

Statewide Pedestrian System Plan



MINNESOTA GO

Transportation Finance & Policy Division

February 23, 2021

Agenda

- Project Goals
- Process Overview
- Engagement Highlights
- What's in the Plan?

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

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 Highlights

- More than 2,700 completed surveys statewide
- Nearly 3 out of 4 people completely support improvements for walking
- Top desired policy change: improving winter maintenance
- 85% of respondents highly support the installation of a demonstration project
- Most popular design choices include curb extensions, refuge islands, and more time to cross.

Diving into the Plan



What does the Ped Plan address?

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 estimate 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.

A person walking hit by a vehicle at:



25 MPH has an
89% chance of survival.



45 MPH has a
35% chance of survival.

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

Thank you!



Statewide Pedestrian System Plan



MINNESOTA GO

Jake Rueter – Pedestrian + Bicycle Planner

jacob.rueter@state.mn.us