

The background of the entire page is a dark blue map of Saint Paul, Minnesota. The map shows a dense grid of streets, with the Mississippi River winding through the city. The map is rendered in a lighter blue color against the dark blue background.

DRAFT April 2023

SAINT PAUL BICYCLE PLAN

Appendix

This following pages accompany the Saint Paul Bicycle Plan and provide additional information about engagement and background on related planning and policy.



Fall 2021 Engagement Summary

Section 1. Introduction to document

As part of the Saint Paul Bicycle Plan Update, City staff held a variety of virtual and in-person meetings in Fall 2021 to receive input from the community to learn what the update should include. This document summarizes the process and the feedback gathered.

Background

For more information about planned engagement for the Bicycle Plan Update, please see the Public Participation Plan – August 2021 posted on stpaul.gov/bikeplan.

In Summer 2021, City staff began the process of updating the Saint Paul Bicycle Plan. The City Council adopted the City's first Bicycle Plan ("current plan") in February 2015. The Bicycle Plan provides direction for increasing the number of people biking in Saint Paul. The current plan can be found at stpaul.gov/bikeplan. Since then, there have been two minor updates to the Plan.

The planning process that informed the current plan included nearly three years of ongoing engagement to establish the vision, goals, and recommendations that now guide bicycle planning and implementation in Saint Paul. Engagement between 2011 and 2014 included three phases. For full details of the 2015 Bicycle Plan engagement, see Appendices A – F on the Bike Plan website: stpaul.gov/bikeplan.

Scope of update

The update will provide information on separated bike facilities and will update the planned bike network to include more streets with separated bike lanes and shared use paths. The update will also identify bike network priorities – where City staff should focus resources for bike network capital improvements. This could include (but not limited to) prioritizing certain corridors, connections, or facility types.

The update will not result in a completely new bike network nor an entire new planning document. This update to the plan will provide high level guidance about which streets will be planned to receive separated bike facilities but will not provide detailed designs for those streets.

All tasks involved in the plan update will be completed by City staff.

Goals of Fall 2021 engagement

The goals for Fall 2021 engagement and public involvement were to:

- Share information about the 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

Section 2. Events, presentations, and engagement techniques

Staff participated in and led several presentations and meetings in Fall 2021 to reach the largest possible cross section of the community. This section describes details of each of those meetings and techniques.

Project webpage

The project webpage (stpaul.gov/bikeplan) was promoted in all communications with the public. The page contains a direct link to the online survey (see Section 3), as well as information about scope and timeline of the update. The webpage is also the space where staff post information about upcoming engagement events and presentations. Staff contact information is listed as well.

Online survey

The main goal of engagement was to drive people to take the online survey. Nearly 1,700 responses were gathered between early August and early November 2021. The results from the survey are discussed in Section 3 below.

Flyers

Throughout September, City staff posted flyers in English, Hmong, Spanish, and Somali at every Saint Paul Recreation Center and every Saint Paul Public Library (except for Dayton's Bluff Library and W 7th Library). Flyers gave information about the timeline and scope of the update, and the current bike plan, plus a link to the online survey and staff contact information. Flyers were also distributed to local bike shops.

City staff worked with Saint Paul Public School staff to engage high school students through bike handlebar flyers. Staff went to Central and Johnson High Schools and hung small flyers with similar information on bikes parked outside school.

Copies of the flyers are included in the appendix section of this document.

Social media

Posts promoting the Bicycle Plan update were made on the City's Twitter, NextDoor, and Facebook accounts on August 22. The posts directed users to the project webpage and the online survey. An additional post was made in mid September to advertise a September 15 virtual presentation (see Table 2).

Email updates

City staff used an existing bicycle email listserv to communicate with the community about the Bicycle Plan update. One email was sent to 3,651 addresses in early August to promote the update and direct people to the online survey. Through the survey, additional email

addresses were gathered. A second email was sent advertising the September 15 virtual presentation (see below). A third email was sent in mid November to 4,304 addresses updating recipients on the timeline and next steps following the closing of the online survey.

In person meetings and events

Because of staff capacity and the COVID-19 pandemic, in person engagement was limited. The table below provides details about in person meetings and events.

Table 1. In person engagement events

Event; Location	Date	Number of people engaged (estimate)	Materials and engagement opportunities
Safe Summer Nights; Conway Rec Center	Aug 12	15	Large format map on which to draw bike network gaps and issues One pagers with scope and timeline Hard copy surveys One staff present
Saint Paul Classic Bike Tour; Como Lake Pavilion	Sept 12	200	Large format map on which to draw bike network gaps and issues One pagers with scope and timeline Hard copy surveys Two staff present
Marydale Festival; Marydale Park	Sept 25	90	Large format map on which to draw bike network gaps and issues One pagers with scope and timeline Hard copy surveys Two staff present
Saint Paul Bike Classic Volunteer Party; Summit Brewery	Sept 28	50	Presentation to attendees Q&A One staff present
Summit Avenue tabling; Summit Ave	Oct 12	10	One pagers with scope and timeline Three staff present at various intersections

Virtual presentations

Because of the COVID-19 pandemic, most stakeholder group meetings were virtual (online). Staff accommodated every request for a presentation. The presentation included information about the scope and schedule, and directed attendees to the online survey. An opportunity was made at the end of the presentation for discussion and Q&A.

Table 2. Virtual (online) engagement events

Event Details	Date	Number of attendees (estimate)	Materials and engagement opportunities
Transportation Committee of the Saint Paul Planning Commission	Aug 9	10	Presentation; Q&A
West 7th St/Fort Rd Federation (D9)	Sept 1	6	Presentation; Q&A
Hamline Midway Coalition (D11)	Sept 7	6	Presentation; Q&A
North End Neighborhood Organization (D6)	Sept 9	6	Presentation; Q&A
Sierra Club Twin Cities Chapter	Sept 13	7	Presentation; Q&A
Union Park District Council (D13)	Sept 13	15	Presentation; Q&A
CapitolRiver Council (D17)	Sept 14	5	Presentation; Q&A
Highland Park District Council (D15)	Sept 14	15	Presentation; Q&A
Public Presentation	Sept 15	30	Presentation; Q&A
Saint Paul SRTS Steering Committee	Sept 16	12	Presentation; Q&A
Active Living Ramsey Communities	Sept 27	40	Presentation; Q&A
Macalester Groveland Community Council (D14)	Sept 27	8	Presentation; Q&A
Southeast Community Organization (D1)	Oct 4	5	Presentation; Q&A
Como Community Council (D10)	Oct 6	10	Presentation; Q&A
Saint Paul Youth Commission	Oct 11	15	Presentation; Q&A
Rethinking I-94 Bicycle and Pedestrian Working Group	Oct 21	15	Presentation; Q&A
Public Housing Agency City Wide Resident Council	Oct 26	6	Presentation; Q&A
Payne Phalen Planning Council (D5)	Oct 26	7	Presentation; Q&A
Saint Anthony Park Community Council (D12)	Oct 26	8	Presentation; Q&A

Event Details	Date	Number of attendees (estimate)	Materials and engagement opportunities
Sustain Saint Paul	Oct 26	10	Presentation; Q&A
East Side Area Business Association	Nov 4	18	Presentation; Q&A
Saint Paul Chamber of Commerce	Nov 18	5	Presentation; Q&A

Stakeholder engagement

The following groups were contacted and invited to participate in the survey and offered a virtual presentation.

- Seventeen Saint Paul District Councils
- Saint Paul City Council offices
- Transportation Committee of the Saint Paul Planning Commission
- Ramsey County Public Works
- MnDOT, Office of Transit and Active Transportation
- Mn DNR Parks and Trails
- Saint Paul Bicycle Coalition
- Business groups
- Neighborhood organizations
- Saint Paul Public Schools
- MoveMN
- Bicycle Alliance of Minnesota (BikeMN)
- Metropolitan Council

Section 3. Feedback received

Online survey

All engagement efforts in Fall 2021 promoted the online survey. The survey went live on August 9, closed on November 5, and received 1,694 responses. It included the following questions:

- About how often do you bike in Saint Paul?
- What would make you bike more in Saint Paul?
- Where are missing bike connections?
- How should the City prioritize their resources related to the Bicycle Plan?
- Please share any questions, comments, or feedback.
- What is your zip code?
- What is your age?
- What is your gender identity?
- With which race or ethnicity do you most identify?

Question 1. Frequency at which respondents bike

Table 3 shows the frequency at which respondents reported biking.

Table 3. Frequency of biking

About how often do you bike in Saint Paul?	Count	Percentage
A few times a month, but not every week	353	21%
A few times a week, but not every day	690	41%
A few times a year	229	14%
Every day	252	15%
Never	170	10%
Total	1694	100%

Questions 6 thru 9. Demographic summary

This section describes who took the survey based on reported data. Notice some respondents did not provide answers to all questions.

Table 4. Zip code of respondent

Zip Code	Count	Percentage
55104	330	20.5%
55105	257	16.0%
55116	134	8.3%
55117	140	8.7%
55108	166	10.3%
55106	114	7.1%
55102	85	5.3%
55119	54	3.4%
55101	42	2.6%
55103	54	3.4%
55107	32	2.0%
55130	21	1.3%
55114	20	1.2%
Minneapolis	86	5.3%
Twin Cities Metro	73	4.5%
Total	1608	100%

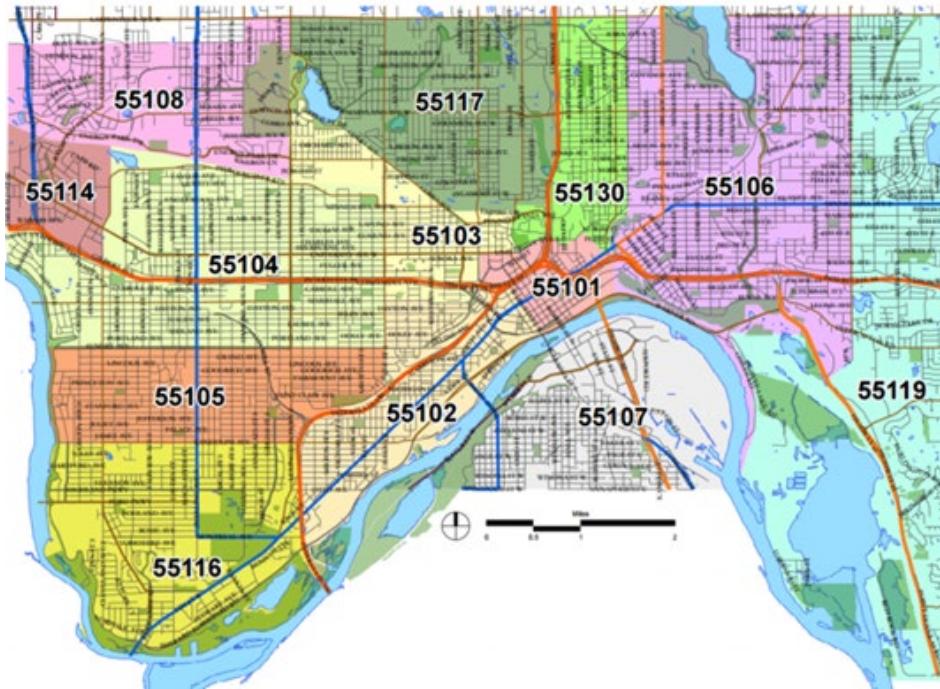


Table 5. Age of respondent

Age	Count	Percentage
less than 18 years	137	9%
18-29 years old	150	10%
30-39 years old	416	27%
40-49 years old	280	18%
50-59 years old	236	15%
60-69 years old	248	16%
70+ years	99	6%
Total	1566	100%

Table 6. Gender identity of respondent

Gender identity	Count	Percentage
Female	693	45.8%
Male	785	51.9%
Nonbinary	32	2.1%
Transgender	2	0.1%
Two-Spirit	1	0.1%
Total	1513	100%

Table 7. Race or ethnicity of respondent

Race or ethnicity	Count	Percentage
African	2	0.1%
Asian	62	4.5%
Black or African American	36	2.6%
Indian	1	0.1%
Latinx	19	1.4%
Multiple Races	27	2.0%
Native American	9	0.7%
White	1213	88.6%
Total	1369	100%

Question 2. Increasing biking in Saint Paul

The intent of this question was to understand what keeps people from biking more or at all. Responses to this question were categorized and grouped based on common themes. Note that a single comment could contain several themes. Thus, the sum of comments does not equal the total number of respondents.

Table 8. Categorized responses to “What would make you bike more in Saint Paul?”

Response	Frequency of response
More separated bikeways	645
Specific connections (see Table 13)	262
General road safety improvements	248
Improved street condition/maintenance	209
Better connections between bikeways	145
Nothing	96
More bike lanes	92
More bike parking and racks	78
Better snow clearing of roads and bikeways	65
Improved Minneapolis-Saint Paul bike connections	54
Midtown Greenway extension to Saint Paul	44
Safety improvements at intersections	42
Separation between people biking and walking	42
Increased enforcement of unsafe driving	29
Access to mapping and wayfinding	28
Decrease in crime	26
Increased connections to specific land uses	26
More bikeways on arterial streets	25
More connections over barriers (highways, railroad tracks, water)	25
More connections for biking for transportation	24
Education for how to drive safely with people biking	20
More bike only roads	17
Increased access and ownership of a bike	16
More bike boulevards	15
Better lighting on bikeways, shade from the heat	14
More bikeways on low volume streets	13
Access to a bike share program	9

Question 3. Missing bike connections

The intent of this question was to understand what bikeway connections are missing in the planned and existing bike network.

Staff read through all 1,694 surveys and determined which streets or routes were mentioned most. These are shown in Table 9. The responses were further analyzed to determine what kind of improvement was desired by the respondent. See table footnotes for more information.

Table 10 shows additional streets/routes mentioned in response to the question, but not broken down by what they'd like to see changed.

Table 9. Categorized responses indicating **top** streets/routes identified for improved bike connections

Route	Number of mentions ¹	Indicated desire for new connection ²	Indicated desire for safety improvement ³	Indicated desire for other improvement ⁴	Did not specify improvement ⁵
Snelling	185	89	31		65
Lexington	143	82	19		42
University	107	32	32		43
7th Street (West or East)	104	41	9		54
Midtown Greenway connection	103	103			
Marshall	101	33	33	3	32
Hamline	97	54	11		32
Summit	95	14	35	10	36
Fairview	63	24	21		18
Dale	62	26	11		25
Ford Pkwy	60	12	29		19
Cleveland	57	17	24	1	15
Mississippi River Blvd	57	3	2	35	17
Grand	49	11	8		30
Selby	46	17	22		7
St Clair	45	8	16	1	20
Como	38	30	7	1	
Jefferson	38	7	16	2	13
Randolph	36	14	3		19
Kellogg	33	13	3		17
Rice	29	13	1		15
Ayd Mill	28	24	1		3
Maryland	27	11	4		12
Cretin	24	11	4		9
Pierce Butler	23	7	14		2
St Anthony	23	13	5		5
Victoria	22	9	2		11

¹The number of times a street/route was mentioned in response to this question

²The number of times a respondent asked for a new bikeway connection to, from, or on this street/route

³The number of times a respondent asked for bicycle safety improvements on this street/route

⁴The number of times a respondent asked for an improvement other than a new connection or safety improvement (e.g., maintenance)

⁵The number of times a respondent listed a street/route without mentioning a desired improvement

Table 10. Other streets/routes identified for improved bike connections

Route	Number of mentions	Route (cont.)	Number of mentions
Robert	18	Margaret	4
Wheelock	18	St Peter	4
Prior	16	12th	3
Jackson	15	Case	3
Larpenteur	15	Chatsworth	3
White Bear	15	Dayton	3
Pennsylvania	14	Edgerton	3
St Paul	13	Griggs	3
3rd	12	4th	2
Arcade	12	10th	2
Charles	12	Afton	2
Burns	8	Aldine	2
Highland	8	Arlington	2
6th	7	Concord	2
Energy Park	7	Finn	2
Smith	7	5th	1
Edgcumbe	5	Annapolis	1
Franklin	5	Berkley	1
Front	5	Cesar Chavez	1
George	4	Euclid	1

Question 4. Prioritizing resources to increase biking in Saint Paul

The intent of this question was to understand what the City should focus on related to biking in Saint Paul. The 2015 Bicycle Plan directed staff to complete the Saint Paul Grand Round and a network of bicycle facilities in Downtown Saint Paul. Much progress has been made on these two initiatives. The table below shows new priorities for the City to consider. Responses fell into similar categories as responses to other questions.

Table 11. How respondents believe the City should prioritize resources for biking

Response	Frequency of response
Specific connections (see Table 13)	491
More separated facilities	229
Better connections between bikeways and neighboring cities	218
Increased connections to specific land uses	143
More connections for biking for transportation	126
Midtown Greenway extension to Saint Paul	109
Improved street condition/maintenance	108
General road safety improvements	102
Against expansion of the network	75
Driver and bike education & enforcement	60
More bike parking and racks	52
Make it easier to bike than drive	36
Access to mapping and wayfinding	33
Better snow clearing of roads and bikeways	32
More bike only roads	26
Praise for past and ongoing work	23
Safety improvements at intersections	20
Access to a bike share program	20
Install bike amenities: bathrooms, repair stations, etc.	16
Connect bikeways to transit	15
Increased effort to get BIPOC people biking	13
License bikes to raise money for bike infrastructure	13
E bikes must be considered in the future	12
More mountain biking trails	9
Separation between people biking and walking	4
Ensure bike detours are installed during construction	1
More bike boulevards	1
Create a Bike Commission	1

Question 5. Additional survey comments, or feedback.

A final space on the survey was provided to allow respondents to provide any additional thoughts outside what was already shared in previous questions. The responses were categorized with a similar process to previous questions. The table below shows responses. More than any other question, survey respondents left this space blank (1,021 of 1,695 respondents did not provide an answer to this question).

Table 12. Categorized responses to “Please share any additional comments or feedback”

Response	Frequency of response
Praise for past and ongoing work	183
Against expansion of the network	83
More separated facilities	55
Improved street condition/maintenance	41
Specific connections (see Table 13)	35
General road safety improvements	25
Better snow clearing of roads and bikeways	21
Better connections between bikeways	19
Implement programs for bike education, licensing, enforcement of bikes, fix it classes	17
Concerns about climate change	16
Increased enforcement of unsafe driving	14
More bike parking and racks	13
Safety improvements at intersections	13
More connections for biking for transportation	13
E bikes must be considered in the future	10
More connections over barriers (highways, railroad tracks, water)	9
Access to mapping and wayfinding	8
Decrease in crime	8
Stop installing shared lanes	8
Access to a bike share program	6
More bike only roads	6
Ensure bike detours are installed during construction	5
Improved Minneapolis-Saint Paul bike connections	4
Separation between people biking and walking	4
More bikeways on low volume streets	3
Increased connections to specific land uses	3
Midtown Greenway extension to Saint Paul	3
Better lighting on bikeways, shade from the heat	2
More bikeways on arterial streets	2
Better maintenance of bikeway striping	2
In favor of parking removal	1
More bike lanes	1
Connections to business districts	1
More bike boulevards	1
Increased access and ownership of a bike	1

Additional location specific feedback

Question 3 (see above) asks specifically about missing bike connections in Saint Paul. However, requests for specific connections came through in responses to other questions, too. Table 13 shows specific connections requested in Questions 2, 4, and 5. Detailed analysis was not performed on these responses. Instead, individual streets and routes were counted, and the frequency is shown below. These destinations or streets may have been mentioned by respondents as needing new facilities, or connections, or some other improvement.

Table 13. Streets/routes mentioned in response to Questions 2, 4, and 5

Response	Frequency of response
Downtown	134
Summit	76
Snelling	70
University	67
Como	52
Marshall	40
Grand	35
Mississippi	35
Lexington	32
Interstate 94	30
W 7th	29
Hamline	26
Minnehaha	23
Pierce Butler	20
Ford	16
Jefferson	16
Energy Park Drive	15
Selby	15
Rice	15
Dale	14
Cleveland	14
Kellogg	14
Jackson	14
Interstate 35	13
St Clair	12
Raymond	11
Wheelock	11
Phalen	11
Fairview	10
Charles	8
Randolph	7

Response	Frequency of response
Maryland	6
Larpenteur	6
Shepard	6
Highway 61	5
White Bear	3
Johnson	3
3rd	3
Burns	3
Robert	3
Arcade	2
6th	1

Email feedback

In addition to the online survey, staff received emails from community members with feedback to consider. Themes included:

- Extending the Midtown Greenway across the Mississippi River and into Saint Paul along Canadian Pacific Railway right of way
- Exploring a bikeway between Downtown Minneapolis and Saint Paul as a part of MnDOT's Rethinking I-94 project
- Connections to and from the Ayd Mill sidepath
- Safe and comfortable separated bikeways on arterial streets

Section 4. Next steps

City staff will spend Winter 2021-2022 incorporating feedback received in Fall 2021 into a draft plan update. Updated chapters, maps, and recommendations will be shared with the community through the engagement channels described in Section 2 of this document.

Following Spring 2022 engagement, staff will make any necessary adjustments to the draft plan update and pursue City Council adoption in Summer 2022.

Section 5. Project contact

Jimmy Shoemaker, Senior City Planner

Department of Public Works

jimmy.shoemaker@ci.stpaul.mn.us | 651-266-6204

Section 6. Appendix

Engagement flyers

Online survey

Photos from in person engagement events

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.

stpaul.gov/bikeplan



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

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

Project Contact
Jimmy Shoemaker, Department of Public Works
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651-266-6204



SAINT PAUL
MINNESOTA

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 cov kws tsim ua vaj tse ub no yuav tau saib qhov kev npaj caij tsheb kauj vab thaum txiav txim siab txog kev tsim txoj kev li cas thiaj li yuav zoo thiab ua hauj lwm tau zoo. Kev muaj daim ntawv no yuav ua rau Lub Nroog los mus npaj tsim kev nyab xeeb rau hauv lub nroog rau yav tom ntej, kom muaj ncaj ncees, noj qab nyob zoo, thiab muaj kev lav ris.

Kuv yuav mus koom tau li cas?

Lub Nroog xav hnob nej tej tswv yim ntsig txog rau kev tsim kho kev caij tsheb kauj vab rau hauv Saint Paul! Mus saib lub website hauv qab no los sis luam tus QR qhauj los mus sau daim ntawv tshawb fawb kom tiav, kos npe rau thiaj li tau txais tej xov xwm tshiab uas xa tuaj hauv email, thiab mus kawm kom paub ntau ntxiv txog cov sij hawm thiab tej txheej txheem nqis tes ua.

stpaul.gov/bikeplan



*muab tus QR qhauj no luam rau
ntawm koj lub xov tooj lub koob yees
duab los mus ua qhov kev tshawb
fawb!*

Qhov yuav muaj nyob rau hauv tej xov xwm tshiab no yog dab tsi?

- Qhov txheej txheem no yuav qhia xov xwm tshiab txog qhov kev npaj ua tej kev tsheb kauj vab mus los kom muaj tej chaw seem dav ntau ntxiv uas cais cov neeg uas tab tom siv tsheb kauj vab mus deb ntawm cov neeg uas tab tom tshav tsheb loj
- Qhov txheej txheem no yuav txheeb xyuas thaj chaw thiab qhov uas peb yuav tsum tsi ntsees rau peb tej peev txheej los mus tsim tej kev tsheb kauj vab tam sim no kom dav ntxiv

Lub Sij Hawm

Caij Ntuj Sov xyoo 2021: Nthuav Qhia rau cov tsev hauj lwm ntawm Lub Nroog, cov tsev lis hauj lwm ntawm Xab Pha, Cov Xab Pha Hauv Ib Cheeb Tsam

Caij Nplooj Ntoos Zeeg xyoo 21: Nthuav tawm rau pej xeeb sawv daws, rau ntawm tej koom txoos, nthuav tawm rau sawv daws pom kiag

Caij Ntuj No xyoo 2021-22: Xov txwm tshiab txog daim qauv tsim ua tej kev tsheb kauj vab, tej kev uas yuav tau ua ua ntej

Caij Nplooj Ntoos Hlav xyoo 22: Sawv daws sib koom kho rau daim qauv npaj

Caij Ntuj Sov xyoo 2022: Muab qhov kev npaj los siv

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 ntxiv ntawm 153 mais kev hauv xyoo 2015 mus txog 207 mais kev hauv xyoo 2020.

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

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

stpaul.gov/bikeplan

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



SAINT PAUL
MINNESOTA

Magaalada Saint Paul waxay cusboonaysiinsaa Qorshaha Baaskiilka

Waa maxay ujeedada qorshaha baaskiilka?

Qorshaha baaskiilku waa dukumenti u sheegaya shaqaalaha halka ay tahay inay maraan dariiqyada iyo waddooyinka baaskiilka. Qorshayayaasha magaalada iyo injineerada ayaa tixraacaya qorshaha baaskiilka marka ay go'aan ka gaarayaan sida ay tahay in jidku u ekaado una shaqeeyo. Haysashada dukumentigan waxay u oggolaanaysaa Magaalada inay qorshayso mustaqbalka maadaama aan samaynay magaalo nabad ah, sinnaan leh, caafimaad leh, adkaysi leh.

Sideen uga qayb qaataa?

Magaaladu waxay rabtaa inay maqasho fikradahaaga hagaajinta baaskiilka ee Saint Paul! Booqo websaydka hoose ama iskaan saar koodhka QR si aad u dhammaystirto xog-ururin, iska diiwaangeliso cusboonaysiinta iimaylka, oo wax badan ka baro waqtiga iyo habka.

stpaul.gov/bikeplan

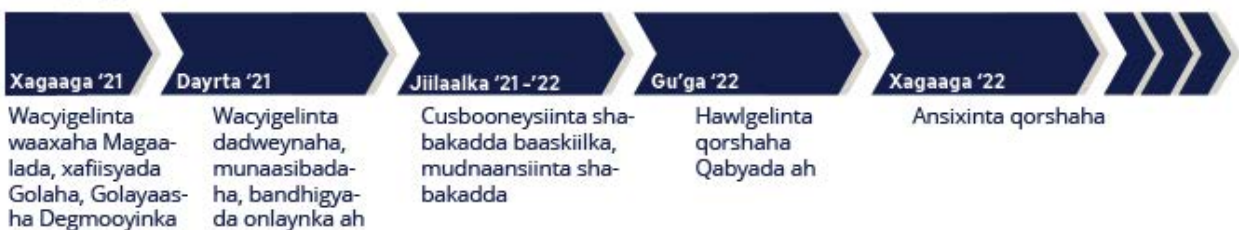
Ku iskaangaree koodhkan QR kaa-meeradda taleefankaaga si aad uga qaybqaadato xog-ururinta!



Maxaa lagu dari doonaa cusboonaysiinta?

- Nidaamkani wuxuu cusboonaysiin doonaa shabakadda baaskiilka ee la qorsheeyey si loogu daro meelo badan oo kala soocaya dadka baaskiilka kaxaynaya iyo dadka baabuurta kaxaynaya
- Habsocodkan ayaa tilmaami doona meesha iyo sida ay tahay inaan xoogga u saarno kheyraadkayada si aan u ballaarinno shabakadda baaskiilka ee hadda.

Waqtiga



stpaul.gov/bikeplan

Xiriirka Mashruuca:
Jimmy Shoemaker, Department of Public Works
jimmy.shoemaker@ci.stpaul.mn.us
651-266-6204



SAINT PAUL
MINNESOTA

Qorshaha Baaskiilka ee Saint Paul 2015

Qorshaha Baaskiilka ee ugu horreeyay ee Magaalada, ee ay ansixiyeen Golaha Magaalada 2015, ayaa ka caawiyay Saint Paul inay ka kordhiso shabakadda baaskiilka laga bilaabo 153 mayl sannadkii 2015 ilaa 207 mayl sannadka 2020.

Qorshaha 2015 wuxuu horsheeday horumar laga sameeyo shabakadda badhtamaha magaalada ee xarumaha baaskiilka (Capital City Bikeway), wuxuuna abuuray isku-xir muhiim ah oo u dhexeeya jardiinooyinkeena (Saint Paul Grand Round).

Qorshaha 2015 wuxuu dhisay aasaas weyn iyo qalab si loogu abuurto meelo ay dadku si raaxo leh ugu kaxeeyaan baaskiiladaha. Laakiin waa waqtigii dibu-cusbooneysiinta!

La Ciudad de Saint Paul está actualizando su Plan relativo a las Bicicletas

¿Cuál es el objetivo de un Plan relacionado con las bicicletas?

Un plan de este tipo o características es un documento que indica al personal en qué lugares de la ciudad los carriles y ciclovías para bicicletas deberían estar. Tanto urbanistas como ingenieros, se basan en este Plan al momento de tomar decisiones acerca del modo en que una calle debe lucir y funcionar. Contar con un documento de estas características (el Plan de Bicicletas), le permite a la Ciudad planificar hacia el futuro, creando una ciudad que sea segura, equitativa, saludable, y que se adapta a los cambios.

¿De qué modo puedo involucrarme?

¡La Ciudad quiere escuchar tus ideas para mejorar el uso de las bicicletas en Saint Paul! Visita el sitio de internet que aparece más abajo o escanea el código QR para completar una encuesta, regístrate para recibir actualizaciones vía email, y conoce más acerca de los plazos y del proceso en sí.

stpaul.gov/bikeplan



¡escanea este código QR con la cámara de tu teléfono así podrás responder la encuesta!

¿Qué supone la actualización del Plan?

- Este proceso actualizará la red de bicicletas vigentes, de modo de incluir más espacios que separen a las personas que transitan en bicicleta de aquellas que van manejando sus autos (carros).
- El proceso, además, identificará dónde y cómo asignar nuestros recursos de modo de expandir la actual red de bicicletas.

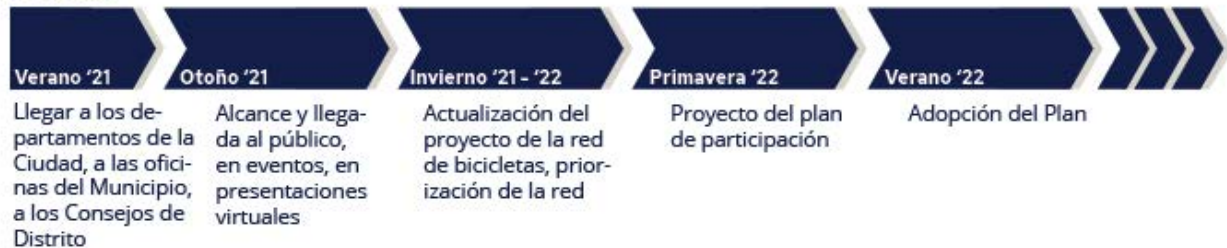
El Plan para Bicicletas de Saint Paul 2015

El primer Plan relativo a las Bicicletas de la Ciudad, adoptado en el año 2015 por el Municipio, fue de gran ayuda para que Saint Paul aumentara su red de 153 millas en 2015 a 207 millas en 2020.

Asimismo, el Plan del año 2015 lideró el proceso hacia la creación de una red de ciclovías y sendas para bicicletas en el Centro de la ciudad (Capital City Bikeway), y dio lugar a importantes conexiones entre nuestros parques (Saint Paul Grand Round).

El Plan 2015 fue el puntapié inicial y una gran herramienta para crear espacios en donde las personas puedan hacer sus paseos en bicicleta con comodidad. ¡Pero ahora es hora de una actualización!

Plazos



stpaul.gov/bikeplan

Contacto del Proyecto
Jimmy Shoemaker, Department of Public Works
jimmy.shoemaker@ci.stpaul.mn.us
651-266-6204



SAINT PAUL
MINNESOTA



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 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



SAINT PAUL
PUBLIC WORKS

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)?

Check out the existing bike network at <https://stpaul.gov/bikemap>. Where are there missing bike connections?

Enter your answer

4. The current (2015) Bicycle Plan identifies two major bike network goals: create a downtown network of bike facilities (the Capital City Bikeway) and create a network of bike facilities connecting our parks (the Saint Paul Grand Round). A lot of progress has been made since 2015 to accomplish these goals. Now we need to identify our next priorities. What do you want to see the City focus on related to the Bicycle Plan?

Enter your answer

5. Please share any questions, comments, or feedback related to the Bicycle Plan update.

Enter your answer

6. What is your zipcode?

Enter your answer

7. What is your age?

Enter your answer

8. What is your gender identity?

Enter your answer

9. With which race or ethnicity do you most identify?

Enter your answer

10. If you would like to receive monthly updates related to the Bicycle Plan update, please provide your email address. Project staff will not share your email address.

Enter your answer

Submit

Never give out your password. [Report abuse](#)







Public Engagement 2011 to 2015

The information below was included in the first Bicycle Plan. It discusses the engagement that informed the Plan adopted in 2015. Much of the information in this document is based on the engagement described below.

Phase I (2011-2013)

Phase I public involvement efforts began in 2011 with a concerted effort to understand how bicyclists were using the existing bicycle network and to gain a better understanding of what would encourage additional bicycle ridership. Phase I efforts included the following components:

- **September 2011 Open House Events.** Attendees of three open house events were asked to cartographically and verbally identify where they enjoyed riding a bicycle and what challenges they faced along the way.
- **Fall 2011 Electronic Web-Based Survey.** An electronic web-based survey was created in the fall of 2011 to gather input from the public about how they use the bicycle network. The city received 243 responses to the survey, which collected some general demographic information. The survey asked respondents to identify their home zip code, workplace zip code, gender, and age. The survey asked respondents to identify why they ride bicycles and allowed respondents to provide feedback on what would encourage them to ride a bicycle more often.
- **April-November 2013 Open Saint Paul Questions.** Three questions were posted on the city website using the Open Saint Paul engagement tool. Residents were asked questions regarding a vision for bicycling in Saint Paul, what key objectives should be included in this plan, where bicycle facilities are needed, what types of bicycle facilities they find attractive, and what concerns they have about riding in Saint Paul. A total of

114 comments were received .

Based on the results of the 2011 open houses, the 2011 web survey, and the information contained within the 2008 Comprehensive Plan, a set of criteria was developed to be used by city staff to create a draft network of proposed bikeways. The criteria established spacing guidelines for bikeways, as well as provided a list of the factors to be considered while identifying the draft bikeway network. The mapping criteria were posted to the city website and are discussed in "Planned Bike-way Identification Process" on page 44.

Phase II (January – April 2014)

The draft plan was presented to the public in January 2014, and a deadline for receiving public comments on the plan was established for April 30 2014. Throughout these four months, city staff met with a number of neighborhood groups, advocacy groups, business groups and other organizations to gather feedback on the draft plan. A particular focus of Phase II was raising general awareness of the plan. Phase II efforts included the following components:

- **February 2014 Open House Events.** Four open house events were held to present the draft plan and request feedback. Attendees were encouraged to provide written comments. A total of 229 people attended the events and 60 statements were received
- **January – April 2014 Open Saint Paul Questions.** Two questions on Open Saint Paul asked residents to respond to questions about the draft plan as well as to begin establishing priorities for implementation. A total of 173 statements were received.

- **District Council Meetings.** City staff presented an overview of the draft plan at formal meetings of 14 of the 17 District Councils throughout the city. Ten of the District Councils submitted formal written comments to the city regarding the draft plan.
- **January-April 2014 Emails Received.** Residents were invited to send emails to city staff with any additional comments about the draft plan. A total of 144 emails were received.

Phase III (May 2014 – Adoption)

Phase III planning efforts centered on responding to comments received during Phase II and revising the plan to incorporate recommended improvements. City staff reviewed all comments received on the January 2014 draft of the plan and made substantial revisions to the plan as a result. A revised draft of the plan was presented to the public in October 2014. Phase III planning efforts included the following components:

- **November-December 2014 Open Saint Paul Questions.** A question was posted to Open Saint Paul requesting feedback on the October 2014 draft of the plan. A total of 98 statements were received.
- **November-December 2014 Emails Received.** Residents were invited to send emails directly to city staff with any additional comments about the draft plan. A total of 42 statements were received.
- **December 2014 Public Hearing at the Planning Commission.** A public hearing was held regarding the October 2014 draft of the plan. A total of 33 statements were delivered at the public hearing.

A final draft of the plan was presented to

the public for adoption in February 2015.

Social Media & Newsletters

Throughout the development of the 2015-adopted plan, several methods were used to publicize the efforts and encourage participation. The city distributes a monthly Bicycling Saint Paul electronic newsletter via email to a list of nearly 2,000 subscribers. The newsletter reports on all new and ongoing efforts relating to bicycling throughout the city, including opportunities to participate in the public involvement efforts detailed here. In addition the Department of Public Works maintains a Facebook and Twitter account, and opportunities to participate were publicized through these channels.

The Bicycle Plan builds on previous planning efforts and existing policy both established by the City as well as work completed by agency partners, such as Ramsey County, MnDOT, and the Metropolitan Council. Planning for, constructing, and maintaining the bicycle network in Saint Paul is a joint effort between the Department of Public Works, the Department of Parks and Recreation, and the Department of Planning and Economic Development. Each department plays an important role in planning and developing bicycle facilities throughout the city.

There are numerous planning efforts that have informed the development of this plan, including Small Area Plans and District Plans, which have been adopted as addenda to the Comprehensive Plan. The level of detail into which each of these plans gives recommendations regarding the bicycle network varies greatly. In addition, there have been a number of planning efforts that were adopted by the city council but not as addenda to the Comprehensive Plan, as well as numerous studies that were not adopted by the council. Some of the large-scale planning and policy documents are described here.

Policy & Planning Context

City of Saint Paul Comprehensive Plan and Addenda

Saint Paul for All: 2040 Comprehensive Plan (2020)

The 2040 Comprehensive Plan guides the creation of a safe, equitable and well-maintained multi-modal transportation system that supports the needs of all users, enhances vitality, and sets the stage for projected growth. It creates a priority for the design of streets in Saint Paul, with the needs of people walking and biking placed at the top.

Transportation Chapter

Policy T-1: . Prioritize safety and racial and social equity benefits in project selection, followed by support of quality full-time, living wage jobs – both through business support and connection of residents to job centers. Priorities will also be informed by specific modal plans, such as the Bicycle Plan or the forthcoming Pedestrian Plan

Policy T-3: Design rights-of-way per the following modal hierarchy:

1. Pedestrians, with a focus on safety
2. Bicyclists, with a focus on safety
3. Transit
4. Other vehicles

Policy T-9: Design the rights-of-way for all users, including older people, children and those with mobility constraints, as guided by the Street Design Manual and Safe Routes to School Plans.

Policy T-11. Support driver, bicyclist and pedestrian education to improve mutual awareness and safety.

Policy T-21. Reduce vehicle miles traveled (VMT) by 40% by 2040 by improving transportation options beyond single-occupant vehicles.

Policy T-22. Shift mode share towards walking, biking, public transit, carpooling, ride-sharing and carsharing in order to reduce the need for car ownership

Policy T-24: Implement the Bicycle Plan to make bicycling safe and comfortable throughout the city, and to increase bicycling mode share.

Policy T-30. Design holistically for all modes, especially pedestrians and bicycles, in any bridge reconstruction or maintenance project such as for bridges (or lids) over interstate highways or the Mississippi River. Ensure that the project scope incorporates adjacent intersections as necessary.

Figure IM-2 Transportation Chapter Implementation Item #10: Analyze and consider revisions to the Bicycle Plan.

Parks & Recreation Chapter

Policy PR-35. Prioritize safety and equity when filling gaps in the trail and bikeway system to ensure seamless connections throughout the city for pedestrians and bicyclists of all ages and abilities

Policy PR-38. Improve and encourage pedestrian and bicycle connections between park facilities and other significant destinations, such as lakes and rivers, schools, transit facilities and Neighborhood Nodes.

Great River Passage Master Plan (2012)

The Great River Passage Master Plan places great emphasis on enhancing and improving the many existing trails along the Mississippi River corridor. The plan promotes the Mississippi River as a vital corridor for bicyclists and establishes a vision for drawing more users to the trails and the river. The plan establishes support for improving access to the river through bike lanes, shared lanes, off-street paths, and bicycle boulevards. The plan identified a number of proposed bikeways to connect the existing bikeway network to the Mississippi River corridor. An abridged version of the full Great River Passage Master Plan was adopted by City Council as an addendum to the Saint Paul Comprehensive Plan.

City of Saint Paul Policy Documents and Guidance

Climate Action and Resilience Plan CARP (2019)

Saint Paul is taking ambitious action to eliminate contributions to global climate change by adopting a goal of carbon neutrality by

2050 and reducing emissions 50% by 2030 from business-as-usual (BAU). The city understands that the impact of climate change is already here, and it is necessary to prepare for anticipated disruptions. The CARP includes both initiatives to mitigate greenhouse gas emissions and strategies to reduce vulnerabilities for a more equitable and resilient Saint Paul. This document has been adopted by the City Council but is not an addendum to the Saint Paul Comprehensive Plan.

The single largest source of greenhouse gas emissions in Saint Paul comes from transportation. Reducing these emissions is critical to achieving the goal of carbon neutrality by 2050. In addition to policy changes affecting land use and urban form, and switching the kinds of fuels we use for vehicles, providing people safe and comfortable biking and walking options is key. Specifically, the CARP recommends:

LM-1: Accelerate the build-out of the full bicycle network planned in the Saint Paul Bicycle Plan to add a total of 195 miles of new bikeways; update the plan to reflect best practices prioritizing protected bicycle facilities over unprotected or shared lanes

Saint Paul Safe Routes to School Policy Plan (2017)

Safe Routes to School (SRTS) is a national and international initiative to increase the number of students, families, and staff walking and biking to school. Outside of designing streets for slower speeds and safer crossings, Public Works partners with the Saint Paul Police Department (SPPD) to enforce good behaviors

and educate people who share the road. Additionally, Saint Paul Public Schools (SPPS) and charter and private schools are valuable partners who lead the way with programs to encourage families to try walking and biking, and educate young people on the rules of the road, and even how to ride a bike. The 2017 Policy Plan provides recommendations to increase collaboration with Ramsey County, MnDOT, and schools in Saint Paul to achieve the goal of more walking and biking to school.

Saint Paul Public Schools led the creation of several school-specific SRTS plans between 2017 and 2022, with plans to continue creating more. These plans include site-specific recommendations for programs and street improvements to increase the number of students who walk and bike. City staff reference these plans when considering street improvements. These site-specific plans nor the Policy Plan are addenda to the Saint Paul Comprehensive Plan.

Roadway Safety Plan (2016)

MnDOT worked with the City of Saint Paul to create a plan that analyzed Saint Paul-specific crash data for city streets, identified roadway and traffic characteristics associated with the locations of severe crashes, and came up with strategies for mitigating the types of crashes determined to represent the greatest opportunity for crash reduction. The plan also identified locations in the city considered to be priority candidates for safety investment.

This type of analysis (often called a “systemic safety analysis”) identifies road locations in the city that are potentially unsafe, based on the characteristics of the road (speed limit, number

of lanes, etc.). It takes a proactive approach to identifying areas of concern, as opposed to relying on reported crashes.

While the Roadway Safety Plan does not analyze pedestrian and bicycle involved crashes separately, it does highlight some road characteristics that are consistent with crashes.

Grand Round Design & Implementation Plan (2016)

The Grand Round Design & Implementation Plan built on recommendations of the 2000 Grand Round Master Plan to develop a final implementation plan for the Grand Round. The plan includes details on bicycle facilities, trail alignments, information on historic significance, and style guide for street furniture, branding and public art. This document has been adopted by the City Council, but is not an addendum to the Saint Paul Comprehensive Plan.

Re-Imagine the Railway: Studying New Uses for the Ford Spur (2018)

The purpose of this study is to re-imagine the potential of the Ford Spur, a five-mile rail corridor in Saint Paul. The Ford Spur connects the West 7th and Highland neighborhoods of Saint Paul and is owned by Canadian Pacific (CP) Railway. The Ford Spur was originally used to serve the Ford Twin Cities Assembly Plant (Ford Site), which closed in 2011 and is being redeveloped as a mixed use site (see below).

With the railway no longer in use, there is potential for the Ford Spur to be remade

into a vibrant recreation and transportation resource that can serve Saint Paul residents into the future. This study examined opportunities to redevelop the railway to serve people walking and biking while evaluating scenarios with and without public transit. The study does not influence the decision whether or not to construct transit in the Ford Spur. This will be decided as part of the Riverview Corridor and Ford Corridor transit studies. The Ford Spur is included in the planned bike network map. This document has not been adopted by City Council and is not an addendum to the Saint Paul Comprehensive Plan.

Ford Site Zoning and Public Realm Master Plan (2017)

The Ford Site Zoning and Master Plan provides a framework to guide mixed-use redevelopment of the former Ford Motor Company assembly plant and the adjacent Canadian Pacific rail yard. This plan is the culmination of a decade of planning for the site. It has been adopted by the City Council but is not an addendum to the Saint Paul Comprehensive Plan.

Now called “Highland Bridge”, much of the work proposed in the plan is underway at the time of this plan’s writing. The street network, several parks, and many buildings are completed. The planned and existing bicycle network maps included in this plan show a high density of separated bikeways in the Highland Bridge site, guided by the work from the 2017 master plan. Connections to and from the site will be critical going forward.

Capital City Bikeway: Network Study and Design Guide (2016, updated 2021)

The Capital City Bikeway: Network Study and Design Guide identified a network of downtown bikeways called the Capital City Bikeway and recommended connections between downtown and the surrounding neighborhoods. The Guide defines the hierarchy of the downtown bike network and the style of the Capital City Bikeway, including landscaping, street furniture, branding and public art.

In 2021, staff updated the plan to include Wabasha Street as the west corridor link in place of St. Peter Street and Market Street. This document has been adopted by the City Council but is not an addendum to the Saint Paul Comprehensive Plan.

Parks & Recreation System Plan (2010)

This plan establishes a strong vision for bicycling, primarily within the context of Regional Parks & Trails, the Grand Round, and on city Parkways. The plan places a high emphasis on completing the city Grand Round, particularly along Johnson Parkway, Wheelock Parkway, Como Avenue, Pelham Boulevard, and Raymond Avenue. The plan envisions a number of new bikeways throughout the city, some of which have already been constructed, such as bike lanes along Ruth Street, the development of a trail within Cherokee Park and Ohio Street, and extension of the Furness Parkway trail. The plan strongly recommends the development of an extension of the Midtown Greenway from Minneapolis through the Ayd Mill Road corridor in Saint Paul. This document has not been adopted by City Council and is not

an addendum to the Saint Paul Comprehensive Plan.

Complete Streets Resolution (2009)

In March of 2009, the city council approved a resolution adopting a complete streets policy. The resolution directs city staff to approach roadway implementation projects with a “complete streets” approach to encourage walking, biking and transit usage. The resolution states that complete streets will be “achieved over time, project by project”.

Ramsey County Planning and Policy Context

Ramsey County has jurisdiction over a number of roadways and parks within Saint Paul. The County and City work together to determine what type of accommodations for bicycles are appropriate along county roadways or throughout county parks. Active Living Ramsey Communities, an arm of the County Parks department actively plans and encourages bicycling as an important quality of life and health issue. They actively plan for bicycle facilities throughout Ramsey County.

Ramsey County-wide Pedestrian & Bicycle Plan (2016)

This planning document, adopted by the Ramsey County Board of Commissioners in February 2016, establishes a vision to allow pedestrians and bicyclists to move freely, comfortably, and safely throughout the County. It establishes a series of goals to guide progress and provides resources to local communities within Ramsey County to achieve those goals. The plan also establishes a county-wide network of proposed

pedestrian and bicycle facilities, many of which utilize city controlled rights-of-way. This document has not been adopted by the City Council and is not part of the Saint Paul Comprehensive Plan.

Ramsey County All Abilities Transportation Network Policy (2016)

The Ramsey County Board of Commissioners approved a resolution in December of 2016 stating that the County is committed to creating and maintaining a transportation system that provides equitable access for all people. Among other objectives, the policy states a principle of implementing an integrated and fully interconnected transportation system utilizing a variety of modes. The policy also establishes a hierarchy of transportation system users that ensures that the most vulnerable users of the transportation network are considered first, beginning with pedestrians, followed by people using bicycles.

Ramsey County 2040 Comprehensive Plan (2019)

Similar to Saint Paul's Comprehensive Plan, Ramsey County's provides direction for land use, transportation, parks, and other functions of the County. The core transportation principles outlined in the plan are: equitable access to people of all abilities to use the transportation network; safety of the network; implementing an integrated and fully connected transportation system using a variety of modes. The plan also provides a hierarchy of prioritized transportation system users similar to Saint Paul:

- Pedestrians
- People who bike
- People who use transit
- People who drive
- Freight operators

This document has not been adopted by the City Council and is not part of the Saint Paul Comprehensive Plan.

MnDOT Planning and Policy Context

The Minnesota Department of Transportation (MnDOT) owns and operates the trunk highways (TH) throughout the state, including a number of roadways throughout Saint Paul. MnDOT also typically has jurisdiction over bridges that cross MnDOT highways, even if the bridge carries local or county roadways or bikeways.

MnDOT typically relies on the City or County

to operate and maintain (including snow clearance) bicycle facilities along trunk highways, with the exception of facilities provided on major bridge structures. While MnDOT may permit or encourage the development of bike facilities along or across MnDOT rights-of-way, ongoing maintenance and operation of those facilities is typically a local responsibility.

MnDOT also plays an important role in providing critical connections across major barriers such as the Mississippi River. Many of the bridges across the Mississippi River are under MnDOT jurisdiction and provide critical connections for bicycles.

In the Twin Cities, MnDOT works closely with the Metropolitan Council to plan for regional transportation facilities and administer state and federal transportation funding sources.

Statewide Bicycle System Plan (2016)

As part of the broader Minnesota GO family of plans, MnDOT completed a statewide plan for biking in 2016. The plan goals are to increase safety and comfort, support local bike network connections, implement state bike routes, and to increase bike ridership.

While the state has jurisdiction over relatively few roads in Saint Paul, the Bicycle System Plan gives strategies to support local planning and implementation through technical assistance provided to cities like Saint Paul. MnDOT also sets design guidance for many roads that receive state funding in Saint Paul (regardless of ownership), and the System Plan emphasizes flexibility in that guidance to allow cities the opportunity to

support designs that support bike travel.

The Statewide Bicycle System Plan outlines strategies and resources for bicycle traffic counting across the state (including Saint Paul), as well as consistent statewide data practices for inventorying the bike network. This document has not been adopted by the City Council and is not an addendum to the Saint Paul Comprehensive Plan.

Metro District Bicycle Plan (2019)

The Bicycle System Plan directed MnDOT to create separate bicycle plans for each of MnDOT's eight districts and better understand the unique needs of each. The Metro District Bicycle Plan provides strategies for maintenance responsibilities, evaluation of investments, coordination with Twin Cities-area cities and counties for upcoming trunk highway projects and barrier crossings (freeways, rivers, etc.), and promotion of funding opportunities.

MnDOT Complete Streets Policy (2016)

As part of Minnesota GO planning, MnDOT adopted a Complete Streets Policy that directs the state to consider all modes of transportation in planning, development, operation, and maintenance of their roadways. The goal of the policy is to minimize fatalities and injuries for users, increase access to all people and businesses, and increase transit, bike and walking trips.

Statewide Bicycle Planning Study (2013)

The Statewide Bicycle Planning Study provides foundational information to assist MnDOT in better integrating bikeway facility planning and

integration into its day-to-day business. The study provided recommendations for MnDOT in the planning, programming, scoping, design, and implementation of trunk highway projects with consideration to state bikeways. A primary initiative of the study was to create a consistent statewide database of existing and planned statewide bicycle routes, including the production of a new State Bicycle Map. This document has not been adopted by the City Council and is not an addendum to the Saint Paul Comprehensive Plan.

Department of Natural Resources (DNR)

The Department of Natural Resources (DNR) manages the nearly 1,300 mile state trail network, of which 541 miles is paved and intended for use by people on bicycles, including the Gateway State Trail in Saint Paul. The Gateway State Trail was opened for public use in 1993, originally as an extension of the Minnesota- Wisconsin Boundary State Trail, which was envisioned to connect the Twin Cities with Duluth. The DNR is responsible for all maintenance and management of the Gateway State Trail. The City and the DNR work together to ensure integration of the Gateway State Trail into the city bikeway network.

The DNR plays an important role in promoting bicycling statewide. While the state trail network is intended primarily for recreational use, experience has shown that state trails can play an important role for daily transportation by bike. This is especially true of state trails that penetrate urban areas, such as the Gateway State Trail.

The DNR plays an important role in funding

bikeway projects by administering several funding programs available to help local agencies statewide develop off-road paths, though many of the funding sources are available only to agencies outside the seven-county metropolitan area. Within Saint Paul, applicable programs include the Federal Recreational Trails Program and the Local Trail Connections Program.

Gateway State Trail Master Plan (1985)

More accurately titled A Master Plan for the Gateway Segment of the Minnesota Wisconsin Boundary State Trail, this plan established the vision for the initial construction of the Gateway State Trail, including a desire to extend the trail into the “downtown area” of Saint Paul, though a preferred alignment for this extension was not identified. The plan identified the southwestern terminus of the trail near Arlington Avenue, though the trail has since been extended as far south as University Avenue. This document has not been adopted by the City Council and is not an addendum to the Saint Paul Comprehensive Plan.

Metropolitan Council

The Metropolitan Council does not own, operate, develop, or maintain any bikeways or facilities. However, they play an important role in the planning, funding, and coordination of bicycle facilities throughout the Twin Cities region. Council staff works with MnDOT, counties, and municipalities on bicycle and pedestrian planning efforts in the region, and provides technical assistance to partner agencies.

The Metropolitan Council supports the development of bikeway facilities through two primary systems:

- Regional Bicycle Transportation Network
- Regional Trail System

The two systems are complementary, and some bikeways may be included in both systems. The two systems are described below in greater detail.

The Metropolitan Council provides planning guidance on land use issues related to bikeways and with the Transportation Advisory Board administers a competitive process for allocating federal transportation funds to bicycle and pedestrian projects.

In addition, the Metropolitan Council assists local governments through the following:

- Establishes regional policies and strategies relating to bicycling
- Assists with interjurisdictional coordination and planning
- Maps and inventories bikeways throughout the region
- Encourages educational and promotional programs
- Establishes priorities for distribution of federal funding

2040 Transportation Policy Plan (2015, updated 2020)

The Metropolitan Council is charged with creating and updating the 25 year Transportation Policy Plan (TPP), which was adopted by the Metropolitan Council in 2015 and received minor updates in 2020. It establishes a long range regional transportation vision. The TPP establishes several policy objectives and strategies that promote and support bicycling as a critical part of the regional transportation network. The TPP identifies the Regional Bicycle Transportation Network (RBTN) as a regional transportation priority.

The goal of the RBTN is to establish an integrated seamless network of on-street bikeways and off-road trails to most effectively improve conditions for bicycle transportation at the regional level and to encourage planning and implementation of future bikeways by cities, counties, parks agencies, and the state, in support of the RBTN vision. The RBTN vision network is subdivided into two tiers for regional planning and investment prioritization.

- Tier 1 corridors and designated alignments are planned in locations where they can attract the most riders and where they can most effectively enhance mode choice in favor of biking, walking, and transit over driving alone. These Tier 1 corridors are given the highest priority for regional planning and investment in the 2040 Transportation Policy Plan.
- Tier 2 corridors and designated alignments include all the remaining segments of the RBTN and are given the second highest priority for regional planning and investment.

This document has not been adopted by the City Council and is not an addendum to the Saint

Paul Comprehensive Plan.

2040 Regional Parks Policy Plan (2015, updated 2020)

The Metropolitan Council designates and coordinates a system of regional parks and recreational facilities, including a network of regional trails. The regional trail system is guided by the Council's Regional Parks Policy Plan, a 25 year vision policy plan to guide the development of regional parks and trails. Updates in 2020 include the addition of six Regional Trails and , including Saint Paul's Robert Pira Regional Trail, plus three Regional Trail search corridors in Saint Paul. The Metropolitan Council partners with 10 regional park implementing agencies, including Saint Paul and Ramsey County, which own and operate regional parks and trails. This document has not been adopted by the City Council and is not an addendum to the Saint Paul Comprehensive Plan.

Regional trails are designated to connect regional park facilities to one another. These parks and trails play an important role in providing recreational opportunities, however many regional trails also serve an important transportation function.

The Metropolitan Council plays an important role in funding the costs of acquiring and developing regional trails through its Regional Park Capital Improvement Program, Park Acquisition Opportunity Fund, and through administration of the Parks and Trails Legacy Fund. The Council also passes through state funds to partially finance operation and maintenance of regional parks and trails.



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