

APPENDIX D
Mapping Criteria

Mapping Criteria

These criteria and principles are a reflection of information contained in the City's adopted Comprehensive Plan as well as guidance received from the public in the planning process.

The primary objective is:

- **Establish a maximum of ½ mile overall spacing of bikeways throughout the City of Saint Paul, including a maximum 1 mile spacing of arterial bike lanes or off-street trails.**

The identification of bikeways will be informed by the following considerations and principles:

1. Previous Planning Efforts
 - a. Comprehensive Plan
 - b. Existing Small Area Plans & District Plans
 - c. Bike Walk Central Corridor Action Plan
 - d. Saint Paul Parks and Recreation System Plan
 - e. Adjacent municipality bikeway planning efforts
 - f. Ramsey County bikeway planning efforts
 - g. Adjacent county bikeway planning efforts
 - h. Metropolitan Council regional bikeway planning efforts
 - i. State bikeway planning efforts
2. Making Critical Connections
 - a. Bikeways should connect key city destinations with each other
 - b. Bikeways should connect residential neighborhoods with employment and commercial centers, schools, and other key destinations
 - c. Proposed bikeways should build off and connect with existing bikeways and trails
 - d. Bikeways should connect with transit
 - e. Bikeways should connect residential areas with recreational opportunities
3. Context
 - a. Roadway traffic volumes, condition, year-round accessibility
 - b. Bicycle traffic volumes
 - c. Parkways
 - d. Topography
 - e. Creation of bikeways must balance impacts to other transportation modes
 - f. Bikeways should be provided on direct and continuous routes that avoid unnecessary deviations
4. Cost/Benefit
 - a. Costs of bikeway development must be weighed against anticipated benefits
 - b. Initial and life-cycle costs are reasonable compared to alternatives
5. Equity / Environmental Justice
 - a. Facilities are evenly distributed geographically throughout the City
 - b. Facilities are located and designed to accommodate needs of persons of all economic means
 - c. Facilities will be located so as to best serve transit-dependent populations
6. Safety
 - a. Minimizes conflict with other travel modes

- b. Accommodate different cycling abilities and experience levels
 - c. Incorporates proven safety design features
 - d. Addresses known existing safety concerns
7. Performance Measures
- a. Potential for bikeway to increase bicycle ridership
 - b. Potential for bikeway to improve safety conditions
 - c. Potential for bikeway to address critical gaps in the network