



## CITY OF SAINT PAUL

*Christopher B. Coleman, Mayor*

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TO: Planning Commission  
FROM: Transportation Planning Committee  
DATE: June 21, 2016  
RE: Street Design Manual and Complete Streets Action Plan Public Hearing

### BACKGROUND

The *Street Design Manual* has been developed over the last five years by an interdepartmental (PED, Public Works, and Parks) staff team and consultants under the review of the Transportation Committee and departmental leadership. The Complete Streets Action Plan includes issues that were identified during the process of creating the Manual, but outside its scope. A memo summarizing the creation of the *Street Design Manual* and *Complete Streets Action Plan* can be found here:

<https://www.stpaul.gov/sites/default/files/Media%20Root/Planning%20%26%20Economic%20Development/TranspoCommFinalMemo030916.pdf>

A public hearing was held May 27, 2016.

### PUBLIC TESTIMONY

There was no testimony at the public hearing. Staff received one written testimony.

### ANALYSIS

The testimony included recommendations for both *the Street Design Manual* and *Complete Streets Action Plan*. The recommendations for each document are below, with staff response following.

#### Street Design Manual

- Issue: Add Federal Highway Administration *Separated Bike Lane Planning and Design Guide* and NACTO's *Transit Street Design Guide* to the list of resources in Section 2 of the Manual.
  - Response: The *Separated Bike Lane Planning and Design Guide* was previously included in the public hearing draft and the Manual was revised to include the *Transit Street Design Guide*.
- Issue: Stop bars should be added to the crosswalk marking section.
  - Response: Stop bars were discussed while drafting the manual but were not included due to potential number of stop bar locations and maintenance cost of having to repaint street markings annually.
- Issue: Speed tables should be included in Section 3 of the Manual.

- Response: Speed table crossings have recently been built adjacent to Metro State University and are recommended at several locations as part of the Grand Round trail. Speed table crossings are recommended to be included in the next update of the Street Design Manual and should be based on the Grand Round design.

#### Complete Streets Action Plan

- Issue: On Goal 6 include language to differentiate between bicyclists and pedestrians because data is need for both modes.
  - Response: The draft was revised to reflect comments.
- Issue: On Goal 8 add reference regarding operations and maintenance.
  - Response: The draft was revised to reflect comments.
- Issue: Add an action item focusing on pedestrian safety and access in construction zones.
  - Response: Goal 10 relating to safety and access in construction zones was added to the Action Plan.

In addition to the above testimony, staff received a clarification that the switch from magnet to neighborhood school has not resulted in less bussing, so Goal 2 was revised to reflect that information.

#### **STAFF RECOMMENDATION**

The Transportation Committee recommends that the Planning Commission approve the attached draft resolution recommending approval of the *Street Design Manual* and *Complete Streets Action Plan*, and forward them to the Mayor and City Council for their consideration.

#### **Attachments**

1. Planning Commission Resolution
2. Public Testimony
3. Amended page from Street Design Manual
4. Amended Complete Streets Action Plan

city of saint paul  
planning commission resolution  
file number \_\_\_\_\_  
date \_\_\_\_\_

WHEREAS, the Saint Paul City Council Complete Streets resolution, passed in 2009, recognized the City of Saint Paul strives to be the most livable city in America and livability includes the safe movement of people and goods along all public rights-of-way; and

WHEREAS, the Transportation Chapter of the Saint Paul Comprehensive Plan emphasizes the importance of Complete Streets with Policy 1.1 "Complete the streets" and several additional policies relating to multimodal safety and access; and

WHEREAS, the concept of Complete Streets is defined as considering the needs and characteristics of all modes of travel and people of all abilities as an integral part of the each street design process and striving to identify win-win solutions for improving safety, access, and mobility of people and goods; and

WHEREAS, the *Street Design Manual* illustrates and defines best practices for street design for the City of Saint Paul and is intended to be updated administratively as design standards evolve and change; and

WHEREAS, the *Complete Streets Action Plan* outlines priorities to guide staff in further implementing adopted Complete Streets policies identified in the Comprehensive Plan; and

WHEREAS, the City of Saint Paul secured funding for the *Street Design Manual* and *Complete Streets Action Plan* through a TIGER II planning grant from the U.S. Department of Transportation; and

WHEREAS, an interdepartmental staff work group with representatives from Public Works, Planning and Economic Development, Parks and Recreation, Safety and Inspection, and Fire drafted and reviewed the *Street Design Manual* and *Complete Streets Action Plan*; and

WHEREAS, public input was gathered through various means, including a kick-off workshop in 2012 five design workshops in 2013, the East 7<sup>th</sup> Street Better Block event in June 2013, and initial comment period in fall of 2014, and official comment period in spring of 2016; and

WHEREAS, the Saint Paul Planning Commission held a public hearing on the *Street Design Manual* and *Complete Streets Action Plan* on May 27<sup>th</sup>, 2016; and

**moved by** \_\_\_\_\_  
**seconded by** \_\_\_\_\_  
**in favor** \_\_\_\_\_  
**against** \_\_\_\_\_

WHEREAS, the Transportation Planning Committee of the Saint Paul Planning Commission reviewed public testimony and amended the *Street Design Manual* and *Complete Streets Action Plan* to reflect its consideration of the testimony and recommendations; and

WHEREAS, the Transportation Committee of the Planning Commission recommended approval of the *Street Design Manual* and *Complete Streets Action Plan*; and

WHEREAS, the Saint Paul Planning Commission finds the *Street Design Manual* and *Complete Streets Action Plan* to be consistent with the Saint Paul Comprehensive Plan.

NOW, THEREFORE, BE IT RESOLVED that the Saint Paul Planning Commission recommends to the Mayor and City Council the approval of the *Street Design Manual* and *Complete Streets Action Plan*.

**From:** [heidils@gmail.com](mailto:heidils@gmail.com) on behalf of [Heidi Schallberg](#)  
**To:** [Jerve, Anton \(CI-StPaul\)](#)  
**Subject:** Comments for draft Street Design Manual & Complete Streets Action Plan  
**Date:** Friday, May 27, 2016 8:19:03 AM

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Anton,

Thanks for the opportunity to comment on the city's draft Street Design Manual and Complete Streets Action Plan. Both are important for making the city more livable and working toward equity for all.

First I will comment on the Complete Streets Action Plan.

1) On Goal 6 regarding bicycle and pedestrian counts, please ensure the language consistently references both biking and walking. This is an important goal and one I'm happy to see included. But we need data on walking as much as we do bicycling. In the current draft there are places where only bicycling is referenced. We need to ensure walking is elevated as a priority just as much. Suggested changes are in all caps below (not to yell but to make changes clear w/o bold or italics).

"Collaborate with non-profit, volunteer, and business organizations to coordinate bicycle AND PEDESTRIAN counts at sample intersections and on selected routes. Regular counts will help the City better understand trends in bicycling AND WALKING citywide and prioritize improvements and maintenance."

"Bike AND PED counts have been counted for the past three years and on only a limited basis. There is currently only one permanent counter being used in the City, AND IT ONLY COUNTS BIKES."

2) Goal 8 states that a citywide pedestrian plan "would help to prioritize pedestrian infrastructure including closing gaps in the sidewalk network." This is good, but I'd like to see something added about maintenance and operations as well to emphasize that it's not just \*having\* infrastructure but keeping it usable too. I have that overall comment about the city's Complete Streets approach as well: It's not just design and construction of streets but maintenance and operations matter too.

3) An action should be added to the plan to ensure the city is consistently working to ensure inclusive and safe environments in construction zones for pedestrians, especially those with disabilities, and truly working toward "the maximum extent feasible." The city needs to maintain pedestrian safety and accessibility in construction zones. Viewing car traffic as the priority for movement will often preclude safe temporary access routes for pedestrians on construction projects. Pedestrians are also considered to be traffic as defined in the MUTCD and should be prioritized even more in settings where their safe movement would be restricted by higher car volumes. Instead of closing sidewalks as the default and sending pedestrians of all abilities into detours across busy streets and back again, the default should be to look for ways to include temporary pedestrian access routes that are fully compliant with the state MUTCD requirements. The action should ensure staff has regular training on pedestrian safety and accessibility in work zones and that there are consistent guidelines to ensure use by all contractors and city crews, as well as working with the county to ensure consistency throughout the city. This could be added as an action under Goal 2, which could also be modified to call out the possibilities of Safe Routes for Seniors or Transit programs, which have been done in other cities such as New York.

Regarding the Street Design Manual, my comments are relatively minor.

4) There are a few national resources that have been released since this draft was done, and these should be included in the manual:

- Federal Highway Administration Separated Bike Lane Planning and Design Guide  
[https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/publications/separated\\_bikelane\\_pdg/page00.cfm](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/separated_bikelane_pdg/page00.cfm)

- NACTO's Transit Street Design Guide  
<http://nacto.org/publication/transit-street-design-guide/>

In addition, the use of stop bars at crosswalks and speed tables should be included. I moved to St. Paul from another state and had a difficult time as a driver getting used to not having stop bars at crosswalks here. The city where I lived used them routinely, and they help indicate to drivers where they should stop instead of having the first crosswalk line be the stopping point. We also have one speed table at Metro State on the east side, and this application should increase throughout the city where appropriate.

Thanks again for the opportunity to comment.

Sincerely,  
Heidi Schallberg  
706 Mississippi River Blvd S #204  
55116

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## AASHTO Guide for the Development of Bicycle Facilities

**Issuing Agency/ Organization:** American Association of State Highway Transportation Officials

**Level of Authority:** Guidelines

**Overview:** The AASHTO Guide for the Development of Bicycle Facilities is a resource for the design, development, and maintenance of safe on- and off-street bicycle facilities. The Guide presents a set of best practices for designing roadways that comfortably accommodate a variety of user types. The information in the Guide is not intended to be strict standards nor is it all encompassing, rather it aims at providing guidance that should be used in conjunction with other regulations such as the Manual on Uniform Traffic Control Devices (MUTCD).

## NACTO Urban Street Design Guide

**Issuing Agency/ Organization:** National Association of City Transportation Officials

**Level of Authority:** Guidelines

**Overview:** The purpose of the NACTO Urban Street Design Guide is to provide cities with state-of-the-practice solutions that can help to design complete streets in urban settings. The NACTO Urban Street Design Guide recognizes the direct relationship between street design and economic development and emphasizes safety for all traffic modes. The NACTO Urban Street Design Guide is not intended to be a comprehensive guide for the geometric design of the street, rather it covers design principles to meet the complex needs of cities. It builds off the street design manuals adopted by several cities since 2009. The NACTO Urban Street Design Guide references MUTCD.

## NACTO Transit Street Design Guide

**Issuing Agency/ Organization:** National Association of City Transportation Officials

**Level of Authority:** Guidelines

**Overview:** The purpose of the NACTO Transit Street Design Guide is to provide design guidance for the development of transit facilities, and for the design and engineering of city streets to prioritize transit, improve transit service quality, and support other goals related to transit.

## NACTO Urban Bikeway Guide

**Issuing Agency/ Organization:** National Association of City Transportation Officials

**Level of Authority:** Guidelines

**Overview:** The purpose of the NACTO Urban Bikeway Design Guide is to provide cities with state-of-the-practice solutions that can help create complete streets that are safe and enjoyable for bicyclists. Most treatments included in the NACTO Urban Bikeway Design Guide are not directly referenced in the current version of the AASHTO Guide for the Development of Bicycle Facilities, although they are virtually all (with two exceptions) permitted under the Manual on Uniform Traffic Control Devices (MUTCD). The NACTO Urban Bikeway Design Guide is not intended to be a comprehensive guide for the geometric design of bikeways, rather it covers certain types of on-road bikeway designs, specifically bike lanes and several new and innovative types of on-street bikeway design treatments, but does not cover shared use paths, signal design, and many other relevant topics. In most cases, the NACTO Urban Bikeway Design Guide should be used in tandem with the AASHTO Bike Guide.

## Separated Bike Lane Planning and Design Guide

**Issuing Agency/ Organization:** Federal Highway Administration (FHWA)

**Level of Authority:** Guidelines

**Overview:** The MUTCD is issued by the Federal Highway Administration (FHWA) of the U.S. Department of Transportation (USDOT) provides guidelines for one- and two-way cycle tracks, including options for intersections, driveways, transit stops, accessible parking and loading zones. Recognizing this is a developing facility type, the guide provides case studies to aid in implementation. The guide also identifies data to collect before and after cycle track projects and potential future research to refine and improve the practice.

## City of Saint Paul Complete Streets Action Plan

June 27, 2016

This Draft Action Plan is based on the Citywide Streets Evaluation, the outcomes from the pilot project design workshops, including the East 7<sup>th</sup> Better Block Event, and ongoing meetings with City staff and community partners. The Action Plan also takes into account other cities' Complete Streets plans and policies as well as Complete Streets best practices as outlined in:

- *Complete Streets: Best Policy and Implementation Practices*, American Planning Association, 2010.
- *Complete Streets Implementation Resource Guide for Minnesota Local Agencies*, Minnesota Department of Transportation Research Services, 2013.
- *Getting Results: Complete Streets in Minnesota. A Report from the Minnesota Complete Streets Peer Exchange*, National Complete Streets Coalition, 2012.

The Action Plan outlines the next steps to continue implementing Complete Streets policies. These should be completed or in progress prior to the next major update of the Street Design Manual, which is anticipated to happen every five years. Several of these initiatives are currently underway; some will be fairly brief exercises and others are longer-term items that will take several years and additional funding to complete. For the purposes of this plan, "short-term" means to be completed within one year, "mid-term" means completed within two years, and "long-term" means to be completed within 3-5 years.

1. Goal: The City and community should explore traffic problems and options together, resulting in recommendations that will be the most likely to achieve the neighborhood's objectives (Comprehensive Plan – Transportation Chapter, Policy 4.11).
  - a. Issue: There is a wide variation in neighborhood capacity around transportation-related issues.
  - b. Action: Support District Councils' capacity for transportation issues by providing training to transportation committees particularly around safety and arterial roads.

A vital component of implementing citywide transportation networks is to carry out citywide goals and policies while addressing neighborhood issues. The shift in focus in the public works five-year plan from residential streets to arterials is to make improvements on the streets that will have the greatest benefit to the most people. Understanding how arterial streets can influence the character of adjoining neighborhoods is important when scoping and designing a project.

Many current district plans have not previously had a transportation chapter and this leaves a gap in information at the neighborhood level. Developing priorities is a time



intensive process and those neighborhoods with clear priorities can help to lead to a more expedient process. One way to facilitate this process of developing transportation goals and working through traffic issues is by creating Transportation Committees at the District Council level. This can improve dialog and increase the capacity of the organization. The process of creating the neighborhood policies, goals, and objectives related to transportation creates a valuable discourse around streets and infrastructure. Once neighborhood transportation priorities have been established they can be adopted in a supplemental transportation chapter to an existing district plan, or as part of a comprehensive district plan update.

City departments can provide assistance Staff can support the process by providing templates to help organize the plan, facilitating workshops, and/or provide training based on the Street Design Manual to present best practices. Part of a training effort should include continuing to develop, use and evaluate, new outreach tools. A productive and efficient public process is a key part of the street design process. Events such as the design workshops used as part of the Street Design Manual development process, Better Block, Open Streets and Friendly Streets events should continue to be developed as ways to get more people engaged in street design. Other tools such as the Multimodal Balance Worksheet, web-based interactive tools, such as StreetMix, and Open Saint Paul can help to increase capacity. New tools should be continued to be evaluated.

Timeline: Short-term

Responsibility: Planning and Economic Development (PED), District Councils, Public Works (PW)

2. Goal: Provide safe citywide connections to schools, libraries, parks, and recreation centers, with improved crossings and comfortable pedestrian environments at high demand destinations (Comprehensive Plan – Transportation Chapter, Policy 3.11).
  - a. Issue: Some neighborhoods are missing the infrastructure necessary to allow children to walk to school.
  - b. Action: Develop a Safe Routes to School or similar program.

There is a citywide trend toward neighborhood schools, which could potentially lead to more children are walking and biking to school. Additionally, recent trends in childhood obesity rates have identified the need for children to have more physical activity. Although Public Works regularly works with schools on transportation and traffic issues, current efforts could be enhanced with additional funding. The current lack of a program makes the City substantially uncompetitive Safe Routes to School funding. Given these factors, a program could be an effective way to support children getting to school by their own independent means. A program should include funding for education, planning, enforcement and safety improvements around schools. This

program should be coordinated with citywide bike and pedestrian planning efforts as well as ongoing street maintenance programs. Safety items such as reevaluating and remarking crosswalks on school walking routes could be implemented in the short term; reviewing and updating all school zone signing could be implemented in the medium term; and replacing and building new sidewalks could be implemented long term.

Timeline: Short-term

Responsibility: PW, Schools, PED, Police

3. Goal: Design should be sensitive to the context and community in which it is located. Performance standards should be established with measurable outcomes (Comprehensive Plan – Transportation Chapter, Policy 1.1).
  - a. Issue: Reports to Transportation Committee provide minimal information and do not allow for tracking project characteristics related to complete streets.
  - b. Action: Modify Transportation Committee report to explicitly include how projects are meeting complete streets policies.

The current Transportation Committee report contains basic information on projects but could include specific information on modes, accessibility and land use context of a project. This information could make clear how we are implementing our complete street policies through projects. Developing and using a new complete streets “checklist” to be included in the Transportation Committee report is recommended to be an effective way to ensure we are meeting intents of our policy without becoming overly laborious. This report should be 1-2 pages and should include basic project characteristics as to not be overly respectful of staff resources. Additionally, this would allow staff to compile statistics and report on projects annually.

Timeline: Short-term

Responsibility: PED, PW

4. Goal: Support transit-oriented design through zoning and design guidelines. Compact, street-oriented design should be emphasized to promote walkability and transit use, especially in commercial corridors. Standards for building placement and design based primarily on the needs of the pedestrian should be enforced and expanded (Comprehensive Plan – Transportation Chapter, Policy 2.2).
  - a. Issue: Traffic studies done as part of site plan review typically are only for auto traffic and pedestrian accommodation is limited to sidewalks.
  - b. Action: Review and implement pedestrian-oriented features adjacent to development projects as part of site plan review.

Development projects that include uses, such as senior housing, schools, and those that would generate a large number of pedestrians, should incorporate pedestrian-focused

review into any traffic impact studies. This may include review of existing signals adjacent to the project to ensure that pedestrians have enough time to cross the street, or physical features such as bump-outs, or crossing islands. This evaluation can be done as part of a traffic study by the applicant, when required as part of the site plan review process. Basic improvements, such as making the sidewalk and curb ramps ADA compliant are included in any substantial development review.

Timeline: Short-term

Responsibility: PW, PED, DSI, Parks

5. Goal: Develop a strategy for investing in a broad range of infrastructure projects, including, but not limited to, street and traffic improvements to support the growth of existing employment, services, parks, and schools (Comprehensive Plan – Transportation Chapter, Policy 2.4).
  - a. Issue: Public Works has not as standard practice coordinated with other departments in the street design process.
  - b. Action: Build on recent efforts of inter-departmental collaboration by continuing project planning coordination meetings and scoping retreats for upcoming street projects. This collaboration facilitates identifying “win-wins,” implementing plans, and designing streets that live up to the City’s vision.

There is an established process for private development review in the City. For street projects this process is often less clear and may depend upon the project manager, history and jurisdiction. If multiple agencies are included at the front end of a project it can potentially reduce costs and save time by avoiding unforeseen issues. Reviewing the project against the Complete Streets Checklist could be an effective format to facilitate these meetings. This would allow staff to identify and implement win-win improvements, such as implementing a portion of the bike plan or a school route as part of a street repaving project. It also allows staff to learn from and rely on the strengths of staff from other departments.

Timeline: Short-term

Responsibility: PW, PED, Parks

6. Goal: Collaborate with non-profit, volunteer, and business organizations to coordinate bicycle and pedestrian counts at sample intersections and on selected routes. Regular counts will help the City better understand trends in bicycling and walking citywide and prioritize improvements and maintenance (Comprehensive Plan – Transportation Chapter, Policy 3.14).
  - a. Issue: Very limited biking and walking data impair decision making processes.
  - b. Action: Establish a practice of bike and pedestrian counts including frequency and methodology.

Bike and pedestrian counts have not been collected as regularly as motor vehicle traffic counts historically. Bike counts have been counted for the past three years and on only

a limited basis. There is currently only one permanent bike counter being used in the City. There are no pedestrian counters. This has been partly a factor of cost and reliability of technologies available. New technologies are making the bike and pedestrian counters less expensive and more reliable. Obtaining data on pedestrian and bike traffic can improve the City's analysis abilities and help to allocate resources. This is especially important now there are more tools, such as multimodal level of service, that depend upon this data. Available systems and methods for collecting this information should be evaluated for cost, benefits and ease of implementation.

Timeline: Short-term

Responsibility: PW

7. Goal: Increase pedestrian, bicycle, and motorist safety through effective law enforcement, detailed crash analysis, and engineering improvements to reduce the risk of crashes (Comprehensive Plan – Transportation Chapter, Policy 1.14).
  - a. Issue: Projects have been prioritized based pavement quality rather than safety especially the safety of those most vulnerable.
  - b. Action: Refine data-driven methodology to rank street projects for citywide programs.

Continue to refine data and analysis used to rank projects for the 5-year plan and CIB and consider merging the two processes. The process of using data to document priorities increases transparency and understanding regarding why projects have been identified and funded. This can be an important tool to prioritize scarce resources. The tools used to select pilot workshops for the Street Design Manual were a test of what could be done with existing data and where gaps in data exist. The exercise identified the need for pedestrian and bike counts citywide as well as the need for a consistent source for crash data. This is a rapidly developing field and should be monitored closely. The City should continue to partner with and support peer agencies efforts in data-driven analysis as well as continue to develop in-house capabilities. This process could add an additional objective rating factor to existing programs such as CIB and the 5-year plan.

Timeline: Short-term

Responsibility: PW

8. Goal: Connect neighborhoods that have poor sidewalks or little access to trails and bike routes, especially east and north of Downtown (Comprehensive Plan – Transportation Chapter, Policy 4.7).
  - a. Issue: Many gaps in sidewalk infrastructure exist throughout the city.
  - b. Action: Initiate a Comprehensive Pedestrian Plan.

Often pedestrian infrastructure and maintenance of that infrastructure is overlooked or taken as a given, while a good pedestrian network depends upon the details of design and operations. The City would benefit from a holistic review and plan for pedestrian infrastructure in the city focusing on safety and crash reduction, especially as it relates to the City's ADA Transition Plan and Safe Routes to School planning. This has partially been taking place on a grass-roots level with walkability efforts around the Green Line LRT. It is important that pedestrian issues are also evaluated from a citywide perspective. This plan would help to prioritize pedestrian infrastructure including closing gaps in the sidewalk network and look at ongoing maintenance operations to ensure long-term benefits.

Timeline: Long-term

Responsibility: PW, PED

9. Goal: Define parkway character, features, and amenities; clarify parkway designations; and assign improvement responsibilities and resources (Comprehensive Plan – Parks Chapter, Policy 6.10).
  - a. Issue: Policies guiding parkway design and management are confusing and do not identify goals.
  - b. Action: Develop specific guiding policies and priorities for parkways as part of the 2040 Comprehensive Plan update.

The Systems Plan for Parks provides some guidance on parkways, especially organizing them into types and calling out differences among the types. However, this plan was not adopted and does not provide a context for the overall goal of parkways or the long-term vision of what they should be. Furthermore, it does not prioritize modes within the right of way. The Comprehensive Plan does not provide any guidance on what parkways should be, though past comprehensive plans have. The last update of the Comprehensive Plan only recommended that there be more clarity on parkways. Finally, the City Code description of departmental roles is unclear which leads to inconsistency with project execution.

There is a need for clear design guidance for parkways. The comprehensive plan update is an opportunity to provide policy direction for parkways. Several parkways have recently gone through a design process as part of the Grand Round project. This work can be used to help guide the development of parkway policies. Other parkways citywide are in need of a similar effort. Additional clarification is needed under the City Code. This can also be completed with the comprehensive plan update.

Timeline: Long-term

Responsibility: Parks, PED, PW

10. Goal: Strengthen pedestrian pathways between housing, transit and neighborhood services (Comprehensive Plan – Transportation Chapter, Policy 3.3).

- a. Issue: Construction whether for private development or for streets has an impact on pedestrian and bike access and pedestrian and bike accommodations have been inconsistent.
- b. Action: Develop clear standards and procedures to manage pedestrians and bicyclists in construction zones in order to maintain access to the greatest extent feasible.

Currently, pedestrians often have to cross the street to continue on a route, which increases exposure to potential conflicts with vehicles, or are not warned of a sidewalk closure until they have to backtrack to an intersection. Pedestrians should be prioritized even more in settings where their safe movement would be restricted by higher car volumes. Instead of closing sidewalks as the default and sending pedestrians of all abilities into detours across busy streets and back again, the default should be to look for ways to include temporary pedestrian access routes that are fully compliant with the state MUTCD requirements. The action should ensure staff has regular training on pedestrian safety and accessibility in work zones and that there are consistent guidelines to ensure use by all contractors and city crews, as well as working with the county to ensure consistency throughout the city.

Bike detours can create issues because alternative routes are often not in proximate to the construction site and access on alternate routes can be limited by barriers such as bridges, etc. It is important to have practices in place for bike route detours to ensure they will be safe and convenient enough for cyclists to use.

Timeline: Med-term

Responsibility: PW