

Transportation System

Transportation infrastructure can provide for and encourage active transportation/non-motorized mode of traffic, which is a key component of active living. By providing connected, accessible, and safe infrastructure active living and health can be supported and promoted for everyday uses. The following recommendations and model language reflect how opportunities for active living may be woven into the Transportation section of the comprehensive plan:

- ⇒ Traffic Calming
- ⇒ Bicycle Connectivity
- ⇒ Pedestrian Connectivity
- ⇒ Pavement Management Programs
- ⇒ Transit Access



TRAFFIC CALMING

Recommendation: Utilize traffic-calming techniques to:

- ⇒ Assist in reduction of speeds on residential streets, where sidewalks may be less feasible and pedestrian traffic levels are high
- ⇒ Benefit street reclamation in residential neighborhoods
- ⇒ Provide safe and easy pedestrian crossings

Strategy: Implement traffic calming to increase safety and feasibility of non-motorized travel to city/township destinations.

Considerations:

- ⇒ Develop a political and administrative consensus for traffic calming
- ⇒ Involve the public at an early stage
- ⇒ Convince those who depend on vehicle access with detailed plans, early involvement, experiments, trials and test drives
- ⇒ Develop high-quality design to secure public acceptance
- ⇒ Traffic calming must address more than just individual streets
- ⇒ Include main roads in the plan, as they are main roads for walking and bicycling

—*Suggested considerations from the Federal Highway Administration*

Goal: Create a community that promotes non-motorized traffic and active living in a safe environment.

Objective: Explore speed tables or raised crosswalks in [name of city] where trails cross the road, at crosswalks on roads that traverse parks, or around facilities.

Policy: To ensure the safety of pedestrians and to ensure livable neighborhoods for its residents, the [name of city/township] will consider traffic-calming measures at the request of residents. Decisions to install traffic-calming measures will be made after assessing current traffic levels, speeds, lack of pedestrian infrastructure, and proximity to schools.

Development Regulations: In the event that a proposed development will generate a significant increase in traffic on local streets, the developer is required to cover the costs of traffic-calming measures to mitigate impacts of current residents.



TRAFFIC CALMING

Policy: Which traffic management technique or combination of techniques should be applied in a neighborhood will be determined by the area’s physical characteristics, the nature of the traffic issue, and the expected cost, effectiveness, and acceptance by the community. The neighborhood traffic management process allows the City and the community to explore traffic problems and options together, resulting in a recommendation that will be most likely to achieve the neighborhood’s objectives.

—*City of Saint Paul Comprehensive Plan Neighborhood Traffic Management Techniques Section, Policy 26*

To enhance above language, explore providing a clear plan for where and how the methods will be implemented on a citywide scale. Further, care must be taken to understand how traffic calming in one area may affect adjacent streets.



Recommend use of neighborhood traffic management process to systematically address neighborhood requests to “calm” or divert traffic, and says that this process should offer and array of techniques.

PRINCIPLES

Evoke a sense of place. [Name of City] has a unique and beautiful natural setting, many exceptional buildings and neighborhoods, and a rich history. These assets will be enhanced. *Examples: [parks, avenues, neighborhoods]*

Foster public safety. Communities are safe when there are caring people around who watch the streets, alleys, and parking lots. Continuous urban fabric with active uses provides an informal means of surveillance. *Examples: Use of Design for Public Safety Report on the City’s site plan reviews, Windows on sidewalks*

—*City of Saint Paul Comprehensive Plan, subsection on “Ten Principles of City Development”*

To further develop and evoke a sense of place and foster public safety explore adding a reference to implement projects such as Intersection Repair to the following strategies:

The City, through the Public Works Department, should encourage public infrastructure that promotes streets and sidewalks that are pedestrian friendly and visually appealing as important components to the success of neighborhoods.

—*City of Saint Paul Comprehensive Plan, Strategy*

The City will support the strengthening of the urban village characteristics of neighborhoods along the [name of prominent corridor], particularly at [specific shopping center and intersection], by making good connections (pedestrian, bicycle, and transit, as well as vehicles) between the corridor and neighborhoods.

—*City of Saint Paul Comprehensive Plan, Strategy*

TRAFFIC CALMING

City Ordinance No. 175937

Conditions of Revocable Permit to Modify City Intersections

(passed by Portland, Oregon City Council 09/19/01)

1. The permittee shall hold the City of Portland, its officers, agents, and employees free and harmless from any claims for damages to persons or property, including legal fees and costs of defending any actions or suits, including any appeals, which may result from permitted activity.
2. The intent of a proposed project and the likely outcome of such project shall be consistent with the goals of the Portland City Council.
3. The two streets must be classified as Local Service Streets and carry less than a combined 2,500 vehicles on an average day.
4. The applicant for a permit must provide to the City Traffic Engineer a petition of support for the proposed intersection modifications. The support petition must have signatures from each of the adjacent residents and at least 80 percent of the residents on the project street frontage(s) within two standard city blocks of the proposed project. The City Traffic Engineer shall have the authority to modify the petition boundaries when considered appropriate. The City Traffic Engineer shall certify the accuracy of the petition.
5. The applicant for a permit must provide the City Traffic Engineer with a written description of the proposed changes, including diagrams depicting how the intersection will look when completed. The applicant must demonstrate how the project will improve, or at least maintain, traffic safety and the safety of individuals at or in the vicinity of the intersection.
6. The City Traffic Engineer may approve a revocable permit authorizing construction and maintenance of the project as described and shown in the submitted diagrams, subject to any changes that may be required by the City Traffic Engineer.
7. The permit shall be for use of the public right-of-way only, and does not exempt the permittee from obtaining any license or permit required by the City Code or Ordinances for any act to be performed under this permit. Nor shall the permit waive the provisions of any City Code, Ordinance, or the City Charter, except as stated herein.
8. The permit shall not exempt any party from complying with all applicable traffic laws, including laws regarding pedestrians.
9. The permittee is not authorized to do any excavation, except as specifically identified in the project plans. The permittee shall be responsible for protecting all public and private facilities placed in the public right-of-way, including underground utilities.
10. The permittee shall notify all households and businesses within four standard city blocks of the proposed project at least 30 days before the project installation date.
11. The permittee shall obtain a Block Party Permit to close all legs of an intersection, for up to one block distance, in order to install the intersection modifications. Permittee shall use Type III barricades and STREET CLOSED signs as provided in the *Manual of Uniform Traffic Control Devices*. No street shall be blocked for more than 12 hours in any 24-hour period unless specifically allowed by the City Traffic Engineer.
12. Repair, maintenance, or installation of existing or future utility facilities in the right-of-way may require the permittee to reconstruct, move, or remove the project, or portions of the project, with all costs borne by the permittee.
13. The permittee shall work with all affected neighbors to resolve any concerns that may arise regarding the project. The inability to resolve such concerns may be grounds for revocation of this permit by the City Traffic Engineer.
14. The permittee shall maintain, at no cost to the City, all aspects of the project during the term of the permit. If any nuisance condition is allowed to exist in the area of the project, the City may summarily abate such nuisance. The existence of a nuisance in the area of the project may be grounds for revocation of the permit.
15. All permits shall be revocable by the City Traffic Engineer. The City Traffic Engineer may revoke a permit for any cause. The City Traffic Engineer shall immediately revoke a permitted project no longer meeting the intent of City Council goals.
16. The permittee shall, at no cost to the City, remove all aspects and/or features of a project when either the permit expires or is revoked.

—For more information on intersection repair please visit http://www.cityrepair.org/about_ir.pdf

BICYCLE CONNECTIVITY

Recommendation: Encourage bicycling through:

- ⇒ Improving bicycle infrastructure
- ⇒ Providing convenient cycling access to popular destinations
- ⇒ Providing safe and comfortable connections
- ⇒ Adding identifying signage and directional markings for on-street bicycle lanes
- ⇒ Providing ample trip-end facilities

Objectives:

1. Develop and maintain a complete and connected bikeway system
2. Upgrade existing off-street trails and add new facilities
3. Provide secure bicycle parking at destinations
4. Better integrate bicycles and transit
5. Improve bicycle safety, awareness, access, equity, and services

—City of Saint Paul Bicycle Advisory Board, *Recommendations for Bicycle Transportation Plan*

Vision: To make bicycling an integral part of daily life in Saint Paul and to move Saint Paul toward becoming a world class bicycling city that accommodates cyclists of varying skill levels riding bicycles for both transportation and recreation.

—City of Saint Paul Bicycle Advisory Board, *Transportation Plan*

Goal: Non-Vehicular Access: New development shall integrate pedestrian ways, trails, and bicycle paths with similar existing and planned facilities on adjacent properties.

Goal: Bicycle Racks: All commercial development shall provide bicycle racks, in an appropriate location, with bicycle stalls in the amount of not less than twenty percent (20%) of the total number of parking spaces required for the project, with a minimum of five (5) bicycle stalls.

—Town of Frisco, CO zoning code

Goal: The proposed **pedestrian bike system**¹ is to provide accessibility to all areas of the city, making special provisions to provide access to schools, parks, business areas, and the City Hall/Community Center area.

¹Where the “pedestrian bike system” includes a variety of pathways as defined in the introduction of the Parks and Recreation section. This goal can connect both the transportation and parks & recreation sections of the comprehensive plan.

In addressing the concept of “shared-use” facilities, there are human factors that influence cycling facility preferences, and the pairing of origins and destinations to provide an effective cycling network—such as providing a variety of pathway networks, including: recreational pathways, workplace thoroughfares, and community connections should be taken into consideration.



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BICYCLE CONNECTIVITY

Strategies:

1. Stripe and mark one or both sides of City roads with sufficient width to provide on-street trails consistent with the pedestrian bike system plan.
2. Pursue all applicable grants and funding sources for the development of pathways in the city.
3. Advocate for the development of pathways during all street construction and improvements.

—Based on *City of Mounds View Comprehensive Plan*



Strategy: (1) Explore assigning directionality to bicycle lanes in a logical system, (2) evaluate lane network for coverage, and (3) consider the addition of bicycle lanes where coverage is inadequate.

The Association of Pedestrian and Bicycle Professionals created *Bicycle Parking Guidelines*. These guidelines assist with the selection and placement of appropriate bicycle racks and discusses the following:

1. The rack element.
2. The bicycle rack.
3. Combining multiple racks into a bicycle parking lot.
4. Locating the rack and its relationship to the building entrance it serves and the cyclists' approach to that entrance.

Guidelines such as these may assist in requiring bicycle parking facilities, just like automobile parking. More information and this document can be found at <http://www.bicyclinginfo.org/pdf/bikepark.pdf>.

Policy: Install safe and secure bicycle racks at public parks, schools, libraries, and municipal buildings.

Policy: Promote construction of safe and secure bicycle racks on private property.

PEDESTRIAN CONNECTIVITY

Recommendation: Encourage pedestrian traffic through:

- ⇒ Developing a walkway system connecting residential areas to key destinations in and around the community--a network of pedestrian routes between areas where residents live and locations such as stores, restaurants, and community center
- ⇒ Enhancing signage to ease navigation of paths and sidewalks
- ⇒ Establishing a “walkable district” along community corridors that are activity centers
- ⇒ Establishing a sidewalk implementation plan
- ⇒ Establishing pedestrian pathways in retail and commercial parking sectors
- ⇒ Responding to the needs of special populations; including persons with disabilities, the elderly and school-age children

Development Regulation: Sidewalks shall be required in all residential and commercial developments.

Goal: Develop and implement a [name of corridor/walking district] design theme, which includes pedestrians and cyclists, to present [name of city/township] as an attractive and desirable community.

—Consider the addition of a policy focusing specifically on incorporating non-motorized transit users.

Goal: Develop safe bicycle and pedestrian movement through the city and around, between and among major parking areas, shopping centers [name shopping centers]. Accommodations should be made for secure bicycle storage.

Goal: Support the development of a transit system that provides a broad range of transit service options to provide an alternative to individual automobile traffic and further encourages increased non-motorized transportation uses for people of all ages and abilities

SIGNAGE: Guidelines for increased signage further enforces pedestrian connectivity and increasing the accessibility and connectivity of facilities. These can be found within the Signage to Increase Navigation in the Parks and Open Space section.

Policy: Sufficient mobility shall be promoted for all persons, giving special consideration to those who must rely on modes of transportation other than the automobile

—Based on City of Mounds View Comprehensive Plan, pp 27-28, 71



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PEDESTRIAN CONNECTIVITY

Goal: Plan, implement, and maintain a comprehensive trail system to provide safe and convenient pedestrian and bicycle circulation and to provide recreational opportunities for [name of city/township] residents

Policy: Pedestrian/bicycle corridors shall be considered on minor arterial and collector roadways including the [name of arterial/corridor] to ensure safe pedestrian travel

Policy: Safe and convenient pedestrian circulation shall be promoted within and to and from centers of activity, separated when feasible from vehicular circulation. Where possible bicycle and pedestrian right-of-ways should be separated. **Furthermore, seating should be available at regular intervals to**

ensure the safety of senior citizens and other less mobile individuals.

—Based on *City of Mounds View Comprehensive Plan*, pp 27-28, 71

Goal: Plan, implement, and maintain a comprehensive trail system to provide safe and convenient pedestrian and bicycle circulation (**that separates non-motorized transit users from traffic**) and to provide recreational opportunities for [name of city/township] residents.

Policy: Special provisions for pedestrian and bicycle access and circulation shall be planned in areas adjoining schools, parks, churches, service centers, industrial centers, and commercial centers

—Based on *City of Mounds View Comprehensive Plan*, pp 71-72

Establish Design Guidelines—with Zoning/Ordinance Changes:

- ⇒ Parking lots with fifty or more spaces should be divided into separate areas with walkways and landscaped areas in between that are at least 10 feet in width
- ⇒ Pedestrian paths should be designed with minimal direct contact with traffic. Where pedestrian paths cross the traffic stream, raised speed tables that slow cars, while providing an elevated pedestrian walkway, should be provided.
- ⇒ Keep parking on one or two sides of the shopping center, away from the side that will generate the most pedestrian access.
- ⇒ Provide a direct pedestrian path from parking lots and parking decks to the buildings they serve.
- ⇒ Clearly delineate this path with striping, different paving materials, or by situating the path through the center of a series of strategically placed parking islands.
- ⇒ Landscaping can be used to channel and organize the traffic flow in parking lots, as well as to provide pedestrian refuge areas.
- ⇒ Avoid open parking lots that allow cars to move in any direction.
- ⇒ Provision of bicycle parking at destinations is crucial—without it, bicycling becomes far less convenient.

—Federal Highway Administration: *Course on Bicycle and Pedestrian Transportation. Section 7.3: Using Land Use Regulations to Encourage Non-Motorized Travel 6 Ibid.*

PEDESTRIAN CONNECTIVITY

Goal: Support multi-modal transportation options and an environment accommodating to pedestrians. Encourage the Federal Highway Administration's commonly used methodology for retrofitting streets built without sidewalks: 1) develop criteria; 2) develop a methodology to evaluate potential sites; and 3) create a list of potential sidewalk sites.

The following is a proposed methodology for developing a sidewalk implementation plan:

1. Develop criteria: When prioritizing locations for sidewalks, the [name of city/township] must determine what goals they want to meet by implementing the program. Criteria include:

- ⇒ Speed of traffic: Locations with fast-moving traffic pose a threat to the safety of pedestrians
- ⇒ Street classification: Arterial streets are likely to have the highest incidence of pedestrian usage because commercial uses locate there. Additionally, there is a greater need to separate pedestrians from the heavy traffic
- ⇒ Pedestrian crashes: Identify locations in the community where there have been crashes between pedestrians, bicyclists, and automobiles.
- ⇒ School zones: Residential areas where schools are located are likely to have children walking to and from school, making sidewalks necessary for their safety.
- ⇒ Transit routes: Citizens using transit need sidewalks to access the stops
- ⇒ Neighborhoods with low vehicle-ownership: Areas where there are facilities for or residences with large numbers of seniors, children, and persons with disabilities are likely to need more sidewalks.
- ⇒ Neighborhood commercial areas: Providing sidewalks in areas with businesses that residences could potentially walk to make the option to leave the car at home more attractive.
- ⇒ Other pedestrian generators: Community centers, libraries, sports arenas, parks, and other public places are destinations that people may be more likely to walk to if adequate infrastructure is in place.
- ⇒ Missing links: Connecting pedestrian areas and streets with sidewalks creates a complete street network.
- ⇒ Community input: Residents may have suggestions about where sidewalks are most needed in the community or places where they are most likely to walk.

2. Develop a methodology for analyzing the chosen priorities:

On a map of [name of city/township], highlight the selected priorities using a geographic information system or by hand. For example, trace arterial streets or those where pedestrian crashes have occurred. Draw a half-mile radius around schools and facilities for seniors and persons with disabilities. Highlight neighborhood commercial uses and other pedestrian generators. Areas where the priorities overlap or concentrate will become clearer.

3. Develop a list of potential sites:

Using the priorities map, generate a list of locations where the addition of sidewalks should be prioritized. Have city staff use their localized knowledge to select the best locations from the list. Finally, develop a package of fundable projects to give to policymakers.



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PEDESTRIAN CONNECTIVITY

Goal: Provide safety for pedestrians, separation from auto-occupied space, and increase multi-modal connectivity between adjacent developments and land uses.

Objective: Retrofit parking areas by tightening up the navigable space for automobiles and establish pedestrian pathways to intersect under-utilized parking area—providing attractive and more abundant pedestrian connectivity.

—City of Roseville Comprehensive Plan, Chapters 3-4

Commercial Goal: Provide safe, convenient, attractive, and accessible community development within [name of city/township] for people of all ages and abilities

Policy: Safe and convenient pedestrian access will be provided to and within service and commercial centers

—Based on City of Roseville Comprehensive Plan, Chapters 3-4

Commercial Goal: Develop a pedestrian circulation program in the Shopping Center District

Objective: Retrofit large parking areas with attractive pedestrian configurations (paths, plazas, landscapes, etc.)

—City of Roseville Comprehensive Plan, Chapters 3-4

Strategy: Explore implementation of sidewalks within the Pavement Management Program.



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PAVEMENT MANAGEMENT PROGRAM

Recommendation: Provide various techniques that can be used to evaluate walking and cycling conditions in relation to potential improvements

Goal: All elements of the street system should be planned, improved, and maintained according to the most appropriate standards, giving due consideration to both land use and transportation goals and activities—including non-motorized transportation options.

Policy: Maintain an appropriate citizen review process to develop and implement City street, sidewalk, and trailway design and assessment policies to determine pedestrian-friendly changes.

—Based on *City of Mounds View Comprehensive Plan*

Pavement Management Program Revision

An addition in the comprehensive plan implementation section to include a section detailing other considerations besides road quality will affect prioritizing which roads are improved or reconstructed. Points are used in determining what streets are adequate, marginal, and problematic, and could be awarded for streets that facilitate non-motorized traffic, or deducted for hindering non-motorized traffic.

Points would be awarded for, but not limited to:

- ⇒ Connecting neighborhoods to parks
- ⇒ Connecting neighborhoods to commercial areas
- ⇒ Connecting parks to other parks
- ⇒ Constructing parkways that preserve the

aesthetic nature of [name of city]

- ⇒ Constructing multimodal roads with bike lanes
- ⇒ Using construction materials conducive to biking and walking/running

Points would be deducted for, but not limited to:

- ⇒ Roads with underutilized width, i.e. four-lane wide roads in residential neighborhoods with low trips per day
- ⇒ Not having crosswalks at intersections
- ⇒ Not providing adequate space along the shoulder for bicycles
- ⇒ Streets that have unused sidewalks
- ⇒ Streets that feel unsafe to walk along

—Based on *City of Roseville Comprehensive Plan, Implementation Section, Appendix 12.11c*



TRANSIT ACCESS

Recommendation: Increase access to transit through:

- ⇒ Establishing a transit circulator route and infrastructure ensuring a safe and convenient system for residents
- ⇒ Ensuring express transit routes to the core metropolitan area can be accessed by bicyclists and pedestrians—non-motorized transit
- ⇒ Adding signage and completing sidewalks feeding from residential areas to transit stops

Goal: Develop a balanced surface transportation system giving attention to all modes and related facilities

Policy a: Treat all modes of transportation and facilities related to each as one system to be coordinated and related on a comprehensive basis

Policy b: The system will facilitate transportation to and from centers of activity within the community

—Based on *City of Mounds View Comprehensive Plan*, pp 69, 71

Goal: Support the development of a transit system that provides a broad range of transit service options to provide an alternative to automobile travel

Policy a: Adequate transit rider conveniences, such as bus shelters, park and ride lots, and free parking areas, shall be incorporated into centers of activity and areas of high transit usage

Policy b: The City will work with the Metropolitan Council Transit Organization (MCTO) and other agencies and organizations to provide more and better transit service for the community within reasonable walking distance to every resident of the community and to provide increase ridership

—Based on *City of Mounds View Comprehensive Plan*, pp 69, 71

Goal: Support the development of a transit system that provides a broad range of transit service options to provide an alternative to individual automobile traffic and further encourages increased non-motorized transportation uses for people of all ages and abilities.

Policy: Sufficient mobility shall be promoted for all persons, giving special consideration to those who must rely on modes of transportation other than the automobile

Policy: Adequate transit rider conveniences, such as bus shelters, park and ride lots, and free parking areas, shall be incorporated into centers of activity and areas of high transit usage.

—Based on *City of Mounds View Comprehensive Plan*, pp 71

TRANSIT ACCESS

Goal: Plan, implement, and maintain a comprehensive trail system to provide safe and convenient pedestrian and bicycle circulation (**that separates non-motorized transit users from traffic**) and to provide recreational opportunities for [name of city/township] residents.

Policy: Pedestrian/bicycle corridors shall be considered on minor arterial and collector roadways [including name of arterial/corridor] to ensure safe pedestrian travel

—Based on *City of Mounds View Comprehensive Plan*, pp 71

Goal: Walking is the most basic form of transportation. Everyone is a pedestrian because walking is combined with almost every other mode of transportation and trip-making, whether to complete a commute made by a car to a downtown parking lot, to walk to and from a bus stop or to walk from home to work. Walking is often the quickest way to accomplish short trips in urban areas.

—North Carolina
Department of
Transportation

Strategy: Encourage innovative joint parking agreements.

Policies: (1) Provide greater infrastructure for and encourage non-motorized modes of traffic. (2) Promote and provide infrastructure for non-motorized uses for every day Active Living and health.

Objective: Transit Improvement, Work with agencies to recapture ridership and serve the transit-dependent by matching transit service with travel need.

Better transit service is needed because:

- ⇒ The accessibility of transit-dependent populations to jobs and services is being limited
- ⇒ In dense urban areas, transit is more cost-effective and better for regional air quality than building great street capacity for the use of (mainly single-occupant) automobiles, and
- ⇒ Transit complements urban neighborhood development patterns that support safe and cohesive communities and can spur economic growth

—*City of Saint Paul Comprehensive Plan, Transportation Plan: Travel Mode Choice*

SIGNAGE to INCREASE NAVIGATION

Signage can increase awareness of amenities and assist individuals in navigating their communities for transportation and recreational uses. Find more information on signage in the Parks and Open Space section. Below is language from Active Living by Design on the importance of signage:

“To successfully encourage active living, individuals must be aware of physical activity opportunities that exist within their communities. Signage that highlights where active transportation routes exist can help overcome sedentary lifestyles by making it easier for individuals to be informed about local physical activity opportunities. Signs can include trailheads and mile markers that indicate the beginning, end and each mile along a trail or greenway that will help people to set and reach personal fitness goals. Signs can also incorporate information specifying destinations to where a trail or greenway connects. Additional signage includes those that are located along roadways highlighting a nearby community park or recreation facility.”

—*Active Living by Design, 2006*



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TRANSIT ACCESS

Objective: Bicycle System Development, Develop a convenient, safe and attractive system of bicycle routes and facilities, integrated with other transportation systems, that serves the needs of commuting, utility, recreational and touring bicyclists of all ages.

More support of bicycling is needed because:

- ⇒ It enhances the attractiveness, safety and livability of [City].
- ⇒ It is desirable to have attractive alternatives to single-occupancy vehicle travel.
- ⇒ The availability of bike lanes and parking is a major influence on how attractive biking is for transportation purposes.
- ⇒ There are currently limited exclusive on-street bike lanes or secure bike parking options in [City].
- ⇒ **It facilitates the ability to integrate physical activity into daily routines and promotes health.**

—*City of Saint Paul Comprehensive Plan, Transportation Plan: Travel Mode Choice*

The City of Saint Paul Comprehensive Plan further identifies policies related to the objectives listed here (Transit Improvement, Bicycle System Development, Pedestrian Safety and Comfort, and Accessibility) in the Transportation Plan under its strategy, Travel Mode Choice, found at <http://www.ci.stpaul.mn.us/depts/ped/planning/compplan/index>.

Objective: Pedestrian Safety and Comfort, Strengthen the quality of the pedestrian experience in neighborhoods and business areas, with pedestrian safety as a minimum requirement for sidewalk installation and maintenance.

Attention to the pedestrian environment, with safety as a minimum guide is important because:

- ⇒ It is at the pedestrian level that people most closely relate to their environment and each other.
- ⇒ The human, accessible scale of the city, through diminished pervasive preference for auto travel, contrasts it positively with suburban locations.
- ⇒ Safety provides clear public purpose to the often-controversial issue of sidewalk installation.
- ⇒ **It facilitates the ability to integrate physical activity into daily routines and promotes health.**

—*City of Saint Paul Comprehensive Plan, Transportation Plan: Travel Mode Choice*

Objective: Accessibility, Ensure that pedestrian ways, transit, and automobile parking are designed to serve rather than frustrate the transportation needs of persons with physical impairments to mobility and accessibility.

The Plan must recognize and correct where barriers to access and mobility exist because:

- ⇒ The city belongs to all its citizens and benefits from their unfettered participation in community life.
- ⇒ Barriers to accessibility will affect more and more people as our population continues to age.

—*City of Saint Paul Comprehensive Plan, Transportation Plan: Travel Mode Choice*



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SPOTLIGHT: CITY of SAINT ANTHONY

The City of Saint Anthony has incorporated active living principles in the Transportation Plan section of their most recent comprehensive plan. Within the City's community profile they identified the following:

“Plan and invest in multi-modal transportation choices based on the full range of costs and benefits, to slow the growth of congestion and serve the region's economic needs:

- ⇒ Make local transportation, transit, pedestrian and bicycle investments to improve connections between workplaces, residences, retail, services and entertainment activities
- ⇒ Adopt ordinances to support integrated land use (examples: ordinances encouraging or allowing shared parking; centers, transit oriented developments)”



Saint Anthony has further stated that they will examine ways to upgrade the existing transportation system including transit, bicycling and walking. The City has identified the importance of local streets to the bicycle pedestrian circulation system. They have further identified their existing bicycle pedestrian infrastructure and where they intend to improve and expand this system. Saint Anthony has is committed to promoting walking and bicycling options. Their comprehensive plan addresses the following:

“Pedestrians and Bicycles

In order to promote walking and bicycling the City will:

- ⇒ **Sidewalks:** Build sidewalks along key streets that do not presently have them.
- ⇒ **Bicycling Routes:** Continue to support the concept of off-road bicycling paths or on-street striped lanes along Stinson Boulevard and along Saint Anthony Boulevard south of New Brighton Boulevard as an element of the Grand Rounds Parkway system.
- ⇒ **Regional Bicycling Trails:** Continue to support the construction of a regional trail on the former Saint Anthony Railroad Spur. That corridor runs along the south side of the New Brighton Boulevard and through Roseville, Little Canada, Vadnais Heights and White Bear Township. A portion of this corridor in Roseville is already a multi-use asphalt path.”

—*City of Saint Anthony Comprehensive Plan*

SPOTLIGHT: SEATTLE—KING COUNTY

King County, Washington has included non-motorized transportation into the Transportation System Planning and Design section of their Comprehensive Plan. The following is included:

C. Nonmotorized Transportation

The nonmotorized program is an essential element of King County's multimodal transportation system. Nonmotorized transportation users include pedestrians, bicyclists and (in certain areas of the county) equestrians. While each group has different needs, they all rely on King County's road system for safe access. Trail networks, sidewalks, bike lanes, and other nonmotorized improvements encourage walking and cycling. They also improve access to transit stops, resulting in increased transit ridership and improving the quality of life in their communities.

⇒ **T-317** Efforts should be made to improve nonmotorized transportation countywide to increase safety, public health, mobility and convenience for nonmotorized modes of travel. These efforts should emphasize the ability of nonmotorized modes to extend the efficiency of regional transit, promote personal mobility in a range of land use areas and expand the transportation alternatives available to the public to form a complete or connected network.

⇒ **T-318** King County should evaluate and implement, where appropriate, nonmotorized transportation when general transportation improvements are made, including road construction, reconstruction, subdivision development and development of new transit systems.

⇒ **T-319** New land use plans, subdivisions, and urban planned development proposals should include enhancements to nonmotorized mobility and access to surrounding areas.

⇒ **T-320** King County design standards should allow flexibility in selecting, and the authority to require design features that benefit nonmotorized safety and accessibility.

⇒ **T-321** Unused rights-of-way should be considered for development as pedestrian, bicycle, equestrian or accessible connectors.

⇒ **T-322** King County should seek to improve pedestrian safety both within residential areas and at arterials near pedestrian activity centers such as schools, retail centers, concentrations of housing, transit facilities and trails. Within residential areas, King County shall offer a comprehensive package of neighborhood traffic services to unincorporated area residents and, on a contract basis, to local jurisdictions. Pedestrian safety improvements should include adequate signage, markings and signalization where warranted. To foster safe walking conditions for students, King County should continue the School Pathways Program.



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SPOTLIGHT: SEATTLE—KING COUNTY

King County, Washington has further included the following health-related language into their comprehensive plan:

- ⇒ A-6 Address safety improvements for transportation with an emphasis on pedestrian and bicycle safety
- ⇒ A-7 Direct transit agencies/local govts to make ped/bike investments coincident with improved transit service
- ⇒ A-8 Incorporate provisions addressing health and well being into local comprehensive plans in the 4-county region
- ⇒ A-9 Improve access to health facilities for all community sectors

Health-related implementation actions:

- ⇒ B-1: Develop model health provisions for local comp plans
- ⇒ B-2: Encourage local funding of pedestrian and non-motorized improvements
- ⇒ B-3: Assess sidewalk connectivity through the urbanized areas of the region

- ⇒ B-4: Establish performance criteria or other level of service for all modes of transportation
- ⇒ B-7: Add a public health representative to the Regional Council's Transportation Policy Board
- ⇒ B- 9: Advocate inclusion of health considerations in State Environmental Policy Act/EIS review

Measurable objectives that monitor health conditions:

- ⇒ C-1: Work with health agencies and the academic community and with local jurisdictions to identify measures for assessing environmental and public health related to:
 - ⇒ Land use, including soil contamination, noxious uses, etc.
 - ⇒ Water quality
 - ⇒ Air quality
- ⇒ C- 2: Work with partner agencies to develop measures for assessing the walkability and bikability of urban environments

TRANSPORTATION SYSTEM RESOURCES

Bicycle Parking Guidelines, www.apbp.org

Bicycling in Minnesota, www.dot.state.mn.us/bike

City of Saint Anthony Comprehensive Plan, www.ci.saint-anthony.mn.us

How to Develop a Pedestrian Safety Action Plan, www.walkinginfo.org/pp/howtoguide2006.pdf

Intersection Repair, www.cityrepair.org

King County Comprehensive Plan, www.metrokc.gov/ddes/compplan

Pedestrian & Bicycle Safety Research, www.tfhr.gov/safety/pedbike/research/current.htm

Pedestrian Facilities Users Guide, safety.fhwa.dot.gov/ped_bike/docs/peduserguide.pdf



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www.activelivingramseycounty.org