



Pedestrian Investment Plan

2050 Transportation Policy Plan Technical Working Group

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Chapter Content Outline



Pedestrians as distinct focus

- Council's Role
- Existing Conditions
- Relationship to Plan Goals
- Ongoing Issues
 - Better meeting needs of people with disabilities
 - Winter maintenance
 - Safety
- Pedestrian Plan and Investment Direction
 - Planning for pedestrians
 - Project selection
- Funding

Council's Role



Local agencies have primary responsibilities

- Assessing trends and needs and providing resources for implementing agencies.
- Investing in walking through different funding sources.
- Planning for continuity and connectivity between jurisdictions.
- Providing guidance
 - To agencies working to address regional barriers.
 - For facilities that support transit investments, Livable Communities Act investments, and equity.
 - For local comprehensive plans to ensure walking is a key consideration in land use and transportation planning.
- Ensuring safe, accessible, and convenient pedestrian connections to transit service.

Existing Conditions

Short overview

- Primary focus on facility types
- More than just sidewalks
- Other supportive facilities
- Walking still happens where there aren't facilities



Better Meeting the Needs of People with Disabilities



1 in every 11 residents has a disability

- 28 years since the Americans with Disabilities Act became civil rights law – by 2050, that will have been 60 years
- Intersectional equity
 - 1 in 6 Native American residents has a disability
 - 1 in 8 Black residents has a disability
- FHWA emphasis on current ADA transition plans or self-evaluations
- Public Right of Way Access Guidelines final rule adopted this year
- Universal design – meeting needs requires more than minimum compliance with the ADA

Winter Maintenance

Routinely identified as a critical need and ongoing challenge

- Regional Solicitation qualifying requirement
- ADA requirement
- High priority in region's Public Transit and Human Services Transportation Coordinated Plan



Safety for Pedestrians

Key elements

- Safe System approach – will be covered in more depth in Safety chapter
- Key findings from the Pedestrian Safety Action Plan
- Follow up Safety Action Plan in development now will include some additional work with pedestrian crashes on high injury streets

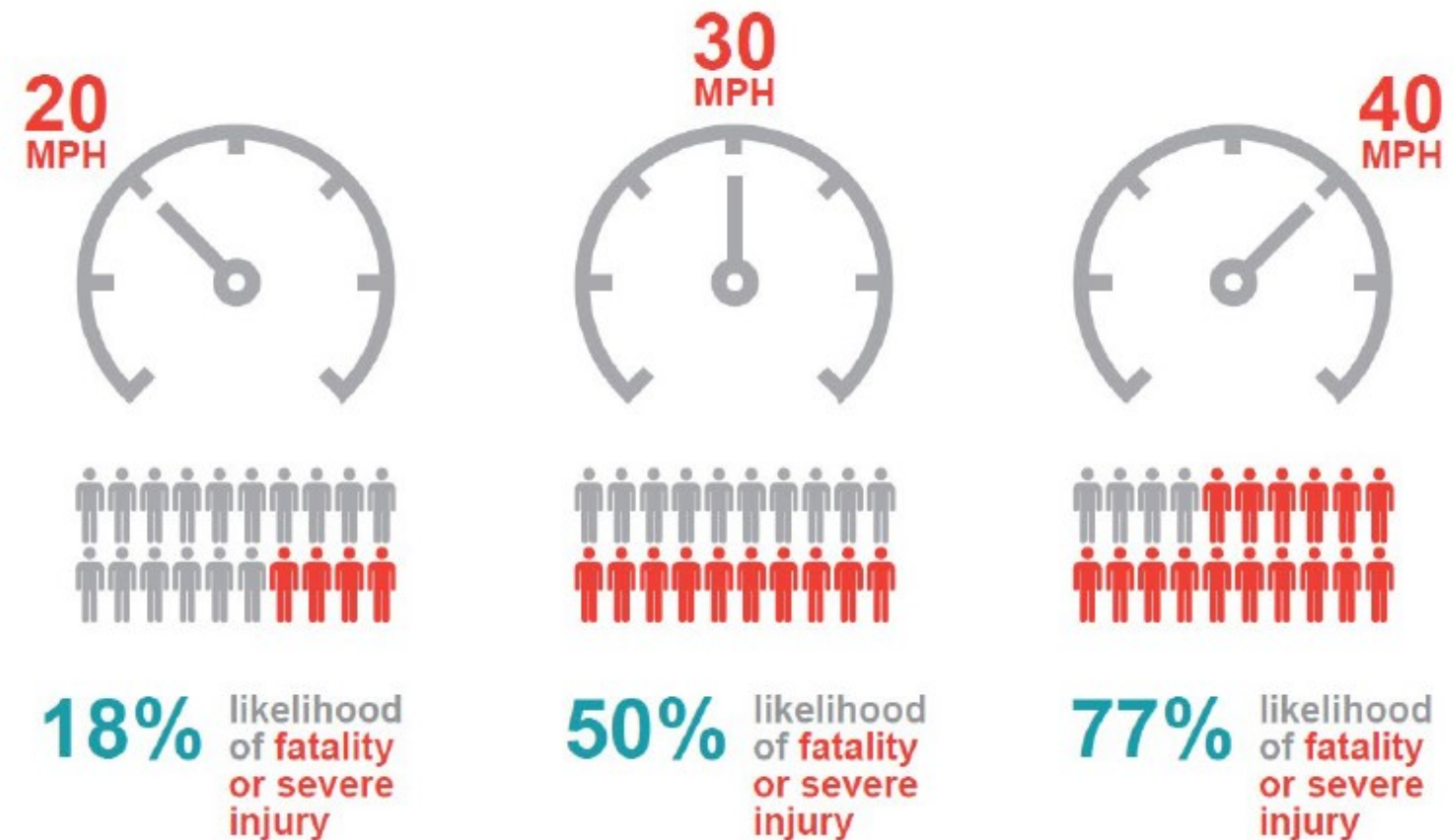


Figure 2: Impact Speed and a Pedestrian's Risk of Severe Injury or Death, Source: <https://aaafoundation.org/impact-speed-pedestrians-risk-severe-injury-death/>

Pedestrian Plan & Investment Direction

- Comprehensive plans need to address pedestrian needs for transportation
- Common elements of pedestrian planning
- Complete Streets
 - Elements of strong policies
 - Future Council work



Investment Direction



Guidance and Key Factors

- Baseline requirements for ADA – transition plans or self-evaluations and year-round maintenance
- Prioritization factors
 - Safety
 - Connections to transit
 - Connections to destinations
 - Removing barriers
 - Continuity and connections between jurisdictions
 - Multimodal projects
 - Pedestrian demand
 - Equity

Funding



Federal, regional, and local funding sources

- Safe Streets and Roads for All
- Reconnecting Communities and Neighborhoods
- Highway Safety Improvement Program
- Safe Routes to School from state
- Regional Solicitation
- Regional Transportation Sales Tax
 - Council Active Transportation funds
 - Counties



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