










RAMSEY COUNTY
ALL-ABILITIES 2050 TRANSPORTATION PLAN
Technical Summary

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INTRODUCTION

The All-Abilities 2050 Transportation Plan is a long-range plan that will guide transportation projects that are accessible to people of all ages and abilities. Ramsey County developed this plan to identify transportation needs throughout the county and work collaboratively to address those needs.

The Introduction section includes an overview of the All-Abilities Transportation Network and summary of what the plan includes.



INTRODUCTION

All-Abilities Transportation Network

The Board of Ramsey County Commissioners adopted the “[Ramsey County All Abilities Transportation Network Policy](#)” in 2016, which advanced the county’s vision to create a “Vibrant Community in Which All are Valued and Thrive”. This resolution unified county transportation efforts under a shared vision and implementation strategy that allow pedestrians and bicyclists to move freely and safely [...] and to demonstrate the county’s commitment to all people who use the transportation system”. **This resolution prioritized transportation system users to ensure “the most vulnerable users of the transportation network are always considered first during transportation planning and implementation”, which directly shaped the creation of this plan.**

The hierarchy set forth in the resolution is presented below:

1. Pedestrians
2. People Who Bike
3. People Who Use Transit
4. Drivers/Parkers
5. Freight Operators

What does the Plan Include?

The All-Abilities 2050 Transportation Plan is a visioning document that will guide the development of Ramsey County’s transportation system. It includes short- and long-term goals for the system, examines existing and future conditions, identifies where opportunities exist, and outlines a financially constrained list of projects to improve the safety, efficiency, and accessibility of the transportation network.

There are eight key outcomes to this transportation plan effort:

Understand Existing Conditions	How does the current system work?
Current Social Equity	Who does the current system work (and not work) for?
Meaningful and Inclusive Engagement	What does the community think?
Transportation Goals and Objectives	How should the system function?
Updated Performance Measures	How should our bridges, roadways, and transit be evaluated?
Financial Forecast	Does future funding match our goals?
Financial Investment Scenarios	How can we best invest in the system?
Project Dashboard	What projects should be prioritized?

The remainder of this technical summary presents overviews of each planning task. For further details on tasks, please contact Ramsey County Public Works at 651-266-7100.



HOW WAS THIS PLAN CREATED?

The All-Abilities 2050 Transportation Plan was created collaboratively with Ramsey County, city and township staff, and the community. Community input was collected prior to each task and helped guide and shape each task and their outcomes.

This section includes an overview of who was involved in plan creation and an overview of the four phases of community engagement.



HOW WAS THIS PLAN CREATED?

The following graphic highlights the groups which developed and reviewed the plan, as well as the frequency of meetings for each:

Group	Group Description	Intent	Frequency
Community Engagement	People who live, work, play, or travel in Ramsey County	Gather input and review materials	4 phases (20 events, online surveys, project website)
Project Management Team	Ramsey County staff	Lead plan development	Bi-weekly meetings
Public Works Leadership Team	Ramsey County staff, city staff, community leaders	Review plan development and materials	Bi-monthly meetings
Joint Engineers of Ramsey County	City and township staff within Ramsey County	Stay informed on plan development, provide input	Bi-monthly meetings
Active Living Committee	Community members	Stay informed on plan development, provide input	Twice yearly

Community Engagement

The voice of the community was integral in creating this plan and was involved throughout the entire process. Community engagement occurred in four phases:

PHASE 1	PHASE 2	PHASE 3	PHASE 4
Understand Existing Experiences How is the system working (or not working) for community?	Explore Opportunities Where do issues and opportunities exist?	Refine Solutions What types of projects might be needed?	Review the Plan Review final draft of the transportation plan
<i>Winter – Spring 2023</i>	<i>Summer – Fall 2024</i>	<i>Summer – Fall 2024</i>	<i>Winter 2025</i>

The following pages include high level summaries for each phase of engagement. **To view specific engagement feedback, please contact Ramsey County Public Works.**

Phase 1 Engagement Summary

The first phase of engagement for the Ramsey County All-Abilities 2050 Plan occurred between March and April of 2023. Three primary techniques were used to understand how the existing transportation system is working for the community:

1	<p>Project Video (Click here to view)</p> <p>The video conveyed project process and goals – allowing the project to start with everyone on the same page. It was posted on county and partner social media, as well as disseminated through community partner institutions to reach those who would not normally be reached by government announcements.</p>			
2	<p>Community Conversations (170 attendees)</p> <p>Three events were either attended or hosted to talk with the community about transportation:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center; padding: 5px;"> <p>Feeding Frogtown March 24, 2023 100 attendees</p> </td> <td style="text-align: center; padding: 5px;"> <p>CLUES April 3 and 10, 2023 50 attendees</p> </td> <td style="text-align: center; padding: 5px;"> <p>Virtual Conversations March 9 and 28, 2023 20 attendees</p> </td> </tr> </table>	<p>Feeding Frogtown March 24, 2023 100 attendees</p>	<p>CLUES April 3 and 10, 2023 50 attendees</p>	<p>Virtual Conversations March 9 and 28, 2023 20 attendees</p>
<p>Feeding Frogtown March 24, 2023 100 attendees</p>	<p>CLUES April 3 and 10, 2023 50 attendees</p>	<p>Virtual Conversations March 9 and 28, 2023 20 attendees</p>		
3	<p>Survey (271 responses)</p> <p>Who did we hear from?</p> <ul style="list-style-type: none"> Average age: 48 years 13% of respondents identified as people of color Annual income mostly ranged from \$35,000 - \$190,000 per year (median income for Ramsey County is about \$70,000) Received responses from all Ramsey County zip codes 			

What did we hear?

People who utilize a car generally can get around well, those who do not use a car rank their experience as neutral or worse.	Although most people currently drive, most participants would like to use the bus more frequently.	Most residents want to use light rail more often but have concerns about personal safety.
Transit needs to be more reliable and frequent, particularly outside downtown Saint Paul.	Widespread support for system-wide improvements for people with disabilities.	Sidewalks and trails are great, but there needs to be safe crossings and connections.
Most people utilize a car due to long commutes that aren't served by transit.	People who walk or bike should be prioritized above vehicles.	People want to use transit, but driving is much quicker.

Phase 2 Engagement Summary

The second phase of engagement for the Ramsey County All-Abilities 2050 Plan occurred between July and September of 2023. Three primary techniques were used to understand how the existing transportation system is working for the community:

1	<p>Pop-Up Events (400+ attendees)</p> <ul style="list-style-type: none"> • Community Resource Advocates at Ramsey County Public Library: July 5, 2023 (30 attendees) • CLUES “La Canasta” Food Distribution Event: July 17 and 24, 2023 (100 attendees) • Slice of Shoreview Booth: July 21, 2023 (120 attendees) • Boys and Girls Club National Night Out: August 1, 2023 (30 attendees) • Hmongtown Marketplace Outdoor Farmers Market: August 12, 2023 (35 attendees) • Feeding Frogtown: Date (30 attendees) • Selby Avenue Jazz Fest: Date (50 attendees)
2	<p>Online Survey (84 responses)</p> <p>Respondents included:</p> <ul style="list-style-type: none"> • Ages from 14 to 72 • Income ranges from less than \$20,000 to more than \$190,000 • 0 to 3 plus cars • Residents from all Ramsey County zip codes • 35% of respondents identified as a race other than White
3	<p>Interactive Map (142 responses)</p> <ul style="list-style-type: none"> • Residents would like to see improved multimodal facilities – specifically pedestrian and bicycle enhancements • Speeding is a frequent concern, for both drivers and pedestrians

What did we hear?

<p>Providing a safe and accessible system in a state of good repair were identified as the most important</p>	<p>Vehicular travel efficiency needs to be balanced with multimodal safety</p>	<p>Vehicular speeding is a frequent concern</p>
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Phase 3 Engagement Summary

The third phase of engagement for the Ramsey County All-Abilities 2050 Plan occurred between July and September of 2024. Three primary techniques were used to understand how the existing transportation system is working for the community:

1	<p>Pop-Up Events (360+ attendees)</p> <ul style="list-style-type: none"> • Community Resource Advocates at Ramsey County Public Library: September 4, 2024 (25 attendees) • CLUES “La Canasta” Food Distribution Event: August 19 and 26, 2024 and September 9, 2024 (100 attendees) • Slice of Shoreview Booth: July 26, 2024 (50 attendees) • Asian Street Food Night Market: August 17, 2024 (20 attendees) • Selby Avenue Jazz Fest: September 14, 2024 (70 attendees) • Feeding Frogtown: August 23, 2024 (25 attendees) • St. Paul Movies in the Park: August 9, 2024 (50 attendees) • BlackOUT Back to School Celebration: August 24, 2024 (25 attendees)
2	<p>Online Survey (36 responses)</p> <p>Respondents included:</p> <ul style="list-style-type: none"> • A majority of respondents were under the age of 40 • 20% identified as a race other than “White” • 40% identified as having a disability • A high number of those who walk, bike, or use transit
3	<p>Project Prioritization Exercise</p> <p>At in-person engagement events and through the online survey, community members were asked how important each method of project prioritization was to them. The overwhelming majority agreed that safety should be a method of project prioritization, and although some were “neutral” about prioritizing pedestrian and bicycle infrastructure, most people agreed with the methods of prioritization.</p>

What did we hear?

<p>Safety should be key in prioritizing projects</p>	<p>Improvements to multimodal facilities are important, but should be balanced with roadway improvements</p>	<p>There is a strong desire to increase multimodal infrastructure in suburban areas</p>
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Phase 4 Engagement Summary

The fourth and final phase of engagement for the Ramsey County All-Abilities 2050 Plan occurred between January and February of 2025. This phase was focused primarily on informing the community of the draft plan, ensuring we connect with community partners to share information.

What did we hear?

Note (March 2025): This section is intentionally blank and will be updated with the latest feedback in the final report.

Figure 1. Engagement Event Photos (from all four phases)





VISION, GOALS, OBJECTIVES, AND PERFORMANCE MEASURES

Ramsey County worked collaboratively with the community to identify an overall vision for the county's transportation system. This vision then helped guide the creation of goals and objectives (specific targets to achieve) and performance measures (ways to measure set targets).

This section includes the county's vision, goals, objectives, and performance measures.



VISION, GOALS, OBJECTIVES, AND PERFORMANCE MEASURES

Vision

Based on guidance from the community, input from staff, and review of other relevant county documents (such as the All-Abilities Network Resolution, THRIVE 2040, 2040 TPP, Ramsey County Comprehensive Plan, and the Bicycle and Pedestrian Plan), a transportation vision was drafted: **Provide a multimodal transportation system that is safe, connected, equitable, and accessible for all.**

Goals and Objectives

This vision was expanded to include goals (desired topic areas) and objectives (action steps) for the county’s transportation system:

Ramsey County’s Transportation System is...

Goal Objective

SAFE	Ensure safety for all when using the county’s transportation network
ACCESSIBLE	Ensure equitable access to people of all ages and abilities to use the county’s transportation network
MULTIMODAL	Implement an integrated and fully interconnected transportation system using a variety of modes
ENGAGED	Incorporate meaningful, accessible, and direct engagement with communities and relevant stakeholders
CONNECTED	Ensure transportation decisions and investments are coordinated with land use decisions and investments
RESILIENT	Construct and maintain a transportation network that limits environmental impact and is resilient against climate change for current and future generations
SUPPORTIVE	Maintain a multimodal network that supports a healthy community and a high quality of life
INNOVATIVE	Explore emerging systems and technologies to maintain and modernize the transportation network
EQUITABLE	Ensure all users have access to a multimodal system that is accessible, maintained, and improved regardless of location within the county
WELL-MAINTAINED	Strategically invest in the multimodal transportation system to keep county facilities well-maintained

Performance Measures

Performance measures are key to ensuring accountability related to the vision, goals, and objectives of the All-Abilities 2050 Transportation Plan. The performance measures detailed below are benchmarks to evaluate and quantify progress, while creating transparency with the community and elected officials. **As the inaugural Transportation Plan, Ramsey County will be focusing on four key themes for tracking performance: Safe, Multimodal, Equitable, and Well-Maintained.**

GOAL	OBJECTIVE	PERFORMANCE MEASURES
SAFE	Ensure safety for all when using the county’s transportation network	<ul style="list-style-type: none"> • Average crash rate on county system • Fatal/Serious injury percentage of total crashes • Number of Pedestrian/Bicycle crashes
MULTIMODAL	Implement an integrated and fully interconnected transportation system using a variety of modes	<ul style="list-style-type: none"> • Percentage of funds spent on multimodal facilities • Ridership by station (Ramsey County) for an average weekday and annually
EQUITABLE	Ensure all users have access to a multimodal system that is accessible, maintained, and improved regardless of location within the county	<ul style="list-style-type: none"> • Projects applied in high social equity score areas
WELL-MAINTAINED	Strategically invest in the multimodal transportation system to keep county facilities well-maintained	<ul style="list-style-type: none"> • Average Pavement Quality Index (PQI) of county system • Average lifespan of roadways • Average lifespan of bridges



RELEVANT PLAN ANALYSIS

Prior to drafting the plan, the county wanted to understand how other relevant planning documents could help guide this work. The project team reviewed 23 plans, examining each for its policy direction, resource requirements, challenges, and opportunities.

This section includes the summary of the 23 plans analyzed and key outcomes of the research.



RELEVANT PLAN ANALYSIS

For each plan analyzed, the following table was utilized to present the information:

PLAN NAME

A high-level summary of the plan.



POLICY DIRECTION

A review of the policy directions the All-Abilities Transportation Plan could take using the specified plan as guidance.



RESOURCES

What resources does this plan provide that may be utilized in the All-Abilities Transportation Plan?



CHALLENGES

Are there any challenges identified in this plan that may be relevant to the All-Abilities Transportation Plan?



OPPORTUNITIES

What opportunities are presented in this plan that could be supported or moved forward by the All-Abilities Transportation Plan?

The 23 plans assessed included the following:

- Ramsey County 2040 Comprehensive Plan
- Ramsey County 2022-2026 Transportation Improvement Program (TIP)
- Ramsey County Racial Equity and Community Engagement Response Team (RECERT)
- Ramsey County Bicycle and Pedestrian Plan
- Active Living Ramsey Communities
- Ramsey County 4 to 3 Lane Conversion Study
- Ramsey County Local Government Development Guide
- Metro Transit Network Next 20 Year Plan
- Metropolitan Council THRIVE 2040 Transportation Policy Plan (TPP)
- Health Equity In the Ramsey County Transportation System – U of M Capstone Report
- Ramsey County Public Health Department’s 2019 Strategic Plan
- Ramsey County Economic Competitiveness and Inclusion Plan
- University of Minnesota Transportation Accessibility Study
- City of Saint Paul 2021-2022 Bicycle Plan Update
- MetCouncil Principal Arterial Conversion Study
- MetCouncil Regional Pedestrian Safety Action Plan
- Ramsey County Climate Action Plan
- Ramsey County ADA Transition Plan (Draft)

This analysis was used to identify resources for plan development, guide the plan’s policy direction, and identify opportunities that could be moved forward by the All-Abilities 2050 Transportation Plan. **For the full Relevant Plan Analysis Document, please contact Ramsey County Public Works.**

Key Outcomes

Through this research, the county identified many relevant policy directions, resources, challenges, and opportunities. Some of the key outcomes include:

Guidance	Source(s)
Advance the All-Abilities Transportation Network Policy	Ramsey County 2040 Comprehensive Plan Ramsey County Bicycle and Pedestrian Plan Active Living Ramsey Communities Ramsey County ADA Transition Plan (Draft)
Improve safety	Ramsey County 2040 Comprehensive Plan Ramsey County Bicycle and Pedestrian Plan Active Living Ramsey Communities Ramsey County 4 to 3 Lane Conversion Study Metropolitan Council THRIVE 2040 Transportation Policy Plan City of Saint Paul 2021-2022 Bicycle Plan Update MetCouncil Regional Pedestrian Safety Action Plan Ramsey County ADA Transition Plan (Draft)
Track progress through performance measures	Ramsey County 2022-2026 Transportation Improvement Program Ramsey County Bicycle and Pedestrian Plan Ramsey County Climate Action Plan
Develop a system to prioritize roadway improvements	Ramsey County 2022-2026 Transportation Improvement Program
Identify and reduce transportation disparities	Ramsey County Racial Equity and Community Engagement Response Team Health Equity in the Ramsey County Transportation System – U of M Capstone Report Ramsey County Public Health Department’s 2019 Strategic Plan Ramsey County Climate Action Plan Ramsey County ADA Transition Plan (Draft)
Improve multimodal access	Ramsey County Bicycle and Pedestrian Plan Active Living Ramsey Communities Metro Transit Network Next 20 Year Plan Ramsey County Economic Competitiveness and Inclusion Plan City of Saint Paul 2021-2022 Bicycle Plan Update MetCouncil Regional Pedestrian Safety Action Plan Ramsey County Climate Action Plan Ramsey County ADA Transition Plan (Draft)

These key outcomes directly guided development of the All-Abilities 2050 Transportation Plan. Elements that resulted from this research included development of specific performance measures, a quantitative method of prioritizing projects which includes emphasis on safety improvements and equity, a social equity analysis, and inclusion of multimodal improvements during project selection.



EXISTING CONDITIONS

Ramsey County completed an analysis of existing transportation conditions, which included traffic volumes, roadway characteristics, freight movement, roadway condition, safety, multimodal, traffic patterns, and planned projects. The county also conducted a social equity analysis, which utilized a quantitative scoring methodology to identify areas of disparity. The analysis resulted in census tract scores that show which areas are being more heavily impacted by negative transportation outcomes such as high crash rates or poor pavement condition.

This section includes a summary of the existing conditions and social equity reports.



EXISTING CONDITIONS

This document is an executive summary of the full “Existing Conditions Report” completed as part of the Ramsey County 2050 All-Abilities Transportation Plan. **For the full Existing Conditions document, please contact Ramsey County Public Works.**

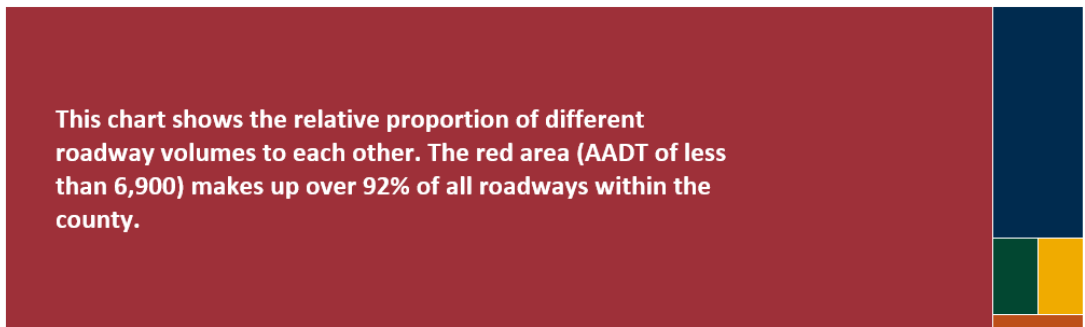
What We Studied

The report studied eight topics, with the key takeaways highlighted below:

Most Ramsey County roads have traffic volumes of less than 7,000 cars per day.



Traffic Volumes



■ 0-6,900 ■ 6,901-23,400 ■ 23,401-54,000 ■ 54,001-97,000 ■ 97,001 or more



Roadway Characteristics

Roads are organized by:

- 1 Number of Lanes
- 2 Functional Classification (role in the system)
- 3 Designation (ownership and funding)

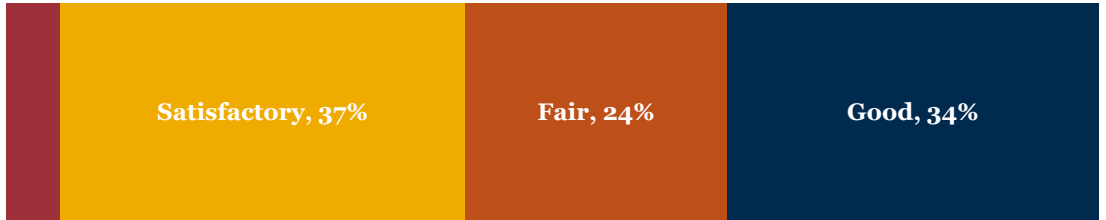
Most Ramsey County roads have volumes of less than 570 freight vehicles per day.



Freight Movement

FREIGHT VOLUME	PERCENTAGE
0 - 570	77.8%
571 – 1,150	13.5%
1,151 – 3,400	4.6%
3,401 – 6,500	3.5%
6,500 or more	0.6%

Most county bridges (95%) are in satisfactory, fair, or good condition.



The top 20 worst pavement conditions in Ramsey County are:

1. North Saint Paul Road East (CSAH 29)
2. County Road D (CSAH 19)
3. Otter Lake Road (CSAH 60)
4. Larpenteur Avenue (CSAH 30)
5. Long Avenue (CSAH 152)
6. Rice Street (CSAH 49)
7. Eustis Street (CSAH 127)
8. Old Highway 8 (CSAH 77)
9. Old Highway 10 (CSAH 76)
10. Century Avenue (CSAH 72)
11. New Brighton Road (CSAH 47)
12. Long Lake Road (North) (CSAH 45)
13. Long Lake Road (South) (CSAH 45)
14. North Lexington Parkway (CSAH 51)
15. County Road C (East) (CSAH 23)
16. Labore Road (CSAH 108)
17. County Road C (West) (CSAH 23)
18. Maryland Avenue East (CSAH 31)
19. Lower Afton Road (CSAH 39)
20. Warner Road (CSAH 36)



Using critical index (a way to determine of the number of crashes are above average), the ten intersections with greatest safety needs are:




1. Mounds View Boulevard and Groveland Road
2. Mounds View Boulevard and Spring Lake Road
3. Larpenteur Avenue and McMenemy Street
4. Rice Street and Manitoba Avenue
5. Larpenteur Avenue and Woodbridge Court
6. County Road E and Rolling View Drive
7. US 61 and Burns Avenue
8. Lexington Avenue and Central Avenue
9. County Road E and Jerry Street
10. Hamline Avenue and County Road C2



Ramsey County prioritizes transportation users to ensure the most vulnerable users are always considered first during transportation planning and implementation. Below is the hierarchy and key existing conditions:



Multimodal

FIRST		Pedestrians	About 1,500 miles of sidewalks and trails
SECOND		People who bike	200 miles of RBTN* segments 345 miles of local trails 506 miles of on-street bicycle facilities
THIRD		People who use transit	48 transit routes 11 planned Bus Rapid Transit routes

*Regional Bicycle Transportation Network

How do people access Ramsey County?

Most people use I-494, I-94, I-694, or I-35W.

Where are people coming from to visit Ramsey County?

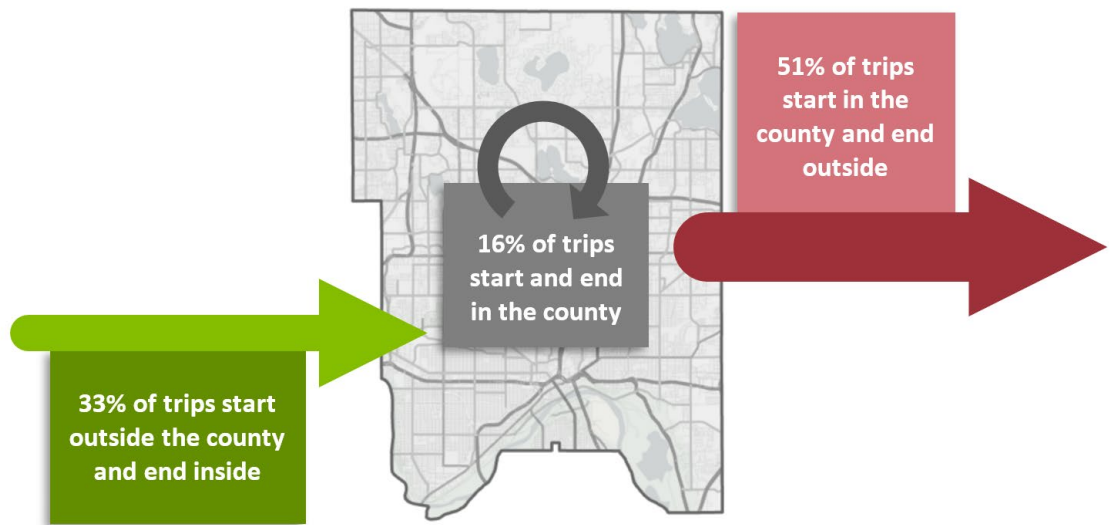
38% from Hennepin County, 27% from Washington County, 18% from Anoka County, and 16% from Dakota County.

What are the key county-owned roadways people use while travelling within Ramsey County?

The top three roads include CSAH 10, CSAH 96, and University Avenue.



Traffic Patterns



Planned Projects

Ramsey county has projects **planned through 2032**, which are detailed in the:

- Transportation Improvement Program (TIP)
- State Transportation Improvement Program (STIP)
- Capital Highway Investment Plan (CHIP)

Social Equity Analysis

As part of the Existing Conditions analysis, the county wanted to understand who the transportation network was best serving – and not serving well. This was conducted through a social equity analysis. We want to know how existing transportation outcomes are impacting the community, and if there are specific groups being impacted more than others. For example, do areas of lower income have poorer pavement condition than areas of high income? The social equity analysis assessed how the transportation network is currently functioning. Now we want to know who it is functioning for, and where disparities exist. **For the full social equity report, please contact Ramsey County Public Works.**

This analysis examines social equity with two motives and methodologies:

- 1. Where should we focus our work to advance social equity?**
- 2. How are current conditions impacting historically disadvantaged groups?**

Creating a Social Equity Score

The overall goal of the social equity score is to inform priority consideration for transportation projects. For example, if the county is deciding between two projects (all else equal), they should prioritize the project in an area with a higher social equity score. The score is calculated based on poverty, people of color, youth and elder populations, people with disabilities, vehicle availability, housing and transportation index, crash rate, poor pavement, poor bridges, and total population (at a census-tract level), with specific components being weighted (multiplied) to reflect the values of Ramsey County.

How to Interpret Results

Social equity scores will range from 0 to 15, with 15 being the highest priority. The highest value (15) comes from adding the highest possible scores from each component above:

$$\begin{aligned}
 &2.0 \text{ (Poverty)} + 2.5 \text{ (People of Color)} + 2.0 \text{ (Youth and Elder Populations)} + 2.0 \text{ (People with Disabilities)} + \\
 &1.0 \text{ (Vehicle Availability)} + 1.0 \text{ (Housing and Transportation Index)} + 1.5 \text{ (Crash Rate)} + 1.0 \text{ (Poor} \\
 &\text{Pavement)} + 0.5 \text{ (Poor Bridges)} + 1.0 \text{ (Population)} \\
 &= \text{Social Equity Score of 15}
 \end{aligned}$$

The social equity analysis resulted in a range of scores, providing guidance on where the county should prioritize projects. Potential scores range between 0 and 15, with the highest Social Equity Score being 11.4 because not one census tract had concentrated populations of all components.

	Tier	Social Equity Score	Number of Census Tracts
The Social Equity Scores were categorized into five tiers to provide guidance on where to prioritize future projects. Tier 1 includes the highest Social Equity Scores, ranging from 8 to 11.4.	1	8 - 11.4	9
Scores continue to decrease as you move down the tiers.	2	5.7 - 8	23
	3	4 - 5.7	40
	4	3 - 4	40
	5	0 - 3	31

Priority Areas

Tier 1 Tracts

The nine tracts that scored above an eight are classified as “Tier 1” – the highest priority for transportation projects. These tracts, along with relevant demographic and transportation data, are shown below. Cells in green represent the highest value of that category (within Tier 1), cells in red represent the lowest value of that category.

Priority Rank	Social Equity Score	Population	Youth and Elder	People with Disabilities	People of Color	People in Poverty	Median Household Income (\$)	No Car Households	Poor Bridges	Poor Pavement (miles)	H+T Index	Severe and Fatal Crashes
1	11.40	6,312	2,729	894	5,294	1,945	41,843	340	1	0	29	13
2	10.44	6,067	2,851	996	5,102	2,577	37,232	362	1	0	33	2
3	10.21	6,832	3,690	792	4,296	2,573	46,585	219	0	0	36	4
4	9.94	6,380	3,189	738	5,266	2,359	36,982	398	0	0	27	2
5	9.06	6,253	2,403	679	4,174	2,349	34,881	404	0	0	30	3
6	8.75	6,482	2,998	793	2,773	541	76,534	474	0	0.57	38	7
7	8.49	5,330	2,108	971	3,759	1,255	50,479	311	0	0	33	5
8	8.27	6,052	1,619	788	2,593	922	46,307	457	0	1.95	33	4
9	8.18	6,649	2,653	791	2,962	588	63,067	146	0	0.77	37	7

These results were then utilized when prioritizing projects within the county, as detailed in the following section.



PROJECT PRIORITIZATION

Ramsey County developed a project prioritization process based on established goals and performance measures. The project prioritization process will guide selection of future projects outside the current five-year Transportation Improvement Program (TIP) 2024-2028 timeframe. The methodology utilized here will guide the development of future TIP documents and project lists and is meant to be updated and reevaluated as new data becomes available. Projects are separated into short-term (2029-2035), mid-term (2036-2042), long-term (2043-2050) and illustrative (2050+) timeframes.

This section includes a summary of the prioritization process, scorecard, and dashboard development, and funding scenarios.



PROJECT PRIORITIZATION

The following section is a summary of the prioritization process and scorecard, for further details, please contact Ramsey County Public Works.

Prioritization Process

To select well-rounded projects for funding for future TIP cycles, a data-driven prioritization process was developed. This process utilized a scorecard to prioritize the county’s roadways. Four overall categories were identified which were used as the Primary Topic Areas for the final scorecard (shown below in red). These topic areas are built upon Ramsey County’s Goals and Performance Measures as discussed previously.

GOALS

Safe	Multimodal	Connected	Supportive	Equitable
Accessible	Engaged	Resilient	Innovative	Well-Maintained

PERFORMANCE MEASURE TOPICS

Safety	Asset (Pavement) Preservation	Multimodal	Equity
Specific Performance Measures			
Avg. crash rate on county system Fatal/Serious Injury % Ped/Bike Crashes	Avg. PQI of county system Avg. lifespan of roadways Avg. lifespan of bridges	% of funds spent on multimodal facilities Ridership by station (Ramsey County) for an average weekday and annually	Projects applied in high social equity score areas

An initial draft of the scorecard included seven metrics that each project was graded upon: Safety of intersections, safety of segments, pavement condition, age of pavement base, pedestrian and bicycle infrastructure, roadway function, and equity composite score. Following review and iterations with the project team, a final scorecard was created.

The final scorecard reflects a streamlined approach to project prioritization, utilizing the four primary topic areas, the goals of the transportation plan, and the performance measures established by Ramsey County. Information about each metric is shown below:

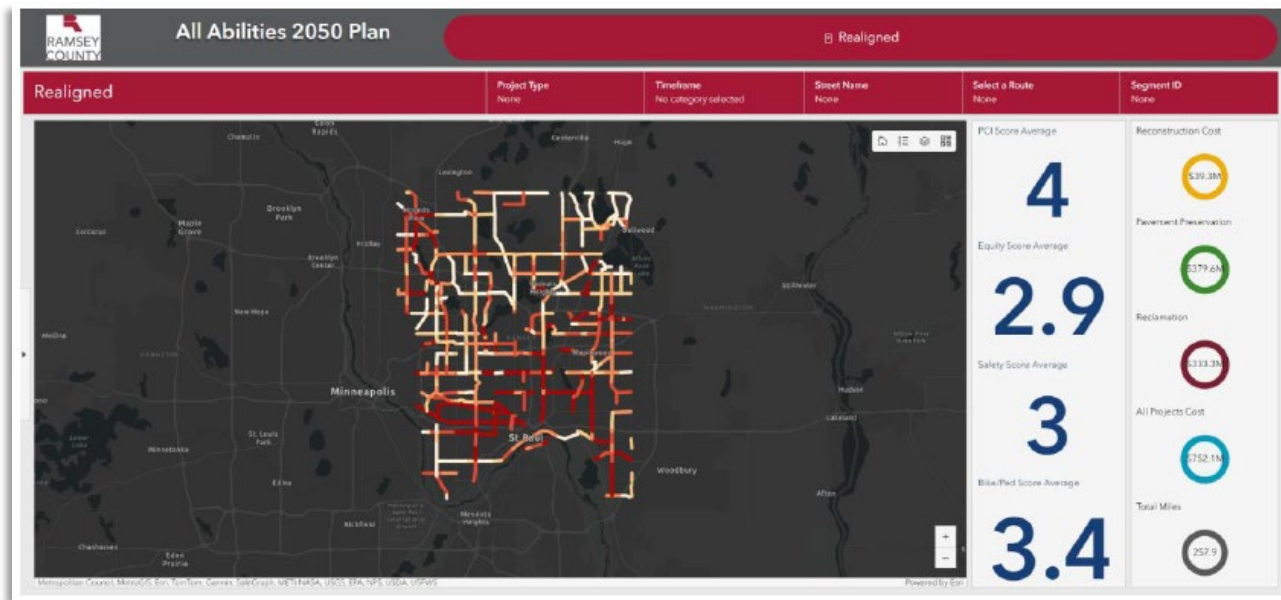
Score Value	<i>Safety (Critical Crash Rates)</i>	<i>Pavement Preservation</i>	<i>Ped/Bike</i>	<i>Equity</i>
	Segments	Pavement Condition	Ped/Bike Infrastructure	Equity Composite Score
1	0.0 – 0.8	81-100 (Very Good)	No ped/bike infrastructure identified	Tier 5
2	0.8 – 0.9	0-20 (Very Poor)	Addresses a gap in network (non-RBTN)	Tier 4
3	0.9 – 1.0	21-40 (Poor)	Replacing existing infrastructure (non-RBTN) or identified in City Plan	Tier 3
4	1.0 – 1.2	61-80 (Good)	On the Regional Bicycle Transportation Network (RBTN) or crosses a barrier	Tier 2
5	1.2 +	41-60 (Fair)	Addresses a ped/bike crash problem	Tier 1

Score Value

Each roadway segment on the county’s system was assigned a score for prioritization. **The higher the score, the higher priority the segment is for a future project.** Projects could receive a minimum of four points and a maximum of 20 points.

Dashboard Development

The final deliverable for Ramsey County’s project prioritization toolkit is an interactive GIS-based dashboard that features every identified project, scores, and additional information that the county can utilize when developing future Transportation Improvement Program (TIPs).



This dashboard can be used to help inform what potential prioritization scenarios can be considered and how data supports those scenarios. Variables that can be filtered include project type, timeframe, street name, route name, and specific segment ID. This allows the county to take a corridor-based approach to TIP development, view what challenges each specific segment faces along a corridor, and how much a corridor project could potentially cost (at a planning-level).

Project Development

Three main pavement project types were established for the All-Abilities Transportation Plan, which include: Pavement Preservation, Reclamation, and Reconstruction. In addition to these main project types, the county has desire to incorporate more proactive preservation strategies into their pavement management program. To address this, a comprehensive pavement assessment was completed as part of the All-Abilities Transportation Plan. The assessment included detailed project recommendations for segments and best practices for proactive pavement management.

<i>Pavement Project Type</i>	Pavement Preservation	Reclamation	Reconstruction
Cost	\$	\$\$	\$\$\$
Impact	LOW	MEDIUM	HIGH
Longevity	Short-term	Mid-term	Long-term

In addition to the main project types, the county wanted to evaluate segments that would be good candidates for Multimodal, Community, Accessibility, Resiliency & Equity (MCARE) projects. The county recently incorporated this project type into their TIP. These types of projects stay within the right-of-way and do not include improvements that extend into the road base. MCARE projects may include pedestrian or ADA improvements, off street multi-use trail or sidewalk, safety improvements, or drainage improvements. For segments where a preservation or reclamation project is identified, the study team evaluated the potential to elevate the segment to an MCARE project.






MCARE Project: Multimodal, Community, Accessibility, Resiliency, and Equity

Scenario Planning

After the Project Prioritization scorecard was developed, several scenarios were developed to prioritize projects in different ways. In total, five scenarios were explored to determine how each scenario would affect the project prioritization process. In the end, the Realigned Scenario (Scenario 3) was selected.

Additionally, it was determined that a 2x weight factor would be applied to the safety, ped/bike, and equity score card metrics only. The reasoning for this additional weight was to show a strong commitment by the county on furthering their safety, ped/bike, and equity goals as identified and discussed in the All-Abilities Transportation Plan.

Scenario	Description	Decision
1	Status Quo Projects Rank by pavement score (PCI) then by total score	<i>Not Selected:</i> Utilizes PCI score as prioritization, does not incorporate safety, equity or ped/bike needs
2	“Preservation Plus”	<i>Not Selected:</i> Scenario 3 better incorporates ped/bike and preservation needs in addition to equity and safety
3	Realigned Project Priorities Rank by total score, then by pavement (PCI) score	<i>Selected:</i> 2x weighted scores assigned to safety, ped/bike, and equity scores
Only Safety (Two tier scenario):		
4	Tier 1: Safety score of 5, ped/bike score of 5, then rank by pavement (PCI) score Tier 2: Safety score 4-1, then rank by pavement (PCI) score	<i>Not Selected:</i> Preferable to assign weights to individual scores in the Realigned Priorities Scenario
5	Only Equity Rank by equity score, then pavement (PCI) score	<i>Not Selected:</i> Preferable to assign weights to individual scores in the Realigned Priorities Scenario

	Description	Decision
	Scenario 1 Status Quo Projects – rank by pavement score (PCI), then by total score	Not selected - utilizes PCI score as prioritization, does not incorporate safety, equity, or ped/bike needs
	Scenario 2 "Preservation Plus"	Not selected - Scenario 3 better incorporates ped/bike and preservation needs in addition to equity and safety
	Scenario 3 Realigned Project Priorities – rank by total score, then by pavement (PCI) score	Selected – 2x weighted scores assigned to Safety, Ped/Bike, and Equity Scores
	Scenario 4 Only Safety – Two tier scenario: Tier One: Safety score of 5, ped/bike score of 5, then rank by pavement (PCI) score Tier Two: Safety score 4-1, then rank by pavement (PCI) score	Not selected – preferable to assign weights to individual scores in the Realigned Priorities Scenario
	Scenario 5 Only Equity – rank by equity score, then pavement (PCI) score	Not selected – preferable to assign weights to individual scores in the Realigned Priorities Scenario

Implementation Plan

After the project list was developed and projects were scored, the list was fiscally constrained based upon the funding that is expected to be available for Ramsey County. Short-, mid-, and long-term funding sources were fiscally constrained, with a percentage of funding removed to depict Ramsey County’s future funding more accurately for infrastructure improvements.



NEXT STEPS

As Ramsey County moves forward with planning and prioritizing projects, the All-Abilities 2050 Transportation Plan will be used to guide decisions. The vision and goals established with the community will be directly reflected in how the county selects projects for the Transportation Improvement Program (TIP) and identifies funding opportunities. The county also intends to update this plan on a regular basis to ensure new data, community needs, and network updates are reflected.



NEXT STEPS

The All-Abilities 2050 Transportation Plan will be utilized to help shape future transportation decisions and guide planning of the overall system. Combining the feedback gathered from community, technical analysis, and project prioritization metrics, this plan will help meet our established transportation vision: **Provide a multimodal transportation system that is safe, connected, equitable, and accessible for all. This plan will guide decisions that help meet our goals of ensuring Ramsey County’s transportation system is safe, accessible, multimodal, engaged, connected, resilient, supportive, innovative, equitable, and well-maintained.**

How will the All-Abilities 2050 Transportation Plan be implemented?

This plan alone provides useful research, analysis, and guidance – but must be implemented in order to bring real change to the county system. Ramsey County will utilize this plan to guide the Transportation Improvement Program (TIP) selection and identify and utilize funding sources. Project selection and funding will then be directly tied to the county’s established vision and goals and the guidance of this plan translated to real-world implementation.

Transportation Improvement Program (TIP) Selection

Ramsey County staff will utilize the prioritization methodology created in this plan to inform the Transportation Improvement Program (TIP) – which identifies specific transportation projects to be completed in the near future. The prioritization process ensures that project selection focuses on creating a safe, multimodal, and well-maintained system that is accessible to people of all ages and abilities.

Funding opportunities

The county has at its disposal a variety of funding sources that can be used to improve the roadway network. Funds can be used to reconstruct roadways, install ped/bike facilities, enhance transit options, improve safety, and complete other transportation-related projects. As part of this plan, a review of available funding sources and types of projects the funding sources could be spent on was completed. The funding sources examined vary from formula fundings (e.g., CSAH funds, County CIP funds, Wheelage Tax, and the Regional Railroad Authority Levy) to competitive funding sources (e.g. the state, federal and local grant opportunities). Competitive funding sources are likely to be more challenging for municipalities and counties to procure due to the competitive process but can offer increased funding for more expensive capital projects. Each funding source is unique and has different requirements for use.

Will the plan be updated?

Transportation system conditions change daily, and this plan will need regular updates to remain effective. Ramsey County intends to update the All-Abilities 2050 Transportation Plan on a regular basis to reflect changing community needs, include recent data, and network updates.