendation]
D. Be proactive, consistent, and transparent in installing pedestrian safety improvements at street crossings	<ol style="list-style-type: none"> <i>Review Public Works policy for enhancing pedestrian crossings at uncontrolled locations to define a decision-making process that is consistent, transparent, and results in equitable implementation of crossing enhancements. Update policy periodically to incorporate best practices and national guidelines. Apply this policy</i>

	<p><i>to select crossing treatments in response to community requests and to evaluate treatments installed as part of road alterations projects.</i></p> <p>4. <i>Pursue opportunities to install and maintain interim pedestrian crossing enhancements using low-cost materials.</i></p> <p>5. <i>Provide enhanced crossings at least every 700 feet on arterial and collector streets in high priority pedestrian areas.</i></p> <p>6. <i>Identify resources for on-going maintenance of crossing facilities as new crossing enhancements are added.</i></p> <p>7. <i>Convert crosswalks marked with parallel bars to “big block” crossings to enhance visibility of these locations.</i></p>
E. Improve peoples’ sense of personal safety by increasing the total number of people walking	<p>8. <i>Support access to transit stops by supporting safe crossings and waiting environments.</i></p> <p>9. <i>Support a robust Safe Routes to School program that promotes walking and bicycling among elementary-aged students.</i></p> <p>10. <i>Pursue streetscape improvements and pedestrian-scaled lighting in accordance with adopted land use plans.</i></p>

Goal 2: Connect vibrant communities in all parts of Saint Paul

Strategy	Potential Action
F. Make walking a joyful experience that connects people with their community and with destinations	11. <i>Design streets in accordance with Saint Paul’s Street Design Manual to promote a comfortable walking environment on all street types in Saint Paul.</i>
G. Focus investments in places with the greatest needs to reduce disparities in accessible and safe walking environments	12. <i>Use the high-priority pedestrian areas defined in the Pedestrian Plan to select areas for grant funding opportunities, including Safe Routes to School, Metropolitan Council Regional Solicitation, and Ramsey County partnerships.</i>
H. Improve snow and ice removal so people of all ages and abilities can travel year-round	13. <i>Explore a proactive system to address non-compliance with sidewalk shoveling ordinance.</i>

	<i>14. Identify programs such as crowd-sourcing or policy changes to encourage greater compliance with sidewalk snow and ice removal policies.</i>
I. Accelerate completion of the sidewalk network in areas where potential for use is highest	<p><i>15. Prioritize sidewalks on both sides of every street.</i></p> <p><i>16. Require sidewalk on all sides of new development projects.</i></p> <p><i>17. Develop a dataset to identify sidewalk condition throughout the city. Combine this with the high priority pedestrian need areas to prioritize locations for annual sidewalk replacement.</i></p> <p><i>18. Study alternative funding resources to construct sidewalk gaps instead of property assessments.</i></p> <p><i>19. Incorporate the presence of sidewalk gaps into selection criteria for future SPS projects.</i></p>
J. Increase the rate of sidewalk and curb ramp reconstruction	<i>20. Use the high-priority pedestrian areas defined in the Pedestrian Plan to identify projects for grant funding opportunities, including Safe Routes to School, Metropolitan Council Regional Solicitation, and County partnerships.</i>
K. Improve community health through increased rates of walking	[Remove from strategies? This could be defined as an outcome, rather than a strategy.]

Goal 3: Get it done

Strategy	Action
L. Spark a culture shift: everybody plays a part in making Saint Paul a safe and appealing place to walk	[to be filled in with non-infrastructure recommendation]
M. Maximize impact within existing capital investments and pursue new funding sources	<i>21. Maximize impact of capital projects through coordination with partner jurisdictions like Ramsey County, MnDOT and Metro Transit. Define internal structure for managing external partnerships and identifying opportunities to maximize use of resources during capital projects.</i>

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<p>N. Pursue opportunities for low-cost, interim solutions as well as creative maintenance solutions</p>	<p>[Delete? Captured under strategy D.]</p>
<p>O. Communicate, coordinate, and integrate activities across city departments</p>	<p>[to be filled in with non-infrastructure recommendation] <i>22. Coordinate with PED to identify streetscaping priorities and identify funding sources, including external grants, to implement these enhancements.</i> <i>23. Identify new projects' impact to crossing needs as part of site plan review and install any crossing upgrades as part of site redevelopment.</i></p>
<p>P. Update the Pedestrian Plan every five years</p>	