

Statewide Pedestrian System Plan



MINNESOTA GO

TAC Planning Committee

January 14, 2021

Agenda

- Process Overview
- Engagement Highlights
- What's in the Plan?
- Discussion/Comments/Feedback
- Moving Forward

Statewide Pedestrian System Plan - Overview



Planning Process

- Project kick-off in February 2019
- Initial public engagement in summer 2019
- MnDOT internal engagement winter 2019/2020
- Process recommendations developed in spring 2020
- Phase 2 engagement (100% virtual) in summer 2020
- **12/8: Ped Plan released for public comment through 1/11**

Engagement Results



What did we hear from our stakeholders?

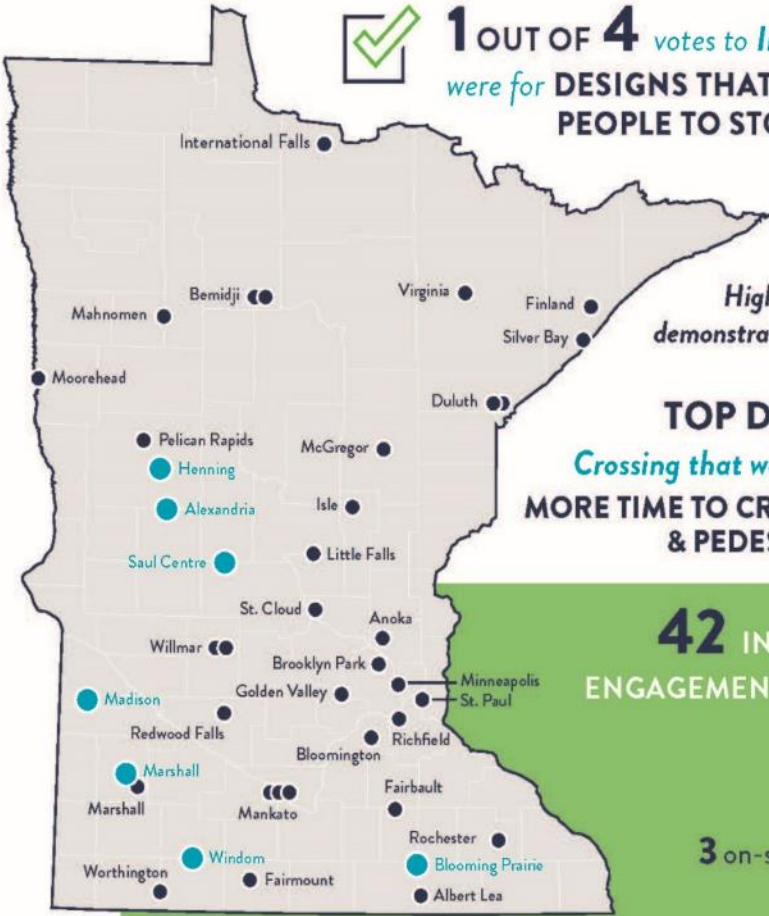
Engagement Results Infographic

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

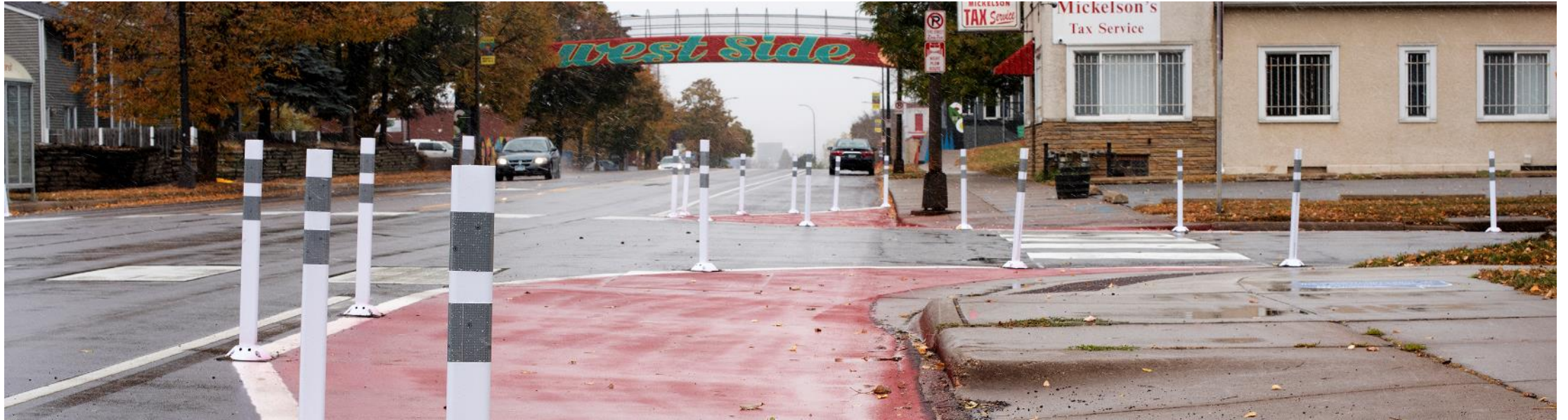
TOP DESIGN CHOICES for Crossing that would make people feel safer:
 MORE TIME TO CROSS, CURB EXTENSIONS, & PEDESTRIAN REFUGE ISLANDS

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

ENGAGEMENT EVENTS

● Demonstration Project ● Event Location

Diving into the Plan



What does the Ped Plan address?

Statewide Pedestrian System Plan Goals

- Promote walking as a universal need
- Create healthy and equitable communities
- Create safer places to walk
- Create enjoyable places to walk
- Build internal capacity to advance walking

How to use the plan

The plan identifies stakeholder groups and potential ways to use the document:

- MnDOT
- Tribal liaisons
- Other state agencies
- Local government
- Advocacy groups

EXHIBIT 1-1: How to Use this Plan

I WORK FOR...	HOW CAN I USE THIS PLAN?
MnDOT as a Project Manager, Planner, or Engineer/Designer	<ul style="list-style-type: none">• Implement project development action items within your day-to-day work, especially in a project's early stages• Use investment planning scenarios and the Prioritized Areas for Walking Study (PAWS) to understand infrastructure needs and solutions for your projects• Follow Environmental Justice strategies for advancing equity within projects
County, MPO, RDO/RDC, Municipal Government	<ul style="list-style-type: none">• Reference plan goals, goals of pedestrian planning at MnDOT, and benefits of walking information to frame your planning processes and infrastructure investment priorities• Review project development action items and existing MnDOT practices as a primer for collaborating with MnDOT staff• Identify priority areas for walking within your community

Goal/Objective/Action Item Structure

GOAL 2: CREATE HEALTHY AND EQUITABLE COMMUNITIES

OBJECTIVES	KEY BARRIER	ACTION ITEMS	PERFORMANCE MEASURES
2.1. Center equitable outcomes as part of the project development process, including an emphasis on prioritizing the system's most vulnerable users	<ul style="list-style-type: none"> MnDOT Practices 	<ul style="list-style-type: none"> IP-4 PS-1 PS-3 PS-13 	<ul style="list-style-type: none"> PM-10: Percent of programmed projects that benefit the high-priority areas for walking identified in PAWS
2.2. Eliminate existing disparities related to the ease of accessing safe and enjoyable walking environments	<ul style="list-style-type: none"> MnDOT Practices Funding 	<ul style="list-style-type: none"> PS-9 	<ul style="list-style-type: none"> PM-3: Miles and percent of sidewalks that are fully ADA compliant
2.3. Connect people to everyday destinations, including transit stops and priority destinations in <i>Minnesota Walks</i>	<ul style="list-style-type: none"> MnDOT Practices 	<ul style="list-style-type: none"> PS-6 PS-10 	<ul style="list-style-type: none"> PM-12: Total walking trips between 1/8 mile and 1 mile
2.4. Complete sidewalk gaps	<ul style="list-style-type: none"> Funding 	<ul style="list-style-type: none"> PS-10 	<ul style="list-style-type: none"> PM-11: Percent of sidewalk gaps filled on MnDOT roadways

IP-4: Work with MnDOT Traffic Safety staff to review the outcomes of field walks

Follow the prioritization results and facility selection action items included in this plan and Pedestrian Strategy Two: Improve Design and Maintenance for Pedestrian Safety from the SHSP.

Why are we Investing in Walking?

Minnesotans Support Investments in Walking

- 74% of engagement respondents fully support investments that improve walking

Walking Benefits our Communities

- Improving walking delivers social, economic, environmental, and health benefits to people throughout Minnesota

MnDOT Has an Opportunity to Lead

- MnDOT has a reputation as a leader on walking among other State DOTs, and can continue to build on this reputation by delivering improvements along and across state roadways
- This includes rectifying inequities and mitigating climate change impacts

How are We Planning for Investments?

Investment Plans and Practices

- Documentation of MnDOT plans and policies and how they affect outcomes for people walking

Priority Areas for Investment

- Identification of parts of Minnesota where the need for walking improvements is greater

Investment Planning Scenarios

- Scenarios that define the cost of delivering improvements along/across the trunk highway system in areas with the top 5% of need

Process Improvements to Support Walking

Cost Participation Policy

- Not revising the policy, but recommending best practices to work within existing policy
- How can we invest in a way that reflects that this is a MnDOT priority?

Maintenance

- Identifying opportunities to include and support locals in design and construction with an eye towards maintainability

Scoping and Need

- Recommended improvements to be considered based on project type and land use context

Additional Important Touchpoints

Vulnerability

- People walking are the most vulnerable users of the transportation system across factors

Speed + Safety

- Slower Speeds Save Lives
- Lower speeds reduce the energy transfer in a crash and ultimately reduce harm for people walking.

Climate Mitigation + Adaptation

- Climate change impacts people walking directly through changes in temperature, precipitation, and air quality
- MnDOT should direct investment to mitigate impacts on people walking

A person walking hit by a vehicle at:



25 MPH has an
89% chance of survival.



45 MPH has a
35% chance of survival.

Discussion / Comments / Feedback



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