

Statewide Pedestrian System Plan



MINNESOTA GO

Transportation Accessibility Advisory Committee

January 6, 2020

Agenda

- What is the Statewide Pedestrian System Plan?
- What did we hear from our stakeholders?
- What does the draft plan address?
- How can I give my input on the plan?

Statewide Pedestrian System Plan - Overview



Ped Plan Goals

- Tell the story of why pedestrian networks are an essential part of the transportation system
- Match investment planning and project development to public expectations
- Prioritize investments using a tool that relies on equity, safety, infrastructure, health, and land use contexts
- Develop policy, guidance, and training for MnDOT staff
- Expand the definition of ped planning beyond meeting ADA compliance requirements

Planning Process

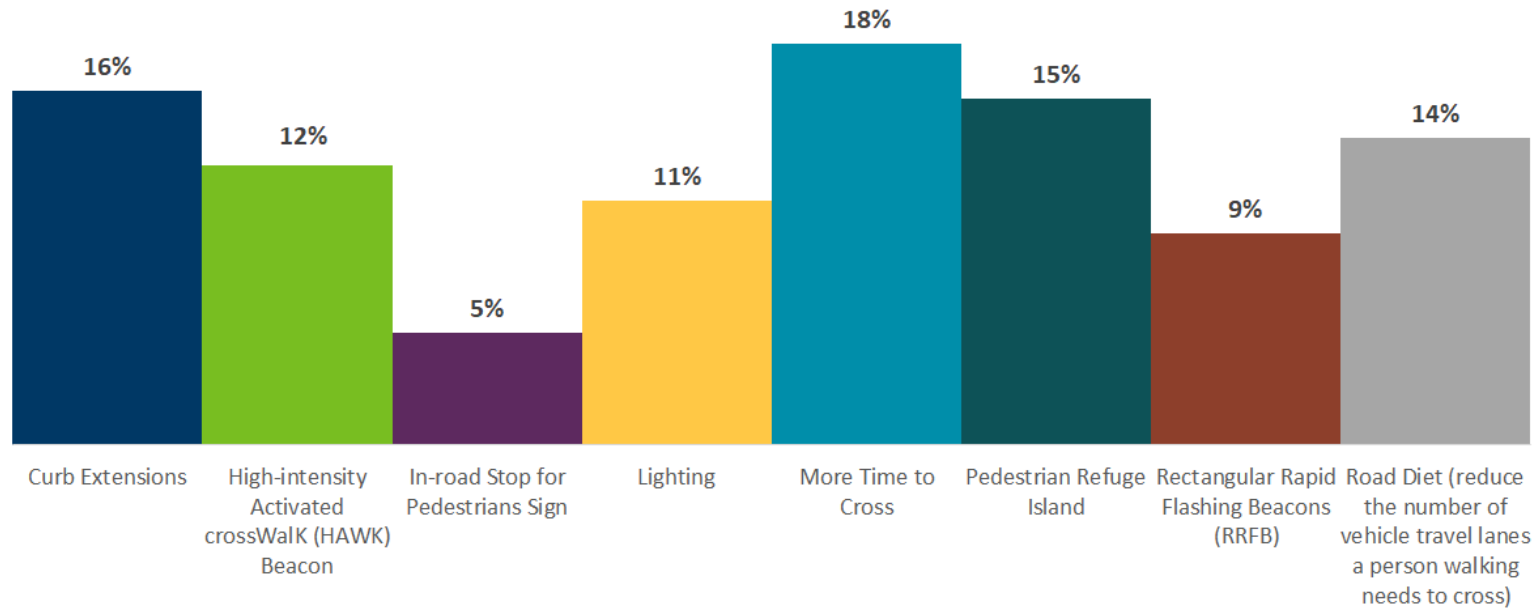
- Project kicked-off in February 2019
- Initial public engagement in summer 2019
- MnDOT District engagement winter 2019/2020
- Process recommendations shared with PAC in spring 2020
- Phase 2 engagement (100% virtual) in summer 2020
- Internal review in Fall 2020
- Plan released for public comment on 12/10/2020

Engagement Results



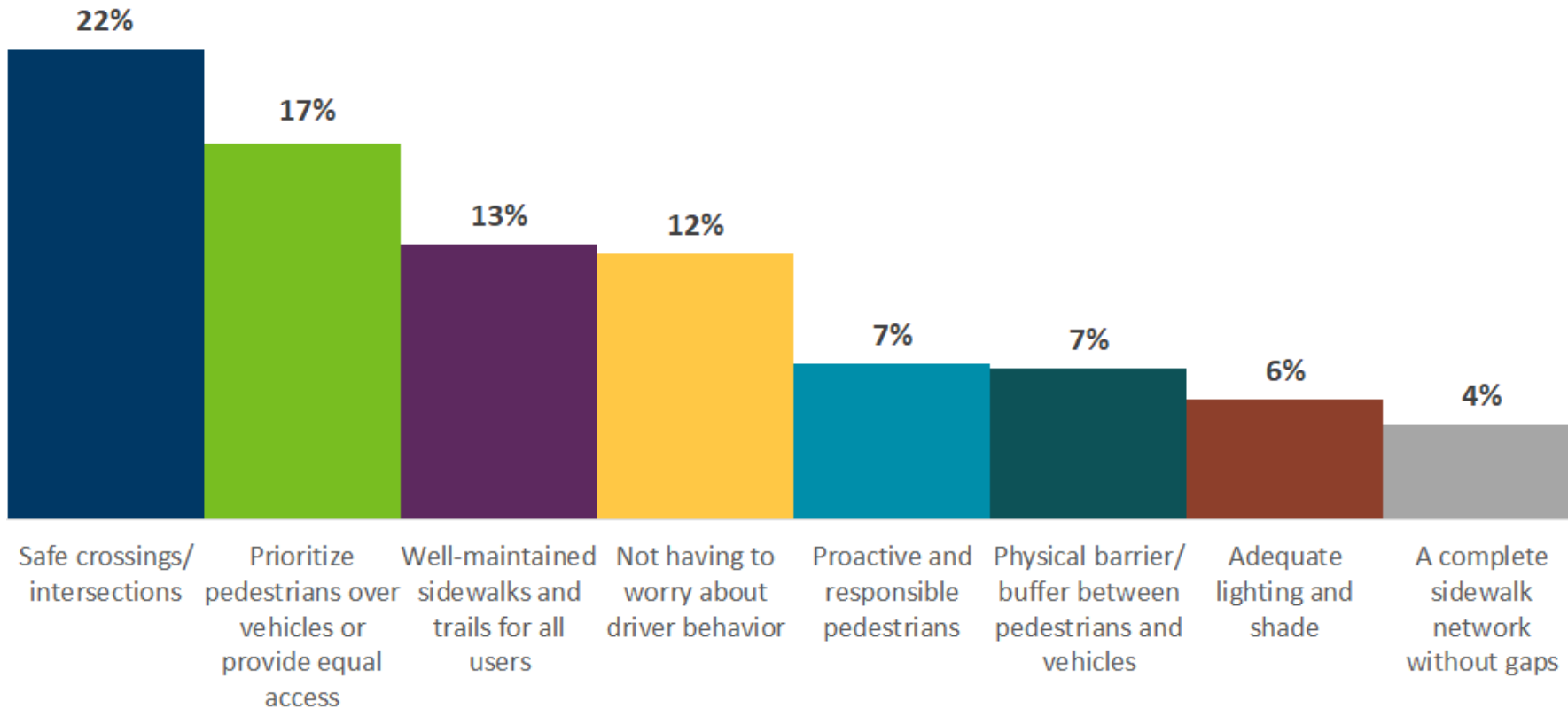
What did we hear from our stakeholders?

Crossing Improvements



- More Time to Cross, Curb Extensions, and Pedestrian Refuge Islands were the most popular crossing improvements
- In-road Stop for Pedestrians Sign was the least favorite

What does pedestrian/walking safety mean to you?



Pandemic-related?

- Wider sidewalks
- Adequate lighting
- General perceptions of safety

Engagement with the Disability Community

Phase 1

- Held events in partnership with SMILES (Mankato + Fairmont) and the Courage Kenny Institute.
- People with disabilities made up 17% of survey responses, compared to 11% of the statewide population

Phase 2

- All engagement held virtually
- People with disabilities made up 12% of survey responses, compared to 11% of the statewide population.

Demonstration Projects

District	Support for demonstration project installation <i>1 not supportive-5 very supportive</i>
1	4.1
2	4.2
3	4.0
4	3.7
Metro	4.2
6	3.9
7	2.3
8	3.6
Overall	3.9



Engagement Results Infographic

2,700+ SURVEYS FROM ACROSS THE STATE

NEARLY 3 OUT OF 4 RESPONDENTS
“Completely support improvements for walking”


IMPROVING WINTER MAINTENANCE
#1 choice for Policies that Improve Walking

62% IMPROVING ACCESSIBILITY ON, ADDING, OR WIDENING PATHS AND SIDEWALKS
of votes included for Improvements for walking along state roadways


1 OUT OF 4 votes to *Improve Pedestrian Crossing*
were for **DESIGNS THAT WOULD ENCOURAGE PEOPLE TO STOP FOR PEDESTRIANS**

OVER 85% OF RESPONDENTS
Highly support the installation of a demonstration project in their community

TOP DESIGN CHOICES for *Crossing that would make people feel safer:*
MORE TIME TO CROSS, CURB EXTENSIONS, & PEDESTRIAN REFUGE ISLANDS

42 IN-PERSON — 
ENGAGEMENT EVENTS

- 9 pop-ups
- 22 tabling events
- 8 listening sessions
- 3 on-street engagement sessions
- 2 rounds of surveying
- 7 demonstration projects



Map locations: International Falls, Virginia, Finland, Silver Bay, Bemidji, Mahanomen, Moorehead, Duluth, Pelican Rapids, McGregor, Isle, Little Falls, Henning, Alexandria, Saul Centre, St. Cloud, Anoka, Willmar, Brooklyn Park, Minneapolis, St. Paul, Madison, Golden Valley, Redwood Falls, Richfield, Marshall, Bloomington, Fairbault, Mankato, Rochester, Windom, Blooming Prairie, Worthington, Fairmount, Albert Lea.

Diving into the Plan



What does the Ped Plan address?

Process Recommendations

- Cost Participation Policy
 - How MnDOT shares costs with locals
- Scoping/Need Identification
 - How do we know where we should build improvements?
- Maintenance
 - How do we keep the system functional year-round?

Investment Planning

General Cost Estimate Approach

Fine-grained statewide data not available for land use context and climate change impacts

Approach relies on sampling roadways and intersections to develop assumptions that guide the statewide cost estimate

1. Identified metro/rural context of intersections and roadways in high priority areas (top 5% of need)
2. Sampled intersections and roadways to develop assumptions about the prevalence of various land uses and roadway conditions
3. Applied assumptions across all high priority areas to develop cost estimates



Investment Planning – Land Use Context

Cost Estimate: Linear Pedestrian Facilities

\$118 million - \$237 million

Includes:

- 79 miles of shoulders
- 114 miles of sidewalk
- 111 miles of sidepath
- 73 miles of sidewalk + sidepath

Cost Estimate: Pedestrian Treatments at Intersections

\$76 million - \$351 million

Includes basic improvements:

- 267 two-lane intersections
- 456 multi-lane intersections
- 170 ramps and roundabouts

Enhanced crossing add-on treatments

- 160 crossings



Investment Planning – Climate Mitigation

Cost Estimate: Create a Complete Tree Canopy and Manage Stormwater Runoff When Constructing Pedestrian Improvements

\$130 million - \$360 million

Includes 455 miles of MnDOT roadways in high priority areas

Shade trees, tree vault systems, planted center medians

Bioswales, flow-through planters or rain gardens in curb extensions

Infrastructure Guidance Tables

EXHIBIT 5-9: Reconstruction Projects: Guidance for Linear Facilities

	NEW OR ENHANCED PAVED SHOULDER (BOTH SIDES OF STREET)	NEW OR ENHANCED SIDEWALK OR SIDEPATH (BOTH SIDES OF STREET)	ROAD DIET OR TRAVEL LANE/ PARKING LANE NARROWING	CURB EXTENSIONS OR TIGHTER TURNING RADII	BENCHES	PED-SCALE LIGHTING	SHADE TREES
NATURAL AREAS	X						
CONNECTIONS BETWEEN SMALL TOWNS	X						
RURAL CROSSROAD		X	X	X	X		X
SUBURBAN RESIDENTIAL		X	X	X	X		X
SUBURBAN COMMERCIAL		X	X	X	X		X
URBAN RESIDENTIAL		X	X	X	X		X
URBAN COMMERCIAL		X	X	X	X	X	X
MAIN STREET		X	X	X	X	X	X
URBAN CORE		X	X	X	X	X	X
INDUSTRIAL AREAS	X	X	X				

Public Comment Period



How can I give my input on the plan?

Tell us what you think

- Draft Plan available for public comment through January 11th
- Project website includes an interactive commenting system and a downloadable PDF

www.minnesotawalks.org/participate



The screenshot shows a webpage header for the Minnesota Department of Transportation with navigation links for HOME, OVERVIEW, and RESOURCES. The main content area features a green background with a blurred image of a person walking. The headline reads "PLAN AVAILABLE FOR PUBLIC COMMENT". Below this, the text states: "Thank you for sharing your ideas about improving walking throughout Minnesota. The draft MnDOT Statewide Pedestrian System Plan is now available for you to read and review! Click the link below to review the draft plan and leave comments and ideas. Submit your thoughts by 4:30pm on Monday, January 11th. To request these materials in an alternative format, call (651) 366-4718 or e-mail ADArequest@dot.state.mn.us". A prominent blue button labeled "COMMENT HERE" is positioned at the bottom of the announcement.

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Jake Rueter | Pedestrian + Bicycle Planner

jacob.rueter@state.mn.us