SAINT PAUL PEDESTRIAN PLAN

UPDC Transportation Committee
5.14.18
Saint Paul Snapshot

- **1083** miles of sidewalk
- **6-8** miles replaced annually
- **394** miles of gaps
- 2016-2017 spike in annual pedestrian crashes

How Saint Paul Commutes (2015)

Why have a pedestrian plan?

• Set policies so that decisions reflect community values
• Promote consistency in how we make choices
  • Streamlined responses
  • Transparency
  • Equity
• Start conversations; change culture
Desired Outcomes

• Build capacity to support safe walking everywhere in Saint Paul
• Identify proactive policies for equitable safety improvements
• Develop priorities for investments in walking, based on equity and safety
• Identify programs to support safe walking: education, encouragement, enforcement, and evaluation
• Promote and energize a culture of walking
Example Work Products

- High priority pedestrian areas
  - Equity
  - Safety
  - Demand
  - Health
  - Comfort
Example Work Products

• Crosswalk Site Evaluation Guidelines
Example Work Products

• Review of funding availability and funding needs
  • Discussion of existing programs and what they fund (engineering)
  • Potential prioritization of existing funding based on plan findings
  • Identification of priority improvements if funding levels increased

• Review of programmatic capacity
  • Discussion of existing programs and City staff participation in these (encouragement, education, enforcement, evaluation)
  • Identification of new or existing programs that merit increased levels of staff support
What We’ve Heard About Walking in Saint Paul
Event Summary

40 March 22 Public Open House
2800 On-line Survey
1500 Summer 2017 Questionnaire
  • Safe Summer Nights
  • Community festivals
  • Pop-Up Truck
16 Library Kiosks
4 Targeted Groups
  • MORE ESL Classes
  • Skyline Teen Advisory Council
  • Hamline Elders
  • Public Housing Residents Council
Survey outreach

- 2,870 total survey responses
  - 2,478 (86%) completed every question
- Facebook ad:
  - 9,132 people reached; 19,975 impressions
  - 57 link clicks
  - 5 shares
- Facebook boosted post
  - 21,742 people reached
  - 928 link clicks
  - 113 shares
Overall Results

Which answer best describes why walking is important to you?

Top three are consistent across every demographic variable
Saint Paul is where I was born and raised. I love to walk in Saint Paul because it has nice people and great communities.

Why do you like walking in Saint Paul?

Health and recovery from brain surgery.

Able to get home with winter weather.

It’s calming and I have no other choice but I like it.

To see what’s going on.

Saint Paul is where I was born and raised. I love to walk in Saint Paul because it has nice people and great communities.
Demographic Variation in Results: Zip Code

Which answer best describes why walking is important to you?

Land Use Affects Why We Walk

• Respondents in 55119 much less likely to walk to get to daily destinations

• 55101 respondents much more likely to walk to get to daily destinations
Demographic Variation in Results: Income

- People with incomes under $20,000 were more likely to select walking to get to daily destinations
- Walking for health/exercise increases with income
Overall Results

Choose the top three things that would make walking safer and easier for you

Top 3
1. Improving snow and ice removal on sidewalks
2. Improving ways to cross busy streets (e.g. four-lane roads)
3. Adding sidewalks to streets without sidewalks

Common themes in comments:
• Traffic calming/reducing speeding
• Maintenance: snow, ice, puddles, litter and landscaping
Demographic Variation in Results: Mode

Choose the top three things that would make walking safer and easier for you

- Two of the top three are the same across all modes
  - Improving snow and ice removal
  - Improving crossings of busy streets
- Driving, transit, and bicycling all have adding sidewalks in their top three
- Walking has repairing cracks in the top three
Demographic Variation in Results: Race

Choose the top three things that would make walking safer and easier for you

- Top 3 consistent across race
- Street lighting and adding sidewalks more important for people of color
Overall Results

Choose the top three locations where it is most important to you to improve walking

Top 3

1. Along and across busy streets (e.g. four-lane roads)
2. Areas of the city that lack sidewalks
3. Neighborhoods whose residents rely on walking the most

Top 3 are consistent across every demographic variable
• Connecting to grocery stores most important for respondents under $20,000

• Connecting to schools most important for respondents over $120,000

• Neighborhoods with health risks more important for respondents under $20,000
Targeted Groups

• Personal safety concerns
  • Litter
  • “Weird people”

• Crossing roads
  • E.g. Target parking lot
  • Understanding signals and lights
  • “I grab my children’s hand and run fast”

• Health and fresh air is important to everyone
Next Steps: Prioritize Measures

Data standardized at the census tract level → Census tracts scored by standard deviation → Scores weighted and combined

<table>
<thead>
<tr>
<th>PRIORITY</th>
<th>MEASURE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Equity</td>
<td>Areas of Concentrated Poverty where 50% or more of residents are people of color (ACP50)</td>
</tr>
<tr>
<td></td>
<td>Priority roadways for safety improvements</td>
</tr>
<tr>
<td>Connectivity</td>
<td>Gaps in sidewalk network</td>
</tr>
<tr>
<td>Health</td>
<td>Obesity</td>
</tr>
<tr>
<td></td>
<td>Heart disease</td>
</tr>
<tr>
<td></td>
<td>Asthma</td>
</tr>
<tr>
<td></td>
<td>Diabetes</td>
</tr>
<tr>
<td></td>
<td>Mobility impairment</td>
</tr>
<tr>
<td>Population and Employment Density</td>
<td>Population density</td>
</tr>
<tr>
<td></td>
<td>Employment density</td>
</tr>
<tr>
<td>Destinations</td>
<td>Schools, universities, public buildings, parks, grocery stores, neighborhood nodes</td>
</tr>
<tr>
<td>Transit access</td>
<td>Transit access</td>
</tr>
</tbody>
</table>

Example:

Safety score=2
Safety weight=2
Weighted safety score= 2*2=4

Connectivity score=1
Connectivity weight=3
Weighted connectivity score=1*3=3

Total weighted score=7
Example: Indianapolis Pedestrian Plan

Equity

Overall Priority Areas

Health
Key Milestones - 2018

- Plan Kickoff
- Community conversations; Set Priorities
- Develop Plan
- Public Review of Plan
- Plan Adoption

Seasons:
- Winter
- Spring
- Summer
- Fall
- Winter
Stop for Me - 2018
Pedestrian Safety

• Pedestrian fatalities and injuries represent a growing percentage of all traffic fatalities and injuries
  • 2004: 10.9% of all traffic deaths
  • 2013: 14.5% of all traffic deaths

• Saint Paul pedestrian statistics (www.stpaul.gov)
  • 2015 (6 fatalities, 146 crashes)
  • 2016 (4 fatalities, 188 crashes)
  • 2017 (3 fatalities, 192 crashes)
Site Examples
Data Coding Sheet

<table>
<thead>
<tr>
<th>Location:</th>
<th>Describe condition:</th>
<th>Coder #1</th>
<th>Coder #2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date:</td>
<td>Start Time:</td>
<td>Stop Time:</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Staged Crossings</th>
<th>Cars Not Yielding</th>
<th>Distance Cars yielded from crosswalk</th>
<th>Multiple Threat Conflict</th>
<th>Evasive Action</th>
<th>Failure in Protocol</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Less than 10 ft</td>
<td>Between 10 ft - 40</td>
<td>More than 40 ft</td>
<td>Pass</td>
</tr>
<tr>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Baseline Results

• Total of 1581 Crossings

• Average Total Vehicle Count
  • 67.68

• Average Yielding Percent
  • 31.53%
Baseline Results

Yielding Distance Percentages

- Yielding Less than 10 feet
- Yielding between 10 to 40 feet
- Yielding More than 40 feet
Baseline Results

Percentage Scores Based on Crossing Count

- Multiple Threats Passes: 14%
- Multiple Threat Hard Braking: 4%
- Pedestrian Evasion: 0%
- Vehicle Evasion Trap: 0%
Planned Enforcement

• Officer Training via Ron Van Houten

• Enforcement Activities
  • **Wave #1: April 30th-May 4th**
    • Warning Phase (Media and School Engagement)
  • **Wave #2: June 18th-29th**
  • **Wave #3: Aug 6th-17th**
  • **Wave #4: Oct 1st-12th**
Upcoming Engineering

• Feedback Signs
  • Early June- Late November
• In-street signs (other engineering changes)
  • Early August – Late November
Contact
Fay.simer@stpaul.gov
Stpaul.gov/walking