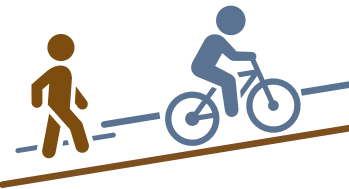




GO WEST ST. PAUL



Master Pedestrian and Bicycle Plan
FINAL REPORT

DECEMBER 2022

PREPARED BY
Kimley»Horn

PREPARED FOR
CITY OF WEST ST. PAUL

IN PARTNERSHIP WITH
ship
statewide health improvement partnership



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INTRODUCTION





Introduction

The City of West St. Paul is updating its Master Pedestrian and Bicycle Plan to adapt to the changing needs and demographics of the West St. Paul community. The City’s current plan was completed in 2011. Eleven years later, a lot has changed in the City and it’s time for a new look.

The Master Pedestrian and Bicycle Plan aims to identify major challenges, issues, and opportunities related to pedestrian and bicycle mobility in West St. Paul. The content of this document serves as blueprint for the city to use to identify and prioritize future planning decisions and projects.

PROJECT HISTORY

Many projects have been implemented and constructed since the City completed its latest Master Pedestrian and Bicycle Plan in 2011. More projects are on the way, including the Thompson Avenue & Oakdale Avenue Trail and Sidewalk Project and several sidewalk projects throughout the City. With so much of the City’s 2011 vision realized, it is time to update that plan for the coming decade.

Over the past several years, the City has elevated the importance of planning for improved community health and equity. The ability to access safe, inclusive, multi-modal transportation options offers a variety of benefits to the community; including lowering transportation costs, providing physical activity, and reducing pollution and emissions. With that in mind, the City has been working with the Dakota County Active Living Partnership to understand and analyze active living conditions and create recommendations that encourage active and multi-modal transportation throughout the City.

Go West St. Paul assesses current community conditions and prioritizes future projects that improve public health, equity, and community vibrancy with the support of the Minnesota State Health Improvement Partnership (SHIP) and Dakota County Public Health Department.

What is a Master Pedestrian and Bicycle Plan?

A Master Pedestrian and Bicycle Plan serves as a long-term guide for decision-making and planning efforts related to transforming the City into a progressive pedestrian and bicycle friendly community where every citizen can incorporate physical activity into their daily routines. The Master Pedestrian and Bicycle Plan includes sidewalks, trails, bikeways, street crossings, wayfinding and programs to promote walking, biking, and rolling.

Planning Process & Schedule

The plan was developed over a six-month period, beginning in March 2022 and culminating in October 2022.



Key Terms

SIDEWALK

A paved pathway for pedestrians, usually along the roadway without much separation.

BIKEWAY

A general term for bicycle facilities, including bike lanes and sharrows. Bike lanes are on-street, dedicated travel lanes for bikes, while sharrows are on-street lanes meant to be shared between vehicles and bikes.

TRAIL

A separated, off-street facility that may be used by pedestrians, bicyclists, and other non-motorized users. Separation from the roadway can be an open space or physical barrier.

GREENWAY

Similar to a trail, this facility is also intended for multiple uses. However, instead of running along a road, greenways are located in more natural or forested areas. West St. Paul has one major greenway that runs through the city: the River-to-River Greenway (formerly the North Urban Regional Trail).

BUS RAPID TRANSIT

A bus-based public transit system designed to be more efficient and have more capacity than a traditional bus system. Stations are usually nicer, with shelters and other amenities, and riders pay before boarding the bus. The Twin Cities currently has four BRT lines, and plans to expand the network into West St. Paul. The METRO G Line is proposed to run through West St. Paul along Robert St into downtown St. Paul and to Little Canada.

ACTIVE TRANSPORTATION

Describes methods of non-motorized or human-based transportation, including walking, bicycling, and rolling. Active transportation goes hand-in-hand with public transportation (e.g. city buses, light rails, etc.) since most transit trips include active transportation during the first and last mile of the trip.

STUDY AREA

The Master Pedestrian and Bicycle Plan covers the entire city of West St. Paul. West St. Paul is approximately 5 square miles in size, and is located within a few miles of both Eagan and Downtown St. Paul. Major transportation corridors that serve the City include US Highway 52, State Highway 3 (Robert Street), and State Highway 62. Nearby Interstates 35E and 494 connect residents to the rest of the metro area. The City is also well connected to the regional trail system, which provides pedestrian and bicycle connections throughout the metro area.

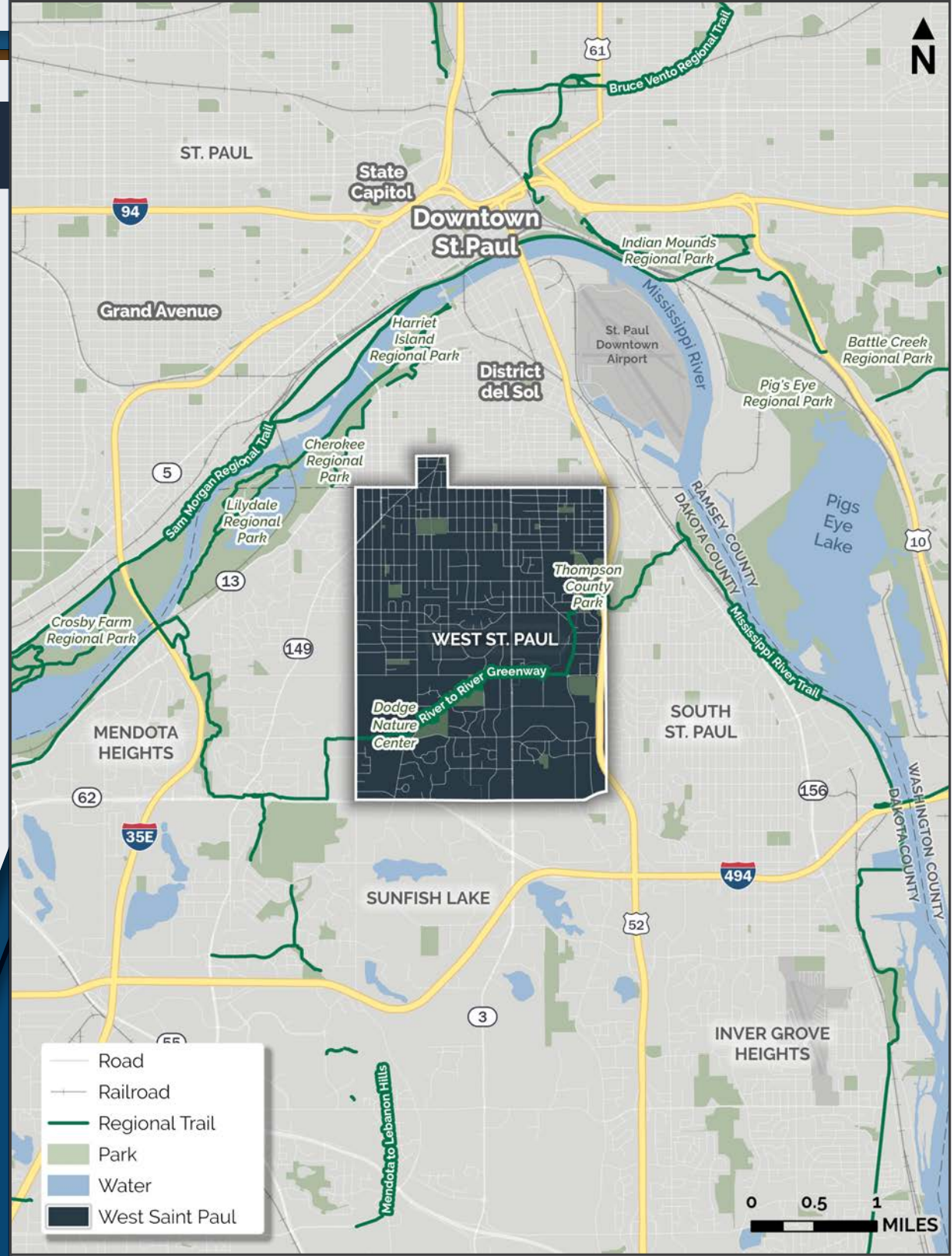


Figure 1

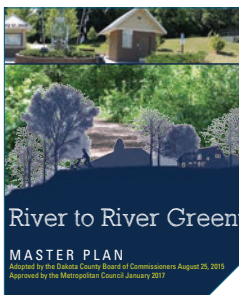
➤ PREVIOUS PLANS

Previous planning identified challenges and provided strategies and solutions within West St. Paul for residents to engage in safe, convenient, and effective pedestrian and bicycle networks. Studies listed below include a summary of the priority recommendations which currently impact pedestrian and bicycle transportation.



West St. Paul Pedestrian and Bicycle Master Plan (2011)

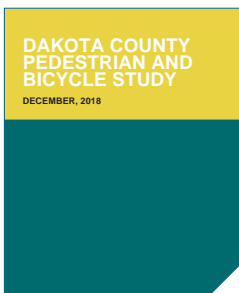
West St. Paul last created a citywide pedestrian and bicycle master plan in 2011. The plan notes that the north side of the City has a dense street network with many connections, while the south side is less dense with fewer sidewalks and street connections. The plan identifies corridors in need of short-term and long-term pedestrian and bicycle improvements.



Dakota County River to River Greenway Master Plan (2015)

This regional trail runs through West St. Paul, crossing significant corridors such as Robert Street. The River to River Greenway Master Plan envisions this trail as a complete greenway that will give trail users a safe, comfortable, and accessible experience across its full extent. To achieve this experience, goals for the greenway include a 10' minimum paved width, 80% off-street corridor, and amenities like signage and landscaping. Safe

road crossings are also a priority: at-grade crossing improvements are planned, in the short term and grade-separated crossings at some intersections are proposed for the long term.



Dakota County Pedestrian and Bicycle Study (2018)

This study was completed as part of Dakota County's 2040 comprehensive planning effort. It identifies pedestrian and bicycle transportation as necessary for both community health and equity in Dakota County. Barriers to active transportation within the county include incomplete pedestrian and bicycle networks and disconnect between county and city facilities. County

roads are specifically identified as challenging to pedestrians and bicyclists due to high speeds and unsafe crossings.

West St. Paul 2040 Comprehensive Plan (2018)

This plan presents a vision for land use, housing, transportation, economic development, green space, and other development topics in West St. Paul over the next several decades.



Key recommendations related to active transportation include:

- ▶ Encourage public transit, walking and biking by designing with complete streets standards in mind.
- ▶ Improve and expand the City trail system to enhance enjoyment of local natural features.
 - » Encourage the provision of “community” and “neighborhood” trails to provide access to park, school and other public and commercial services, and to provide hiking and biking recreational opportunities.
- ▶ Manage and enhance existing sidewalk and trail systems so as to improve accessibility and the quality of life for all West St. Paul residents.
 - » Construction of grade-separated bicycle/pedestrian crossing of Robert Street and connection as part of the River to River Greenway.

STREET	PRIORITIES BY PLAN
BIDWELL ST	<ul style="list-style-type: none"> ▶ West St. Paul Pedestrian and Bicycle Master Plan (2011): suggested sidewalk
BUTLER AVE	<ul style="list-style-type: none"> ▶ West St. Paul Pedestrian and Bicycle Master Plan (2011): suggested trail and sidewalk ▶ Dakota County Pedestrian and Bicycle Study (2018): medium-priority bicycle gap ▶ West St. Paul 2040 Comprehensive Plan (2018): designate as part of Regional Bicycle Transportation Network (RBTN)
CHARLTON ST	<ul style="list-style-type: none"> ▶ West St. Paul 2040 Comprehensive Plan (2018): designate RBTN ▶ West St. Paul Pedestrian and Bicycle Master Plan (2011): suggested bike lane and sidewalk
DELAWARE AVE	<ul style="list-style-type: none"> ▶ Dakota County Pedestrian and Bicycle Study (2018): medium-priority pedestrian and bicycle gap
LIVINGSTON AVE	<ul style="list-style-type: none"> ▶ West St. Paul Pedestrian and Bicycle Master Plan (2011): suggested bike lane and sidewalk on both sides
MARIE AVE	<ul style="list-style-type: none"> ▶ West St. Paul Pedestrian and Bicycle Master Plan (2011): suggested bike lane and sidewalk ▶ River to River Greenway Master Plan (2015): add grade-separated crossing, landscaping, buffers, and other amenities where roadway intersects with greenway ▶ West St. Paul 2040 Comprehensive Plan (2018): designate RBTN, construct multi-use trail
NORTH URBAN REGIONAL TRAIL	<ul style="list-style-type: none"> ▶ River to River Greenway Master Plan (2015): extensive improvements across greenway, including rerouting, paving, and widening; enhanced landscaping and signage; installation of trailheads; and improved at-grade and grade-separated crossings
OAKDALE AVE	<ul style="list-style-type: none"> ▶ West St. Paul 2040 Comprehensive Plan (2018): designate RBTN ▶ Dakota County Pedestrian and Bicycle Study (2018): high- and medium-priority pedestrian and bicycle gap ▶ River to River Greenway Master Plan (2015): add landscaping, buffers, and other amenities where roadway intersects with greenway ▶ West St. Paul Pedestrian and Bicycle Master Plan (2011): suggested multi-use trail and sidewalk
ROBERT ST	<ul style="list-style-type: none"> ▶ West St. Paul Pedestrian and Bicycle Master Plan (2011): suggested intersection and corridor improvements ▶ River to River Greenway Master Plan (2015): reroute greenway to cross Robert St, add grade-separated crossing ▶ West St. Paul 2040 Comprehensive Plan (2018): suggested grade-separated bike/ped crossing
THOMPSON AVE	<ul style="list-style-type: none"> ▶ Dakota County Pedestrian and Bicycle Study (2018): high-priority bicycle gap
WENTWORTH AVE	<ul style="list-style-type: none"> ▶ West St. Paul 2040 Comprehensive Plan (2018): add multi-use trail ▶ Dakota County Pedestrian and Bicycle Study (2018): high- and medium-priority pedestrian and bicycle gap

➤ BENEFITS OF WALKING AND BIKING

The choices people have in how they move through their community is a key indicator for livability and vitality. Providing a safe and efficient pedestrian and bicycle network gives residents an alternative to the automobile and helps to create a more efficient, healthier, and safer community. Walking, biking, and rolling as a means of transportation as well as recreation can benefit West St. Paul's mobility, safety, health, economy, environment, and quality of life. The pedestrian and bicycle plan update identifies numerous benefits for residents, businesses, and visitors that can be realized immediately and for years to come. The six benefits listed here support the planning goals identified in 3. Community Vision.



ECONOMY

Walking, biking, and rolling are affordable modes of transportation. Automobile ownership is expensive and consumes a major portion of many family incomes. Households that cannot afford to own and operate a vehicle must walk or bike as a necessity. When safe facilities are provided for pedestrians and bicyclists, people can walk, bike, and roll more and spend less on transportation, giving them more money to spend on other things. Those who must walk, bike, or roll by necessity feel safer and more comfortable when going about their daily activities.¹



MOBILITY

Mobility is the equitable availability of transportation options for everyone. By providing the appropriate facilities, communities allow people to choose how they want to travel. For residents who choose not to or do not have the option to drive, such as adolescents, the elderly, those unable to afford a vehicle, and people with disabilities, this lack of accessibility in transportation creates an inconvenient and socially unjust barrier to mobility. In 2017, the National Household Travel Survey showed that 40% of all trips, both commute and non-commute, taken by Americans are less than two miles, equivalent to a 30-minute walk. Walking, biking, and rolling can be attractive travel modes for short trips that would otherwise be made by driving.

Key accessibility improvements also improve quality of life for residents with mobility challenges. Accessibility standards set by the Americans with Disability Act (ADA) are increasingly enforced. These standards require that city facilities provide gentle slopes, well defined landings, and wide smooth pathways. These are conveniences for able-bodied users, but essential elements for people with disabilities.



HEALTH

Walking, biking, and rolling are forms of physical activity that can be accomplished by most citizens. Both are low-impact forms of exercise that can reduce stress and diseases such as high blood pressure and obesity. Evidence exists that investment in bicycle and pedestrian infrastructure can reduce the amount spent on medical costs. A 2005 study completed by CDC researchers in Atlanta, Georgia found an average \$2.94 medical savings return for every \$1 spent on pedestrian and bicycle infrastructure.

¹ Wang et al. (2005). *A Cost-Benefit Analysis of Physical Activity Using Bike/Pedestrian Trails*. *Health Promotion Practice* 6(2), pp. 174 – 179. DOI: 10.1177/1524839903260687.

➤ BENEFITS OF WALKING AND BIKING CONTINUED



ENVIRONMENT

More people walking, biking, and rolling can result in lower levels of motor vehicle emissions, cleaner air, and stronger preservation of streams and open spaces. As West St. Paul implements the programs, policies, and infrastructure projects recommended by this plan, it is anticipated that a portion of trips that would have been made by automobile, releasing harmful emissions, will instead be made on foot or by bike.



SAFETY

Safe travel conditions result from effective design, enforcement, and education. Safety is a major reported obstacle to walking, biking, and rolling in West St. Paul and steps can be taken to further improve safety. Within the past 10 years, there have been 57 pedestrian related crashes and 44 bicycle related crashes in West St. Paul. Officials at the state and federal levels are making efforts to improve pedestrian and bicycle safety.² The Minnesota Department of Transportation (MnDOT) released a report in 2021 detailing best practices for pedestrian and bicycle safety. Design efforts with safety in mind, along with policies and practices that aim to increase education and engagement of safety, can reduce the occurrence of pedestrian and bicycle injuries and fatalities.



QUALITY OF LIFE

The walkability and bikeability of a community are indicators of its livability/quality of life. This factor has profound impact on attracting businesses, workers, and new residents. In communities where people can regularly be seen out walking and biking, a sense exists that these areas are safe and friendly places to live and visit. By providing appropriate pedestrian and bicycle facilities, communities enable the interaction between neighbors and other citizens that can strengthen relationships and contribute to a healthy sense of identity and place.

². MnDOT. (2021). *Minnesota's Best Practices for Pedestrian and Bicycle Safety*.
<http://www.dot.state.mn.us/stateaid/trafficsafety/reference/best-practices-ped-bike-safety.pdf>.



2

A large, white, cylindrical water tower with a tiered top section. The words "WEST ST. PAUL" are printed in large, dark, sans-serif capital letters on the side of the tower. A lightning bolt symbol is visible on the left side of the tower. The tower is set against a dark, overcast sky. In the background, a residential neighborhood with houses and trees is visible.

WEST
ST. PAUL

CURRENT CONDITIONS



AHEAD



CURRENT CONDITIONS

To develop a set of comprehensive recommendations for the City of West St. Paul, it is critical first to understand the community context and existing challenges. The content in this section is adapted from the Current Conditions Report, which developed an in-depth look at the community.

OUR PEOPLE

Understanding the demographic composition of the community is important and can provide valuable information about the people that make up West St. Paul's community. This analysis uses 2010 and 2020 American Community Survey 5-year estimates from the US Census Bureau to summarize past and present demographic data to help better appropriately curate recommendations. On the whole, West St. Paul is more diverse, slightly older, and has a much lower income than the Minneapolis-St. Paul Metro Area. The population has remained fairly steady between 2010 and 2020.

DEMOGRAPHIC DASHBOARD

TOTAL POPULATION



MEDIAN HOUSEHOLD INCOME (2020)



POVERTY LINE

12.2% PERSONS BELOW

about 1.5 times the rate in the Minneapolis-St. Paul-Bloomington, MN-WI Metro Area 8.3%

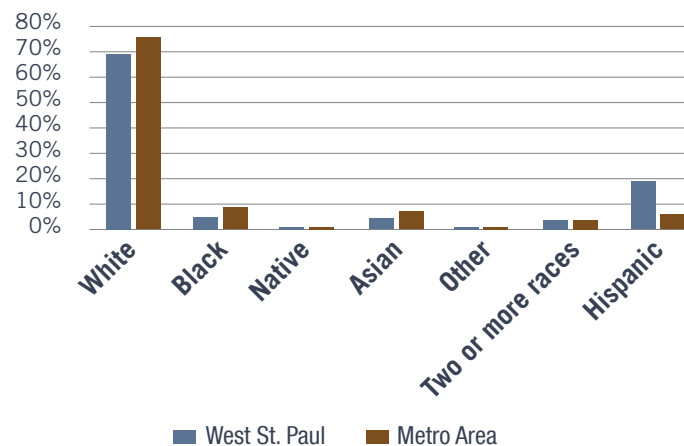
LARGEST AGE GROUP:

35 TO 39 YEARS COUNT: **1,626**

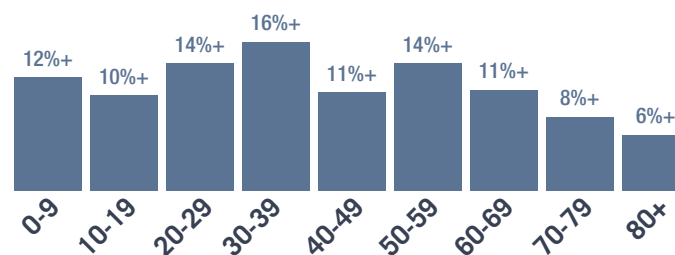
SMALLEST AGE GROUP:

80 TO 84 YEARS COUNT: **399** INDIVIDUALS

RACE AND ETHNICITY



POPULATION BY AGE RANGE



➤ EQUITY ANALYSIS

The map on this page documents the presence and distribution of historically disadvantaged populations within the City as of 2021: particularly residents of color, low-income residents, and residents with disabilities. Historically disadvantaged populations often have specific and unique needs and challenges relation to active transportation. The map to the right shows areas where historically disadvantaged populations are located, generally these populations are concentrated in on the City’s south and east sides.

Residents of Color

Black, Indigenous, and People of Color (BIPOC) residents make up about 31.9% of the City of West St. Paul’s total population. This is a higher proportion than the metro area as a whole, which has a BIPOC population of about 22.6%. [Studies](#) show that BIPOC populations are more at risk of being hit by a vehicle while walking or riding a bicycle than their White counterparts.

Low Income Populations

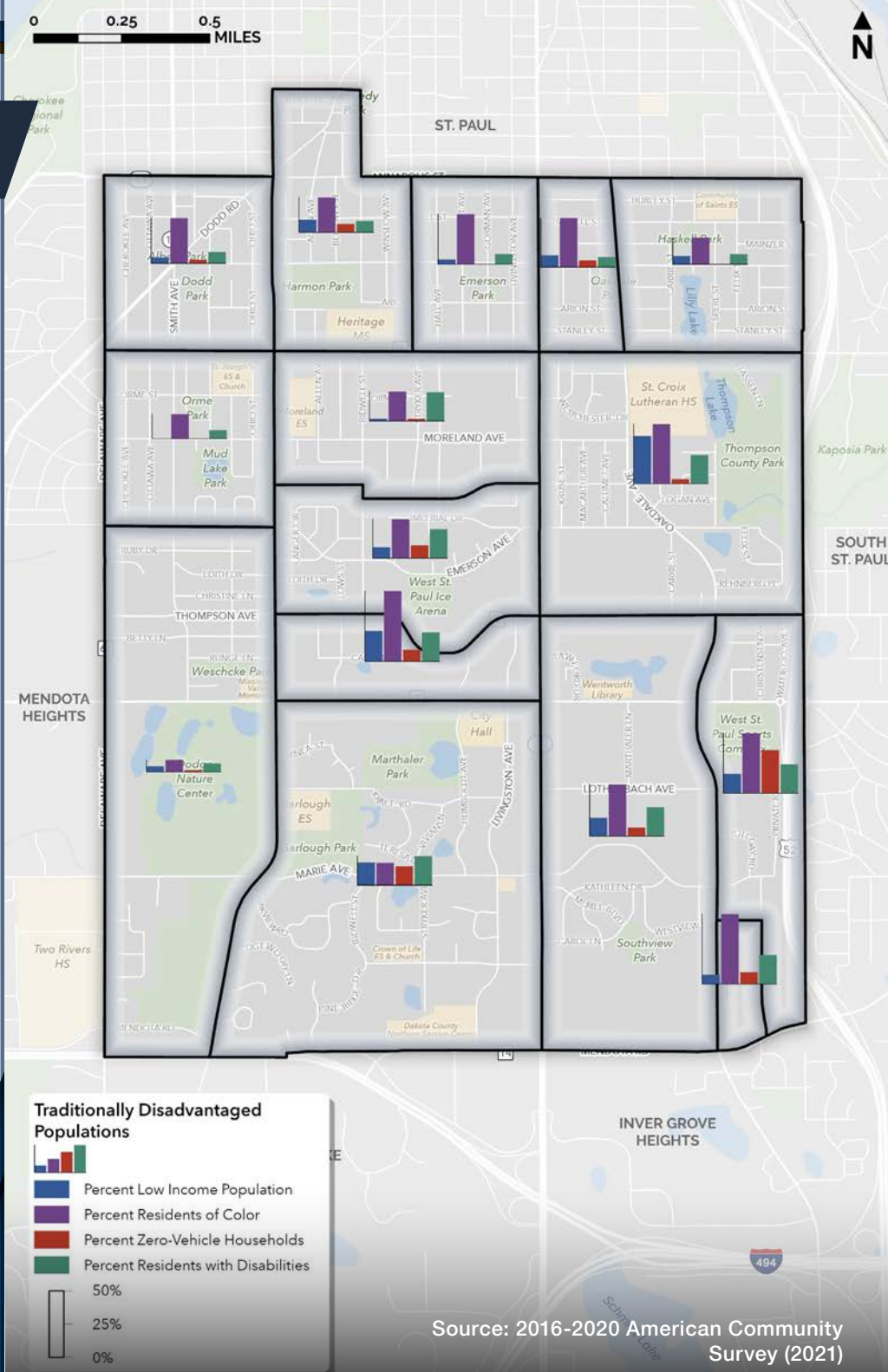
The highest proportion of individuals in poverty are concentrated towards the east as well as southern portion of the City of West St. Paul. Low-income individuals are less likely to have reliable access to vehicles, and are traditionally more dependent on active transportation for their daily needs.

Zero-Vehicle Households

The area of the City with the highest proportion of households with no access to a vehicle is between Oakdale Avenue and US-52 with 59.7%. Providing safe and accessible transportation choices for these residents allows them equitable access to jobs, education, healthcare, and services.

Residents with Disabilities

The areas of the City with the highest proportion of one or more family members with a disability are between Wentworth Avenue & Mendota Avenue, and Oakdale Avenue & US-52, with 31.9% and 33% respectively. Persons with disabilities are likely to rely heavily on accessible sidewalks and trail facilities.



➤ Figure 2

2. CURRENT CONDITIONS

STATE OF MOBILITY

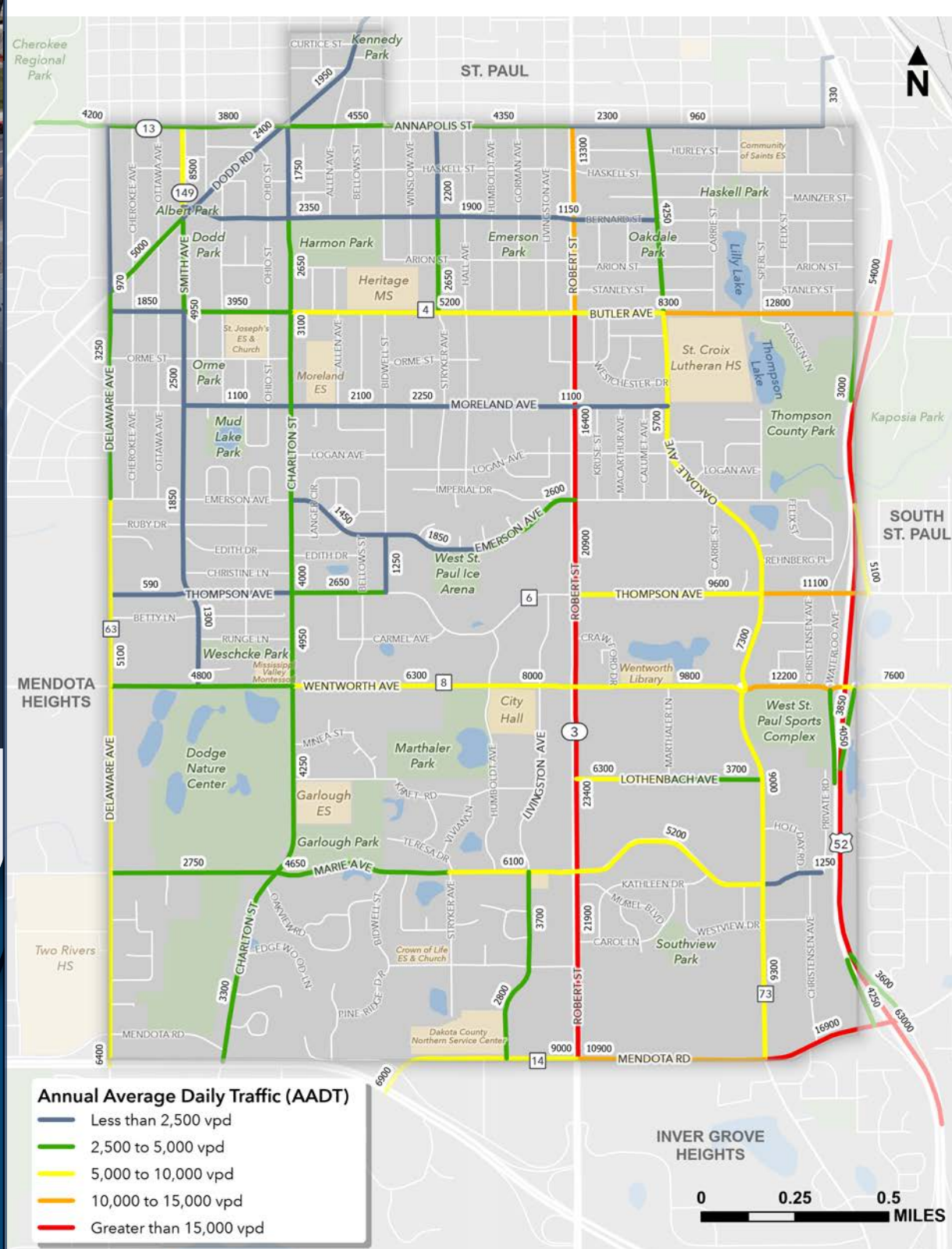
The State of Mobility section documents current travel conditions within the City, including documenting major issues and challenges to be addressed through this planning process. This section also identifies trends related to land use and climate change that may impact active transportation in the future.

Average Daily Traffic Volumes

The most heavily travelled corridors consist of MN 3 (Robert Street) and US-52. While these corridors see more than 20,000 vehicles per day, the majority of the City's streets have low traffic volumes. Design needs for each corridor may vary based on its current and future traffic volumes.

Source: Minnesota Department of Transportation (2021)

Figure 3



EXISTING AND PROGRAMMED BICYCLE FACILITIES

This map shows the existing and programmed (funded and planned for construction in the near future) bicycle facilities within the City of West St. Paul. Bicycle facilities consist of greenways, multi-use trails, shared-use paths, and bike lanes. Connectivity to the River-to-River Greenway has potential to provide greater regional access. Renewed bicycle facilities will provide bicyclists a safer method of travelling and diversify the modes of transportation that are utilized throughout West St. Paul. Comprehensive bicycle infrastructure will provide the community with health benefits and create a stronger connection between people and the built environment.

**Note: many of the trails in Thompson County Park are unpaved and unsuitable for bicycles. However, these trails are important connections in the pedestrian system and have been included on these maps with the overall trail system.*

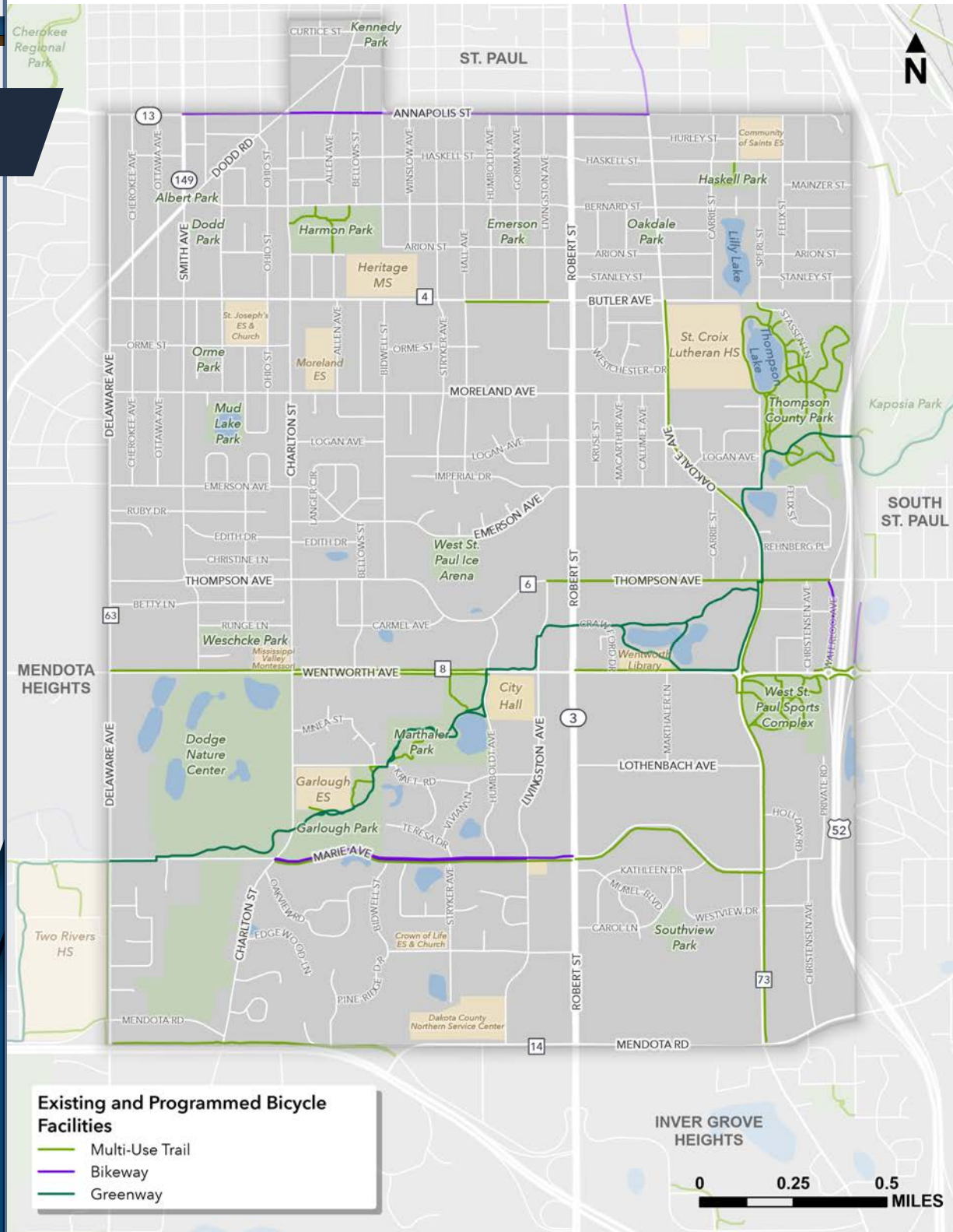


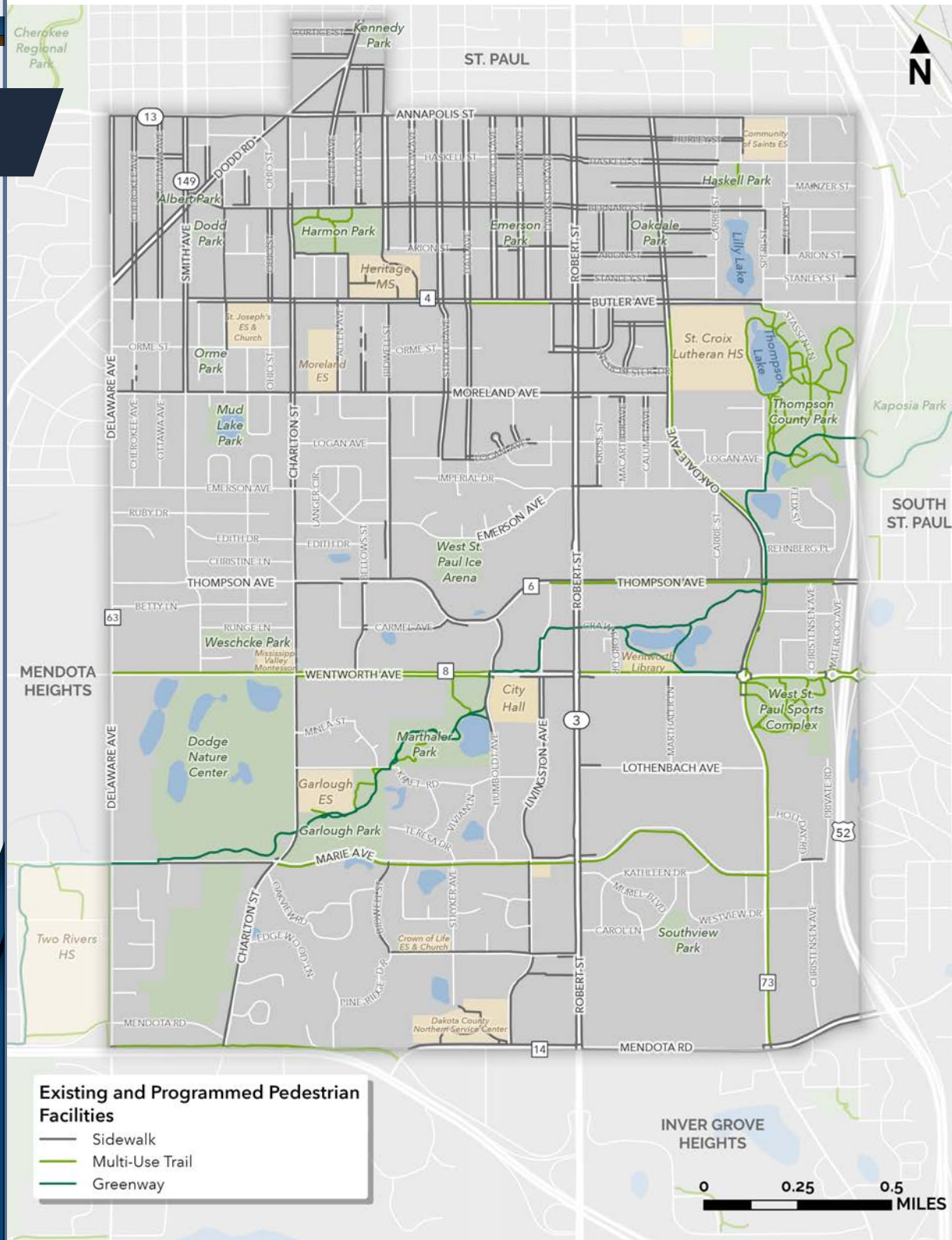
Figure 4

EXISTING AND PROGRAMMED PEDESTRIAN FACILITIES

This map shows the existing and programmed (funded and planned for construction in the near future) pedestrian facilities within the City of West St. Paul. Pedestrian facilities consist of multi-use trails, shared-use paths, and sidewalks. Note that many of the trails in Thompson County Park are unpaved. As seen on the map, sidewalks are heavily concentrated around the northern part of the City, with only partial segments of sidewalks scattered in the southern half of the City. Sidewalks are important and provide pedestrians with a safe way to travel by foot. Sidewalks and safety measures, such as crosswalks and increased pedestrian visibility, can encourage active transportation throughout the City and reduce high vehicle traffic and potential pedestrian/bicycle crashes.

**Note: many of the trails in Thompson County Park are unpaved and unsuitable for bicycles. However, these trails are important connections in the pedestrian system and have been included on these maps with the overall trail system.*

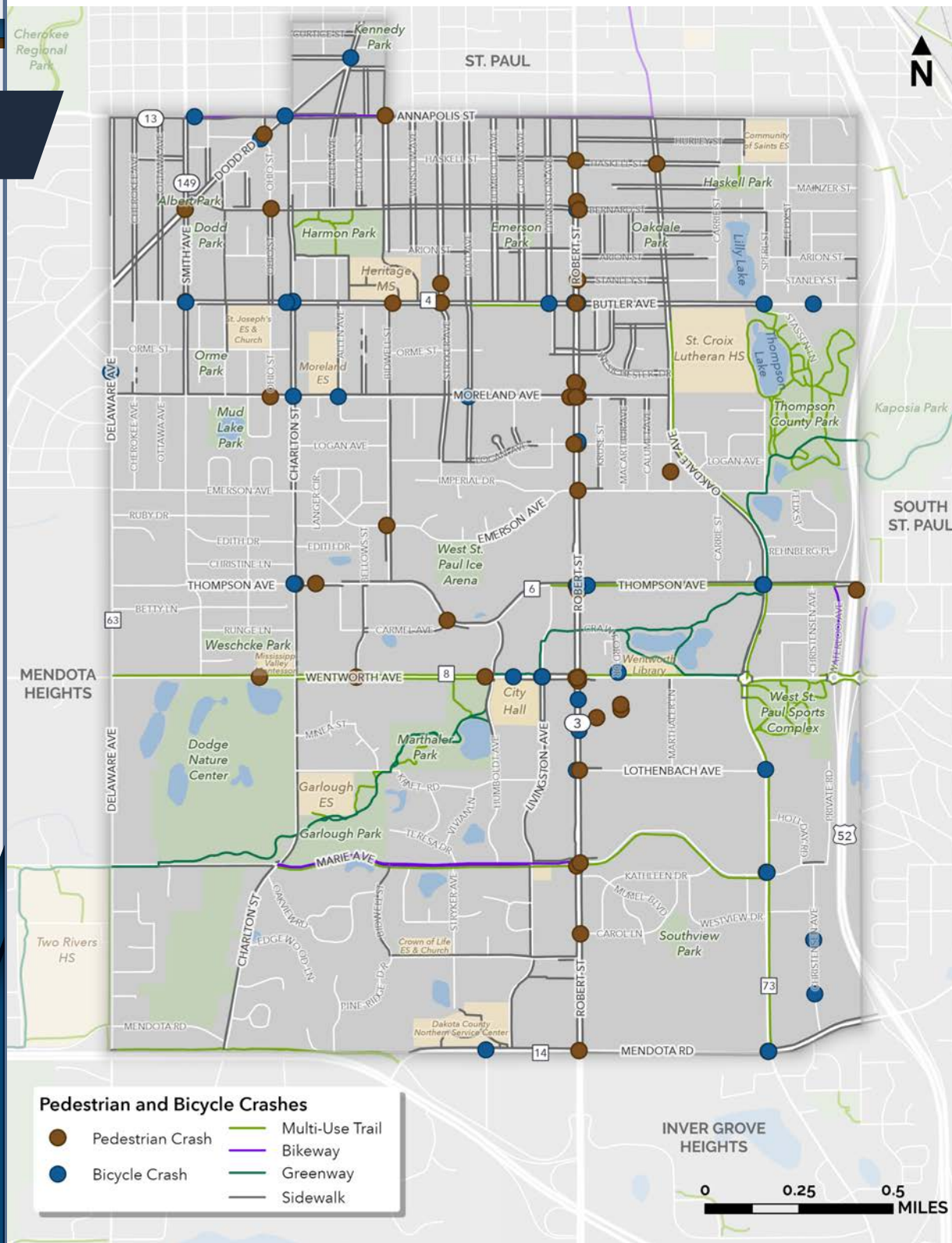
Figure 5



➤ PEDESTRIAN AND BICYCLE
CRASHES (2012-2022)

Within the past 10 years, there have been 57 pedestrian related crashes and 44 bicycle related crashes. Each point on this map counts as individual bicycle and pedestrian related crashes. Sixty of the crashes occurred at four-way intersections. Of the total 101 crashes, one was classified as a fatal crash, while 17 were classified as crashes that involved serious injuries. Locations with higher numbers of pedestrian and bicycle related crashes indicates there are areas where existing infrastructure can be improved. Increasing the level of pedestrian and bicyclist safety can be accomplished through a number of different ways, such as prioritizing areas that indicate higher levels of traffic and/or a higher likelihood of a crash.

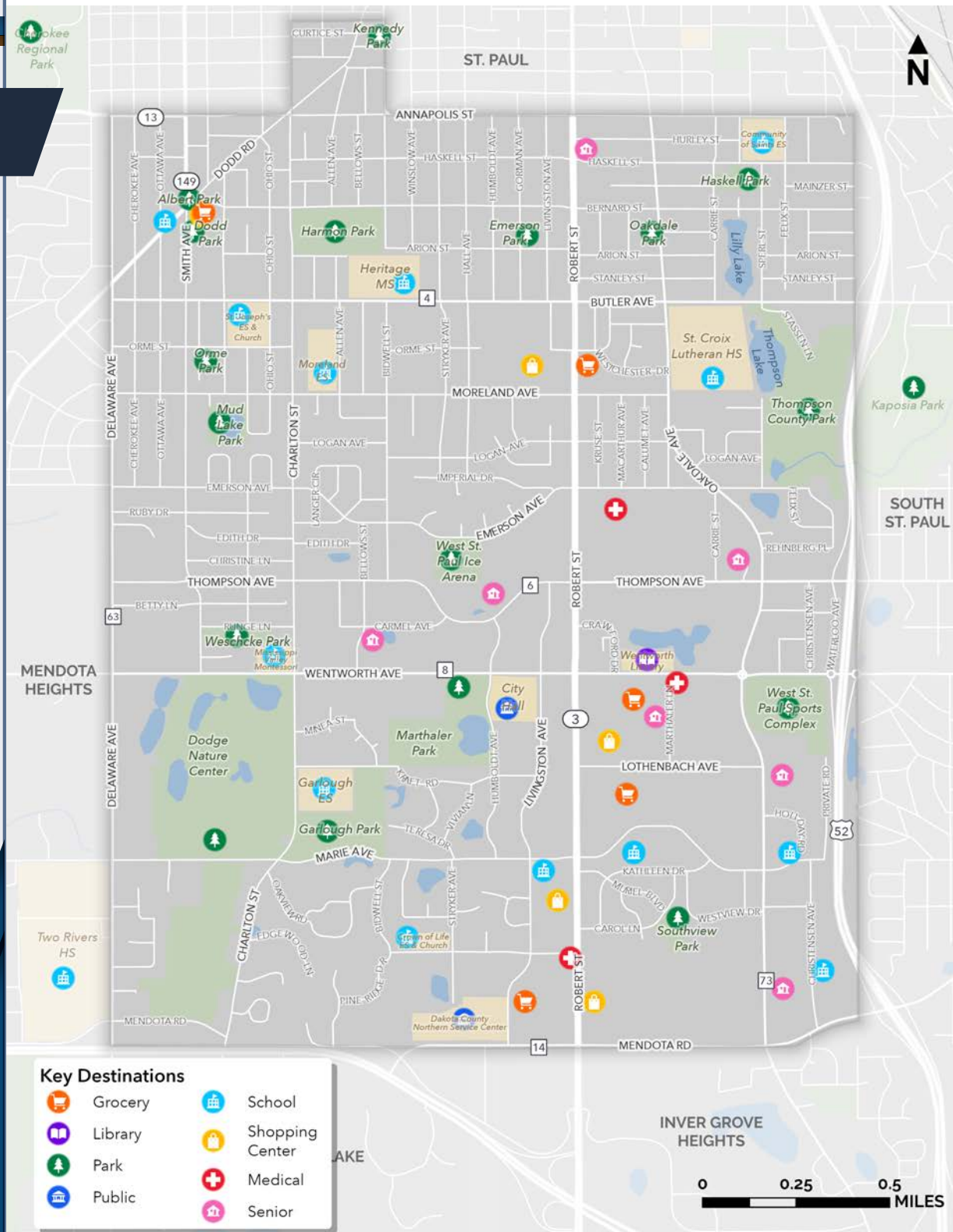
Source: Minnesota Department of Transportation (2021)



➤ Figure 6

➤ KEY DESTINATIONS

The key destinations within West St. Paul are made up of places that community residents go to work, play, and interact. These destinations include many of the necessities that residents need quality access to, and assessing the connections between multimodal networks to these destinations will help guide future recommendations. These key destinations include, but are not limited to, parks, grocery stores, and shopping centers, and the map to the right shows where these places are located in West St. Paul.



➤ *Figure 7*

ASSETS AND OPPORTUNITIES

A notable part of the planning process involves the identification of areas of opportunities and improvements to the bicycle and pedestrian network in West St. Paul. The assets and opportunities areas throughout the City were chosen based on fieldwork analysis and guidance from the City.



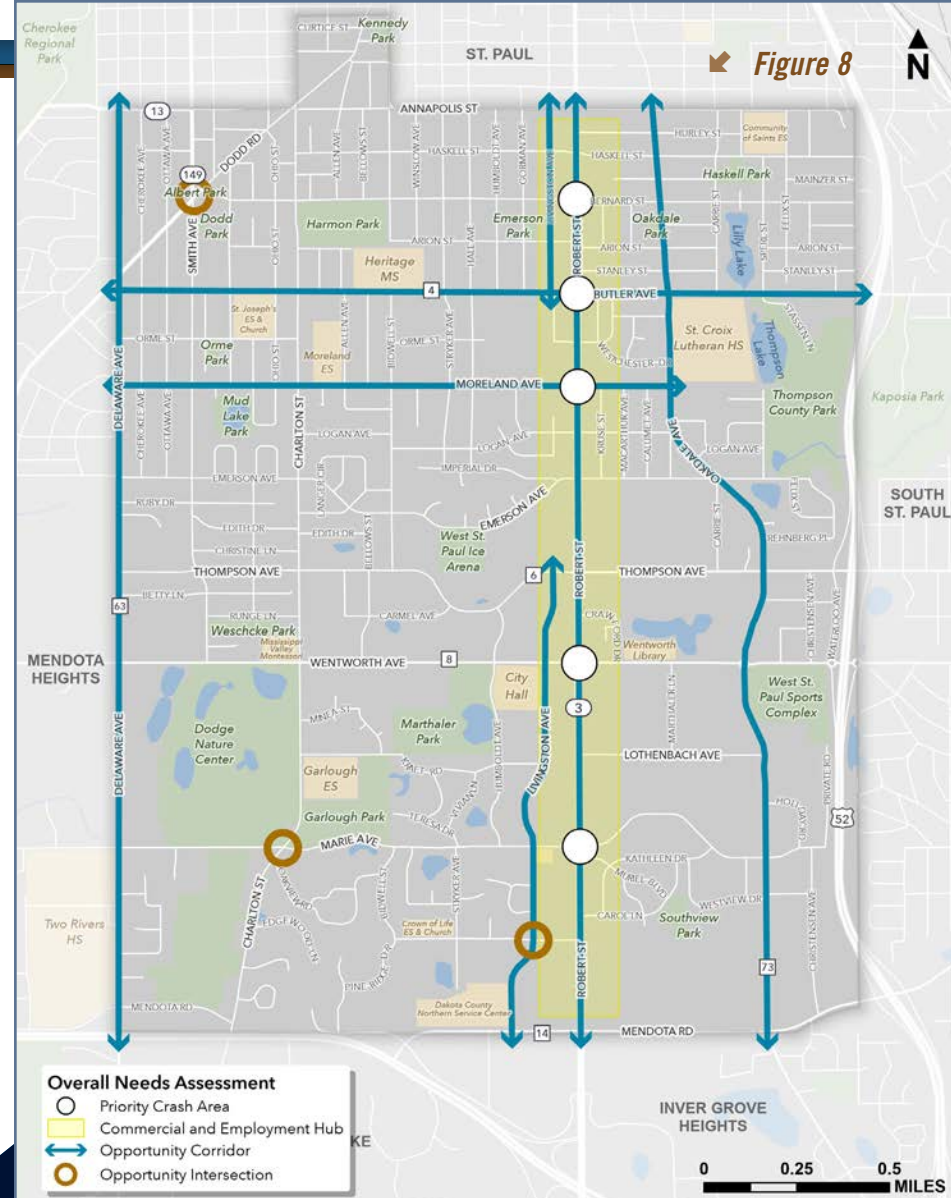
Assets

- ▶ Many public attractions such as parks, trails, and the River-to-River Greenway
- ▶ Existing sidewalks and intersections that include visible crosswalks and signage
- ▶ Great sense of community and civic pride



Opportunities

- ▶ Potential for additional sidewalks and crosswalks that connect people to shopping centers, schools, parks, and other destinations
- ▶ More visible and painted road markings for bicycle lanes, shared-use paths, and paved shoulders can increase bicycle and pedestrian safety
- ▶ Ability to provide connections to future regional transit lines and trails
- ▶ Future bus rapid transit line on Robert Street provides key opportunities for connectivity for West St. Paul residents



The overall needs assessment map above provides a general understanding of project opportunities for bicycle and pedestrian facilities.

In addition to the areas identified on the map, general needs include:

- ▶ Need for additional sidewalks and connections south of Butler Avenue
- ▶ Need for improved connectivity to major destinations along Robert Street
- ▶ Need for facilities that connect to future G Line stations
- ▶ Improved safety at intersections

3

COMMUNITY VISION

"A Community Cairn"
by Lori Greene

This sculpture was made possible by the voters of Minnesota through a grant from the Metropolitan Regional Arts Council, thanks to a legislative appropriation from the arts and cultural heritage fund. It was also supported by generous donations from West St. Paul residents, businesses, and organizations.



COMMUNITY VISION

COMMUNITY ENGAGEMENT

Two phases of engagement were conducted for Go West St. Paul: Phase 1 (Spring/Summer 2022) and Phase 2 (Late Summer/Fall 2022). Engagement was primarily online, and promoted through the City's social media channels.



PHASE 1

This section summarizes the feedback received during the first phase of public engagement from April to June 2022. In this round, the project team introduced the project, shared existing conditions information, and asked the public to help identify obstacles and opportunities for improving walking, biking, and rolling in West St. Paul. Phase 1 engagement utilized an online survey and interactive feedback map as tools to solicit community input. Both of these tools were posted on the project website. **To promote these tools, the project team:**

- ▶ Mailed 2,800 postcards, prioritizing Dakota County's Statewide Health Improvement Partnership (SHIP) priority populations
- ▶ Placed yard signs and distributed flyers at City and County parks and trailheads
- ▶ Attended community events to promote sharing feedback about the project
- ▶ Promoted the online survey and interactive feedback map through the City's social media channels and e-blasts to project subscribers

Some key takeaways that emerged throughout the phase 1 public engagement process include:

- ▶ Concern for pedestrian and bicyclist safety, particularly at intersections, due to lack of driver awareness, limited visibility, and high traffic speeds/volumes; Particular intersections of concern include intersections along Smith, Marie, and Butler Avenues. Need for more protected bike infrastructure for all ages/abilities that connects to destinations in the area, particularly parks (e.g., off-street trails and bike lanes)
- ▶ Need for additional sidewalks and to complete gaps in existing sidewalks along many city roads
- ▶ General agreement that people would walk, bike, or roll more if infrastructure is improved

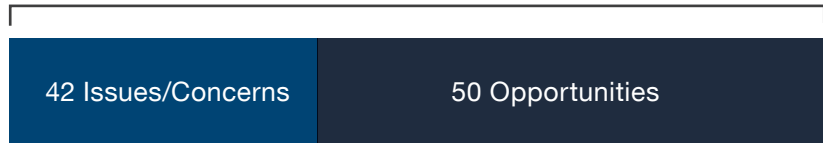
Detailed engagement results are available in the appendix.

Interactive Map

The project team developed an interactive map to gather feedback about people’s experiences walking, biking, and rolling in West St. Paul, including important destinations, what works well currently, and what needs to be improved or changed. The map featured existing conditions information, including locations of existing trails, bike lanes, and sidewalks within West St. Paul to provide an overview of the current pedestrian and bicycle infrastructure. Map users could select a pin and drop it in a location where they wanted to provide feedback. Pin categories included: Issue/Concern and Opportunity.

RESULTS

158 Comments



Issues/Concerns

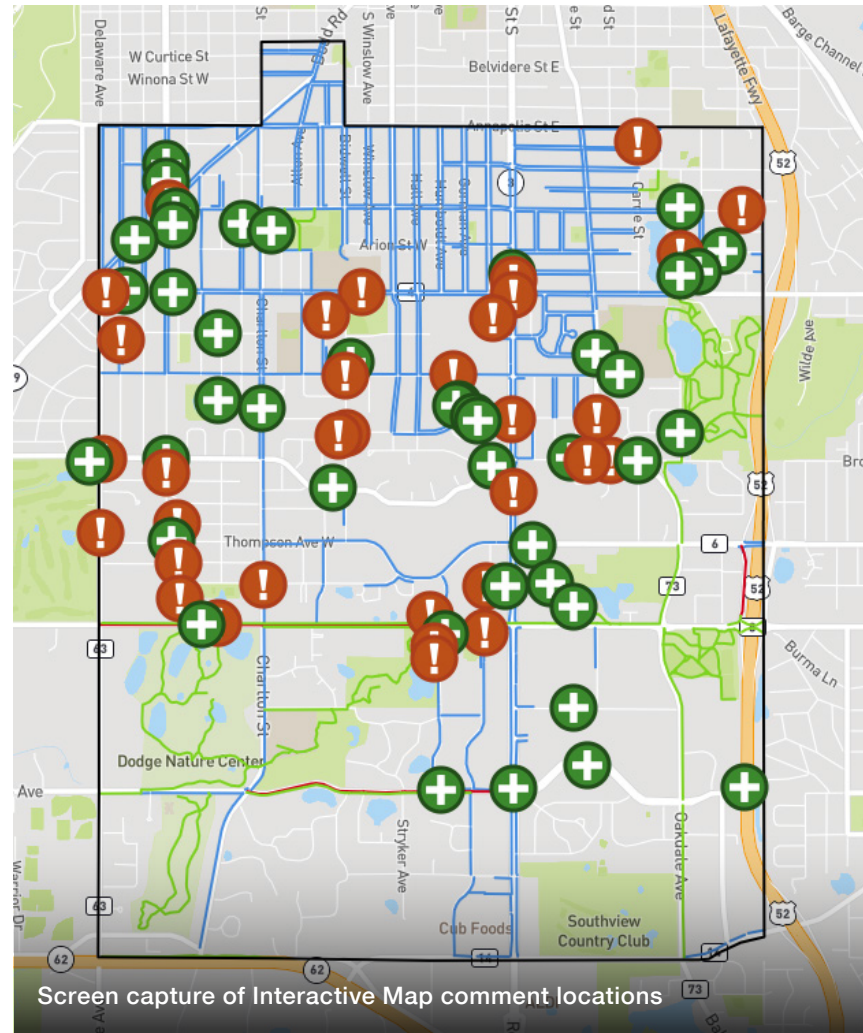


- ▶ Incomplete sidewalk network and lack of sidewalks create unsafe conditions for pedestrians
- ▶ Poor condition of roads creates difficulties when walking and biking
- ▶ Many intersections need improvements for increased pedestrian and bicyclist safety (sidewalks, reduced vehicle speeds, increased visibility, marked crossings)

Opportunities



- ▶ Need for better pedestrian and bicycle connections to destinations, particularly local parks
- ▶ Add bike amenities at destinations (i.e. bike racks)
- ▶ Create additional off-street bicycle facilities
- ▶ Add traffic calming measures and pedestrian safety features at high traffic intersections



Screen capture of Interactive Map comment locations

PUBLIC COMMENTS

- Opportunities
- Issues or Concerns

Phase 2

In Phase 2, an online survey was shared broadly and asked respondents in an open-ended way what they like and dislike about the proposed improvements and if there is anything else they would recommend.

RESULTS

The project team received 5 responses to the online survey. These responses are summarized below.

- ▶ Generally supportive of the proposed improvements, particularly intersection improvements
- ▶ Feeling that the improvements aren't cohesive; confusion about why a multi-use trail is proposed for part of Delaware Ave but only bikeways are proposed for other parts
- ▶ Need for more drinking fountains
- ▶ Concerns about motorists speeding; need for traffic calming (e.g., speed bumps) on Marie Ave between Livingstone Ave and Charlton St (intersections at Bidwell St and Duck Pond Dr especially)
- ▶ Feeling that the most needed improvement is the sidewalk on Bidwell St south of Butler Ave near Heritage Middle School; common for kids to walk in the street
- ▶ Supportive of the bike trail parallel to Robert St; currently there's no safe route to bike to stores in the area

GO WEST ST. PAUL

Share your thoughts on
IDEAS
 FOR IMPROVING
WALKING & BIKING
 IN WEST ST. PAUL

Seeking feedback through August 26th

ship
 statewide health
 improvement partnership

CITY OF WEST ST. PAUL

The online survey and interactive map were advertised online throughout the public engagement period

➤ GOALS AND OBJECTIVES

To ensure the plan successfully serves the community's needs, Go West St. Paul developed a set of six framework goals to guide the recommendations. These goals are consistent with public feedback received early in the planning process, other recent planning work including the City's 2040 Comprehensive Plan, the Dakota County Pedestrian and Bicycle Plan, and the SHIP program priorities.

The goals permeate throughout the process to ensure that the proposed projects and policy recommendations relate back to these critical elements. The goals were also used to analyze and prioritize proposed projects, ensuring projects that most closely align with the community's needs are prioritized.

THE SIX GOALS OF GO WEST ST. PAUL ARE:



Safety

Reduce or eliminate crashes involving pedestrians and bicyclists.



Connectivity

Provide access to community and regional destinations such as schools, parks, shopping and employers.



Sustainability

Reduce the community's reliance on personal vehicles for daily transportation.



Quality of Life

Enhance recreational opportunities within the City and through connections to regional trails.



Equity

Ensure facilities are accessible to users of all ages and abilities, and in all areas of the City.



Active Living

Improve public health by encouraging regular use of active modes of transportation.

4

PROJECT RECOMMENDATIONS



Project Recommendations

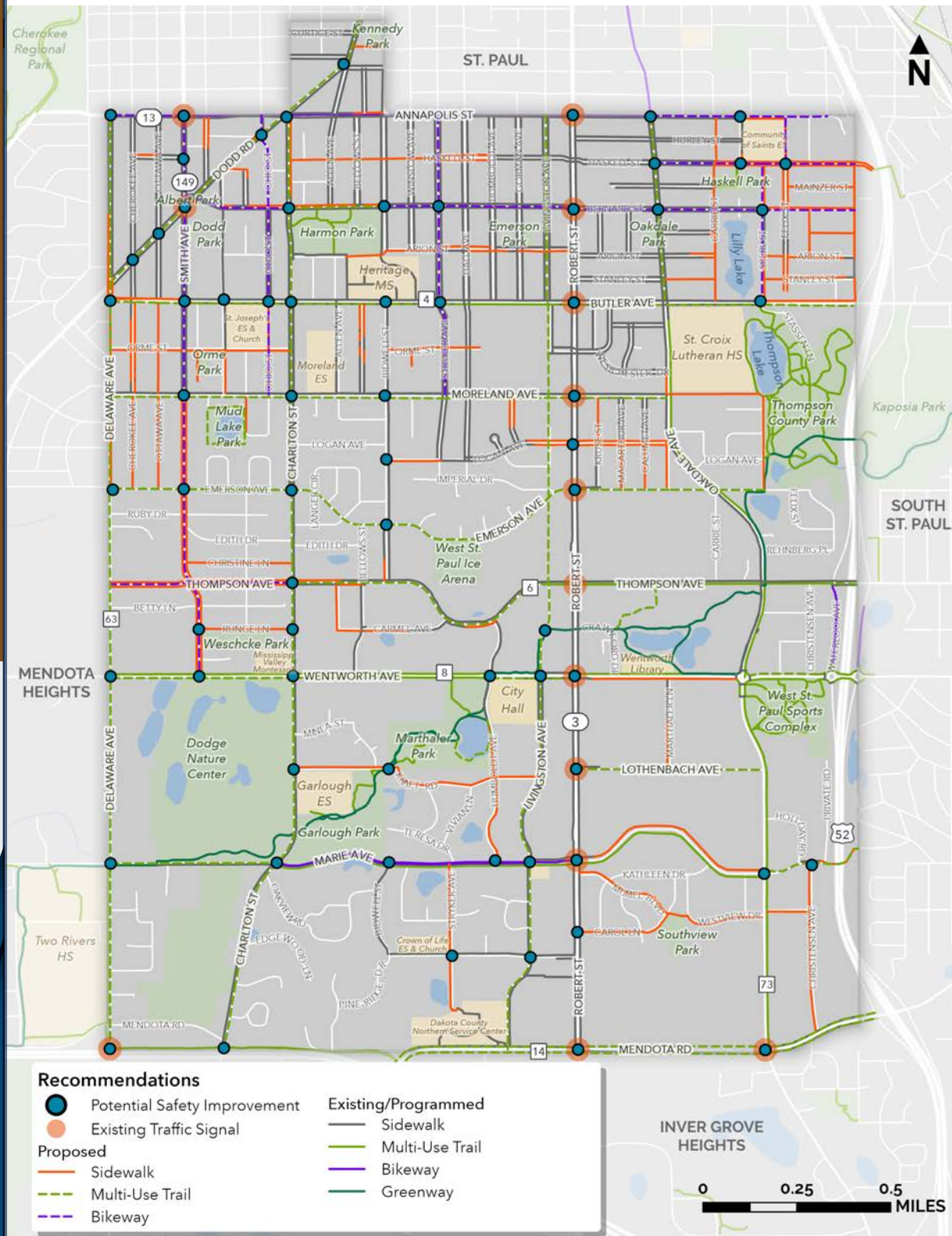
This section highlights the recommended physical improvement projects, including sidewalks, trails and bikeways, and intersection safety improvements. The recommendations in this plan represent the culmination of previous plan review, current conditions analysis, community engagement, and input from City Staff, City Council, and the Park and Recreation Advisory Committee.

PROJECT IDENTIFICATION

The pedestrian, trail and bikeway, and intersection safety improvement recommendations were developed based on a variety of sources, listed below. Many projects overlapped between the sources, so the project team, considering stakeholder input, identified the most impactful and feasible recommendations to move forward. Note that “programmed” facilities are those that are currently being constructed or will be in the few years after this plan was written.



➔ **Figure 9**



► FACILITY TYPES

The recommended pedestrian and bicycle facilities for West St. Paul consist of 4 different facility types, outlined below. These facility types work together to create a more connected transportation network that provides access and safety for pedestrians and bicyclists.



Sidewalks

A concrete walk for pedestrians following the roadway. Ideally, sidewalks should include at least 4 feet of buffer space between the roadway and pavement to allow for separation from traffic as well as street tree planting.



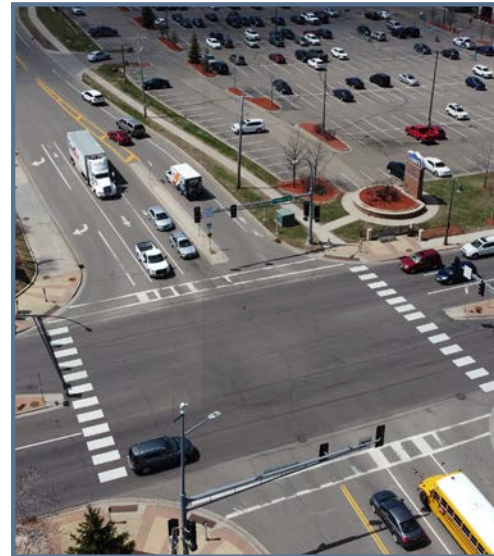
Bikeways

On-road bicycle facilities. This may be a marked travel lane along a portion of the roadway that has been designated for preferential or exclusive use for bicycles. Bike lanes may also be developed with painted buffers when space allows to provide additional separation from traffic. On low-traffic streets or where space does not allow for painted lanes, signage and road markings may be used.



Multi-Use Trails

A wide paved facility that may be used by pedestrians, bicyclists, and other non-motorized users. They are separated from the roadway by an open space or physical barrier. Multi-use trails differ from sidewalks by providing a wider area that can accommodate many users, and may be present on one or both sides of the roadway.

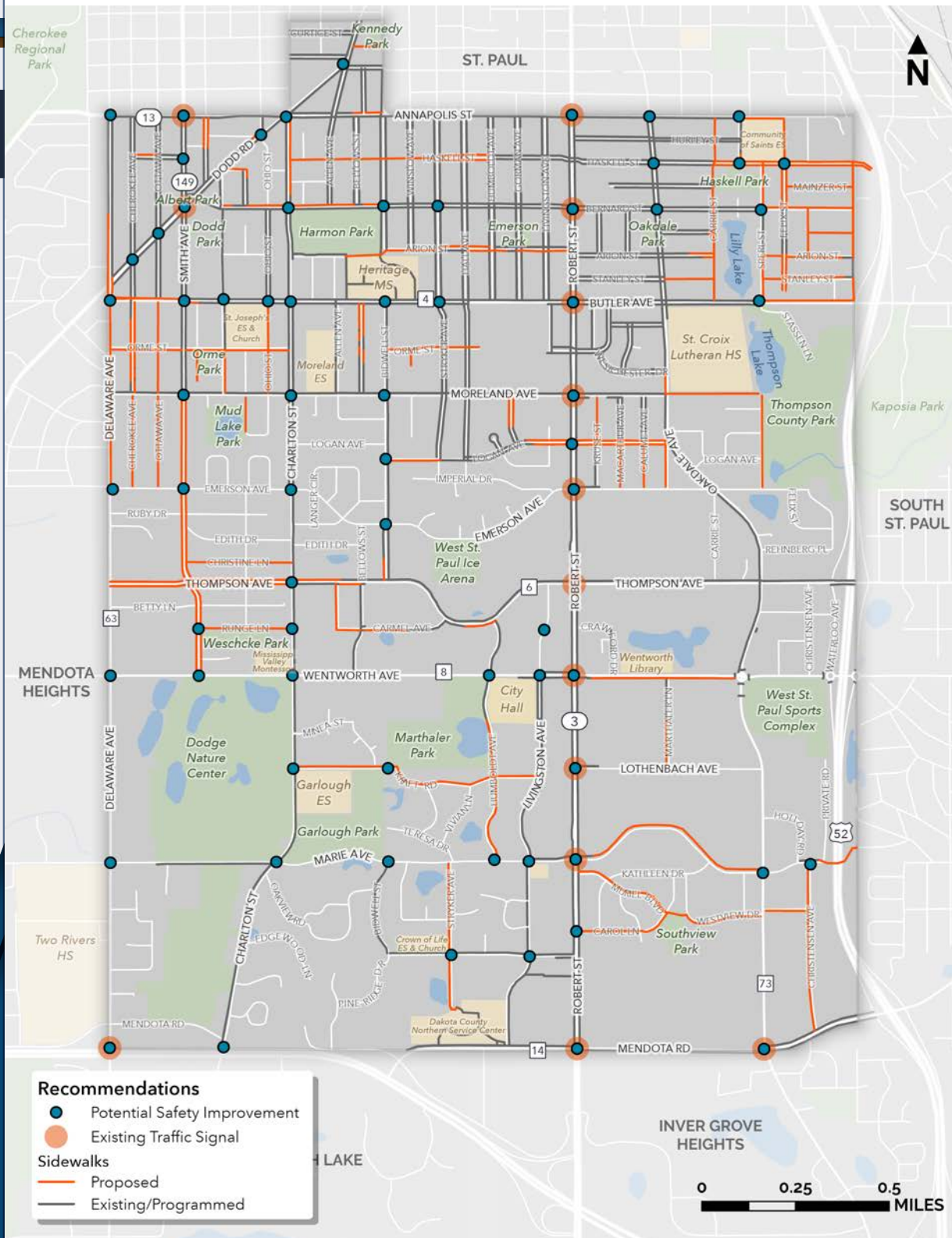


Intersection Safety Improvements

Facilities that aim to improve the safety and experience of pedestrians, bicyclists, and motorists. Intersection safety improvements can take on a variety of forms, including pedestrian- and bicycle-specific crossing installations and signal improvements. See additional information on page 28. Allow for separation from traffic as well as street tree planting.

SIDEWALKS

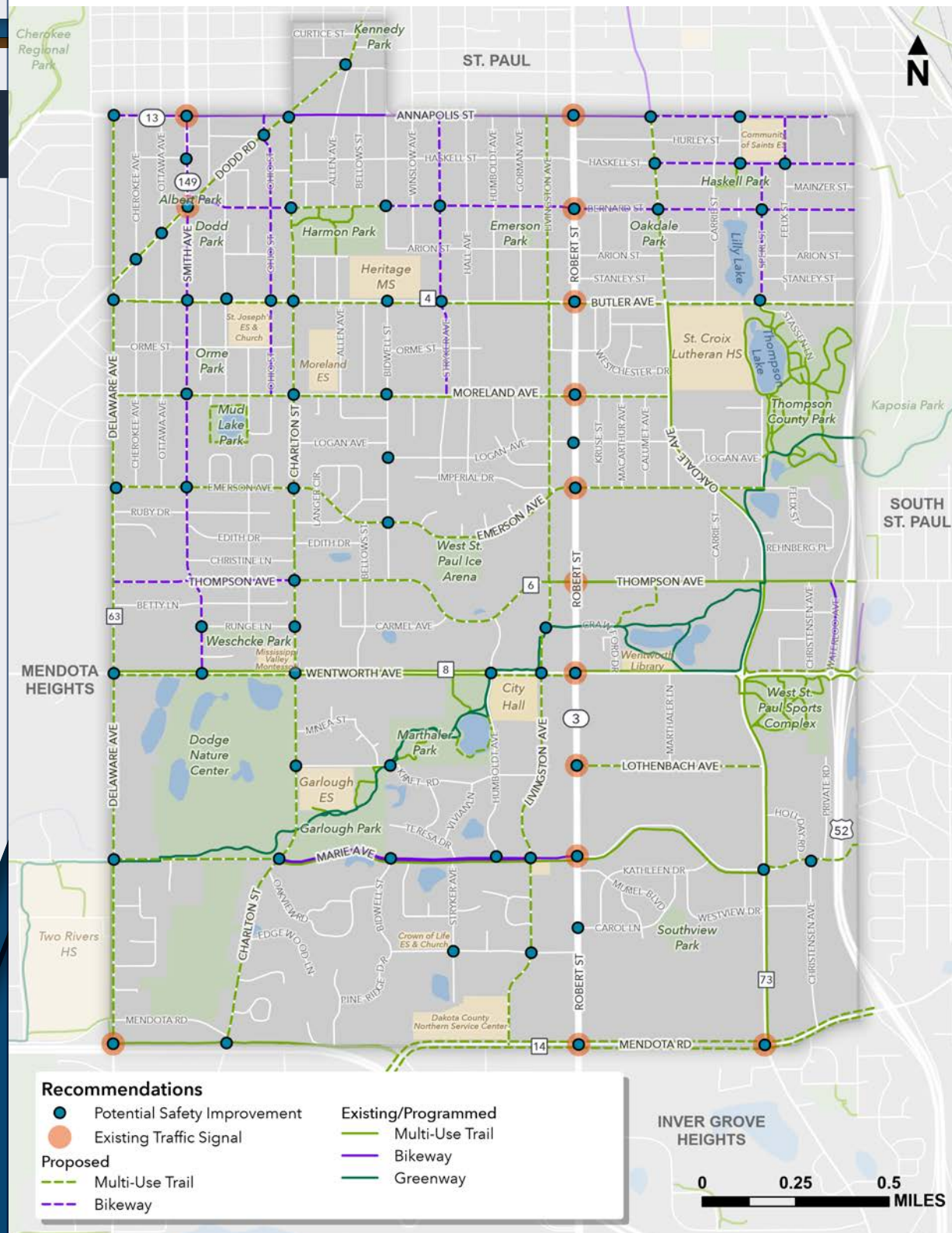
Figure 10 depicts the proposed sidewalk recommendations. The development of the sidewalk recommendations was largely influenced by previous plans and survey suggestions. Connecting the existing fragmented network of West St. Paul's sidewalks was a high priority in identifying projects. It should be noted that many proposed sidewalks are not designated to a specific side of the street. The City should work to identify the most appropriate side of the street when the project moves forward.



➤ Figure 10

➤ TRAILS AND BIKEWAYS

Figure 11 depicts the proposed trail and bikeway recommendations. In this case, bikeway most often means an on-street bike lane, though the City should pursue off-street trail facilities when feasible. Trail and bikeway recommendations were developed based on a review of plans with additional recommendations prioritizing connections to existing trail and bicycle networks.



➤ Figure 11

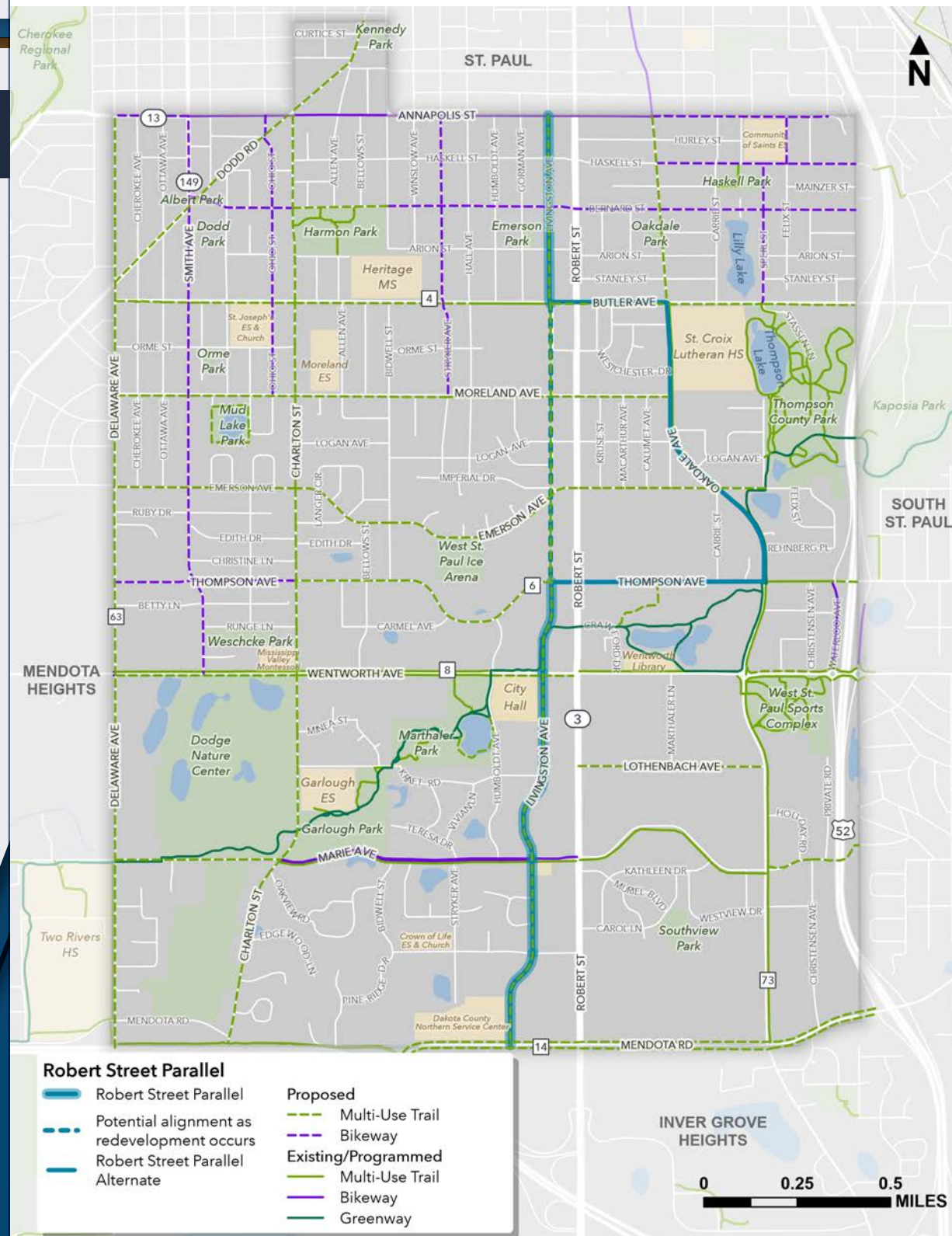
➤ ROBERT STREET PARALLEL

Robert Street is one of the busiest streets in West St. Paul. It serves as a major commercial corridor and thoroughfare for those travelling to and from St. Paul. Unfortunately, it is also one of the least safe roads in West St. Paul, especially for pedestrians and bicyclists, as many of the City's pedestrian- and bicycle-related crashes occur along this corridor. The street underwent a reconstruction project—installing medians along the corridor—that was completed in 2017. Despite these improvements, the corridor remains a safety concern for pedestrians and bicyclists.

Currently, Robert Street has no bicycle facilities, but does have sidewalks along the entire street. Many stakeholders throughout the engagement process shared their concern with walking or biking along Robert Street, even with improved facilities. Additionally, the 2011 West St. Paul Pedestrian and Bicycle Master Plan notes the opportunity for a bikeway parallel to Robert Street if future development allows. Considering the safety concerns raised by stakeholders and importance of pedestrian and bicycle infrastructure along the corridor, the project team recommends the City pursue a safe, designated bikeway or trail facility parallel to Robert Street where the opportunity allows.

The Oakdale-Thompson Trail network provides a key north-south connection to the east of Robert Street, but no similar facility exists to the west. Livingston Avenue is the most appropriate candidate for a parallel route, but the current built environment does not allow for a continuous route. As redevelopment opportunities occur, the City should work with developers to create a north-south trail connection.

➤ Figure 12



► POTENTIAL SAFETY IMPROVEMENTS

In previous sections of this plan, specific intersections have been identified as potential areas for safety improvements (see Figures 10 and 11). While this plan does not call out specific improvements to the intersections, each area should be reviewed individually in order to determine the most suitable infrastructure and improvements to be made. Intersection recommendations were largely informed by survey suggestions and recent pedestrian and bicycle crash history. These potential intersection safety improvements would provide points of access between the proposed pedestrian and bicycle recommendations to support connectivity in West St. Paul and beyond. As opportunities arise, the City should examine the specific safety concerns at each intersection and seek ways to make either low-cost (signage and paint markings) or transformative improvements (such as raised crossings and bump-outs). **Specific design improvements may include:**

- Pedestrian and bicycle crossing installations in areas with high pedestrian and bicycle traffic
- Pedestrian beacons and signage in locations where improved visibility may prevent crashes between pedestrians and vehicles
- Signal improvements in locations where pedestrian and bicycle paths cross busy roads
- Traffic calming to slow vehicles in areas where high traffic speeds pose a danger to pedestrians and bicycles



Figure 13. Pedestrian bump-out



Figure 14. Decorated crossing with signage



Figure 15. Pedestrian beacon



Figure 16. Protected crossing with ballasts

➤ SCORING FRAMEWORK

Community Vision priorities (see Chapter 3) were used to develop a simple prioritization process that identifies the most important projects for short-term implementation. By using this prioritization scoring process, projects that meet all or most of the City’s planning goals were identified and elevated to High Priority status for accelerated implementation. The prioritization process was data-driven with stakeholder input considered throughout.

The public engagement results informed the scoring of the prioritization, by placing a higher scoring weight on priorities that residents told us were most important to them. **The project prioritization process scoring framework is shown below.**

	Safety	Connect	Sustain	Quality of Life	Equity	Active Living
CRASH HISTORY Projects that make improvements to areas with a history of pedestrian and bicycle crashes.	✓				✓	✓
CONNECTIVITY Projects that connect to existing or programmed trails or sidewalks to create a continuous network	✓	✓	✓	✓	✓	✓
ACCESS TO DESTINATIONS Projects that connect to identified key destinations (schools, parks, shopping and medical destinations).		✓	✓	✓	✓	✓
EQUITABLE INVESTMENT Projects that provide connections to areas of vulnerable populations, such as zero-vehicle households, disabled residents, low-income households, and residents of color.				✓	✓	
OPPORTUNITY CORRIDORS AND INTERSECTIONS Projects located on identified “Opportunity Corridors” or at “Opportunity Intersections.”		✓	✓	✓	✓	✓
COMMUNITY PRIORITY Projects identified through public engagement or city leadership as local priorities.	✓	✓		✓	✓	

TOP PRIORITY SIDEWALK PROJECTS

Potential sidewalks were scored out of a possible 45 points using the scoring framework. Sidewalk projects that received the highest scores include:

RANK	STREET	EXTENT
1	Christensen Ave	Marie Ave to Mendota Rd
2	Butler Ave	Sperl St to US-52
3	Logan Ave	Robert St to Oakdale Ave
4	Muriel Blvd	Robert St to Carol Dr
5	Wentworth Ave	Robert St to Oakdale Ave
6	Ohio St	Butler Ave to Moreland Ave
7	Logan Ave	Bidwell St to Robert St
8	Oakdale Ave	Westchester Dr to Moreland Ave
9	Butler Ave	Delaware Ave to Smith Ave
10	Thompson Ave	Charlton St to Bellows St

These projects scored high largely due to nearby high crash history, connections to existing and programmed pedestrian facilities, and proximity to opportunity corridors identified in the Current Conditions Report. Filling sidewalk network gaps will provide connectivity to and between neighborhoods and activity centers, especially schools and parks.

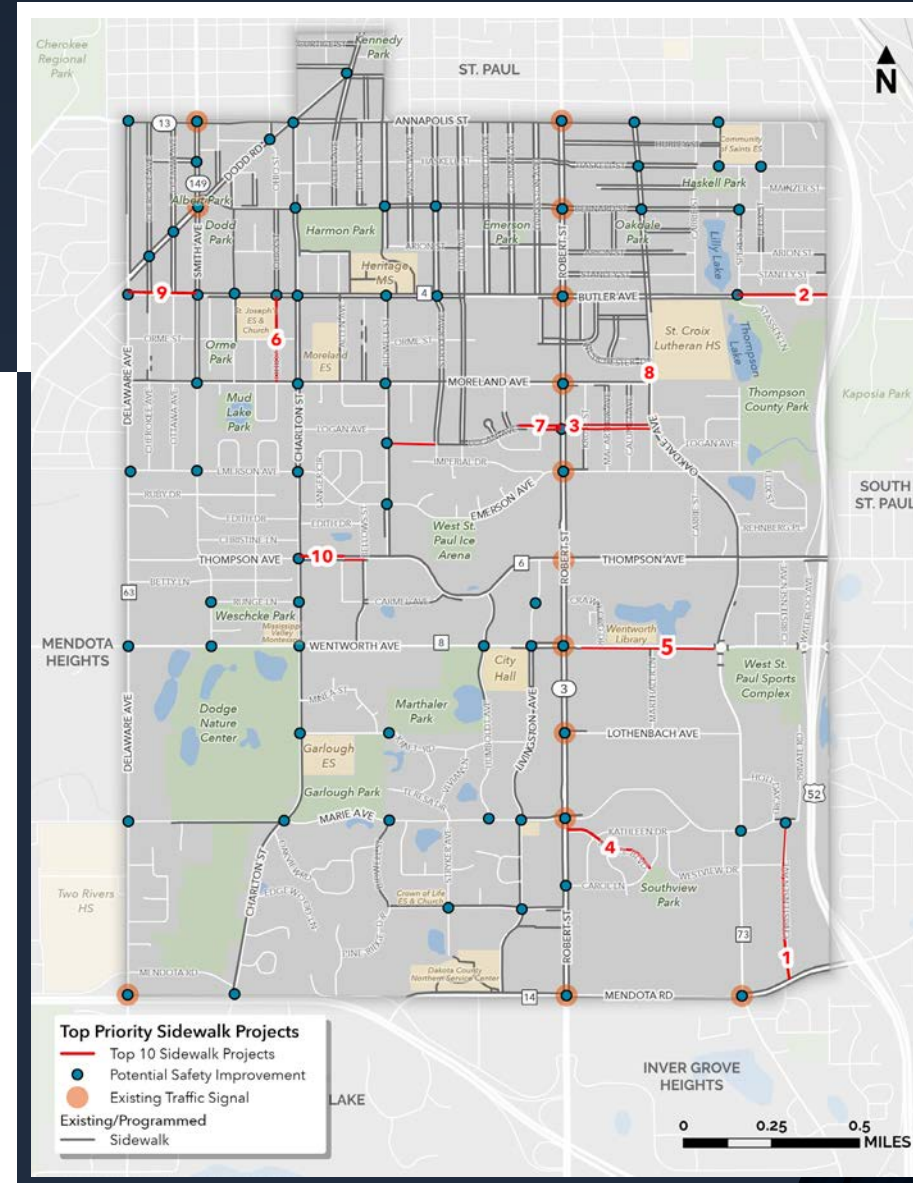


Figure 17

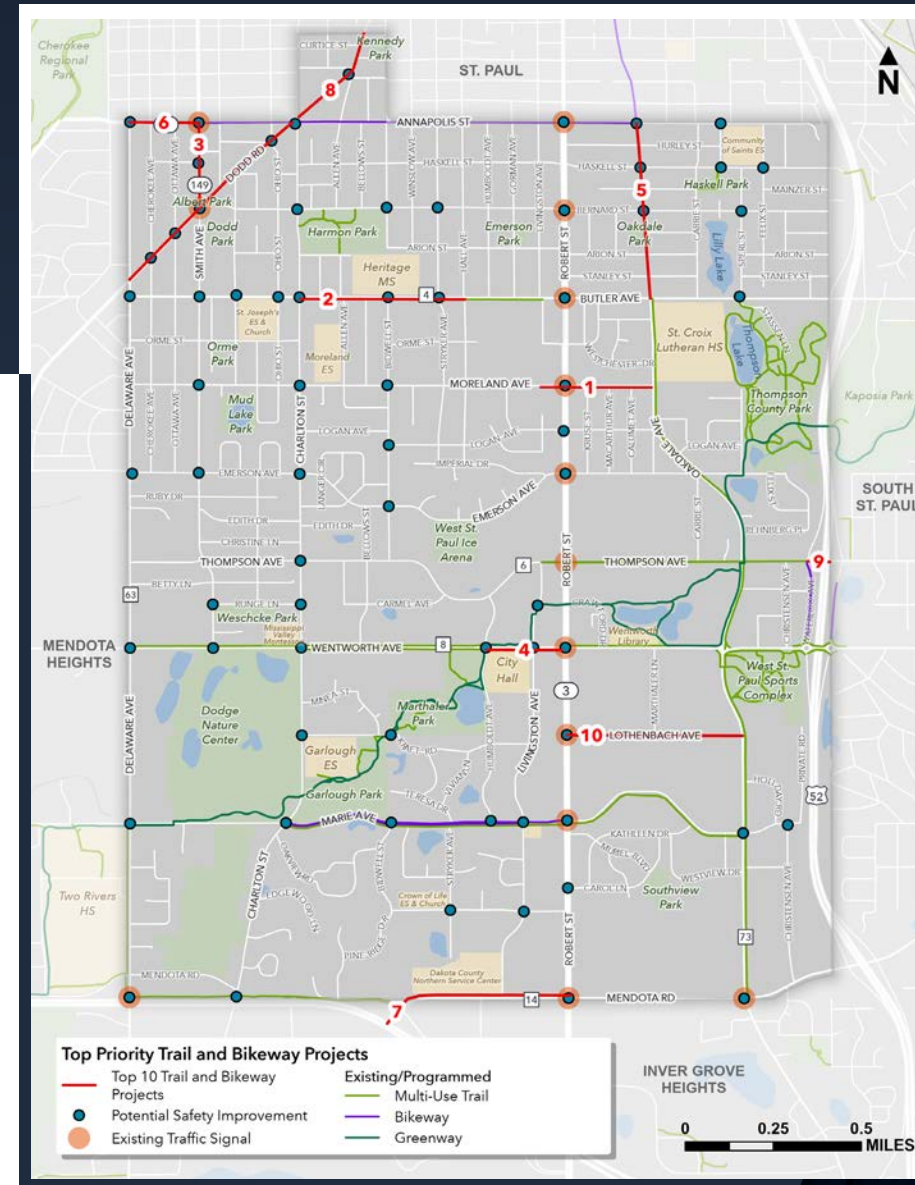
TOP PRIORITY TRAILS AND BIKEWAYS

Potential trails and bikeways were scored out of a possible 45 points using the scoring framework. Trail and bikeway projects that received the highest scores include:

RANK	STREET	EXTENT	FACILITY TYPE
1	Moreland Ave	Livingston Ave to Oakdale Ave	Trail
2	Butler Ave	Charlton St to Hall Ave	Trail
3	Smith Ave	Annapolis St to Dodd Rd	Bikeway
4	Wentworth Ave	Humboldt Ave to Robert St	Trail
5	Oakdale Ave	Annapolis St to Butler Ave	Trail
6	Annapolis St	Delaware Ave to Smith Ave	Bikeway
7	Mendota Rd	Hwy 62 to Robert St	Trail
8	Dodd Rd	Delaware Ave to Sidney St	Trail
9	Thompson Ave	Waterloo Ave to US-52	Trail
10	Lothenbach Ave	Robert St to Oakdale Ave	Trail

These projects scored high mainly because they connect to existing and programmed facilities, as well as community destinations. Most high-scoring projects also had a high crash history. The project parallel to Robert Street, not shown on this map, was the highest-scoring project, earning points in every category of the prioritization framework.

Separated-use facilities, like multi-use trails and greenways, should be pursued when possible to ensure the safety of pedestrians and bicyclists. However, considering space constraints with existing developments, bike lanes are still a viable option. The use of protected bike lanes (i.e. installing ballasts to separate bike and vehicle traffic) may mediate safety concerns where a fully-separated trail is not feasible.



➤ Figure 18

POTENTIAL SAFETY IMPROVEMENTS

Potential safety improvements were scored out of a possible 45 points using the scoring framework. Safety improvement projects that received the highest scores include:

RANK	STREET	CROSS STREET
1	Robert St	Moreland Ave
2	Smith Ave	Dodd Rd
3	Oakdale Ave	Marie Ave
4	Wentworth Ave	Humboldt Ave
5	Butler Ave	Ohio St
6	Robert St	Wentworth Ave
7	Wentworth Ave	Livingston Ave
8	Robert St	Butler Ave
9	Butler Ave	Bidwell St
10	Robert St	Marie Ave

These potential safety improvements scored high due to high crash history in the area, connections to existing and programmed facilities, and multiple community destinations nearby. Many high-priority safety improvements are located in areas with high proportions of disadvantaged populations. Ensuring that such populations have adequate and safe infrastructure is essential to pursuing Go West St. Paul's equity goal.

It is important to note that each intersection has unique concerns and conditions that the city must consider when determining specific safety improvements. Many intersections in West St. Paul are difficult to cross but are not necessarily high priorities based on score. Thus, additional safety improvement projects should be considered when opportunities arise, especially those around schools and parks or along busy roads.

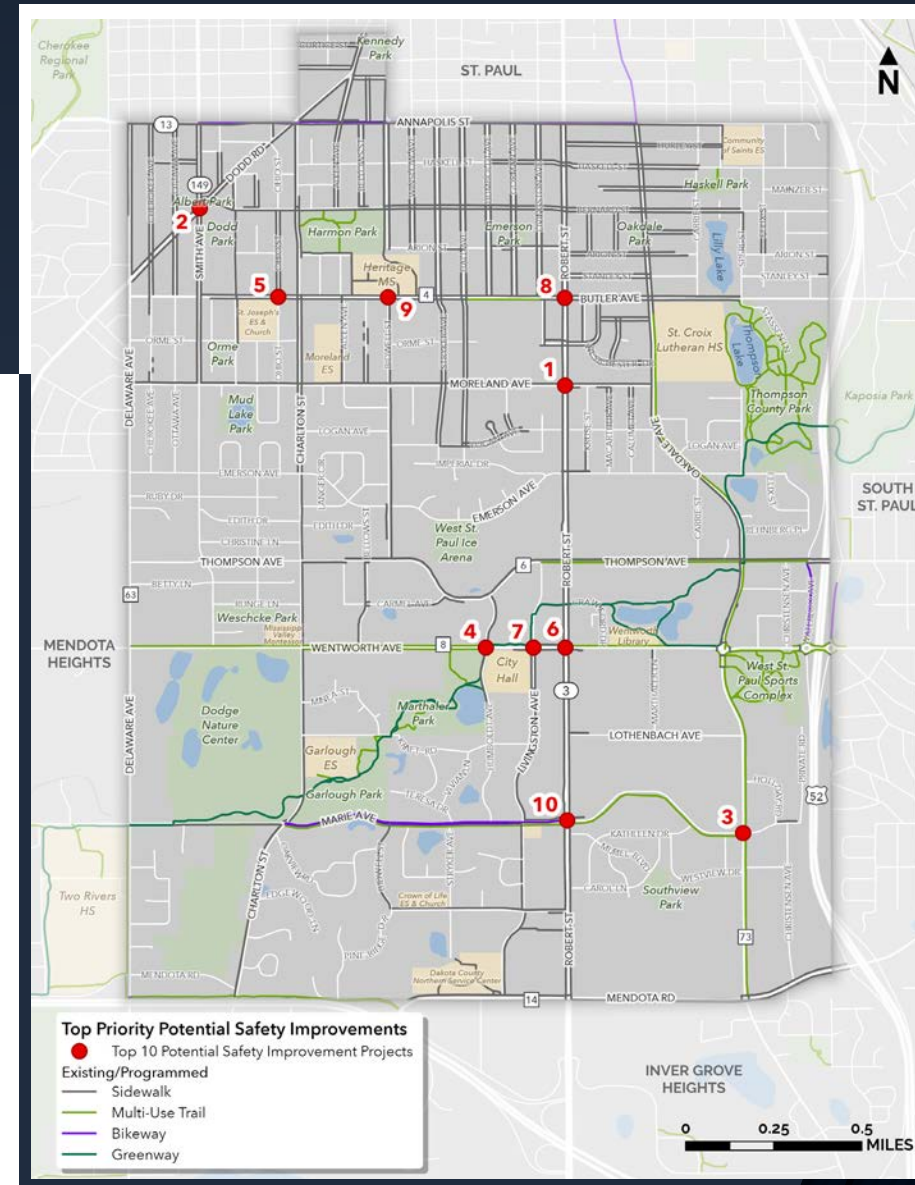


Figure 19

IMPLEMENTATION PLAN

> ACTION PLAN

The projects listed below are the highest priority for short-term implementation, based on the scoring framework. These projects are the most likely to meaningfully impact mobility and safety for travelers in West St. Paul, and should be prioritized as opportunities for additional funding arise. Other projects not listed below are still considered key to the City's strategy, and should be pursued in conjunction with other roadway projects or as part of redevelopment opportunities where possible.

LOCATION	EXTENT/CROSS STREET	FACILITY TYPE	PRIORITY SCORE
Robert St	Moreland Ave	Potential Safety Improvement	36
Moreland Ave	Livingston Ave to Oakdale Ave	Trail	36
Smith Ave	Dodd Rd	Potential Safety Improvement	35
Oakdale Ave	Marie Ave	Potential Safety Improvement	33
Wentworth Ave	Humboldt Ave	Potential Safety Improvement	32
Butler Ave	Ohio St	Potential Safety Improvement	32
Butler Ave	Charlton St to Hall Ave	Trail	32
Robert St	Wentworth Ave	Potential Safety Improvement	30
Wentworth Ave	Livingston Ave	Potential Safety Improvement	30
Smith Ave	Annapolis St to Dodd Rd	Bikeway	30
Christensen Ave	Marie Ave to Mendota Rd	Sidewalk	29
Robert St	Butler Ave	Potential Safety Improvement	28
Wentworth Ave	Humboldt Ave to Robert St	Trail	28
Butler Ave	Sperl St to US-52	Sidewalk or Trail	28
Butler Ave	Bidwell St	Potential Safety Improvement	27
Oakdale Ave	Annapolis St to Butler Ave	Trail	27
Annapolis St	Delaware Ave to Smith Ave	Bikeway	27
Logan Ave	Robert St to Oakdale Ave	Sidewalk	27
Robert St	Marie Ave	Potential Safety Improvement	26
Mendota Rd	Hwy 62 to Robert St	Trail	26
Dodd Rd	Delaware Ave to Sidney St	Trail	26
Thompson Ave	Waterloo Ave to US-52	Trail	26
Lothenbach Ave	Robert St to Oakdale Ave	Trail	26
Muriel Blvd	Robert St to Carol Drive	Sidewalk	26
Wentworth Ave	Robert St to Oakdale Ave	Sidewalk	24
Ohio St	Butler Ave to Moreland Ave	Sidewalk	24
Logan Ave	Bidwell Street to Robert St	Sidewalk	23
Oakdale Ave	Westchester Dr to Moreland Ave	Sidewalk	23
Butler Ave	Delaware Ave to Smith Ave	Sidewalk or Trail	22
Thompson Ave	Charlton St to Bellows Street	Sidewalk	22

5

IMPLEMENTATION



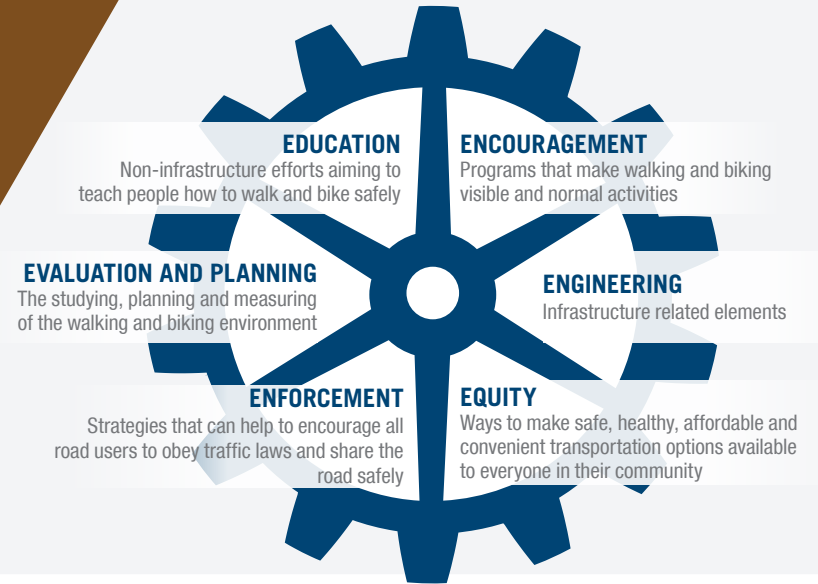
Implementation

➤ POLICY AND PROGRAM RECOMMENDATIONS

Go West St. Paul includes a variety of facility recommendations that aim to make walking, biking, and rolling safer and easier in the City. Additionally, the City and its local and regional partners must undertake policy and programmatic efforts to improve conditions for active transportation. These efforts include creating programs or organizing events to promote and encourage active transportation; educating motorists, pedestrians, and bicyclists about how to safely and legally navigate the City together; and creating policies that ensure walking, biking, and rolling are recognized as valid modes of transportation.

These policies are organized around the six E's: Education, Encouragement, Enforcement, Engineering, Equity, and Evaluation. The six E's are a set of active transportation planning guidelines to help achieve local goals and objectives. Go West St. Paul has incorporated this framework throughout the planning process.

The 6 E's



EDUCATION

Policy/Program

Priority	Policy/Program
Short-term	Promote the Plan: Publicize, promote, and present the Go West St. Paul Master Pedestrian and Bicycle Plan to the public. Establish a page on the City's website that can be used by the community as a resource for understanding where current pedestrian and bicycle facilities are and where future facilities may be.
Long-term	Develop a City-wide Wayfinding System: Wayfinding signage helps visitors and residents find their way to major destinations. The City's website could develop a great low-cost pilot program for simple wayfinding signage.
Short-term	BikeMN: Partner with BikeMN to become a Bicycle Friendly Community.
Long-term	Awareness Events and Designations: Organize events that encourage walking, biking, and rolling throughout the City through education and awareness (e.g., Walk to School Day, National Trails Day, Walk Friendly Communities, Active Towns).
Long-term	Hold Pedestrian and Bicycle Safety Events: Providing educational opportunities for community members to learn about walking and biking safety at events like guided walking tours, bicycle rodeos, or helmet giveaways. The opportunities should focus on targeting young children, families, and drivers.

BikeMN: The Bicycle Alliance of Minnesota (BikeMN) is an organization that advocates for bike- and pedestrian-friendly policies, promotes safety education, and encourages community engagement surrounding walking and biking. BikeMN helps cities in Minnesota become Bike Friendly Communities (BFCs), which see several benefits: improved quality of life and health, stronger community connections, a proactive stance toward climate change concerns, increased economic development, added safety, and more. A five-step process outlines the road to becoming a BFC:

1. Stakeholder outreach and engagement
2. Stakeholder kick-off meeting and feedback
3. Community facilities audit by BikeMN staff, city staff, and community members
4. League of American Bicyclists BFC questions and assessment, including planning/policy document review
5. Final report, presentations, and follow-up with technical assistance

ENCOURAGEMENT

Priority	Policy/Program
Short-term	Establish a Safe Routes to School Task-force: Safe Routes to Schools (SRTS) is a national program that works to promote safe walking and biking to and from schools. The development of a task-force would encourage local planning efforts to incorporate SRTS goals in the development of local infrastructure.
Long-term	Implement a Walk Benefits Program: As a public awareness campaign, the Walk Benefits Program should encourage residents to walk or bike rather than drive for short trips and provide benefits for when they do. Benefits could include discounts at local stores.
Long-term	School-Based Programs: Create programs that encourage students to walk to school safely and comfortably (e.g., Walk a Kid to School event, Walking School Bus, crossing guards).
Long-term	Community Events: Create events to promote National Bike Month, Bike to Work Day, and host pedestrian and bicycle safety events. Organize road races and Open Streets events to encourage pedestrian and bike activity and community health.
Long-term	Bicycle Parking: Require bike parking (i.e. bike racks) as part of all new developments.

ENFORCEMENT

Priority	Policy/Program
Long-term	Implement Pedestrian- and Bicyclist-Supportive Policies: West St. Paul's Smith Ave/Dodd Rd Small Area Plan contains many pedestrian- and bicyclist-supportive development policies that should be enforced in the area and city-wide.
Long-term	Require Sidewalks as Part of All New Developments: Along with the recommendations in 4. Project Recommendations, the City should update its Zoning Ordinance to ensure sidewalks are included for new multifamily and commercial developments.
Long-term	Update Zoning Ordinance: Update existing requirements and street design guidelines and other policies to accommodate a safe and convenient pedestrian and bicycle system.
Long-term	Establish a Pedestrian Needs Committee: A stakeholder-based committee should help ensure agencies prioritize pedestrian safety and connectivity in projects.
Short-term	Enforcement Activities: Establish safety campaigns and enforcement programs to increase driver awareness of pedestrians and bicyclists, and compliance with the rules of the road.

ENGINEERING

Priority	Policy/Program
Short-term	Develop and Adopt a Vision Zero Action Plan: Apply for funding to develop a Vision Zero action plan that seeks to eliminate traffic deaths.
Long-term	Road Diet Study: Conduct a Road Diet Study that explores the potential for removing vehicle lanes from roadways and reallocating the space for other uses. This may include sidewalks, bikeways, trails, transit lanes, and medians. Road diets can improve the safety and experience of all road users.
Short-term	Repair and Enhance Existing Sidewalks: Many segments of existing sidewalks are in poor condition or are not accessible to disabled residents. Identify a sustainable funding source for annual repairs and maintenance through City budget or predictable external sources. Add accessible ramps where needed, assess and improve street lighting, and respond as promptly as possible to resident concerns.
Long-term	Coordinate with Dakota County and Surrounding Jurisdictions: Coordinate with surrounding jurisdictions (Dakota County, South St. Paul, Mendota Heights) to coordinate facilities and seek funding. Continue relationship with Dakota County leadership to help maintain West St. Paul's portions of the River-to-River Greenway.
Long-term	Establish an Implementation Task Force: A task force of representatives from the City should meet on a reoccurring basis to discuss future infrastructure projects and the inclusion of multi-modal facilities.

ENGINEERING

Priority	Policy/Program
Long-term	Collaborate with MetroTransit: Continue to collaborate with MetroTransit to encourage improvements of key stops. Prioritize first/last mile connections to future MetroTransit METRO G Line stations.
Short-term	Identify Regional, State, and Federal Funding Opportunities: Apply for grants like the RAISE Grant and explore partnerships with local developers and businesses to fund the installation of sidewalks, multi-use pathways, and safe crossings.
Short-term	Encourage Connections with Interior Sidewalk Networks: Working with existing schools and new developers to ensure that interior sidewalks provide connections to broader areas of the City.

EQUITY

Priority	Policy/Program
Long-term	Equitable Funding Distribution: Ensure funding for pedestrian and bicycle projects is equitably distributed throughout the City. Low-income and BIPOC populations should be prioritized.
Long-term	Educate the Public on ADA Standards and the Importance of Compliance: Retrofitting non-ADA compliant facilities should be a priority. Public awareness and acceptance of the important features of pedestrian facilities should be leveraged.
Long-term	Develop an ADA Transition Plan: Identify a team dedicated to crafting an ADA Plan for identifying strategies to be consistent with federal requirements.
Long-term	Equitable Engagement: Conduct regular engagement activities in areas of the city with high mobility needs, and partner with libraries, community centers, and other local organizations
Long-term	Neighborhood Traffic Calming: Adopt a policy that allows neighborhoods to request traffic calming strategies. A request process allows the City to prioritize community requests. Traffic calming strategies would promote the safety of all road users by reducing speeds where appropriate.

EVALUATION

Priority	Policy/Program
Long-term	Establish a Data-Driven Approach for Annual Evaluation: Starting with the prioritization process outlined in this plan, establish a continuous method of determining priority projects each year.
Long-term	Crossing Study: Work with local partners, Dakota County, and/or MnDOT staff to identify intersections where simple, low-cost improvements would provide major benefits. These low-cost improvements could be enhanced lighting or signage.
Long-term	Facility Inventory and Priority Project List: Conduct an annual, thorough review of the conditions of the City’s existing bike and pedestrian infrastructure to develop a prioritization list of sidewalk segments to be repaired or constructed when funding is available.
Short-term	Prepare an Annual Report: Creating an annual report that assesses the progress made over the last year will promote accountability.
Long-term	Conduct Bike and Pedestrian Counts: Conducting regular pedestrian and bicycle counts at key locations throughout the City will help establish a baseline to understand the number of walkers, bikers, and rollers on a typical day. These counts can help track progress as pedestrian and bicycle facilities are constructed or enhanced.

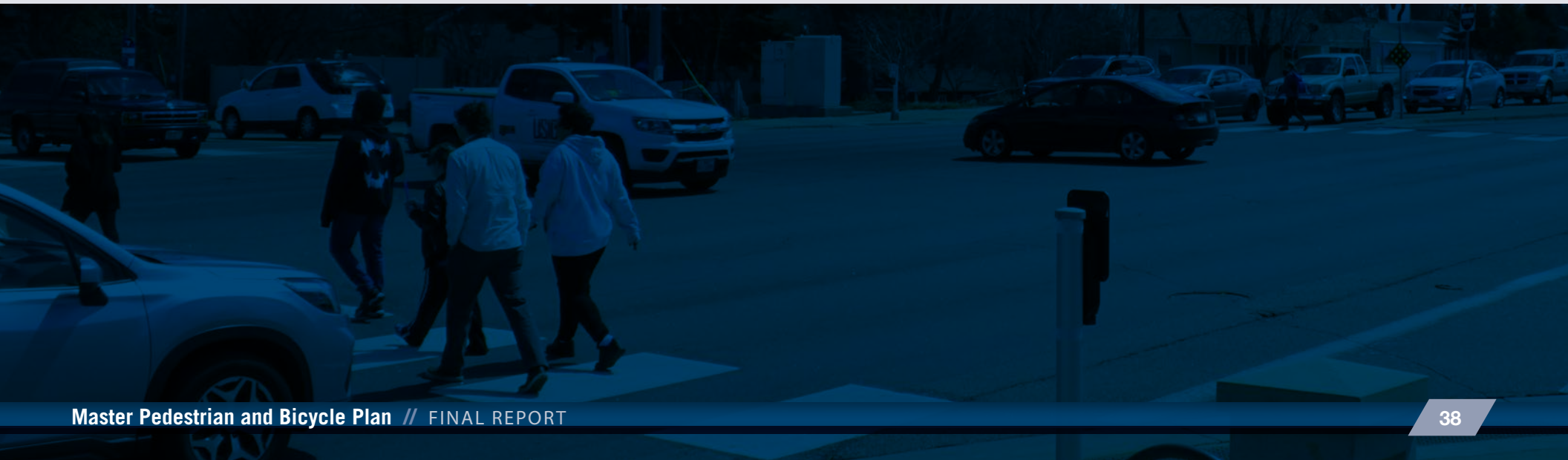
Establish a Safe Routes to School Task-force: Safe Routes to School (SRTS) programs seek to make it easy and safe for children to walk and bike to school. SRTS programs exist at the federal, state, county, and local levels with various funding opportunities available at each level. Several SRTS projects, identified by Dakota County, have made great improvements to West St. Paul's pedestrian and bicycle infrastructure, including a sidewalk planned for Bidwell Street in 2023 that improves connections to Heritage STEM Middle School. The development of a task-force would encourage local planning efforts to incorporate SRTS goals in the development of local infrastructure, and aid the City in identifying priority projects.

Enforcement Activities: Safety campaigns and enforcement programs that aim to increase driver awareness of pedestrians and bikers can reduce the number of crashes. Recently, the University of Minnesota worked with Minneapolis and Saint Paul to track the number of cars that stop for pedestrians as part of a pedestrian safety study. The cities selected crosswalks, some with safety improvements and other without, for the researchers to study. The research team found that crosswalks with safety improvements (signage, barriers, markings) did see more cars stop for pedestrians. Conducting a similar study in West St. Paul would allow the City to identify the most effective safety improvements, while enforcing the rules of the road and driver awareness.

Develop and Adopt a Vision Zero Action Plan: Vision Zero is a goal to eliminate traffic deaths and severe injuries by implementing a series of strategies and actions that improve safety on the road. At the state level, Minnesota Toward Zero Deaths aims to educate, advocate, and enforce traffic laws to reduce unsafe driving practices and crashes. Minneapolis' Vision Zero Action Plan, adopted in 2019, identifies four systems where strategies and actions can be applied:

- ▶ **Safe streets** – Using street design, infrastructure, and operations to improve traffic safety
- ▶ **Safe people** – Supporting and encouraging safe human behavior
- ▶ **Safe vehicles** – Regulating and maintaining safe vehicle fleets
- ▶ **Safety data** – Supporting a data-driven approach to Vision Zero. Ensuring accountability for progress toward goals.

Prepare an Annual Report: Each year, West St. Paul should report on projects implemented within the past year, safety issues and crashes, and other progress made on proposed projects, policies, and programs. Doing so will keep the City on track and accountable in implementing Go West St. Paul, and provide a regular benchmark for review. Revisiting the proposals in this plan each year ensures the plan is adaptable and relevant to the evolving development patterns and City policies.



➤ FUNDING SOURCES

RAISE Grants

The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program, run by the US Department of Transportation, provides federal funding for various transportation projects, including bike and pedestrian infrastructure. In 2022, \$1.5 billion dollars of funding were made available under the Bipartisan Infrastructure Law. Applications for RAISE grants are evaluated based on the following criteria: safety, environmental sustainability, quality of life, economic competitiveness and opportunity, state of good repair, and partnership and innovation. Projects in rural communities, Areas of Persistent Poverty, and Historically Disadvantaged Communities are given more consideration in the application process. Applications generally open in the winter and close in the spring.

Safe Streets and Roads for All Grant Program

Established under the Bipartisan Infrastructure Law, the Safe Streets and Roads for All (SS4A) program provides funding to projects that prevent roadway deaths and serious injuries. Two types of grants are available under this program: Action Plan Grants and Implementation Grants. Eligible activities include developing or updating a comprehensive safety action plan, planning activities in support of a safety action plan, and construction of projects and implementation of strategies in the safety action plan. In 2022, up to \$1 billion in federal funding was available. Applications generally open in the fall.

MnDOT Active Transportation Program

The Active Transportation (AT) Program provides funding for planning, education/encouragement, engineering studies, and infrastructure investments that support walking and biking in Minnesota. Competitive applications support Minnesota Strategic Highway Safety Plan goals, advance Sustainable Transportation Advisory Council recommendations, and connect to MnDOT's walking and biking planning work. Grants for both infrastructure and non-infrastructure (planning, demonstration projects) are available. Applications generally open in the fall.

Regional Solicitation/Transportation Alternatives Program

The Metropolitan Council of the Twin Cities solicits applications throughout the Metro Area for transportation projects, including bicycle and pedestrian facilities. This program is part of MnDOT's Greater Minnesota Transportation Alternatives Program and replaces the funding from historical MnDOT grant programs, including Safe Routes to Schools. Local communities are eligible to apply for project funding. The Regional Solicitation occurs every two years with about \$180 million available in federal funds. Applications generally open in the fall and close in the spring.

Safe Routes to Schools Grants

Safe Routes to Schools (SRTS) was originally a stand-alone program, but is now under the umbrella of the Transportation Alternatives Program. SRTS-specific grants are available for infrastructure, planning, and "boosts" to encourage biking and walking. For both infrastructure and boost grants, a SRTS plan is recommended to apply. MnDOT also maintains technical assistance programs: SRTS Demonstration Project Technical Assistance, SRTS Academy Application, and engineering studies. In 2021, MnDOT was able to distribute \$5 million in funding for SRTS projects. Applications generally open in the fall.

Dakota County Statewide Health Improvement Partnership

The Dakota County Public Health Department distributes Minnesota Statewide Health Improvement Partnership (SHIP) funds to projects that aim to prevent chronic disease, support the health and wellness of residents, and reduce health care costs. In 2022, SHIP focuses on four context areas aimed at increasing access to healthy food (MN EATS), improving access and opportunities for physical activity (MN MOVES), creating commercial tobacco-free communities (MN Commercial Tobacco-Free), and strengthening the well-being of Minnesotans (MN Well-being). West St. Paul has utilized SHIP funds for various planning and implementation projects in the past.

Municipal Bond Funds

West St. Paul could take advantage of municipal bond funds, a type of mutual fund that invests in debt securities issued by governments and other public entities usually for infrastructure construction and other improvements. These bonds have a relatively low level of default risk and are often referred to as tax-exempt, but there may be federal or state tax consequences.

Development Opportunities and Street Reconstructions

As new developments and street reconstructions in West St. Paul arise, the City should pursue pedestrian and bicycle facilities as part of these larger projects. In the case of private developments, the City should work with the developer to include pedestrian and bicycle facilities that benefit the City as a whole. Additionally, the City could implement a policy requiring all new developments to construct trails, sidewalks, or other improvements. When street reconstruction projects occur, the City should review this plan to identify and implement proposed pedestrian and bicycle facilities along the roadway, or work toward implementing an unidentified facility if feasible.



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