



DRAFT April 2023

Bicycle Plan

CITY OF SAINT PAUL, MINNESOTA

AN ADDENDUM TO THE SAINT PAUL COMPREHENSIVE PLAN

ADOPTED XX.YY.2023



SAINT PAUL
MINNESOTA

ACKNOWLEDGMENTS

The City of Saint Paul would like to thank all of the residents and visitors to the city who invested time and effort to attend meetings, review documents, send comments, participate in discussions and other activities to improve this plan. A special thanks to the district councils, their staff, and their many volunteers who helped gather information and helped communication efforts with residents. Thanks to the various business groups, advocacy groups, and other organizations that have provided input to this plan.

MAYOR & CITY COUNCIL

Melvin Carter III, Mayor

Amy Brendmoen, Council President, Ward 5 Councilmember

Russel Balenger, Ward 1 Councilmember

Rebecca Noecker, Ward 2 Councilmember

Chris Tolbert, Ward 3 Councilmember

Mitra Jalali, Ward 4 Councilmember

Nelsie Yang, Ward 6 Councilmember

Jane Prince, Ward 7 Councilmember



Executive Summary

VISION

Riding a bicycle in Saint Paul is comfortable, safe, fun, and accessible for all residents and visitors. No matter a person's age, income, ability, race, gender identity or sexual orientation, anyone can connect to destinations in Saint Paul by bike.

Biking in Saint Paul means grandchildren can take their grandparents biking. It means getting to work or an event in downtown by bike is an efficient and fun way to start and end your day. Visitors to Saint Paul will be excited to bike on the network of on-street and off-street bikeways, and will be able to reach local businesses directly and intuitively. Biking in Saint Paul will be a chance to wave to your neighbor on the way to your place of worship, the grocery store, and to school.

"I appreciate all the strides that have been made in the last 5-10 years! There are lots of great things happening with biking in Saint Paul and plenty of ideas and potential for more of that same growth in the next 5-10 years, too"



WHAT ARE WE UPDATING?

This plan builds on the momentum of the 2015 Bicycle Plan, but acknowledges the need for updating to remain consistent with best practices, local planning efforts, and the desires of the community.

Separated bikeways should be expanded across the city.

People want safe bikeways separated from drivers. The recommendations in the 2015 Bicycle Plan do not plan for separated bikeways on streets where they should be. Separated bikeways align with adopted city policies, and constructing streets with separated bikeways allows the street to be narrower. Narrower streets calm traffic and shorten crossings for people walking.

New bikeways should be reflected in the plan, and new priorities should be established.

The city has added 59 miles of bikeways since 2015. These include major network additions to the Saint Paul Grand Round, Capital City Bikeway (CCB), and the Highland Bridge development. The plan should look to the future and identify where our resources should be focused and prioritized.

Additional policy guidance on operation & maintenance is needed to ensure a high level of service of the bike network.

The community wants smooth and clean streets and paths to bike on. They want to bike in the winter months without having to contend with snow and ice.

WHAT ARE THE PRIORITIES?

The priorities discussed in this plan will help make biking more comfortable, more accessible, and more connected. Priorities fall into two categories: bike network capital investments (where the city builds bikeways in the near term), and policies and processes (things the city does to make biking easier and more convenient).

Policies & Processes

Consult the planned bike network when choosing capital projects

The city uses criteria to determine where resources are invested in streets. In the past, the streets for investment were largely chosen based on street condition (need) and the amount of traffic they carried (demand). A street that was in bad shape but carried a lot of cars was prioritized for investment. In the future, the Department of Public Works will consider the needs of people walking, biking, rolling, and taking transit, in addition to the condition of and traffic on a street. This document and the planned bike network is the document to consult when choosing projects for capital funding.

Plan for and fund maintenance of the bike network

To encourage and increase biking, funding for construction of bikeways is only one piece of the puzzle. Maintenance of the bike network must also be planned for and funded appropriately. Maintenance includes snow and ice management, surface condition, and signing, striping, and delineator replacement along the bike network.

Pursue external funding to implement the bike network and conduct preliminary analyses

Because the city has limited funding to construct bikeways, staff should pursue competitive state and federal grants to fund expansion of the bike network. Regardless of grant, they are all highly competitive; the city is best positioned for success by performing preliminary analyses of any planned bike corridor in advance of an application.

Coordinate with local partners to construct regional bikeways in rail corridors

Saint Paul and its partner agencies have long identified potential high quality bikeways in railroad corridors. To develop these corridors into bikeways, the city must coordinate with the railroad companies, our partners, and local elected leaders.

Bike Network Capital Priorities

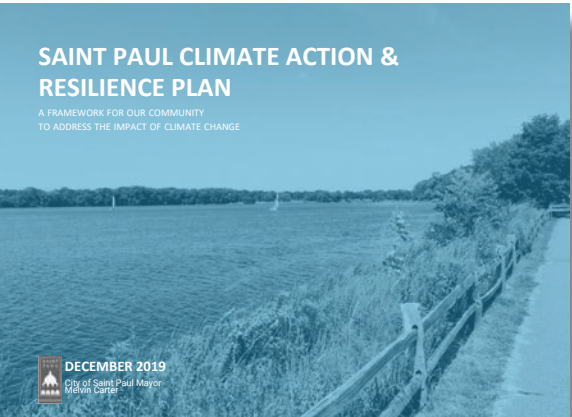
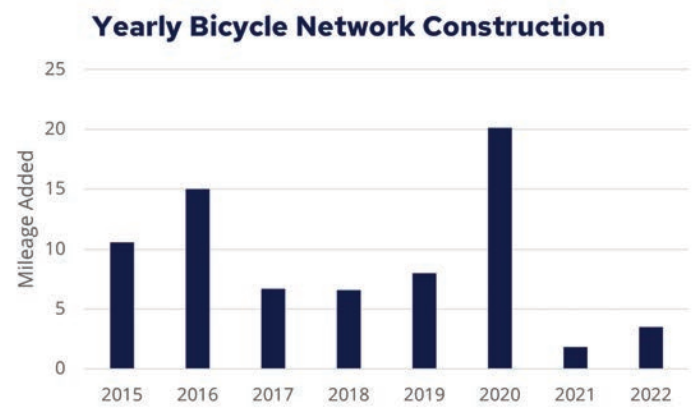
Figure 1 on page 9 shows the planned bicycle network and priorities for the city and its partners to focus on first. The bikeways shown as priorities are based on:

- Public feedback and the desires of the community
- The ability to increase safe bicycle transportation options and connections in Saint Paul
- Their likelihood of receiving external funding through competitive grants
- Overlap with street reconstructions that would occur if the city received additional local funding in the future
- A geographic distribution across the city



WHAT'S BEEN DONE AND WHERE ARE WE GOING?

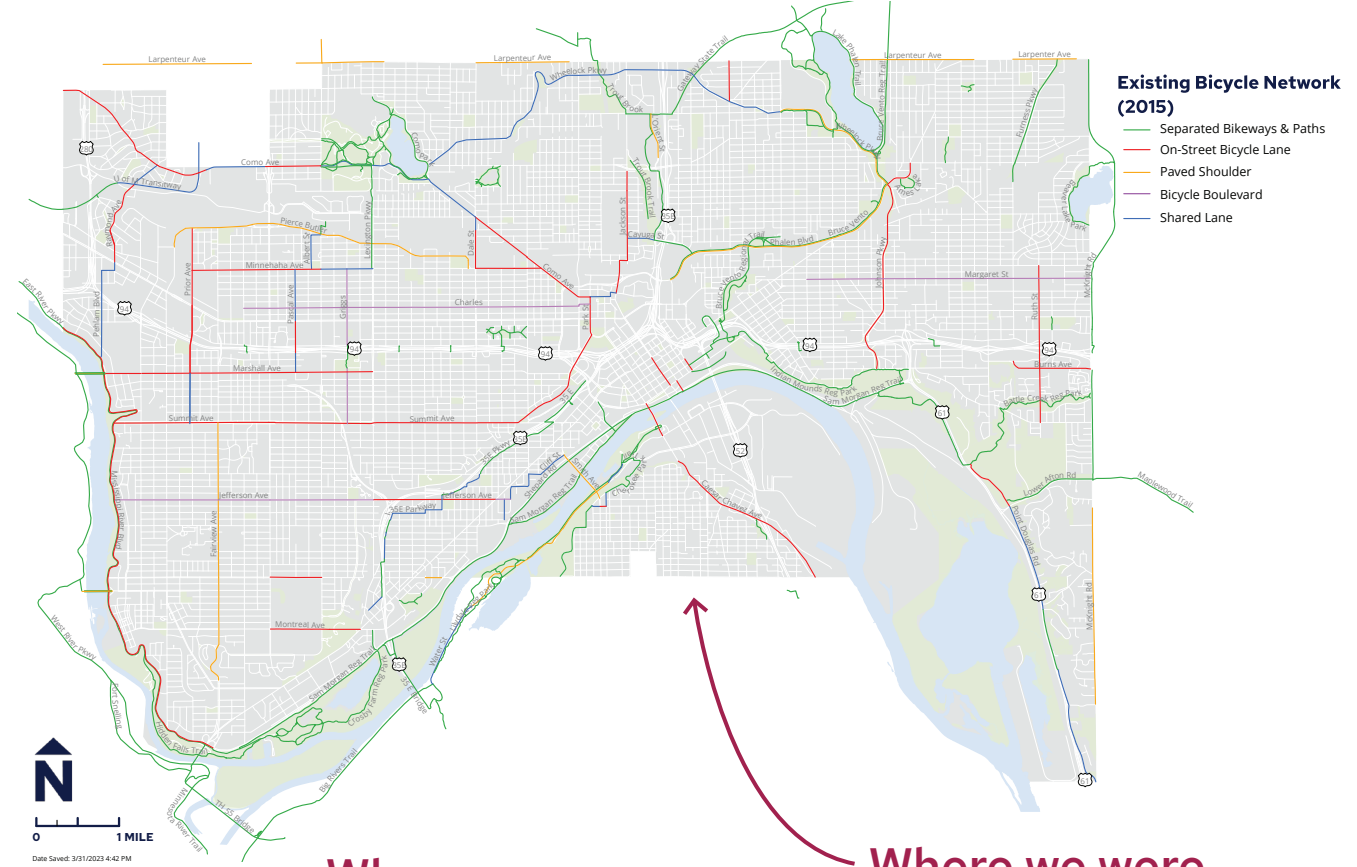
This document is the second version of the Saint Paul Bicycle Plan. The first version was developed over several years and resulted in the City Council adopting it in 2015. Since then, city staff and their partners have used the Bicycle Plan to guide investment with the goal of increasing the number of people biking in Saint Paul.



**335 miles
by 2035**

The Saint Paul Climate Action and Resilience Plan – adopted by the City Council in 2019 – sets a goal of 335 miles of bikeways by 2035

Existing bicycle network 2015 (153 miles)



Existing bicycle network 2022 (212 miles)

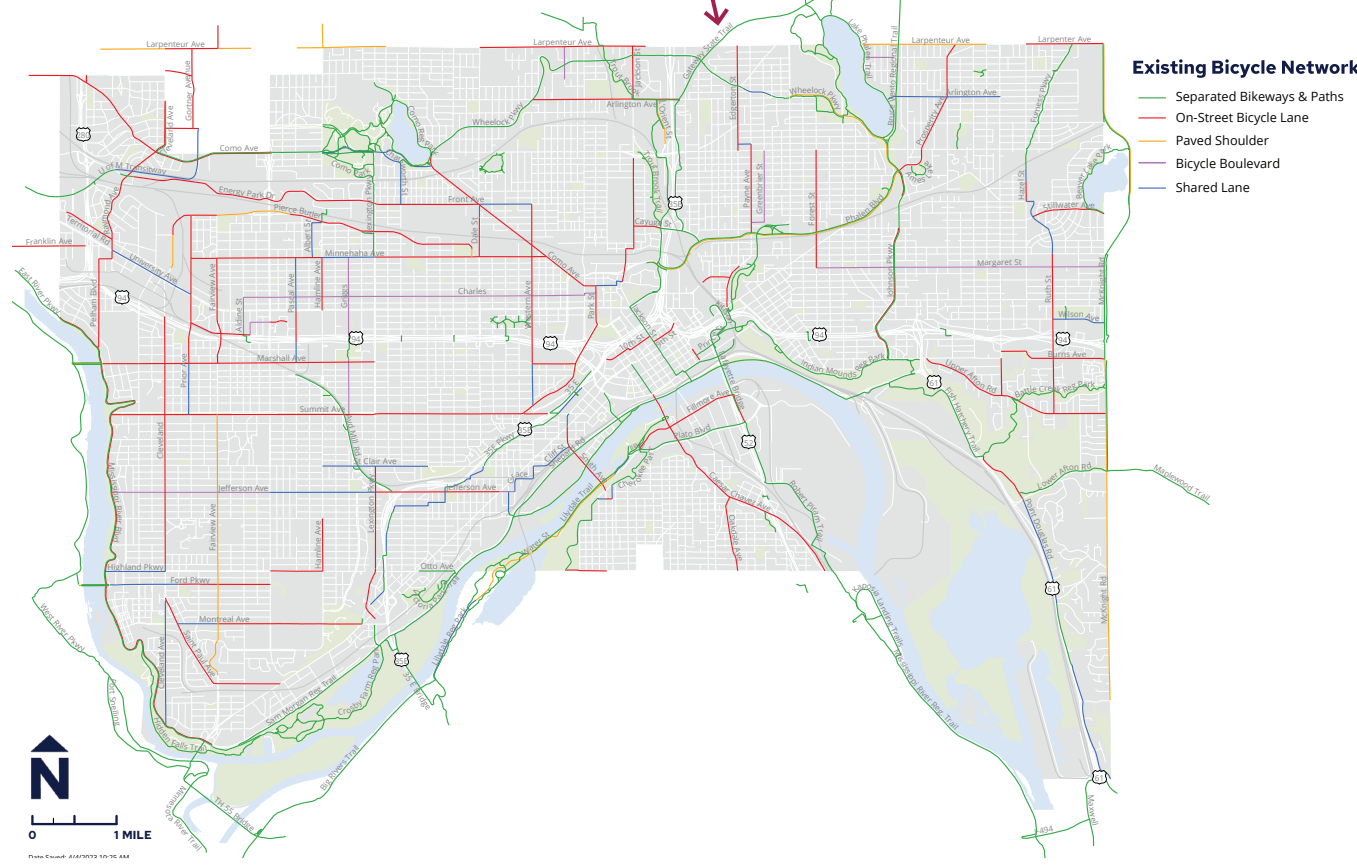


Figure 1. Planned Bicycle Network and Priorities

