

RAMSEY COUNTY-WIDE

## Pedestrian & Bicycle Plan

# Implementation Plan

## Introduction

Active Living Ramsey Communities and its partners have identified a network of pedestrian and bicycle corridors that, when fully developed, will connect the people of Ramsey County with desirable destinations in and outside of the county. Active Living Ramsey Communities has also identified deficiencies in the existing system that currently inhibit the integration of the network. Implementing the Ramsey County-Wide Pedestrian and Bicycle Plan will be process of improving pedestrian and bicycle facilities throughout the county and monitoring progress toward a safe and accessible system.

Although Active Living Ramsey Communities does not have jurisdiction over roadways or trails, it is able to act as a facilitator supporting communication and collaboration among practitioners, residents and other stakeholders for creating a safe and comfortable network for pedestrians and bicyclists to use throughout the county.

## Key Recommendations

Six key recommendations related to implementation came out of the Ramsey County-Wide Pedestrian and Bicycle Plan:

- *Connected Ramsey Communities Network*— Through collaboration with Ramsey County stakeholders and implementing agencies, establish and build a connected network of pedestrian and bicycle facilities. Emphasize building high quality transportation and recreation facilities that serve a wide range of people.
- *All Ages and Abilities County-wide Design*—Identify specific opportunities to support local communities by developing design guidance that supports all members of the community. Include developing walkable and bikeable communities that offer easier access and connections to transit.
- *Performance Monitoring Report*—Publish an annual report to help raise the profile of successes and challenges for walking and bicycling in Ramsey County. Focus the report on safety, connectivity, health equity, social and economic development and the quality of life improved by the county-wide active transportation system. Quantify the measures or assess them through discussions with communities.
- *Annual Performance Evaluation Summit*—Facilitate an annual gathering as an opportunity for communities to evaluate their efforts, share best practices and collaborate on priorities for the coming year. Use this annual meeting as an opportunity to identify successes and discuss challenges.
- *GIS Clearinghouse*—Geographic Information Systems (GIS) is a mapping tool that can represent spatial and geographic data. It is used to map, visualize, analyze and interpret data to better understand relationships, patterns and trends. Gather data from all communities and keep an updated set of current bicycle and pedestrian related data for the whole county.

- Coordinated Count Program—A count program documents the numbers of people using bicycle and pedestrian infrastructure, such as sidewalks, trails or particular intersections. Understanding how people are using existing facilities can help to prioritize future projects and help evaluate the success of investments. Coordinate with efforts at the state, regional and local level to establish a count program that tracks pedestrian and bicycle trips in Ramsey County.

## Actions For Active Living Ramsey Communities

The following steps for Active Living Ramsey Communities will be crucial in institutionalizing active transportation within Ramsey County, including:

1. Support the adoption of a resolution in support of the Ramsey County-wide Pedestrian and Bicycle Plan by the County Board of Commissioners and by municipal governments within the county.
2. Distribute the plan to adjoining jurisdictions outside of the county, including both departments of parks and recreation and public works.
3. Establish a GIS Clearinghouse for active transportation data.
4. Facilitate the development of a coordinated counting program.
5. Develop and coordinate a performance measure reporting cycle with the County and other partners.
6. Organize and facilitate a Performance Evaluation Summit.

## Implementation Process

The implementation process consists of three phases: inventory, analysis and planning. The first phase of the process is for individual jurisdictions (usually municipalities but also county, regional, state, and federal agencies owning or operating pedestrian or bicycle facilities within Ramsey County) to conduct an annual inventory of their existing system. Municipalities and other units of government will be asked to identify the type and number of miles of on-road and off-road pedestrian and bicycle facilities they have under their jurisdiction. The inventory will also identify the level of use and issues with safety and connectivity. A Performance Evaluation Worksheet has been developed to assist jurisdictions in conducting and recording their inventory.

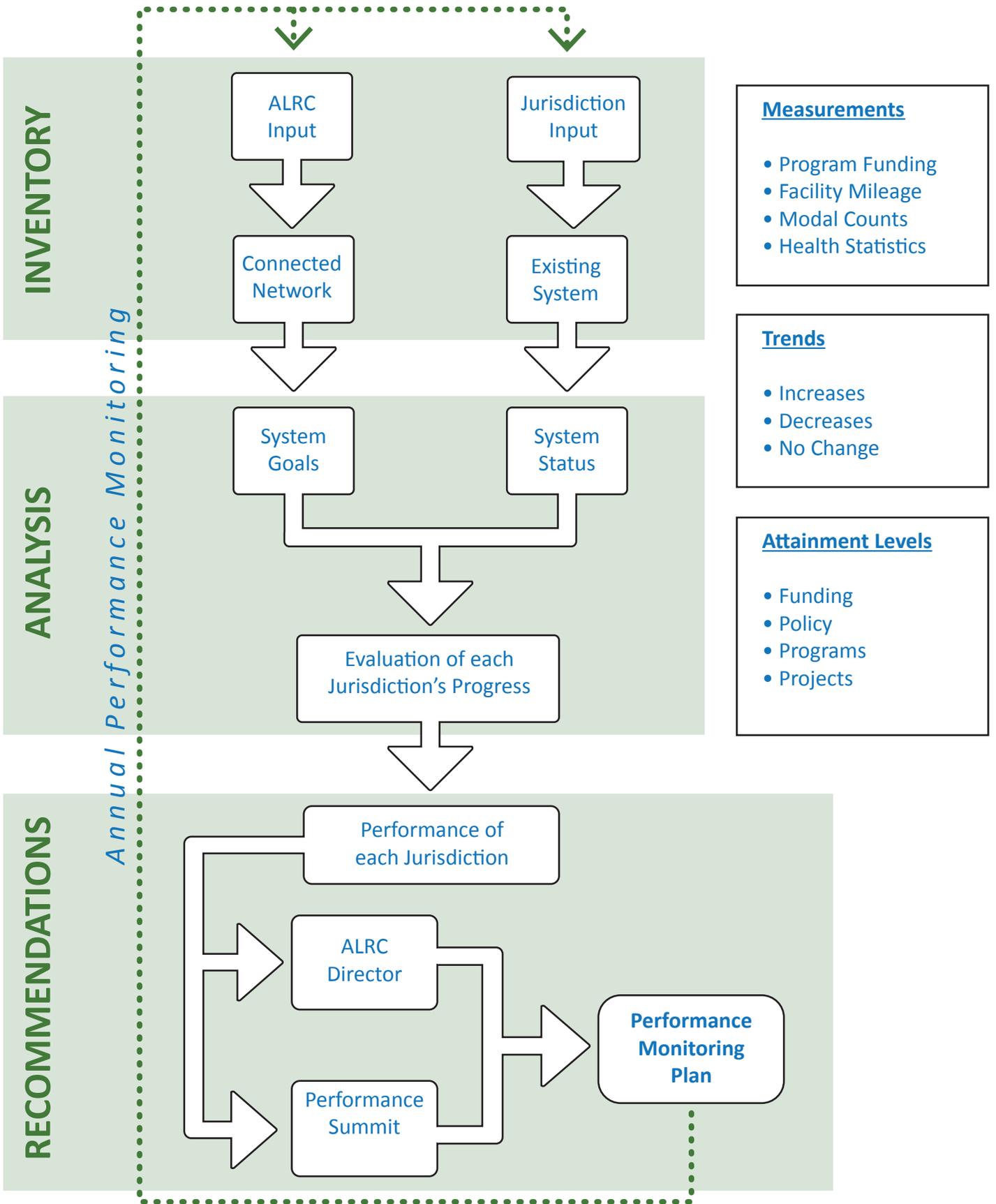
During the analysis phase of the implementation process, Active Living Ramsey Communities will evaluate the extent to which the current pedestrian and bicycle network meets the communities' goals outlined in this plan. During the final phase, jurisdictions in partnership with each other and facilitated by Active Living Ramsey Communities will develop strategies for further improvements to the county-wide network of pedestrian and bicycle facilities. These strategies will be documented in an annual Performance Monitoring Report prepared by Active Living Ramsey Communities in coordination with the affected jurisdictions.

The Performance Monitoring Report is intended to be a summary of the findings of the inventory and analysis and an action plan, detailing a set of proposed actions that local jurisdictions plan to take in the next two years.

This report will be used to communicate and coordinate throughout Ramsey County. The report will be developed by the Active Living Ramsey Communities Director who will review all local information and help identify opportunities for communities to leverage their funding, resources, and outcomes by coordinating their actions. The Active Living Ramsey Communities Director will organize the Performance Evaluation Summit, where each jurisdiction can share findings in the report and outline their proposed set of scheduled improvements to the walking and bicycling network.

At the Summit, attendees will discuss ways to collaborate and build out the Connected Ramsey Communities Network. It is anticipated that the annual inventory and analysis will be conducted in late fall following the construction season, and that the annual planning and coordination activities will be developed during the winter, prior to a new construction season.

# IMPLEMENTATION PROCESS



## Performance Evaluation

To achieve the benefits identified in the Ramsey County-wide Pedestrian and Bicycle Plan, it is essential that the performance of the system be measured annually as part of the Implementation process. The performance evaluation measures five key system attributes, including:

- Safety
- Connectivity and Network Quality
- Equity
- Social and Economic Development
- Quality of Life—including health indicators

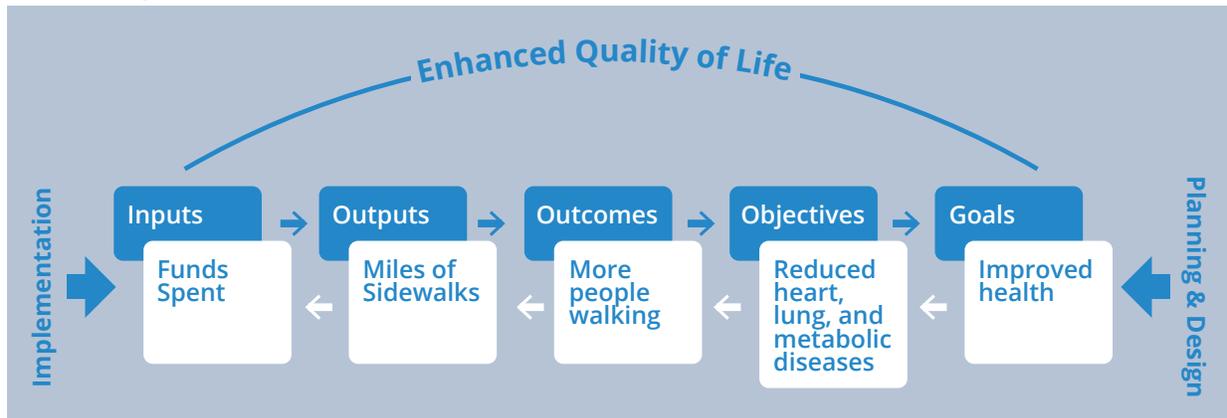
Each of these attributes is composed of several measurable items. Safety, for example, is typically defined and measured by the type, frequency, and severity of the crashes that occur. It could also include the crimes that are committed on pedestrians or bicyclists or the conflicts that hinder active transportation, depending on the needs of the community.

To assist jurisdictions in evaluating the performance of their pedestrian and bicycle system, two versions of a Performance Evaluation Worksheet have been created. Both worksheets are included as separate downloadable materials in the project library on the website.

A short form version evaluates the basic attributes of an active transportation system. Usually the short form provides sufficiently refined information to adequately evaluate the performance of a jurisdiction's active transportation network. A long form version of the worksheet is available for a more nuanced evaluation. The short form focuses on safety and connectivity. The long form is intended to be used as data on equity, social and economic development and quality of life attributes become more available. Usually, the short form will provide enough information to identify needed improvements. The long form is available for those jurisdictions that want to study a particular aspect such as health or the local economy. It is not necessary to use the long form in its entirety. Partners may use either worksheet as they see fit.

The five stages of performance measures—inputs, outputs, outcomes, objectives, and goals—are essential components of the Performance Evaluation Worksheet. Each stage represents a point at which data can be collected during the implementation process or the planning and design process. The planning and design process begins with goals and concludes with identifying the inputs needed to achieve the goals. The implementation process begins with inputs and concludes by evaluating whether the goals have been met. The overarching vision both processes strive for is an enhanced quality of life for the community and its people. The diagram Five Stages of Performance Measures illustrates the directional flow of the two processes.

## Five Stages of Performance Measures



Source: Avenue Design Partners

The worksheet is a table of columns and rows. The ten column headings are colored coded according to implementation phase. The first four columns are pink and record information gathered as part of the Inventory. The middle four columns are gold; they record information generated as part of the Analysis. The last two colored columns record information developed during the Planning phase. The worksheet suggests what type of information needs to be gathered, where the information can be found and how to analyze it. Note that some of the information requested is not currently available and may only become available in future years. Some information and analysis will require collaboration with other agencies. Active Living Ramsey Communities will actively support local governments in gathering available information.

Each column of the worksheet is expandable to record the following information:

### **INVENTORY**

Item—the attribute being inventoried and analyzed

Data Source—source and type of data used to measure the item

Existing Status—data on the existing state of the item

Goal—the desired state of the item as established by the ALRC 2030 Network Plan

### **ANALYSIS**

Discrepancy—the measurable difference between status and goal

Objective—a measurable incremental step toward the goal

Action—action planned or taken in an effort to achieve the objective

Outcomes—an evaluation of the success or failure of the action to achieve objective

### **PLANNING**

Outputs—Next year’s desired physical changes to active transportation network

Inputs—Next year’s suggested funding or policy changes to maintain or improve outcomes

The rows of the worksheet are divided into five sections corresponding to the five key system attributes: safety, network connectivity and quality, equity, social and economic development, safety and quality of life.

The first division of the worksheet evaluates the safety of the system, including the prevalence of crashes, crime, modal conflicts and operational conflicts. The second division evaluates connectivity and network quality, including counts and quality analysis. The third division evaluates items related to the equity of the system, such as what disparities exist among the user base. The fourth division of the worksheet evaluates items related to the social and economic development of the county, including land values and economic activity. The fifth division of the worksheet evaluates items related to quality of life attributes.

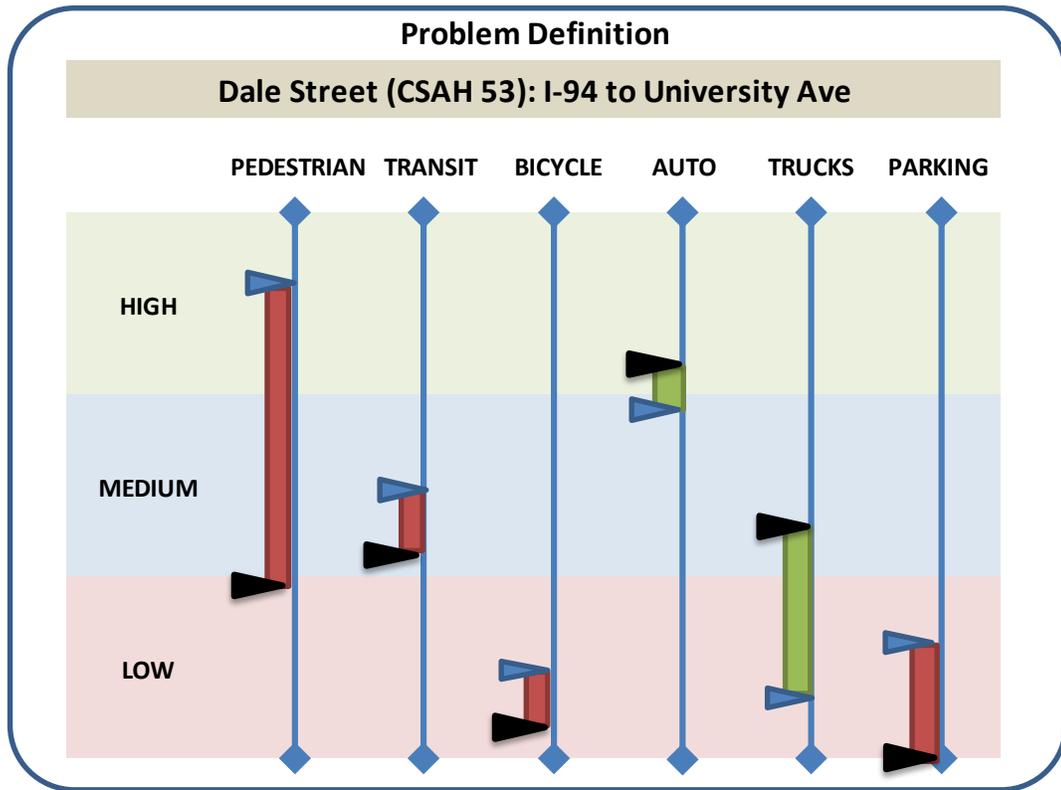
# Adoption Materials and Process Resources

## Slider Bar Tool

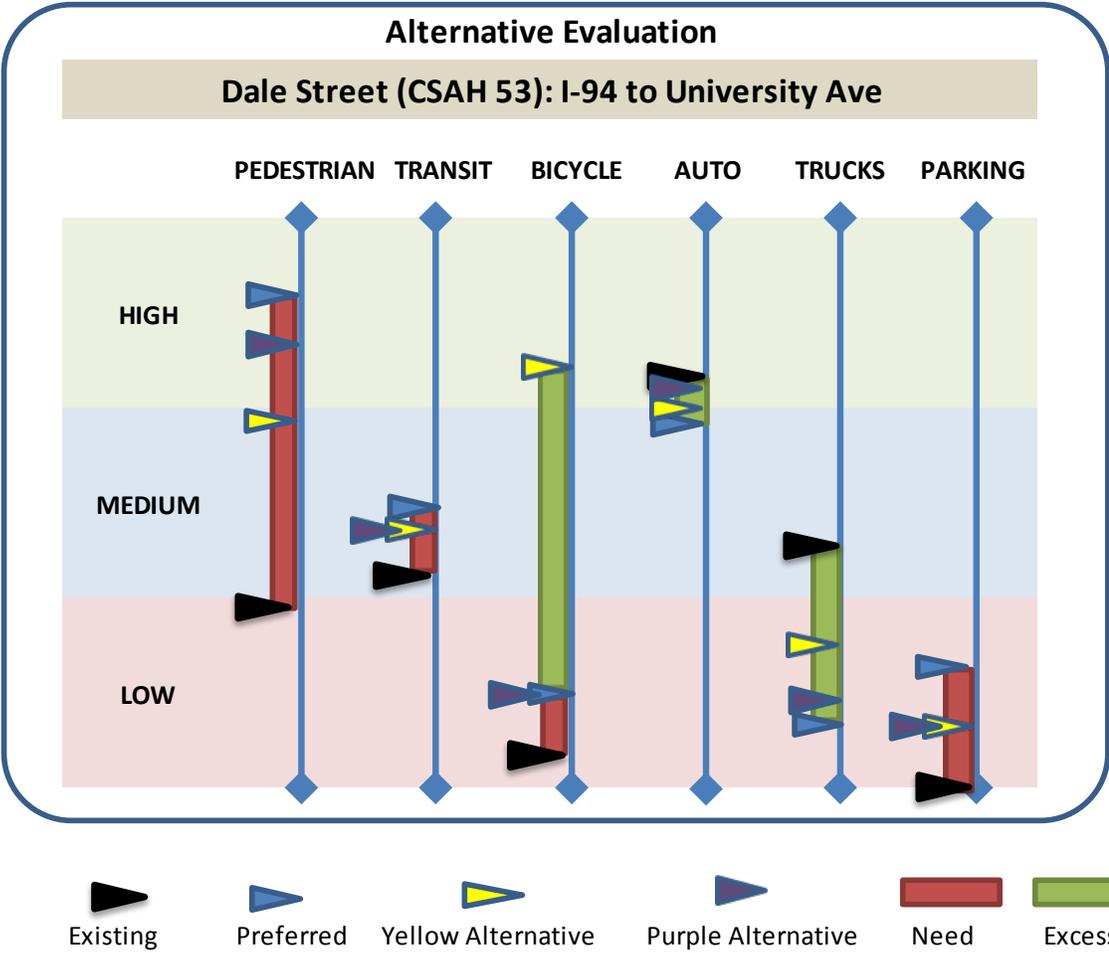
The Slider Bar tool uses a qualitative approach to evaluate multimodal trade-offs. It is primarily used in combination with the Performance Evaluation Worksheet to measure the discrepancy or difference between the status and goal of a specific attribute. Each mode is individually evaluated with the following steps:

- Rate priority within the individual modal network (High, medium or low).
- Rate the existing condition with performance measures.
- Compare existing condition to priority. This can be a problem if existing is lower than priority and an opportunity if the existing is higher than the priority.
- Rate various alternatives with performance measures.
- After each mode is evaluated, compare the strengths and weakness of each alternative.

For example, a slider bar could be used to evaluate existing and preferred conditions on Dale Street in St. Paul between I-94 and University Avenue. As illustrated on the Problem Definition slider bar below, black pointers indicate the existing condition. Blue pointers indicate the preferred condition. A red bar between the pointers indicates a need to improve service—the service is in under-supply. A green bar between pointers indicates that there is an excess or over-supply of the service. Frequently, the space currently allocated to providing services that are over-supplied can be re-allocated to provide space for services that are under-supplied. This is especially useful where existing right-of-way is limited. Pointers can be placed either by transportation professionals or through a public involvement process. If pointers are placed by professionals, it is essential that the placement be verified by the public.



Similarly, the slider bar can be used to evaluate and compare the effectiveness of various alternative strategies for improving the corridor. As shown on the Alternative Evaluation slider bar, the yellow alternative improves the condition of pedestrians, transit, bicycling, and parking while decreasing the oversupply of services for automobiles and trucks. The purple alternative also improves pedestrian, transit, bicycling, and parking while decreasing the surplus of services for automobiles and trucks. Comparing the yellow and purple alternatives, it becomes apparent that the purple alternative provides a better solution by improving pedestrian services more than the yellow alternative; providing the same level of transit and parking services as the yellow alternative, and not creating an over-supply of services for bicycling while still reducing but not eliminating the oversupply of services for automobiles and trucks.



The slider bar gives the public and decision makers a quick, graphic and intuitive tool to help community stakeholders and practitioners visualize and consider the trade-offs between modes to make more informed decisions on any level of project throughout Ramsey County.

## Draft Resolutions

Each community should consider how best to coordinate with the Ramsey County-wide Pedestrian and Bicycle Plan. The Connected Ramsey Communities Network intersects with local planning and the bicycle and pedestrian network of local communities. The following draft resolutions provide language to formally support the connections to the network and coordination with the vision of a connected Ramsey County.

### **Resolution for support of the Ramsey County-wide Pedestrian and Bicycle Plan.**

**Resolution No.** \_\_\_\_\_

#### **A RESOLUTION OF THE RAMSEY COUNTY BOARD OF COMMISSIONERS TO ADOPT THE RAMSEY COUNTY-WIDE PEDESTRIAN AND BICYCLE PLAN AS A GUIDING DOCUMENT.**

WHEREAS, Active Living Ramsey Communities engages the community to improve health by creating and promoting environments for people to be physically active in their daily routine; and

WHEREAS, Active Living Ramsey Communities has engaged community stakeholders since 2004 including leaders, practitioners and residents throughout the County; and

WHEREAS, improving opportunities for physical activity contributes to and strengthens individual, family and community health, safety, and quality of life; and

WHEREAS, an integrated and well-planned multi-modal transportation system provides safe, convenient and accessible transportation options to meet the diverse needs of people in Ramsey County; and

WHEREAS, a connected pedestrian and bicycle network enhances mobility and opportunities for people to access education, employment and community resources; and

WHEREAS, vibrant, walkable and bikeable communities cultivate economic prosperity and positive neighborhood investment; and

WHEREAS, the pedestrian and bicycle planning process emphasized equity by engaging underserved communities with non-traditional means such as pop-up events at community festivals, online engagement, focused listening sessions with specific groups, and walking audits with residents who live in Saint Paul Public Housing; and

WHEREAS, partners have identified a network of pedestrian and bicycle facilities that, when fully constructed, will create an integrated system of walkable and bikeable corridors connecting the people of Ramsey County with key destinations in and outside of the county; and

WHEREAS, transportation corridors that cross municipal boundaries and jurisdictions require coordination and planning among responsible units of government, residents and other stakeholders;

WHEREAS, the planning process for the Connected Ramsey Communities Network was inclusive of local planning for pedestrians and bicyclists; and

WHEREAS, the region will be more effective at implementing the plan and seeking funding for projects with an adopted plan for a walkable and bikeable county;

**NOW, THEREFORE, RAMSEY COUNTY BOARD OF COMMISSIONERS RESOLVES AS FOLLOWS:**

1. The Board of Commissioners adopts the Ramsey County-wide Pedestrian and Bicycle Plan as a guiding document for pedestrian and bicycle planning and implementation.
2. The Board of Commissioners directs the County staff to incorporate the Ramsey County-wide Pedestrian and Bicycle Plan into the next comprehensive plan update in transportation, parks, public health and other related areas.
3. The Board of Commissioners directs the County staff to coordinate, collaborate and partner with Ramsey County municipalities and other responsible governmental units on the development of the Connected Ramsey Communities Network and a walkable and bikeable community for all ages and abilities.

## **Resolution for support of the Ramsey County-wide Pedestrian and Bicycle Plan.**

**Resolution No.** \_\_\_\_\_

### **A RESOLUTION OF THE CITY COUNCIL OF IN SUPPORT OF \_\_\_\_\_ IN SUPPORT OF THE RAMSEY COUNTY-WIDE PEDESTRIAN AND BICYCLE PLAN.**

WHEREAS, Active Living Ramsey Communities engages the community to improve health by creating and promoting environments for people to be physically active in their daily routine; and

WHEREAS, Active Living Ramsey Communities has engaged community stakeholders since 2004 including leaders, practitioners and residents throughout the County; and

WHEREAS, improving opportunities for physical activity contributes to and strengthens individual, family and community health, safety, and quality of life; and

WHEREAS, an integrated and well-planned multi-modal transportation system provides safe, convenient and accessible transportation options to meet the diverse needs of people in Ramsey County; and

WHEREAS, a connected pedestrian and bicycle network enhances mobility and opportunities for people to access education, employment and community resources; and

WHEREAS, vibrant, walkable and bikeable communities cultivate economic prosperity and positive neighborhood investment; and

WHEREAS, the pedestrian and bicycle planning process emphasized equity by engaging underserved communities with non-traditional means such as pop-up events at community festivals, online engagement, focused listening sessions with specific groups, and walking audits with residents who live in Saint Paul Public Housing; and

WHEREAS, partners have identified a network of pedestrian and bicycle facilities that, when fully constructed, will create an integrated system of walkable and bikeable corridors connecting the people of Ramsey County with key destinations in and outside of the county; and

WHEREAS, transportation corridors that cross municipal boundaries and jurisdictions require coordination and planning among responsible units of government, residents and other stakeholders; and

WHEREAS, the planning process for the Connected Ramsey Communities Network was inclusive of local planning for pedestrians and bicyclists; and

WHEREAS, the region will be more effective at implementing the plan and seeking funding for projects with an adopted plan for a walkable and bikeable county;

**NOW, THEREFORE, THE CITY COUNCIL OF \_\_\_\_\_ RESOLVES AS FOLLOWS:**

1. The City Council supports the Ramsey County-wide Pedestrian and Bicycle Plan as a planning framework to develop a walkable and bikeable Ramsey County, including the Connected Ramsey Communities Network.
2. The City Council directs the City staff to incorporate the Ramsey County-wide Pedestrian and Bicycle Plan into the next comprehensive plan update in transportation, parks, public health and other related areas.

