

# Saint Paul Bicycle Plan Update

September 15, 2021

[Stpaul.gov/bikeplan](https://stpaul.gov/bikeplan)



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# Agenda

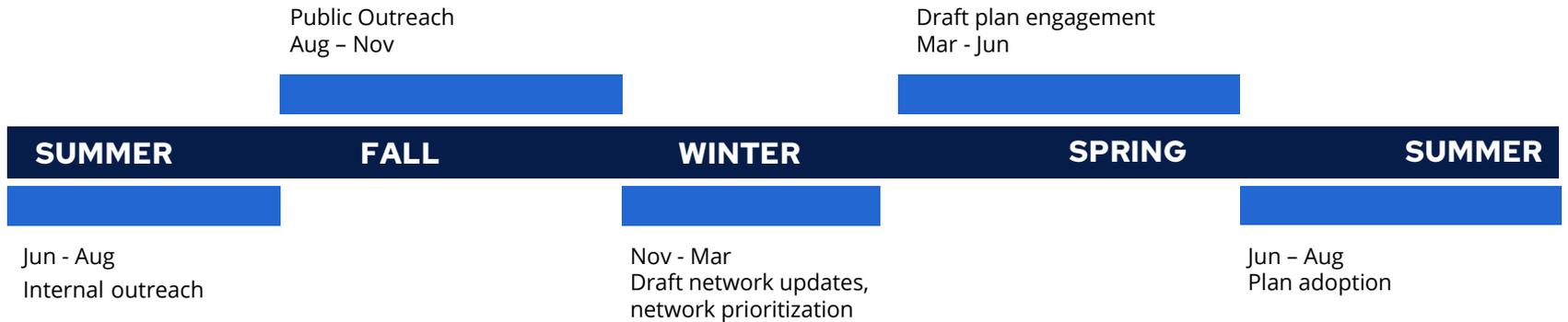
- Timeline
- 2015 Bicycle Plan overview
- Why are we updating?
  - Shared use paths and Separated bike lanes
- Next steps and engagement opportunities





# Timeline

## Summer 2021 – Summer 2022



# 2015 Bicycle Plan



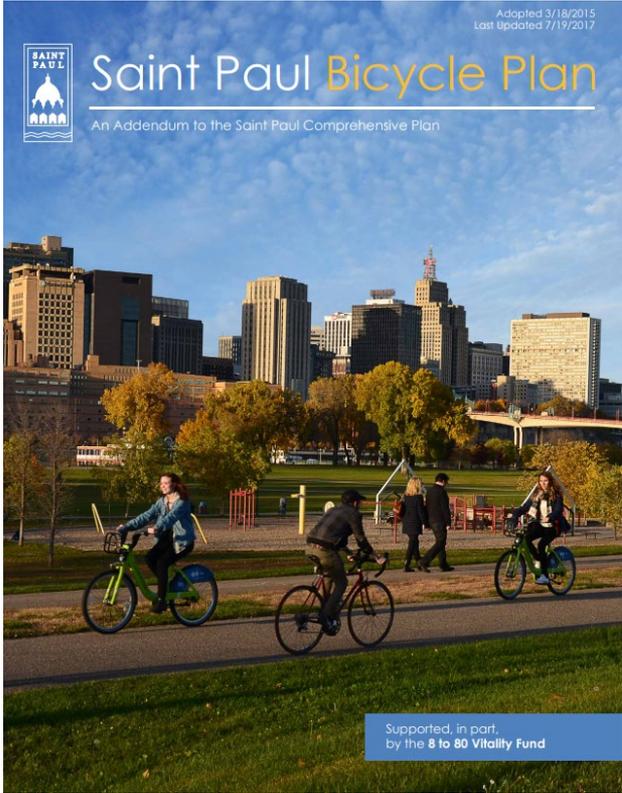
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# 2015 Saint Paul Bicycle Plan

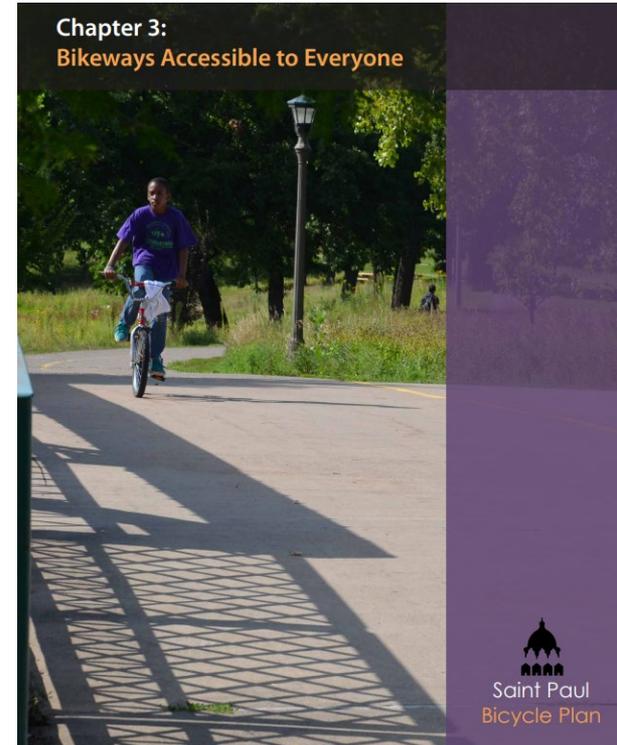
- Adopted in March 2015
- Provides direction for the development of a network of bicycle facilities
- Highlights engagement process between 2011 and 2014
- Updated in 2017 to include CCB and Grand Round
- Recommends additional updates, without specific timeline

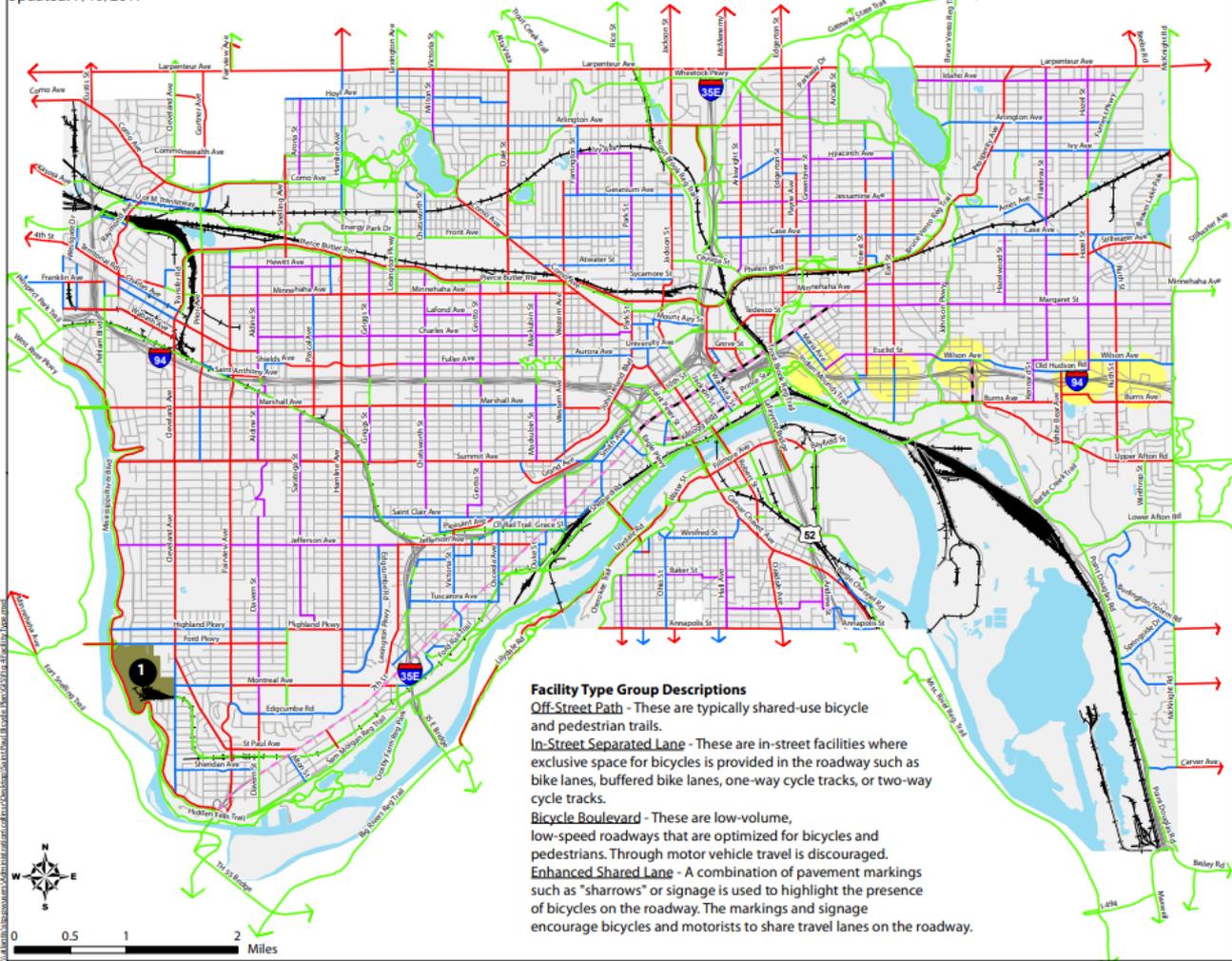




## How is the Plan used?

- To guide development of the network when opportunities arise
  - Mill & Overlay projects
  - Street reconstructions
  - New development
  - Transit projects
- As a reference for other planning efforts





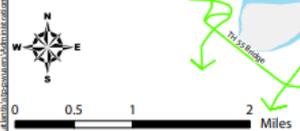
**Legend**

**Facility Type**

- Off-Street Path
- In-Street Separated Lane
- Bicycle Boulevard
- Enhanced Shared Lane
- Corridor for Additional Study
- Corridor for Additional Study of Enhanced Shared Lanes
- Area for Additional Study
- Transit Station Connectors
- Freight Railroad

**1** Ford Site - Bicycle facilities are to be planned in conjunction with other site planning related to anticipated redevelopment.

**Facility Type Group Descriptions**  
**Off-Street Path** - These are typically shared-use bicycle and pedestrian trails.  
**In-Street Separated Lane** - These are in-street facilities where exclusive space for bicycles is provided in the roadway such as bike lanes, buffered bike lanes, one-way cycle tracks, or two-way cycle tracks.  
**Bicycle Boulevard** - These are low-volume, low-speed roadways that are optimized for bicycles and pedestrians. Through motor vehicle travel is discouraged.  
**Enhanced Shared Lane** - A combination of pavement markings such as "sharrows" or signage is used to highlight the presence of bicycles on the roadway. The markings and signage encourage bicycles and motorists to share travel lanes on the roadway.



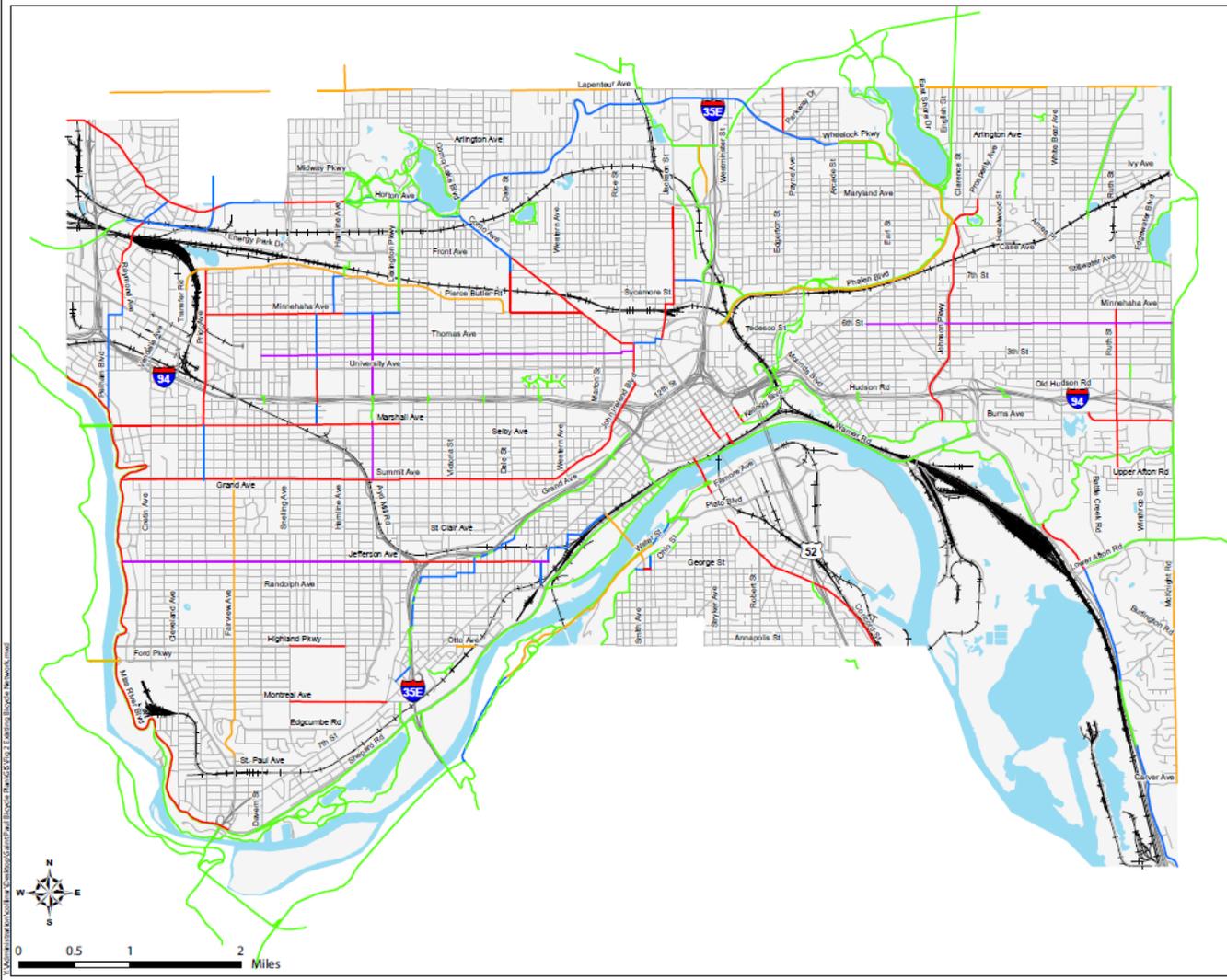
**Figure 4**  
**Planned Bicycle Network**  
**Facility Type Group**



## Progress made since 2015

- 67 miles of bike facilities have been added since 2015
- Includes implementation from Parks & Rec, Ramsey County, MnDOT, DNR

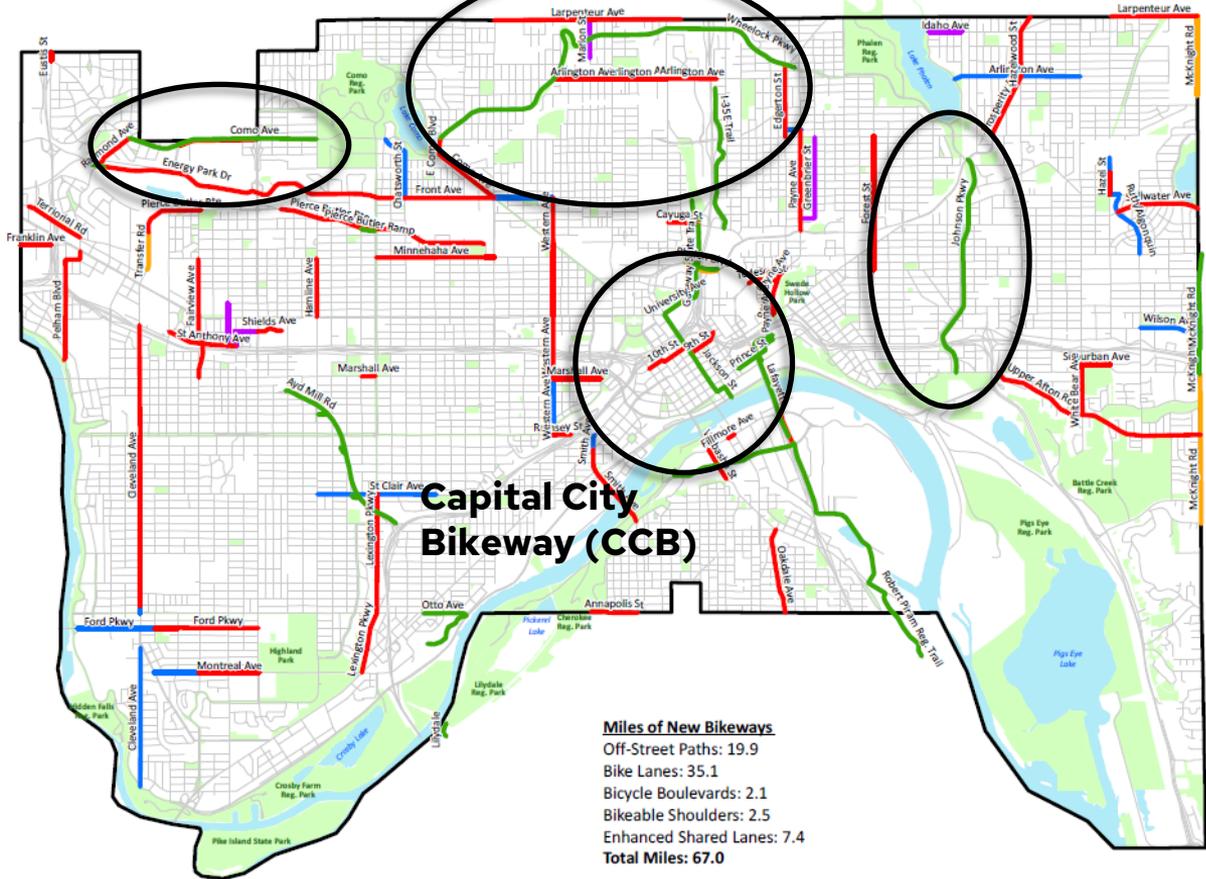




- Legend**
- Off-Street Path
  - Bike Lane
  - Shoulder
  - Enhanced Shared Lane
  - Bicycle Boulevard
  -  Freight Railroad

**Figure 2**  
2015 Bicycle Network

# Grand Round



## Capital City Bikeway (CCB)

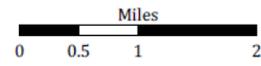
**Miles of New Bikeways**  
 Off-Street Paths: 19.9  
 Bike Lanes: 35.1  
 Bicycle Boulevards: 2.1  
 Bikeable Shoulders: 2.5  
 Enhanced Shared Lanes: 7.4  
**Total Miles: 67.0**



## 2015 - 2020 New Bicycle Network Projects

This map identifies projects that expanded the bicycle network or converted an existing bikeway to a different facility type.

- Off-Street Path
- Bike Lane
- Bike Blvd
- Shoulder
- Shared Lane



Date: 6/30/2021

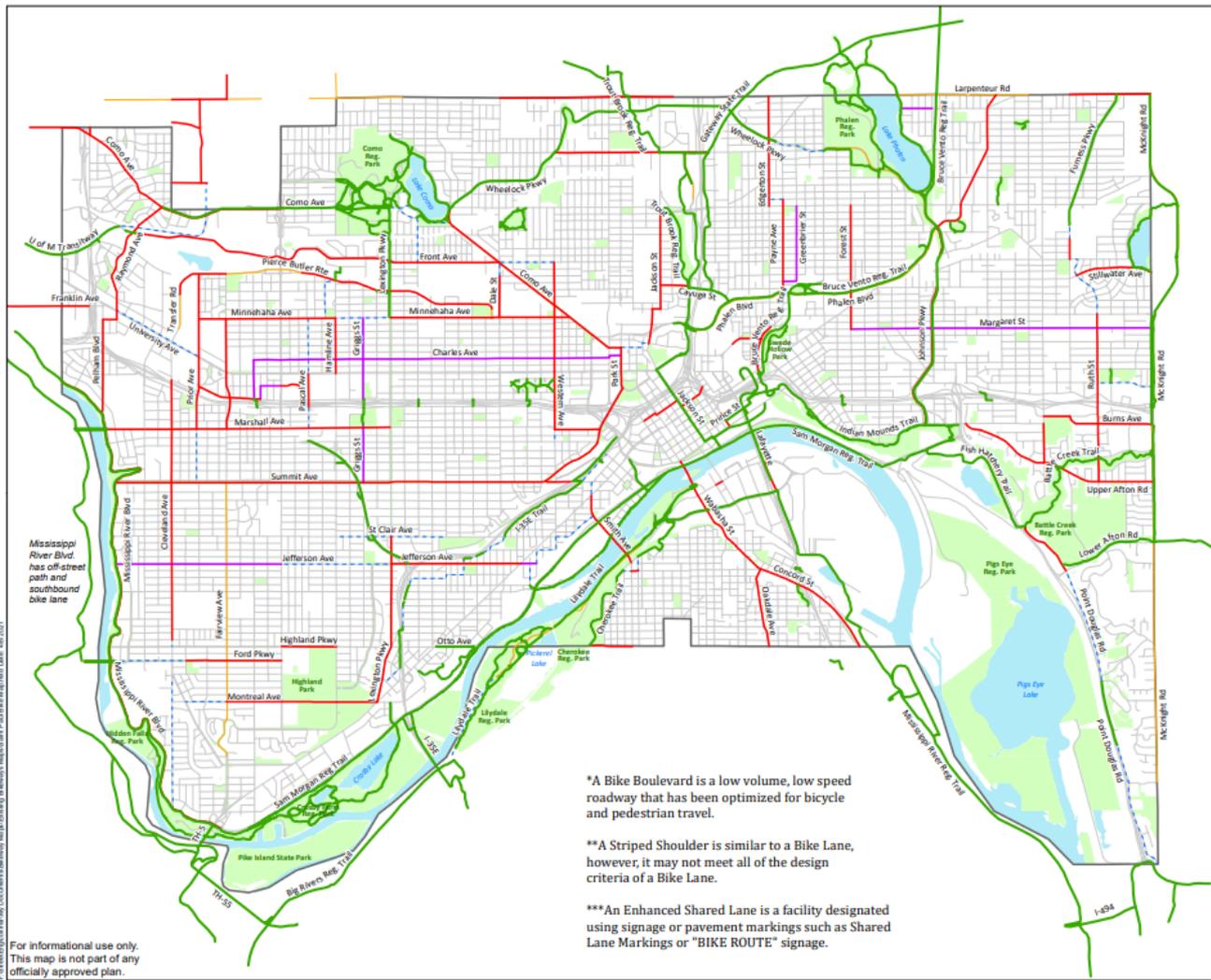
For informational use only.  
 This map is not part of any  
 officially approved plan.



# Saint Paul Bike Map

### Bikeways

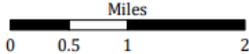
- Off-Street Path
- Bike Lane
- Bike Boulevard\*
- Striped Shoulder\*\*
- Enhanced Shared Lane\*\*\*



\*A Bike Boulevard is a low volume, low speed roadway that has been optimized for bicycle and pedestrian travel.

\*\*A Striped Shoulder is similar to a Bike Lane, however, it may not meet all of the design criteria of a Bike Lane.

\*\*\*An Enhanced Shared Lane is a facility designated using signage or pavement markings such as Shared Lane Markings or "BIKE ROUTE" signage.



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# Why are we updating the Bicycle Plan?



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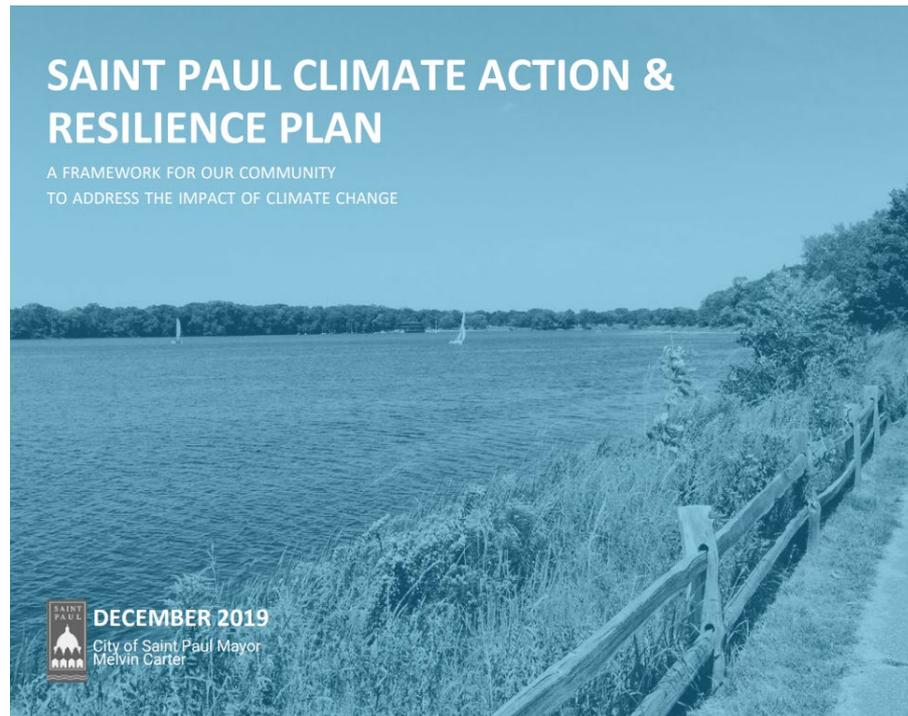
# Why are we updating the Plan?

- 2019 Saint Paul Climate Action & Resilience Plan calls for more separation from cars
- To incorporate updates to Capital City Bikeway (CCB), Highland Bridge, and Grand Round – identify new priorities
- In response to community feedback
- To understand what has changed since 2015
- To provide additional policy guidance on operation & maintenance needs to ensure high level of service of the bike network
- To ensure our bicycle goals aren't competing with our pedestrian goals
- Some of the network needs to be updated to include more separation between people biking and people driving. This aligns with state and national best practices in design



## 2019 Saint Paul Climate Action & Resilience Plan

*"update the Bicycle Plan to reflect best practices prioritizing protected bicycle facilities over unprotected or shared lanes"*





## Separated bike lanes and shared use paths help us accomplish pedestrian goals.

Each street design accommodates the same uses:

- People walking
- People biking
- Transit
- On street parking
- People driving





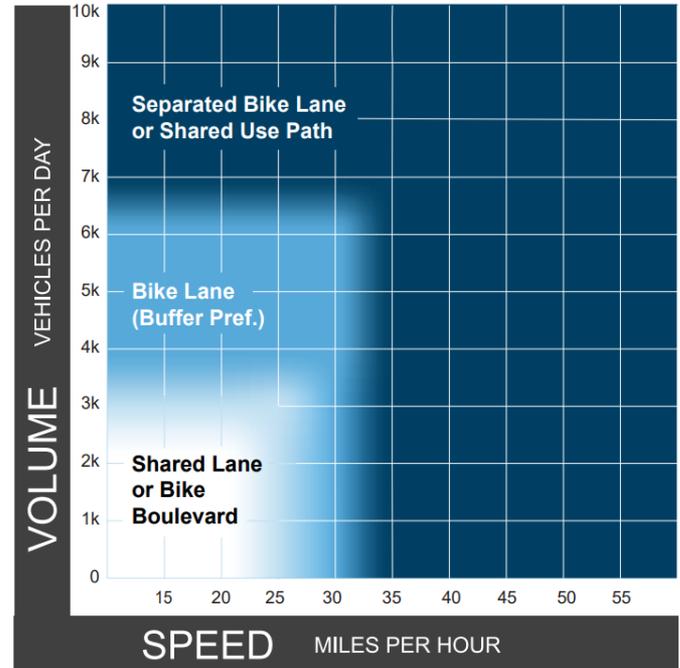
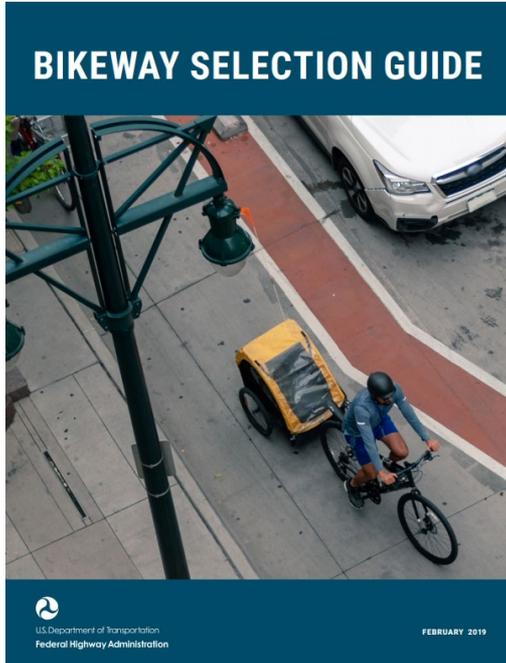
### **Additional Operation & Maintenance policy guidance**

- This update will include policy-level guidance to identify and support the resources needed to operate and maintain a bike network that is safe and comfortable
- With very few exceptions, operation and maintenance funding has not kept up with the expansion of the bike network



# Why are we updating?

## The update will be more consistent with national and state guidance



# Separated bike lanes and shared use paths



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# What are separated bike lanes?



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## What are separated bike lanes?



- “An **exclusive facility** for people biking that is **located within or directly adjacent** to the roadway”
- “Physically separated from vehicle traffic by a **vertical element**”

— FHWA (2015)



## What are separated bike lanes?



- Different from standard bike lanes because of **vertical element**
- Different from recreational trails because of their **spatial proximity** to the road



Horizontal separation

Vertical separation



## What are separated bike lanes?



- Interim treatment



## What are separated bike lanes?



- One way separated bike lanes – Portland, OR and Philadelphia, PA

# What are shared use paths?



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## What are shared use paths?



### Shared use path

- Separated from vehicles, but shared by people walking and biking



# What are NOT separated bike lanes or shared use paths?



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## What are NOT separated bike lanes or shared use paths?



### Bike Lane

- No vertical separation, only horizontal separation



## What are NOT separated bike lanes or shared use paths?



### Buffered Bike Lane

- Horizontal separation, but no vertical separation



## What are NOT separated bike lanes or shared use paths?



### Bike Boulevard

- Traffic calming to make it more comfortable for people biking
- Lane markings and signage for identification

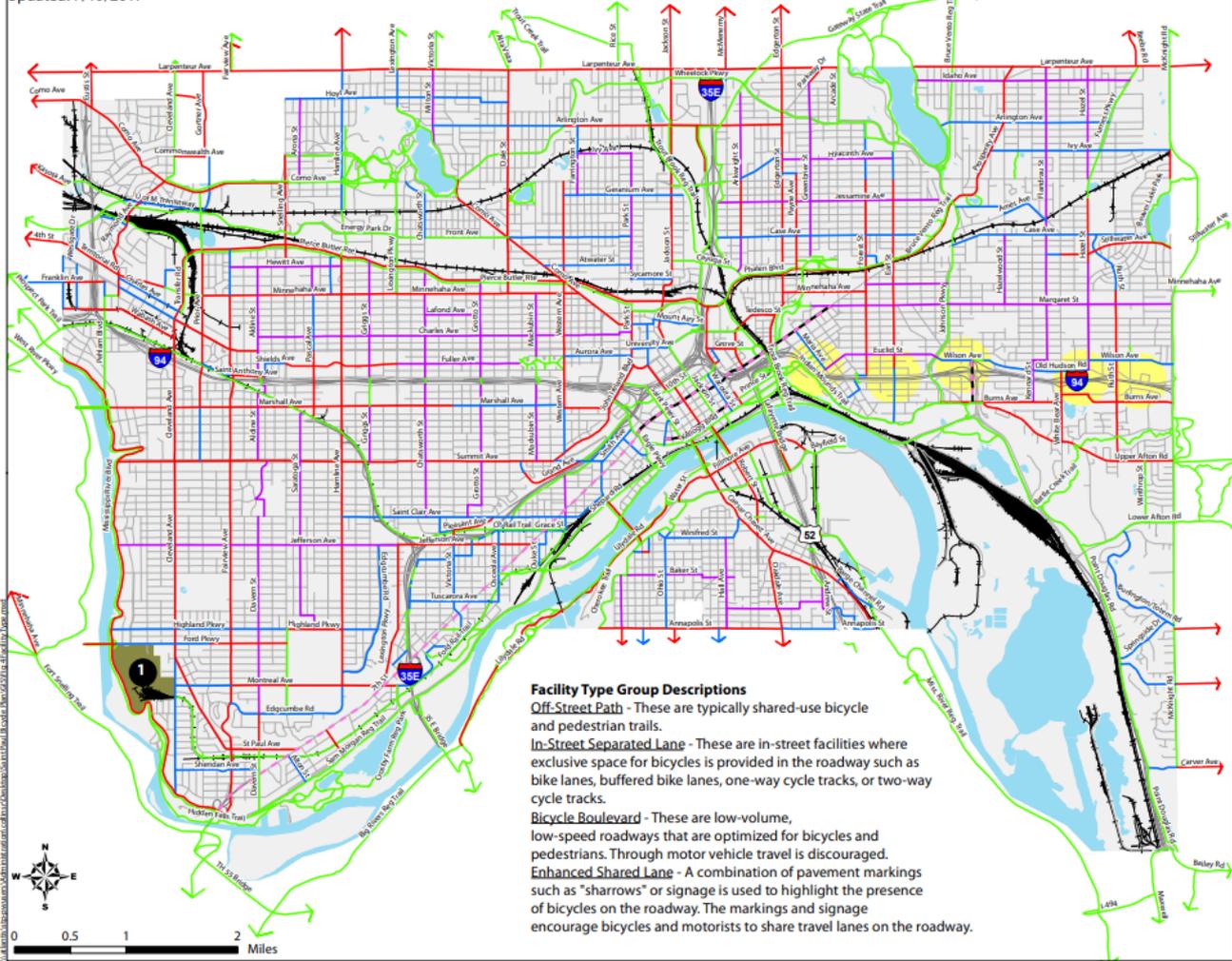


## What are NOT separated bike lanes or shared use paths?



### Enhanced shared lane

- Lane markings, signage



**Legend**

**Facility Type**

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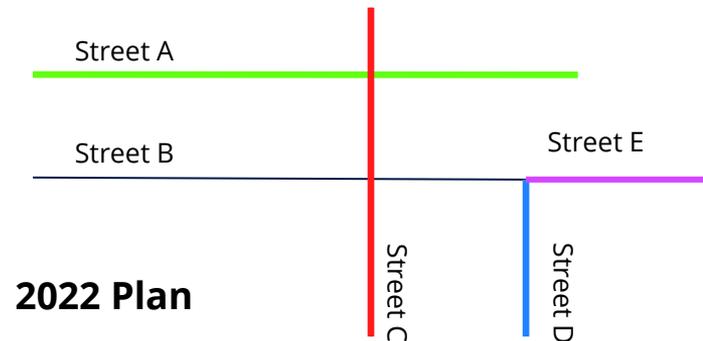
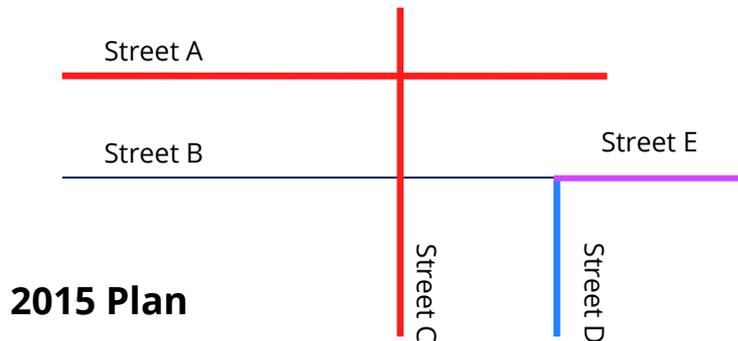
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**Figure 4**  
**Planned Bicycle Network**  
**Facility Type Group**



## In summary...

- Many roads were identified for bike lanes in the 2015 Plan – that has resulted in implementation of several miles
- We know now that people biking prefer a level of separation that bike lanes cannot provide
- Some of the roads identified for bike lanes in 2015 will be updated and re-identified/planned for shared use paths and separated bike lanes based on traffic volumes, traffic speeds, availability of space (ROW), and other factors
- Enhanced Shared Lanes and Bike Blvds will not be eliminated





# What is being considered

- Updating to provide more guidance and clarity on separated bike lanes and shared use paths
- Streets/corridors will be identified for future separated bike lanes and shared use paths
- Identifying the top priorities for building out the Saint Paul bike network

# What is not being considered

- Rethinking entire bicycle network
- A completely new planning document

# Engagement Strategy



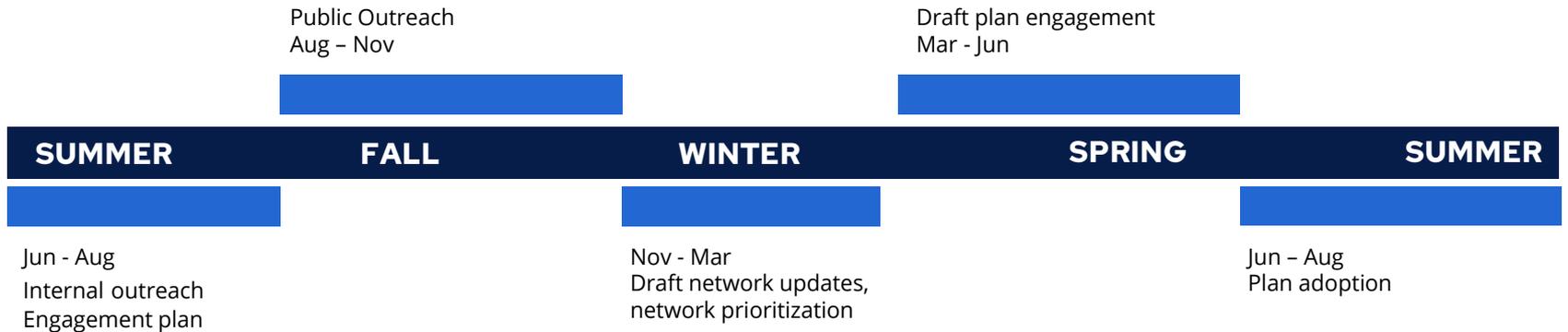
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# Timeline

## Summer 2021 – Summer 2022





## Fall 2021 Round 1

- Share information about the current bicycle plan
- Share scope, timeline, and objectives of update
- Let people know what we are doing, why, and when
- **Ask for initial feedback on network prioritization and system gaps**
- Over 700 surveys so far

### The City of Saint Paul is updating the Bicycle Plan

#### What is the purpose of a bicycle plan?

A bicycle plan is a document that tells staff where in the city bike lanes and bike paths should go. City planners and engineers refer to the bicycle plan when making decisions about how a street should look and function. Having this document allows the City to plan for the future as we create a city that is safe, equitable, healthy, and resilient.

#### How do I get involved?

The City wants to hear your ideas for improving biking in Saint Paul! Visit the website below or scan the QR code to complete a survey, sign up for email updates, and learn more about the timeline and process.



*scan this QR code with your phone camera to take the survey!*

[stpaul.gov/bikeplan](http://stpaul.gov/bikeplan)

#### What will be included in the update?

- This process will update the planned bike network to include more spaces that separate people biking from people driving
- This process will identify where and how we should focus our resources to expand the bike network

#### 2015 Saint Paul Bicycle Plan

The City's first Bicycle Plan, adopted in 2015 by the City Council, helped Saint Paul increase the bike network from 153 miles in 2015 to 207 miles in 2020.

The 2015 Plan led to progress on a downtown network of bike facilities (Capital City Bikeway), and created important connections between our parks (Saint Paul Grand Round).

The 2015 Plan built a great foundation and tool to create spaces for people to comfortably ride bikes. But it's time for a refresh!

#### Timeline



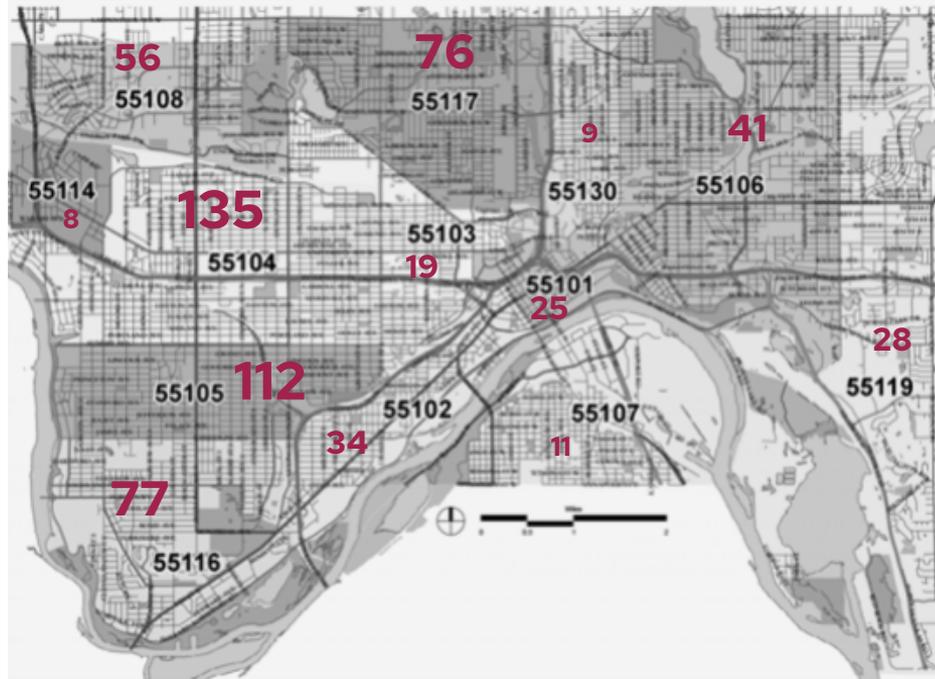
[stpaul.gov/bikeplan](http://stpaul.gov/bikeplan)

Project Contact  
 Jimmy Shoemaker, Department of Public Works  
 jimmy.shoemaker@ci.stpaul.mn.us  
 651-266-6204



# Initial survey results

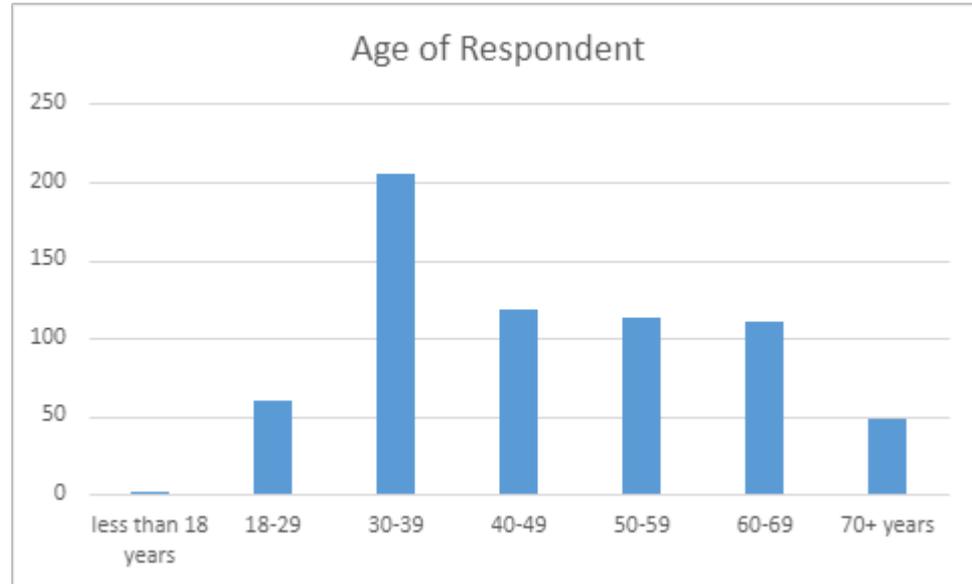
Saint Paul Zip Codes	Count
55104	135
55105	112
55116	77
55117	76
55108	56
55106	41
55102	34
55119	28
55101	25
55103	19
55107	11
55130	9
55114	8
Total	631





## Initial survey results

Age	Count
less than 18 years	1
18-29 years old	60
30-39 years old	205
40-49 years old	118
50-59 years old	113
60-69 years old	111
70+ years	48
Total	656





## Initial survey results

- Safe and separated bike facilities – a connected network
- Winter maintenance of bike network
- Connections to and from downtown
- Connections over barriers (94 and 35, RR tracks, River)
- More bike parking
- Traffic calming

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### Update to Saint Paul Bicycle Plan

Please take this survey to tell us your ideas for updating the Saint Paul bike network. **Survey closes October 31, 2021!**

\* Required

1. About how often do you bike in Saint Paul? \*

Every day

A few times a week, but not every day

A few times a month, but not every week

A few times a year

Never

2. What would make you bike more in Saint Paul?

Enter your answer

3. Think about where you bike or would like to bike in Saint Paul. On what streets would you add a bike facility (such as bike lane, bike boulevard or separated bike lane/shared use path)?



# Outreach techniques

- Stakeholder meetings
- Three in person community events
  - Aug 12 Safe Summer Nights
  - Sept 12 Bike Classic
  - Sept 25 Marydale Festival
- Virtual open house/presentation – Sept 15
- Pre-recorded/on demand virtual presentation
- Flyers at libraries, rec centers, bike shops
- Project webpage
- **Survey (paper and online)**
  - **Open until October 31**
- Social media
- Email updates

## Stakeholder list

- Seventeen District Councils
- Saint Paul City Council offices
- Transportation Committee
- Ramsey County, MnDOT, DNR
- Saint Paul Bicycle Coalition
- Business groups
- Neighborhood organizations
- Saint Paul Public Schools
- MoveMN
- Minnesota Bicycle Alliance
- Metropolitan Council

## Who else?

# Thank you!

[Stpaul.gov/bikeplan](https://stpaul.gov/bikeplan)

Jimmy Shoemaker  
Jimmy.shoemaker@ci.stpaul.mn.us  
(651) 266-6204



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