

# Saint Paul Bicycle Plan Update

Spring 2023

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



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# Agenda

- Timeline
- Reminder about current Bike Plan
- Fall 2021 engagement summary
- What we did in 2022
- Draft plan overview
- Draft planned bicycle network
- Draft updated priorities
- Next steps and engagement opportunities





# Definitions

- **Bikeway, bike facility, bike infrastructure:** a space designated for bicycle use. Can be shared with drivers or pedestrians. Or could be just for bikes.
- **Bike network:** all the combined bikeways across the city form a web to create the bike network
- **Bike plan:** a document that guides development of the bike network into the future. It sets goals and represents agreement by the public, partner agencies, and will be referenced in the future



# Timeline

## Summer 2021 – Summer 2023

Jun - Aug  
Internal outreach

Jan 2022 – Jan 2023  
Draft network updates,  
network prioritization

Draft plan engagement  
April - Jun

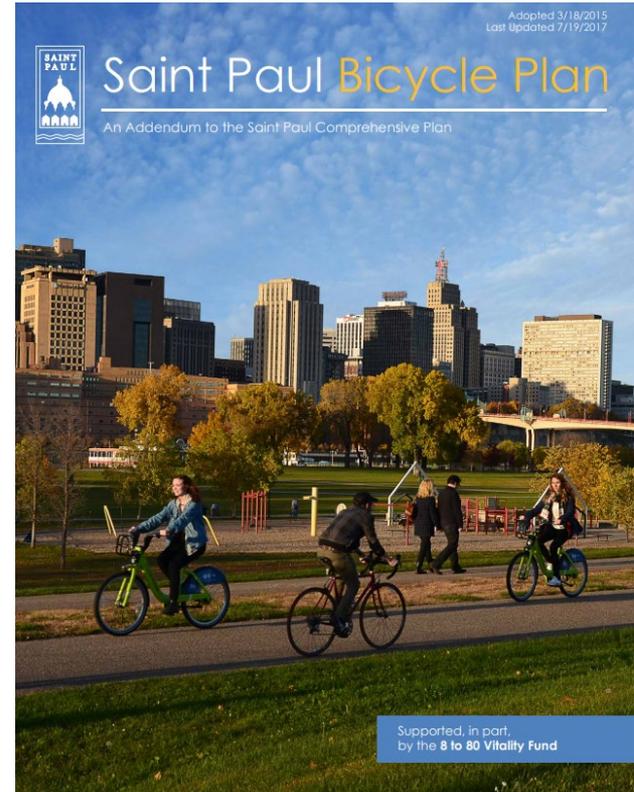
**WE ARE HERE**





# 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

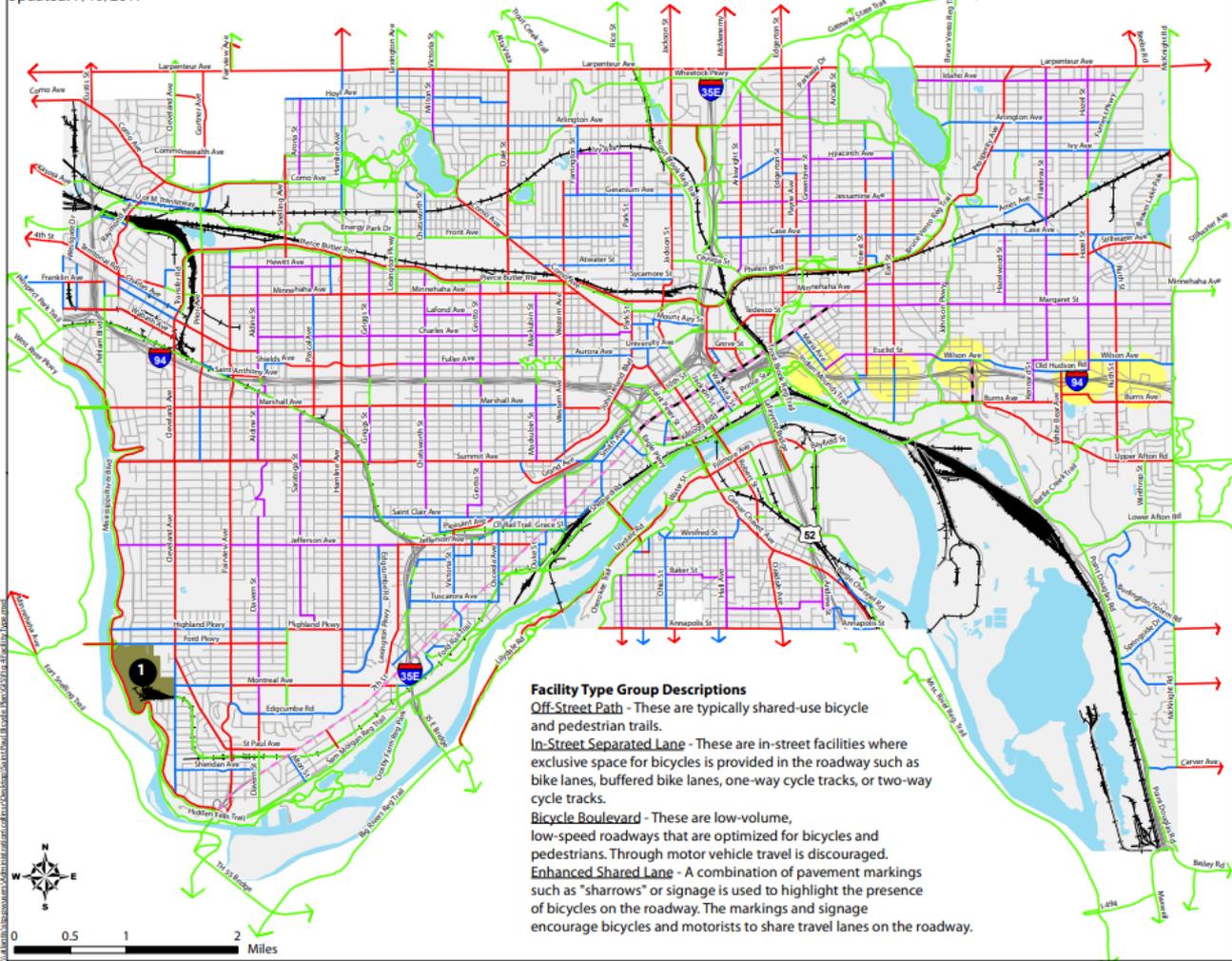




## How is the Plan used?

- 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





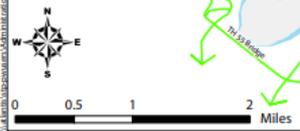
**Legend**

**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

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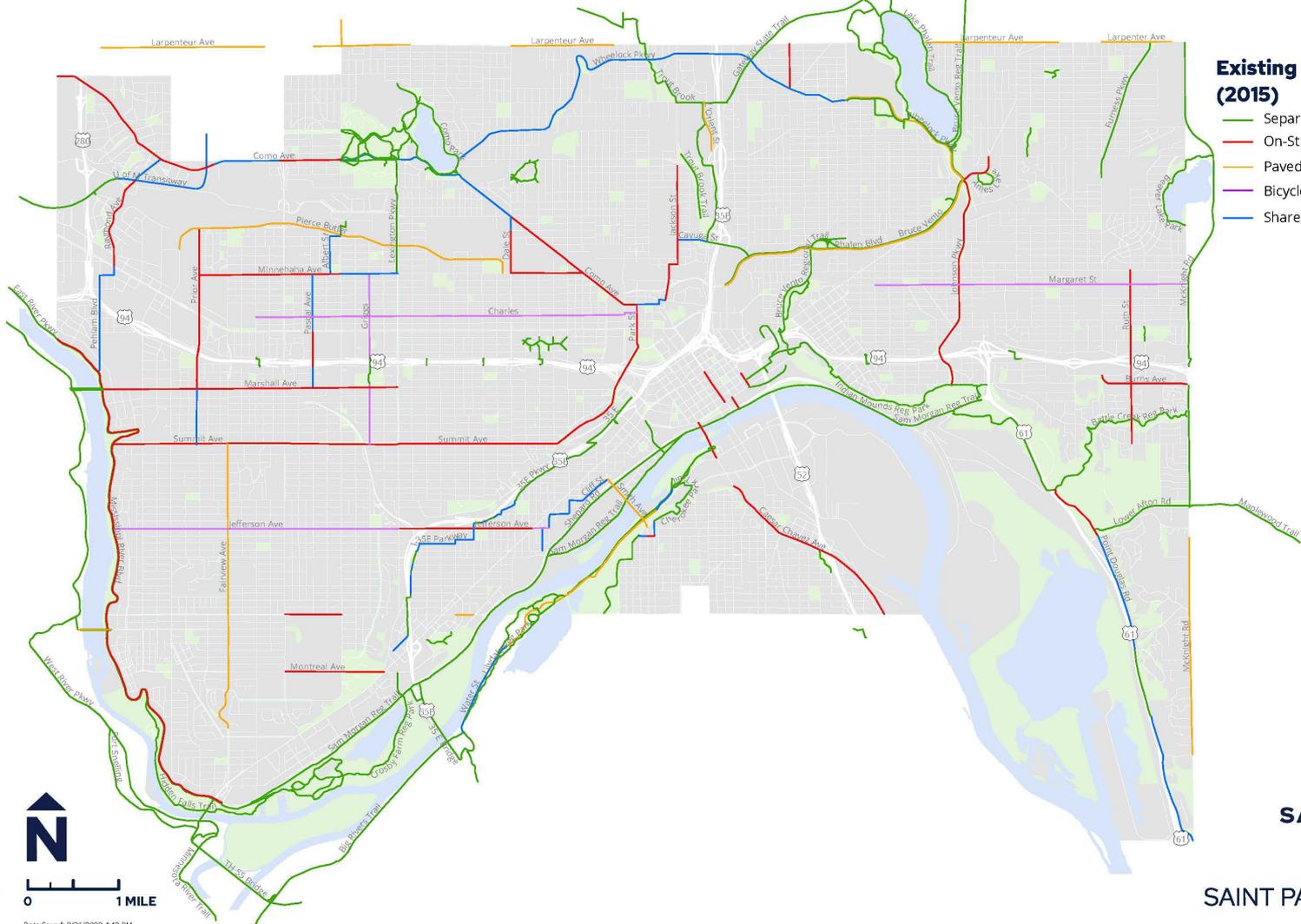
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**Bicycle Boulevard** - These are low-volume, low-speed roadways that are optimized for bicycles and pedestrians. Through motor vehicle travel is discouraged.  
**Enhanced Shared Lane** - A combination of pavement markings such as "sharrows" or signage 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**

## Existing Bicycle Network (2015)

- Separated Bikeways & Paths
- On-Street Bicycle Lane
- Paved Shoulder
- Bicycle Boulevard
- Shared Lane



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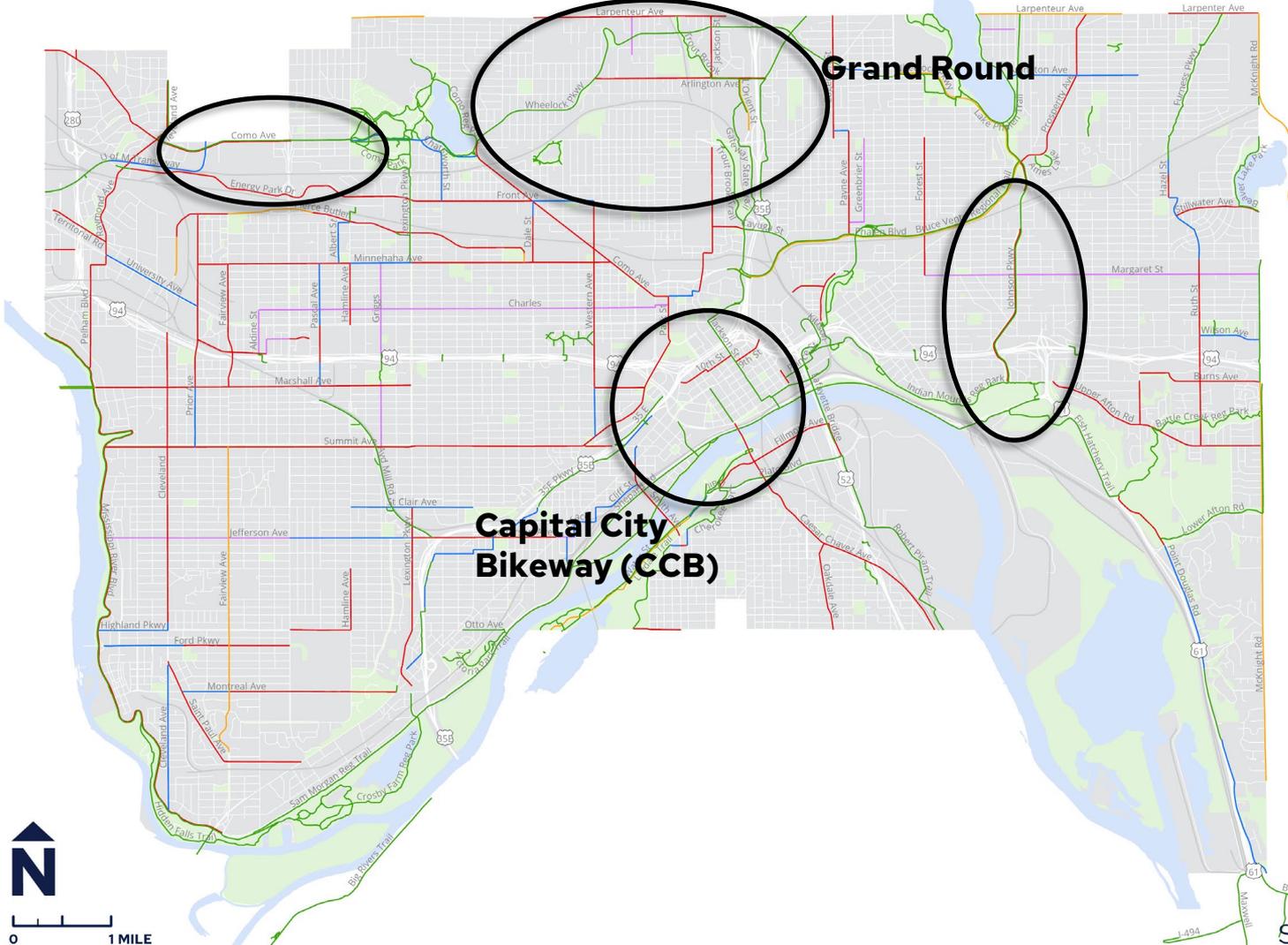
**SAINT PAUL BIKE PLAN**



## Progress made since 2015

- 59 miles of bikeways have been added since 2015
- Includes implementation from Parks & Rec, Ramsey County, MnDOT, DNR





**Existing Bicycle Network**

- Separated Bikeways & Paths
- On-Street Bicycle Lane
- Paved Shoulder
- Bicycle Boulevard
- Shared Lane

**Grand Round**

**Capital City  
Bikeway (CCB)**



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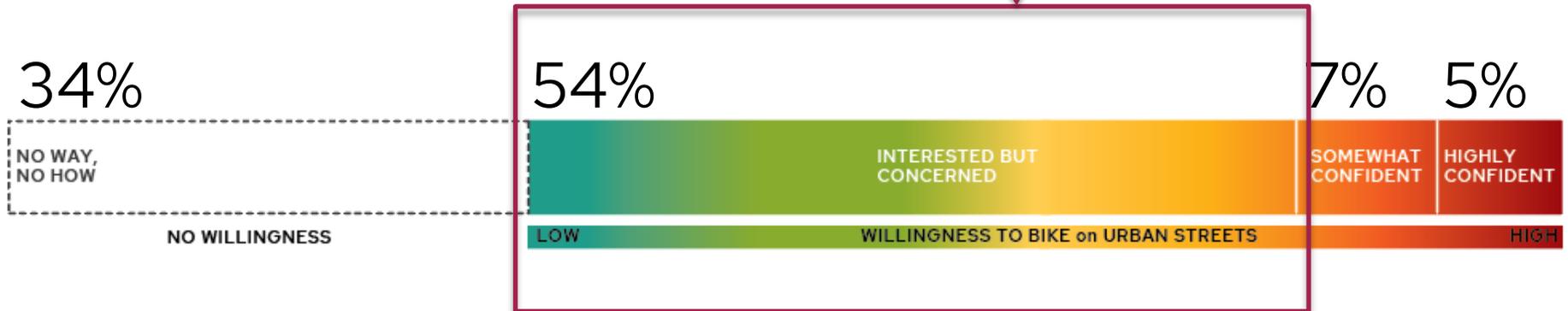
**SAINT PAUL BIKE PLAN**

Data Source: 4/14/2023 12:28 PM



## What are our biking and transportation goals?

- Improve safety for people riding bikes
- We want more and *new* bikers riding
- We want to limit our impact on climate change
- We need to accommodate the movement of 30,000 more people by 2040





### What we did in Fall 2021

- Project webpage, email updates to 3,600+ addresses, social media, flyers at libraries and rec centers
- Five in person events partnering with other events
- 22 virtual presentations to District Councils, stakeholders, commissions and committees, Council offices
- Online survey that received 1,694 responses





## Goals of engagement

- Share information about current Bicycle Plan and existing bike network
- Create opportunities to share information about the scope and objectives of the update
- Receive ideas from the public about missing bike network links and streets that should be planned for bike facilities
- Understand where and how the City should prioritize their resources to expand a safe and comfortable bike network

### Lub Nroog Saint Paul tab tom kho Qhov Kev Npaj Caij Tsheb Kauj Vab

#### Lub hom phiaj ntawm qhov kev naj caij tsheb kauj vab yog dab tsi?

Txoj kev npaj caij tsheb kauj vab yog ib ib daim ntawv uas qhia rau cov neeg ua hauj lwm nyob hauv nroog tuaj yeem caij tsheb kauj vab mus los tau rau cov kab kev tsheb kauj vab. Cov neeg npaj caij tsheb kauj vab thiab

tau saib qhov kev npaj caij tsheb kauj / tsm txoj kev li cas thiab li yuav zoo thiab im ntawv no yuav ua rau Lub Nroog los hauv lub nroog rau yav tom ntej, kom thiab muaj kev lav ris.

#### Do you bike to school or in your neighborhood?

City of Saint Paul staff are working to update the Saint Paul Bicycle Plan. The Bicycle Plan tells staff where to construct bike lanes and bike paths in the city.

It is critical that we hear from young adults when thinking about the future, because the city will be yours in the future.

What makes biking in Saint Paul easy? Hard? Where would you like to see bike lanes and paths?

Please scan the QR code with your camera phone or go to [stpaul.gov/bikeplan](http://stpaul.gov/bikeplan) to take the survey and help shape the future of biking in Saint Paul. **Survey closes November 5!**



If you'd like to be more involved, email staff at: [jimmy.shoemaker@ci.stpaul.mn.us](mailto:jimmy.shoemaker@ci.stpaul.mn.us)



Ntaub ntawv siv sib txuas lus ntawm txoj hauj lwm: Jimmy Shoemaker, Department of Public Works [jimmy.shoemaker@ci.stpaul.mn.us](mailto:jimmy.shoemaker@ci.stpaul.mn.us) 651-266-6204

#### Qhov Kev Npaj Txoj Kev Tsheb Kauj Vab Hauv Saint Paul Xyoo 2015

Lub Nroog thawj thawj Qhov Kev Npaj Txoj Kev Tsheb Kauj Vab, raug coj los siv rau xyoo 2015 los ntawm Xab Pha Nroog, tau pab ua rau Saint Paul muaj kev tsheb kauj vab ntau ntixv ntawm 153 mais kev hauv xyoo 2015 mus bog 207 mais kev hauv xyoo 2020.

Qhov Kev Npaj xyoo 2015 ua rau muaj kev tsheb kauj vab ntau ntixv rau hauv nroog (Txoj Kev Tsheb Kauj Vab Hauv Tuam Ceeb Nroog), thiab tau tsm tej kev sib txuas tseem ceeb mus los rau ntawm peb tej chaw ua si (Saint Paul Grand Round).

Qhov Kev Npaj 2015 tau tsm ib qho hauv paus zoo tshaj thiab tsm muaj tej chaw seem rau cov neeg caij tsheb kauj vab tau yooj yim. Tab sis txog sij hawm kho dua tshab lawm!

a rau cov tsev hauj lwm ntawm Lub Nroog, cov tsev lis hauj lwm ntawm Xab Pha, Cov uav tawm rau pej xeeb saww daws, rau ntawm tej koom txoos, nthuav tawm rau

n tshab txog daim qauv tsm ua tej kev tsheb kauj vab, tej kev uav tau ua ua ntej iv daws sib koom kho rau daim qauv npaj kev npaj los siv





## Results of engagement Fall 2021

1. Safety is what people want
  - a. Separated spaces to bike
  - b. Slower traffic speeds
2. Improved street condition/maintenance
3. More of a connected network
4. More bike parking
5. Better snow and ice maintenance
6. Specific connections (see Summary)

### Fall 2021 Engagement Summary

Saint Paul Bicycle Plan Update

February 2022



**Project contact:**

Jimmy Shoemaker, Senior City Planner

Department of Public Works

[jimmy.shoemaker@ci.stpaul.mn.us](mailto:jimmy.shoemaker@ci.stpaul.mn.us) | 651-266-6204



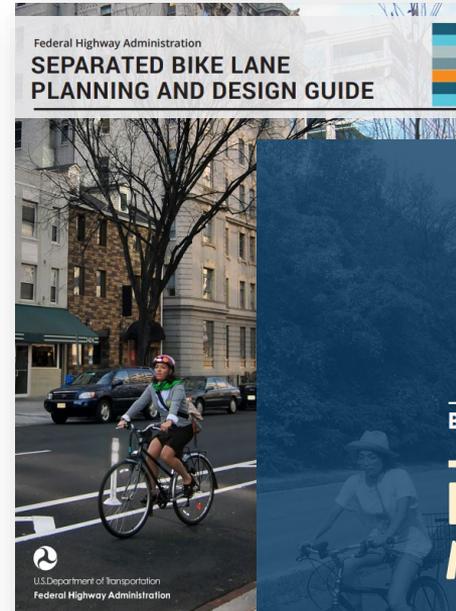
## Spring 2023 Engagement

- Sharing network updates, policies, and priorities based on our Fall 2021 engagement
- Focused engagement towards people we didn't hear from in Fall 2021
  - BIPOC community
  - Districts east of downtown, West Side
- In person, partnering with other events with partners



# What is the focus of the update?

- Separated bikeways should be expanded across the city:
  - State and national best practice
  - Separated bikeways mean safer streets for everyone
  - Local policy guidance
  - Community wants them!
- To incorporate bike network additions and identify new priorities
- To add policy guidance on operation, maintenance, and funding to ensure high level of service of the bike network





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### Cycling lanes reduce fatalities for all road users, study shows

Roads are safer for motorists, pedestrians and cyclists in cities with robust bike facilities

Date: May 29, 2019  
Source: University of Colorado Denver

Summary: The most comprehensive study of bicycle and road safety to date finds that building safe facilities for cyclists is one of the biggest factors in road safety for everyone. Bicycling infrastructure -- specifically, separated and protected bike lanes -- leads to fewer fatalities and better road-safety outcomes for all road users.

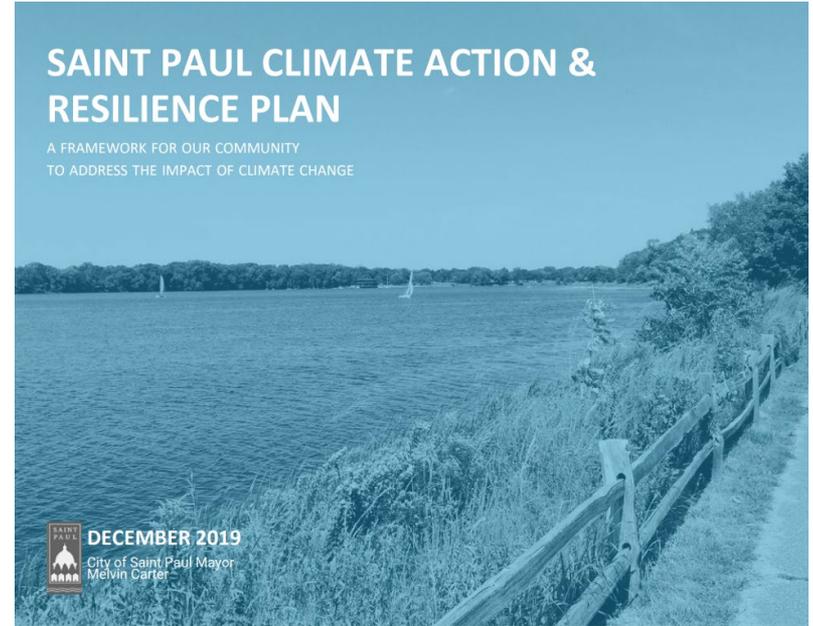
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RELATED TOPICS FULL STORY



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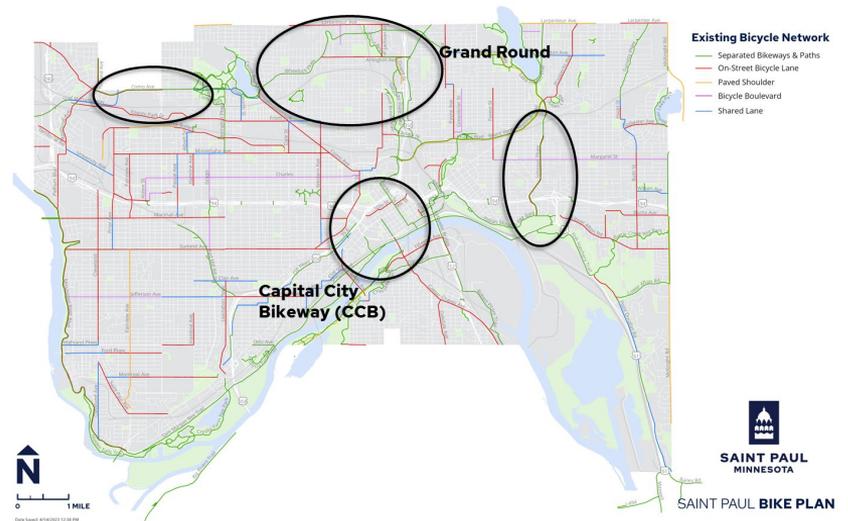
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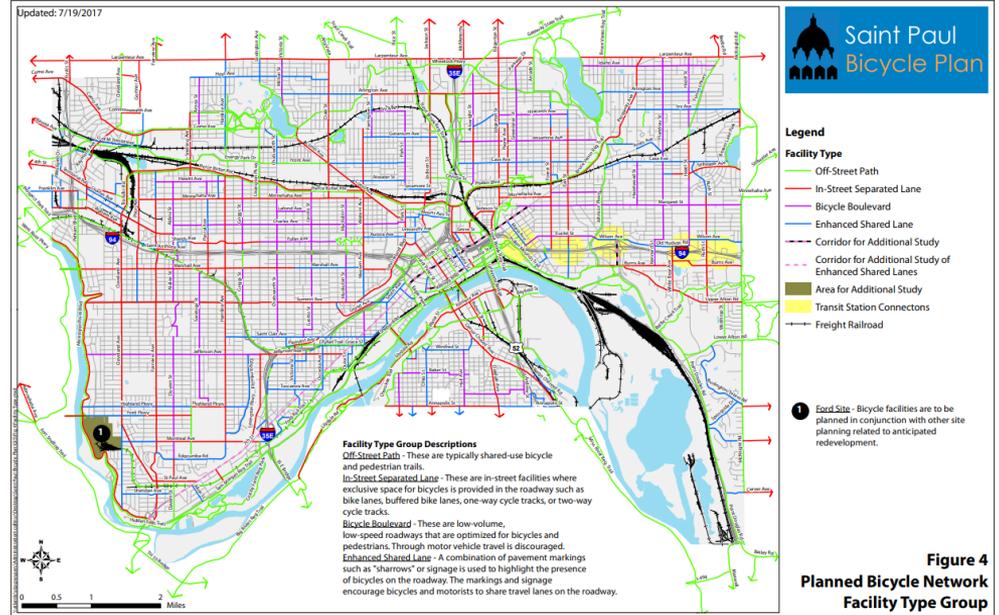
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## What was done in 2022?

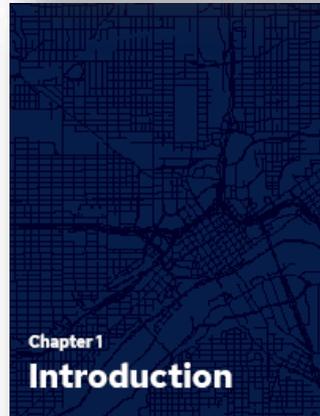
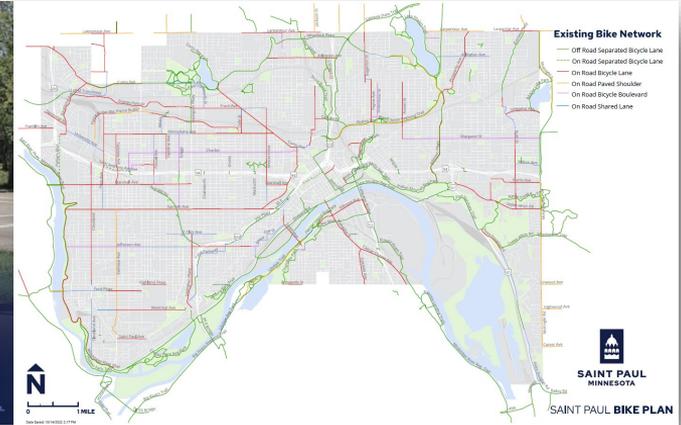
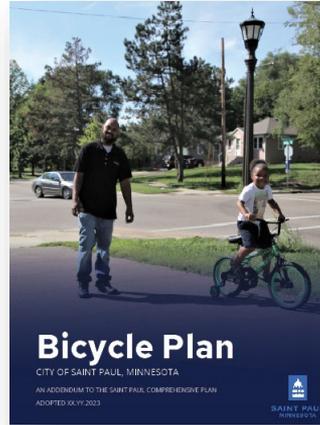
- Analyzed every comment we received from Fall 2021 engagement
- Evaluated every bikeway line in the planned network
- Considered new bikeway priorities and policies/practices
- Created an updated Plan document





## Draft Updated Plan overview

- Based largely on the current plan, includes updates to reflect work since 2017 (last update)
- Features many of the same maps, but updated
- Consolidated chapters to improve approachability and readability
- Includes Executive Summary so some one can choose to read a shorter document
- Updated to match current City branding





# Updating the Planned Bicycle Network

- An evaluation of every line drawn in the planned network
  - Starting with the adopted Planned Network
  - Is it on the correct street?
  - Is it the correct bikeway type?
- Considered new lines
  - Are there upcoming projects that should be added?
  - Are there missing bikeways that create a network of *connected* and comfortable bikeways?
- Removed some lines
  - Are some infeasible/not possible?
  - Would some bikeways be unnecessary if a better bikeway existed nearby?
  - Are some lines duplicative (two bikeways on same street)?

Updated: 7/19/2017



**Legend**

**Facility Type**

- Off-Street Path
- In-Street Separated Lane
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0 0.5 1 2 Miles

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



# 2023 Bicycle Plan Facility Types – same as current Plan

## Group 1 Shared Lane



Still used, though minimally

## Group 2 Bicycle Boulevard



Still used for network on low volume, low speed roadways

## Group 3 Bike Lanes



Standard bike lanes  
Buffered bike lanes  
  
Still used

## Group 4 Separated Bikeways & Paths



Shared use path  
Sidepath  
Separated bike lane  
  
Still used, expanded in network

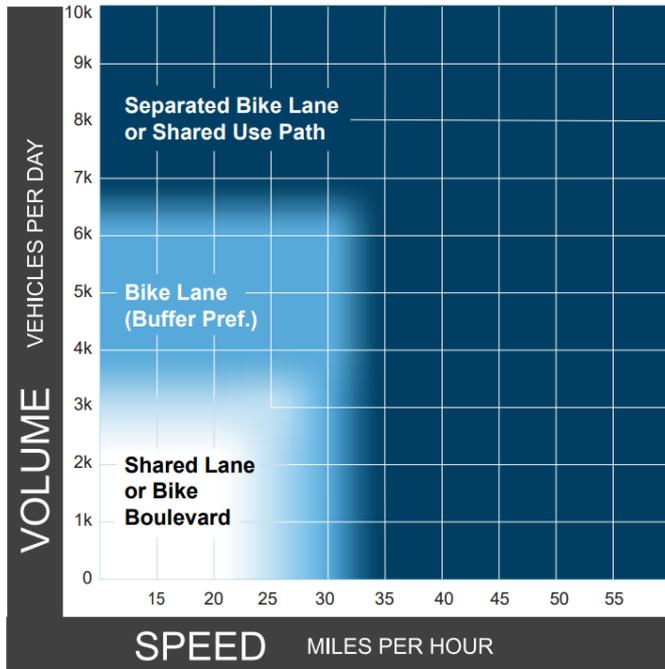


## What does a city with more separated bikeways and paths mean?

- Strengths
  - They are what the public wants
  - They will encourage more and new riders
  - They align with best practice, and our adopted goals and policies
  - They promote pedestrian safety by narrowing the street and calming traffic
- Challenges
  - It may take longer to construct a network of separated bikeways compared to an on street network
  - Will require an adjusted maintenance strategy to provide adequate level of service for people biking
  - They often take up more space, so tradeoffs with other road uses will need to be considered (parking, travel lanes, trees and boulevards)
  - They have a slower operating speed (we will likely hear from confident bikers that they prefer on street bikeways)



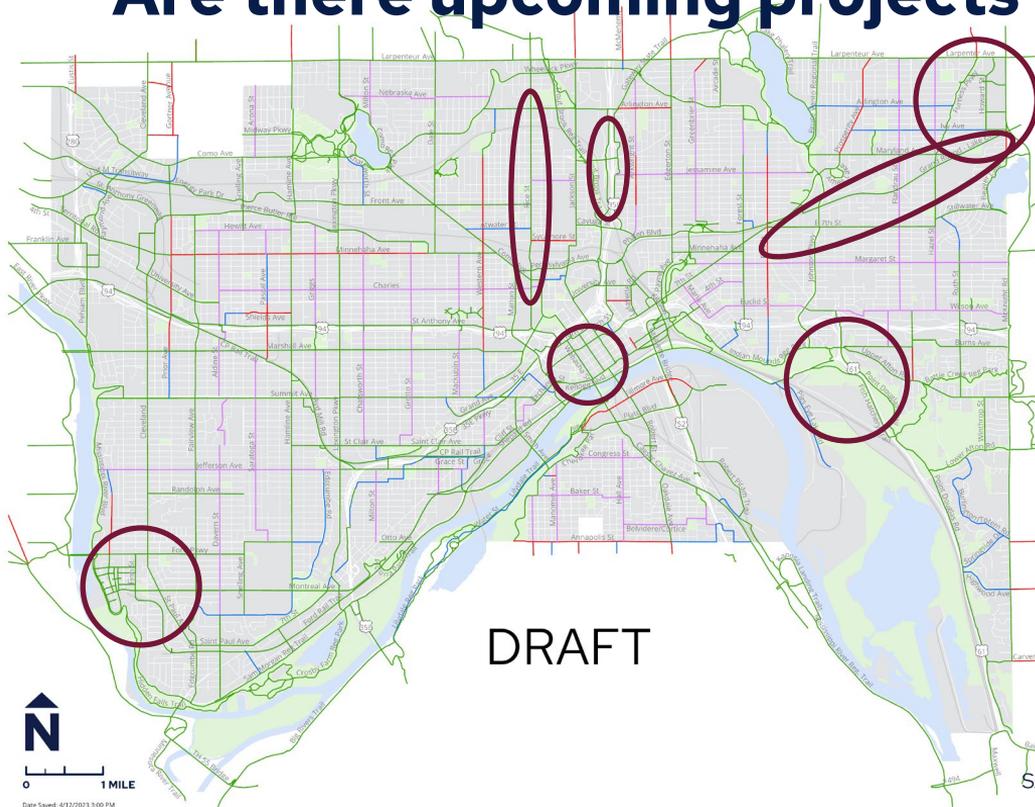
## Is the correct bikeway type on the street?



- Several streets previously planned for bike lanes (red lines) are now planned for separated bikeway or paths (green lines)
  - Ruth St
  - Burns Ave
  - Hamline Ave
  - Cleveland Ave
- Some streets planned for shared lanes (blue lines) now planned for separated bikeways or paths
  - Ford Pkwy
  - Saint Clair Ave



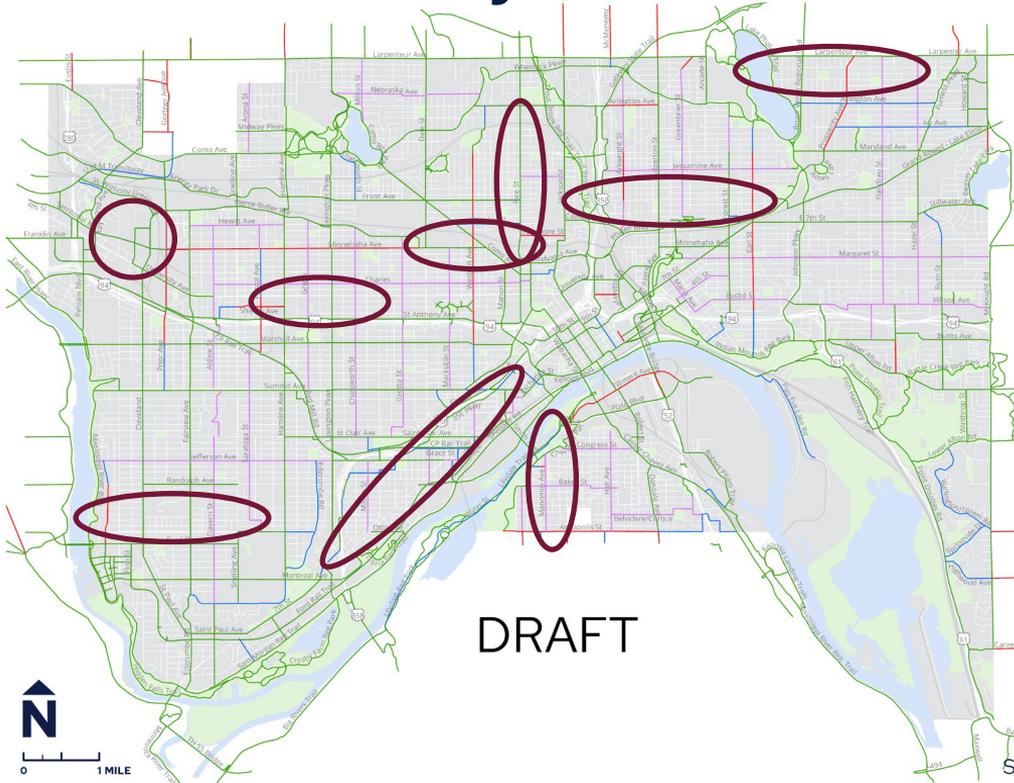
# Are there upcoming projects that should be added?



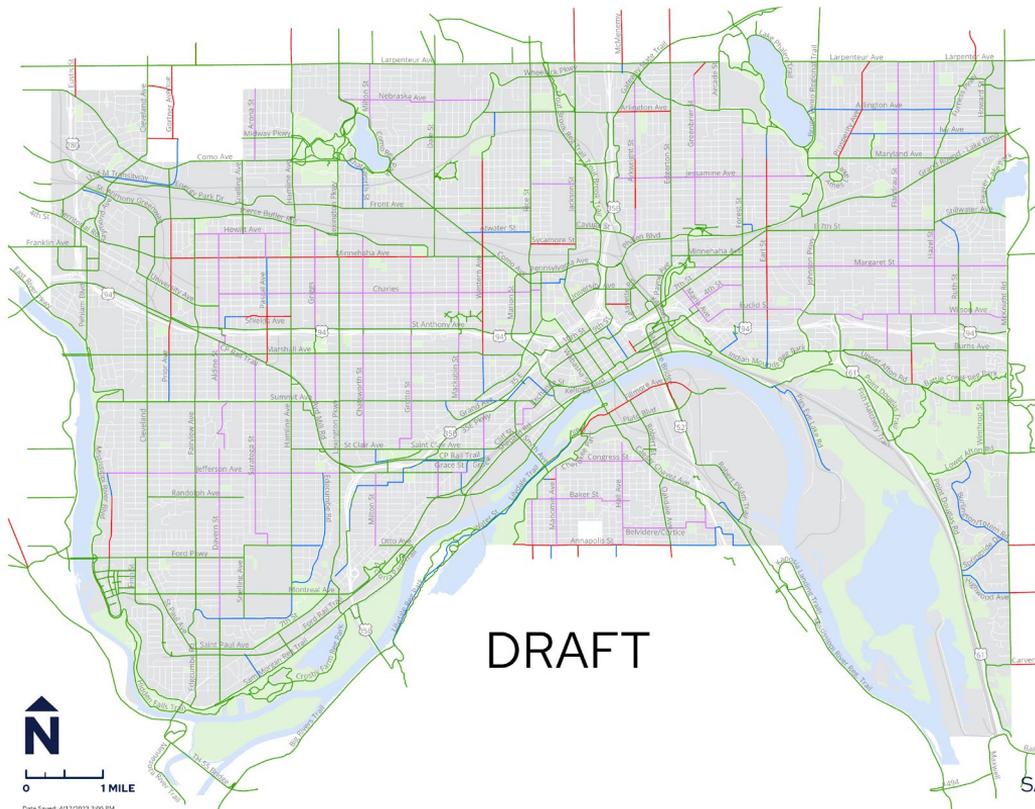
- Large redevelopments
  - Hillcrest (The Heights)
  - Ford Site (Highland Bridge)
- Corridor studies and plans
  - Rice St (Ramsey County)
  - Wabasha St downtown (interim CCB study)
  - Gateway State Trail (MnDOT)
- Regional Planning
  - Point Douglas Regional Trail
  - Regional Trail Search Corridors



## Are there any that should be removed?



- Connections requiring major property acquisition
  - Extension of Pierce Butler to Pennsylvania
  - Fuller through Midway site
- Not the appropriate facility
  - W 7th
  - Case Ave
  - Ohio
  - University
- Redundant corridors with better bikeways
  - Highland Pkwy – Ford Pkwy
  - Idaho – Larpenteur
  - Park – Rice



## Assumptions

- Next Best bikeway will be used as an option if the scope of a project does not match the planned bikeway type
- Additional design will be needed to decide details of bikeways
- This is a long term network plan. It will require additional updates as the needs and desires of the community change



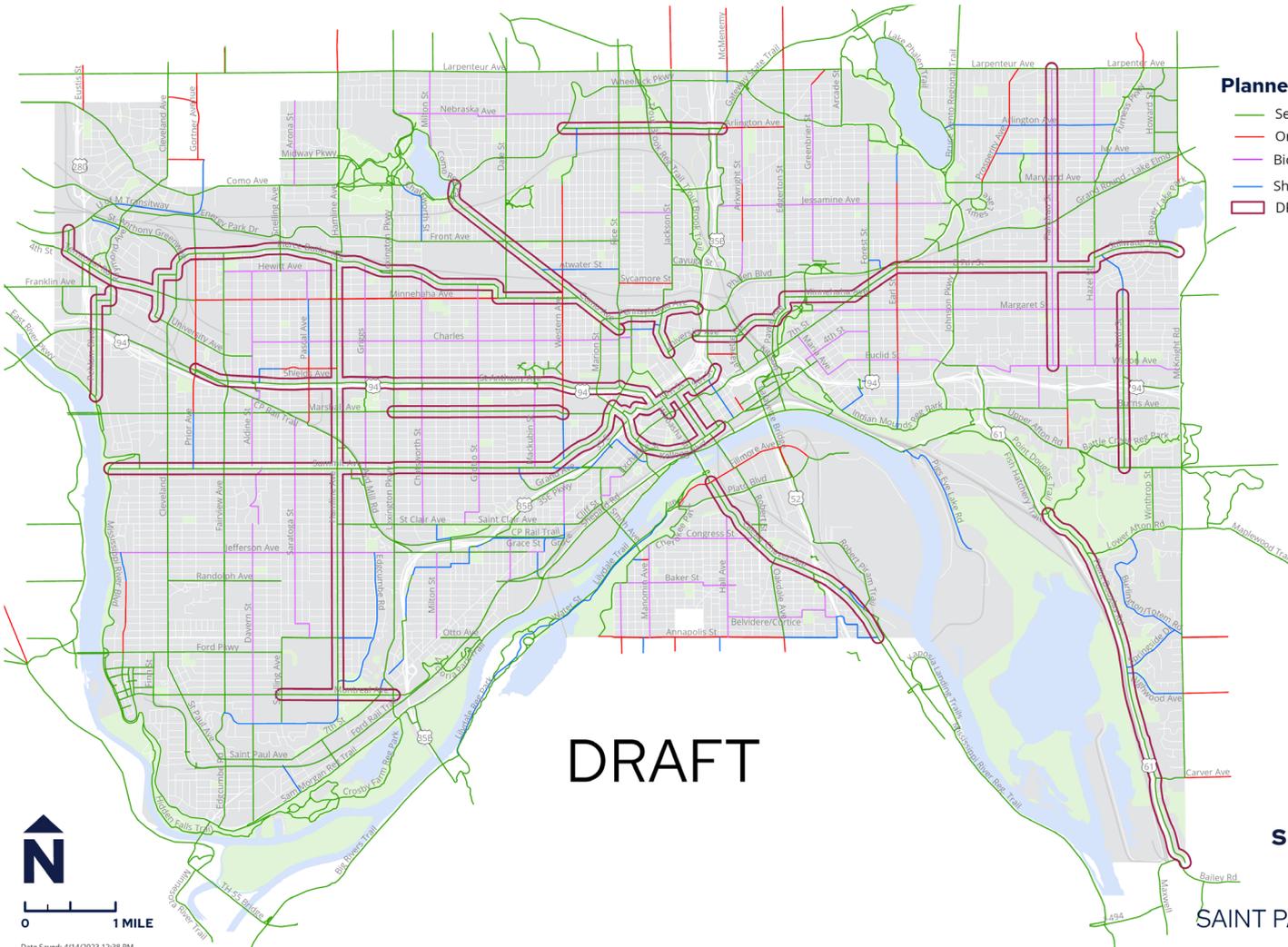
# Priorities

- Network priorities
  - Where do we want to focus our resources to build out more bikeways in Saint Paul?
- Policy & process priorities
  - What should the City do to make biking better?



# New Network Priorities

- Complete the final pieces of Capital City Bikeway and Grand Round
- Other priorities on next slide based on:
  - Public input – where people want bikeways
  - Likelihood of receiving external funding through competitive grants, etc
  - Street reconstruction and increased funding
  - Improving bicycle transportation options in Saint Paul
  - Geographic distribution across the city



**Planned Bicycle Network**

- Separated Bikeways & Paths
- On-Street Bicycle Lane
- Bicycle Boulevard
- Shared Lane
- DRAFT Priority Bikeways

DRAFT



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**SAINT PAUL BIKE PLAN**



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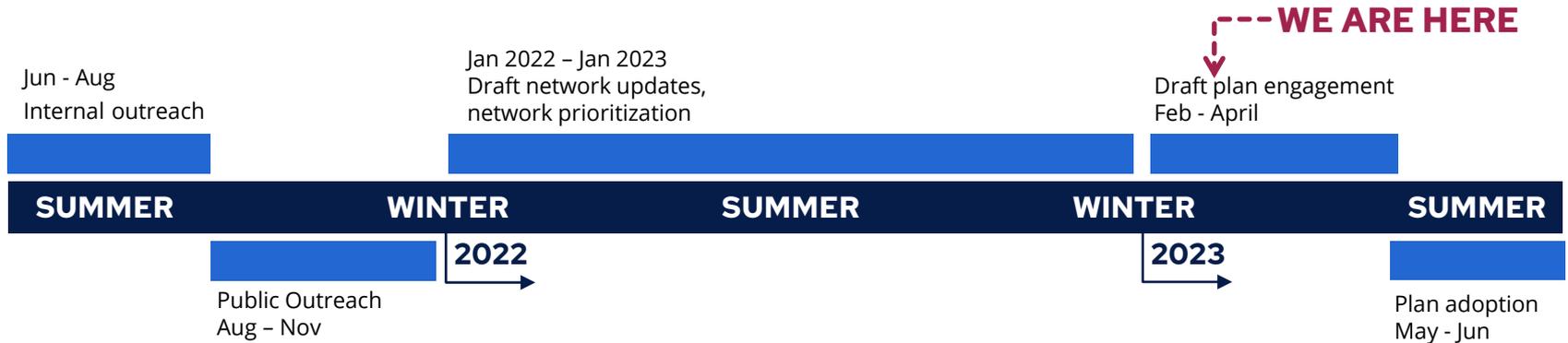


## Policy & Process Priorities

- **Consult planned bike network when choosing projects:** Among other project selection criteria, consider the planned bike network when selecting and prioritizing street reconstructions so the city can more quickly build out the low stress bike network in this plan.
- **Plan for and fund maintenance of bike network:** Create a bike network maintenance strategy to better understand what's needed for a year round high quality network. This could include network priorities for snow and ice management, pothole patching and resurfacing, and appropriate level of service. Pursue increased funding for maintenance staff and equipment
- **Pursue external funding to implement bike network:** Where the planned bike network cannot be implemented by ongoing street reconstructions, consider grant funding through programs like Regional Solicitation and others. Reference Network Priorities list.
- **Coordinate to construct bikeways in rail corridors:** Work with partner agencies to develop bikeways in rail corridors



# Next steps and opportunities for engagement



- Focused engagement, meetings with District Councils, stakeholders, commissions and committees, Council offices
- Online engagement opportunities
- Public in person and virtual open houses
- Public Hearing and City Council adoption this summer

# Thank you!

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

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