COMPLETE STREETS IN SAINT PAUL

AMERICA WALKS CONFERENCE
SEPT. 15, 2017
STARTING POINT

• Prior to Manual:
  • No common understanding of impacts of design decision
  • No clear idea of options available
  • No clearinghouse for institutional knowledge
INITIATION

- City adopts many policies in Comprehensive Plan related to street design and “complete streets”
- City Council passes Complete Streets resolution
- State passes complete streets legislation

Key questions:
- What does “complete streets” mean for Saint Paul?
- How do we implement them?
IMPLEMENTATION TOOLS

- TIGER II Grant funded project ($250,000)

- Develop tools for complete streets implementation
  - Integrate into everyday street design practices
  - Establish a formalized complete streets process
  - Educational tools to understand the principles of balancing transportation modes

- Build capacity

- Tools
  - Street Design Manual
  - Complete Streets Action Plan
**PROCESS**

- Transportation Committee
- Six pilot projects
  - Five design workshops
    - ~100 participants
  - Enhanced Better Block pilot project
    - ~250-300 participants
- Interdepartmental technical committee
  - Public Works
  - Parks (Design & Forestry)
  - PED
  - Fire
PILOT WORKSHOPS

- 5 Pilot Design Workshops
  - Format
    - Multimodal prioritization exercise
    - Applied best practices
    - Tested manual
    - Practical outreach
  - Outcome
    - Set stage for next Comprehensive Plan (2018)
      - Prioritizes modes - pedestrians first
BETTER BLOCK

• Better Block event
  • One-day temporary street redesign
  • Showcase new infrastructure
    • Cycle track

• Outcome
  • Comfort with innovation on future downtown bike infrastructure
INTERDEPARTMENTAL TEAM

- Process
  - Weekly to monthly meetings
  - Define best practices
  - Capture institutional knowledge
  - Define level of comfort/risk

- Benefits
  - Leveraged strengths
  - Gain trust
  - Identified win-wins
  - APWA accreditation

- Outcome
  - Interdepartmental investment
    - 8-80 fund
    - Economic development fund for infrastructure and public realm
    - Capital City Bikeway
    - Grand Round
Contents
1. Introduction
2. Background
3. Street Design Treatments
   • Focused on individual elements
     • Flexibility within context
4. Urban Design Treatments
5. Maintenance
6. Implementation
STREET DESIGN ELEMENTS

**Bicycle Parking**

**Definition**

Bicycles are an important component of a multi-modal transportation system. It is essential to ensure that bicycles are considered in their design and construction, whether they are placed on a sidewalk or in a public space. Bicycle parking should be included in the street design as long as it is practical. When placement is not possible, bicycle parking may consist of individual or multiple bike racks placed along the sidewalk or at intersections of a street or public space. Bicycle parking should be provided, even if it is for a short time, to allow for easy and convenient parking.

**Applicability and Use**

- Film-designed and placed bicycle parking is appropriate for public transportation, providing the pedestrian right of way and protecting the sidewalk from damage to streets and street furniture.
- Bicycle parking should be located on streets such as bus stops, parks, and community facilities, and near community facilities, and major street stops and stations.
- Bicycle parking may be an opportunity for bicycle infrastructure.

**Design Considerations**

- Bicycle racks should be placed on concrete or other suitable paved surfaces. Racks should not be placed on a public sidewalk.
- Bicycle racks must support the bicycle at least two places to prevent it from falling over and allow parking of the frame and two or both wheels where a stand is available.
- Racks should be securely anchored to the ground with a stand, and parking must be provided where the bicycle is parked.
- Bicycle racks should not interfere with access to the bicycle or with blazing markers, where there is an opportunity for a bicycle to be accessed, to the pedestrian zone or the clear zone behind the rack.

**Plazemaking/Public Art Opportunity**

- Parking racks may be placed in public spaces, such as parks, and community facilities. Racks may be placed on streets such as bus stops, parks, and community facilities, and near community facilities, and major street stops and stations.
- Racks may be used for public transportation, providing the pedestrian right of way and protecting the sidewalk from damage to streets and street furniture.

**Related References**

- Bicycle parking guidelines.
- Bicycle rack installation guidelines.
- Bicycle rack maintenance guidelines.
- Bicycle rack design guidelines.
- Bicycle rack performance standards.
- Bicycle rack installation guidelines.
- Bicycle rack maintenance guidelines.
- Bicycle rack design guidelines.
- Bicycle rack performance standards.
- Bicycle rack installation guidelines.
ACTION PLAN – IN PROGRESS

1. District Councils’ transportation committee training
2. Safe Routes to School
3. Transportation Committee reporting
4. Pedestrian-oriented site plan review
5. Inter-departmental collaboration
6. Bike and pedestrian counts
7. Data-driven methodology to rank street projects
8. Pedestrian and bicyclist access in construction zones
9. Comprehensive Pedestrian Plan
10. Guiding policies and priorities for parkways
QUESTIONS?

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