

SAINT PAUL PEDESTRIAN PLAN

Steering Committee Recap 6.18.18

Location: Saint Paul City Hall, 15 W. Kellogg Boulevard, Room 41 9:30 AM – 11:30 AM

9:30	Welcome and Introductions – Simer
9:40	Recap of Recent Activities – Simer <ul style="list-style-type: none">• Stop for Me 2018• Twitter @stpaulpublicw• Council briefings
9:45	Presentation of Draft Prioritization Scenario – Ryan <ul style="list-style-type: none">• Presented revised prioritization scenarios based on feedback from May meeting.• Proposed scenario weights measures consistent with how each measure was prioritized by the public in the pedestrian plan survey. Some measures are weighted up or down to account for input from groups underrepresented in the survey.• Discussion:<ul style="list-style-type: none">• How does Saint Paul Public Schools define hazardous roadway crossings? Pedestrian improvements have the opportunity to change walk zones for schools; this could be a metric to show positive change over time.• Committee members discussed whether schools could be weighted by total enrollment. Schools could potentially be part of safety criteria, since small children need more assistance crossing the street. ACP areas tend to have higher concentrations of children under age 5. Due to lack of defined funding source for improvements, fine-grained analysis may not be necessary in the overall prioritization.• Committee members endorsed proposed model for prioritizing locations for pedestrian improvements.
10:05	Presentation of Draft Pedestrian Crossing Site Evaluation Guidelines – Simer <ul style="list-style-type: none">• Practice application of draft site evaluation guidelines• Discussion:<ul style="list-style-type: none">• Flowchart rewards places where people are already crossing.• Why do we need to limit total number of crosswalks?

	<ul style="list-style-type: none"> • Doing nothing is not a preferred outcome for a pedestrian safety request. • Flowchart geared at expectation and resource management. • How would flowchart connect with map of high priority walking areas? This is challenging due to lack of dedicated funding source for improvements. • Could crosswalk improvements be compared to another cost, such as a common street improvement? Or percentage of overall street reconstruction budget? • What about opportunities to use Commercial Vitality Zone funding for pedestrian safety improvements?
11:30	Adjourn

Materials

- Updated draft prioritization criteria
- Draft Pedestrian Crossing Site Evaluation Guidelines
- Draft Pedestrian Crossing Site Evaluation Guidelines Background