

Plan Changes since December 2023 Draft

Saint Paul Bicycle Plan

February 23, 2024

The following lists and describes substantive changes to the Saint Paul Bicycle Plan since the draft labeled “December 2023”. These changes are reflected in the final draft presented to Transportation Committee on February 26, 2024. The changes made and described below are based on feedback on the February 2, 2024 Planning Commission public hearing.

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 final version.

Document changes

- P16: added a timeline for updating the Bicycle Plan: “at least once every ten years”
- P40: Bikeways at Intersections call out. Discusses best practices at intersections to improve safety, comfort, and connectivity
- P52: Reduction of total planned separated bikeway and path mileage from 246 to 245 miles because of elimination of Maryland Johnson Pkwy to Ruth (see below in Map/figure changes)
- P73: Discussion of bike theft and potential solutions
- P86: Road ownership and project delivery call out box to highlight the need to coordinate with other road owners during design and engagement

Map/figure changes

- (several maps throughout) Planned bicycle network:
 - Shared lane north of the Capitol. A small segment of shared lane was changed. It currently exists on Como to Capitol Heights to Winter St. This route has significant grades to climb. The planned network shows a shared lane instead on Como to Park to Winter that avoids the steep climb.
 - Maryland Ave, Johnson Parkway to Ruth St. In previous drafts of the Bicycle Plan, a separated bikeway was shown on the planned network. After closer consideration and discussion with Ramsey County, the decision was made to remove this segment of Maryland. As Metro Transit continues advancing

designs for the Purple Line on Maryland Ave (and White Bear Ave), it became clear that there is not enough space to accommodate people walking, driving, the Purple Line, and a separated bikeway. No bikeway on this portion of Maryland is consistent with the 2015 Bicycle Plan.

- (P 87) A map added showing road ownership and the planned network.
- (P 93) A portion of the planned network on Ellis, Transfer, and Pierce Butler was added to the One Person Sales Tax Map and removed from the Standalone Projects map (P 97). In the December 2023 version, this portion of the network was incorrectly shown on the Standalone Projects map.
- (P 97): several changes to the Standalone Projects Map. Comments received from the Public Hearing gave staff the opportunity to reconsider the purpose and usefulness of the Standalone Projects map. Several changes were made to the December 2023 version of this map.
 - Removals from December 2023 Standalone Map:
 - St Anthony: design of this corridor is largely dependent on MnDOT Rethinking 94. This planned separated bikeway is unlikely to be implemented prior to Rethinking 94 construction, and thus was removed from Standalone Project map as a priority.
 - Pennsylvania north of the Capitol: this planned separated bikeway is being considered as part of an upcoming Ramsey County project, and thus was removed from the Standalone Project map as a priority.
 - University Ave between Jackson and 35 E: This bikeway already exists and was added to the Standalone Project map in error.
 - Lafayette – Payne – Minnehaha: The western portion of this segment involves a large bridge structure. The timing of this bridge replacement is unclear. The eastern portion of this segment was recently reconstructed (2019) with bike lanes and would not be a good candidate for a standalone bikeway project so soon after reconstruction. Thus, it was removed from the Standalone Project Map as a priority.
 - Additions to the December 2023 Standalone Project map. Many of these capitalize on known and upcoming bicycle projects planned by the City of Saint Paul and Ramsey County. Some others are needed connections that would be unlikely to be built without pursuing standalone bikeway funding.
 - Separated bikeway on Larpenteur Ave between Flandrau St and The Heights development
 - Separated bikeway on Upper Afton Road between Burns and McKnight

- Separated bikeway and bicycle boulevard on Hazel St between Furness Pkwy and Margaret St
- Separated bikeway and bicycle boulevard on Maria, Euclid, Wilson
- Bicycle boulevard on Jessamine Ave
- Bicycle boulevard on Greenbrier St
- Separated bikeway on Kellogg Blvd between Broadway and Sibley
- Separated bikeway on Cedar St between 10th St and MLK
- Separated bikeway on Marshall Ave between Western and John Ireland Blvd
- Bicycle boulevard on Grotto, Avon, and Osceola between St Clair and Pierce Butler
- Bicycle boulevards on the West Side, including on Baker St, Hall Ave, and Belvidere
- Separated bikeway on Jackson St between Pennsylvania and Rose Ave
- Separated bikeway on Cayuga between Jackson and L'Orient
- Separated bikeway on Rankin between W 7th St and Shepard Road