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Toward Zero Deaths Conference | November 15, 2023

Saint Paul Transportation Safety Action Plan



Today's Discussion

1. Origins of Saint Paul's Transportation Safety Action Plan
2. Our TSAP Timeline
3. Details about our St. Paul's Plan
4. Key Lessons Learned (so far)

TSAP Origins



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Transportation Safety Action Plan

Origins of Saint Paul's Plan

- We had been doing some of this work (and wanting to do more) for several years in advance of SS4A
 - 2016 Roadway Safety Plan
 - Saint Paul Pedestrian Plan – adopted 2019
 - Stop for Me campaign has operated for several years out of St. Paul Police Department with great results
- Strong desire to be eligible for SS4A Funding



Timeline



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TSAP Timeline



July 2023

Phase 1

- Eligible Action Plan (staff-approved)
- SS4A Project Identification
- SS4A Grant application for 2023

Phase 2

- Final Action Plan (Council-approved)
- Additional policy and strategy analysis
- Monitoring and performance measures
- Grant application(s) for 2024

Implementation

- Funding identification
- Project design and construction
- Monitoring Performance

Plan Details



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Vision Zero Commitment

“Along with the Saint Paul City Council, I am committing the city to a goal of **zero traffic deaths and serious injuries on surface streets by 2045**, with an interim goal of a **50-percent reduction in fatal and serious injury crashes within 10 years.**”

	2021	2033	2045
Fatalities	11	5	0
Serious Injuries	60	30	0

Safe Streets for All

Transportation Safety Action Plan



Letter from Mayor Melvin Carter
Saint Paul is a capital city with vibrant neighborhoods, award-winning parks, and a diverse population with roots from around the world. Our history and cultural richness create a community where you can live, work, play, and raise a family. We take pride in our strengths and seek opportunities to improve as we endeavor to make a city that works for all of us.



As part of our Community-First Public Safety framework, we have completed the Safe Streets for All: Transportation Safety Action Plan – a comprehensive, data-driven effort to re-think how we understand public safety and work to create safer outcomes across our city. We know that traffic crashes resulting in death and serious injury are a major public safety issue that threaten the safety of Saint Paul streets.

Since 2018, we've had more than 16,000 crashes on surface streets—with 60 deaths and 264 serious injuries. We do not forget that these numbers represent real people; they are our friends, family members, neighbors, and co-workers. Their lives and those of their families are forever changed by these tragedies. Vulnerable users, such as people walking and bicycling, as well as people living in neighborhoods with lower average household incomes, are disproportionately impacted by crashes. Inequity comes in many forms, and these greater impacts to our lower income neighbors—who are more likely to walk and use public transportation—are unacceptable.

The City of Saint Paul is making a pledge to our residents to do better because even one more death on our streets is one more too many. Along with the Saint Paul City Council, I am committing the city to a goal of zero traffic deaths and serious injuries on surface streets by 2045, with an interim goal of a 50-percent reduction in fatal and serious injury crashes within 10 years. This is an ambitious goal, but I believe it is attainable when we focus our attention and resources to understanding the problem and work closely across city departments and with our transportation agency and public safety partners, including Ramsey County, Minnesota Department of Transportation, Metro Transit, Saint Paul Police, Saint Paul Fire, Saint Paul Office of Neighborhood Safety, and Saint Paul Public Schools.

Safe Streets for All is a launching point for safety-focused decision-making across our public infrastructure investments and working with partner agencies to make changes on streets in Saint Paul. We will continue working with communities to gain from their expertise about what transportation safety problems need to be addressed in their neighborhoods.

Our commitment will be broad and enduring. Together we can prevent fatal and serious injury crashes on Saint Paul streets and work to meet the vision of a Saint Paul that works for all of us.

-Mayor Melvin Carter



Vision Zero Resolution (23-875)

- Commits Saint Paul to a goal of zero traffic deaths and serious injuries on all surface streets by 2045, with an interim goal of 50 percent reduction in 10 years.
- Acknowledgement that coordination will be required (e.g. MnDOT, Ramsey County)
- Acknowledgement that progress will require staff effort and financial resources over a sustained period, and prioritization of safety investments.

Outreach & Engagement



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Phase 1 Engagement Touch Points (March-May 2023)



1,238 SURVEY
RESPONSES



893 ONLINE
MAP
COMMENTS



45 IN-PERSON
INTERACTIONS



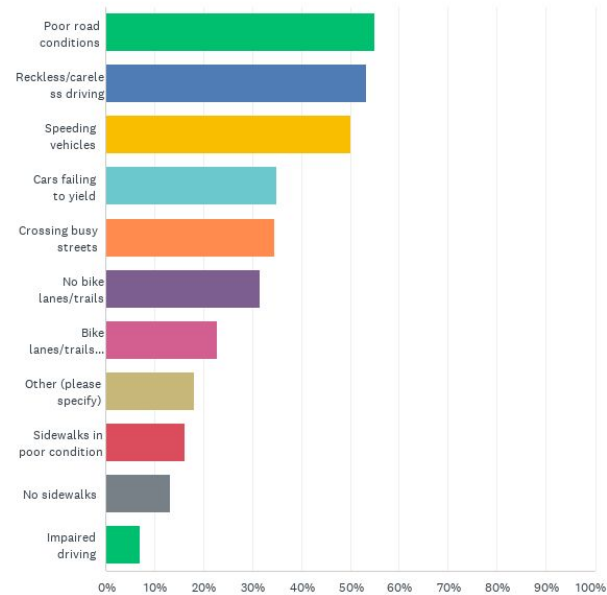
2 IN-PERSON
POP-UPS



Survey Results

- In equity priority areas, 75% of respondents reported having been in or almost been in a crash in Saint Paul
- Streets frequently cited:
 - Snelling Ave
 - University Ave
 - Summit Ave
 - Marshall Ave
 - Lexington Pkwy

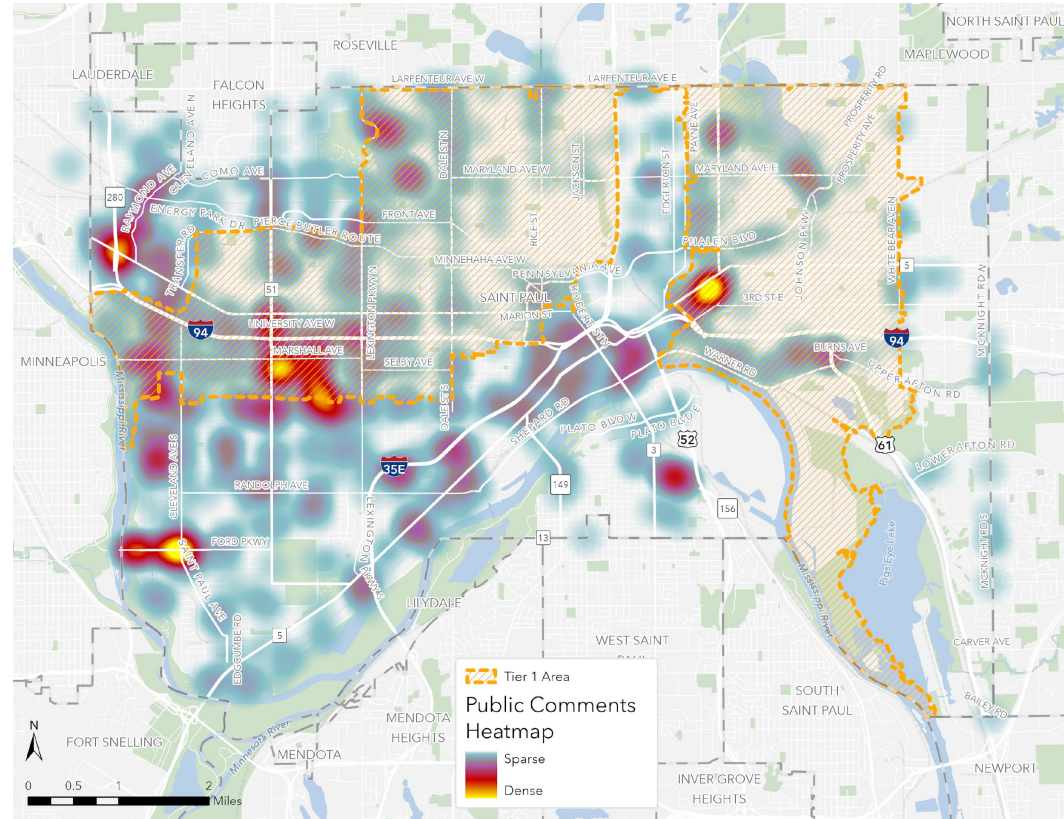
Q2 What are your top transportation safety concerns in Saint Paul? Choose your top three.





Online Comment Map

- 893 comments (501 in Tier 1 Equity Priority focus areas)
- Most comments were about bicycle and pedestrian safety improvements
- Some areas of the city provided very few comments (e.g. North End, Eastside)





Takeaways from Phase 1 Engagement

- **Addressing driver behavior**, including speeding, reckless driving, drivers failing to yield, is a high priority among respondents
- **Safer pedestrian crossings** are needed
- **Improved bicycle infrastructure**, such as more bike lanes, separated bike lanes, and better maintenance of existing bike infrastructure is needed.
- Snelling Ave, University Ave, White Bear Ave, Rice St, and Pennsylvania Ave were repeatedly identified as dangerous streets in Tier 1 priority areas

Crash Analysis



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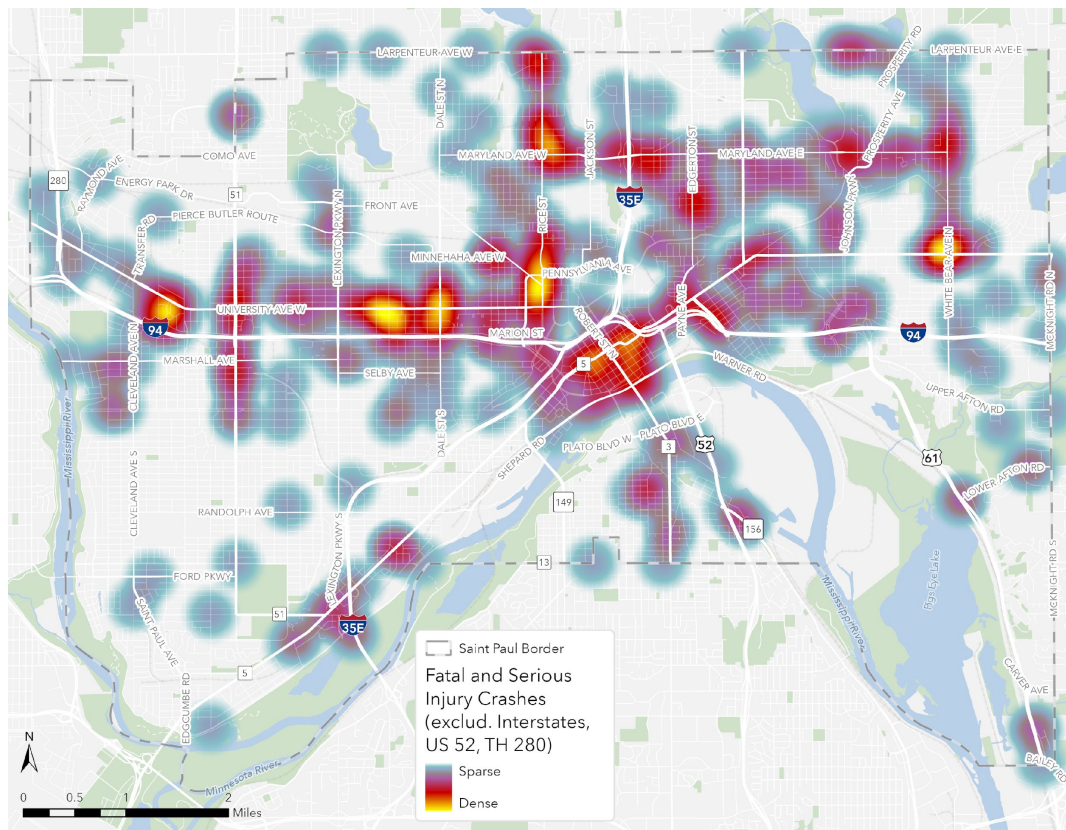
Fatalities and Serious Injuries, 2018-2022

60

People killed

264

Serious injury crashes





Vulnerable Road Users, 2018-2022

699

Pedestrians hit

296

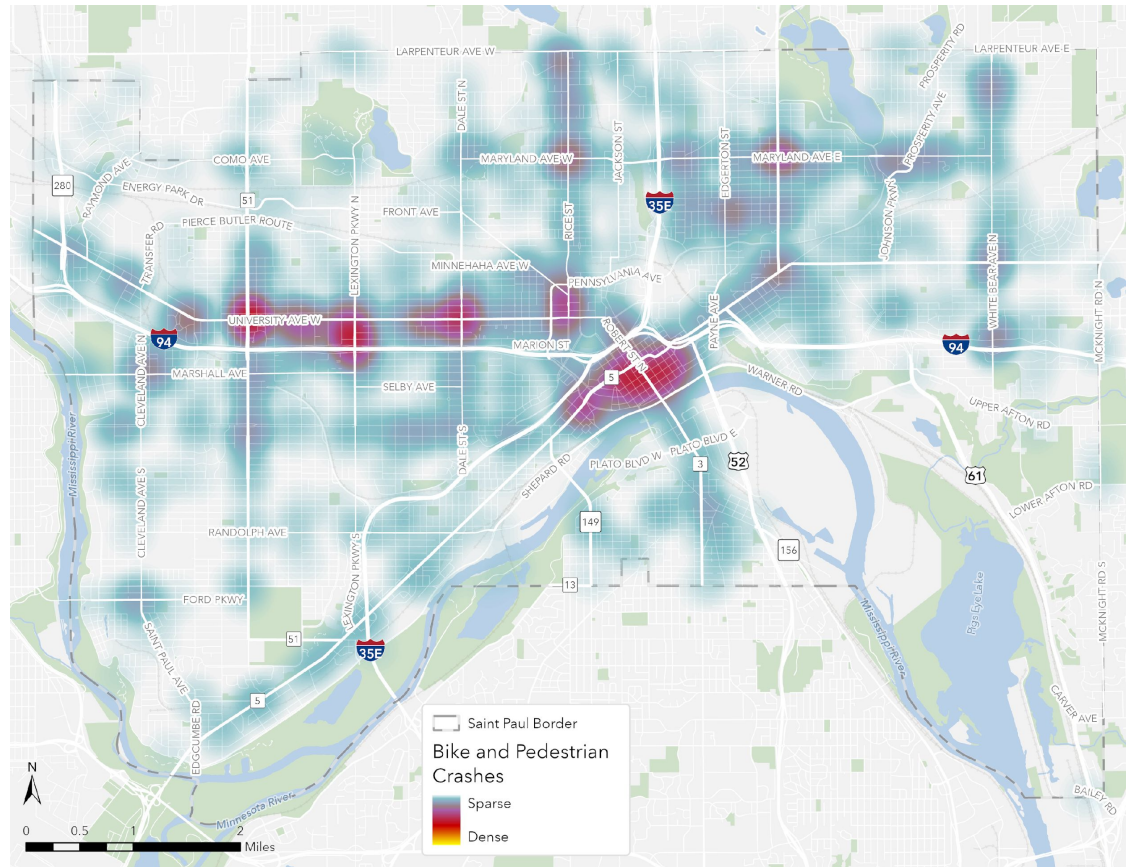
Bicyclists hit

21

Killed

111

Seriously Injured

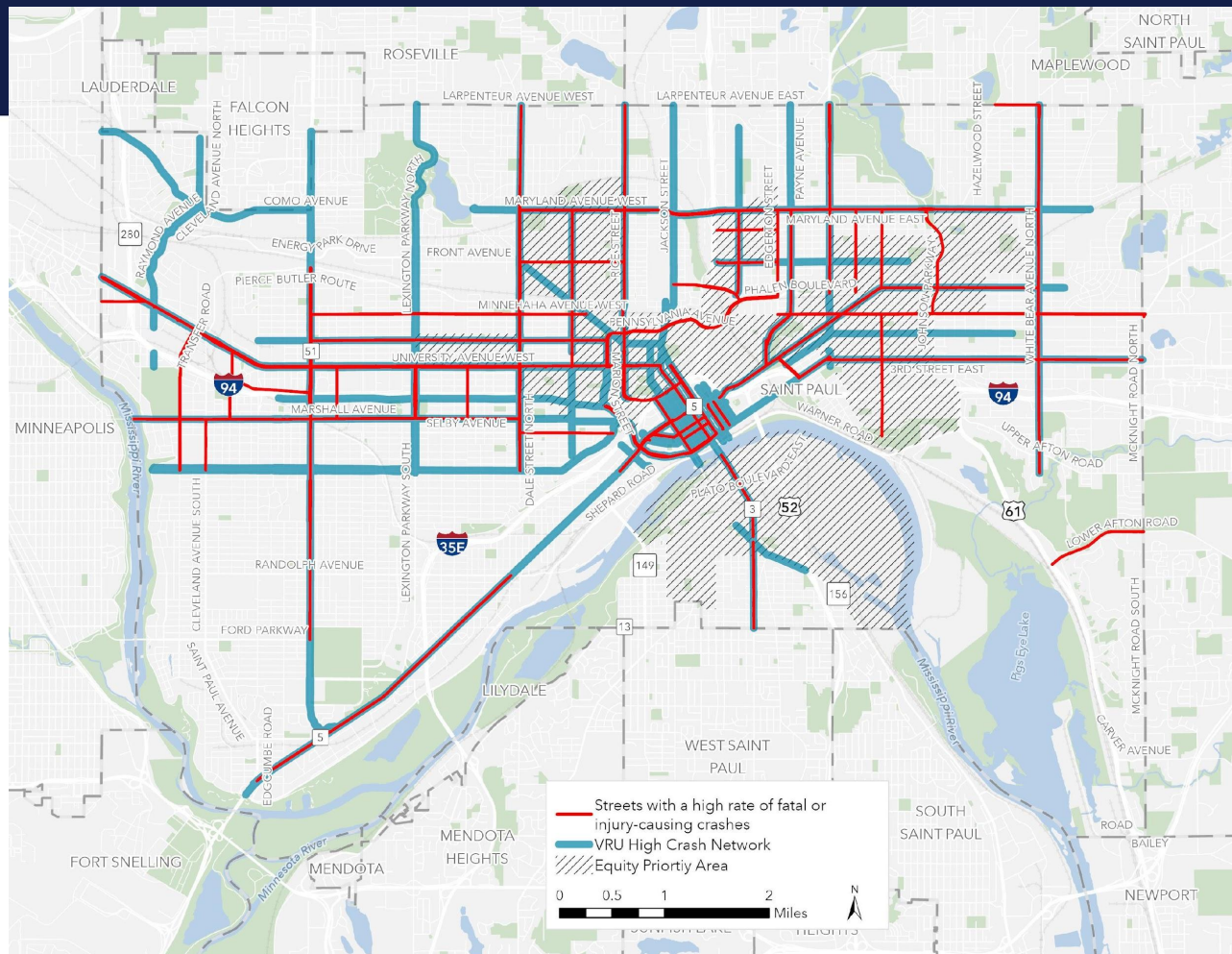




High Injury Network & Vulnerable Road User Network

**56% of all fatal and
injury crashes
happen on 17% of
the surface roadways**

Significant overlap with
most dangerous
streets for cyclists and
pedestrians, as well as
equity areas





Vulnerable Road Users

Bicyclists and Pedestrians are involved in 36% of all fatalities and serious injury crashes, despite being only 13% of total trips.

Vulnerable road users are at higher risk of injury or death while using the city's transportation system.

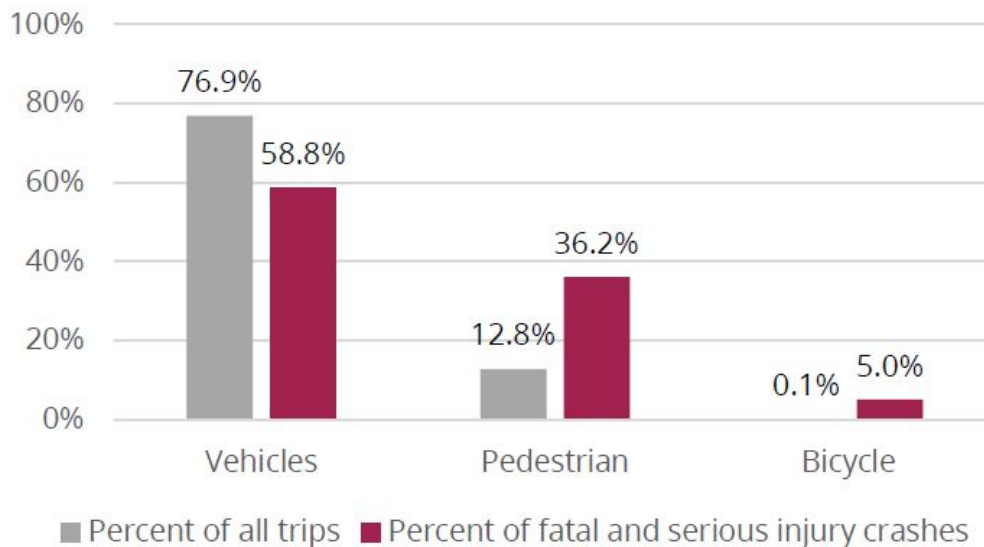


Figure 5: Crash Severity Compared to Travel Patterns, Source: MnCMAT2 and Met Council 2019 Household Travel Survey



Intersection Crashes

56% of all crashes and 67% of fatal and serious injury crashes occur at intersections

Need to identify top crash intersections and target safety improvements

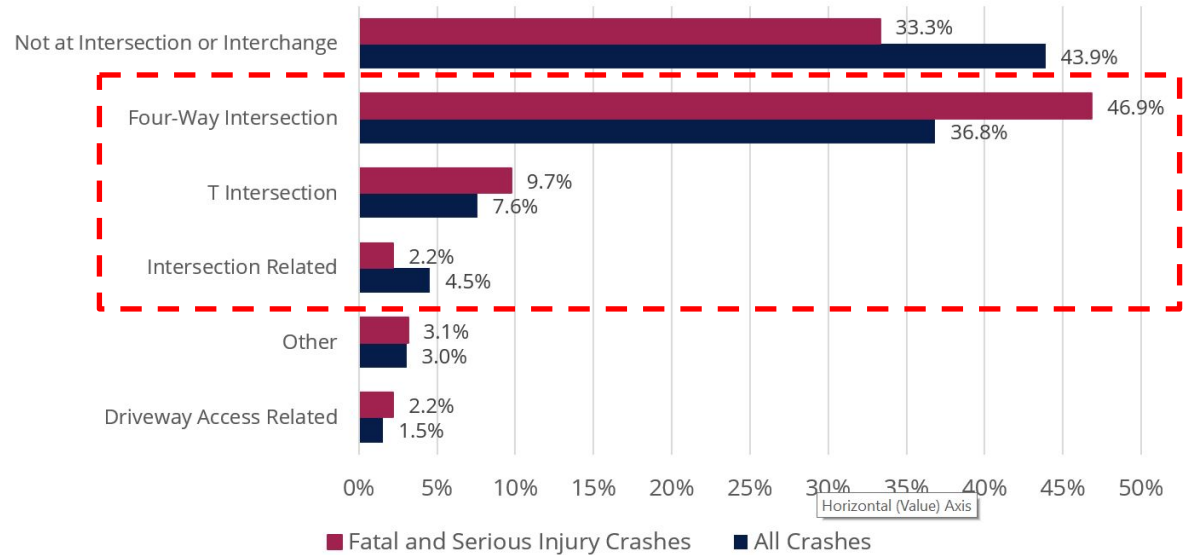


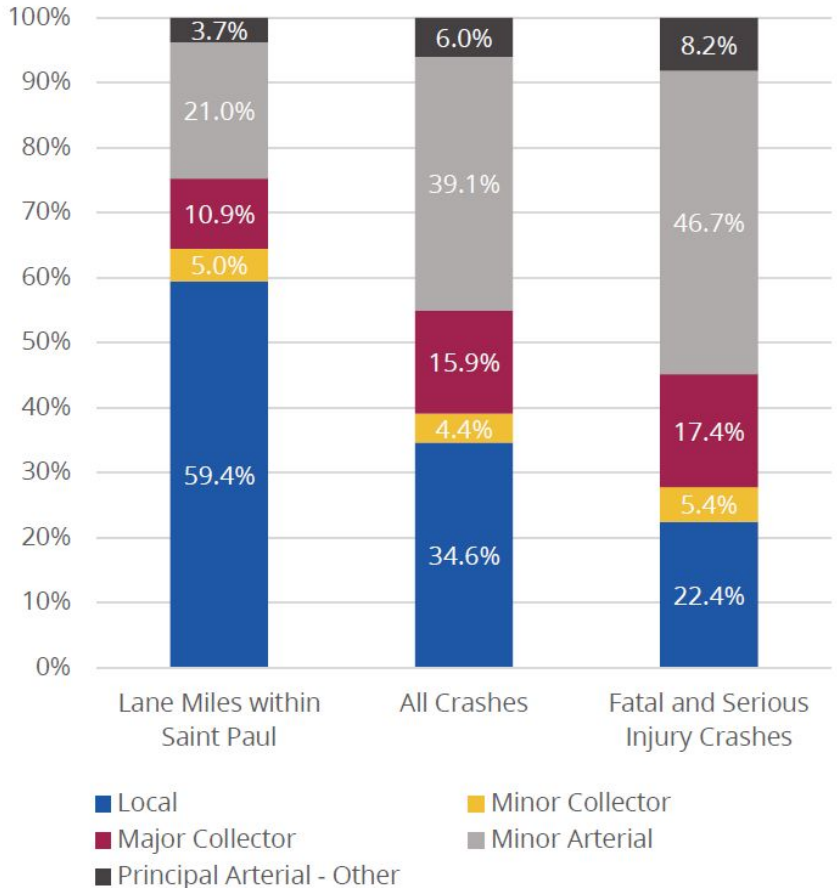
Figure 31: Crashes by Relationship to Intersection, 2018-2022. Source: MnCMAT2.



Crashes by Functional Class

Arterials and Major Collectors represent 36% of all lane miles within the City, but **72%** of fatal and serious injury crashes.

Comprehensive improvements on arterials and major collector roads could yield big safety benefits.



SS4A Implementation Application



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SS4A Grant Submitted (July 2023) *Eastside Systemic Transportation Safety Improvement Project*

- \$9.9 million for a widespread safety improvements
 - \$2.5 million city match
- Bundle of low-cost/high-impact improvements
- Many documented safety challenges in this area
- Historically underserved community

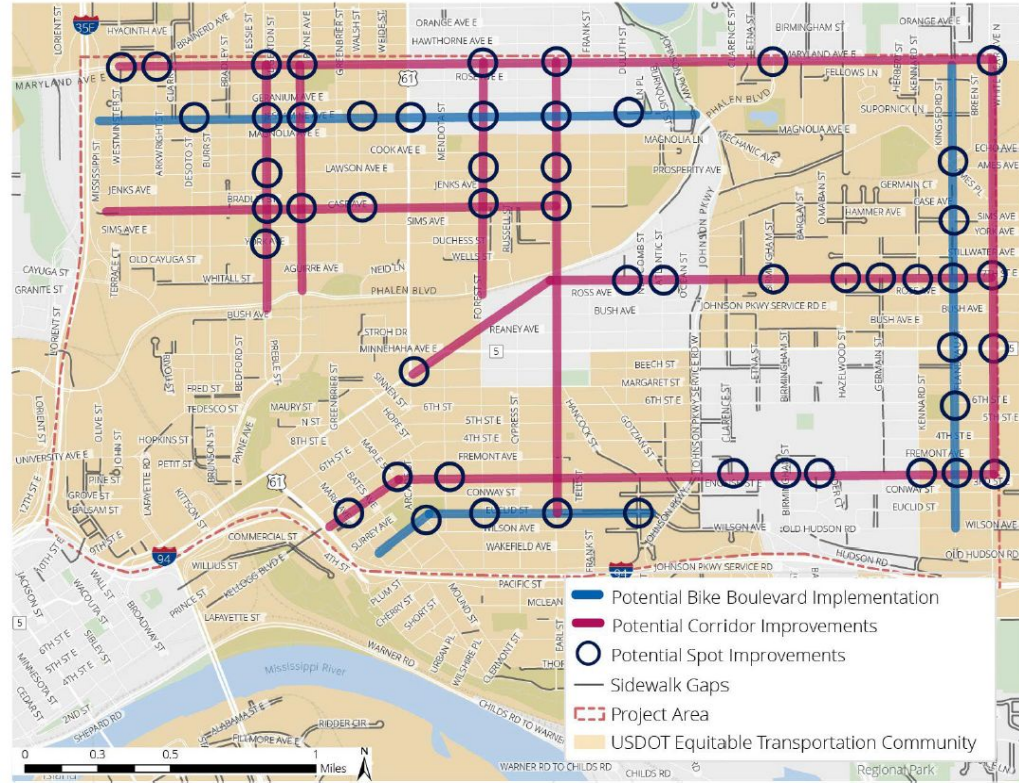
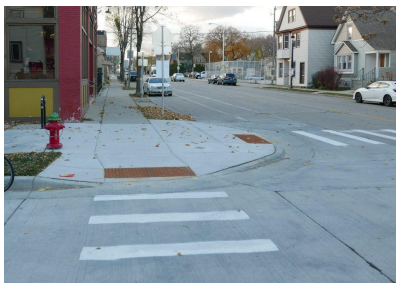


Figure 4: Potential Project Locations. Note: Project locations may change through the final design and stakeholder engagement processes. A suite of local and neighborhood street safety improvements are also included in the budget, but not shown on the map.



SS4A Project Scope

Focus on relatively low-cost, high-impact improvements, such as:



Curb Extensions



Crosswalk Improvements



Pedestrian Refuge Islands



*Sidewalk
Infill*



*Bike
Facilities*

Key Lessons



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What have we learned

- **Target High-Risk Behaviors**
 - Speeding
 - Reckless/Careless Driving
- **Focus on High-Risk Locations**
 - Arterial and Collector Roads
 - Signalized Intersections
 - Improve Safety for Vulnerable Road Users at Signals
- **Corridor and site-specific analysis will be needed** to drill down to select appropriate interventions.
- This is a **highly worthwhile** process for any local government to complete. It will help you think more holistically about crashes and help change your safety mindset.
- Implementation will take time. It will need ongoing resources.
- Pairing carefully with enforcement and engagement efforts will help boost the value of the work.



Our Work Continues ...

- SS4A Grant awards likely to be announced in December
- Safe Streets 4 All Planning continuing into spring 2024
 - Finalizing crash analysis
 - Identifying priority project corridors and intersections
 - Developing safety treatment guidance
 - Update city policies related to transportation
- Possible Spring 2024 SS4A grant application (if necessary)
- Additional project implementation on a rolling basis

Thank You

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<https://www.stpaul.gov/TransportationSafetyPlan>



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