

City of West Saint Paul

Complete Streets Policy

The City of West Saint Paul is committed to developing and maintaining a safe, efficient, balanced and environmentally sound transportation system and support integrating physical activity into daily routines through actions such as biking, walking, or using public transit.

West Saint Paul will enhance safety, mobility accessibility and convenience for all corridor users including pedestrians, bicyclists, transit riders, motorists, commercial and emergency vehicles, and for people of all ages and abilities by planning, designing, operating, and maintaining a network of complete streets. This policy applies to all corridors under the City of West Saint Paul jurisdiction. The City will work with other transportation agencies to incorporate a complete streets philosophy and encourage the State of Minnesota, neighboring cities, Dakota County and regional organizations to adopt similar policies.

Given that the City is over 95% developed, and the limited number of new streets constructed in West Saint Paul, flexibility in accommodating different modes of travel on existing streets is essential to balance the needs of all corridor users. The City will implement complete streets in such a way that the character of the project area, the values of the community, and the needs of all users are fully considered. Therefore, complete streets will not look the same in all settings, and will not necessarily include exclusive elements for all modes. Bicycle and pedestrian facilities, for example, will adhere to the West Saint Paul Pedestrian and Bicycle Master Plan, as well as the ADA Transition Plan. Additional facilities for these modes of transportation would be encouraged but not required.

As part of all transportation projects, incorporation of complete street elements will be considered. These elements include, but are not limited to:

- Sidewalks and trails
- Stormwater drainage
- Trees and other landscaping options
- Lane Widths
- Lighting
- Public transit and bicycle facilities
- On-street parking

Applicable design standards and best practices will be followed in conjunction with construction, reconstruction, changes in allocation of pavement space on an existing roadway, or other changes in street corridor. The planning, design, and implementation processes for all transit way and roadway corridors should:

- Involve the local community and stakeholders
- Consider the function of the road
- Integrate innovative and non-traditional design options where deemed appropriate and cost effective.
- Consider transit way corridor alignment and station areas
- Assess the current and future needs of corridor users

- Consider accommodation of all modes and users.
- Incorporate a review of existing system plans to identify complete street opportunities.

West Saint Paul, when determining whether to implement certain elements of complete streets, will consider including but not limited to the following items:

- If the cost of establishing complete street elements is excessive.
- If the street jurisdiction (Dakota County or the State of Minnesota for non-city streets) refuses the suggested plans.
- If the corridor has severe topographic, environmental, historic, or natural resource constraints.

For the purpose of this policy, “Complete Streets” are defined as:

“A complete street is designed to be a transportation corridor for all users: pedestrians, cyclists, transit users, and motorists. Complete streets are designed and operated to enable safe continuous travel networks for all users. Pedestrians, bicyclists, motorists and bus riders of all ages and abilities are able to safely move from destination to destination along and across a network of complete streets.

Transportation improvements, facilities and amenities that may contribute to complete streets and that are considered as elements of a “complete street” include: street and sidewalk lighting; pedestrian and bicycle safety improvements; access improvements, including compliance with the Americans with Disabilities Act; public transit facilities accommodation including, but not limited to, pedestrian access improvement to transit stops and stations; street trees and landscaping; drainage; and street amenities.”