

Plan Changes since April 2023 Draft

Saint Paul Bicycle Plan

December 11, 2023

The following lists and describes substantive changes to the Saint Paul Bicycle Plan since the draft labeled “April 2023”. These changes are reflected in the draft labeled “December 2023”. This list does not include all changes to the document (e.g. copy edits, changing in language, text, and photos that have no impact on policies, recommendations, vision, scope of the Plan).

The page numbers reference the December 2023 version.

Document changes

- P 7, P 81: changed network build out goal to be more clearly tied to the bikeway goals in the Climate Action and Resilience Plan.
- P 86: after speaking with Capitol Area Architectural and Planning Board (CAAP Board), added language about redevelopment opportunities and ways these opportunities can expand the bike network
- P 87: added section about short term and lower cost materials, in response to public engagement and internal discussions
- P 42: added discussion of one way and two way separated bikeways and paths, and what to consider when deciding one vs the other
- P 76: discussion of Safe Routes to School (SRTS) in Saint Paul. Suggestion from public.
- P 26: updated percentages related to the Four Types of Bikers to be more accurate with original work by Portland BOT
- Updated mileage of bikeways in tables based on 2023 projects and minor changes to planned network (see Map/figure changes section below)
- P 84: Added language call out box discussing planned bikeway facility type to allow flexibility in the future, based on scope of project and community support
- P 96, P 6: Maintenance and operation of our bicycle network
 - o Specifically called out the need to establish maintenance funding for existing network and increase for additional mileage
 - o Related to this, there will be a few word changes to language related to maintenance based on a recent conversation
- PP 88-95: changes to priorities section. More of rearranging and showing the same info in a different way.
- PP 96 to end: added engagement summary from Phase 2

Map/figure changes

- Bike network line types changed to make more accessible to people with color blindness
- Changes to Priorities maps and their depiction in the Plan (PP 88-95)
 - o Grand Round and CCB
 - o Sales Tax Opportunities
 - o Railroad and Regional Trails
 - o Standalone projects (to leverage the other priorities)
- Planned network (P 9, P 53)
 - o Changed Arlington from planned separated bikeway to on street bike lane
 - Vehicle volumes were below volumes for separated bikeway
 - o Added Maryland Ave (separated bikeways and path) and Rose Ave (bicycle boulevard) between Lake and Jackson
 - Response from feedback, coordination with County
 - o Removed Magnolia Ave (bike boulevard)
 - Redundant with Rose and Maryland described above
- Existing network (P 8, P 51)
 - o Added 2023 new projects
 - o 7 miles in 2023