APPENDIX D

2013 Open Saint Paul Question Summary

Safety Concerns

What concerns do you have about riding a bicycle in Saint Paul? Where would you like to ride a bicycle, but currently do not because of safety concerns?

All comments sorted chronologically

As of November 13, 2013, 8:14 AM

Safety Concerns

What concerns do you have about riding a bicycle in Saint Paul? Where would you like to ride a bicycle, but currently do not because of safety concerns?

Introduction

The City of Saint Paul Comprehensive Plan establishes a goal to increase the number of people using bicycles to travel around the city. To help accomplish this goal, the City is developing a Bicycle Master Plan to guide the development of a safe, effective, and well-connected network of bicycle facilities, programs, and policies to encourage and facilitate bicycle transportation and recreation.
Safety is a top priority for the City. In order to increase the number of people bicycling throughout the City, we must ensure that bicycling is safe, and that we feel safe while bicycling. Help us understand your existing concerns about the safety of bicycling in Saint Paul.

Learn more about the Citywide Bicycle Master Plan at the project website <http://www.stpaul.gov/index.aspx?NID=4604>and provide input by leaving a response to the question below:

Safety Concerns

What concerns do you have about riding a bicycle in Saint Paul? Where would you like to ride a bicycle, but currently do not because of safety concerns?

As of November 13, 2013, 8:14 AM, this forum had:

Attendees:	254
Participants:	69
Hours of Public Comment:	3.5

45 participants posted comments

Safety Concerns

What concerns do you have about riding a bicycle in Saint Paul? Where would you like to ride a bicycle, but currently do not because of safety concerns?

Steve Hanson inside Ward 6 November 8, 2013, 5:49 AM

Long term bike use increases are globally in action. Beijing China has similar weather to St. Paul. It's bike use rate is enormous, compared to the few bikes that occupy St. Paul streets and trails. As the St. Paul bike traffic increases, I suggest looking at the models found in cities like Beijing. Cars and massive bike groups coexist on the streets.

Nate Kaselnak inside Ward 5 October 9, 2013, 3:07 PM

I lived in Minneapolis for a while before moving to St. Paul. When I first moved to Minneapolis it was not very bike-friendly. It took a long time and a concerted effort to make it what it is today--a top city in the country for bikers. I believe this is done by creating a culture that supports cycling, adding bike lanes, putting up "share the road" signs etc. Automobile drivers are reluctant to share the road with bikers (or so it sometimes seems) and a balance is created when bikers increase in numbers and become a staple. That only happens, though, when bikers feel safe enough to bike That's how I feel Minneapolis did it, anyway. St. Paul has some great potential. I would like to see a link from Como Zoo/Lake to the Gateway Trail and through the E. Side via Maryland Avenue. Although Maryland was recently re-paved, no bike lanes were included and therefore cars still treat it like a thoroughfare which is dangerous to bikers and sometimes even pedestrians. I encourage all efforts by the city to create a more bike-friendly city, which will in-turn make the city more friendly in general!

Brandi Hoffman outside Saint Paul October 3, 2013, 11:18 AM

I'm very concerned about the bike connections between the West Side/Cherokee Park and the rest of the city. There is SO much bike traffic in these neighborhoods and so many great things to do/visit on both sides of the river, but Smith Avenue is terrifying.

Smith Avenue bridge has the painted shoulder, but the traffic is going so swiftly.
Smith Avenue on the south side of the river has parking on both sides of the street make it cramped and offer gobs of blind spots for drivers.
The left turn onto St. Clair and West 7th are terrifying
The debris on the road is dangerous.

I bike these areas with my two kids on the back and I'm constantly on guard.

Considerations:
Bicycle awareness on the Smith Avenue Bridge
Speed reduction on the bridge
Parking on one side of the street OR on the street just west or east of Smith Avenue, so that cyclist/bicycle commuters can continue along smith avenue without the risk of so many speeding drivers, cars, driver blind spots, etc.

1 Supporter

Safety Concerns

What concerns do you have about riding a bicycle in Saint Paul? Where would you like to ride a bicycle, but currently do not because of safety concerns?

My concerns are the following--
1. The lack of safe bicycle facilities into, out-of and inside downtown Saint Paul. I'd like to see bike lanes, cycle tracks or off-street paths on: Kellogg between John Ireland and downtown; Cedar between the state capitol and downtown; Jackson between existing two-block bike lanes and the Mississppi River Trail on one end ...and across the I-94 trench and up the hill to the Jackson Street Roundhouse on the other end; Sibley from the Mississippi River Trail all the way to 7th (so it connects with Jackson); Robert street from Caesar Chavez into downtown; Wabasha from Filmore to Plato; Third from the Third/Kellogg Street Bridge east at least three blocks, so riders can get directly to the quieter streets of the East side and over to Margaret; Kellogg from the Third/Kellogg Street Bridge as far as Broadway or even Sibley; Consider a 4-3 conversion of the Kellogg/Third Street bridge to add on-street bike lanes (by eliminating a downhill travel lane); And create continuous southwest-to-northeast bike lanes or cycle track in downtown that isn't shared with buses.

2. Improve connections from the Ford Parkway bridge going east (and west) so that it's safer/easier to get onto the Mississippi River Trail and easier to get into Highland Park. Currently, getting on or off the bridge is dangerous (at both ends). There is nothing to connect to on Ford Parkway and the connection to the Mississippi River Trail has no bike lanes and requires crossing Mississippi River Blvd which can be difficult at rush-hour due to high-volumes of fast-moving traffic. The demise of the Ford plant is a great opportunity for improving these connections.

3. Snelling Avenue is incredibly dangerous but also one of the few ways to get across the various rail lines to reach the Fairgrounds and points north. The city should implement the MnDOT plan to add bike lanes on Snelling from Como to Hewitt and extend those lanes as far south as Minnehaha. (See suggestions to previous plan question for how to accomplish this). The city needs more safe north-south bike routes that connect Highland Park all the way north to the Fairgrounds and Como Park neighborhood. This would be a valuable one. Building a bike/ped crossing (either at-grade or a bridge) at Chatsworth over the the BNSF would create another great, continuous north-south bike route.

4. Other than the Bruce Vento Trail, which has been periodically closed by bridge construction and will now be eliminated by the Saint Paul Saints downtown Ballpark, getting to the East Side is dangerous and requires cycling through scary intersections or on large boulevards with high-speed motor vehicle traffic. Also Bruce Vento is not lit at night and is secluded putting cyclists at risk for robbery or assault. So the city needs to Improve connections to the East side. In addition to the Kellogg/Third street bridge above, consider adding bike lanes on Seventh and other spots.

5. I avoid Marshall Avenue Between Cretin and Fry because of the medians. They narrow the street so that the bike lane is a sub-standard 5 feet wide and the parking lane is a sub-standard 7 feet wide-- narrower than some large vehicles. As a result, I have to bike on the edge of the bike lane to avoid parked car door-zones and (where medians exist) there is no room for large vehicles to safely pass me and allow the requisite 3 feet of safe passing space. This allows very little margin of error and makes this stretch of street feel dangerous and claustrophobic to ride on. In the winter, due to the lack of snow and ice removal, it's absolutely impossible to ride on it. I have to take the full lane and hold up traffic, leading to angry confrontations with motorists.

Safety Concerns

What concerns do you have about riding a bicycle in Saint Paul? Where would you like to ride a bicycle, but currently do not because of safety concerns?

I bike for exercise and for transportation when I'm able to. I think the city is off to a fair start with bicycle lanes, but the biggest problem I have is the lack of continuity. It is almost impossible to ride from point to point anywhere in the city entirely on a marked, or even a well-sign-posted route. There are several intersections in the city that are downright dangerous, and these are on established bike routes (the worst is getting off of the I-35 trail and crossing Smith to continue on the bike route that runs behind the hospital). Additionally, on those routes that do have dedicated lanes, there is often debris, sand and huge potholes in the bike lane, requiring cyclists to swerve into traffic (Jackson St. north of University is treacherous). I invite the mayor and all city council members to commute to and from work in rush-hour traffic every day for a week to get a sense of what it is like out there.

Rich Manning outside Saint Paul June 26, 2013, 5:28 PM

I am a 30 year veteran cyclist that has lived and ridden in Seattle, Minneapolis, Portland and now Saint Paul. Saint Paul is by far and away the worst city to ride in. I give it an F, whereas Minneapolis gets an A. There are no bike lanes on any of my routes nor any Sharrows anywhere to be found in the city. Saint Paul seems determined to spend millions of dollars on more trails which I never use (such as the new Ohio Street Trail, which is dangerous and far too costly compared to just riding on the road) These trails only serve to reinforce cycling as a recreation and not a viable, and in many cities, even more efficient mode of transport than cars. In Seattle and Minneapolis, Portland cycling was a way of life, not a recreation. Bear in mind, it snows in Saint Paul and none of these trails are plowed or maintained effectively for about 6 months out of the year in the city as well! Compare these huge costs and lack of year round viability with just painting lanes and sharrows and integrating cycling into the fabric of the city! This is what successful cycling cities do! In the winter the roads are plowed and thus better but only if the plows would push the snow over further. Same goes for glass and debris with the street sweepers in the summer. Not having any bike lanes is bad enough in Saint Paul, add broken wheels and flats everyday and people quit riding really quick. Potholes are everywhere and awful in Saint Paul. They are deadly for cyclists. You think it's bad in a car try riding off the West Side bluff at 40 mph, with no bike lane on Humboldt or Robert Street and slamming into one of them! It's dangerous and life threatening. I have broken 3 wheels in just the last few months of riding, each costs about 150 bucks to fix or replace. In Seattle the City would buy citizens a new wheel if you broke yours on a pothole! (which were rare by comparison) Saint Paul needs to dramatically increase bike lanes and the use of Sharrows as the city has many narrow streets where bike lanes are not possible unless parking is eliminated, especially true on many narrow downtown streets. I don't think eliminating parking will make many people happy, nor is it practical so just add Sharrows there! It puts a good face on the city and is a constant reminder that bikes are allowed and people need to share the road. Adding lanes and sharrows up to and on Grand Avenue and West 7th is absolutely necessary. At the bottom of Grand Avenue there are two dangerous sections where the off ramp meets the road. These gaps run parallel to bike tires and are extremely dangerous. That's where people like to go and cyclists shop and eat too but we have to risk our lives with potholes, no bike lanes, and huge gaps in the road?! I live on the West Side. There is one bike line on the entire West Side of the City?! And it is a lousy poorly designed bike lane! This is shameful! It is on the Wabasha Street Bridge coming out from downtown but then it suddenly ends once you are off the bridge (I've been nearly killed here several times) and then it suddenly re-emerges by the Wabasha Street Caves?! I ignore this lane most of the time and just ride other routes like up Robert St. I live up the bluff and the quickest most direct route is right up Robert Street, which is busy but actually a very

good road for a bike lane with plenty of room and not much parking. Lanes should be added from downtown and where the road goes under the District Del Sol Sun overpass lanes or sharrows should be added on the steep sections on either sides as there is no room under the overpass. I ride up and down those big steep hills everyday and they are perfect for getting past that narrow section but unfortunately they are totally riddled with awful potholes and huge cracks. Unfortunately for Saint Paul, I have personally decided to leave the City of Saint Paul and move back to Seattle due primarily to the City being completely and totally regressive and backwards on this issue (as well as others in Minnesota, such as the Right to Die and Legalizing Marijuana) and I know I am not alone. Many young people are moving to more progressive places just like I did when I was their age. All of my friends have left Saint Paul for greener pastures in thriving places like MPLS, Seattle and Portland as well. It's a trend that has been happening for a long time and I was hoping it could be reversed but I am not hopeful after a year here. It's sad as Saint Paul always seems to have so much potential but it just never can get it right. Cycling is a big part of that for attracting and maintaining young energetic people and urban professionals. Saint Paul desperately needs more of them. It's hard to believe any study or public works project could be built in this day and age without cycling considerations but such projects abound in the East Metro. The Robert St "Improvement" Project in "West" Saint Paul (a city which should be annexed by STP) is one. There are NO cycling consideration in this huge project. Shameful. In Seattle when any major project is started cycling is always given top consideration and a designated bike lane or "trail" right next to traffic is always added In Saint Paul, we get NOTHING but broken wheels and broken dreams of what could've been in the city! It's time to change that! The whole city if Saint Paul is dangerous in my opinion because there are few bike lanes or sharrows.

Zdanna Tranby inside Ward 4 June 19, 2013, 9:50 AM

I love commuting from Hamline Midway to downtown St. Paul. Most of Minnehaha has a bike lane now, and that really speeds things up for me.

The most uncomfortable part of my commute is coming down Marion Street and continuing down Kellogg Blvd. I feel like drivers have been more considerate this year than the last two years, but it takes my breath away every time I come down the hill into St. Paul and cars speed by me without at least moving to the side. It's an on-going fight to stay on the road and not default to riding illegally on the sidewalk where I feel safer.

Sweeping the roads in the Spring and actually plowing the bike lanes in the winter would help me be able to commute a lot more throughout the year.

John Kaplan inside Ward 3 June 9, 2013, 9:51 PM

Please take a look at the Jackson / Shepard intersection. It's not bike friendly. Getting on the Shepard bike path from Jackson is a problem in need of a creative solution.

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steve hirsh inside Ward 2 June 9, 2013, 8:49 PM

Safety Concerns

What concerns do you have about riding a bicycle in Saint Paul? Where would you like to ride a bicycle, but currently do not because of safety concerns?

1. There is a lack of safe north-south routes through St Paul. The main north-south streets either do not go all the way through the city (Victoria, Prior), or there is no safe way to ride (Snelling, Lexington, Dale).
2. The city does a poor job of keeping bike lanes open during the winter. Summit has increasingly little room as the winter wears on. Despite the plan to keep the Marshall Ave bike lane open the past 2 winters, it has not happened. Plowing bike lanes should be a priority, even if that means restricting parking to allow plowing to the curb.
3. The Shepard Rd trail should be salted as necessary. There are several spots on the trail that ice up as soon as there is any snow melt, and can then remain dangerous until ice is completely out.

Gary Fifield inside Ward 3 May 20, 2013, 2:01 PM

I have taken the time to read through all of the statements. I am in agreement with almost all of them and feel they are fairly representative of my feelings and observations. I live in Mac-Groveland and cycle in many parts of the city. The routes I use most are Summit, River Road, Raymond, Otis, Shephard, Como, UofM Transitway, Wheelock Pkwy, Smith, Water St. and others. In general I find them all safe enough. I am an experienced rider and these may not feel safe to others.
The principles I would like to see in the St. Paul Bicycle Plan are:
1. There will be a comprehensive system that allows access from any area of the city to any other area on safe designated routes.
2. There should be a plan to identify safe routes and major traffic arteries should not be used unless they are designed for that use, such as Summit. Low traffic through routes should be identified in the absence of bike paths, such as Charles, Griggs, Chatsworth, much of Jefferson.
3. Designated, physically separated bike paths/lanes should be utilized when ever possible.
4. There should be dedicated funds to improve infrastructure for biking. Funding sources should be identified, such as a portion of the sales tax on a purchased bike be put in a fund for cycling infrastructure and education.
5. Cyclists should be educated to observe rules of the road. Some rules should be modified to facilitate cycling, such as designating STOP signs as meaning YIELD for cyclists. This matches actual behavior, is safe and allows for appropriate right of way for other road users.
6. Bicyclists should agree that in order to accommodate them that some routes my move from one street to another if necessary to provide for continuity of the system.
7. There should be ample signage and facilities for safe crossings and way-finding. We have many good examples of how to do this in Mpls, Tucson, Portland and other cities.

Laura Nichols inside Ward 3 May 18, 2013, 10:54 AM

I live in the Shepard Davern area. Biking along the River Road and Shepard Road is wonderful....getting there is not so wonderful. West 7th is a biking nightmare and I will not bike on it, but the availability of biking is needed. Sidewalks are also in very poor shape and sometimes not even available.

The railroad tracks that cross W. 7th are rarely used now that the Fiord Plant is no longer. I wonder if

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it could make a great biking/ walking trail (kind of like the Greenway in Mpls.)

2 Supporters

Kristina DeLaundreau inside Ward 1 May 18, 2013, 7:59 AM

I live in the Midway neighborhood and work on the east side. It is difficult to find a safe way to bike to the east side. University would be a direct route, but there is not a bike lane there, even with the new light rail I don't see a safe spot for me to bike.

Also, the intersections near Phalen Blvd and 35E are very dangerous it is nearly impossible to cross the street either by bike or walking. I would like to see more off road bike routes throughout the city.

The bump out that have been added to the roads are very dangerous for bikers. I start out along the edge of the road and then when I get to a corner I am thrown out into the main traffic lane at the same time I am looking for crossing traffic. Cars traveling along the same route will often cut me off because there is not enough room for both of us. I think that the use of bump outs should be discontinued and the current ones should be removed as soon as possible.

3 Supporters

Jim Ivey inside Ward 2 May 17, 2013, 11:40 AM

Safety is definitely the biggest issue for riding a bicycle in Saint Paul. In my neighborhood downtown there are no designated routes for bikes, and we're forced to share dangerous, poorly-maintained bus lanes with constantly shifting traffic (see attached photo for example of how bad the downtown pavement is). Even the NiceRide program is struggling because its target audience is casual riders and they're not comfortable getting on a bike and competing with frequent, fast-moving buses and cars.

At a minimum the city should identify safe routes for bicycling throughout Saint Paul, and commit to keeping the pavement in good condition. These routes should be well-marked with signage to make them easy to navigate and also to make it clear to cars and buses that bikes are supposed to be there.

Ideally the city would also commit to creating a complete network of dedicated lanes for bikes that would allow riders to commute safely throughout Saint Paul with a constant visual buffer zone between them and traffic.

3 Supporters

Roger Meyer inside Ward 4 May 15, 2013, 9:27 PM

Riding a bike in St. Paul feels like you are imposing on a car-centric city. The city doesn't actively support bicycling and hasn't kept up with Minneapolis and other cities in building bike infrastructure to keep and attract young residents. As soon as you cross the river in to Minneapolis you can feel a

positive change in the behavior of drivers and cyclists - more bike lanes, more bikers, more bike racks...

I'll ride anywhere in St. Paul, regardless of safety concerns because I feel that it is important to remind drivers and others that bicycles are a viable way to get around and share equal access to our infrastructure. That being said, finding a safe north-south route in the midway area is difficult, and riding downtown is awful.

3 Supporters

Linda Winsor inside Ward 2 May 15, 2013, 4:19 PM

My major concerns about biking in St. Paul include a lack of safe bike routes throughout much of the city. I would like to ride north / south from my Summit Hill neighborhood to Frogtown, Hamline Midway, and St. Anthony Park. I do not feel safe riding on Dale St., Lexington Pkwy., Hamline, Snelling, and parts of Fairview. I also struggle finding safe routes in and out of Downtown St. Paul. There are no clear safe routes for biking in Downtown either. One very dangerous intersection for biking is at W 7th and Kellogg.

In general, most of my bike commuting centers on Summit Avenue, even when I have to make a significant detour from the shortest distance to my destination. Often I make my way north on residential streets from Summit---which slows me down due to stop signs.

I would also like to see more bike posts / racks for securing my bike---especially downtown and in mixed retail / commercial corridors. Highland Village is sorely lacking bike posts as well.

2 Supporters

Bill Johnston inside Ward 4 May 14, 2013, 11:59 AM

Bike lanes in St. Paul are sometimes too narrow and they're are not enough going either NS or EW if you want to go all the way through the city. A person could pedal in from Afton to Minneapolis via Shepherd Road but EW that's about it. There's no complete route on the north side. The Vento trail is ok NS, but there's nothing like it on the west side.

James Jacobs inside Ward 3 May 14, 2013, 10:21 AM

It is important to have better north-south bicycle lanes or trails for those of us who live south of Grand Avenue and need to go north toward Rosedale or further out toward Anoka. Raymond is unsafe for any but the most experienced and confident cyclists.

Daniel Choma inside Ward 6 May 13, 2013, 2:43 PM

Safety Concerns

What concerns do you have about riding a bicycle in Saint Paul? Where would you like to ride a bicycle, but currently do not because of safety concerns?

My commute runs from East Side to downtown Saint Paul. I love the Bruce Vento nature trail, (solid job, y'all!) but I have several concerns with the commute.

A) Bruce Vento is not lit. If I am coming home late at night, or even during normal commuting hours in the winter, it's pitch black along the trail. It's terrifying. I took my fiance down the trail once at night and she still talks about how scared she was. (And SHE was the one that wanted to go see "Paranormal Activity" on Halloween, so it's not like she's a wus by nature. It's scary, and it isn't safe.

B) Downtown is a nightmare to ride. Having bicycle and BUSES share a lane? Seriously, I know that there are clear guidelines outlined for civility on this site, but I have real valid beef with whoever thought it would be a good idea to have me share a lane with the largest vehicles on the road. Image A shows where I have to live in fear during my commute. It makes me want to say incredibly rude things, or at least haunt the person who thought that was a good idea. You know, like that movie: "Paranormal Activity."

C) Very few of the bike lanes are marked. My alternate route to downtown doesn't have bike lanes marked (at all.) Just last week a motorist tried to run me off the road, saying that I wasn't in a bike lane. I was, but it's not reasonable to assume motorists know where bike lanes are. They need to be marked. Image B shows two specific lanes that should be marked immediately. They are serious problem spots for me on a daily basis, and unlike "Paranormal Activity," cause my fiance a lack of sleep.

D) There are almost no places to lock my bike. I think this is an easy fix, plus it has the added subconscious of reminding motorists to look for bicyclists. It's just like how that movie "Paranormal Activity" reminded me subconsciously to buy light bulbs for my entire house.

2 Attachments

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https://pd-oth.s3.amazonaws.com/production/uploads/attachments/11fgd02uvsw0.78i/Image_B.jpg (82.7 KB)

3 Supporters

Mark Kotz outside Saint Paul May 12, 2013, 11:44 AM

The Gateway and Vento trails are great resources for biking into St. Paul from the northeast. However, the final connections into downtown are challenging and dangerous. I have been commuting for years and can find my way, but I would not recommend this to a novice cyclist. Establishing obvious and safe connections from these trails into downtown would eliminate a significant barrier that would-be bicycle commuters now face.

2 Supporters

Andrei Solodin inside Ward 3 May 10, 2013, 1:32 PM

I think one of the biggest challenges of biking in any city is accessibility of specific points of interest. Some people just go for a ride on a path and that's great. I like to ride to a specific destination, like a

park, library, grocery store, etc. I live in Highland Park, yet I don't feel safe riding to Lunds. There are many quiet streets around Highland Village, but as soon as you want to ride to a popular location, you are surrounded by cars from all sides. This also applies to Grand Ave destinations. I love Cafe Latte, and you can get within a block to it via Summit, but it's the last 100 yards that are problematic. I think we should also focus on accessibility of major points of interest to bicycle traffic.

2 Supporters

Brian Thielke inside Ward 4 May 9, 2013, 10:51 PM

My biggest concern biking in Saint Paul is the fragmentation of the bike system. There have been improvements lately in bike infrastructure, which is all the more reason to keep moving forward and connect the dots. Many roads with bike lanes are not continuous for the entire roadway. This creates confusion among motorists and creates difficultly for bikers. The solution here is if the city is going to put in a bike lane, than put it in along the entire stretch of road.

Area of concern that needs attention: Raymond Ave./Cleveland Ave. starting at Energy Park Dr. and going north to Larpenteur Ave (by U of M Saint Paul campus). This road is almost entirely car focused and not safe for bikers, which is disappointing since it is a major connection to the Saint Paul campus. There are signs that say 'share the road,' but most of the time it seems motorists do not want to share nicely with bikers.
Specifically, I think it would be extremely helpful to put a bike lane along Raymond/Cleveland. The bike lane would extend the already existing bike lane along Raymond that currently stops at Energy Park Dr. I would eliminate parking spaces to put in a bike lane because the road is so narrow. There is plenty of parking on side streets.
Lastly, the entire intersection at Raymond and Energy Park Dr. needs to be reevaluated. This intersection feels very unsafe for walking and biking, especially with the volume of industrial traffic.

3 Supporters

Mike Rusert inside Ward 5 May 5, 2013, 8:59 AM

My hope is that Larpenteur (east of the U), Lexington, and Snelling could become more bike friendly. It would be great to see bike lanes on these thoroughfares. I, and many others, commute using these busy roads.

1 Supporter

Louis Haut-Prokop inside Ward 4 May 1, 2013, 2:21 PM

I am concerned about bicycling along University Ave, now that the street has been narrowed for the light rail. I believe the light rail will be a huge success for St Paul, but while building the line, I think bikes were forgotten. Yes, there are signs along the way saying bikes may use the full lane, but the drivers I regularly encounter along University Ave are not respectful, and create a hostile biking environment. All too frequently, drivers have honked, yelled obscenities, and even attempted to bully me onto the sidewalk by driving too close on purpose.

Safety Concerns

What concerns do you have about riding a bicycle in Saint Paul? Where would you like to ride a bicycle, but currently do not because of safety concerns?

There are few thoroughfares like University Ave, and I would love to see how a cyclist could feel safe on this street. I consider myself an experienced cyclist. My bike is my main form of transportation, year-round, no matter the weather conditions. But, I don't feel safe biking on University Ave, so I can imagine that folks just getting used to biking will be even more deterred.

Thank you for working to make St Paul a better place to bike!

Amber Dallman inside Ward 3 May 1, 2013, 11:54 AM

Bicycling for transportation is a joyful way to get daily physical activity but too many women don't bike resulting in a gender gap among cyclists. For example, nationally, 24% of cyclists are female.

In Minneapolis, where extensive bicycle infrastructure has been implemented as part of a national Non-motorized Transportation Program pilot, female cyclists account for 45% of total cyclists. Data for St. Paul is very limited (aside from a handful of locations done by TLC as part of NTP pilot), so we need to rely on other data as anecdote

The lack of connected, safe bike facilities in Saint Paul is a significant barrier keeping many women from cycling. For example, when choosing to bike with my child I only select locations I feel comfortable biking to. The Union Depot would be a great location and distance to bike from my home for some of their events (the kid loves trains), but bike facilities in downtown are nonexistent. Also, heading north or south is a problem. We could bike to Como, but it has to take careful planning and extra miles to actually get there.

It appears there may be a lack of political will to build more facilities and we need positive advocacy to create the political will to move forward to demonstrate support for better, safer bicycle facilities that address the needs of people from 8-80. The current facilities we have may be sufficient for vehicular cyclists, but that has not helped Saint Paul achieve a larger mode share of cyclists less comfortable controlling traffic lanes. I feel this is particularly true for families looking to bike with young children.

2 Supporters

Jeff Christenson inside Ward 1 April 30, 2013, 1:53 PM

I'd echo other comments about the lack of good North-South routes, lack of connectivity in general, and inability to get downtown St. Paul safely. I like the idea one commenter had on providing better cycling infrastructure along Shepard Rd. It's rarely very busy, and is one good way (albeit somewhat roundabout) to get downtown.

Merritt Clapp-Smith inside Ward 2 April 29, 2013, 1:01 PM

Safety Concerns

What concerns do you have about riding a bicycle in Saint Paul? Where would you like to ride a bicycle, but currently do not because of safety concerns?

I bicycle to and from work in downtown St. Paul a few months of the year and always feel most nervous biking on the busy roads in and out of downtown. There are no designated bike lanes, so I'm sharing lanes with fast driving commuters on streets that widen and narrow unevenly, with many turn lanes and large, signalized intersections. It does not feel safe and some days I don't bike because I don't have the energy to navigate it.

Citywide, I avoid major streets (generally those having signalized intersections) because few have bike lanes and it doesn't feel comfortable biking at the edge of busy traffic lanes without a clearly marked space designated for bicycles that reminds drivers to share the road.

5 Supporters

John Faughnan inside Ward 3 April 28, 2013, 10:17 AM

We like to ride with our kids down the Jefferson bikeway to the river. It is very dangerous where it crosses Cretin and again at Cleveland. We have been promised pedestrian activated crossing signs at those two intersections, but they aren't there yet. I am quite surprised no child has yet died making those crossings on the bikeway.

The bike trail needs another pedestrian mark where it crosses river road by the Ford Parkway bridge. The current crossing is hidden in the bridge shadow and drivers heading North are very dangerous there.

We need a dedicated bike lane east/west along Energy Park Drive.

More broadly we lack North South routes along the Snelling axis. I'd like to see Hamline made into a high quality north-south bicycle route.

Most of our overpass bridges are dangerous for bicycling and unpleasant for pedestrians and should be redesigned -- certainly whenever one is up for significant maintenance.

6 Supporters

Anthony Schmitz inside Ward 1 April 27, 2013, 11:06 PM

This morning I thought about riding my bike from Frogtown to Cedar Riverside. The alternatives: 1) the unappealing bike route along Pierce Butler, where the de facto speed limit is 50 mph and the pavement is like an accordion, then ending up on the University Ave. deathway. 2) Going out of my way northward to Energy Park Drive, to 15th Ave. SE Mpls, down 4th St., across the 10th Ave. Bridge, etc. 3) Going out of my way southward to Marshall, crossing the river and then jogging northward again along River Road 4) or just gutting it out on University Ave. and hoping for the best.

And it is pretty much the same regardless where you decide to go on a bike from here.

If you want to travel via bike in St. Paul you are too often in for an unpleasant and/or dangerous ride that takes you ridiculously out of your way. This isn't a bike system. It's a bunch of disconnected

routes thrown together at random.

6 Supporters

Kayla Brinkman Theimer inside Ward 7 April 27, 2013, 2:15 PM

I live in East St. Paul (Dayton's Bluff) and would like to have a safer option for getting to and from downtown. Kellogg is dangerous, east 7th is dangerous, and the path under interstate 94 and hwy 52 have been closed for 2 seasons from construction. I like to bike commute for health and enjoyment reasons. But for others: The Saints ball park is coming...lets make sure east side residents have a safe way to get to the games either by foot or bike. Lets help this lower income neighborhood get equal opportunities for biking that other areas of the city enjoy. Thanks for reading.

6 Supporters

Eric Saathoff inside Ward 6 April 26, 2013, 3:34 PM

I do not ride a bike downtown because there is clearly no support for it.

I take pleasant side streets to ride to work, but it is dangerous crossing 35E on Maryland. There should be many highway crossings for bikes / pedestrians in order to unite our city and reduce the division these highways have caused.

I don't take Phalen Blvd often because it has a dead end at 35E. Pennsylvania should continue the bike path. In addition, it is nearly impossible to CROSS Phalen Blvd, especially near 35E and Olive St, where I suppose the path is supposed to continue south.

I want to see a grid system - not just a lot of arteries taking you downtown, such as the buses already do. Let us go across town, east to west and north to south.

I also want to see more protected bike lanes (physically), but not at the loss of snow cleaning during the majority of our year - this year, at least. I don't feel comfortable riding along big streets with fast traffic. Side streets are fine. If we are going to have protected bike lines, we must also be dedicated to clearing them of snow.

1 Supporter

James Herther inside Ward 5 April 26, 2013, 2:33 PM

There are many routes that are not safe for bicyclists. When traffic is heavy, many car drivers get in a hurry and don't pay enough attention to bicyclists. Also, on many streets that do have bike lanes, there are pot holes and loose sand, which make biking dangerous. More people would ride bikes if there were good, safe ways to get from one place to another.

2 Supporters

Safety Concerns

What concerns do you have about riding a bicycle in Saint Paul? Where would you like to ride a bicycle, but currently do not because of safety concerns?

The eastern side of the city lacks significant bike lanes. I'd like to be able to get to the Gateway Trail from the greater East Side. White Bear Ave is not an option at all, unless you utilize sidewalks. White Bear Ave is almost a barricade for our family. We can't bike on it, and it's hard to bike and walk across it, to get to Phalen.

2 Supporters

Erik Jordan inside Ward 4 April 25, 2013, 11:09 PM

Some locations that I find very difficult to bike:
- Pierce Butler. Marked as an official bike route, but this seems ridiculous given how fast cars drive on it.
- Como. Portions of this have no bike lanes and are not safe. Examples: the section around the south of Como Lake, the portion south of the fairgrounds (cars tend to drive very fast here too). The portion east of Dale is bumpy down the hill, and very busy as you get to the Capitol. The small portion just east of Rice is in terrible shape, though striped with bike lanes.
- It is very hard to bike from my area, near the St. Paul campus, down to an area like Menards. There is not east-west throughway, and you must go down to University to get around the industrial area.
- Marshall or Selby should have better bike support.
- Downtown Saint Paul. It has very few bike friendly streets and few marked lanes.
- Entry and exit into and out of downtown. Heading north on Wabasha toward the capitol is very treacherous. I have had similar experience heading west up to Marshall or Selby.

8 Supporters

Ben B inside Ward 2 April 25, 2013, 10:00 PM

Primary Concerns:

1) Inattentive Drivers - start giving them tickets (or more), especially downtown and at key cycle intersections (typically secondary road intersections like those along 7th, Snelling, University, Payne, Arcade, Summit, Concord, etc...). The choices these drivers make aren't just inconvenient, they can kill. We're way to relaxed on holding people accountable for not being aware of their surroundings.

2) Roads Too Narrow - thanks to the "Band of Irish Drunks" that Ventura said built them. If you can't widen the roads, change 2 lanes to 1 (with a wide emergency access shoulder) and put in a 'separated' bike lane. By separated, I mean Jersey Barriers or other vertical deterrents (not a magical line of white paint).

3) Quality Along the River - The Mrs has always been a path of transportation here - why not keep riding the wave of that proven history? Although the River Walk and Bike paths have really changed compared to 15-20 years ago - near downtown it still isn't the relaxing/peaceful area it should be. Make a decision to either have Sheppard/Warner full of semi's and cars screaming by, or slow them down to 30 (heck, I'd do 20 and encourage more sidewalk vendors along the water - maybe even cobblestone?). This would make Sheppard-Warner the unique magnet that it could/should be. If you want to cruise through the city - hop on the 94 or 35 (plus you can ticket all the clowns that think they

can fly through - which would likely pay for much of the enhancements). No city will be a bike city if you don't make the core - and most beautiful part - central to the plan. Go smart or go home.

Also, allow mopeds or small motorized bikes on these paths during commuting hours (e.g. 6am-9am, and 3pm-6pm). Riding a moped poses the same personal risks as riding a bike - to be frank some people just can't use a regular cycle all the time (e.g. medical reasons, distance, safety concerns, etc...). If they follow the same rules during these hours, allow them in on the plan. I've seen mopeds next to 53' trailer trucks on some of these roads, and I can't blame them for giving up. My life is worth more than a Vespa (at least I'd like to think so), and we need to include such responsible folks in the plan.

Thank You.

2 Supporters

Mark Johnson inside Ward 3 April 25, 2013, 8:46 PM

I would like to say that I am impressed and happy about the progress that Saint Paul has been making in the area of safe travel for people who like to include biking and walking as part of their transportation options. Kudos to the people who work together across the various departments in government to get the improvements that we have seen in the last few years. I am impressed and I applaud your work and efforts to make this city more livable, safe, and a pleasant place to live.

I enjoy including biking as one of my options for getting to work. As a part of that commute, I have noticed one area which could use improvement. I frequently bike from near Macalester College to the north side of Roseville. I am frustrated by the lack of safe north-south bicycle routes near Hamline Ave or near Snelling Ave. In this corridor, the options for biking safely north and south between the Grand Ave/Summit Ave area and the University Ave area are few and difficult to find. Also the options for biking safely north and south between the Pierce Butler area and the Como Ave area are few.

When I drive, I occasionally see bikers who choose to ride on Snelling Ave or Hamline Ave in the areas that I feel are unsafe for bicyclists. I feel that bikers who choose to ride these unsafe/high traffic routes endanger themselves and make safe travel difficult for themselves and the motorists who struggle to avoid hitting them. If those cyclists had more safe options, we would not have these dangerous situations.

4 Supporters

Zeb Thomas inside Ward 4 April 25, 2013, 8:03 PM

I moved from Minneapolis to St. Paul last summer, and the major difference I have noticed between the two cities (besides a smaller, less vibrant downtown) is an embarrassing lack of bicycle infrastructure. I commute to work through downtown St. Paul most days via bike, but the experience is so much worse than it would be in Minneapolis that it makes me hesitant to commit to living or working here long-term.

Safety Concerns

What concerns do you have about riding a bicycle in Saint Paul? Where would you like to ride a bicycle, but currently do not because of safety concerns?

The most important thing that would make St. Paul a more livable city, attract more young people, increase cycling, and improve the cycling experience is to increase the number of bicycle paths. Off-street or separated paths are preferable both because they are safer and are more effective at encouraging increased ridership, but where that is not possible, more bike lanes are also needed.

Downtown is by far the most glaring weakness of the bike network. It is very difficult to navigate safely through downtown, and this has only been made worse by the introduction of light rail tracks. There need to be viable bike routes into and through downtown that make more than just the most confident riders feel comfortable. There is plenty of pavement to go around for bikes and cars, but designated bike routes are most important there because of the higher traffic density.

9 Supporters

Shawn Reinke inside Ward 2 April 25, 2013, 5:03 PM

I currently live in downtown, work in Roseville, and go to school on Summit. Occasionally I will ride my bike to and from school and around St. Paul. As much as it's possible, I stick to the roads as sidewalks should be preserved for pedestrians.

What concerns me is a situation that has developed because cars and bikes are not usually capable of living in harmony with one another. The reason for this, as I perceive it, is two-fold: 1) drivers are not accustomed to seeing bikes on the road and do not know that bikes have the same rights as automobiles; and 2) bike riders do not understand that they have to abide by the same traffic laws as automobiles on the roads. I would feel better biking if I knew that both the cars and the bikes were held accountable for any illegal actions.

Cars:
1. My understanding of the law is that cars are supposed to pass with a minimum of 3 feet between the car and the bike. Sometimes this is not possible, but often it is possible. I believe that more people would bike if the yield law were enforced. I have had too many close encounters where I could reach my arm out and touch the car passing me.

2. Many car drivers believe that bikes belong on the sidewalk even though the opposite is often true (i.e., commercial districts). This results in drivers getting angry when a bike is "holding up their lane" even though the biker is obligated or at least permitted to ride in the road rather than the sidewalk.

3. Cars do not yield to bikes as they do to regular cars. There have been times where people in cars of all sizes try to push me out of their way because they need to make a turn when I'm in their lane. This is very dangerous.

Bikes:
1. I see far too many bikers in all parts of the city that don't think they need to stop for stop signs or stop lights. There have even been times where I have been admonished by fellow bikers for waiting at a red light because I was blocking their way.

2. Bikers don't yield to and wait with cars during traffic. Living in downtown, I often have to ride

during the afternoon rush of traffic. I have found that it is safest for bikers to wait where they were when the light changed to red. This prevents drivers who are making a turn from turning into the biker if the biker is in the driver's blind spot. However, I have often witnessed, while biking and driving, bikers who speed past all of the stopped cars only to get to the front of the line by the stop light. This is not only dangerous, but it slows traffic as all of the passed cars now need to try and pass the biker once again, and those cars may or may not leave a safe passing distance.

3. Bikers don't always yield to pedestrians on sidewalks. I have been almost hit by many bikers who do not understand that pedestrians have the right of way on sidewalks and crosswalks.

4. Many bikers do not understand that they are not to ride on the sidewalks in congested commercial areas. This leads to issues as people try to move out of the way and those who don't get hit by cyclists.

All of the issues I listed above are issues that only serve to hinder the harmony between bikes and cars in the city of St. Paul. This makes is less safe for bikes to ride as the actions of some of both sides (bikes and cars) are hurting the ability of all bikers to ride safely. I would like to see more enforcement of the traffic laws and more education of the common sense riding techniques. This approach should help in areas that are not blessed with bike lanes are in areas that cannot accommodate a bike lane.

3 Supporters

Dan Marshall inside Ward 4 April 25, 2013, 4:35 PM

Our family is in the Midway near Newell Park. It is impossible to bike north to the State Fair or Roseville with my kids. Snelling Avenue north of Pierce Butler is just too much like a freeway, which leaves only Raymond on the west (also very difficult to reach by bike from the Midway) or Lexington, which is far to the east. I would really like to see a proper bike route on Snelling and/or Hamline that goes all the way from Pierce Butler to Como.

9 Supporters

Peter Breyfogle outside Saint Paul April 25, 2013, 4:25 PM

I would like to see a safe connection from the Phalen Bvld trail to the Como Ave bike route. Currently Pennsylvania avenue is four lanes with no shoulder and no bike accomodations. This would make a nice connection between Vento trail and route to the NW like Lake Como.

2 Supporters

Liz Pearson outside Saint Paul April 25, 2013, 3:58 PM

There is a inconsistent application of bike lanes throughout the city of Saint Paul. An example: riding to downtown from West St Paul I can hook up with the bike lane on Wabasha, but it abruptly ends at Plato, only to start up again a block later at the bridge. This has never made sense to me. If I'm on

Safety Concerns

What concerns do you have about riding a bicycle in Saint Paul? Where would you like to ride a bicycle, but currently do not because of safety concerns?

Robert street and heading north into downtown, I would be a fool to ride on the street as there is no shoulder. The lack of designated lanes force me to ride on sidewalks, which I would rather not do, and shouldn't do according to the law. I recognize that it is legal for me to occupy a lane on a city street, but many drivers do not and are hostile when they think I am in their way. There really aren't streets that I "avoid", but I do think twice when I venture onto them.

8 Supporters

Alison Lind inside Ward 3 April 25, 2013, 3:09 PM

It is almost impossible to actually bike into or out of downtown Saint Paul; there is a lack of connecting bike paths (and bike paths in general downtown) and traffic around downtown is fairly hostile to bikers. I have been yelled at and purposefully run off the road by vehicles on the stretch of Kellogg Boulevard from West 7th Street to John Ireland Blvd (attempting to connect to the bike path on Summit Ave from downtown).

8 Supporters

Betsy Leach inside Ward 7 April 25, 2013, 12:20 PM

I can't easily get from my home to my work on the eastside - the connections aren't there. The lack of safety is a matter of having cleared surfaces to ride on that don't leave me vulnerable to flat tires as I am trying to get under I-35E onto Phalen Blvd.

The biggest concern is connectivity of bike routes - they just aren't there for the eastern side of town.

9 Supporters

Erik Riesenberg inside Ward 3 April 25, 2013, 11:12 AM

One concern i have as a cyclist is that given the rapid growth of bike ridership in the last decade, we haven't yet developed a widely accepted set of rules/laws to abide by. When i started biking over 10 years ago, there were very few other cyclists on the road. So there wasn't much of the need for a set of "biking rules of the road". Your behavior as a cyclist was largely governed by your comfort level. Now with the rise in cycling, there seems to be a growing need for some "rules of the road".I'm not advocating for a highly restrictive set of laws but I think the biking community could benefit from some enforceable guidelines. I know there are existing laws that apply to cyclists but they rarely seem to be enforced. The other day I saw someone riding down Cleveland Avenue wearing headphones riding no handed while texting. That kind of behavior shouldn't be allowed. It's a danger to the bicyclist and everyone around them.In general, when cyclists act reckless and with disregard for the others on the road, I see no reason not to enforce those laws. Not to mention, why aren't there rules about riding at night without lights that are easily enforceable. We don't allow other vehicles on our streets at night without some sort of lights so why are bicycles exempt. I know that these opinions may not be very popular in the biking community, but I share them in the interest of safety and responsible self-governance.

Safety Concerns

What concerns do you have about riding a bicycle in Saint Paul? Where would you like to ride a bicycle, but currently do not because of safety concerns?

4 Supporters

Maria Ward inside Ward 1 April 25, 2013, 10:32 AM

Many streets have bike lanes and sidewalks for only part of the way. We need a bike lane on Selby, Kellogg, Lexington, and other major St. Paul streets. I don't feel comfortable riding in the same lane as cars because I slow traffic down as cars trail behind me or try to go around me.

9 Supporters

Joelle Linhoff inside Ward 2 April 25, 2013, 10:16 AM

I would like to be able to ride my bike downtown to work. When I look at the bike maps it does not show many bike lanes. A map similar to Minneapolis' Where To Bike Map would be really helpful. http://www.minneapolismn.gov/bicycles/bicycles_bikemap2_index I would like to plan out the safest route and not find out by trial and error.

6 Supporters

Bicycle Facilities & Bikeway Designs

Where are bicycle facilities needed? Please be specific. Are there examples of good bikeway designs from Saint Paul or other cities that you would like to see repeated in Saint Paul?

All comments sorted chronologically

As of November 13, 2013, 8:15 AM

Bicycle Facilities & Bikeway Designs

Where are bicycle facilities needed? Please be specific. Are there examples of good bikeway designs from Saint Paul or other cities that you would like to see repeated in Saint Paul?

Introduction

The City of Saint Paul Comprehensive Plan establishes a goal to increase the number of people using bicycles to travel around the city. To help accomplish this goal, the City is developing a Bicycle Master Plan to guide the development of a safe, effective, and well-connected network of bicycle facilities, programs, and policies to encourage and facilitate bicycle transportation and recreation.

Bikeways must appeal to a diverse group of cyclists, including commuters, fitness cyclists, people using bicycles for running errands, and people riding for recreation. In addition, bikeways must provide safe and attractive accommodations for cyclists with varying experience levels. As such, the Citywide Bicycle Master Plan must plan for a wide range of cyclists as well as a wide range of bikeway facility types, including bike lanes, bicycle boulevards, trails, and other innovative types of bikeways.

Learn more about the Citywide Bicycle Master Plan at the project website http://www.stpaul.gov/index.aspx?NID=4604 and provide input by leaving a response to the question below:

Bicycle Facilities & Bikeway Designs

Where are bicycle facilities needed? Please be specific. Are there examples of good bikeway designs from Saint Paul or other cities that you would like to see repeated in Saint Paul?

As of November 13, 2013, 8:15 AM, this forum had:

Attendees:	193
Participants:	44
Hours of Public Comment:	2.2

29 participants posted comments

Bicycle Facilities & Bikeway Designs

Where are bicycle facilities needed? Please be specific. Are there examples of good bikeway designs from Saint Paul or other cities that you would like to see repeated in Saint Paul?

Dan D outside Saint Paul November 5, 2013, 11:49 PM

A color coded paving system in heavy urban areas such as downtown separating bicycle lanes, pedestrian paths and motor vehicles would help increase safe navigation . All colleges should encourage bike travel and have numerous bike paths leading to them and all throughout the campus.

Daniel Choma inside Ward 6 October 2, 2013, 12:10 PM

It is important to connect Phalen Boulevard with downtown. Although there are already is a route, it would be helpful to mark the path on Olive St. in order to encourage motorists to share the lane. More and more people are starting to use the Bruce Vento nature trail, and it is important to have a safe route downtown to assist commuters of all skill level.

There is a great shortage of places to lock bikes in downtown Saint Paul, especially in Lowertown. There needs to be a bike rack for the farmers market, especially, as a great deal of people (myself included) commute via bicycle to the farmers market weekly.

McNally Smith in downtown Saint Paul has a large population of young college aged bicycle commuters. (On any given day, I count upwards of 20 bikes locked to their racks.) However, there is no safe route between McNally Smith and the McNally Smith dorms. Perhaps by adding a northbound marked route on Wabasha and a south bound marked route on Cedar, students can be further encouraged to utilize either their own bikes or the nice ride system to commute to school. This could be especially useful to give students worried about safety a safe easy ride home to the dorms.

It would be especially useful if the bike lane on Wheelock was marked on the street itself. Many trees block the signs, so motorists aren't always aware of the need to watch for bikes.

It's very hard to ride east to west or west to east through downtown. Although there are bike trails that lead to downtown, they all seem to either stop or become shared bike/bus lanes once in downtown. (There is an exception with Jackson, but that is North/South) It would be incredible useful to have a dedicated east west bike lane through downtown, connecting Bruce Vento and other paths on the East side to the paths that already exist on the other side of the hill, (such as Summit.)

Effective marking of existing bike routes is essential; it allows riders of all skill level to enjoy commuting and reminds motorists of their obligation to share the road.

Paul Nelson inside Ward 4 September 17, 2013, 5:05 PM

Look carefully at current infrastructure designs from other cities in the US and around the world like Copenhagen, New York, Montreal, Indianapolis, Minneapolis, and Portland, and consider how these designs and strategies can be best applied here in Saint Paul and the surrounding region.

1) On Summit Avenue west of Snelling, the motor vehicle traffic lane is an oversize 15 feet wide in

most sections, with a narrow 5' bike lane and an 8' park lane (28'). I think this is perhaps one of the easiest locations to flip the park lane with the bike lane and create a protected bike "cycle track". The following is an example: 12 feet wide MV traffic lane - 8 Feet wide park lane - and a 2.5 feet wide buffer space between a 6 feet wide bike lane and the park lane. This 8 feet wide cycle track total space with buffer would be easier to plow separately in the winter in addition to snow emergencies. With no heavy motor vehicles creating snow and ice pack on this space like happens with the bike lane in between the park lane and MV traffic lane, I think this design approach would be the best for our winter climate anywhere it can be implemented. Ideally, I think moving some curb cut for more space would make this better, but I think this is very doable. I have added a couple photos of bike lanes in the winter covered with ice on Marshall Avenue. Note that the bike lane is in between the park lane and MV traffic lane.

2) Dickerman Park. Build a greenway or two way cycle track next to the sidewalk in Dickerman Park between Aldine and Fairview to extend the Charles Avenue Bikeway. I need to talk with the community about this, but I think this would work well with Dickerman Park. Ultimately, we need to extend safe bicycle travel west of Aldine into Minneapolis.

3) Start considering a redesign of the Interstate corridors to accommodate separate and safe space for bike walk. I-94 has the most space and might be the easiest to do. I know this idea may seem large and expensive now, but we are looking at a future where this will be necessary. In the case of I-94 I would move all of the traffic lanes and ramps closer to one side, and create two new 30 feet wide right-of-way sections; one for high speed rail, and one for a non motorized highway for bike walk. We would need a state Governor to be an advocate.

Again, lets look at the greatest bike walk designs from around the world and apply them here where we can.

2 Attachments

https://pd-oth.s3.amazonaws.com/production/uploads/attachments/11q9m2u9w5r4.7nl/A_101_0183_2nd.jpg (231 KB)
https://pd-oth.s3.amazonaws.com/production/uploads/attachments/11q9m3rnkaxs.1va/A2nd_101_0189.jpg (354 KB)

1 Supporter

Andrew Singer inside Ward 3 September 6, 2013, 3:34 PM

1. Into, out-of and inside downtown Saint Paul. I'd like to see bike lanes, cycle tracks or off-street paths on: Kellogg between John Ireland and downtown; Cedar between the state capitol and downtown; Jackson between existing two-block bike lanes and the Mississppi River Trail on one end ...and across the I-94 trench and up the hill to the Jackson Street Roundhouse on the other end; Sibley from the Mississippi River Trail all the way to 7th (so it connects with Jackson); Robert street from Caesar Chavez into downtown (by doing a 5-4 conversion); Wabasha from Filmore to Plato (by doing a 5-4 or 5-3 conversion); Third from the Third/Kellogg Street Bridge east at least three blocks, so riders can get directly to the quieter streets of the East side and over to Margaret; Kellogg from the Third/Kellogg Street Bridge as far as Broadway or even Sibley; Consider a 4-3 conversion of the Kellogg/Third Street bridge to add on-street bike lanes (by eliminating a downhill travel lane); And create at least one set of continuous southwest-to-northeast bike lanes or a cycle track in downtown that isn't shared with buses.

Bicycle Facilities & Bikeway Designs

Where are bicycle facilities needed? Please be specific. Are there examples of good bikeway designs from Saint Paul or other cities that you would like to see repeated in Saint Paul?

2. Improve connections from the Ford Parkway bridge going east (and west) so that it's safer/easier to get onto the Mississippi River Trail and easier to get into Highland Park. Currently, getting on or off the bridge is dangerous (at both ends). There is nothing to connect to on Ford Parkway and the connection to the Mississippi River Trail has no bike lanes and requires crossing Mississippi River Blvd which can be difficult at rush-hour due to high-volumes of fast-moving traffic. The demise of the Ford plant is a great opportunity for improving these connections.

3. Implement the MnDOT plan to add bike lanes on Snelling from Como to Hewitt and extend those lanes as far south as Minnehaha. The latter can be accomplished by eliminating just 7 parking spaces between Englewood and Minnehaha. If the city creates a parking district behind businesses on this stretch, it can more than make up for the loss of those 7 spaces. The city needs more safe north-south bike routes that connect Highland Park all the way north to the Fairgrounds and Como Park neighborhood. Snelling on this stretch would be a valuable one.

4. Create a bike/ped crossing (either at-grade or a bridge) at Chatsworth over the the BNSF rail line. This would make Chatsworth a great, continuous, north-south bike route all the way from Saint Clair Avenue to Como.

5. Add bike lanes on Seventh and other spots out of downtown to connect to the east side.

6. Add a shared-use bike-ped path on University of Saint Thomas side of Cretin from Summit to Mississippi River Blvd and add a traffic light or hawk signal at this intersection to help riders and pedestrians get from UST, across Cretin and over to Exeter/Otis, so they can safely reach the Lake Street Bridge or Pelham/Raymond Avenue North-South connection.

7. Add bike lanes on Smith from the high-bridge to George Street, so cyclists can safely connect from that crucial bridge onto quieter neighborhood streets and existing bike facility on George.

8. Put bike racks right in front of Union Depot in the plaza. Make them "historic" looking if necessary but there is no place nearby to lock a bicycle and no one is going to travel the extra 5 minutes to reach the racks on the train deck. Particularly at night, or if you are visiting people or businesses located in the main portion of Union Depot.. Add racks to midtown/downtown area where there are no parking meters or even signs to lock a bike to. Same with area near Amsterdam bar.

8. Add bike facilities to University Avenue itself, west of Aldine. there is no alternative for cyclists. If you can't fit something then put in FREQUENT "Bicycles May Use Full Lane" signs and pavement markings in the outside lanes. Current "Share the Road" signs don't get it (because drivers have no idea what they mean) and they are partially obscured by trees.

9. Extend the Minneapolis Greenway into Saint Paul. Open up public negotiations with CP Rail to see what the city or counties would have to give the railroad in order to get an easement on the Mississippi River Bridge and spur line. Does CP need indemnification? Do they want the rail bridge rebuilt at city expense (as it's dangerously crumbling)? How much would a new rail plus bike/ped bridge cost? Lay it all out on the table instead of just secret/private negotiations with Public Works.

10. The city needs a world-class bicycle wayfinding system with a uniform set of pavement markings

and prominent signs that correspond on-line and kiosk mounted maps.

11. Improve the I-35 E trail with lighting, better street crossings at Grand, Saint Clair and other streets, wayfinding pavement markings and signage (particularly where the trail runs on city streets) and repaired pavement.

Jim Ivey inside Ward 2 July 11, 2013, 7:01 AM

Between the deployment of NiceRide and the increasing number of large events in Lowertown, there's an urgent need for immediate improvements in bike safety and convenience. Please consider some bike lane pilot projects on major N-S and E-W streets for the rest of the summer, or at the very least do an emergency repair of the bus lanes that are currently dangerously filled with serious potholes. Also deploy a lot more bike parking and ideally a couple self-service bike repair stations (like the one at Mississippi Market on West 7th). Attached is a collage of a few photos of what "bike parking" looks like at the Farmer's Market.

1 Attachment

https://pd-oth.s3.amazonaws.com/production/uploads/attachments/11kg2kx4sjb4.5ms/FarmersMarketBikeParking.png (1.84 MB)

3 Supporters

Rich Manning outside Saint Paul June 26, 2013, 6:20 PM

The entire West Side has been completely ignored as well as downtown, West 7th and up to Selby, Grand Ave. Really the whole city needs more facilities and bike lanes. Why are there no bike racks in downtown, on every corner? There aren't any even outside of government offices in downtown Saint Paul! When I moved here I went to get my license in downtown on Minnesota Street and as I always do I rode my bike (in the cold and snow) but there was nowhere to lock it up! Outside of an government office even?! I locked it to a meter and was then asked not to by a meter attendant! What? There is no reason for this, it is shameful in this day and age and I am just not used to it being from the West Coast. I want a bike lane on Robert Street specifically, it is plenty wide and there is no reason why this can't happen, it's just some paint! Where the road is too narrow (under the District del Sol overpass) run the lanes or sharrows up the two steep side roads and patch the potholes there, done. The whole West Side is now served with a main route in and out of downtown! Same goes for all of downtown, in Lowertown especially, West 7th needs a lane for sure, Grand Ave, absolutely, Just go to Minneapolis Portland or Seattle and see how it's done Saint Paul and get it done!

3 Supporters

Ben N inside Ward 2 June 24, 2013, 7:18 AM

Where possible it would be great to see bike lanes protected by parked cars, such as the design discussed here -- http://labikas.wordpress.com/2012/07/04/san-francisco-bike-facilities-jfk-parking-protected-bike-lane/. Even better would be off-road bike lanes or bike lanes with separate concrete

dividers.

Devon Pohlman inside Ward 1 June 19, 2013, 8:16 PM

Connect the summit ave. bike lane to a safe lane that is efficient, and fast on Kellogg. Make sure the connection runs through to lowertown and to other main arteries. Add a safe bike lane on 7th street from one end of downtown through to west 7th. There is terrible connectivity near west 7th and a lack of viable options for commuter bikers. I just saw a couple of folks on the nice ride bikes on w 7th tonight engaged in altercations with cars because the cars travel s fast pm that road and don't tolerate bike commuters well. Complete and connect the trail that winds behind the school just to the west of w 7th and adjacent to 35 to downtown. When I drop my kids off at daycare I take that trail for a bit, but am forced to ride behind united hospital which is not a good route because I just won't ride down w7th and its inconvenient to ride down to the trail along the river. Overall, the access points into the downtown core are nonexistent (either from the river trail along Shepard rd. or anywhere else). Create safe connections. Also time lights so bikes count like cars from a sensor perspective. My last thought is to make sure when construction is occurring, that a safe path option is maintained for bikes - see the Netherlands for a reference. Good ex. Right now of where this could be improved is the sidewalk area just to the south of the history center - I always cut thru the history center when biking home from lowertown and cross with my bike at the crosswalk and then ride over to Marshall. Crossing summit where the construction is occurring right now is particularly challenging. Thanks for taking the time to ask for feedback! We do even bike with our kids to downtown for various fesitcals (flint hills) and I just can't emphasize enought how much we need safe connectors to the actual core when so many bike paths get close, but don't actually connect.

1 Supporter

Greg Peterson inside Ward 2 June 17, 2013, 5:32 PM

As an occasional bike rider, I would like to hear some tips from experienced bikers on security. It does no good to bike to a destination, park, then spend your time worrying if the bike will still be there when you return. My bike is antique and irreplaceable and I worry about leaving it out of my sight as much as if it was a pet. What do the bicycle commuters do? How do you run errands, eat, and shop without having a stolen or vandalized bike?

---

steve hirsh inside Ward 2 June 9, 2013, 8:54 PM

I personally think that configuring streets to allow safe cycling is a greater priority than constructing bike-only facilities. That opinion notwithstanding, a St Paul connection to the Mpls Greenway would be an important improvement. A link between the Greenway and the Gateway trails would be an important addition to the Twin Cities network of bike trails.

Meredith Salsbery inside Ward 3 June 9, 2013, 2:25 PM

Bicycle Facilities & Bikeway Designs

Where are bicycle facilities needed? Please be specific. Are there examples of good bikeway designs from Saint Paul or other cities that you would like to see repeated in Saint Paul?

We need more public drinking fountains throughout the city. Drinking fountains make it possible for both bikers and walkers to go further, use reusable bottles instead of stopping to buy bottled water, and make the task of getting in shape less complicated.

Laura Nichols inside Ward 3 May 18, 2013, 11:03 AM

I would like to see the model of the Greenway extended to St. Paul. There are rarely used (if used at all any more) train tracks from the old Ford Plant on Ford Parkway to Shepard Road that could be utilized as an extension of the Greenway (riding from the extension of the Greenway from the River Rd. to cross the Ford Parkway Bridge to meet the those train tracks.

Linda Winsor inside Ward 2 May 15, 2013, 4:29 PM

We need bike posts / racks in the downtown areas as well as all mixed use commercial / retail corridors. Highland Village & Grand Ave. between Oxford and Lexington to name a couple.

In addition, the Midway area with LA Fitness, Herbergers', etc. to name a few that are sorely lacking in bike posts / racks.

We also need bike posts / racks on our MN State Capitol grounds. There is not 1 bike post / rack available to the public. Unbelievable.

I would LOVE to see the extension of the Midtown Greenway into St. Paul--long overdue.

5 Supporters

Bill Johnston inside Ward 4 May 14, 2013, 12:10 PM

Do our examples have to be domestic? Can we reference, for example, Copenhagen? Downtown Copenhagen has bike lanes that are at a different level than the car surfaces. There's what you think of as the street, and then about a 2" curb up to the bike level which is sufficiently wide for bikes going in both directions, and then a larger curb going up to the pedestrian sidewalk. (The bike lane also has its own lights for traffic control.) No U. S. city I know of is close to anything like this. It's too bad it wasn't thought of when the sewers were separated or in development of the Central Corridor. There needs to be a model of this forward-thinking design in the United States. Why can't it be in St. Paul? I think the city would benefit in terms of health (and healthcare costs), local pride and external image if the next time a street is significantly rebuilt, it could be done with this design. At the very least, you have to start putting this street architecture out there as an option so that people start seeing the possibilities.

2 Supporters

James Jacobs inside Ward 3 May 14, 2013, 10:27 AM

Bicycle Facilities & Bikeway Designs

Where are bicycle facilities needed? Please be specific. Are there examples of good bikeway designs from Saint Paul or other cities that you would like to see repeated in Saint Paul?

Copenhagen has great facilities for cyclists. I would like our planners and decision makers to do a thorough review of their facilities in making decisions. Changing from a car focused system to one that includes walkers, cyclists and better public transportation should be an overall goal. Making it easy to combine public transport and biking is very important to the expanded use of both modalities.

2 Supporters

Kathleen Abel inside Ward 1 May 6, 2013, 5:35 PM

I believe we should concentrate our limited resources on improving present facilities before we think about expansion. Two examples that come easily to mind are the potholes in the eastbound bike lane on Minehaha near Snelling and the fence on each end of the pedestrian overpass at Grotto and I-94 that is dangerous owing to its state of disrepair.

I'm sure other bicyclists could cite more examples. Thanks for reading my input.

Sam Wils inside Ward 3 May 2, 2013, 10:45 PM

The recently modernized section of Minnehaha Avenue just north of Lake Street in Minneapolis is an excellent example of handling high traffic volume areas using bike lanes and dedicated turn lanes. When this area had four lanes without right-turn lanes, driving this street was rather chaotic and biking on the street felt dangerous. Despite the high volume of vehicles turning into Rainbow, Cub, Target, and other businesses, now both bike and vehicle traffic flow well due to dedicated bike and right-turn lanes. Using this approach on roads that currently have four through lanes such as Ford Parkway in the Highland Village area would smooth traffic flow and improve safety.

Finally, adding advisory bike lanes to streets with high volumes of bike and vehicular traffic would reduce car/bike conflict by clearly delineating expected behavior for bicycles. A possible model for this is Hennepin Ave in downtown Minneapolis. Advisory bike lanes, whether green with sharrows or with dashed lines, should be the norm on all busy streets without space for dedicated bike lanes.

1 Supporter

Amber Dallman inside Ward 3 May 1, 2013, 12:06 PM

Specific bicycle facility improvements are needed in downtown and with north/south connections - particularly over I-94 and the railroad tracks.

As for types of improvements: the bicycle boulevard was an attempt at increasing east/west connections. However, most bicyclists don't seem to know that sharrows are indicative of where they should be riding. Advisory bike lanes may assist with better predictability and visibility of people on bikes because they support better lane placement and encourage people in motor vehicles to pass when it is safe to do so and share the lane with people on bikes.

Protected bicycle facilities could really do a lot to encourage more people bike - particularly women

and children. These could work well in downtown where it most bicyclists don't travel as quickly or even getting into downtown. For example, Marshall Avenue from John Ireland Blvd to Western is a one-way that could possibly handle a protected bicycle facility.

Easier crossing options and minimal connections with appropriate signage would useful. For example, many bicyclists take St. Anthony as an east/west connection north of Marshal, but south of University. The crossing at Cretin could be improved to encourage safer interactions between bicyclists and motor vehicles. It could also be helpful to have a short protected facility there to better connect bicyclists to St. Anthony on the west side of Cretin.

5 Supporters

Gregory Sallee inside Ward 5 April 29, 2013, 11:08 PM

By my understanding of "facilities", I'd simply like to see bike racks near places I like to go - I don't mean office buildings but Mears Park when I head into town for an outdoor concert, or the Farmer's Market when I'm looking for some veggies. I bike to these kinds of things occasionally, and I'd do it more often if I could find a rack nearby to lock up to, instead of having to find a sign post on a side street several blocks away and just cross my fingers I have a bike still there to come back to.

4 Supporters

Max H inside Ward 2 April 29, 2013, 1:07 PM

I will write about what I am familiar with because I am sure there are huge gaps in the network that in areas that I seldom go.
I think the key is the idea of road diets, a transition from two lanes in each direction to one in each direction and a turn lane. With a road diet traffic is slower and there is more room for a shoulder, bike lane or on-street parking. Places where this would be highly useful would be Dale Street N of Front/Como and Dale South of Selby, Larpenteur, Cretin Avenue in Mac/Grove and Highland, Most of University Avenue, Concordia and St. Anthony in the areas away from the on-ramps, and the Lake Street Bridge.
Other things- signage to direct cyclists away from Snelling and Lexington and onto bike boulevards like Griggs, Aldine, or Chatsworth. A bike lane on Westbound Marshall between Cretin and River Road. Turn 6th Street downtown into an area like Nicollet Mall where cyclists have at least one car-free street. Clear and separated routes into, out of, and through downtown from Shepard Road, Marshall/Summit Avenue, Como Ave, and the Bruce Vento.

1 Supporter

Rachel Wiken inside Ward 4 April 29, 2013, 10:43 AM

First, urgent safety concern – Minnehaha Ave between Lexington and Dale – It is a joke this is called an On-Street bikeway on your maps. The road is narrow with parking on both sides and no bike lane striping. It is the worst part of my commute every day. I consistently get “buzzed” in this area with cars passing too close or being forced into parked cars.

And now, after a bad winter, the street is a mine field. It needs serious patching or repaving NOW. The only safe place to ride is close to the center, which does not please traffic one bit. Taking the lane on this street is frightening, which speeding traffic and abusive drivers. I know Charles Ave is supposed to be coming online soon as a bike / ped connection, but in the meantime, Minnehaha needs improvements before someone gets run over, doored, or crashes because of pavement conditions.

Second –southbound connection out of Midway is needed. I never bike to destinations in Mac Grove or Highland because I don't feel safe leaving my neighborhood heading south. Snelling and Lexington are too busy and too high speed, Hamline's pavement conditions are a disaster. Pascal is an option, but its SLOW with stop signs every other block. And south of 94, you are just dumped and still have to use Hamline or Lexington to get over Ayd Mill. And Lexington might be a parkway, but for bikers, you end up on the sidewalk because of fast moving traffic and narrow lanes. I know these streets are narrow and developed, so I don't have a great vision how to make this happen. But its needed.

Third – how about some bike lanes in DT St. Paul? Biking downtown is unpleasant at best and scary most of the time.

Eric Saathoff inside Ward 6 April 26, 2013, 3:51 PM

Make a separated bike path all along Johnson Parkway, as a north-south pathway connecting the East side to Lake Phalen.

Create a bike/walk path on the west side of Mounds Blvd (the Mounds Promenade).

This could connect with a bike lane/path all along 3rd street, which would intersect with Johnson Parkway and meet up with McKnight Road.

Immediately work to connect Phalen Blvd with Pennsylvania and Pierce Butler. Make the entire stretch as safe as Phalen Blvd is now with a separated bike/walk path - what a dream!

Mark Wheelock Parkway with actual bike lanes or a separated bike path.

Make Maryland Ave and Arlington Ave a safe place to cross 35E. The bridge work on Maryland has already made it safer, but getting to the sidewalks is difficult. These should be integrated with either Maryland bike paths or a parallel bike path (Rose, for example) that can lead to the Maryland bridge. I know Wheelock takes you east and west, but it is very indirect.

1 Supporter

Charles Daniels inside Ward 1 April 26, 2013, 2:15 PM

Downtown needs lots of help. There needs to be a connection with Summit/John Ireland/Como from downtown, as one is basically stuck trying to navigate bust streets like Wabasha, which is not fun. It

would also be great to see the Midtown Greenway extended over the RR bridge into St. Paul, and direct bike traffic towards either Como or Summit. I feel like we in St. Paul lag way behind Mpls, as far as bike trails and bike lanes go. I am glad the city and mayor are addressing this issue.

8 Supporters

Isaac Wipperfurth inside Ward 1 April 26, 2013, 12:57 PM

An idea I just thought of is a "bike rack drive." Set aside some parks or transportation money to supplement the cost of bike racks for businesses around the City. As others have said there is a lack of bike racks.

Ben B inside Ward 2 April 25, 2013, 11:48 PM

Bicycle facilities needed downtown (similar to the car ramps), and lots in each neighborhood/community with a hub and spoke layout (Como, Rhondo, Highland, SStP, WStP, Battle Creek, Phalen, Frogtown.... or a similar circle pattern).

Hub Downtown - make the abandoned jailhouse on the cliff facing the river a 'bike garage'. It's better than leaving it empty, right? 3-5 years from now that might change, but those small cells are great for bikes - maybe 2/3 cycles per cell? Nobody likes leaving their Schwin on the sidewalk - chained to some post with a $10 lock everyone knows a bolt cutter can snap like butter. Even the cops don't like it because reporting a bike theft takes them away from 'real' police work. Maybe even build a walk/bike bridge from the Upper Landing over Sheppard and the railroad to the jailhouse. I'm sure volunteer groups would help donate and do some of the work (P.S. a tax exempt beverage or appetizer from a community partnership with a local restaurant is always a plus). I didn't say Beer's for Bikes, but that has a really nice ring to it (as long as nobody does them at the same time).

Universal Signage - no cyclist likes to ride wondering if they have to jump into an alley or onto a busy road by surprise (cars usually win when that happens). Create a BRIGHT universal sign to let cyclists know of changes coming to their paths - like we do motorists for detours. Lime green with white symbols is probably the best - fits the eco 'green' theme, gets your attention, and no standards use it consistently at the moment.

In getting back to specifics, there are a few good local examples of 'good bikeway designs' (Como being one, along Sheppard west of downtown another). However, I'd suggest the below article on the top 10 cycling cities in the world to brainstorm specific ideas of how we can apply sensible lessons here. I like the idea of closing off certain downtown streets on days like Sunday for cyclists they way Bogota does. Other than the Farmers Market and the occasional X event, Sundays are still a bust downtown.

http://www.askmen.com/top_10/travel/top-10-bicycle-friendly-cities.html

Note: Ignore Beijing (their chaos won't fly here), but look to Portland (get bikes away from cars). Also, I like Trondheim's 'Bike Lift'... it would be nice for getting up to Grand from West 7th, or up the bluffs

on either side of the river. We're probably not ready for that yet, but it's nice to dream.

3 Supporters

Karen Katz inside Ward 7 April 25, 2013, 10:45 PM

Hello, last year you put in a bike trail along the north side of lower afton road. Thank you. This is great because Lower Afton is a busy road, and though wide, there is often a lot of debris on the shoulders. However, I merge on and off Lower Afton at Burlington Road and there is no access to the path here! There is a guardrail and a steep slope down to the path so I still am riding on the road. Since you have the path in place already, please add an access to it at Burlington.

It is also rather dangerous to exit Downtown St. Paul on Jackson Street and get to the river. There is no bike lane to get across to the path along the river. Please consider a similar sized sidewalk and crosswalk as there is on Sibley or a bike lane.

Thank you!

2 Supporters

Kelli McCully inside Ward 4 April 25, 2013, 7:18 PM

Midway area needs major bike help. I like to bike to the stores in that area or north, but it is treacherous once I cross to the north side of 94 and then the number of racks at the establishments are very limited. Even the lack of trees contributes to the unsafe feeling as in summer it's like biking across a desert. The layout of some of the parking lot accesses makes a person feel as though they are taking their lives into their own hands. Ultimately, I mostly end up stopping in the Rosedale area for most of those needs on the way home from work. :(

2 Supporters

Fred Clayton inside Ward 2 April 25, 2013, 2:31 PM

Marked bike lanes connecting to and from popular destinations. For example the Farmers Market, Union Depot, future Lowertown Ball Park, Mears Park connecting to other regional trails, nearby neighborhoods and the west side of downtown.

5 Supporters

Betsy Leach inside Ward 7 April 25, 2013, 12:24 PM

Connect the eastern end of Pierce Butler to Phalen Blvd, as earlier plans have proposed - the Pennsylvania connection that reroutes auto traffic. Build out the Margaret St. bike route on the current CIB proposals. Make connections of Furness bikeway to Ruth Street. Lanes on Upper Afton and Burns. Look at Third Street for a route.

Bicycle Facilities & Bikeway Designs

Where are bicycle facilities needed? Please be specific. Are there examples of good bikeway designs from Saint Paul or other cities that you would like to see repeated in Saint Paul?

Look at the plan that Emily E. was working on in Public Works. A lot of community input went into that from the eastside...

8 Supporters

Bicycling Vision & Objectives

What is your vision for bicycling in the City of Saint Paul? What key objectives should the Citywide Bicycle Master Plan accomplish?

All comments sorted chronologically

As of November 13, 2013, 8:13 AM

Bicycling Vision & Objectives

What is your vision for bicycling in the City of Saint Paul? What key objectives should the Citywide Bicycle Master Plan accomplish?

Introduction

The City of Saint Paul Comprehensive Plan establishes a goal to increase the number of people using bicycles to travel around the city. To help accomplish this goal, the City is developing a Bicycle Master Plan to guide the development of a safe, effective, and well-connected network of bicycle facilities, programs, and policies to encourage and facilitate bicycle transportation and recreation.

The plan will help to define the role of bicycling in our increasingly multi-modal city. The bicycle transportation network must complement other modes of transportation within the City, including walking, transit, automobiles, and freight movement (including rail, truck, and boat). In addition, bicycling is an important part of the City's parks and recreation system.

Learn more about the Citywide Bicycle Master Plan at the project website http://www.stpaul.gov/index.aspx?NID=4604 and provide input by leaving a response to the question below:

Bicycling Vision & Objectives

What is your vision for bicycling in the City of Saint Paul? What key objectives should the Citywide Bicycle Master Plan accomplish?

As of November 13, 2013, 8:13 AM, this forum had:

Attendees:	297
Participants:	65
Hours of Public Comment:	3.3

40 participants posted comments

Bicycling Vision & Objectives

What is your vision for bicycling in the City of Saint Paul? What key objectives should the Citywide Bicycle Master Plan accomplish?

Andrew Singer inside Ward 3 September 6, 2013, 2:24 PM

In addition to increasing bicycle access and connectivity in all areas of the city (direct north-south and east-west connections), the plan should create a ranked list of priorities so that, when funding becomes available, it's being used on the most important projects that will benefit the most cyclists. At the top of my list would be improving bicycle connections into, out-of and inside downtown. This means striping bike lanes, a bike-ped path or cycletrack on Kellogg from John Ireland all the way to the Science center and beyond. It means putting bike lanes from the state capitol down Cedar, at least across the I-94 trench into downtown. It means connecting the only two blocks of bike lanes in all of downtown on Jackson street to the Mississippi River Trail (on one end) and across the I-94 trench (on the other end), all the way up the hill to existing Jackson bike lanes near the Jackson Street Roundhouse. It means closing the one-block bike lane gap on Wabasha between Filmore and Plato by doing a 5-4 or 5-3 lane conversion, so that riders can safely get from downtown to the West Side. And it means adding bike lanes or cycle tracks at either end of the Kellogg/Third Street Bridge, up Third to make a direct connection with Margaret, and into downtown along Kellogg and up Broadway. It means considering doing a 5-4 conversion of Robert Street so that bike lanes can be striped on it from Caesar Chavez and the West Side into downtown and it means creating at least one east-west route through downtown that isn't shared with buses. The city has some great pathways and bike lanes but they all end before reaching downtown or don't connect to it.

The plan should also strive to make as direct cycling connections as possible. Cyclists simply won't bike a mile or more out of their way, zig-zagging back and forth on "designated" bike routes to reach a destination. This means striping bike lanes or cycletracks on arterial streets as these are often the only way or most direct way for cyclists to get to their destination. University Avenue west of Aldine is an example of this. There is no other way for cyclists to reach Vandalia and Raymond except by riding on University itself but no safe facility has been provided for them. Another example would be MnDOT's plans for bike lanes on Snelling Avenue from Como south to Hewitt. This and other north-south connections should be a priority ...but the city should do everything it can to extend those lanes as far south as Minnehaha, to connect to existing east-west bike lanes. 7 parking spaces are all that prevent this from happening and the city could create a parking district behind Snelling businesses (between Englewood and Minnehaha) that would more than make up for these lost spaces. Making "complete streets" means making more arterial streets safely accessible to bikes.

The plan should get rid of "Share the Road" signs because drivers don't know what they mean. Replace them with "Bicycles may use full lane" or actual bike lanes or cycletracks ...and the plan should create a sign and pavement-marking plan for a world-class bicycle way-finding system. Finally, the plan should come up with a viable proposal to keep at least a skeleton network of bike lanes and pathways free of ice and snow during the winter. Some of this is maintenance but some of it is design. See remarks by various people about Marshall Avenue winter bike lane issues for details and ideas.

1 Supporter

Paul Nelson inside Ward 4 August 31, 2013, 8:29 PM

Get the Saint Paul Greenway on the Bicycle Plan

Bicycling Vision & Objectives

What is your vision for bicycling in the City of Saint Paul? What key objectives should the Citywide Bicycle Master Plan accomplish?

Currently there are two sections that provide enormous opportunity and feasibility: Prior to the River and the Ayd Mill Road.

The Prior to the river section has no current or anticipated vision for commuter rail, and is just sitting there. It is on CP Rail property. If we had this developed now, it would be much easier for Hennepin County and Minneapolis to get a bridge across Mississippi River and connect with the Midtown Greenway. This should have been the first section to communicate with the CP railroad. Is there any reason not to communicate with CP Rail now?

Ayd Mill Road. As I have researched and demonstrated, the Ayd Mill corridor provides significant opportunity within the Saint Paul right-of-way (no railroad property) to accommodate non motorized transportation adequately. While there may be some "political soup" within the communities and with some Saint Paul staff, we should pursue preliminary design and engineering now.

It is not easy to discuss a vision for bicycling in the City of Saint Paul without recognition of the current conditions for bicycling. Current "bike-ways" (lanes trails, etc) consist of severely unconnected segments throughout the region of Saint Paul and Ramsey County. Obviously addressing this problem will be an ongoing process for a long time. In addition, I-94, 35E, 280, and all of the roads that connect do not accommodate the bicycle and most of those do not accommodate walk either. All of these routes need to accommodate bicycle travel.

Moving forward I think there are two main approaches to designing bicycle infrastructure we should develop:

1) Start building physically protected bike-ways on roads and bridges (ie "cycletracks") and build bike-ways safer from motor vehicle traffic so more people will feel it safe to bike and walk.

2) In concert with safer facilities, we should develop more through-routes for bicycles for longer distances throughout the region. Last summer Copenhagen completed 26 superhighways for the bicycle and this was accomplished by partnerships with 20 municipalities to plan for consistency of design and feasibility. At this point in time we are not going to be able to do what Copenhagen did, but we can certainly develop partnerships with other cities, counties, MnDot, and the Met Council to identify and plan for longer and better bicycle facilities.

Finally, if there is a current NACTO street design manual available (www.nacto.org), we should make use of it as much as possible.

2 Supporters

Ted Vernon inside Ward 3 August 21, 2013, 2:10 PM

Bicycling Vision & Objectives

What is your vision for bicycling in the City of Saint Paul? What key objectives should the Citywide Bicycle Master Plan accomplish?

I'm not a bike rider--I'm not physically able to. I do, however, value the ability of those who ride their bikes to do so safely throughout the city. I value the ability of those who drive motor vehicles to do so safely as well.

Perhaps the most significant obstacle to both bike and vehicle safety in St. Paul is the failure of most cyclists to obey basic traffic laws. Properly observing all forms of traffic signals/signs, yielding to pedestrians in a marked crosswalk, signaling lane changes and turns, etc., apply to ALL vehicular traffic--both motorized and non-motorized.

1 Supporter

Rich Manning outside Saint Paul June 26, 2013, 6:09 PM

I have lived in Seattle, Portland, Minneapolis and now Saint Paul. I am a daily cyclist, year round, former pro Cat 1 racer and all around cycling enthusiast. I would have to give Saint Paul an F when it comes to cycling. There are few to no bike lanes, the ones there are are not plowed, maintained or swept properly. The expansion joints on the bridges are not plugged or stopped and potholes abound making for a brutal dangerous ride. I take my life into my own hands everyday riding up and down awful Robert Street, where there is plenty of room for a bike lane or Sharrows but for some reason a painted white line is too much for Saint Paul to handle. I could ride a mile each way out of my way to Smith Ave High Bridge but that's ridiculous as a commuter. It is challenging and nightmarish on many occasion just trying to get to work, something I was not ready for coming from Seattle which is light years ahead in this department. The new million dollar trail on Ohio Street is useless and dangerous, for obvious reasons to any serious cyclist and like the other trails in STP, not plowed 6 months out of the year! In the warm months, the city sweeps all the road debris, glass, rocks into the medians, so flats were rampant in Saint Paul, potholes abound (in Seattle they would buy you new wheels if a pothole caused damage to yours) which threaten one's life, and most motorists seem bewildered around bikes, which beats the hostility you find in other cities I must admit! The city seems intent on focusing on expensive to build and maintain trails which reinforces cycling as a recreation rather than integrating cycling into the city fabric and reinforcing it as a viable means of transport and way of life. This is accomplished with simple affordable bike lanes and "Sharrows". Considering the nonexistent bike lanes in Saint Paul, the need for car parking, and the very narrow roads in the city I do believe the answer in Saint Paul is exactly what we did in Seattle and dramatically add Sharrows throughout the city. You see them everywhere in Seattle and hardly anywhere in Saint Paul. They are a win/win, parking is maintained, cyclists get their right of way reminder, they are non obtrusive, and they are cheap for the city and present a great face for Saint Paul. In closing, add more bike lanes and sharrows all over the city. I live on the West Side bluff and we are totally ignored over here in terms of cycling, it's so sad as we have a wonderfully charming old world neighborhood. Sadly the entire West Side has only one poorly designed bike lane on Wabasha!? A lane which ends at the bottom of the bridge I've almost died here several times) and then reemerges by the Wabasha Street Caves. I avoid this lane and just ride in traffic on Robert St instead. It is totally awful riding in Saint Paul compared to Seattle, Portland or Minneapolis. I would love to see dozens and dozens of more bike lanes and sharrows where necessary for road width or parking issues in downtown and on the West Side, especially Robert Street and everywhere else in the city as well! East Side, Grand Ave, Selby, West 7th for sure, Lowertown, Dayton's Bluff on and on, the whole city is way behind the times in this regard.

Bicycling Vision & Objectives

What is your vision for bicycling in the City of Saint Paul? What key objectives should the Citywide Bicycle Master Plan accomplish?

4 Supporters

Devon Pohlman inside Ward 1 June 19, 2013, 7:57 PM

We need better connections to the downtown urban core, from all directions. West 7th is absolutely dangerous - so prioritizing there and the connection to the summit or marshall (i much prefer marshall over summit for commuting) routes would be a priority for me from the downtown core. Riding over and up near the capitol is inconvenient. Riders should have the option of direct routes that work for cyclists as a mode of transportation, not just trail rides.

1 Supporter

Erik Pieh inside Ward 4 June 19, 2013, 12:01 PM

As the bicycle system expands, don't forget to keep up the existing trails and bike lanes.
Sweeping and keeping the pavement in good condition on the existing popular routes is important, but not as flashy as opening something new.

John Kaplan inside Ward 3 June 9, 2013, 10:31 PM

I'd like you to teach motorists how to make right turns. The law is specific and logical, but the details are not in the Driver Handbook. Putting it there would help with new drivers, but "experienced" drivers are unlikely to look there or read the statutes. I've tried several times to no avail to get local papers to publish instructions. There is an excellent online bicycling instructional video -- excellent except for drivers turning right. The video is wrong.

It appears to me drivers try to cooperate, but just don't know how. If they don't immediately turn across riders' path, they generally pull ahead threatening to do it. Everyone knows having a vehicle turn right from a left lane is dangerous and disconcerting, but drivers haven't figured out that's exactly what they do to bicyclists.

Signage is an obvious solution, but we probably already have too much of it. The broken white lines approaching intersections haven't changed behavior.

I suspect many riders don't know the law either, and some might be offended by and try to punish or "educate" a driver who correctly drives into the bike lane or close to the curb before turning turning right. Education would help all of us.

1 Supporter

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steve hirsh inside Ward 2 June 9, 2013, 8:38 PM

Bicycling is my primary mode of transportation. I should be able to reach any place in St Paul from any other safely. Even though I've been cycling for over 35 years, and am very comfortable riding in

traffic, there are too many places in St Paul where it is dangerous to cycle. The master plan should ensure that there are bicycle-safe routes through all parts of St Paul. The master plan should also address keeping bike routes usable year round, instead of leaving bike lanes buried under snow all winter.

2 Supporters

Ed Lehr inside Ward 7 May 29, 2013, 3:49 PM

Vision, objectives for citywide bicycle master plan: Enable enjoyable, safe and courteous bicycle commuting and recreation.

Make education a priority:
Bicyclist and motorist education must rank as significantly more important than physical build-out of routes. Education will result in the greatest payback and safety for Saint Paul. Significant, outstanding savings in avoiding building bicycle routes and trails will be a direct result of effective, appropriate education.

Education will be a total culture change:
There is much catch-up to do. This link below presents a view of how the current bicycling attitudes came to exist, and how they can be changed. The presenter, Keri Caffrey, came to Saint Paul in summer of 2012, to teach a Cycling Savvy class for Twin Cities cycling instructors, of whom I was one. She spoke recently at the 20th Congress for New Urbanism. She lays out foundations of the Cycling Savvy program. This 36-minute video is well worth the time to watch. It can be translated into millions of dollars in bicycle infrastructure savings. http://vimeo.com/43603867 Please look at this video.

A bicycle programs manager is needed:
If you watched the video above, you know what the bicycle program manager will be dealing with. This education position is needed in addition to the engineering position that is now in place. One person cannot do both jobs. But the education program and resulting savings potential are incredible. I welcome the opportunity to discuss how this education might be introduced.

Programs needing development in addition to route engineering include:
- Bicyclist and motorist training
- Safe routes to schools planning, development and deployment
- Promotion of existing bicycle riding events, and creation of new events in each District Council of the city
- Training for motorists-to-be using bicycles as vehicles for middle and high school students, coordinated with MNDot
- Programs that coordinate bicycle transportation for commuting to work, library access, recreational center access, shopping access and recreational riding for health

Evaluate every paved public road and byway:

Bicycling Vision & Objectives

What is your vision for bicycling in the City of Saint Paul? What key objectives should the Citywide Bicycle Master Plan accomplish?

Assess all streets for bicycling potential. Map for online and print. Involve Community Councils in evaluations. Designate how each street is rated: For “A” cyclists, who ride on any streets, regardless of traffic; “B” average cyclists who manage riding many streets and intersections; and “C” cyclists, who would like only separated trails and facilities. As an education benchmark, maps will “improve” as city residents become more bicycle-aware.

Evaluate traffic crashes:
Statistics of car-car, car-bicycle, car-pedestrian and bicycle-pedestrian crashes should be regularly recorded and mapped. Crash reporting should allow for input by public of otherwise non-reported crashes. Distribute to wards, district councils and advocacy groups to identify dangerous conditions. Public Works and Police Departments should highlight and correct poor motor vehicle, biking and walking conditions.

Mark with signage bicycle facilities that exist:
Incredible structure is already in place, but sadly, even cyclists do not know it is there. Signage and pavement sharrows can be cost-effective to bring about great awareness of what is already in place.

Halt other bicycle capital expenditures until this is remedied.

Create a commuter bicycling grid:
Identify a straight-line grid of connected biking routes and sign them as bike routes and pavement markings designating biking. These routes need not, at the outset, eliminate parking or require bike lanes to be marked. Maybe not ever. (Did you watch the video?)

Create a minimalist winter priority grid:
One east-west route and three north-south routes should be kept clear for bicycling year-around. The routes must be designed and managed by Planning, Public Works and Police to be kept as clear as any major snow route can be. Get really serious about this. These routes should extend from city boundary to boundary, as straight as possible, and should connect to neighboring cities’ routes as much as possible.

Treat bicyclists with respect, as motorists expect:
Don’t end or interrupt facilities or make them impassible without adequate warning.

3 Supporters

Jeff Zaayer inside Ward 3 May 19, 2013, 10:21 PM

Better connectivity to local neighborhood business districts, better terminal capacity, off street facilities along as much of the grand rounds as is feasibly possible, route redundancy, a world class wayfinding system. Putting up "share the road" or "bicycles may use full lane" signs does not do anything to encourage new or casual cyclists. If the city plans to continue to use the ambiguous "bike route" signs please use it in conjunction with some sort of wayfinding system. There should be bike/ped crossings for every vehicle crossing at every rail corridor just as there are complimentary crossings over I 94. And don't forget about the East side it is a bike desert, the bike parking survey for the bicycle friendly cities application showed a glaring deficit compared to the rest of the city, build the egg and the

chicken will follow (or vise versa)

3 Supporters

Susan Duffy inside Ward 3 May 18, 2013, 10:51 AM

I hope the plan would include a safety plan as well as markings around neighborhoods so that any child age 9 and older, with their skill set can safely bike to school, business areas, and across busy streets. I would like Saint Paul to be known as an area where we take bike (and pedestrian) safety seriously by imposing heavy fines for vehicles that pose unsafe conditions as well as actively enforced. By the time the plan is finished, hopefully we will have a youth that is geared to use bicycling as a great form of safe transportation. I liked the idea of the Police or Schools that see our youth ride safely offer the rider a reward. Ex- wearing a helmet, properly crossing a street, signaling. Accomplish- great signs and markings of lanes, communication of the laws with regard to sharing the road and safe biking for age 9? and older, enforcement. As well as maintained and enjoyable routes. Any new inovation should also be embraced.

1 Supporter

Roger Meyer inside Ward 4 May 15, 2013, 9:19 PM

My vision is for St. Paul to dramatically improve our bicycle infrastructure. St. Paul bicyclers, residents and elected officials know that we need a downtown bike grid, continuity throughout the city, more dedicated lanes on thoroughfares to improve bicycle commuting and connections to regional trails.

I'm sure we'll put together a good plan, it is the implementation that I am most worried about. Make sure that the Master Plan has timelines and tangible, measurable goals that we can hold ourselves accountable to. We don't need to look any farther than across the river to see how it is done, we just need to put the political will and resources in to making it happen.

My vision includes a change in the culture and direction of Public Works to make sure that in every project they are building complete streets, not roads for cars.

Linda Winsor inside Ward 2 May 15, 2013, 4:07 PM

My vision includes safe bike routes for commuting all around St. Paul with connections to surrounding communities' bike routes. While there are some excellent bike lanes in St. Paul, we are lacking comprehensive routes and connections to facilitate safe riding all around the city. Key objectives should include basic east / west and north / south bike routes at a minimum.

1 Supporter

Amber Ellering inside Ward 3 May 15, 2013, 2:30 PM

Bicycling Vision & Objectives

What is your vision for bicycling in the City of Saint Paul? What key objectives should the Citywide Bicycle Master Plan accomplish?

Vision:
- More people can safely use bicycling as a major form of transportation in St. Paul. St. Paul government is able to articulate steps to increase ridership in their new plan. This plan is vetted and has the support of those responsible for actions. The plan is ambitious and well designed. The plan will guide infrastructure enhancements.

Key Objectives:
- Plan infrastructure enhancements to make bicycling a more attractive option for transportation for residents.
- Make progress towards greater traffic safety that addresses the interaction between bicycles and cars.

1 Supporter

Bill Johnston inside Ward 4 May 14, 2013, 11:53 AM

I would like to see St. Paul manage its surface toward getting more people on bikes and out of cars. That is, making decisions that urge more citizens to adopt the healthy lifestyle of pedaling more and driving less. To that end:
1. Make bike lanes wide enough that a cyclist is not forced to choose between getting doored on his right side or clipped by moving vehicles on his left.
2. Maintain Jefferson west of Fairview.
3. Establish a safe EW bike route to parallel University from 280 to the east side. It's not Charles Street, as currently designated, although it could be if Charles was built through the warehouse area, Goodwill, etc. with safe bike lanes. Combine this planning with the possibility of Goodwill and the Midway YMCA combining as Charles would necessarily go through that property.
4. Establish routes over the railroad yard/tracks on Lexington and on Snelling where bikes may safely be used.

1 Supporter

James Jacobs inside Ward 3 May 14, 2013, 10:02 AM

Making St. Paul bike friendly will enhance the lives of all of us who live here as well as the lives of surrounding communities who use St Paul facilities and infrastructure. It is a win win.

Daniel Choma inside Ward 6 May 13, 2013, 2:17 PM

As long as I have lived in Saint Paul, the main complaint about the city by it's citizens is a lack of parking. Although I understand there are many commuters that prefer to take a car to work, I believe that it is both logical and elegant to solve Saint Paul's traffic issues by creating a positive bicycle culture.

I envision a downtown Saint Paul that is connected elegantly to its neighborhoods. It would be able to

attract young growing businesses because of it's high standard of living, it's natural beauty, and it's healthy easy commute.

Right now, Saint Paul cannot lay claim to an easy commute to anyone, regardless if they are bicyclists or motorists. Furthermore Saint Paul's natural beauty is at risk, as more cars as the city is developing, but a car-less infrastructure is not developing along side it. I believe more bike paths, specific bike lanes, and a comprehensive bicycle education program for the city and it's business owners should be a huge priority. It's essential for our quickly approaching future to incorporate ways to keep the Silver City pretty.

Brian Thielke inside Ward 4 May 9, 2013, 10:47 PM

Vision: Saint Paul will join Minneapolis in being one of the most bike friendly cities in the country. Improved bike infrastructure will provide safe transportation for a wide range of users. Bicycling will be a popular transportation choice. Bikeways will be well-maintained (plowed) in the winter. Bikeways will connect the entire city, making it easy to get from any neighborhood to another. The bike system will be cohesive on a regional level by being connected to surrounding cities and suburbs. Increased bicycling will enhance the livability of our community and connect people to place.

Key objectives of a Master Plan should include:
-Continuity of bike system.
-”Complete Street” planning for every new and redesigned road project. Complete Streets are designed with all users in mind (pedestrians, bikers, transit, cars, etc.).
-Enhancing and expanding current bike paths in relation to parks and recreation.
-Developing bike boulevards (safer streets to bike on with less vehicle traffic and less stopping for more continuous travel).
-Providing incentives for people to bike.
-Bicycle stop lights at busy intersections.
-Slower speeds limits for cars on roads that are shared with bikes.
-Less parking spaces and more bike lanes.

5 Supporters

Robin Pierce inside Ward 6 May 5, 2013, 1:22 PM

I really am envious of the limited-access bicycle-highway, the Midtown Greenway over in Minneapolis. Riding along the Greenway, 5 and a half miles long, safe from vehicle traffic, sharing the Greenway with skaters and pedestrians, its glorious.

And, As the author Lloyd Alter of http://www.treehugger.com/cars/velo-city-cycle-tracks-will-abound-in-utopia.html puts it
"Those of us who try to ride bikes in the winter often wonder why cars get their own big right-of-way, transit riders get expensive underground subways, pedestrians get an elaborate network of underground walkways, and we, if lucky, get a white line on pavement marking a so-called bike lane filled with snow or cars." (several more links at bottom of my remarks)

Perhaps there could be, in St. Paul, bicycle highways, limited access, ABOVE the level of street traffic. Bicycles are not heavy, not like cars or semi-trailers. Structures built to hold them can be lighter, of hollow metal. Think of a roller-coaster track, strong, sturdy, able to withstand stresses yet often, they are painted bright pretty colors, and yet don't block views or cast large shadows, the way that vehicle bridges can. Here see example http://goo.gl/I0dyG

This way, bicycle through-traffic could get from downtown St. Paul to, say, the University of St. Catherine, or past that and further onward to the river and Ford Parkway, to get across the river to access Minnehaha Park, Lake Nokomis, the Veterans Home or to catch the light-rail there down to the MOA or the airport.

Do you realize that currently, to use the bike-route on Summit Avenue, there are more than 45 cross-streets to either legally stop at, or pause at to be sure that stopped cars see you and to wait for cross-traffic? Not to mention that the hundreds of cars parked along it, every car is a risk that one will open their door suddenly and you will run into it and get injured, sometimes severely.

A bicycle-highway wouldn't have those car-door risks, or those stops. When you are in a hurry to get to work or class across town...the choice is a risky bike trip with 45 stops versus a car on a highway. And for half the year, bad weather too.

Possibly elevated bike-highways could actually be constructed next to some vehicle highways, in the easements beside or between them, already government owned, no need to negotiate legal issues about where to place the supporting beams. Or, for the same reason, along existing railway tracks, but above, out of the way of the actual trains and the trucks that load them.

An elevated bike-highway could be roofed with solar panels to shelter riders from rain and sunburn, and to shelter the biking surface from snow. Arrange for it to be accessible by a truck with a snowblade for clearing it, as they currently clear the rails-to-trails paths of Vento and Gateway. Pay for it with corporate funding, surely the bike-highway from downtown to the 3M campus could be partly funded by 3M, and simple advertising their products could be painted along its length at intervals on the supporting beams. Who doesn't like Post-It Notes? (You can recycle them, you know!)

Now, mine is not the first time this is thought of. London has some of these elevated limited-access bicycle highways planned already. More examples can be seen at http://www.thepurehands.org/cycleways/ and Los Angeles planned them way back in 1897, back when it had 500,000 residents. http://motherboard.vice.com/blog/in-1897-a-bicycle-superhighway-was-the-future-of-california-transit

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Mike Rusert inside Ward 5 May 5, 2013, 8:53 AM

I am a bike commuter, and I love using St. Paul trails and bike lane for recreational riding. I believe that biking in many ways opens my eyes to the life and personalities of the neighborhoods I bike in. I

hope that Saint Paul can continue to become a more bike-friendly city. This can be done through increasing public awareness, lifting up organizations like St. Paul SmartTrips, adding more bike lane, etc.

1 Supporter

Steve Mitrione inside Ward 4 May 3, 2013, 6:16 PM

Saint Paul is making great progress with its biking facilities, infrastructure. I agree that connectivity and north/south routes are key problems right now, but it is getting better every year.

Some misconceptions about "taking away" lanes and how streets are paid for. First, reducing the number of travel lanes from 4 to 3 with a central turn lane, the so called "road diet" benefits everyone. Bicyclists get designated lanes and motorists get safer roads. Motor vehicle crashes decrease on average 29% with no reduction in the carrying capacity of the roads. This translates into benefits for everyone.

Also, that motor vehicle tax does not pay a dime for city streets. Sorry, but MNDOT gets it all. Roads are paid for with city tax dollars, which as residents on a bike or in a car, we all pay. You might argue that car's are getting the free ride, since when a bicyclist purchases a bike here in St. Paul, he or she pays a sales tax. Cars don't pay city sales taxes. Cars are not paying their share for city roads and cars inflict way more damage on them, requiring more maintenance with our city tax dollars. Less cars would mean less use of tax dollars for street repair. More bikes means less costs for the city. How can you argue with that?

The other area that needs improvement is snow removal in the winter. DPW needs to plow to the curb. What happens now is that snow gradually builds up in the parking lanes. The cars park farther out into the bike lanes until eventually all the cars are parked in the bike lanes and bicyclists are forced to use the car travel lane. Better plowing = better biking conditions.

3 Supporters

Amber Dallman inside Ward 3 May 1, 2013, 11:40 AM

Saint Paul will be a place where bicycling is a safe, easy transportation and recreation option for individuals and families. The healthy choice will be the easy choice. There will be a welcoming community of cyclists who encourage each other as well as positive policy and infrastructure changes.

1 Supporter

Jeff Christenson inside Ward 1 April 30, 2013, 1:40 PM

In a word, continuity. There's a bike lane on Marshall, for example, West of Snelling but it doesn't extend to the East. There seem to be few options for commuters who live/work in downtown St. Paul. Although I think the improvements along Griggs are supposed to help, there are few North-South arterial routes. There doesn't seem to be a good route to the State Fair (and this would help not only during the fair but year-round, given all the other events and races that occur there).

5 Supporters

Josh Wise inside Ward 2 April 30, 2013, 9:57 AM

I concur with the need for bike lanes downtown. There should also be clear exits from downtown for cyclists along the most sensible (least hilly) routes such as Grand Ave and Kellogg (east and west). As a West Side Resident, I'd like to see bike lanes all the way up Smith and continuing on to Anapolis. There also needs to be a better way to get from the Lake Street Bridge to Summit Ave. Fairview or Cleveland is what I normally take, and both need significant improvements for bikes. I also concur with those who have mentioned the need for a better route to the Fair Grounds. It would be nice to have a bike path over the rail yards that can be accessed from Pierce Butler and continue along Snelling. Finally, I hope there's no more money or time dumped into a Jefferson Ave bikeway. I don't know anyone who rides regularly who uses Jefferson. What I think would be best is lanes on Ford Parkway or even Montreal to facilitate folks coming over the river.

Jim Ivey inside Ward 2 April 30, 2013, 9:08 AM

Bicycling in Saint Paul should be a safe, viable commuting option for residents of all ages. Every neighborhood and business district should have convenient access to a robust network of streets that are designed to be safe and user-friendly for bicycles and pedestrians. Schools, libraries and rec centers should all have designated safe routes that connect them to the biking network. Neighboring cities should all have clear routes into the Saint Paul biking network to support commuters in both directions. The infrastructure for bicycling throughout Saint Paul should include improved lighting, regularly-cleared lanes and paths, ubiquitous directional and safety signage, and easy access to on-street and covered bike parking.

Investments in bicycling can be smart and sustainable, with a high return-on-investment compared to the billions of dollars that Minnesota spends on supporting car traffic every year. Safe and convenient bicycling encourages people to spend their dollars at local businesses instead of driving out to malls in the suburbs. Regular bicycling promotes a healthy lifestyle that reduces our city's dramatically rising healthcare costs. And making it possible to live and work in Saint Paul without owning a car is an investment that benefits residents of all economic levels.

And one final comment to the "taxpayers" that complain about investments in bicycle and pedestrian improvements: I pay taxes. My business pays taxes. Most of the tax money that goes into maintaining highways, off-ramps and parking lanes doesn't directly benefit me. This isn't about "bicyclists" asking for a handout. This is about the citizens of Saint Paul that either can't afford a car or choose not to live with one demanding a fair share of the investment in their transit needs. We want our city to invest in options that bring money back into Saint Paul, instead of siphoning it off to

car and oil companies. We want our city to invest in options that improve the air quality and beautifies our neighborhoods, instead of polluting and paving them over. Please consider the many reasons why we ask for these changes.

6 Supporters

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matt petersen inside Ward 2 April 29, 2013, 9:24 PM

A key objective is to improve the access to St.Paul Sites.. Making sure we have bike Paths to tourist spots and sites, Como Zoo, Lake Phalen. It would be great if we could some how connect all the parks... We have many nice trails, but they are difficult to get to.

Another key objective is to make trails continuous, many of our trails seem to dead-end onto a street..

3 Supporters

Max H inside Ward 2 April 29, 2013, 1:21 PM

My vision for cycling in the City of Saint Paul is for it to become a viable form of transportation for all people and ability levels across the entire city. Bicycling should be connected to other forms of transportation and convenient for short trips, longer commutes, and recreational outings. When possible, bicyclists should be separated from car traffic, but when that is impossible safe low-traffic routes and designated bike lanes should be used. All destinations should be connected and it should be a priority to attract private development with A+ bike infrastructure like the Midtown Greenway.

2 Supporters

Eric Saathoff inside Ward 6 April 26, 2013, 2:31 PM

I want to be able to get everywhere by bike, of course. This means that there should be easy routes to downtown and across town that don't include going downtown first (as the buses do). For instance, Maryland avenue is a major east-west street in the city that neither has a dedicated bus nor safe biking options.

What is really lacking in this city are connections and continuity. The bike path along Phalen boulevard is wonderful, but it ends horribly at I-94. It is super confusing how to continue going along the same route, and frankly dangerous when the obvious direction is Pennsylvania.

There is a nice bike path along part of Johnson Parkway, but it should be continued all the way south to meet up with Mounds Park. Give us a connected grid to navigate the city!

Sharing the road is nice, but places like Wheelock Parkway do not seem especially useful. There is a sign - no paint or anything else to actually *protect* a biker who takes this route.

I disagree with another poster that wants more bike infrastructure along major arteries. I very much enjoy taking quiet side streets, but there are some major obstructions in St. Paul - namely, highways -

and there need to be safe ways to get around these that don't require a major detour. Crossing 35E is quite frustrating. Each vehicle crossing should include a bikeable option. If a bike is meant to share the sidewalk, mark that to let us know.

3 Supporters

Isaac Wipperfurth inside Ward 1 April 26, 2013, 12:09 PM

I live on Lexington north of 94. It would be nice if there were bike lanes along this road. Right now if I want to ride to Como Park or south of 94 without being run over I have to weave my way through smaller residential streets and accross pedestrian bridges. What I'm getting at is that it would be helpful to have bike lanes or a bike trail along more major arterial streets. One possible way to do this is to extend the bike trail that was installed last year from Como Park to Minnehaha Ave farther down Lexington.

4 Supporters

Richard Fuller inside Ward 1 April 26, 2013, 10:44 AM

I see the signs of very good work behind the scenes already, even though I have no organizational connection with planning and implementation.
My favorite is that the bike lanes on Summit Ave are now plowed quickly after storms. Other places too. I have been winter-bicycling here since `88, and it's gotten a lot safer in the last years.
The bridges across I-94 are not safe for me, especially in winter. I prefer to ride on the street, generally, but I accept being forced onto the sidewalks on the bridges. But eight hours after a big snow the bridge sidewalks are less safe for a bicycle than the streets. Plus, if I'm not in the street, I have to deal with the right-turning traffic on and off the I-94 ramps. (Yes, I go out of my way to use the pedestrian bridges across 94.)
I feel the culture in St. Paul is becoming more bicycle-friendly. "Share the Road" signs help. I'd like to see more really-visible stuff, like the "Bicycle Boulevards" in MPLS.
Lexington Ave is generally dangerous for bicycles. The overpass over Pierce Butler is great. I hope that is part of a master plan for a major bike lane along the west side of Lexington for its whole length.
We need a North-South bicycle thoroughfare in a couple of places between downtown and the River Road.

3 Supporters

Erik Jordan inside Ward 4 April 25, 2013, 10:42 PM

First, it is *ridiculous* that I have to enable third-party cookies (or add an exception) to use this form. As an IT professional of 25+ years, I can say that there is no better way to kill a user's willingness to engage with a web site than add a requirement like this.

Here is my vision statement:
- Fully striped bike lanes that run like major arteries across Saint Paul. One example would be the Como Avenue route I take into work every day. It's an ideal route for commuting, but only parts of it

are striped for bike lanes. I'm sure there are other main arteries that could be established, such as east-west routes like maybe Marshal or Selby. Perhaps 7th Street up to Daytons Bluff, etc.
- All major posted bike routes are well-maintained and safe. As I bike commute into Saint Paul from my home I often run into poorly maintained, bumpy, or pot-hole ridden areas. Examples are Como on the downgrade east of Dale, Como ave between Rice and Park is in terrible shape (though marked with bike lanes).
- Easy entry and exit out of downtown Saint Paul. I find downtown very unfriendly to bikes, particularly when compared to Minneapolis. First, I have seen very few (no?) bike lanes on downtown streets. Second, entering and exiting Saint Paul can be very dangerous on bike. As an example, I head north toward the Capitol from downtown every day when I commute. Taking Cedar I am going the wrong way, or against traffic (though traffic is light). Taking Wabasha is very busy, an when I cross I-94 it is very dangerous as many cars are trying to turn (and I am trying to go straight). I have found the same problem when biking out of downtown heading west. It is very dicey to get up to streets like Selby or Marshall. Minneapolis has special purpose streets like Nicolette Mall that work great (or at least better) for this, and the Cedar Lake trail cuts right through the warehouse district and is a great way to safely get in and out of the city.
- Better support for biking through city parks. One example is Como Park. I believe the bike trail around the lake should be two-way so that commuters can use it whether going to or coming from work. Higher quality trails: for example, the trail south of Horton Avenue through the park is new and great, but the path north of Horton is terrible and in very poor shape. The bike path around the lake is in terrible shape in places.
- Bike-friendly stop lights. I love in in Minneapolis where some stop lights have cars keep back several feet (the "stop here on red" is back about 10 extra feed from the intersection) so that bikes can move to the front for greater visibility.
- More off-street bikeways. Minneapolis again has Saint Paul beat on this. The U of MN Transitway, the Greenway, the Ceder Lake Trail, the trail along the Hiawatha line, the trails along the river all seem better utilized, better integrated, and better maintained.
- Provide ample bike parking downtown. This means bike racks for commuters, bike lockers, etc.

3 Supporters

Kelli McCully inside Ward 4 April 25, 2013, 7:27 PM

It would be awesome if there were a way to add actual bike paths - separate from the road and from pedestrians - where possible. I know that a system like Minneapolis's grew up along with the city and therefore fits in very well into the city as a whole, whereas we would be retrofitting our city with paths, but it is a joy to ride on the west side of the river - no cars trying to run you down and no stop signs every five feet.

2 Supporters

David Tesch inside Ward 5 April 25, 2013, 5:38 PM

Ideally I would like to see a standard, bike-safe way to get from places like North End and Frogtown to Highland Park, the Greenway, and even the suburbs.

Bicycling Vision & Objectives

What is your vision for bicycling in the City of Saint Paul? What key objectives should the Citywide Bicycle Master Plan accomplish?

5 Supporters

Michael J. Sabaka inside Ward 3 April 25, 2013, 4:42 PM

To be able to cycle anywhere in the city in a safe and direct way. Bike paths are great! Bike lanes are good. The bike lanes help the cyclist feel safer in traffic, and the painted lanes keep the automobile operator aware of cyclists.
Objectives
1. More bike lanes downtown and on major streets such as Snelling, Lexington, Maryland, etc. wherever possible.
2. A better way up from the west 7th area to Highland/Mac Groveland area. Such as trail or path on Ayd Mill Rd. or Lexington Ave.
3. A way to get to the Fairgrounds from the south. It is very hard to get across the rail yards without using a very busy street.
4. Remember to have fun, cycling is fun!

9 Supporters

Tm Doherty inside Ward 1 April 25, 2013, 4:38 PM

I think St. Paul is going in the right direction in that it is developing more bike paths and also that you are seeking input from the community. However I agree with most commenters on the lack of continuity of the paths. It's uninviting as a bicycle commuter and recreational cyclist to have a great path that only gets you part way to your destination. Yes, many drivers are hostile to cyclists, or ignorant of the law, or distracted. Cycling safety depends on both well-marked and separated, dedicated bicycle paths. Increased participation in cycling is great for the community for personal health, reduced air and water pollution, reduced road congestion, and increased quality of life.

I think three of the key objectives should be:

1. A continuous north-south and east-west network of well-marked and/or separated cycing paths.
2. A public awareness and marketing campaign that promotes the existence of our great network of paths, and of the laws and courtesy that drivers should give to one another and to cyclists.
3. Planning in coordination with other municipalities to connect St. Paul with the regional network of cycling paths.

Tim

9 Supporters

Fred Clayton inside Ward 2 April 25, 2013, 2:21 PM

To encourage more casual and recreational cyclists to bike in the downtown areas will require more attention to marked bike lanes. Bike commuters are generally more confident riding on streets without marked lanes however less confident potential riders are not as willing to take a Nice Ride

rental or their own bikes on the city streets. With the addition of light rail and train/bus service in Lowertown and the future ball park, there are many reasons to encourage more bike trips through the city center.

3 Supporters

Betsy Leach inside Ward 7 April 25, 2013, 12:15 PM

We need to include the entire city in the vision of bicycling in St. Paul, not just the western side of town. People on the eastside need to be able to travel easily and safely within their neighborhoods as well as between them and to downtown and other parts of the city. Look at what Public Works gathered from the eastside when they did their outreach for the Master Plan over the past couple of years. Eastsiders had a lot to say. We need to overcome the barriers that separate parts of the city - I-94, !-35E, the river, busy streets. Bicycling needs to be accessible to everyone regardless of age, economic status, gender, ethnicity - envision a system that makes that possible. Connections, connections, connections.

9 Supporters

Brad Davies inside Ward 5 April 25, 2013, 11:05 AM

Seems pretty foolish to take away a lane (that carries thousands of cars a day) from a street to create a dedicated bike lane that may carry a 100 bicycles on a good day - and only for part of the year at that. Then we can add on the cost of special striping and the cost to businesses and citizens of lost parking.

Streets are built to carry traffic quickly and easily from one place to another. Why are we so intent on taking away their purpose for a very few "special" users?

I am at a loss as to why we need dedicated bike lanes.

I do use bike paths where they are available, around the lakes and in the parks.

I have ridden my bike thousands of miles in St Paul over the last 50+ years and still do, and I have had no issues yet...

I am one of the FEW bike riders that obeys traffic laws and signs - perhaps that has something to do with it???

2 Supporters

Patrick Driscoll inside Ward 2 April 25, 2013, 10:52 AM

I would like to know why, if we are in such financial chaos, do we continue to pay out all the money that is going to bike lanes and the people using them are not paying a dime?
I see no reason for not tacking a 5 or 10 percent fee to the price of each adult bike sold. There would

be a sticker plainly visable on any bike being ridden by anyone over 18 years old. I have to pay over $200 per year to drive on these roads. Why should anyone else get their dedicated lanes at our cost? I also think that the city could pay part of the cost by putting a small advertisment at either end of each block that bike shops and manufactures could pay for.

1 Supporter

Erik Riesenberg inside Ward 3 April 25, 2013, 10:48 AM

In a perfect world, i'd love to see the city find a way to give bicyclists the same access to our roads as vehicles. Identifying certain streets as bicycle/pedestrian only, with a focus on bike/public transit connections. Bike lanes seem to just frustrate drivers, who then in turn, take it out on the cyclists. Having a separate network of thoroughfares dedicated to non-motorized traffic would dramatically reduce the opportunity for aggressive drivers to put cyclist in danger and would likely reduce vehicular/bicycle accidents across the board. Then in areas where it's clearly necessary for bike and vehicles to share the road(ex.bridges), putting up seasonal barriers(seasonal to allow for snow removal) between the bike and car lanes so as to not allow vehicles to drive where they shouldn't.

2 Supporters