

RAMSEY COUNTY-WIDE

Pedestrian & Bicycle Plan

Community Engagement Report

Community Engagement Report

Active Living Ramsey Communities worked to intentionally expand the number and diversity of voices providing guidance for the plan's development.

Working alongside community partners, the project brought engagement to the places where people congregated - setting up booths at neighborhood and community events to make participation easy and fun, and organizing and facilitating meaningful and fun small-group activities.

Robust online engagement, including a project website, online survey and an interactive map helped expand the project's reach.

Engagement with city and agency stakeholders helped to improve coordination and start the groundwork for buy-in and implementation.



Introduction

This document is a summary of what we have learned through in-person and online engagement opportunities throughout 2015. It includes an overall summary of information received, as well as summaries of individual events. Appendices include summaries of practitioner listening sessions, attendance lists, and a detailed summary of survey questions and results.

To learn about and respond to residents' needs and aspirations for the plan, the project team conducted extensive engagement with Ramsey County residents throughout 2015.

An important consideration for engagement efforts was connecting with underrepresented and health-disparity populations. The public comments and recommendations received during the community engagement were brought back into the plan development process and inform multiple aspects of the plan.

COMMUNITY ENGAGEMENT EFFORTS CONDUCTED IN 2015 INCLUDE:

- In-person engagement
- Pop-up workshops
- Listening sessions
- Community open house
- Internal advisory group meetings
- Online engagement
- Project website
- Public survey
- Interactive online map

Approach

The purpose of the engagement was to intentionally solicit input from a broad range of Ramsey County residents, in particular the populations that have historically been underrepresented in the planning process. To accomplish the goal of equitable engagement the team “took the meetings to the people” and created materials that are easily accessible.

INTENTIONAL EFFORTS TO EXPAND DIVERSITY AND GROW PARTICIPATION

Meaningful engagement requires community connections. Active Living Ramsey Communities worked to intentionally expand the number and diversity of voices providing guidance for the Plan’s development.

Engagement efforts were conducted with a focus on equity to connect with a broader cross-section of the county’s population, including people of different socioeconomic status. These efforts included focusing on reaching underrepresented and health-disparity populations, offering a variety of opportunities for stakeholder involvement, and distributing outreach materials in a targeted and strategic manner.

Efforts included collaborating closely with organizations and other partners working with specific populations and communities, participating at neighborhood and community events to make it easier for people to contribute their ideas and insights to the plan, and offering multiple opportunities in a variety of formats for residents and other stakeholders to share their experiences and ideas for the project.

WE WORKED WITH:

- Comunidades Latinas Unidas en Servicio (CLUES)
- Cycles for Change
- Metropolitan Area Agency on Aging
- Olmstead Implementation Office
- Ramsey-Washington Metro Watershed District
- Rondo Avenue Inc.
- Roseville Area Senior Program
- Saint Paul Public Housing Authority

TAKE THE MEETING TO THE PEOPLE

One of the keys for building public engagement is to make it easier and more convenient for more people to participate. The project team took engagement to places where people were already congregating, setting up tabling and pop-up workshops at community events and popular destinations. This made it easier for community members to provide their comments and guidance without having to attend a separate meeting.

USER-FRIENDLY MATERIALS

To effectively communicate with members of the public, we developed welcoming, user-friendly, jargon-free project materials. These materials are visually-attractive and written with easy-to-understand language. The materials were oriented to residents who may not be familiar with planning processes and projects. Bright stickers, post-it notes, pens, and markers were provided for people to share comments.

Key Themes From Engagement

Several key themes emerged through this engagement effort. They are summarized here, with additional explanation and supporting quotes from the public in the next sections.

- People walking and biking want more **separation from motor vehicle traffic**.
- People walk and bike for both **transportation and recreation**.
- Participants want a **connected network across barriers**.
- People who have not been involved in planning processes in the past - including people of color and people with disabilities - want **more opportunities for meaningful engagement**.
- **Maintenance**, especially in winter, is important to allow people to walk and bike safely.

Overview Of Process

Engagement activities for the plan included:

- Engagement with advisory and stakeholder groups
- Public engagement at in-person events
- Online engagement

A brief description of each is included in this section.

Advisory And Stakeholder Groups

Two advisory groups comprised of project partners, stakeholders, and governing agencies were established at the beginning of the project to provide recurring guidance at various stages in the planning process. These groups were the Project Advisory Team and the System Advisory Team.

PROJECT ADVISORY TEAM

The Project Advisory Team (PAT) was composed of community representatives and stakeholder partners from throughout Ramsey County, who were actively involved in guiding the work of the consultant team. The PAT met four times over the course of the project. A complete list of PAT members is provided in this report's appendix.

PRIMARY ROLES OF THE PAT INCLUDED:

- Advising on project process and methods.
- Shaping the plan and its recommendations.
- Providing a multidisciplinary, well-rounded perspective to ensure the plan reflects priorities and approaches that extend beyond simply addressing engineering considerations.
- Providing guidance on the plan implementation process.
- Assisting in disseminating information and serving as a liaison to community members.

SYSTEM ADVISORY TEAM

The System Advisory Team (SAT) was composed of representatives from municipalities and other units of government throughout Ramsey County. The SAT met with the consultant team and internal project management team three times during the planning process to guide project process and plan development. A complete list of SAT members is available in this report's appendix.

PRIMARY ROLES OF THE SAT INCLUDED:

- Providing input from and serving as a liaison to municipal partners and partner agencies and organizations.
- Verifying current system inventory and current government plans.
- Providing a peer review.
- Facilitating communication with municipalities and other stakeholders to expand project reach and engagement throughout Ramsey County.
- Helping to develop effective implementation strategies as a partnership between Active Living Ramsey Communities and the cities and agencies in Ramsey County.

In-Person Public Engagement

A range of in-person engagement activities were coordinated as part of this planning process including small- and large-format, and formal and informal workshops.

POP-UP WORKSHOPS

Pop-up workshops are informal engagement opportunities strategically located in places where people are already congregating including community events, near parks and trails, or other popular destinations. Pop-up workshops are designed to fit within a single tent and include eye-catching visuals, children’s activities, and user-friendly materials that make learning about the project and sharing ideas easy and inviting. Pop-up workshops enable people to share comments quickly, provide materials for participants to engage with online materials on their own time, and capture the perspectives of people who may not ordinarily attend more traditional workshops.

POP-UP WORKSHOPS FOR THIS PROJECT INCLUDED:

- Lake Phalen WaterFest
- Rondo Days

LISTENING SESSIONS

Listening sessions, like pop-up workshops, take the meeting to the people. However listening sessions typically take place at a regular meeting of a pre-existing group. For example, a listening session may take place with young people during a school leadership meeting, with bicycle commuters at a brown bag lunch, or with minority populations at a meeting of a community organization. Listening sessions enable people to participate in the planning process at meetings they already attend regularly, and provide an opportunity for in-depth discussion with specific demographic or special interest groups within the community.

LISTENING SESSIONS FOR THIS PROJECT INCLUDED:

- Olmstead Implementation Office with people with disabilities
- Cycles for Change with Saint Paul youth

OPEN HOUSE

Open House meetings provide an opportunity to share project results and discuss the process and steps taken to develop the plan, and allow participants to ask questions and share comments and guidance for next steps. One large-format open house was held as part of this planning process. The open house was broadly advertised and open to the public, and also included the participation of project partners, and stakeholder and agency representatives. The open house was held at the Roseville Branch of the Ramsey County Library from 6:00 pm to 8:00 pm on Wednesday, October 7, 2015.

Materials Used and Questions Asked

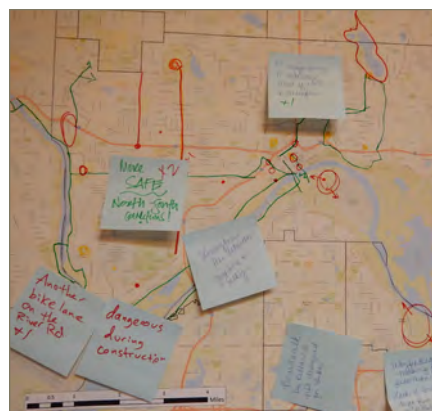
A set of questions and materials were developed for use at pop-up and listening session workshops to easily gather information about routes, barriers, destinations, and opportunities for improvement from participants. The following questions are representative of those posed to participants at pop-up workshops and listening sessions:

MAPPING REGIONAL DESTINATIONS AND CONNECTIONS

Using a map of Ramsey County, users were invited to identify important destinations and connections to those destinations. Participants were then asked to prioritize destinations and connections to highlight links of high importance to users.

MAPPING LOCAL DESTINATIONS, ROUTES, AND CHALLENGES

Using a map of the community or city where a workshop was held, participants used stickers and markers to identify destinations, specific walking and biking routes, and barriers to walking and biking. Participants were able to provide more detailed information about how they typically travel to particular destinations, and about their experience getting there.

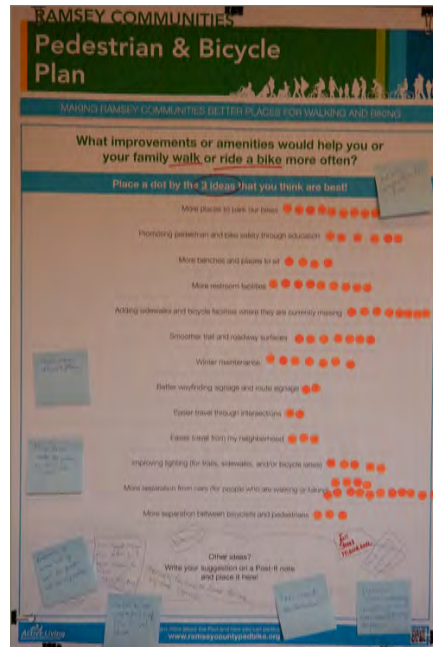


PRIORITIZING IMPROVEMENTS AND OPPORTUNITIES

Two boards posed the following questions to participants: “What are the top 3 improvements or amenities that would help you or your family walk or bike more often?” and “What would make it easier for you to walk or bike more often?” Each board contained a list of potential answers, as well as an “other” category for participants to share their own ideas for priorities. Using stickers, participants selected their top three choices from the list. Participants who agreed with priorities provided by peers were able to use their dots to vote on participant-generated priorities.

DISCUSSING POTENTIAL FACILITIES

An “infrastructure toolbox” consisting of images and descriptions of walking and biking infrastructure facilities and treatments was provided at all the events. These boards and banners helped to generate discussions about treatments that are currently existing in the county, to get an understanding on people’s attitudes towards different treatments, and to reference as new concepts introduced to participants.



Online Engagement

The Plan's online engagement strategy included three principal components:

- Project website
- Public survey
- Interactive online map

PROJECT WEBSITE

A project website was developed and used to communicate general project information, announce events and engagement opportunities, and house online engagement tools including the project survey and interactive online map. The project website also provided an area for people to share open-ended comments related to the plan, and opt into the project mailing list to receive email updates.

SURVEY

An online survey was developed and was accessible directly or through the project website. The survey was available from April through mid-October 2015 and was completed by a total of 463 individuals. An additional 115 individuals partially completed the survey.

Survey questions were split into categories with questions specifically about walking and specifically about biking. Participants were given the option of completing questions only pertaining to walking or biking, or both. Participants were asked to share current walking and biking habits, and to help prioritize destinations, barriers, and opportunities related to walking and biking, and ADA accessibility. Participants were also invited to share general comments about walking and biking in Ramsey County, about the plan, or about the survey in general. The survey concluded with basic demographic questions to help the team understand how well they were doing at reaching a representative population of Ramsey County residents, employees, and visitors.

WIKIMAP

An interactive online map was developed using a Wikimap platform. The tool allowed users to identify routes, locations, or issues throughout the county, including their walking and biking routes, destinations, issues or problem locations for walking or biking, and ideas for improvement. Follow-up questions gathered additional information about entries that were made on the Wikimap.

The Wikimap was accessible directly and from the project website. It was available for public comment from April through mid-October 2015, during which 174 unique users entered a total of 439 original routes or locations.

KEY THEMES FROM ENGAGEMENT

Thousands of individual comments were received through this engagement effort. By grouping similar or related comments, a number of key themes became evident. These include:

- People walking and biking want more **separation from motor vehicle traffic**.
- People walk and bike for **both transportation and recreation**.
- Participants want a **connected network across barriers**.
- People who have not been involved in planning processes in the past - including people of color and people with disabilities - want more **opportunities for meaningful engagement**.
- **Maintenance**, especially in winter, is important to allow people to walk and bike safely.

Additional explanation for each theme and a brief sample of comments received from the public is provided below.

More Separation From Motor Vehicle Traffic

At most events, participants said they feel unsafe walking and bicycling next to cars, trucks, and buses. “More separation from motor vehicles” was a top priority for participants who answered the online survey. Walkers preferred sidewalks over shoulders. People who ride bikes preferred off-street trails and protected bike lanes (bike lanes that are separated from motor-vehicle traffic by a curb, planters, or plastic bollards) over conventional bike lanes and shared travel lanes.

WHAT WE HEARD:

- “More off-street trails!”
- “I don’t like bike lanes in the door zone”
- “...bike lanes are nice but not comfortable-want more separation and a barrier”
- “We don’t want to ride on the street — afraid of cars”
- “Sidewalks on one side only are very difficult. I have to cross street with my kids more than needed...provide sidewalks both sides!”
- “Don’t want to be next to cars-need separate trails”

Walking And Biking For Recreation And Transportation

Among survey participants, one-half walk to go shopping at least once a week, and one-half bike to school or work at least once a week. Park and recreational opportunities were also popular destinations for walking and biking trips. Ramsey County has many regional parks, and arriving at those parks and enjoying them as a pedestrian or on a bike is important.

WHAT WE HEARD:

- “[Want a] Trail around White Bear Lake! :)”
- “Run and walk to get places”
- “I like the freedom that [my bike] gives me. Otherwise I would have to rely on my mom to drive me around, but now I get to go places on my own.”

A Connected Network Across Barriers

Highways, railroad tracks and bodies of water can act as barriers and prevent people from walking or biking where they want. Participants expressed a desire for a connected network with seamless facilities across barriers and providing access to destinations county-wide.

WHAT WE HEARD:

- “None of the North South streets in this area have sidewalks. It is literally where the sidewalk ends”
- “Need a safe way for bikes to go back into downtown”
- “Right now, there is not sufficient connectivity between the Como Neighborhood and Midway Neighborhood for bicycle commuters. Snelling is unsafe, even on the sidewalks. Lexington is great, but remote from the west end of Midway. I know this proposal might be a pipe dream but it would be amazing if a bike lane across the industrial complex were possible.”
- “Need easier way to cross 94 & Snelling”

MORE OPPORTUNITIES FOR MEANINGFUL PUBLIC ENGAGEMENT

Many participants at plan engagement events - especially people with disabilities and young people of color - expressed strong interest in becoming meaningfully involved in planning and implementation decisions. Youth apprentices from Cycles for Change expressed interest in opportunities for engagement, and career opportunities in urban planning. During the listening session coordinated with the Olmstead Implementation Office for people with disabilities, participants expressed frustration that decision-makers design streets without learning from the experiences of people who use a wheelchair.

WHAT WE HEARD:

- “People with disabilities should be in leadership roles”
- “Want to know how to get involved and saying what we want”

Consistent and Reliable High-Quality Maintenance

Maintenance, especially in winter, is important to allow people to walk and bike safely. Snowbanks and icy surfaces, as well as uneven sidewalks any time of year, can make everyday activities inconvenient and dangerous for seniors and for people with mobility and sight limitations. Survey respondents prioritized removing snow and ice from sidewalks and trails for people walking, and creating level and smooth road and trail surfaces for bicyclists.

WHAT WE HEARD:

- “Sidewalk is very uneven for this entire stretch, even for those not in walkers or wheelchairs!”
- “Park paths should be cleared for people using wheelchairs. If trails are open to some, they should be open to all.”
- “Sweep away glass in street”

Summaries From Engagement Activities

Brief summaries for each of the engagement events conducted, including key ideas received, are provided in this chapter. Additional information can be found in this report's Appendix.

Summary: Internal Advisory Groups

PROJECT ADVISORY TEAM & SYSTEM ADVISORY TEAM MEETINGS

Beginning in March 2015 and ending in September 2015, the Project Advisory Team (PAT) met four times and the System Advisory Team (SAT) met three times. The PAT and SAT are composed of community leaders and staff of municipal, regional, and state public works and planning departments from across Ramsey County.



The early meetings involved visioning exercises, while the midpoint meetings guided strategy and development of project materials, while in later meetings the PAT and SAT reviewed materials prepared by the project team.

KEY POINTS:

- The plan's vision statement was developed and reviewed in collaboration with both the PAT and SAT.
- Both PAT and SAT supported a transparent and accessible approach and meaningful community engagement for the Plan.
- The SAT met together to discuss a list of performance measures that would help different municipalities coordinate the development of a low-stress walking and biking network.
- Staff from each municipality reviewed the proposed walking and bicycling routes and their network classification.

By including a variety of partners from the beginning of the plan and incorporating their knowledge as the plan was developed, the project team helped to more efficiently coordinate recommendations across jurisdictions and helped lay the groundwork for plan support and implementation. Involving key partners throughout the planning process has laid the groundwork for future collaboration between Active Living Ramsey Communities, Ramsey County departments, municipal departments, and other agencies and organizations toward implementation.

Summary: Waterfest Pop-Up Workshop

Members of the project team held a pop-up workshop on May 30, 2015 from 11:00 AM to 4:00 PM at Lake Phalen in Saint Paul. WaterFest is an outdoor festival hosted by the Ramsey-Washington Metro Watershed District. Hundreds of people attended the family-friendly event, with many parents attending with their children.



WaterFest celebrates Minnesota’s clean lakes and offers outdoor fun and opportunities for hands-on learning about the water quality, wildlife, and special ecological features of the watershed. Many organizations had tables with information, giveaways, entertainment, and food options for the attendees. People for Bikes (a national advocacy with the mission of “putting more people on bikes more often”) was also present at WaterFest. Project team members spoke to approximately 60 people about the Ramsey County-wide Pedestrian and Bicycle Plan.

KEY POINTS:

- Many people do not like biking in the roadway, and wanted bicycle facilities that separate cyclists from vehicles.
- Many would like to reduce points of conflicts between pedestrians and cyclists by having separate infrastructure.
- Many desire more amenities on trails to improve the experience:
 - Clear wayfinding indicating mileage to popular destinations
 - Bicycle parking
 - Lighting, especially for pedestrians

Summary: Rondo Days Pop-Up Workshop

Members of the project team held a pop-up workshop at the Rondo Days Festival on Saturday, July 18 from 9:00 AM to 5:30 PM. Rondo Days took place outside the Benjamin E. Mays International Magnet School, near Dale St. N and Concordia Avenue in Saint Paul.



Rondo Days is a yearly celebration of a historically Black neighborhood that was divided and displaced by the construction of Interstate 94. The event includes music, food, community information and family activities. Project team members spoke to more than 50 event participants.

KEY POINTS:

- Most people had not heard of the Ramsey County Pedestrian and Bicycle Plan - participating at the event helped to increase community awareness about the plan.
- People are concerned about gaps in the bicycling network.
 - People wish there were more north-south bike routes in Saint Paul, including Snelling and Lexington Avenues.
 - People would like connections between neighborhoods to parks and natural amenities, like Lake Phelan and Gervais Lake.
 - People would like connections between downtown and surrounding neighborhoods.
 - Increased separation from cars for people who are walking or biking.
- Amenities for pedestrians and cyclists would make walking and biking more convenient:
 - More places to park bikes
 - More restrooms
- Create a more complete sidewalks and bicycle facilities network.

Summary: Olmstead Implementation Office Listening Session

Members of the project team held a listening session at the Rondo Community Outreach Library on June 3, 2015 with people with disabilities who were invited to participate by the Olmstead Implementation Office, which works to implement a broad series of federally-mandated key activities Minnesota must accomplish to ensure people with disabilities are living, learning, working, and enjoying life in the most integrated setting.

The goal of the listening session was to hear about participants' experiences using existing infrastructure and their ideas for improvement, with the goal of making the Plan more responsive to the needs of all of Ramsey County's residents, including people with disabilities. Twelve participants shared their experiences with the project team.

KEY POINTS:

- Many trails and paths are inaccessible to people with disabilities:
 - Park paths are sometimes not cleared to be accessible for people using wheelchairs.
 - Trees or bushes that grow over sidewalks can be inconvenient and dangerous for people with limited mobility and sight.
- Current winter roadway maintenance techniques like plowing can reduce accessibility for pedestrians.
 - Snow banks can make daily tasks, like boarding a bus or crossing the street, impossible for a person with limited mobility.
 - Icy surfaces and sidewalks reduce convenience, comfort, and safety.
- There is a need for a streamlined complaint system to report accessibility violations.
- Improving data collection practices so incidents like an individual's fall on an inadequately-maintained sidewalk or trail are recorded.
- People with disabilities need to be included and involved in decision making to ensure that their experiences are taken into account. Participants suggested conducting walkability and bikeability audits with a person with limited mobility as part of the audit group.

Summary: Cycles For Change Listening Session

Members of the project team held a listening session on September 10, 2015 at Cycles for Change on University Avenue and Garland in Saint Paul. The listening session's goal was to hear about the experiences of Cycles for Changes youth apprentices in biking and walking in their neighborhoods and other areas in Ramsey County.

Many of Cycles for Changes youth apprentices were from the Frogtown and Rondo neighborhoods. They spoke about their experiences as youth bicycling, the perceptions of biking in their communities, and their desires for creating better infrastructure in their communities.



KEY POINTS:

- Biking offers young people a freedom of movement they would not otherwise have. They are able to explore the city without relying on a parent to drive them around.
- Biking within communities of color is not often thought of as a viable alternative form of transportation.
- Youth of color face numerous barriers to using active forms of transportation:
 - Overcoming perception of biking as a “white” form of transportation.
 - Lack of other youth cyclists means bicycling becomes less popular and less safe.
 - High cost of buying gear, especially winter gear.
- Their involvement in Cycles for Change and their use of biking as a form of transportation is positively changing the perception of biking in their families and the wider community.
- Improving bicycle infrastructure and facilities, especially if they help to connect other facilities and expand the existing network, is needed.
- Participants expressed a strong desire to be participants in and engage in the planning process.

Summary: Open House

The plan's Open House was held at the Roseville Library from 6 to 8pm on October 7th. The open house was an opportunity to share the Connected Ramsey Communities Network and the processes and steps that were taken in the development of the plan.

The evening began with Ramsey County representatives welcoming members of the public and giving a brief presentation on the 2030 vision plan and next steps to move from the planning stage to implementation. After the presentation, participants went to three stations that were designed to help guide them through the planning process.



STATION 1

Station one introduced members of the public to the concept of active transportation and the engagement strategies used to gather information from the community.

BOARD 1: CONTEXT & VISION

- Illustrate the positive impact active transportation has on the community and individuals.

BOARD 2: BUILDING A COMMON LANGUAGE FOR WALKING AND CYCLING

- Share and define important words with short descriptions of critical parts of the plan.

BOARD 3 & 4: COMMUNITY ENGAGEMENT

- Describe the process of engagement and the influence on recommendations in the plan.

STATION 2

The second station's purpose was to share the planning team's technical analysis with the public.

BOARD 5: CONNECTED RAMSEY COMMUNITIES NETWORK

- The map illustrates the framework for the county and local jurisdictions to refer to when planning, prioritizing, and designing an active transportation network.

BOARD 6: BICYCLE NETWORK DEFICIENCY ANALYSIS

- Describe the accessibility of various streets for cyclists of all ages and abilities, as determined by the Bicycle Level of Traffic Stress analysis.

BOARD 7: PEDESTRIAN NETWORK DEFICIENCY ANALYSIS

- Describe the accessibility of various streets for pedestrians of all ages and abilities, as determined by the Pedestrian Level of Service analysis.

STATION 3

- Station three detailed suggested steps and key recommendations for successful implementation of the plan.

BOARD 8: IMPLEMENTATION PROCESS

- Illustrate the process and action steps required to implement the 2030 plan.

BOARD 9: PERFORMANCE MEASUREMENT

- Diagram the performance measures to improve the implementation process.

BOARD 10: KEY RECOMMENDATIONS

- Show the key recommendations for successful implementation.

GENERAL COMMENTS AND DISCUSSION

Members of the public were given the opportunity to ask questions after the presentation. Some of the questions raised at the open house included:

- How Ramsey County is coordinating its efforts with other important stakeholders:
 - Transit providers, in particular providing better integration of transit with bicycle and pedestrian users.
 - Bicycle and pedestrian planning with other county plans, particularly for communities that are located in multiple different counties.
 - The Minnesota Department of Public Safety to ensure that drivers are made aware of the law as it pertains to pedestrians and people who bike.
- What is the timeline for implementation of the plan?

Members of the public also had the opportunity to provide their comments and opinions by using comment cards, the online survey and the WikiMap.

Summary: Key Stakeholder And Staff Listening Sessions

Five separate listening sessions with key stakeholders were held in March and April of 2015 at the Ramsey County Public Library in Roseville. A detailed summary of these listening sessions is available in this report's appendix.

THE FIVE SESSIONS WERE:

- March 9: Ramsey County Active Living Coalition
- March 31: Ramsey County Bike/Walk Team
- April 7: Social and Educational Services
- April 8: Health and Safety Services
- April 10: Community and Economic Development Services



At each session the project's goals, objectives, process and schedule were explained, and two types of exercises were conducted: a visioning exercise and a listening exercise. At the end of each listening session, participants concluded the exercise by summarizing and sharing their findings and developing a set of suggested performance measures for the plan. The primary purpose of the listening sessions was to develop a collective vision and the set of performance measures that would guide the implementation of that vision. In total, more than 75 people participated in the sessions.

KEY POINTS:

Several themes and key points emerged over the course of engagement. Responses highlighted participants' desire for safety, connectivity, equity, and sociability as part of an active transportation system that is responsive to user preference, is enjoyable to use, fosters economic and community development, and enhances quality of life for the county's residents.

Participants expressed preference for:

- Separate facilities for pedestrians and bicyclists.
 - For pedestrians, sidewalks and trails that are separate both from bicyclists and motorized traffic.
 - For bicyclists, off-road trails are preferred although buffered bike lanes or wide shoulders on roadways are acceptable for (and sometimes preferred by) more experienced bicyclists.
- A regional and local network that connects cities to each other and to local destinations, e.g., schools, work, parks, retail stores, and restaurants.
- Equitable opportunity to access and enjoy the pedestrian and bicycle network for people of all ages and abilities.
 - All communities (ethnic, cultural, economic status) should have access to the networks' pedestrian and bicycle assets.
 - Especially important for residents of neighborhoods with low levels of car ownership.
- An active transportation network that is responsive to the preferences of bicyclists and pedestrians and equally accommodates both recreational and commuter use.
 - For commuters, changes to laws allowing bicyclists to continue through red traffic lights or stop signs when prudent.
- The enhanced experience of moving along sidewalks, trails, and roadways would foster sociability, community identity, and social understanding by facilitating opportunities to engage in conversations with friends, neighbors, and even strangers through strategically placed benches, tables, shelters, sidewalk cafes, and outdoor amphitheaters.
- An increase in the quantity, frequency and variety of destinations along pedestrian and bicycle routes, e.g., restaurants, retail, entertainment.
 - A strong belief exists that active transportation can be a major catalyst for economic development, especially for smaller, locally-grown enterprises.
- An enhanced quality of life that can result from the reduction in crashes that involve pedestrians and bicyclists, and a reduction in rates of obesity, heart disease, and other chronic ailments associated with physical inactivity.

A full report of these Key Stakeholder and Staff Listening Sessions is provided in the appendix. This report includes all materials, worksheets and responses from participants, as well as performance measures developed through the sessions.

Summary: Engagement With Residents Of Saint Paul Public Housing Agency

Saint Paul Public Housing engaged several communities of public housing residents around the Ramsey Communities Pedestrian and Bicycle Plan over the summer. The project team provided materials and guidance to the Housing Agency, who led engagement coordination and facilitation.

THE AGENCY PARTNERED WITH SEVERAL OTHER ORGANIZATIONS AND PROGRAMS IN THIS ENGAGEMENT:

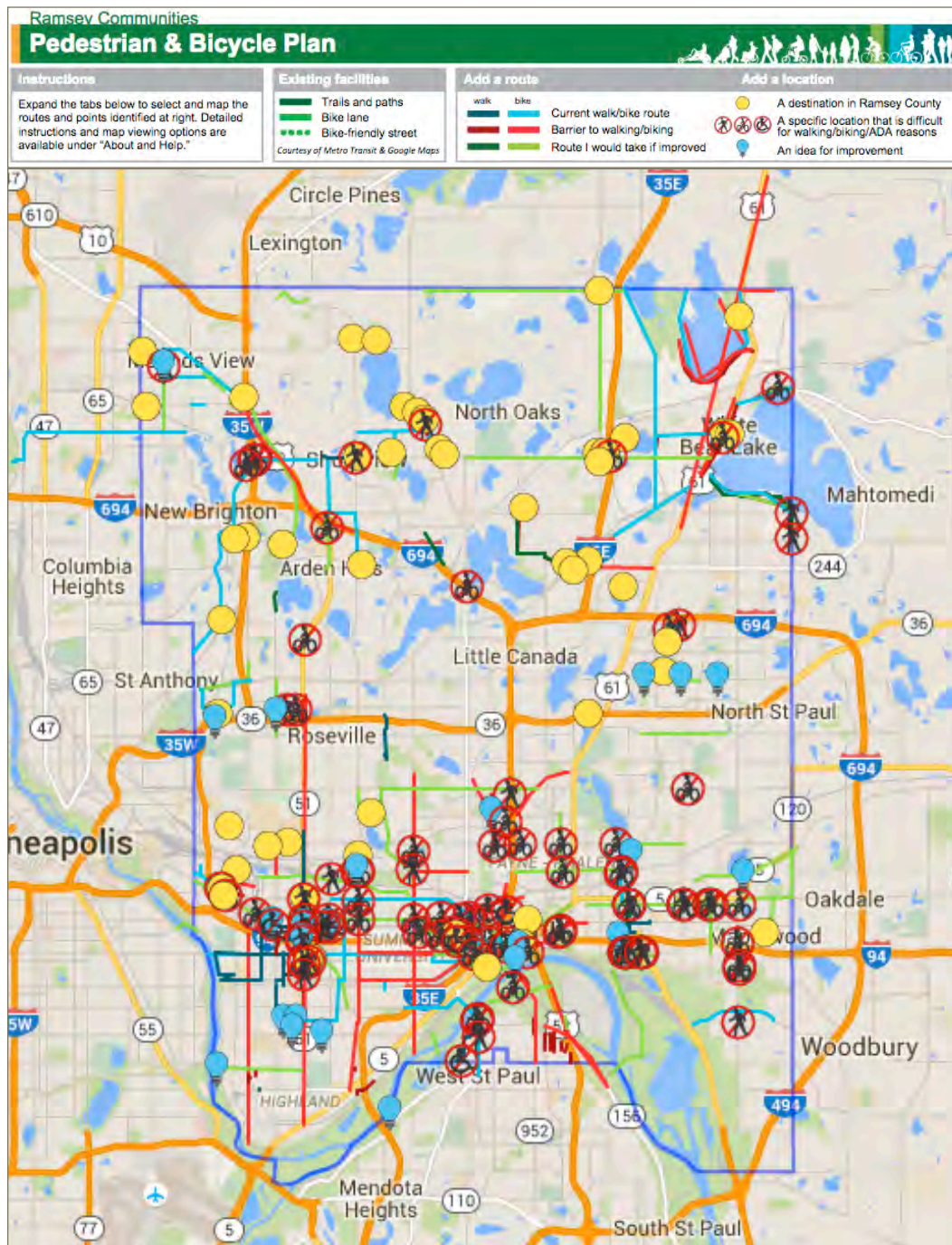
- Nice Ride Minnesota Community Partners Program
 - Participants went on a group ride with Nice Ride Minnesota staff and won a free one-year membership.
 - A brief survey was provided to participants after the ride.
- Minnesota Statewide Health Improvement Program (SHIP)
 - SHIP staff collaborated with walking groups to conduct walking audits with residents at the following sites:
 - Cleveland
 - Montreal
 - Ravoux
 - Valley
 - Mt. Airy
 - Wilson
- Resident Councils
 - The Citywide Council received an update on the Plan and received links to the survey and WikiMap to distribute through their networks.

KEY POINTS:

- Public housing residents would like to bike for recreation and transportation.
- Transportation destinations include local stores, the University & Snelling commercial node, and community events like the Minnesota State Fair.
- Recreational destinations include neighborhood and regional parks, Summit Avenue, and the Mississippi River.

Summary: Interactive Wikimap

The Wikimap online tool collected a rich set of data about people's experiences walking and biking in Ramsey County. A total of 466 comments were received from online users on the map. Of these 141 were related to pedestrian use, and 231 focused on bicycle use. The remaining 81 comments identified destinations, identified areas without ADA accessibility, and general suggestions for improvement. The Wikimap allowed participants to identify specific destinations they visit, current walking and biking routes, barriers that inhibit use as well as routes that they would use if the routes were improved.



SCOPE OF INPUT

The Wikimap facilitated collection of data on locations and routes from 19 of Ramsey County's 20 zip codes. The distribution of comments were not evenly distributed, zip codes 55104 and 55106 received the highest number of comments while zip codes 55105, 55155 and 55102 received the fewest and zip code 55116 did not receive any comments. The majority of the comments were based in the southern urban section of Ramsey County, with approximately half of the comments in this section addressing locations in Saint Paul.

In total thirteen different municipalities had at least one comment on the wikimap. The majority of the comments received addressed locations within Saint Paul. A more detailed analysis on the type of comments and the corresponding municipality can be found in the appendix.

KEY POINTS

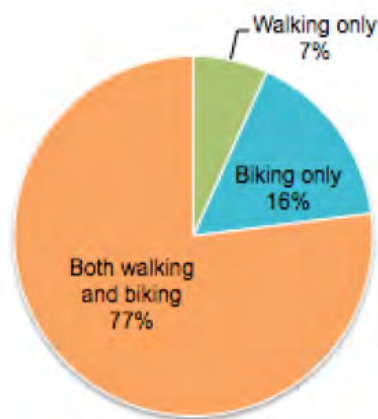
- There are numerous barriers that inhibit walking and biking for Ramsey County residents.
 - The lack of separation between fast moving vehicles and bicyclists (and sometimes pedestrians) is generally seen as a barrier.
 - The lack of connectivity within the network reduced individuals' ability to walk and bike in Ramsey County.
 - The ability to cross roadways in a safe and timely manner is problem for pedestrians and people who bike.
- Primary destinations identified by participants are commercial and recreational.
- Residents that currently walk or bike do so despite inadequate infrastructure. To increase the numbers and types of people using active transportation, more has to be done to provide facilities that feel comfortable to use.

Summary: Survey

A total of 578 surveys were received from participants and were processed for analysis; this includes 463 fully completed surveys and 115 partially completed surveys. The survey asked participants to share information regarding walking and biking habits, to prioritize destinations and barriers, and to identify opportunities to improve conditions for walking and biking in Ramsey County. The survey additionally asked basic demographic questions including age, gender, income, and ethnicity to gather information about the reach of the survey.

A sample of results for the survey are provided over the next pages. Links to online version of charts is provided for legibility. Full results are provided in this report's appendix.

QUESTION: "I WOULD LIKE TO ANSWER QUESTIONS ABOUT"



- Respondents were able to answer questions about only walking, only biking, or both walking and biking.
- 445 respondents answered questions about both walking and biking.

Sample: Responses About Walking in Ramsey County

QUESTION: “FROM MAY TO OCTOBER, HOW OFTEN DO YOU WALK TO GO TO THE FOLLOWING DESTINATIONS?”

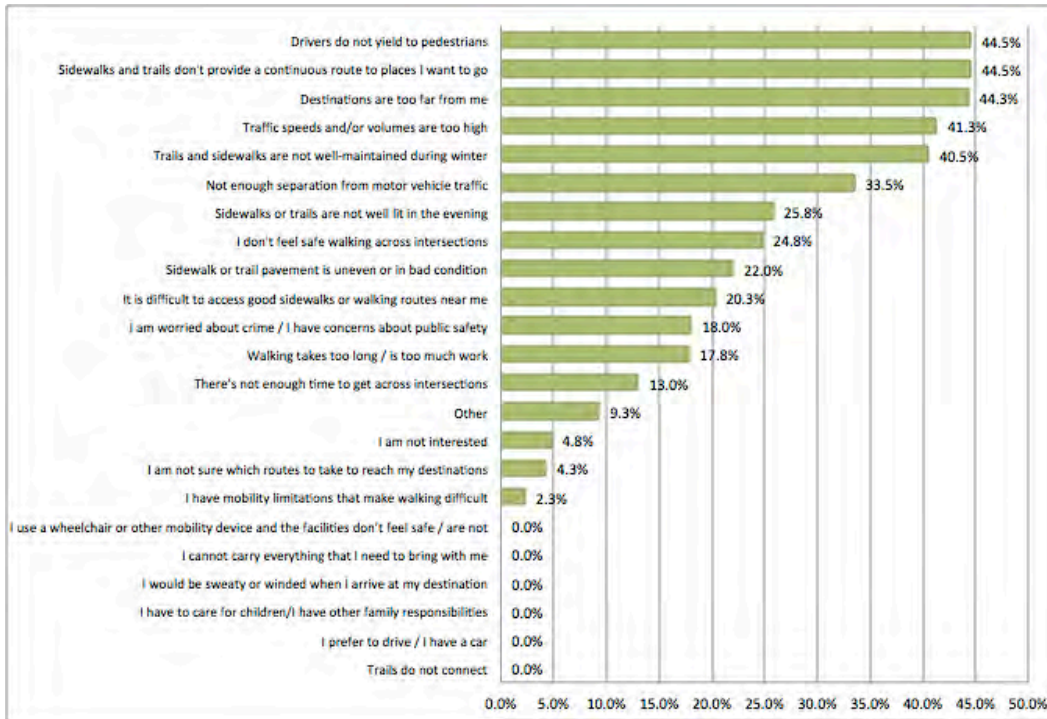
- Almost half of respondents (48%) indicated that they walked for recreation, health, or exercise 4 or more days a week.
- Opportunities for growing biking in Ramsey County: About 64% of respondents (about 2 out of 3) indicated that they never walk to school or work, and nearly half (49%) indicated that they never walk to the bus stop or train station.

QUESTION: “WHAT TYPES OF DESTINATIONS SHOULD BE PRIORITIZED IN RAMSEY COUNTY WHEN DECIDING WHERE TO IMPROVE WALKING CONDITIONS?”

Destinations	Overall Rank
Schools	1
Transit stops / stations	2
Parks and other recreational destinations	3
Community centers, libraries, and other community destinations	4
Shopping, dining, entertainment	5
Employment centers	6

- Respondents were asked to rank the types of destinations from most to least important.
- A total of 396 respondents answered this question.
- Overall, schools were ranked as the number one priority when deciding where to improve walking conditions in Ramsey County, followed by transit stops and stations.

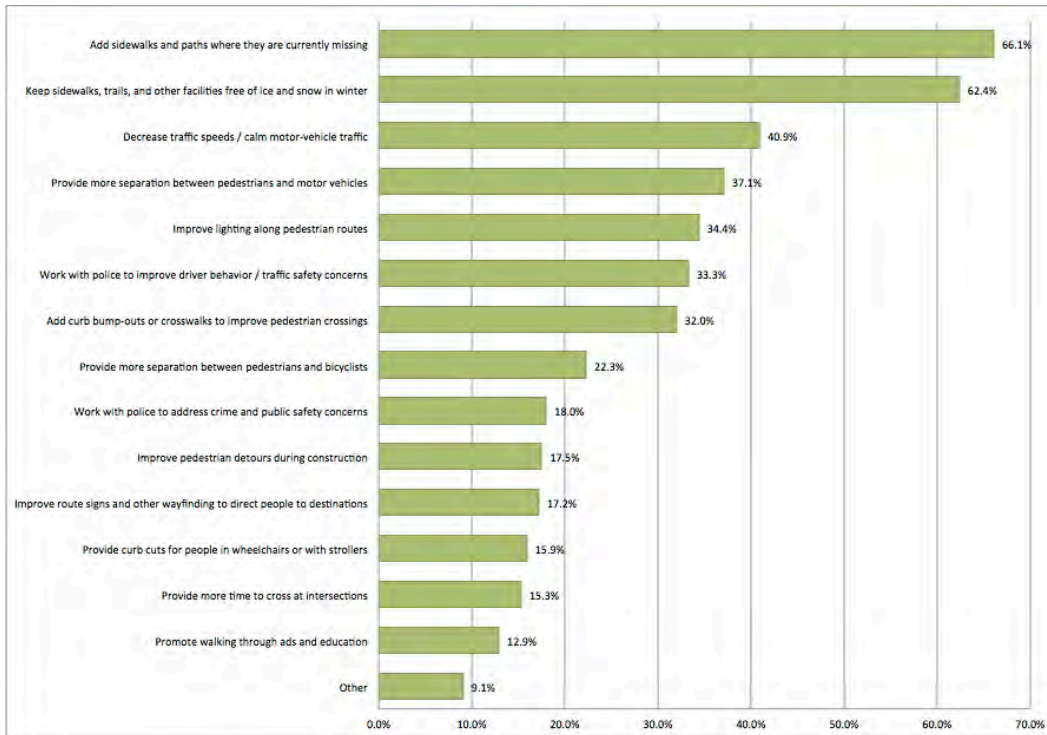
QUESTION: “WHAT KEEPS YOU FROM WALKING IN RAMSEY COUNTY MORE OFTEN?”



[Click here to see the the chart online](#)

- Respondents were asked to select their top five choices from the list, in no particular ranked order.
- A total of 400 respondents answered this question.
- Overall, the top five barriers to walking in Ramsey County are:
 - Sidewalks and trail don't provide a continuous route to places I want to go.
 - Drivers do not yield to pedestrians.
 - Destinations are too far from me.
 - Traffic speeds and/or volumes are too high.
 - Trails and sidewalks are not well-maintained during winter.

QUESTION: “WHICH OF THESE IDEAS WOULD MAKE IT EASIER AND MORE CONVENIENT FOR MORE PEOPLE TO CHOOSE TO WALK MORE OFTEN IN RAMSEY COUNTY?”



[Click here to see the the chart online](#)

- Respondents were asked to select their top five choices from the list, in no particular ranked order.
- A total of 372 respondents answered this question.
- Overall, the top five opportunities to make walking easier and more convenient in Ramsey County are:
 - Add sidewalks and paths where they are currently missing.
 - Keep sidewalks, trails, and other facilities free of ice and snow in winter.
 - Decrease traffic speeds/calm motor-vehicle traffic.
 - Provide more separation between pedestrians and motor vehicles.
 - Improve lighting along pedestrian routes.

Sample: Responses About Biking in Ramsey County

QUESTION: “FROM MAY TO OCTOBER, HOW OFTEN DO YOU RIDE A BIKE TO GO TO THE FOLLOWING DESTINATIONS?”

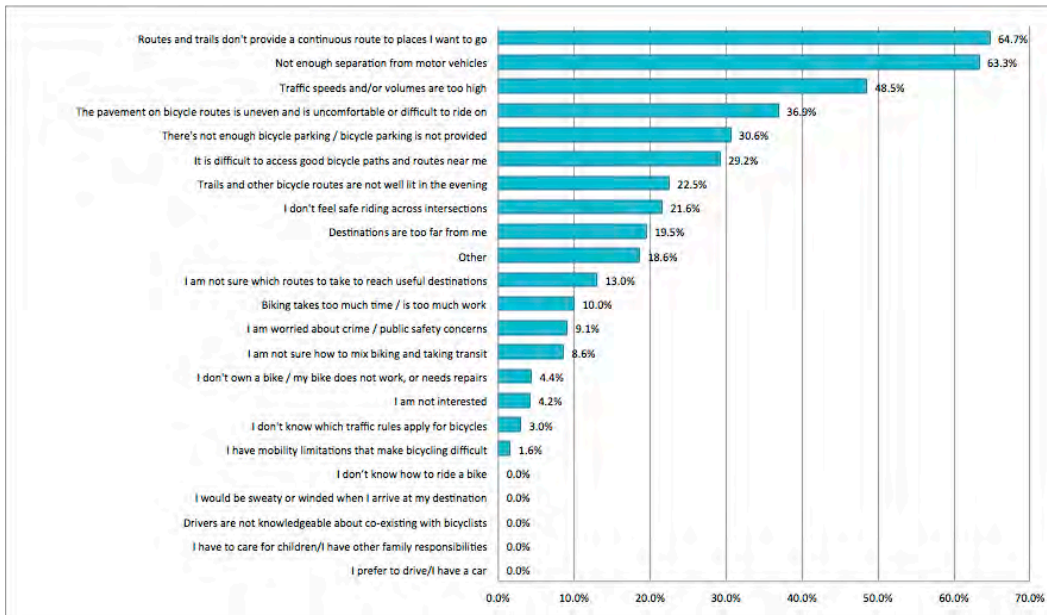
- Almost a quarter of respondents (24%) indicated that they biked for recreation, health, or exercise 4 or more days a week, and 23% indicated that they biked to school or work 4 or more days a week.
- Opportunities for growing biking in Ramsey County: About 45% of respondents (about 1 out of 2) indicated that they never bike to school or work, and another 69% (about 2 out of 3) indicated that they never bike to the bus stop or train station.

QUESTION: “WHAT TYPES OF DESTINATIONS SHOULD BE PRIORITIZED IN RAMSEY COUNTY WHEN DECIDING TO IMPROVE BIKING CONDITIONS?”

Destinations	Overall Rank
Parks and other recreational destinations	1
Schools	2
Community centers, libraries, and other community destinations	3
Shopping, dining, entertainment	4
Transit stops / stations	5
Employment centers	6

- Respondents were asked to rank the types of destinations from most to least important.
- A total of 423 respondents answered this question.
- Overall, parks and other recreational destinations were ranked as the number one priority when deciding where to improve biking conditions in Ramsey County, followed by schools.
- Transit stops/stations, which was ranked number two for walking, is ranked fifth for biking.

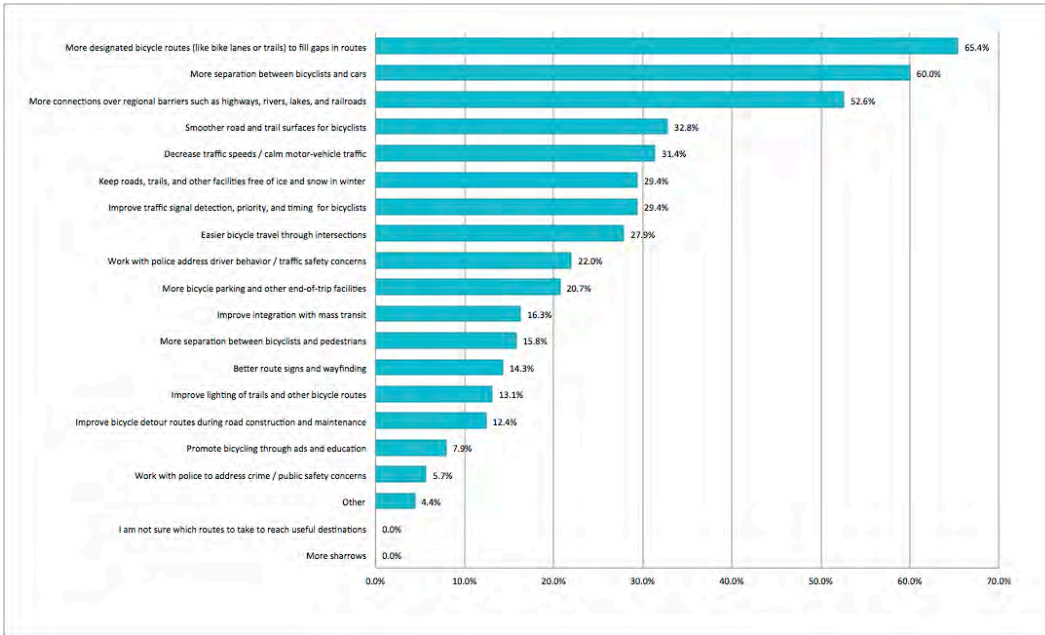
QUESTION: “WHAT KEEPS YOU FROM RIDING YOUR BIKE MORE?”



[Click here to see the the chart online](#)

- Respondents were asked to select their top five choices from the list, in no particular ranked order.
- A total of 431 respondents answered this question.
- Overall, the top five barriers to biking in Ramsey County are:
 - Routes and trails don't provide a continuous route to places I want to go.
 - Not enough separation from motor vehicles.
 - Traffic speeds and/or volumes are too high.
 - The pavement on bicycle routes is uneven and is uncomfortable or difficult to ride on.
 - There's not enough bicycle parking / bicycle parking is not provided.

QUESTION: “WHICH OF THESE IDEAS WOULD MAKE IT EASIER AND MORE CONVENIENT FOR MORE PEOPLE TO CHOOSE TO RIDE A BICYCLE FOR AT LEAST SOME OF THEIR TRIPS IN RAMSEY COUNTY?”



[Click here to see the the chart online](#)

- Respondents were asked to select their top five choices from the list, in no particular ranked order.
- A total of 405 respondents answered this question.
- Overall, the top five opportunities to make biking in Ramsey County easier and more comfortable are:
 - More designated bicycle routes (like bike lanes or trails) to fill gaps in routes.
 - More separation between bicyclists and cars.
 - More connections over regional barriers such as highways, rivers, lakes, and railroads.
 - Smoother road and trail surfaces for bicyclists.
 - Decrease traffic speeds/calm motor-vehicle traffic.

This page intentionally left blank

