

Draft Saint Paul Pedestrian Plan Comments - December 14, 2018 - February 11, 2019

	Signature	Location	Created At	Name	Address	Comment	Category	Response	Proposed Revisions
72	Barb Thoman	inside Ward 4	1/30/2019 10:50	Barb Thoman	2157 Roblyn Avenue, St. Paul, MN 55104	9. Why does Ramsey County not pay 100 percent of the cost of sidewalk replacement (page 38)? Please list the county policy on cost-sharing in the plan. Maybe the city should advocate with the county to change this policy.	Sidewalks	See proposed revision.	<p>9. Add link to https://www.ramseycounty.us/sites/default/files/Roads%20and%20Transit/2018-2022%20TIP-%201-11-18.pdf</p> <p>Add plan action: Request that Ramsey County and MnDOT review local cost participation policies in in response to their adopted multimodal policy goals.</p>
73	Barb Thoman	inside Ward 4	1/30/2019 10:50	Barb Thoman	2157 Roblyn Avenue, St. Paul, MN 55104	<p>8. Please identify the amount and types of investments in pedestrian infrastructure/programs from the \$42.5 million 8-80 Vitality Fund (page 10)? Was all this funding spent on pedestrian and bicycle infrastructure and programs?</p> <p>10. Section 2-4 of city code requires property owners to install sidewalks adjacent to all streets abutting properties undergoing site redevelopment (table on page 7, item 2-4). Are there exceptions? No sidewalk was installed at a recent redevelopment on east side of Cleveland just south of I-94.</p> <p>11. What is the cost in city staff time of Paint the Pavement (page 54)? I question whether this program should be a high priority. Does the paint go into the storm sewer and the river when it flakes off?</p> <p>12. Does St Paul still have federal money to continue the Stop for Me campaign in 2019? This was not clear to me.</p>	Clarification	See proposed revision.	<p>8. Add weblink https://www.stpaul.gov/news/city-council-passes-8-80-vitality-fund</p> <p>10. Public Works staff is unaware of this example. Please follow up with details about the specific location in question and Public Works staff is happy to research past project decisions pertaining to this property.</p> <p>11. Administrative staff time for this program is currently limited, but would need to increase in order to fulfill the actions of the plan. The cost for operations staff to support Paint the Pavement are included in program fees.</p> <p>12. Add sentence about current Stop for Me funding with program years identified.</p>
123	Payne Phalen District Council		2/8/2019			d. Likewise, we suggest adding Ramsey County and MnDOT to the list entities that will need to be coordinated in order to ensure that these goals and priorities are met when implementing the plan.	Clarification	See proposed revision.	Add action 3-3 to Table 3: "Maximize impact of capital projects through coordination with partner jurisdictions such as Ramsey County, MnDOT and Metro Transit. Define internal structure for managing external partnerships and identifying opportunities to maximize use of resources during capital projects."
3	Name not available		2/11/2019 12:26	M. Vance	428 Fry Street	What is the plan for enforcing compliance with pedestrian laws? Pedestrians running out in front of cars, who have the right away green light, to catch transportation is something I observe ever day. Usually multiple times per day.	Pedestrian Education	See proposed revision.	Add action item under Goal 1: Work with state agency partners to identify needs and strategies for increased education about safe walking behaviors.

41	John Eischens	inside Ward 2	12/17/2018 12:08	John	333 Sibley St.	Please make education on pedestrian laws a higher priority and begin to more strictly enforce jaywalking laws. Even in areas of downtown St. Paul where there are plenty of defined pedestrian crosswalks, many people continue to jaywalk, even when they're less than 20 feet from a marked crosswalk. I can't even count the number of times I've nearly hit a jaywalker in downtown St. Paul as it's a near weekly occurrence. Because of this, I'm less optimistic about some of these improvements, as jaywalkers will continue to jaywalk, even when safer options are provided. While it's great to enforce vehicle laws regarding stopping pedestrians in crosswalks, jaywalking laws should be equally enforced.	Pedestrian Education	See proposed revision.	Add action item under Goal 1: Work with state agency partners to identify needs and strategies for increased education about safe walking behaviors.
51	Greg Kammier	outside Saint Paul	1/12/2019 23:12	Greg Kammier	Circle Pines, Mn.	Watching out for pedestrians is the first most important thing everyone driving should do, but I would like to say that when I was growing up I was taught to stop! at the curb as a pedestrian, and look both ways before stepping out into the street to make sure it was Clear! to cross. I think pedestrians now, because of the freedom given with the law, that they are just stepping out into traffic cause they think that the vehicle has to stop for them. Yes! That vehicle has to stop, but so many people step out now right in front of cars because of the law. You should not step out in front of vehicles until it is Clear! Period! Waiting to cross and making sure you have time enough to cross must be reminded to the public by signs, and law enforcement. People are stopping traffic more than ever now, and it is wrong! Thank you for your time!.	Pedestrian Education	See proposed revision.	Add action item under Goal 1: Work with state agency partners to identify needs and strategies for increased education about safe walking behaviors.
99	Dave Hafner	outside Saint Paul	12/19/2018 18:46	Dave Hafner	1037 Marnie St. S.	Dear Sirs: Having attended numerous safety meetings and considering myself to be a legitimate safety advocate, I believe I have a very good understanding and grasp of the challenges that we face, and the factors that	Coordination with other travel modes	This plan is intended to specifically address the needs of pedestrians. The Transportation Chapter of the	Add action item under Goal 1: Work with state agency partners to identify needs and strategies for increased education about safe walking behaviors.
112	Stacey Von Wald	inside Ward 3	12/17/2018 10:59	Stacey Von Wald	1902 Sheridan Ave. 55116	What the plan the city is proposing lacks, is pedestrian knowledge. I see every day people who believe that because of the pedestrian laws that makes them impermeable to cars and trucks. They believe that because the law is on their side, they don't have to take the precautions that I do. To not have any pedestrian knowledge/training in the plan makes me truly marvel at the naivet� of those who believe in it. And it's dangerous. Too many people believe that because the law is on their side, they have the right to cross the street even if a car is coming or while they're on their cell phone or while they're chatting with their friends. Really? If pedestrians were "trained" as I am, there would literally be no car/pedestrian accidents. Isn't that what we're really looking for? How can this be considered a comprehensive plan when there is very little responsibility on the part of the pedestrian?	Pedestrian Education	See proposed revision.	Add action item under Goal 1: Work with state agency partners to identify needs and strategies for increased education about safe walking behaviors.
113	Name not available		12/17/2018 10:43	Regina rippel	690 Lawson ave e	I strongly believe that walking and driving safely go hand in hand I have nearly gotten killed on xwalks. And I see people deliberately walking on the street expecting traffic to stop for them much more education needs to happen for both drivers and walkers.	Pedestrian Education	See proposed revision.	Add action item under Goal 1: Work with state agency partners to identify needs and strategies for increased education about safe walking behaviors.

121	District 1 Community Council		2/4/2019			We recommend training for pedestrians too. Just like in drivers ed — we learn about defensive driving, because you can't always trust the other driver. That is even more important when it is pedestrian vs car because the pedestrian is almost always the loser. Yes, drivers should always follow the rules and watch for pedestrians but empowering them with safe habits would be good too.	Pedestrian Education	See proposed revision.	Add action item under Goal 1: Work with state agency partners to identify needs and strategies for increased education about safe walking behaviors.
188	Payne Phalen District Council		2/8/2019			Not all pedestrian facilities are sidewalks that parallel existing city streets. In many parts of the city there is a need to connect interrupted parts of the grid; places where vehicular connections may not be crucial but where new or improved pedestrian connections are essential for good access by walking.	Other		Add action to Goal 2 Pursue opportunities to enhance pedestrian connectivity in places where streets do not connect through natural features or across major pedestrian barriers.
181	Payne Phalen District Council		2/8/2019			Page 7, Table 1: Please consider including language that indicates the need for, and benefits of coordinating with St. Paul's Community Councils on the various design and development efforts in this list. For the Payne-Phalen Community Council, we would very much like to collaborate with the City as improvements are being contemplated, designed, and implemented. a. For instance, how do these activities fit into the City's new Capital Budget process? b. Also, it would be good to know more specifically how District Councils can be helpful by ensuring strong engagement advice and consultation on this list of actions? Page 11: In regard to "engagement practices," please consider adding language that indicates how St. Paul's Community Councils can be helpful and included.	Other	Comment acknowledged.	Add action to Goal 3 Increase opportunities for community collaboration on street design and implementation in partnership with Saint Paul District Councils and other interested organizations.
186	Payne Phalen District Council		2/8/2019			Chapter 6, page 59: Please consider including language that indicates the need for and benefits of coordinating with St. Paul's Community Councils in the process of monitoring progress on the walking network.	Other		Add action to Goal 3 Increase opportunities for community collaboration on street design and implementation in partnership with Saint Paul District Councils and other interested organizations.
189	Payne Phalen District Council		2/8/2019			There is an important consideration that could or should be amplified in this plan – future development. The plan itself is very strong in identifying existing shortfalls in the pedestrian system and recognizing the deficit in existing conditions. But in the course of the next ten or twenty years, a great deal of growth and redevelopment is expected – redevelopment that might help to transform parts of the city that could be so much more than they are today. Unfortunately, this plan doesn't have a strong sense of anticipation of those future needs. More importantly, the plan could be strengthened to anticipate the future benefits of redevelopment around TOD locations as well as intended investments to the transportation infrastructure.	Land Use and Zoning	The methodology to determine High Priority Areas for Walking Investment included neighborhood nodes, locations where land use redevelopment is anticipated. Future transitways are not included in the methodology, because precise stop locations where unknown at the time of the plan's development. Details on the methodology are available at: https://www.stpaul.gov/sites/default/files	Add further detail in a paragraph on pg 84 explaining that priorities can change as they city develops. Transitways and site development bring great opportunities (and increased demand) to corridors and the pedestrian network should be responsive to these trends.
69	Barb Thoman	inside Ward 4	1/30/2019 10:50	Barb Thoman	2157 Roblyn Avenue, St. Paul, MN 55104	Please add a discussion of the importance of good zoning to walking including Crime Prevention Through Environmental Design principals, aesthetics, placement of windows, driveways and parking, etc. I would list the City's Draft Comprehensive Plan as a relevant plan on page 16.	Land Use and Zoning	Comment acknowledged. Page 16 includes a detailed description of the draft comprehensive plan and its relationship to the pedestrian plan.	Add link to Comp Plan in paragraph on page 16.
101	Jeanne Gehrman	inside Ward 7	12/19/2018 10:15	Jeanne Gehrman	1963 Nortonia Avenue	2. P. 4 - (Quote): The Saint Paul Police Department (SPPD) maintains a database of bicycle and pedestrian crashes and makes this data available online. (Unquote) So how about giving us a clue as to approximately or maybe even exactly where that is on the SPPD portion of the City's web site? Please simply give us a link, thank you very much.	Clarification	See proposed revision.	Add link to page 4: https://www.stpaul.gov/departments/police/pedestrian-and-bike-crash-data-city-st-paul
122	Payne Phalen District Council		2/8/2019			Page 20 and 21: The graphs depicting survey responses indicate percentages, but they do not add up to 100. Does that matter? It seems a bit confusing. a. It would be helpful if these maps were numbered as they are in the previous parts of the document.	Clarification	See proposed revision.	Add note indicating that survey respondents could select more than one answer.

67	Barb Thoman	inside Ward 4	1/30/2019 10:50	Barb Thoman	2157 Roblyn Avenue, St. Paul, MN 55104	The Metropolitan Council's Travel Behavior Inventory reports that that 12 percent of auto trips by residents of the Minneapolis/St Paul region are less than one mile and 26 percent are less than two miles. For St. Paul residents, the percentages are 15 and 32 percent. I would list these numbers in the plan to demonstrate the opportunity to increase the percentage of trips by walking including walking to transit. (See attached table with Met. Council data).	Climate change	Comment acknowledged.	Add reference on page 16 to Saint Paul's Climate Action Plan (underway)
49	Pat Thompson	inside Ward 4	2/8/2019 13:47	Pat Thompson	1496 Raymond Avenue, Saint Paul, MN 55108	Third, South St. Anthony Park is marked as a high-priority area for walking investment, and again, we agree with that. This is an area with many sidewalk gaps, increasing housing density, and a lot of transit connections from buses and two Green Line stations. The only two specific stretches that make it onto the Pedestrian Plan's numbered priority list, however, are not the gaps we would prioritize, and are not near those areas of housing density and transit. We don't disagree with adding sidewalks on Pierce Butler Route or Kasota Ave. (we want sidewalks everywhere) but our priority would be to make Territorial Road from the Minneapolis line to Vandalia safe for pedestrians, especially the area around the highway 280 ramps and the most likely path from Seal Hi-Rise to Raymond Station. We can share details on these areas from community input. Our second priority would be some of the private streets and passageways immediately adjacent to the Raymond and Westgate Stations that don't have sidewalks, such as Carleton one block north of Raymond Station (connecting to Long) and LaSalle south of University, or the two possible passageways from Ellis to University between Emerald and Curfew, which are the most obvious connections between the multifamily housing south of Franklin (now under construction) and the Westgate Station.	Priority Areas	Exclusion of the sidewalk gap on Territorial was an oversight and will be corrected in the final plan.	Add Territorial to Table 18 Add action to Goal 2 Pursue opportunities to enhance pedestrian connectivity in places where streets do not connect through natural features or across major pedestrian barriers.
13	Name not available		2/8/2019 8:57	Jeff Zaayer	1750 Saunders Ave	Visibility of crossing pedestrians is very important the guidelines for sign placement often obstructs visibility of pedestrians. Placement of trees and street furniture need to be carefully placed as well to not obstruct visibility of and for crossing pedestrians.	Street crossings	See action 1.4: Ensure visibility of pedestrian crossings. Review sign placement, street furniture, bus shelters, foliage growth and parking restrictions at intersections as part of all reconstruction projects and requests for crossing improvements.	Amend action 1.4: Ensure visibility of pedestrian crossings. Review street lighting , sign placement, street furniture, bus shelters, foliage growth and parking restrictions at intersections as part of all reconstruction projects and requests for crossing improvements.
17	Monica Rasmussen	inside Ward 4	2/7/2019 15:20	Monica Rasmussen	409 Roy St N	I would like to be more visible. When I get off the EB Snelling station and cross University to head South, I am shielded by a bunch of signs. Left turning drivers don't see me or any group of people crossing there. It is especially dangerous with a stroller. There are many intersections like that in this city, not just at Green Line stations. Sometimes pedestrians are occluded by signs, sometimes by large trees. Where a person will stand to cross should be considered when landscaping and placing signage. The fence at the University ALine station also greatly affects mobility and increases the distance just to cross the street. What should be there instead is a nice accessible crossing area like what Snelling and Charles has. Hawk lights at major unsignaled intersections would also greatly improve safety. And at major signalized intersection that have high pedestrian counts (like Selby-Snelling), pedestrian scramble lights should be installed.	Street crossings	Action 1-4: Ensure visibility of pedestrian crossings. Review sign placement, street furniture, bus shelters, foliage growth and parking restrictions at intersections as part of all reconstruction projects and requests for crossing improvements."	Amend action 1.4: Ensure visibility of pedestrian crossings. Review street lighting , sign placement, street furniture, bus shelters, foliage growth and parking restrictions at intersections as part of all reconstruction projects and requests for crossing improvements.

79	Michelle Jwanouskos	outside Saint Paul	1/7/2019 12:57	Michelle Jwanouskos	879 Crestview Dr. So.	<p>Just wanted to share my perspective. Living off of McKnight Road, 2 miles south of where people were just hit by cars, I have to say that, when I saw these crosswalks pop up, with no flashing lights, I shook my head at the lack of forethought of their implementation. The ones added between Londin Lane and I94 were so incredibly ill-conceived it angered me and honestly, I was not surprised when I heard the news of this tragedy.</p> <p>Let's just ignore that we have a HUGE issue with distracted drivers. And dismiss the fact that 95% of the people who walk around these areas are covered from head-to-toe in dark clothing...I can't tell you how many times I've been startled by people walking on the side of the road that I didn't see until I was 5 feet from them. You can't fix stupid, but honestly, it's decisions like this that anger me with regard to government...the lack of common sense that people think painting lines on the road and adding signs would have no unintended consequences. ESPECIALLY where these people were killed...where there are 4 lanes of traffic!</p> <p>The problems I see is that first, you have them right next to bus stops, so as a driver, I can't tell when someone's waiting for a bus or waiting to cross. Second, every time I've stopped for pedestrians at the spot just south of I94...where it's 4-lanes, the cars traveling in the lane to my right never stop, forcing me to honk my horn to alert both the car and those crossing...which I bet money is what happened.</p> <p>From my perspective, these cross walks should ALWAYS be built with crossing lights like they have on Lake Road in Woodbury. While it will obviously cost more, it would most likely save lives which seems to have escaped the minds of those who pushed these things forward.</p>	Street crossings		Amend action 1.4: Ensure visibility of pedestrian crossings. Review street lighting , sign placement, street furniture, bus shelters, foliage growth and parking restrictions at intersections as part of all reconstruction projects and requests for crossing improvements.
124	District 1 Community Council		2/4/2019			Increased lighting at major intersections with higher density populations, and near bus stops is absolutely needed (note this comment was originally drafted before the crash/death at McKnight south of Burns).	Street crossings	See proposed revision.	Amend action 1.4: Ensure visibility of pedestrian crossings. Review street lighting , sign placement, street furniture, bus shelters, foliage growth and parking restrictions at intersections as part of all reconstruction projects and requests for crossing improvements.
6	Name not available		2/4/2019 17:24		2163 Randolph Ave.	I appreciate your including the issue of clearing snow and ice. I have to say that the St. Paul Public Schools facilities are some of the very worst at clearing ice and snow. Their buildings often have several blocks of bordering sidewalks, which usually are not shoveled/plowed, and become caked with ice and snow for weeks in the winter. Schools should NOT be exempt from the requirement to clear the sidewalks. There must be some consequence for this negligence.	Snow and ice	Comment acknowledged.	Amend action 2-8: Develop a public awareness campaign to educate residents, businesses, and other property owners about the city snow removal ordinance and encourage people to report violations.
190	Staff recommendation		11/9/2018			Action 2-12. Is identified as "Explore ways to accelerate corner clearing after snowfalls, especially in High Priority Areas for Walking Investments" which is a laudable goal/action - I hope that you can identify it both as a Program initiative and an Operations initiative. I believe that there is good consideration of a program basis for this work that could be different than (or at least parallel) to an Operations initiative that could be very effective.	Snow and ice		Amend Table 9 and 16 to check both "operations" and "programs" for Action 2-12.
150	North End Neighborhood Organization		2/5/2019			the downloadable draft of the SPPP is not ADA compliant, creating accessibility challenges for visually impaired users NENO requests that the final version of the SPPP is composed and checked for ADA compliance, to include graphics, image metadata, and colors that visually impaired stakeholders can use more easily.	Clarification	The final draft of the Saint Paul Pedestrian Plan will be checked for ADA compliance using Adobe's Accessibility Checker.	Complete ADA Compliance check with Adobe Accessibility Checker prior to release of final materials.
102	Jeanne Gehrman	inside Ward 7	12/19/2018 10:15	Jeanne Gehrman	1963 Nortonia Avenue	P. 73, Item # 1-2. "Advocate for a statewide reduction in urban street limits as part of the city's legislative agenda." What are "urban street limits" please & thanks.	Clarification	See proposed revision.	Correct all references to state urban speed limits
125	North End Neighborhood Organization		2/5/2019			Furthermore, the SPPP does not account for visually impaired persons: "People walking should clearly indicate that they would like to cross by making eye contact with approaching drivers and standing at the edge of the roadway" (page 31). Analysis: This problematic statement indicates that the authors of the SPPP did not consider (1) that visually impaired persons cannot make eye contact with drivers, and (2) that eye contact is not used the same way in many cultures, and (3) that eye contact is an easily misconstrued physical communication method that is entirely inadequate for signaling a need to cross. NENO also recommends that the SPPP uses the physical act of a pedestrian standing on a corner or crosswalk as the only necessary body language to communicate to drivers that the pedestrian is going to cross the street.	Clarification	Comment acknowledged	Delete last sentence from text box on page 31

184	Payne Phalen District Council		2/8/2019			a. For the purposes of transparency and community education, it would be helpful if the plan document included a map to indicate where intergovernmental jurisdictions meet within the everyday experience of St. Paulites walking around their city; which streets are governed by which jurisdiction. Case in point, in a recent public meeting Ramsey County held on the reconstruction of Maryland Avenue (between Arkwright and Edgerton Streets), some community members were confused and frustrated that the proposals being shown were inconsistent with the language and proposals of the city's draft pedestrian plan.	Clarification	A map showing roadway jurisdiction is publicly-available here: https://www.dot.state.mn.us/maps/gdma/data/maps/county/ramsey.pdf	None
187	Payne Phalen District Council		2/8/2019			For Table 18-23 on pages 85-89: Please consider adding a column that locates each project based on the corresponding name or number of the District Council in which the project lies. This will improve legibility and clarity for neighborhoods across the city.	Clarification	Comment acknowledged.	Include district council boundaries and ward boundaries in map package when pedestrian plan data is made available on Open St Paul.
1	Name not available		2/11/2019 12:26	M. Vance	428 Fry Street	What is the plan for the increased trash that comes with increased pedestrian traffic? It is already impossible to clean up all of the daily trash on Fry and Shields (and I have to pay for the haul away).	Other	Comment acknowledged.	None
2	Name not available		2/11/2019 12:26	M. Vance	428 Fry Street	What is the plan for those with driveways where the view of the sidewalk is obstructed?	Land Use and Zoning	Driveways are evaluated during site plan review as properties are redeveloped.	None
4	Name not available		2/4/2019 17:24		2163 Randolph Ave.	The draft proposal is a good one, covering many important aspects of this issue!	Affirmation	Comment acknowledged.	None
5	Name not available		2/4/2019 17:24		2163 Randolph Ave.	Even though this is a "low priority" area, please keep Mt. Curve between Hartford and Highland Parkway as a possibility to fill in missing sidewalk sections. I use this route to walk to Highland Village and don't like having to move into the street. It was worse when I had a baby in a stroller. I don't think homeowners should be able to opt out of having sidewalks.	Priority Areas	See plan actions: 1-14. Construct sidewalks on both sides of every street as part of street reconstruction projects, in accordance with Saint Paul City Council Resolution 17-65.	None
7	Terry Hesse	inside Ward 4	12/18/2018 12:09	Terry Hesse		There are many shopping areas like the one by Lunds in Highland where when you cross the street at the light there is no safe way to get to the stores. You have to walk in the car traffic lanes. This is dangerous and scary especially if you are an elder or differently abled.	Land Use and Zoning	Pedestrian circulation through private properties is evaluated during site plan review as properties are redeveloped. Current zoning code requires accessible pathways from building front doors to the public right-of-way.	None
8	Karen Nelson	inside Ward 4	2/11/2019 11:25	Karen Nelson	2565 Franklin Ave	I hope the City of St. Paul can have as much commitment to safe walking in winter as it does for safe driving in winter. Too often cars get the priority, while drivers are safer than ever in their giant SUVs, and pedestrians are at more and more peril with such big cars that are more lethal when they hit people. And yet we spend an enormous amount of public works time sand and salting roads but not making way for pedestrians.	Snow and ice	See action: 1-1. "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."	None
9	Karen Nelson	inside Ward 4	2/11/2019 11:25	Karen Nelson	2565 Franklin Ave	Curb cuts are needed to be ADA compliant but they are essentially abandoned, and dammed up in the winter, property owners are not encouraged or enforced to attend to them. Clear walking within 0.5 of major transit hubs (Green Line stations, A line etc) should be a priority in the winter.	Snow and ice	See action 2-12. Explore ways to accelerate corner clearing after snowfalls, especially in High Priority Areas for Walking.	None

10	Karen Nelson	inside Ward 4	2/11/2019 11:25	Karen Nelson	2565 Franklin Ave	Best thing for pedestrians safety and to make walking most appealing would be separated bike paths, so bikes are not forced onto sidewalks.	Coordination with other travel modes	Comment acknowledged.	None
11	Karen Nelson	inside Ward 4	2/11/2019 11:25	Karen Nelson	2565 Franklin Ave	With more little EVs like scooters, hover boards gaining popularity each year, and with more bikers each year, including growing popularity of ebikes, the users of these little EVs need their own space - out of car lanes for their safety, but not on sidewalks, terrorizing pedestrians. Separated paths for little vehicles going 10-20 mph is absolutely necessary for everyone's safety, easier for drivers, better for bikers/scooters and greatly reduced stress for people walking or moving more slowly (wheel chairs) in our city.	Coordination with other travel modes	See plan action: 1-13. "As new mobility options emerge, prioritize the safety and comfort of people walking when managing usage of and access to sidewalks, paths and curb space."	None
12	Name not available		2/8/2019 16:49	Heidi Wachter	1362 Charles Avenue	<p>My comment is that like most American cities this one is designed for CARS not people or cyclists. Until you address that it's never going to be safe to walk or bicycle around here (and I am both cyclist and pedestrian as well as a driver). So, it's not just about making more sidewalks, but widening them, and it's not just about adding bike lanes, but actually separating pedestrians, cyclists, and vehicles. Berlin Germany has done a very good job of this in most of their city.</p> <p>You could also add lighting (solar, please) make temporary and permanent vehicle free areas, encourage car sharing and vastly improve public transit and incentivize it (have you ever thought about seeing if businesses would give discounts for patrons using bikes and buses or walking to them or even talking to employers about incentivizing using transit and cycling and walking to the office).</p> <p>Also, you gotta doe something about the potholes and the lack of budget for plowing. I pay a fair bit of money in taxes (you just hiked mine, in fact) so I'd like to get something out of it in services.</p> <p>And, please, stop cutting down the trees, and in fact, plant a whole lot more of them. The urban canopy is very important - especially in a warming climate.</p> <p>I learned a lot by reading Blue Zones by Minnesota's own Dan Buettner. I encourage St. Paul to look into become a Blue Zones city!</p>	Other	<p>Standards for the design of sidewalks and bikeways are identified in the Saint Paul Street Design Manual.</p> <p>Saint Paul is developing a Climate Action Plan to establish goals related to car sharing, increased use of non-motorized transportation, and other initiatives to reduce emissions.</p>	None
14	Name not available		2/8/2019 8:57	Jeff Zaayer	1750 Saunders Ave	Objections to sidewalk installation that in in the public right of way are bogus when claims of loss of yard space and street tree loss are used as the basis for rejection. The character of our city is strengthened when mobility options are enhanced and provided city wide.	Sidewalks	Comment acknowledged.	None
15	Name not available		2/7/2019 22:25			I think the plan is excellent - good process and appropriate conclusions. Investments going to the right locations.	Priority Areas	Comment acknowledged.	None
16	Name not available		2/7/2019 18:26	Wes Burdine	1415 University Avenue	Current laws state that a business that does not clear its sidewalks has until 24 hours after snow stops. But if snow stops and then the next day there is no snow, the business cannot be assessed. This essentially means that key sidewalks go uncleared for a week. There are a number of businesses that solely rely on the city to clear their sidewalks because they would rather be assessed than clear it themselves. This is huge and pernicious problem.	Snow and ice	Action 2-11 states "Explore a proactive system to address non-compliance with sidewalk shoveling ordinance. Empower inspectors to uphold high standards for snow and ice clearance."	None
18	Name not available		2/7/2019 14:08	Michael Michalik	1795 Bohland Ave., St. Paul, 55116	I am supportive of the city's pedestrian plan. Walkability is an important reason I want to live in St. Paul. I walk approximately 5-10 miles daily and am very aware of the challenges those of us who love to walk face. I have always believed that walking in the community is critical to the fabric of the community . Simply put, walking is the best way to meet friends and neighbors, and thereby develop a sense of belonging in the neighborhood. Thank you for your work on this important issue.	Affirmation	Comment acknowledged.	None

19	Bridget Faricy	inside Ward 3	2/7/2019 12:45	Bridget Faricy	2220 Bayard Avenue, Saint Paul	I think the plan misses on a number of fronts as we have myriad transportation needs - not just walking. I wish the plan addressed how all of the transportation needs intersect rather than just focus on walking in isolation. There are pedestrian improvements that make a huge difference to the livability and walkability of the city. But they have to be considered in conjunction with other transportation needs.	Coordination with other travel modes	This plan is intended to specifically address the needs of pedestrians. The Transportation Chapter of the city's Comprehensive Plan provides policy actions for all modes.	None
20	Bridget Faricy	inside Ward 3	2/7/2019 12:45	Bridget Faricy	2220 Bayard Avenue, Saint Paul	In my neighborhood, cyclists represent a significant danger to pedestrians. The "combined trail" on the Mississippi River Road presents a much greater hazard than vehicle traffic. Enforcement programs should target cyclists as well as cars.	Coordination with other travel modes	Comment acknowledged.	None
21	Bridget Faricy	inside Ward 3	2/7/2019 12:45	Bridget Faricy	2220 Bayard Avenue, Saint Paul	It seems unreasonable to me to install sidewalks everywhere as there are lovely parts of the city where people, bicycles and pedestrians share the roadways without incident. Why impose an expensive mandate?	Sidewalks	Page 39 of the plan states "Within the high priority areas, sidewalk gaps along arterial and collector streets are more important than gaps along local streets, because these streets serve more destinations, carry higher levels of traffic and in many cases are also transit routes."	None
22	Bridget Faricy	inside Ward 3	2/7/2019 12:45	Bridget Faricy	2220 Bayard Avenue, Saint Paul	I have concerns about the recent installation of medians as I feel that some of the projects have created more problems than they have solved and at an extremely high cost - for example the \$2.2 million project on Snelling last summer that took out elderly and small business parking, created a harrowing left turn for the funeral home, etc.. Less expensive and more effective alternatives should be utilized - such as the RRFB flashing crossing lights if pedestrian safety is the ultimate goal - with extremely costly medians used in more limited situations and weighing all transportation concerns.	Street crossings	See plan action: 1-5 Establish a consistent policy for reviewing, improving, and prioritizing pedestrian crossings. Review and update policies as necessary to incorporate best practices and national guidelines. Apply these policies to all projects and requests that include crossing improvements.	None
23	Khou Lo	inside Ward 7	2/7/2019 1:25	Khou Lo	424 White Bear Ave N, 55106	Please consider adding sidewalk to Wilson Ave from White Bear Ave to Ruth Ave. This is a heavy traffic route and kids along with pedestrians use this street all the time to access city bus and/or bus stops. Cars are zooming by them and won't stop for them. It is not safe!	Priority Areas	This sidewalk gap is identified on pages 90-91 as a sidewalk gap on a local street within a High Priority Area for Walking Investment.	None

24	Name not available		2/6/2019 14:42	Ron Bosrock	1814 Hillcrest Ave.	Fairview is a very busy street and needs more and better cross walks. 18 wheeler trucks are starting to use Fairview as short-cut to route 5 and 494. More police patrol needed.	Street crossings	Action 1-5 "Establish a consistent process for reviewing, improving and prioritizing pedestrian crossings." The draft plan does not identify or prioritize specific intersections or streets for treatment. However, all requests for pedestrian improvements will be evaluated in a consistent way by Public Works as a result of this action item. Action 1-15 states "Continue to host officer-supported Stop for Me events and engage local media to raise awareness of pedestrian and driver responsibilities under the state's crosswalk law and encourage community participation in events."	None
25	Steve Kinsella	inside Ward 3	2/6/2019 9:44	Steve and Ann Kinsella	1807 Bohland Avenue	We are strongly in support of the draft St. Paul Pedestrian Plan. It is critically important not only to Highland Park and the safety of the families here, but to the city as a whole. Please implement and fund the plan as written. Thank you!	Affirmation	Comment acknowledged.	None
26	Dave Carlson	outside Saint Paul	2/5/2019 10:32	Dave Carlson	7006 W. 23rd St. -- St. Louis Park, MN 55426	1. Consider more 4-lane to 3-lane roadway design conversions for better pedestrian and bicycling safety (as well as safer for vehicles).	Street crossings	1-1. 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.	None
27	Dave Carlson	outside Saint Paul	2/5/2019 10:32	Dave Carlson	7006 W. 23rd St. -- St. Louis Park, MN 55426	2. Bump-Outs: There are benefits but please allow several extra feet of roadway space for bicyclists to get around these bump-outs without having to go into traffic lane (white striping can be just as effective to slow motorized traffic) and pedestrians don't want to stand right up against moving traffic anyway.	Coordination with other travel modes	1-7. Coordinate with transit providers and the Saint Paul Bicycle Plan to ensure pedestrian solutions complement bicycling and transit needs.	None

28	Dave Carlson	outside Saint Paul	2/5/2019 10:32	Dave Carlson	7006 W. 23rd St. -- St. Louis Park, MN 55426	3. Keep sidewalks clear of snow and ice and garbage and obstacles, and proactively fix poor pavement conditions.	Sidewalks	<p>Saint Paul Code of Ordinances Chapter 113 states: "The owner or occupant of any building or lot abutting a public sidewalk is responsible for and shall remove any accumulation of snow and/or ice from said public sidewalk within twenty-four (24) hours after the snow and/or ice has ceased to fall, gather or accumulate."</p> <p>2-6. Identify citywide sidewalk replacement needs and use High Priority Areas for Walking Investments to prioritize sidewalk replacement locations. Develop a dataset to identify and track sidewalk condition throughout the city.</p>	None
29	Dave Carlson	outside Saint Paul	2/5/2019 10:32	Dave Carlson	7006 W. 23rd St. -- St. Louis Park, MN 55426	4. Continue upgrading pedestrian crossings with painted walkways and signals and better lighting.	Street crossings	1-3. Follow best practices for marking crosswalks. Convert crosswalks marked with parallel bars to high-visibility crossings to improve visibility of crosswalks. Whenever possible, use durable crosswalk marking materials.	None
30	Dave Carlson	outside Saint Paul	2/5/2019 10:32	Dave Carlson	7006 W. 23rd St. -- St. Louis Park, MN 55426	5. Better and more attractive pedestrian facilities in and out of transit stops (and more bus shelters).	Coordination with other travel modes	1-4. Ensure visibility of pedestrian crossings. Review sign placement, street furniture, bus shelters, foliage growth, and parking restrictions at intersections as part of all reconstruction projects and requests for crossing improvements.	None

31	Holly Froseth	inside Ward 1	2/3/2019 12:59	Holly Froseth	1491 Portland Ave Apt 205	I tried to read carefully through the entire plan. As I read, I felt a growing sense of disconnect between the plan and the City of St Paul's reality. Things planned or in progress do not reflect the reality of how city government interacts with my neighborhood. I frequently have to deal with the intersection of Selby and Snelling Avenue both as a driver and as a pedestrian. Neither method is safe. It certainly appears that the city entirely ignores this type of pedestrian and traffic planning when approving large changes to the neighborhood. No walking safety changes were included with the addition of a Whole Foods Store and apartment complex on an already extremely busy and frustrating intersection. Resident's voices went unheard about this huge addition of traffic going in and out of the parking areas for that facility. Next up, a soccer stadium is built with no changes to the unsafe situation of trying to walk from Selby along Snelling Avenue up to University Avenue. We have a light rail stop within 15 minutes of us that we can't safely get to on foot. We will have stadium events we can't safely walk to. We already have a grocery store that we take our life in our hands to cross Selby to get to. Just try to get across Selby at Saratoga during rush hour. It's not for the faint of heart. All this planning and it appears that none of it gets applied in areas where people have been speaking out for years and two recent major projects have provided the city with current evaluations of the pedestrian issue. Never mind talking about bicycles. It's not even remotely possible to ride a bike through this same area. Please, please, please, don't bother to make all this effort if the plan is just something that looks good on paper and the city officials have no intention of using it. I am already afraid to see what is going to happen in the coming months as the new stadium opens. There are many departments listed in this plan. Are they on board? Are they invested in actually making this plan a reality? If the pedestrian issue had been addressed in our neighborhood already, we would all be thrilled with these new additions the city approved. As it is, it's hard to even get to them and they are right where we live. Residents like me certainly welcome a Pedestrian Plan like this, do city officials? Thanks for letting me share my thoughts.	Other	The plan was guided by a 27-member steering committee. The group met monthly throughout the planning process and reviewed all plan materials, including draft actions. Steering committee members included representatives from numerous city departments, the Office of Mayor Melvin Carter, six City Council Ward offices, partner agencies, and constituents. The committee roster is posted at: https://www.stpaul.gov/departments/public-works/transportation/walking-saint-paul/pedestrian-plan-steering-committee	None
32	Mary Weiland	inside Ward 3	1/28/2019 9:34	Mary Weiland	1232 Fairmount Avenue	I am fortunate to live in a neighborhood with great walking opportunities. However, even trying to cross a busy street like Saint Clair Avenue (on my way to Edgecumbe Park) often feels like a life-threatening situation. More painted crosswalks and changing driver behavior are big priorities for my neighborhood, but not as big as bringing walking equity to all of Saint Paul. This is a good plan and I am hopeful we can implement it throughout the city.	Affirmation	Comment acknowledged.	None
33	Kim Wetteland	outside Saint Paul	1/13/2019 22:52	Kim Wetteland	585 Ryan Ave W, Roseville Mn 55113	Please put sidewalks along the west side of Dale Street between Larpenteur Ave. and County Road B. I have lived in my home for 12 years and watched handicapped, elderly, and children grudge through the weeds or huge snow piles to get to the bus or home. I have watched bicyclists barely avoid getting hit by cars. There are people walking on Dale Street or in the weeds or snow daily. We all signed a petition years ago and have spoken to city council members in Roseville but have been told that it is a county road and no one is interested in it. It's a shame because it's terribly dangerous.	Sidewalks	The area referenced is outside the city limits of Saint Paul and it is not in the city's authority to manage roads in other jurisdictions.	None
34	Austin Bell	outside Saint Paul	1/12/2019 21:40	Austin Bell	1700 Jessie St	Larpentuer is an incredibly busy street that has close to no sidewalks on it. You have to either walk in someone's yard or on the side of the road while drivers fly by at 35-45 mph.	Sidewalks	The maps on pages 68-71 identify the location of sidewalk gaps along Larpenteur. Page 39 of the plan states "Sidewalk gaps along arterial and collector streets are more important than gaps along local streets, because these streets serve more destinations, carry higher levels of traffic and in many cases are also transit routes." Larpenteur is an arterial street.	None

35	Peter Granlund	inside Ward 2	1/11/2019 14:57	Peter Granlund	333 Sibley Street, Saint Paul	As it currently stands, pedestrians are still not treated with enough respect in regards to safety and access throughout Saint Paul. While there are some areas that handle this adequately, it does not stretch through the entirety of Saint Paul, and we need to plan for a city where walking is the primary mode of transportation. This is how neighborhoods are appropriately taken care of; by providing for the citizens in that location, and allowing connections to other neighborhoods, ideally via dedicated transit and biking opportunities which promotes accessibility, safety, and healthy living for our citizens.	Affirmation	The plan vision applies to the entirety of the city and states "Saint Paul is a walking city. We are more healthy, resilient and connected when walking is safe and appealing for all."	None
36	Amy Fastner	inside Ward 6	1/11/2019 10:49	Amy Fastner	900 White Bear Ave N St Paul MN 55106	I do not think homeowners should be penalized or responsible for snow & ice removal from the city's public sidewalks. I'm taxed for them and that should be enough for the city to have their own crew to come & clean off. Especially for elderly homeowners who possibly don't have the ability to shovel and can't afford to get robbed by passers by offering to shovel for them. To make homeowners responsible for the maintenance of PUBLIC sidewalks is asinine and needs to change. THAT was my proposal and it was twisted in the preliminary plan text that I read. Thank you.	Snow and ice	Saint Paul Code of Ordinances Chapter 113 states: "The owner or occupant of any building or lot abutting a public sidewalk is responsible for and shall remove any accumulation of snow and/or ice from said public sidewalk within twenty-four (24) hours after the snow and/or ice has ceased to fall, gather or	None
37	Teresa Boardman	inside Ward 2	1/3/2019 6:42	Teresa Boardman	105 Leech Street	It doesn't matter how many sidewalks are added. Walking in St. Paul is dangerous because entire blocks never get shoveled after it snows. It is hard to find a safe place to walk in the winter after the first snow.	Snow and ice	See actions: 2-7. Explore programs or policy changes to encourage greater compliance with sidewalk snow and ice removal policies. 2-11. Explore a proactive system to address non-compliance with sidewalk shoveling ordinance. Empower inspectors to uphold	None
38	Teresa Boardman	inside Ward 2	1/3/2019 6:42	Teresa Boardman	105 Leech Street	During the warmer months it is almost safer to walk in the streets than on the sidewalks because of the number of scooters and bikes being ridden on the sidewalk. Sometimes people ride down the sidewalk three abreast on scooters and I have to move out of their way.	Coordination with other travel modes	See actions: 1-13. As new mobility options emerge, prioritize the safety and comfort of people walking when managing usage of and access to sidewalks, paths and curb space.	None
39	Kelly Chapman	inside Ward 3	12/17/2018 11:45	Kelly Chapman	296 Griggs St. S	I appreciate the work that has been put into this pedestrian plan. I think that the snow removal for sidewalks should be tied to the snow emergency like plowing/moving cars is. We recognize that in the event of a large snowfall, people need to take action to move their cars so that plows can work more efficiently. During a snow emergency, the need to mail a notice to residents of snow removal compliance failure could be waived, so that sidewalks not cleared within 24 hours of a snow emergency could be taken care of by the city immediately, rather than waiting for the the notice to be mailed.	Snow and ice	2-8. Develop a public awareness campaign to educate residents and businesses about the city snow removal ordinance and encourage people to report violations. 2-9. Highlight snow removal responsibilities in all snow emergency communications.	None

40	Name not available		12/17/2018 9:02	J Grover	251 Banfil Street	Crosswalks need to be outlined in orange or some other easily seen color. I drive up and down West Seventh at least once a day, and almost none of the crosswalks are readily visible. I stop for pedestrians, even if they are in the middle of a block, providing there isn't a car on my tail. But I think a visual reminder that there is indeed a crosswalk is absolutely necessary to get people to start stopping for pedestrians.	Street crossings	See action 1-3 "Follow best practices for marking crosswalks. Convert crosswalks marked with parallel bars to high-visibility crossings to improve visibility of crosswalks. Whenever possible, use durable crosswalk marking materials."	None
44	Patricia Teiken	inside Ward 5	2/8/2019 11:00	Patricia Teiken	1672 Macubin Street	The recent trash change has been a financial hardship on our residents; the city effectively voided a contract between the association and a 3rd party vendor that was less than half the cost of the current contract and has not responded to repeated inquiries. They initially billed owners the trash cost, which is legally allocated to the association. They broke out townhomes, platted as a community with association controlled and maintained common areas, including the landscaping adjacent to the owners dwelling, the drives and walks, etc., into single family homes. This leads us to believe the city will not listen to issues, complaints or understand how crime and/or property damage may also increase with sidewalks providing more access to our quiet community. Options, including legal involvement by an attorney, are being looked at relative to the trash issue because of the lack of response from the city.	Other	Comment acknowledged.	None
46	Pat Thompson	inside Ward 4	2/8/2019 13:47	Pat Thompson	1496 Raymond Avenue, Saint Paul, MN 55108	In general, we strongly support the pedestrian plan and are glad the city of St. Paul is moving in the direction of fully implementing multi-modal transportation, especially as we deal with climate change. People need to be able to travel on foot safely.	Affirmation	Comment acknowledged.	None
52	Matthew Waite	inside Ward 4	2/11/2019 12:09	Matthew Waite	1952 Portland Ave	Please consider using sand in place of salt to treat icy roads and paths. The recent freezing rain followed by very cold temperatures highlights the need to use sand. Sand has the following advantages over salt: 1) it provides a visible cue that the path has been treated, whereas black ice can look like pavement; 2) it provides reliable traction, even in colder conditions, whereas salt is ineffective; 3) it does not cause harm to the environment; 4) it is less expensive than salt. While St. Paul should adopt sand in treating icy roads, a great start would be with our paths through our parks (thinking especially Como Park and Mississippi River Blvd.) enjoyed by runners and walkers all winter long. I can attest to many exercisers who have taken to walking/running on treadmills given our icy pathways.	Snow and ice	Comment acknowledged.	None
53	Name not available		2/11/2019 11:49	Matthew Waite	1952 Portland Ave	Please consider using sand instead of salt on St. Paul streets and paths. The recent freezing rain followed by extreme cold has shown that salt is ineffective. Sand has considerable advantages over salt:1) it provides a visible que that the path has been treated, whereas salt creates water which is indistinguishable from black ice; 2) it works in cold temperatures that are common to our city; whereas salt is largely ineffective; 3) it is not harmful to our grass and, more importantly, our watershed; 4) it is presumably less expensive than salt.	Snow and ice	Comment acknowledged.	None
54	Brandon Mason	inside Ward 3	2/9/2019 10:06	Brandon Mason	2038 Pinehurst Avenue	(1) Pedestrian safety will be illusive as long as dangerous and illegal driving is tolerated and rampant. This includes not just crosswalk violations (that are the focus of Stop for Me), but also speeding, rolling stops at stop signs, vehicles that fail to stop or yield when turning right at red light, vehicles that make right turns on red where prohibited, vehicles that turn left without checking for pedestrians or even in violation of red turn signals, blocking intersections, and even illegal parking near intersections. There are a few casual references to traffic enforcement in the plan, mainly in relationship to the "Stop for Me" campaign, which is not enough. The plan should include specific action items for enhancing enforcement and compliance, which could include (a) a program of installing automated red light and speed enforcement, (b) the assignment of officers dedicated exclusively to enforcing pedestrian safety (which could easily be self funding), and (c) an online web form (like the one the MN State Patrol maintains for state highways at https://dps.mn.gov/divisions/msp/contact/pages/show-msp-unsafe-driving-incident-form.aspx?district=2400) to allow residents to easily report unsafe driving, with a commitment to appropriately responding to each complaint.	Enforcement	Policy T-5 of the draft Saint Paul Comprehensive Plan states "Adopt and implement a Vision Zero program with the long-term goal of achieving zero traffic fatalities and severe injuries. Components of the program should include street design improvements and behavioral safety improvements, such as reducing driver impairment inattentiveness and speed through education and enforcement."	None

55	Brandon Mason	inside Ward 3	2/9/2019 10:06	Brandon Mason	2038 Pinehurst Avenue	(2) The plan is spot-on in identifying snow and ice removal as critical, but does not go far enough in identifying actions to tackle the issue. Additional suggestions include (a) adding a civil penalty for failure to clear sidewalks (so that those who fail to comply will be immediately ticketed, in addition to potentially having to pay a service fee for city sidewalk clearing), (b) follow Minneapolis's lead in proactively enforcing the sidewalk ordinance rather than relying on complaints (especially in business areas, along designated school walking routes, and other high-pedestrian-traffic areas), and (c) create a program to help facilitate collective snow removal efforts by businesses and residents. On this last point, imagine a system that allowed business and residents on a block to vote (perhaps with signatures of 2/3 of landowners by street frontage) to engage a snow removal company (from a list of city-approved, high-quality, licensed contractors) to promptly and thoroughly clear snow from their sidewalks, intersections, and alleys and have the city handle assessing costs against the property owners on the block and cutting a check to the snow removal company.	Snow and ice	See actions: 2-7. Explore programs or policy changes to encourage greater compliance with sidewalk snow and ice removal policies. 2-8. Develop a public awareness campaign to educate residents and businesses about the city snow removal ordinance and encourage people to report violations. 2-9. Highlight snow removal responsibilities in all snow emergency communications.	None
56	Brandon Mason	inside Ward 3	2/9/2019 10:06	Brandon Mason	2038 Pinehurst Avenue	(3) The plan does not address sidewalk width. Too many of our sidewalks are relatively narrow, especially when you consider the creeping intrusion of snow that commonly narrows them in the winter. Traditional Neighborhood Zoning is great generally but exacerbates this problem by encouraging zero lot lines along inadequately sized sidewalks. Consideration should be given to encouraging broad sidewalks (perhaps by modifying Traditional Neighborhood Zoning to incentivize or require developers to widen sidewalks when building in those areas).	Sidewalks	Guidance on sidewalk widths is included in the Saint Paul Street Design Manual.	None
57	Brandon Mason	inside Ward 3	2/9/2019 10:06	Brandon Mason	2038 Pinehurst Avenue	(4) Walking is more pleasant and more common when streets are vibrant and active. Building, zoning, and business codes should be examined to see if more can be done to encourage active building-sidewalk interfaces and sidewalk activities (sidewalk cafes, walk-up service). Street furniture like benches and waste receptacles will encourage more active uses.	Land Use and Zoning	Comment acknowledged. Saint Paul's Traditional Neighborhood Zoning designation includes several pedestrian-friendly design requirements, including building orientation, doorway placement, etc.	None
58	Darwin Lindblom	inside Ward 3	2/8/2019 12:16	Darwin Lindblom and Jack Byers	1988 Stanford Avenue, St. Paul, MN 55105	We agree with the Plan's recommendation to include areas at the edge of the campus of Saint Catherine University as needing attention and investment. We want to call to your attention one particularly dangerous intersection: Randolph Avenue and Kenneth Street. On the map it may seem like any ordinary neighborhood street crossing, but in everyday use it is much different from that. This intersection is the location of the north entrance to the St. Kate's campus and it is generally more frequented by pedestrians and transit riders than either of the other main entrances (along Cleveland Avenue to the west, or through the parking entrance on Fairview Avenue to the East). This intersection is the most proximate location relative to the 74 bus which connects St. Kate' to and from the Blue Line LRT (at 46th Street) on the west and Downtown St. Paul on the east. Pedestrian/transit-rider crossings at this intersection are complicated by the dog-legged nature of the intersection coupled with very poor sightlines due to the rise of the hill and nearby crest of the hill on Randolph. In short, because of the hill, cars can't see pedestrians trying to cross to and from campus until they are practically at the intersection. The fact that fast moving cars often blindly dash around buses complicates matters on top of that. As a result, pedestrians are forced to take their chances on when its safe to dart across the intersection. A zebra-stripe crosswalk, a ped-activated signal, and maybe some possible stick markers would improve visibility and safety immensely at this high	Street crossings	See plan actions: 1-4: Ensure visibility of pedestrian crossings. Review sign placement, street furniture, bus shelters, foliage growth and parking restrictions at intersections as part of all reconstruction projects and requests for crossing improvements." 1-5 Establish a consistent process for reviewing, improving and prioritizing pedestrian crossings."	None

59	Joseph Gustafson	inside Ward 6	2/7/2019 21:30	Joe Gustafson	1853 Arlington Avenue East	<p>Thank you for the opportunity to comment on this proposed Pedestrian Plan. I applaud St. Paul's overall walkability and the City's desire to further improve. This draft, like many other such plans, speaks extensively to perceived comfort and confidence for pedestrians, but is unfortunately disappointing in its failure to adequately address pedestrian safety. St. Paul's challenge has been, and continues to be, safety for pedestrians crossing major arterials, particularly at unsignalized locations.</p> <p>Unlike other cities, St. Paul has long embraced the use of marked crosswalks, even at uncontrolled multi-lane locations. While installing these markings may have been politically expedient at the time they were installed, national experience and research has consistently shown that such markings not only fail to improve safety, but actually substantially degrade safety for pedestrians when used at uncontrolled multi-lane locations. Under these conditions, crosswalk markings, in the absence of other strategies such as active warning beacons, have been proven to increase the pedestrian crash risk by approximately 400% compared to unmarked crosswalks at similar locations with similar pedestrian volumes.</p>	Affirmation	<p>See plan actions: 1-5. Establish a consistent process for reviewing, improving and prioritizing pedestrian crossings. Review and update policies as necessary to incorporate best practices and national guidelines. Apply these policies to all projects and requests that include crossing improvements. 1-10. Provide regular crossing opportunities on collector and arterial streets, prioritizing streets in High Priority Areas for Walking Investments.</p>	None
60	Alan Richardson Hohn	outside Saint Paul	2/7/2019 19:09	Alan Richardson	925 Park St	<p>Marked crosswalks such as those across Snelling Avenue and across White Bear Avenue in my neighborhood repeatedly state that it is the property owners responsibility in the document making clear to me it is not a desired area for the city to actually invest money.</p> <p>Offering programs for free salt/sand/ice melt for residents, offering free removal services for the elderly and disabled, or creating a network of independent removers who are provided incentives for ensuring neighborhoods are cleared would be a far more comprehensive and forward thinking solution than increased enforcement, violation issuance, and fees from and already backlogged DSI. No clear solutions are offered in this plan and no future thought is obvious throughout the strategies identified.</p>	Snow and ice	<p>See action: 2-7. Explore programs or policy changes to encourage greater compliance with sidewalk snow and ice removal policies.</p>	None
61	Name not available		2/7/2019 13:10	Alex Scott	1409 Englewood	Free sand to residents like Mpls?	Snow and ice	<p>See action: 2-7. Explore programs or policy changes to encourage greater compliance with sidewalk snow and ice removal policies.</p>	None
62	Bill Nicol	inside Ward 3	2/6/2019 15:00	Bill Nicol	299 Cleveland Ave S	<p>The city got smart when Public Works prioritized plowing main arterial streets. The same can be said for heavily used sidewalks. You should expand the crews with the trail and sidewalk plows to cover main walkways that connect campus, businesses, parkways, trails, and transit even if they are residential sidewalks. The homeowners in these areas have a difficult time keeping up with the tramping down of snow given this heavy usage. Also, it seems that there is no gratitude from the people complaining even if no amount of salt will cut through the ice. I didn't see any recommendation on the part of the city in being supportive by offering free sand and salt or accepting responsibility for Public Works plowing snow back up on the sidewalk after the sidewalk has already been cleared. There should be no fines, no threats, and Public Works should be disciplined when they do this.</p>	Snow and ice	<p>See actions: 2-12: Explore ways to accelerate corner clearing after snowfalls, especially in High Priority Areas for Walking Investments. 2-7. Explore programs or policy changes to encourage greater compliance with sidewalk snow and ice removal policies.</p>	None
63	Bill Nicol	inside Ward 3	2/6/2019 15:00	Bill Nicol	299 Cleveland Ave S	<p>Also, in the Highland area, if there is a side walk on one side of the street there should be a sidewalk on both sides of the street as is the case between Mt Curve and East River Road on Highland Park Way Also,that stretch on Mt Curve where neither side of the street has a side walk should be resolved. This especially with the high density housing being developed on the Ford Site. This is no longer a outlying quiet neighborhood. There will be alot of people walking in the street.</p>	Sidewalks	<p>See action: 1-14. Construct sidewalk on both sides of every street as part of street reconstruction projects, in accordance with Saint Paul City Council Resolution 17-65.</p>	None
64	David Nelson	inside Ward 2	2/2/2019 12:04	David Nelson	225 9th Street East	<p>I want to comment on the safety of crossing 4-lane streets with walk signs & biking on green lights. Drivers turning "right on red" are really a problem. First, drivers are looking RIGHT to see the traffic. Right-turn drivers often "poach" into the crosswalk to see whether there is a traffic gap they can drive into. As a pedestrian crossing, I often stop and peak to see if the right lane is trying to turn right. They often do not even see me as a pedestrian. it is also becoming more common for a "rolling turn on red" where the right lane does not stop.</p>	Street crossings	<p>See action 1-8 Develop a program to proactively implement improvements in high crash risk locations. Conduct a pedestrian system safety analysis to identify the highest risk</p>	None

65	Barb Thoman	inside Ward 4	1/30/2019 10:50	Barb Thoman	2157 Roblyn Avenue, St. Paul, MN 55104	Highlighting a couple of the many things I support Establishment of priority areas using metrics for equity, safety, and connectivity as described (page 5 and elsewhere in the document).	Affirmation	Comment acknowledged	None
66	Barb Thoman	inside Ward 4	1/30/2019 10:50	Barb Thoman	2157 Roblyn Avenue, St. Paul, MN 55104	Highlighting a couple of the many things I support Efforts the City might undertake to encourage a change in state law allowing lower speed limits on residential streets and collector streets. The speed limit on residential streets should be 20 mph not 30 mph.	Affirmation	Comment acknowledged	None
68	Barb Thoman	inside Ward 4	1/30/2019 10:50	Barb Thoman	2157 Roblyn Avenue, St. Paul, MN 55104	Please add a statement about climate change and the importance of walking for short trips. Minnesota is not meeting its emission targets under the Next Generation Efficiency Act and emissions from the transportation sector are now the largest share of emissions. https://www.pca.state.mn.us/sites/default/files/Iraq-2sy19.pdf	Climate change	Saint Paul is in the process of developing a Climate Action Plan which makes specific and comprehensive goals around emissions reduction.	None
70	Barb Thoman	inside Ward 4	1/30/2019 10:50	Barb Thoman	2157 Roblyn Avenue, St. Paul, MN 55104	Would mention the importance of shade from trees to comfort while walking or willingness to walk. Trees are also increasingly important to mitigating temperature increases from the urban heat island effect. Is there a shade tree plan that could be referenced?	Climate change	Saint Paul's draft Comprehensive Plan includes a goal related to tree canopy cover. Policy LU-18. Prioritize measures to achieve a long-term increase in canopy coverage citywide, with general goals of 40% tree canopy coverage in all neighborhoods outside of downtown and 15% downtown.	None
71	Barb Thoman	inside Ward 4	1/30/2019 10:50	Barb Thoman	2157 Roblyn Avenue, St. Paul, MN 55104	The city needs a faster response protocol for responding to un-shoveled sidewalks and bus stops (pages 42-43). It takes too long for problems to be resolved.	Snow and ice	See action 2-11. Explore a proactive system to address non-compliance with sidewalk shoveling ordinance. Empower inspectors to uphold high standards for snow and ice clearance.	None
74	Halle OFalvey	inside Ward 2	1/16/2019 7:54	Halle OFalvey	416 Arbor Street	Where is the West 7th area on this plan? What about West 7th Street crossings. Where are the flags that are on other busy streets? Why aren't there more cones and stripes like at West 7th and Armstrong? Why aren't there blinking lights like on Snelling and Lincoln? Why isn't there a pedestrian strip on the asphalt at every intersection/crosswalk at Randolph, West 7th, and Osceola. Too many cars don't know where to stop driving from Osceola to Randolph. Of the five crosswalks there Osceola by the bank and no paint on the ground.	Priority Areas	See action 1-5. Establish a consistent process for reviewing, improving and prioritizing pedestrian crossings. Review and update policies as necessary to incorporate best practices and national guidelines. Apply these policies to all projects and requests that include crossing improvements.	None

75	Name not available	1/16/2019 7:45	Deb Seraaj	1322 Alton Street	Please consider traffic control for pedestrian crossings on West 7th. All you need do is watch people who commute by bus try to cross W 7th during peak times.	Street crossings	See action 1-5. Establish a consistent process for reviewing, improving and prioritizing pedestrian crossings. Review and update policies as necessary to incorporate best practices and national guidelines. Apply these policies to all projects and requests that include crossing improvements.	None
76	Rae Tressler inside Ward 2	1/16/2019 6:30			I am very disappointed to not see any walking improvements on the West 7th corridor. Especially, from St. Claire Ave to Grand Avenue. Also, along Smith Avenue from Grand Ave to the High bridge. I live at 457 Smith Avenue North and I can tell you, it is VERY dangerous to cross. The cars coming off of the high bridge are traveling at a high rate of speed and I hear brakes screeching every single day. Occasionally, there are accidents from near pedestrian misses to car crashes at the corner of Smith and Goodrich. We would like to see painted crosswalks and the bright ped crossing signs. Also, trying to cross West 7th at any block West of Smith Avenue is definitely taking your own life in your hands. There are so many places where its not a normal intersection of 2 streets crossing, there are many intersections along the corridor that have 3 or more streets intersecting at 7th street. It is extremely dangerous to cross. With all the new businesses and breweries along the corridor, one would think the city would have been proactive with pedestrian safety. Yes, the city has tried a couple of things along west 7th that are a huge help but those reflective sticks are removed for the winter...which is the most dangerous time to cross a busy street. We need more than just a few reflective poles. We want to be able to enjoy all the wonderful things in our neighborhood without being afraid to cross the street.	Priority Areas	See action 1-5. Establish a consistent process for reviewing, improving and prioritizing pedestrian crossings. Review and update policies as necessary to incorporate best practices and national guidelines. Apply these policies to all projects and requests that include crossing improvements.	None
77	Melissa Critchley inside Ward 2	1/11/2019 15:24	Melissa Critchley	226 Belvidere Street E, St. Paul, MN 55107	The report states, "Creating a connected walking network on these streets requires sidewalk construction on multiple streets; constructing sidewalk on any one street by itself would not substantially increase a neighborhood's connectivity. Local streets are best addressed as a group, rather than singly, to facilitate cost effective construction." This phrase in the report brings me great concern. I realize that the council wants this project to be equitable for it's citizens. I urge the council to take a second look at some of the lower income and minority neighborhoods that so often get overlooked when it comes to infrastructure. East Belvidere Street, right off of Oakdale Ave, is not marked as a high priority area, but is terribly pedestrian unfriendly. It's an isolated case and has been constantly skipped during infrastructure upgrades. Apparently the reason, according to the report, is that "local streets are best addressed as a group, rather than singly." Unfortunately, when a single street is terrible between many streets that are adequate or more than adequate, it can take years or decades before that street gets any attention whatsoever. East Belvidere at Oakdale has a gap in sidewalk, no curbs, and looks like a bunch of amateurs put it in, to be frank. In places there are field stones marking the curb line, (likely constructed in the early 1900s or earlier), and minimally upgraded since then. The gap in sidewalk is of grave concern, because children walk in the middle of the street in the morning, afternoon, and evening to and from the Boys and Girls Club and Belvidere Park at the end of the street. SPPS also has a building at the end of the street. Foot traffic in the middle of the street is increased exponentially during the summer months. The issue is compounded, making it even more unsafe, because it is a narrow stretch of road with a hill in the middle. Cars fly down the street at 30 mph (or more), with little regard to the children who are walking in the street, oblivious that there could be children on the other side of the hill. Because the street is so narrow, there is little place for a driver to swerve to avoid hitting pedestrians in the road. I understand that the report doesn't mark all streets that will get upgrades, just those of priority, but the language in the report doesn't give me much hope. I do hope the council will not forget about the isolated	Sidewalks	1-14. Construct sidewalks on both sides of every street as part of street reconstruction projects, in accordance with Saint Paul City Council Resolution 17-65.	None

78	Kory Andersen	inside Ward 4	1/8/2019 8:45	Kory Andersen	1703 Ashland Ave Saint Paul 55104	I appreciate the prioritization of helping pedestrians cross streets, and initiatives for clearing snow. I'd like to see the incorporation of 'ped-supporting' modes (Transit, scooters, slow moving autonomous vehicles?) in the pedestrian conversation. These modes expand the range of pedestrians and have the potential to reduce reliance on SOVs. I also thought it would be interesting to conduct a first/last mile analysis as a way to guide ped infrastructure investment. This is a great preliminary plan overall! Thanks for all your hard work!	Affirmation	See action "As new mobility options emerge, prioritize the safety and comfort of people walking when managing usage of and access to sidewalks, paths and curb space."	None
80	Mike Ireland	inside Ward 5	1/4/2019 21:30	Mike Ireland		<p>I have a suggestion to promote safer residential sidewalks during the winter and encourage connecting residents who may need assistance with possible resources.</p> <p>As stated in the November 6 draft of the Pedestrian Plan:</p> <p>“After receiving a complaint about a specific property, DSI mails a letter to the property owner reminding them to clear their walkway... DSI crews inspect properties 48 hours after notice is mailed out... properties with sidewalks that have not been cleared, city crews perform the work and a fee of approximately \$280 is billed to the property owner.”</p> <p>While the draft states the letter alone results in 80% of these sidewalks being cleared, there may be underlying reasons (i.e., physical limitations) the property owner is not able to clear their sidewalks. Going forward, to encourage these are cleared within 24 hours and to provide an opportunity assisting property owners address possible underlying issues, my suggestion is that each district council is notified whenever a noncompliance notification letter is sent to a property owner within their boundaries.</p> <p>Following some city-established limitations, it would then be the district council's prerogative if and how to follow up with the property owners. The council could do nothing, it could track and act once a certain number of notifications are reached or it could act upon the first notification. The anticipated action would be for the councils to use this as an opportunity to connect with property owners and offer encouragement and guidance to seek possible resources if there is an underlying limitation.</p> <p>In addition to safer sidewalks for all community members, the intended result would be to assist property owners to take proactive action to avoid ongoing notifications and possible fees. The goal, action and result would not be to enforce compliance of the ordinance or to solve the property owners problems.</p>	Snow and ice	See action 2-7: Explore programs or policy changes to encourage greater compliance with sidewalk snow and ice removal policies.	None
81	Name not available		1/2/2019 11:29	St Paul commuter	na	I work everyday in St. Paul. I'd like to see improvements to the public realm to encourage walking such as murals, art, fun lighting, etc. Things that support walking beyond signage and curb cuts.	Other	Comment acknowledged.	None

82	Jamie Stolpestad	inside Ward 4	1/2/2019 10:42	Jamie Stolpestad	842 Raymond Avenue	<p>Thank you for this good work. I believe it should be integrated into and made a part of the comprehensive plan, to help underscore the importance of the topic and how it relates to other land-use, transportation, sustainability, jobs-access and planning-related issues. I recommend that the priorities for new or improved pedestrian passageways be aligned with improved bike infrastructure and be physically aligned to where the greatest number of new housing units are contemplated under the 2040 comp plan. One approach would be to draw 5 and 10-minute walking circles from major transportation nodes and existing public schools, and then making the 5 minute circles the first priority, the 10 minute circle the second priority. I find the green areas on the map in the current draft plan to be too general and less helpful in prioritizing true priority areas.</p>	Other	<p>The Saint Paul Pedestrian Plan will be an addendum to the Saint Paul 2040 Comprehensive Plan.</p> <p>The Saint Paul Pedestrian Plan supports coordination with the Saint Paul Bicycle Plan via action 1-7. Coordinate with transit providers and the Saint Paul Bicycle Plan to ensure pedestrian solutions complement bicycling and transit needs.</p> <p>The methodology to determine High Priority Areas for Walking Investment included measures of equity, safety, connectivity, health, density, transit use, and destinations. Details on the methodology are available at: https://www.stpaul.gov/sites/default/files/Media%20Root/Public%20Works/Prioritization%20Methodology%2011.5.18_reduced.pdf</p>	None
83	Name not available		1/2/2019 9:20	Frank Jossi	1810 Hartford Ave.	<p>I like the safer schools program and have participated as a volunteer in it. One idea might be to incent students to walk through gift cards or some recognition program. A contest-style program could work, and has in other capacities, nudging people to change their behavior and hope it continues without the nudge. I find much to applaud in the report. The focus on improving walking conditions in all neighborhoods in the city is commendable. Since I live in Highland Park, I generally agree with your prioritization of routes in regards to better serving students attending the middle and high school.</p> <p>But I would add that Edgumbe at the Fairview split has been without any sidewalk heading south forever, despite the fact of a major Jewish congregation sits at that intersection. It is an Orthodox temple and in winter the members are often hard to discern since they wear traditional black garments.</p> <p>Years ago the district council studied this issue but homeowners were outraged about the cost of building a sidewalk none of them would see from their wooded lots overlooking Edgumbe. However, it is time to revisit this unfortunate and dangerous situation. It's astonishing no one has been hit or killed.</p>	Pedestrian Education	<p>Specific initiatives to encourage walking or bicycling to school at a city-wide level are coordinated by See action 1-14. Construct sidewalks on both sides of every street as part of street reconstruction projects, in accordance with Saint Paul City Council Resolution 17-65.</p>	None
84	Name not available		1/2/2019 9:20	Frank Jossi	1810 Hartford Ave.	<p>I find much to applaud in the report. The focus on improving walking conditions in all neighborhoods in the city is commendable. Since I live in Highland Park, I generally agree with your prioritization of routes in regards to better serving students attending the middle and high school.</p> <p>But I would add that Edgumbe at the Fairview split has been without any sidewalk heading south forever, despite the fact of a major Jewish congregation sits at that intersection. It is an Orthodox temple and in winter the members are often hard to discern since they wear traditional black garments.</p> <p>Years ago the district council studied this issue but homeowners were outraged about the cost of building a sidewalk none of them would see from their wooded lots overlooking Edgumbe. However, it is time to revisit this unfortunate and dangerous situation. It's astonishing no one has been hit or killed.</p>	Sidewalks	<p>See action 1-14. Construct sidewalks on both sides of every street as part of street reconstruction projects, in accordance with Saint Paul City Council Resolution 17-65.</p>	None
85	Name not available		1/2/2019 9:20	Frank Jossi	1810 Hartford Ave.	<p>There are also a series of bus stops on West Seventh that cannot be accessed without walking to the other side of the street and then crossing again -- especially between Montreal and St. Paul Avenue. Perhaps a collaboration with Metro Transit is in order to better serve these stops and west side of West Seventh in that section.</p> <p>One idea that was proposed to the district council was an all stop at Ford and Cleveland, allowing walkers to cross diagonally or vertically by full signalization. This might be a good experiment to try, allowing walkers to go where they need to go...</p>	Street crossings	<p>See actions 1-5. Establish a consistent process for reviewing, improving and prioritizing pedestrian crossings. Review and update policies as necessary to incorporate best practices and national guidelines. Apply these policies to all projects and requests that include crossing improvements.</p>	None

86	Dave Peterson	inside Ward 1	1/1/2019 8:39	Dave Peterson	1064 Marshall Ave. #5	I like the idea of making St. Paul more walkable. I am specifically concerned about crossing Dale Street between I-94 and Selby. The traffic is too fast on this stretch making it dangerous for pedestrians. Dale Street Place, located at Dale and Concordia, is a residence for many people who rely on public transit. It's too dangerous for the residents to cross the street in that area.	Street crossings	See actions 1-5. Establish a consistent process for reviewing, improving and prioritizing pedestrian crossings. Review and update policies as necessary to incorporate best practices and national guidelines. Apply these policies to all projects and requests that include crossing improvements. 1-2. Advocate for a statewide reduction in urban speed limits as part of the city's legislative agenda.	None
87	Kathleen Hale	inside Ward 2	12/30/2018 9:38	Kathleen Hale		I find the condition of St. Paul sidewalks in my area appalling and unsafe. I spend my walking time with my head down in order to carefully choose how I step to prevent falls due dangerous sidewalk conditions. Winter only exacerbates the situation. I tripped and fell on a W. 7th St. sidewalk that contained a raised lip at the seam, broke my glasses and did significant damage to my face which took over a year to heal. My monetary claim was denied by the City. Most sidewalks in my area require mud jacking and/or an asphalt patch, and many require complete replacement. I had the opportunity to walk in the Mac-Groveland area a few times recently and was struck by the excellent condition of the sidewalks. Areas needing asphalt patches had them, and there were very few that required such repairs. The Little Bohemia/West 7th St. area sidewalks have clearly been ignored by the City. One method to insure pedestrian safety is to maintain sidewalks in good repair which will bring St. Paul's vision of a walking city to fruition.	Sidewalks	See action 2-6. Identify citywide sidewalk replacement needs and use High Priority Areas for Walking Investments to prioritize sidewalk replacement locations. Develop a dataset to identify and track sidewalk condition throughout the city.	None
88	Adria Fernandez	inside Ward 4	12/27/2018 17:22	Adria Fernandez	1427 Charles Ave.	On the whole, I am pleased with the priorities outlined in this plan. However, I was extremely dismayed to see that Snelling from Minnehaha to Midway was not included in the High Priority Areas, because its functions and needs fit closely with the issues identified in the plan. This stretch includes Hamline Elementary and Hamline University, both of which need safe crossings for students. The crossing situation at Hamline Elementary is so dangerous that the school district offers busing to any child on the other side of Snelling, even if they only live a block away. A midblock crossing or some other solution that allows students to get across Snelling traffic without simultaneously navigating turning vehicles is badly needed.	Priority Areas	See action 1-5. Establish a consistent process for reviewing, improving and prioritizing pedestrian crossings. Review and update policies as necessary to incorporate best practices and national guidelines. Apply these policies to all projects and requests that include crossing improvements.	None
89	Adria Fernandez	inside Ward 4	12/27/2018 17:22	Adria Fernandez	1427 Charles Ave.	The quasi-freeway stretch from Hewitt to Como is a crucial north-south route, as evidenced by the moderate amount of pedestrian traffic that it sees despite utterly abysmal walking conditions. No alternate route is available for at least a mile in either direction. High speeds and poorly placed, poorly marked crossings make the on- and off-ramps treacherous. The speed limits and freeway-style layout confuse drivers, leading them to expect to proceed without stopping. Narrow, unprotected sidewalks over high bridges with low guardrails are frightening to walk, especially with the high volume of semitruck traffic. This is also an area where bike improvements are desperately needed, and these should be coordinated with the pedestrian plan.	Priority Areas	See action 1-7. Coordinate with transit providers and the Saint Paul Bicycle Plan to ensure pedestrian solutions complement bicycling and transit needs.	None

90	Adria Fernandez	inside Ward 4	12/27/2018 17:22	Adria Fernandez	1427 Charles Ave.	<p>Snow removal on this stretch [Como to Hewitt] is also an ongoing issue. Currently, the sidewalks are generally cleared once after a snowstorm, but almost immediately, snow is thrown from the roadway back onto the sidewalk. Without repeated clearing, the sidewalks on the bridges become impassible to anyone who isn't able to navigate deep snow and uneven, often slippery surfaces. The route is, in effect, completely closed to people with disabilities.</p> <p>The inaccessibility of this stretch makes Bandanna Square and nearby areas a pedestrian wasteland, cut off from the rest of the city. It also impedes non-car access to the State Fairgrounds and the UMN's St. Paul campus. Pedestrian improvements in this corridor would be a massive boost to the overall connectivity of walking trips in St. Paul</p>	Snow and ice	See action 1-12. Identify resources to improve on-going maintenance of existing crossing facilities, including snow and ice removal at crossings, crosswalk markings and replacement of flexible bollards in temporary crossing improvements.	None
91	Sarah Kusa	inside Ward 3	12/24/2018 14:08	Sarah Kusa	553 Montrose Lane	<p>Since September, I have been in contact with Chris Tolbert's office, urging improvement at the Cretin Avenue / Hartford Avenue intersection. I'm reaching out to Public Works directly after reviewing the draft pedestrian plan on the city's website. I'm concerned that the Cretin/Hartford intersection is in a "low priority" area, according to the draft plan.</p> <p>If you're not familiar with that intersection, it's a vital route to schools, businesses in Highland Village, and the closest playground for residents west of Cretin. It's also a vital route directly to the river greenway for residents east of Cretin. That intersection also has a bus stop.</p> <p>Unfortunately, cars speed unimpeded on this southern stretch of Cretin because they can. That intersection lacks even minor pedestrian improvements that calm traffic at predictable intervals elsewhere along Cretin.</p> <p>Three weeks ago I was nearly mowed down by southbound traffic on Cretin as I waited to cross this intersection, after two cars swerved to get ahead of the one car that did stop for me. This was in broad daylight at 2:30 p.m., nowhere near rush hour. I walk quickly and I'm tall enough to spot, unlike a child or some elderly residents. Because there are no stripes, lights, or signs, it seems that drivers are just not expecting pedestrians there. I do not feel comfortable letting my child walk to Horace Mann school.</p> <p>The table on page 24 of the draft plan (11/6/18) indicates guidelines for pedestrian improvements. Quoting from the ones listed in that table, the intersection at Cretin/Hartford meets all of the following:</p> <ul style="list-style-type: none"> -Along and across busy streets (e.g. four-lane roads) -Streets connecting children to schools -Streets connecting people to parks, libraries, universities, and places of worship -Streets connecting people to grocery stores, convenience stores, and farmers markets -Streets connecting people to local businesses -Streets connecting people to bus or light rail stops 	Street crossings	See action: 1-5. Establish a consistent process for reviewing, improving and prioritizing pedestrian crossings. Review and update policies as necessary to incorporate best practices and national guidelines. Apply these policies to all projects and requests that include crossing improvements.	None
93	Name not available		12/24/2018 12:24	Visitor from Out of Town	Fresno, California	2. Sidewalks are being built by or in the communities that seem to have money and their property look "good" but in places throughout St. Paul, many communities that perhaps is "deemed" as bad neighborhood, no sidewalks are being built, why is that?	Sidewalks	Page 37 of the plan describes how new sidewalks are constructed in Saint Paul	None
94	Name not available		12/24/2018 12:24	Visitor from Out of Town	Fresno, California	3. Education for the community should be an important investment for the City of St. Paul government system as well. City of St. Paul has one of the best library system but yet many education in regard to public health are not being created in conjunction with the library programs. This should also be a priority among this planning process. Building sidewalks should also be building partnership throughout the City St. Paul's many departments to bridges and connect to create a thriving city from the top (Mayor's Office, City Council members to all level of both public and private entities.)	Sidewalks	Comment acknowledged	None
95	Steve Dropkin	inside Ward 2	12/22/2018 15:49	Steven Dropkin	489 Michigan Street, Saint Paul, MN	In concert with greater emphasis placed on property owners clearing curb cuts, the city MUST do a better job on roads of clearing snow "curb to curb". On my non-arterial day plow route, by the middle of winter "curb to curb" has been de facto redefined as "around two feet away from the concrete curb" in each direction. Requiring property owners to clear curb cuts but letting city crews shortcut the corners or defining "done plowing" as leaving a couple of feet of permanent snow/slush/ice be walked over before the pedestrian gets to the cleared sidewalk? Pointless.	Snow and ice	Comment acknowledged.	None

96	Steve Dropkin	inside Ward 2	12/22/2018 15:49	Steven Dropkin	489 Michigan Street, Saint Paul, MN	I have no sympathy for the absentee landlords in my neighborhood who do not clear their sidewalks promptly during the winter. That said, I DO have sympathy for the neighbors who are older and perhaps mobility-challenged, who can find it difficult to clear larger snowfalls or ice storms within the mandated 24 hours (is that 24 hours after the snow event begins or ends?). Given the costs to the city of sending notices to individual homes after a report of uncleared sidewalks, I would hope for a) some latitude in just how "clear" a cleared sidewalk is (especially if people would prefer salt and similar materials NOT be used to clear the walk) and b) how long property owners have to clear walks after unusual snow events. The city gives itself 48 hours once a snow emergency is declared; does it seem reasonable to offer property owners the same amount of "grace" for a snow event severe enough for the city to declare an "emergency"?	Snow and ice	See action: 2-7. Explore programs or policy changes to encourage greater compliance with sidewalk snow and ice removal policies.	None
97	Marjorie Wherley	inside Ward 3	12/20/2018 16:44			I agree with your goals, but the devil is in the details. It would be great for pedestrians to be able to cross streets at every corner, but I don't believe it will ever be possible to mark/sign every corner (too expensive) or educate every driver (many drivers are not from SA. Paul). Perhaps you could select certain routes to prioritize for walkers, for example, take a street like Goodrich and mark all the crosswalks where Goodrich crosses a moderately busy street? Perhaps every three to four blocks could become a pedestrian route. Maps could show where these routes are and sidewalk maintenance/snow/etc. would be more aggressively promoted.	Street crossings	See actions: 1-5 Establish a consistent policy for reviewing, improving, and prioritizing pedestrian crossings. Review and update policies as necessary to incorporate best practices and national guidelines. Apply these policies to all project and requests that include crossing improvements. 2-16 Develop a city-wide Walking Routes for Youth map encompassing every school and publicize recommended walking and bicycling routes to school.	None
98	Marjorie Wherley	inside Ward 3	12/20/2018 16:44			Snow removal is an even bigger challenge for walkers. Expecting every homeowner to clear every sidewalk within 24 hours of a snowfall is based on many assumptions: 1. Everyone has the capability to clear their walks (many of us are older or have physical limits); 2. If you can't clear your walks, you have a family member who can (many of us live alone); 3. If you don't have a family member, you can hire someone (surprisingly, it's hard to find help even when you can pay); 4. If you've hired someone, your walks will be cleared (most won't clear a less-than-2-inch snowfall (leaving you with #1/#2/#3 for that 1.75 inches of snow) AND as soon as people walk on that snow, it compacts into ice. So what can you do? How about a big public campaign to recognize Snow Heroes -- who clear others' walks? Free sand (and salt?) to homeowners? Cover the cost of hiring snow service for people who are lower income and unable to clear their walks and have no one at home who can do so? The City where my Dad lived cleared snow for seniors who had no help; those folks would put a little sign in their window during the winter. Yeah, I know, \$\$\$\$\$. A community organizer might work with schools and churches/synagogues/mosques to have volunteer snow crews for certain homeowners in their area. Just sending out a nasty letter 26 hours after a snowfall does NOTHING to solve the problem. I got one of those once and have never forgotten the tone and the \$300/hour charge to do the shoveling. But if the letter had said something like: "if you can't do it, here are resources that can help. Or call the City and we'll shovel you out (on a sliding fee scale). I love walking and need to walk to stay independent, but I have stopped walking completely in the winter due to sidewalk snow/ice and worry about the tripping hazards and traffic in the summer. St. Paul is NOT pedestrian-friendly for people like me./	Snow and ice	See action 2-7 Explore program or policy changes that encourage greater compliance with sidewalk snow and ice removal policies.	None
100	Jeanne Gehrman	inside Ward 7	12/19/2018 10:15	Jeanne Gehrman	1963 Nortonia Avenue	1. The cover photo. Is that sidewalk truly compliant with snow removal ordinances? How about those trying to navigate it in a wheel chair? Would anyone advise their grandmother that this sidewalk is safe? Sure the roly-poly kid on the cover photo is more engaging than a person in a wheel chair or a little old lady. However, how likely is that kid to suffer an injury from a fall on that sidewalk as opposed to our grannies? How easy is that sidewalk to navigate in a chair. The cover photo is a case study in "What Were You Thinking?"	Other	The cover photo was submitted as part of a photo contest hosted by Saint Paul Public Works to solicit community images to use in the pedestrian plan.	None

103	Jeanne Gehrman	inside Ward 7	12/19/2018 10:15	Jeanne Gehrman	1963 Nortonia Avenue	<p>4. 2-11. The maps on p. 70 & p. 90 have portions completely covered by identifying information as to location. Give us the ENTIRE map, please & thanks, and put the identifying information outside of the maps. One of the boxes containing the identifying information completely covers the approximately one square mile in which I live. I'd like to see the information on the map, please. I know where I live.</p>	Clarification	These maps are intended to show select areas. A complete map of sidewalk gaps in Saint Paul is on page 68.	None
104	Jeanne Gehrman	inside Ward 7	12/19/2018 10:15	Jeanne Gehrman	1963 Nortonia Avenue	<p>5. "Explore a proactive system to address non-compliance with sidewalk shoveling ordinance. Empower inspectors to uphold high standards for snow and ice clearance." Great idea. When I went to a presentation about the Pedestrian Safety Plan I was blown away that this process is complaint driven. So the inspectors go out to one property at a time willy nilly? How about having the inspectors do a canvas of an entire portion of the neighborhood, rather than case-by-case. I was also blown away by the answer to my question at the presentation about any difference between compliance Re; trash ordinances/snow shoveling that's done by the same inspectors who review the inside of homes w/regard to electricity, plumbing, structure, etc. REALLY? Does it take an advanced degree in Civil Engineering to know pile of trash or a pile of snow when one jumps up & introduces itself. Why not have interns look at the trash & snow piles & leave the Civil Engineering folks do their jobs requiring the advanced degree. Just an idea.</p> <p>Thanks for hopefully clarifying these questions before the final implementation is done & possibly thinking about changing the processes used in the DSI unit.</p>	Snow and ice	Comment acknowledged.	None
105	Name not available		12/19/2018 10:10	Betty Lotterman	2267 Priscilla St.	<p>As someone without a car, I walk a lot. I feel safest at intersections that have 4 way stop signs and I think this should be the norm. Intersections with roundabouts are the worst. I have to walk a lot farther just to cross the street. Also it's confusing with cars changing lanes and making right turns whenever.</p>	Street crossings	Comment acknowledged.	None
106	Timothy Frankland	inside Ward 7	12/19/2018 2:02	Timothy Frankland	677 McKnight Rd S	<p>One of my hopes for this plan is that the intersection of McKnight Rd S and Londin Ln E will be addressed. If one wants to cross McKnight Rd S at Londin Ln E, there is only a crosswalk at the southern edge of the intersection. There is no crosswalk at the northern edge of the intersection, yet this is where Metro Transit Route 63 drops off riders. Pedestrians at the northern edge of the intersection nearly always cross McKnight at this area where there no crosswalk rather than moving to the southern edge where there is a painted crosswalk and pedestrian crossing road signs.</p> <p>Drivers on this part of McKnight often drive faster than the posted speed limits, posing a hazard to pedestrians not in the proper crosswalk. Additionally, northbound drivers on McKnight are coming over the crest of a hill (again, typically at a speed faster than the posted speed limit) and are often greeted by pedestrians crossing where there is no crosswalk.</p> <p>This intersection is harrowing for drivers and pedestrians alike, and I hope that the city's plan will examine and rectify the problems at the intersection of McKnight Rd S and Londin Ln E.</p>	Street crossings	<p>See actions 1-5. Establish a consistent process for reviewing, improving and prioritizing pedestrian crossings. Review and update policies as necessary to incorporate best practices and national guidelines. Apply these policies to all projects and requests that include crossing improvements.</p> <p>1-2. Advocate for a statewide reduction in urban speed limits as part of the city's legislative agenda.</p>	None

107	Ryan French	inside Ward 3	12/18/2018 12:20	Ryan French	1534 Goodrich Ave	I'm glad safety is of concern. I live near Goodrich and Snelling--adjacent to Macalester. The improvements on Snelling have made a noticeable difference. I would like to see more improvements like that for the length of Snelling. More so, I think striping more crosswalks on streets approaching major thoroughfares like Summit would also be helpful. I notice so many cars approaching a stop sign only looking left for a break in traffic. The either do a rolling stop or continue to creep up to the main road without ever looking right. I feel like adding firmly painted crosswalks or at least a well-marked "stop line" in the right lane might add more visual cues to drivers.	Street crossings	See actions 1-5. Establish a consistent process for reviewing, improving and prioritizing pedestrian crossings. Review and update policies as necessary to incorporate best practices and national guidelines. Apply these policies to all projects and requests that include crossing improvements.	None
108	Jason Shiggs	inside Ward 1	12/18/2018 2:03	Jason Shiggs	580 Marshall Ave, 55102	I think two streets should be added to the priority list. Selby Avenue west of Dale to Lexington. There is a lot of construction taking place and pedestrian concerns should be adhered to during the building process and not after. The main objective is to make sure there is plenty of sidewalk space and an adequate transition between the sidewalk and the buildings.	Priority Areas	See action 2-4. Require property owners to install sidewalk adjacent to all streets abutting properties undergoing site redevelopment.	None

109	Jason Shiggs	inside Ward 1	12/18/2018 2:03	Jason Shiggs	580 Marshall Ave, 55102	Another street of concern is Dale Street South of 94 to Summit Avenue. The side walks are narrow on both sides of the street. It doesn't feel safe crossing 94 on on the Dale Street Bridge. Part of the reason is vagrants peddling for money 24/7/365 the other is the bridge design. This should be fixed when the bridge is rebuilt in the coming years. This is my motto, the street needs to be good enough for an 8 year old going to Capital Hill or 78 old going to Mississippi Market to feel reasonably safe between the hours of 7am to 7pm. Think like a kid. Then think like and older person.	Sidewalks	See action	None
110	Dustin Schroeder	inside Ward 4	12/17/2018 11:55	Dustin Schroeder	6 Oakley Avenue, St. Paul, MN 55104	I would like to see University Avenue to Minnehaha Avenue considered a high-priority area for walking investment. I think this would make sense because it is a primary path to Allianz field and the Snelling/University Green Line station. The A-line also runs up and down Snelling Avenue, and the State Fair, as well as Hamline University provide a catalyst for significant pedestrian travel north on Snelling.	Priority Areas	The methodology to determine High Priority Areas for Walking Investment included measures of equity, safety, connectivity, health, density, transit use, and destinations. Details on the methodology are available at: https://www.stpaul.gov/sites/default/files/Media%20Root/Public%20Works/Prioritization%20Methodology%2011.5.18_reduced.pdf	None

111	Name not available	12/17/2018 11:21	Preston Wright	395 McKnight Rd S	All this report says is a lengthy reason for why my neighborhood continues to be ignored. I walk daily and catch buses on streets without sidewalks. I have to walk 50 minutes (2 miles) to reach an area of the city that will even get planned improvements. My house is 120 years old and st. paul has never had a commitment to my neighborhood.	Priority Areas	Comment acknowledged.	None
114	Name not available	12/17/2018 10:43	Regina rippel	690 Lawson ave e	It is not helpful to brake up good roads with cement centers to allow for an occasional walker, it only creates traffic backups and cutting in for angry drivers. How about flashing lights that could be activated on need	Street crossings	Comment acknowledged	None
115	Name not available	12/17/2018 10:43	Regina rippel	690 Lawson ave e	We need Sidewalks. Some are so broken up and uneven that they are a danger for walking.	Sidewalks	See action 2-6. Identify citywide sidewalk replacement needs and use High Priority Areas for Walking Investments to prioritize sidewalk replacement locations. Develop a dataset to identify and track sidewalk condition throughout the city.	None
116	Name not available	12/17/2018 10:43	Regina rippel	690 Lawson ave e	Snow removal is also an issue since many are not cleared for a variety of reasons and snowplows move heavy snow on sidewalks	Snow and ice	See action 2-7 Explore program or policy changes that encourage greater compliance with sidewalk snow and ice removal policies.	None
117	Name not available	12/17/2018 9:58	Anne Thom	1355 North Victoria Street	Well, it's a start. I walk everyday, at least a couple of miles in order to get to work and also, I have dogs so I don't have a choice but to be out there. Again this morning as I tried to cross Wheelock/Maryland/Victoria/Como in order to get to the bus stop, I was nearly plowed into by a bicyclist (two of them just flew through the intersection without stopping on their way from Como to Wheelock - which BTW, with that bike lane on Wheelock you have created an immense pedestrian hazard, bicyclists do not stop at that intersection if they can help it, and I have encountered this downtown on Jackson as well, bicyclists not respecting my right to cross and their requirement to stop.) Also, I had to wait for three cars who felt they had the right of way this morning and I was yelled at by one driver because I was standing on the curb. Walking in St. Paul you meet such nice people. /s Anyway, I will be on crutches again in a few weeks and look forward to an interesting commute. More enforcement would be helpful too. Thank you.	Coordination with other travel modes	Comment acknowledged.	None
119	Union Park District Council	1/7/2019			requests that the plan discuss the importance of zoning to pedestrian safety/access (driveway and building placement, wheel stops for cars in parking lots, etc.)	Land Use and Zoning	Policy guidance related to zoning and land use is provided in the Saint Paul Comprehensive Plan	None

120	Union Park District Council	1/7/2019	requests that the plan discuss the importance of vegetation including trees to pedestrian comfort and appeal	Other	Saint Paul's draft Comprehensive Plan includes a goal related to tree canopy cover. Policy LU-18. Prioritize measures to achieve a long-term increase in canopy coverage citywide, with general goals of 40% tree canopy coverage in all neighborhoods outside of downtown and 15% downtown.	None
126	MnDOT	2/8/2019 0:00	For several of the recommended actions, the plan lists MnDOT as one of several agencies that are "responsible entities." There are also references to MnDOT and other agencies in coordinating and partnering roles. MnDOT welcomes further clarification of the city's expectations of partner agencies and the processes that will be led by the city to advance and implement the recommended actions.	Clarification	Comment acknowledged	None
127	MnDOT	2/8/2019 0:00	MnDOT notes under the Pedestrian Plan's Policy Framework the acknowledgment of the city's ADA Transition Plan as a supporting document and encourages the city to seek opportunities to enhance connections with the priorities of that plan.	Affirmation	Comment acknowledged	None
128	MnDOT	2/8/2019 0:00	MnDOT commends the substantial focus and information that the plan provides on Safe Routes to Schools, as well as the city's adoption of a SRTS policy in 2017 and participation as a member of the SRTS Steering Committee.	Affirmation	Comment acknowledged	None
129	MnDOT	2/8/2019 0:00	MnDOT will review the plans for specific projects as they are developed in the future for compliance with agency drainage requirements. Future projects may or may not require a MnDOT drainage permit, depending on site conditions.	Other	Comment acknowledged	None
130	MnDOT	2/8/2019 0:00	MnDOT's goal is to review proposed development plans and documents within 30 days of receipt.	Other	Comment acknowledged	None
131	MPCA	1/23/2019 0:00	The Plan supports the Agency's Mission of protecting and improving the environment and human health.	Affirmation	Comment acknowledged	None
132	MPCA	1/23/2019 0:00	We are encouraged by these goals as they are in direct alignment with our agency's Strategic Plan Objectives of improving air quality in population centers and reducing Minnesota's greenhouse gas emissions from transportation.	Affirmation	Comment acknowledged	None
133	MPCA	1/23/2019 0:00	We also value the attention given to identifying walking investments in ways that equitably distribute resources and prioritizing locations with highest need. Part of the process to identify High Priority Areas for walking investments included consideration for areas of concentrated poverty and areas where 50% or more of residents are people of color, both of which are metrics used by MPCA to identify areas of Environmental Justice Concern.	Priority Areas	Comment acknowledged	None
134	MPCA	1/23/2019 0:00	We appreciate that action item 2-2 recommends studying alternative funding structures to fund new sidewalk construction and equitably distributing costs; the fair treatment component of our Environmental Justice policy ensures that no group of people should bear a disproportionate share of the negative environmental consequences resulting from industrial, governmental, and commercial operations or policies.	Affirmation	Comment acknowledged	None
135	MPCA	1/23/2019 0:00	The MPCA supports the city's efforts to develop a comprehensive long-term Pedestrian Plan. We administer several programs and committees that could potentially engage as partners if the opportunity arises.	Affirmation	Comment acknowledged	None

136	District 1 Community Council	2/4/2019	Overall we are thrilled to see a policy document like this and appreciate future implementation of approved policy decisions. We represent a part of the city that has fewer multi-modal transit options than the rest of the city, and express concerns on a number of safety, accessibility, and equity issues below.	Affirmation	Comment acknowledged	None
137	District 1 Community Council	2/4/2019	Page 4: "Get it done. We will achieve our vision of a walking city by coordinating activities across city departments, pursuing opportunities for low-cost interim solutions and updating this plan every five years." This statement doesn't provide any sense of work that needs to be done and work accomplished. A plan by itself does nothing without implementation and measuring goals and creating timelines.	Other	Comment acknowledged	None
138	District 1 Community Council	2/4/2019	Page 5: District 1 is not considered a "high priority" area for walking investments, likely because of our lack of population density. However, we have a high percentage of people who rely on walking, we have some critically-serious safety issues, as highlighted with the recent death and injury on McKnight just south of Burns, and we have many areas of our district that lack sidewalks.	Priority Areas	The methodology to determine High Priority Areas for Walking Investment included measures of equity, safety, connectivity, health, density, transit use, and destinations. Details on the methodology are available at: https://www.stpaul.gov/sites/default/files/Media%20Root/Public%20Works/Prioritization%20Methodology%2011.5.18_reduced.pdf	None
139	District 1 Community Council	2/4/2019	We would welcome the opportunity to host more "Stop for Me" events in 2019 in our district.	Enforcement	Community groups can contact Sgt. Kat Brown to organize Stop for Me events at kathleen.brown@ci.stpaul.mn.us	None
140	District 1 Community Council	2/4/2019	Page 15: I don't think that "Prioritize pedestrian safety in street design" should be first. It might be a general, non-priority list but by listing it first, it seems like it's the most important. We're not saying it isn't, but it's the most challenging to accomplish compared to the other elements, and can only be done when a street is being designed/redesigned. Most streets will not be designed or redesigned, so to me that emphasis seems not appropriate..	Other	Comment acknowledged	None
141	District 1 Community Council	2/4/2019	Page 25: Because the lower portion of our district (south of 94) has also low bus connectivity, should the city considering raising the priority level? People don't even have safe ways to cross the street to GET to the bus! (again, this statement was drafted before the crash/death at McKnight south of Burns)	Priority Areas	The methodology to determine High Priority Areas for Walking Investment included measures of equity, safety, connectivity, health, density, transit use, and destinations. Details on the methodology are available at: https://www.stpaul.gov/sites/default/files/Media%20Root/Public%20Works/Prioritization%20Methodology%2011.5.18_reduced.pdf	None
142	District 1 Community Council	2/4/2019	We need more safe crossings on McKnight Road and Lower Afton Road. We need reduced speeds on these roads, even though we know they are county roads. They're still residential roads too. School buses and Metro Transit buses travel on these roads, people walk, bike, wheelchair and push strollers along these roads (or sometimes IN the road when no sidewalk is available. Yes, we've seen people use wheelchairs in the street on south McKnight Road.	Street crossings	See actions 1-10. Provide regular crossing opportunities on collector and arterial streets, prioritizing streets in High Priority Areas for Walking Investments. 1-2. Advocate for a statewide reduction in urban speed limits as part of the city's legislative agenda.	None

143	District 1 Community Council	2/4/2019	We are concerned about why St. Anthony Park and Highland that are designated high priority areas - based on what, exactly? Those areas already HAVE a lot of amenities are part of the city has never had!	Priority Areas	The methodology to determine High Priority Areas for Walking Investment included measures of equity, safety, connectivity, health, density, transit use, and destinations. Details on the methodology are available at: https://www.stpaul.gov/sites/default/files/Media%20Root/Public%20Works/Prioritization%20Methodology%2011.5.18_reduced.pdf	None
144	District 1 Community Council	2/4/2019	We are split but lean slightly toward recommending that the city conduct a study for snow removal by the city, to determine a cost-benefit analysis to see if the effort would be worth the costs. We are concerned about ADA compliance issues. We know that some people who get around in wheelchairs do not leave the house often because of unsafe sidewalk conditions.	Snow and ice	See action 2-7. Explore programs or policy changes to encourage greater compliance with sidewalk snow and ice removal policies.	None
145	District 1 Community Council	2/4/2019	We think that the "road diet" on Maryland n really helped. We would like to see that on other 4-lane streets in our district, starting with McKnight.	Street crossings	See action 1-6. Reduce pedestrians' exposure to motor vehicles and lower street design speeds. Pursue changes in street designs that lower design speeds and reduce roadway crossing widths.	None
146	District 1 Community Council	2/4/2019	We encourage reducing speed limit for autos in standard residential streets from 30mph to 25 mph.	Other	See action 1-2. Advocate for a statewide reduction in urban speed limits as part of the city's legislative agenda.	None
147	District 1 Community Council	2/4/2019	We encourage consistent speed limits on the same road. For example, McKnight changes speeds often from south of 94 to Carver several times.	Other	Comment acknowledged.	None
148	District 1 Community Council	2/4/2019	We would like to see an increase in stop signs at some residential neighborhoods, Hazel & Old Hudson Road.	Other	Comment acknowledged.	None

149	District 1 Community Council	2/4/2019	We would like to see safer crossings throughout all of our district. For example, Ruth and Old Hudson Road, McKnight and Larry Ho and every other major intersection on McKnight that has a bus stop and higher population density.	Street crossings	See actions 1-10. Provide regular crossing opportunities on collector and arterial streets, prioritizing streets in High Priority Areas for Walking Investments. 1-3. Follow best practices for marking crosswalks. Convert crosswalks marked with parallel bars to high-visibility crossings to improve visibility of crosswalks. Whenever possible, use durable crosswalk marking materials. 1-4. Ensure visibility of pedestrian crossings. Review sign placement, street furniture, bus shelters, foliage growth, and parking restrictions at intersections as part of all reconstruction projects and requests for crossing improvements. 1-5. Establish a consistent process for reviewing, improving and prioritizing pedestrian crossings. Review and update policies as	None
151	North End Neighborhood Organization	2/5/2019	The SPPP and its accompanying website does not provide the GIS data sets that were used to compile the GIS analysis. Reconstructing the analysis is not possible for outside groups wishing to check the project team's work. The repeatability of the GIS analysis and availability of the data used in the analysis is necessary for the plan to be considered transparent. NENO requests that all GIS data sets used to compile the GIS analysis be placed on Saint Paul's Open Data portal.	Clarification	Comment acknowledged. Data will be made available after the draft plan is released. The methodology to determine High Priority Areas for Walking Investment included measures of equity, safety, connectivity, health, density, transit use, and destinations. Details on the methodology are available at: https://www.stpaul.gov/sites/default/files/Media%20Root/Public%20Works/Prioritization%20Methodology%2011.5.18_reduced.pdf	None

152	North End Neighborhood Organization	2/5/2019	The SPPP skirts the issue of long term maintenance costs, especially in sections with actual dollar amounts displayed. These actual dollar amounts only reflect the initial installation but do not indicate any of the maintenance costs or socio-economic costs over longer periods of time. The current draft of the SPPP proposes no rubric or other criteria and simply presupposes “low-cost interim” products as the optimum solutions. The SPPP misleads readers into thinking that “low-cost interim solutions” are more cost effective than more permanent pedestrian infrastructure. Rather than “low-cost interim solutions,” the SPPP should pursue opportunities based on the most efficient, effective, and sustainable solutions over the life of the infrastructure installed. All solutions should be considered in terms of socio-economic return-on-investment (e.g., lives and property saved, property values increased, fewer accidents, fewer police and emergency responses) and cost-benefit to the public, which is not clear with the current language. NENO recommends developing socio-economic return-on-investment and cost-benefit measures to better select pedestrian solutions. NENO also recommends that all short and long term costs, including maintenance, for pedestrian solutions are listed in a clear and easily comparable format.	Other	See action 1-9. Dedicate additional funding to improve pedestrian crossings in conformance with best practices and support on-going maintenance of these treatments. 1-12. Identify resources to improve on-going maintenance of existing crossing facilities, including snow and ice removal at crossings, crosswalk markings and replacement of flexible bollards in temporary crossing improvements. 3-1. Pursue opportunities to install and maintain interim pedestrian crossing improvements using low-cost materials.	None
153	North End Neighborhood Organization	2/5/2019	The SPPP mentions a lack of quality data for tracking sidewalk gaps and other pedestrian issues, to include vehicles striking pedestrians. The SPPP makes little to no mention of (1) using private organizations to help innovate and drive the cost of constructing sidewalks down; (2) how to evaluate pilot projects or take advantage of new technologies, like precast sidewalks, frost and sulfate resistant concrete, or crowdsourcing data gathering; or (3) partnering with K-12, technical, or collegiate schools in the area to help gather and organize data. By relying on datasets that lack quality, the SPPP may be targeting the wrong areas for development. If the SPPP ignores advances in sidewalk technology and pilot projects, the SPPP will continue to waste precious funds on inefficient sidewalk methods. Furthermore, the SPPP should encourage bidding on sidewalk construction by private organizations to help drive down the cost of construction through free market competition, which will in turn create jobs and economic stimulus. NENO advocates that market forces should be tapped to help solve the problems of cost and “constructability.” Additionally, NENO proposes that the SPPP encourage pilot projects, especially tracking concrete mix design and long term performance, and precast sidewalk technology. Crowdsourcing data gathering and partnering with K-12, technical, and collegiate schools in the local area can help fill data gaps and further drive innovative solutions. Finally, NENO recommends formally organizing neighborhood “snow patrols” in addition to neighborhood watch groups to help cover areas with homeowners who cannot physically handle snow removal.	Sidewalks	See action 2-6. Identify citywide sidewalk replacement needs and use High Priority Areas for Walking Investments to prioritize sidewalk replacement locations. Develop a dataset to identify and track sidewalk condition throughout the city.	None
154	North End Neighborhood Organization	2/5/2019	Finally, NENO recommends formally organizing neighborhood “snow patrols” in addition to neighborhood watch groups to help cover areas with homeowners who cannot physically handle snow removal.	Snow and ice	See action 2-7. Explore programs or policy changes to encourage greater compliance with sidewalk snow and ice removal policies.	None
155	North End Neighborhood Organization	2/5/2019	NENO suggests adding language about public education on the proper way to salt and what temperatures salt is actually effective under the SPPP’s Top Near Term Actions (Table 9) under item 2-8. NENO also recommends that the SPPP educate citizens about the fact that an overabundance of salt can damage their homes, sidewalks, surrounding infrastructure, and environment.	Snow and ice	See action 2-7. Explore programs or policy changes to encourage greater compliance with sidewalk snow and ice removal policies.	None

156	North End Neighborhood Organization	2/5/2019	In order to increase readability, NENO requests that the SPPP define all important and uncommon terms at the beginning of the document in a glossary. This reorganization of the document will allow stakeholders who do not have a technical background to participate and use the document.	Clarification	Terms are defined throughout the document as they appear.	None
157	North End Neighborhood Organization	2/5/2019	NENO requests that (1) an additional public comment period of at least one month be opened for the second draft of the SPPP.	Other	A preliminary draft of the pedestrian plan was released to the public on November 6, 2018, allowing almost 15 weeks for community review. The final draft will be released with the City Council agenda prior to the final public hearing on the plan.	None
158	Payne Phalen District Council	2/8/2019	We are appreciative that the City took on this important work and we are very encouraged by the level of thinking and the amount of hard work and engagement that has been folded into the project along the way. We are also glad to see a document that tackles pedestrian issues on a citywide basis; doing so seems like exactly the right approach for ensuring that investments are prioritized appropriately as-needed.	Affirmation	Comment acknowledged	None
159	Payne Phalen District Council	2/8/2019	Please also consider that relying on walking often means making easy connections between home and work. With that in mind, we suggest that the high-priority area (green) should be enlarged to include all of the Phalen Corridor east of Arcade Street and north to the intersection of Maryland Avenue and Johnson Parkway. This corridor is now and will continue to be the location of many jobs – jobs that in an ideal world would be much more easily accessible to local residents. Though the street grid in this stretch of Phalen is interrupted, that need not mean that the pedestrian circulation system is also disconnected. Presently there are very few pedestrian connections (sidewalk extension, trails, etc.) that connect the residents living in neighborhoods on either side of Phalen to the jobs in the corridor. This same concern along Phalen Boulevard is captured by the other two priorities as well: Safety and connectivity. In all, we find it problematic that the businesses along Phalen are really only accessible by car (and they all have large surface parking lots). If the pedestrian grid was stronger here, these businesses – and the employment opportunities they offer - could be much more accessible to residents of nearby neighborhoods – residents who might be able to forego the expense of owning and operating a car because they can safely and conveniently walk to work. Please consider adding the eastern portion of Phalen Boulevard. There’s very likely no coincidence that participants in the engagement process did not identify this area precisely because it is a part of the city that currently has few if any pedestrians – particularly those that are walking between the jobs in the corridor and residences in the adjacent neighborhoods (as opposed to recreational users moving along the length of the trail from one end to the other).	Priority Areas	Priority areas were determined based on Census Tracts. Unfortunately, many Census Tracts are bounded by major thoroughfares, which therefore may straddle priority areas. The methodology to determine High Priority Areas for Walking Investment included measures of equity, safety, connectivity, health, density, transit use, and destinations. Details on the methodology are available at: https://www.stpaul.gov/sites/default/files/Media%20Root/Public%20Works/Prioritization%20Methodology%2011.5.18_reduced.pdf	None
160	Payne Phalen District Council	2/8/2019	Page 11: In regard to the section on “Equity in Prioritization...” please keep in mind that the City’s draft Comprehensive Plan includes a series of maps, all of which include the designation of Areas of Concentrated Poverty (ACP). As an analytical framework, this is quite useful in sorting out where future investment should be made on all matter of projects in order to forge equitable spending across the city. The “high-priority areas for investment” map in this document need not have the same boundary. We understand that there are considerations and benchmarks for the priorities in this plan that are slightly different. That said, because the intentions are generally the same across both plans and because this document is intended as an appendix to the City’s Comprehensive Plan, the maps in this plan should also indicate the ACP designation.	Clarification	Comment acknowledged. ACP designation was included in the methodology to create High Priority Areas for Walking. These component measures are not included in the final maps for clarity.	None

161	Payne Phalen District Council	2/8/2019	Keeping in mind the goals and priorities of the plan, we strongly encourage the City of St. Paul to ensure that the plan and implementation of the plan include and incorporate all County State Aid Highways (CSAH) and MnDot Highways as well as all city streets.	Other	The plan was guided by a 27-member steering committee, including representatives from Ramsey County and MnDOT. The committee roster is posted at: https://www.stpaul.gov/departments/public-works/transportation/walking-saint-paul/pedestrian-plan-steering-committee See action 3-3. Maximize impact of capital projects through coordination with partner jurisdictions such as Ramsey County, MnDOT and Metro Transit. Define internal structure for managing external partnerships and identifying opportunities to maximize use of resources during capital projects.	None
162	Payne Phalen District Council	2/8/2019	b. The NW corner of District 5 indicates a high number of sidewalk gaps (page 68), and this part of the city has a medium to high density of residents, so why wasn't it included as a high-priority area for investment (page 67, 69, 70 and 71)?	Priority Areas	The methodology to determine High Priority Areas for Walking Investment included measures of equity, safety, connectivity, health, density, transit use, and destinations. Details on the methodology are available at: https://www.stpaul.gov/sites/default/files/Media%20Root/Public%20Works/Prioritization%20Methodology%2011.5.18_reduced.pdf	None
163	Payne Phalen District Council	2/8/2019	For the tables on pages 73-78: a. Which one of each of these actions identified in these tables will be correlated to the geographic-based information in the maps on pages 65-71? Is this something that will be sorted out in the final version this document or is that something that District Council should sort out when we update our District Plans?	Other	Actions listed in the plan apply to all areas of the city. Actions 1-10, 2-5, 2-6, 2-12, and 2-15 specifically identify situations where High Priority Areas for Walking Investment will be differentiated.	None
164	Payne Phalen District Council	2/8/2019	How does this list get folded into the City's Capital Budget Process? How should communities and District Councils help in sorting out this list relative to providing community input and feedback about these projects relative to the City's new capital budget process?	Other	See action 2-3. Incorporate the presence of pedestrian needs into selection criteria for Saint Paul Streets projects.	None
165	Payne Phalen District Council	2/8/2019	Has this list been correlated to the implementation components of the City's draft Comprehensive Plan? If not, it would make a great deal of sense to do that now before either document goes through the final adoption process.	Other	Yes	None
166	Payne Phalen District Council	2/8/2019	Most of the Appendices are focused on filling in sidewalk gaps. This is important because that work is a high-priority. But it's not clear how the priority of safety fits in because there are no appendices associated with that priority. Likewise, the priority of equity is only implicit. We suggest that the highest priority would be given to those clusters identified in this plan that also correspond to the Areas of Concentrated Poverty (ACP) identified in the draft Comprehensive Plan.	Other	Comment acknowledged	None

167	Payne Phalen District Council	2/8/2019	There is an important feature of how the city's pedestrian system is improved and expanded that is not yet fully covered – the design of the system's component parts. While we recognize that some of this is covered in Chapter 5 (page 32-33), we encourage the City to develop a more robust set of typologies and standards.	Other	Design standards are identified in the Saint Paul Street Design Manual. See action 2-1. Design streets in accordance with Saint Paul's Street Design Manual to promote a comfortable walking environment on all street types in Saint Paul.	None
170	District 1 Community Council	2/4/2019	Make sure that the south side of Suburban is included in the priority area - it looks like the north side is but the south might not be.	Priority Areas	Priority areas were determined based on Census Tracts. Unfortunately, many Census Tracts are bounded by major thoroughfares, which therefore may straddle priority areas. Public Works recognizes this aspect of this model and would not improve one side of a street and not another.	None
178	North End Neighborhood Organization	2/5/2019	NENO recommends that the SPPP lay out dates (month and year) for future updates, to include milestones like obtaining funding, team selection, drafting, and public comment. NENO also recommends that the SPPP points to specific line items in the Saint Paul for All 2040 comprehensive plan to ensure the SPPP aligns with the language of the comprehensive plan. The SPPP's scope is "actions that can be implemented in the next five to ten years"; however, the SPPP indicates it should be updated "every five years." The SPPP should focus its scope to match its update timelines, i.e., the SPPP should not suggest projects outside five years. By suggesting projects outside of the update window (five years), the SPPP seems to be promising and planning for projects that might be unattainable given the cost constraints. NENO requests that the scope of the SPPP is refocused to the update timeline (e.g., a five year scope with five years' worth of projects identified).	Other	The Saint Paul Pedestrian Plan is a policy plan to guide the city's investments in walking. It is intended to set policies that guide long-term decision making in Saint Paul as well as actions that can be accomplished in the near term.	None
179	North End Neighborhood Organization	2/5/2019	"Safe and appealing" does not equate to actual use. Reframing the vision to end with "...is safe, appealing, and performed by all" will direct appropriate measures (SMART goals—Specific, Measurable, Achievable, Relevant and Time-bound) to ensure the system that is constructed will actually be used. NENO recommends that the vision be altered to include actual use and that the goals of the plan be rephrased into SMART goals with quantifiable actions (e.g., zero pedestrian deaths by automobiles by 2040).	Other	Comment acknowledged.	None
180	North End Neighborhood Organization	2/5/2019	NENO suggests that all statistical methods that prove correlation between DSI efforts and snow and ice removal compliance are provided in the SPPP as well as the City of Saint Paul's website. Additionally, these statistical methods should rule out weather effects (melt) and DSI crew sampling bias. Finally, NENO recommends that the SPPP encourage additional methods of reporting non-compliant properties, to include a simple email address or Twitter account where citizens can send photos of non-compliant properties, and that DSI responds in a systematic and statistically sound fashion to complaints. Considering the size of the City's fleet and the amount of personnel traversing the City at any given time, City staff from other departments should also be required to report non-compliant properties.	Snow and ice	An in-depth review of snow and ice removal practices is not within the scope of this plan. See action 2-7 Explore programs or policy changes to encourage greater compliance with sidewalk snow and ice removal policies.	None

182	Payne Phalen District Council	2/8/2019	Page 24, Table 2 and Page 25: Please include the apartment district in the NW corner of District 5 between Arlington and Larpenteur, I-35E and the Gateway Trail has several sidewalk gaps, and, in several places, there is a disconnect between the trail and city sidewalks.	Priority Areas	The methodology to determine High Priority Areas for Walking Investment included measures of equity, safety, connectivity, health, density, transit use, and destinations. Details on the methodology are available at: https://www.stpaul.gov/sites/default/files/Media%20Root/Public%20Works/Prioritization%20Methodology%2011.5.18_reduced.pdf	None
183	Payne Phalen District Council	2/8/2019	Page 24, Table 2 and Page 25: Please include Along East 7 th Street, between Downtown and Metro State, there is ample possibilities for new transit-oriented development (TOD) that connects the fabric of three or four existing neighborhoods. Ensuring well-connected pedestrian infrastructure along and across this spine will be critical. Currently, only one side of the street is indicated as a priority area.	Priority Areas	The methodology to determine High Priority Areas for Walking Investment included measures of equity, safety, connectivity, health, density, transit use, and destinations. Details on the methodology are available at: https://www.stpaul.gov/sites/default/files/Media%20Root/Public%20Works/Prioritization%20Methodology%2011.5.18_reduced.pdf	None
185	Payne Phalen District Council	2/8/2019	For the real-world experience, it would be very helpful to know that the City is committed to ensuring seamless pedestrian infrastructure across all manner of city streets. For instance, is it reasonable to expect that such things as crossing treatments, signal timing, and the like will be consistent across the system? Will Ramsey County Public Works and MnDOT be as open to the need for bump-outs/sidewalk extensions as St. Paul Public Works has been in the last decade or two? Who is responsible for snow removal on County roads and will that be undertaken in a manner that is consistent with the City's intentions for equity, safety, and connectivity along and across county roadways in the winter months?	Street crossings	The plan was guided by a 27-member steering committee, including representatives from Ramsey County and MnDOT. The committee roster is posted at: https://www.stpaul.gov/departments/public-works/transportation/walking-saint-paul/pedestrian-plan-steering-committee See action 3-3. Maximize impact of capital projects through coordination with partner jurisdictions such as Ramsey County, MnDOT and Metro Transit. Define internal structure for managing external partnerships and identifying opportunities to maximize use of resources during capital projects.	None

118	Al Davison	inside Ward 2	12/16/2018 11:14	Al Davison	186 Summit Ave	<p>I frequently encounter issues that negatively impact people walking, whether it's dealing with pedestrian signals ("beg buttons"), drivers not yielding when people walking have the right of way, and aggressive drivers in general. In areas with frequent foot traffic, people shouldn't be required to have to press a button in order to get a walk signal. There have been times where I have pressed the button and still didn't get a walk signal (such as at the Kellogg and John Ireland intersection, which is unpleasant to cross), and by the light cycle it would have allowed enough time for a person to safely cross the road on foot. Even at marked crosswalks, drivers frequently do not yield (Kellogg and Mulberry is still dangerous to cross even with the flashing beacons (RRFBs) and sometimes get aggressive when you cross the street when you have the right of way. I have almost been hit a few times when crossing streets despite that I had the right of way in those situations; I tend to notice how the driver wasn't paying full attention and often was driving/turning way too fast. Even drivers who yield sometimes get impatient if they think that you are crossing too slowly and may aggressively bypass you (some drivers expect you to hurry though the intersection). Some people walking cross at a slow place, because they may not be able to go any faster (many of these people are using walkers and/or have physical disabilities).</p> <p>As someone who drives, I understand that is difficult at times to detect if a person walking is trying to cross the street or is at a bus stop, but I'd rather deal with committing a minor inconvenience by stopping for a few seconds, even if it turns out they are just waiting for the bus, than to be rude and break the law by not yielding to a person crossing the street/road. In general, I don't find it difficult to drive or park in Saint Paul (even during rush hour or busy events), and would be happy to see the city's pedestrian plans be implemented in the future. People tend to walk at 2-4 mph, where I can drive my car at 30-40 mph legally on the streets/roads of Saint Paul. Adhering to right of way laws doesn't cause large delays when I drive, and by walking around I have gotten a better perspective on why the city needs to improve conditions for people walking in the city. People walking need safer infrastructure where they are considered a higher priority than drivers. Low-income neighborhoods (North End) face negative impacts on their communities because of how their roads and streets are designed for favoring drivers commuting rather than their local residents. Having more streets and roads like Payne Ave benefit the city more than when they are designed as 4-lane undivided roadways (e.g. Rice Street, White Bear Ave) that benefit suburban commuters who are</p>	Affirmation	Comment acknowledged	None.
168	Payne Phalen District Council		2/8/2019			<p>e. With regards to the naming of the cluster, we suggest this should be called the "Payne-Phalen, Dayton's Bluff, and Swede Hollow cluster." I think the neighborhood directly north of the capital building is called "Capital Heights" (i.e. in the vicinity of Mt. Airy and Jackson Streets).</p>	Clarification	See proposed revision.	Pg 71, 90 and 91 Revise from Swede Hollow and Capitol Heights to "Swede Hollow and Payne-Phalen"
169	Payne Phalen District Council		2/8/2019			<p>a. It would be helpful if these maps were numbered as they are in the previous parts of the document.</p>	Clarification	See proposed revision.	Repeat Figure number in map titles on pages 65-71
92	Name not available		12/24/2018 12:24	Visitor from Out of Town	Fresno, California	<p>1. Sidewalks is without public safety is not really doing any good by providing sidewalks all over the City of St. Paul. Many elders are afraid to walk because of their concerns for safety. I have visited St. Paul many times and I have asked why my relatives do not go out to walk, their replies have always been, NO SAFETY. Public safety should also be part of this planning.</p>	Other	Comment acknowledged	Revise 1-11 to say "Work with partners to support safe walking environments through initiatives like Crime Prevention through Environmental Design, lighting improvements, neighborhood walks, and trash cleanup."
171	District 1 Community Council		2/4/2019			<p>We support sidewalks for every part of Saint Paul but we believe we have a higher percentage of streets without sidewalks. The southern side of Suburban should be one of the highest priority sidewalks in the district. The semi-rural and suburban-style developments of the southern part of our district are way under-sidewalked and there's probably push-back from folks complaining about how they feel the right of way is theirs to use. It isn't! A non-car based city must have sidewalks. Some of these areas are 3-6 miles from downtown and yet they're still treated as either second-class parts of the city or like a suburb, even where there are multi-unit dwellings and high residential density.</p>	Sidewalks	Comment acknowledged.	Revise list of priority sidewalk gaps to include Suburban

172	North End Neighborhood Organization	2/5/2019			Although the SPPP shows some transparency in the lengthy descriptions of the development of the High Priority Areas for Walking Investments, the SPPP fails to explain in any significant detail how the “constructability” of projects were determined, devoting only a few sentences in the last appendix (Appendix D): “The constructability rating was assigned by Saint Paul Public Works staff based on general estimates of existing conditions such as right-of-way availability and current conditions within the right-of-way like slopes, trees, railways and utility structures that impact construction costs. Constructability ratings range from 1 to 5, with gaps rated 1 as the easiest to construct and gaps rated 5 as having the most design constraints.” (SPPP, page 84) The SPPP continues to place the North End’s pedestrian network as a lower priority to other areas because of an opaque “constructability” determination by nameless “city staff.” By burying this “rating” in the furthest appendix and using two sentences to describe the process, the authors of the SPPP have effectively hidden their plans behind the seemingly transparent public outreach and analysis. More disturbing is that this “rating” is buried in in the last appendix within the SPPP and was not presented to the NENO Board or North End residents during the City’s public presentation during the November NENO board meeting. The “constructability rating” continues to reinforce the city’s historic lack of investment in the North End’s sidewalks and justifies it by summarily indicating that low hanging fruit (short distances with simple solutions) should be picked first. The problem with picking low hanging fruit is that the SPPP will continue to put off the needs of the North End while improving other areas simply because the North End has unique challenges. If funding or political will dries up, the North End will have no improvements, and continued lack of investment puts North End residents in worse shape than other parts of the city that have better connected sidewalk networks. To ensure full transparency, NENO requests a direct and public response from the SPPP steering committee and project team addressing how the final SPPP will not repeat the City’s historic failures of avoiding building sidewalks in the North End, to include a complete and transparent accounting of the process behind the “constructability” determination, to include rubrics, scoring guidelines, and results. NENO requests that the rubrics, if they exist, and any other decision making aids and scoring of the “constructability” determination of specific projects be made public, attached to the SPPP, and presented and explained in the body of the SPPP in the same or greater detail than the current GIS analysis.	Sidewalks	Comment acknowledged	Revise pages 83-91 to clarify that no sidewalk infill projects are proposed as part of the plan. The plan identifies sidewalk gaps in high priority locations and potential program options for delivery of these sidewalks should funding be made available.		
173	Payne Phalen District Council	2/8/2019			f. For the map of clusters identified on page 71, is there and anticipated time table for when and in what order each of these will be addressed?	Sidewalks	See proposed revision.	Revise pages 83-91 to clarify that no sidewalk infill projects are proposed as part of the plan. The plan identifies sidewalk gaps in high priority locations and potential program options for delivery of these sidewalks should funding be made available.		
177	District 1 Community Council	2/4/2019			Page 40: There are few sidewalks in some of the south part of our district, and yet it didn't make it on the list of "stand alone" suggested projects.	Sidewalks	The methodology to determine High Priority Areas for Walking Investment included measures of equity, safety, connectivity, health, density, transit use, and destinations. Details on the methodology are available at: https://www.stpaul.gov/sites/default/files/Media%20Root/Public%20Works/Prioritization%20Methodology%2011.5.18_reduced.pdf	Revise pages 83-91 to clarify that no sidewalk infill projects are proposed as part of the plan. The plan identifies sidewalk gaps in high priority locations and potential program options for delivery of these sidewalks should funding be made available.		
42	Patricia Teiken	inside Ward 5	2/8/2019 11:00	Patricia Teiken	1672 Macubin Street		We are opposed to being forced to add sidewalks to all of the properties in our association. Cohansey Street is a quiet cul-de-sac; the properties on Mackubin have the Elmhurst Cemetery across the street which is gated with a locked entry that is rarely open to Mackubin. The sidewalk placement will most likely interfere with buried utilities and mature landscape. According to your documentation, property owners will bear the cost of this project.	Sidewalks	The Draft Pedestrian Plan identifies locations where sidewalk gaps exist and areas of the city that are identified as high priority areas for walking investments. The plan does not propose specific projects for sidewalk infill; it prioritizes locations for projects should future funding become available.	Revise pages 83-91 to clarify that no sidewalk infill projects are proposed as part of the plan. The plan identifies sidewalk gaps in high priority locations and potential program options for delivery of these sidewalks should funding be made available. Revise text on pages 37-39 to include recent changes to sidewalk assessment practices.

43	Patricia Teiken	inside Ward 5	2/8/2019 11:00	Patricia Teiken	1672 Macubin Street	It is important for you as a planning commission to fully understand the tax implications for associations, who have strict requirements regarding both operating and reserve budgets UNDER STATE LAW, and the associations governing documents, including the declaration. Any forced payment or cost is in conflict with these documents (in breach of the legal documents), as they do not allow for anything to be spent outside of budgeted operating costs, reserves for replacement of EXISTING common area infrastructure or owner dwellings and require a vote of a majority of owners to pass any other type of assessment to pay for anything the association may be tasked with from the city to pay. This can be problematic and push associations in a corner with how to pay. If the recent trash change is any reflection of how this project will be administered, our membership has little faith there will not be major issues connected with this project.	Sidewalks	The Draft Pedestrian Plan identifies locations where sidewalk gaps exist and areas of the city that are identified as high priority areas for walking investments. The plan does not propose specific projects for sidewalk infill; it identifies potential locations for projects should future funding become available.	Revise pages 83-91 to clarify that no sidewalk infill projects are proposed as part of the plan. The plan identifies sidewalk gaps in high priority locations and potential program options for delivery of these sidewalks should funding be made available. Revise text on pages 37-39 to include recent changes to sidewalk assessment practices.
45	Margaret Kaplan	inside Ward 2	2/7/2019 12:58	Margaret Kaplan	382 Banfil Street	First, I want to commend the city for this work. Pedestrian safety is so important and it is something that we can make real progress on. Overall I think that the plan is a great start. My only concern is that under this plan critical traffic calming and pedestrian safety issues on W7th will not be undertaken in the near term. The traffic volume on 7th is very high, very fast, and not all all attentive to pedestrians. I understand that the city has to prioritize and start somewhere and the high priority areas identified make a lot of sense. I am wondering, however, if there is a way to include some of the major arterial roads like W7th that have documented pedestrian safety issues along with the more clustered high priority neighborhoods. Thank you for this important work and the opportunity to comment.	Priority Areas	Action 1-5 "Establish a consistent process for reviewing, improving and prioritizing pedestrian crossings." The draft plan does not identify or prioritize specific intersections for treatment. However, all requests for pedestrian improvements will be evaluated in a consistent way by Public Works as a result of this action item.	Revise paragraph on page 25: "This prioritization does not mean that the city will not work to address walking needs in low and medium priority areas. Pedestrian improvements will be considered in all areas of the city in conjunction with street projects and site redevelopment projects, or in response to measured use by pedestrians. Should additional funding become available through external grants or budget increases, the map provides a framework for identifying where walking investments are likely to have the greatest impact on advancing equity and safety goals."
48	Pat Thompson	inside Ward 4	2/8/2019 13:47	Pat Thompson	1496 Raymond Avenue, Saint Paul, MN 55108	North St. Anthony Park is generally marked in the plan as a medium-priority area for walking investment, and I agree with that with one exception. On Eustis Street, south of Como, there are no sidewalks on either side. This is where traffic from the 280 ramps enters and exits. A few blocks south on Eustis are several apartment buildings. It is very common to see people walking this stretch in the street and it's very unsafe. Eustis is the only connection to two bus routes that run along Como, plus the HealthPartners Clinic and the only walking route to Minneapolis and Lauderdale. The land on either side of Eustis is owned by MnDOT and St. Paul Public Schools, mostly. It's going to take some kind priority for this lack of sidewalks to ever change.	Priority Areas	Comment acknowledged.	Revise paragraph on page 25: "This prioritization does not mean that the city will not work to address walking needs in low and medium priority areas. Pedestrian improvements will be considered in all areas of the city in conjunction with street projects and site redevelopment projects, or in response to measurable use by pedestrians. Should additional funding become available through external grants or budget increases, the map provides a framework for identifying where walking investments are likely to have the greatest impact on advancing equity and safety goals."
47	Pat Thompson	inside Ward 4	2/8/2019 13:47	Pat Thompson	1496 Raymond Avenue, Saint Paul, MN 55108	On page 90 and on the map on page 71, the plan refers to Lower St. Anthony Park. Please correct that name to South St. Anthony Park.	Clarification	See proposed revision.	Revise text and labels on pages 71 and 90 from Lower St. Anthony Park to South St. Anthony Park.

50	Sarah Thompson	inside Ward 6	2/11/2019 12:10	Sarah Thompson	2018 Hawthorne Avenue E	This is the first I've heard of this plan and I've been a Saint Paul resident for 13 years. I have no idea who you surveyed but it wasn't me because I've never heard of this before. I wish the city council and the mayor would remind themselves on a daily basis that their budget comes directly out of the pockets of hardworking property owners in this city. As I read this proposal, all I could see is dollar signs. It is quite a frustrating system we have in place with property assessments going to property owners for improvements that we didn't ask for and for which we have no say in the quality of the work done. Then we foot the bill for whatever new whim the city council has now. It's inexplicable to me that "improvements" don't come out of regular property taxes but instead are passed along to homeowners as additional fees (assessments), which we get very little advanced notice of, so it's not as if you can even budget ahead of time. How about spending more time/money on actually using salt to reduce ice on side streets on the east side. My street is icy all winter. It is only plowed if a snow emergency is declared. People routinely skid through the stop sign by my house. In November a car that skidded through it totaled my car and did \$13,000 in damage to my garage. Since they drove away it's now my responsibility. But your plan is to enforce ice removal on sidewalks?! It's just a bit disingenuous for a city that does a terrible job at removing ice/snow on the streets to fine property owners for doing the same on the sidewalks you force us to have and pay for in the first place. How about lead by example. If you do a better job on the streets and learn how to live within a budget instead of treating property owners like your own personal piggy bank, perhaps the responsible people that will actually clear their sidewalks without fines & repercussions will stop fleeing Saint Paul for the suburbs.	Snow and ice	The city's property assessment practices for sidewalks have changed since the release of the draft plan and text will be updated accordingly. Street plowing practices are beyond the scope of this plan.	Revise text on page 37-38 to reflect changing policies on property owner assessments. As of 2019, the city does not issue assessments to property owners for sidewalks unless property owners agree to the assessment.
174	Payne Phalen District Council		2/8/2019			For the third goal, "Get it done..." we applaud the intention and strong purpose in this statement. Please consider adding St. Paul's Community Councils to the list in the statement about parties for coordinating activities.	Other	See proposed revision.	Revise text on page 4, 16 and 79 to emphasize importance of partner collaboration
175	Payne Phalen District Council		2/8/2019			For the second goal, "connect vibrant communities..." we encourage you to consider that while a strong pedestrian circulation system connects vibrant communities, it is also critical for strengthening communities that are not yet so vibrant or may have lost some of their vibrancy over the last forty or fifty years of the automobile era. In other words, a well-designed pedestrian system is very much a part of bringing forth revitalization of places that exist now as well as those places that are envisioned in the city's future but are not yet developed or built.	Clarification	See proposed revision.	Revise text on pages 4 and 15 to imply that walking brings vibrancy, rather than assuming it exists
176	Payne Phalen District Council		2/8/2019			c. Based on their respective titles, it's not clear what the difference is between the map on page 69 and the one on page 70.	Clarification	See proposed revision.	Revise title of map on page 70