



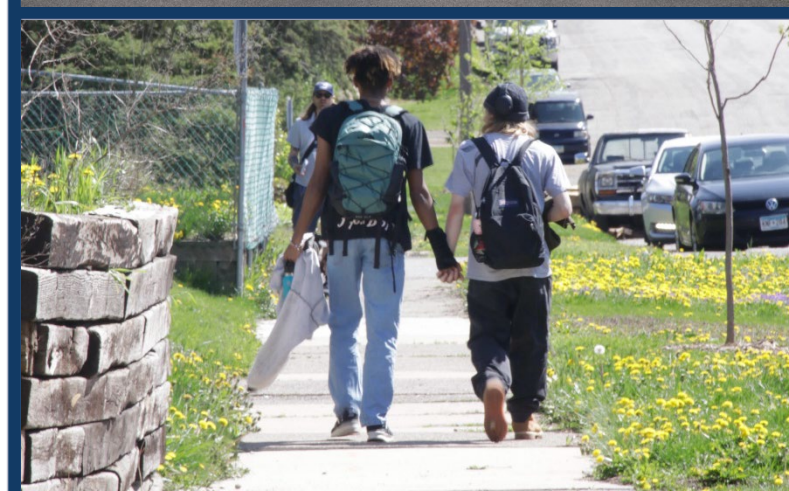
# West Side Bike Boulevard ACTION PLAN

City of Saint Paul



**SAINT PAUL**  
**PUBLIC WORKS**

January 2026



# Executive Summary

## Purpose of the Plan

The West Side’s bicycle boulevards are local residential streets that make walking, biking and rolling safer and more comfortable for people of all ages and abilities. With 5.5 miles of planned routes, this Action Plan:

- Identifies where routes are working well and where they are not.
- Clarifies the role bicycle boulevards play within the West Side’s transportation network.
- Recommends design improvements to make routes safer, more comfortable and more connected.

## Why it Matters

Bicycle boulevards support key City goals and policies, included in:

- Saint Paul Bicycle Plan (2024)
- West Side Safe Routes to School Plan (2021)
- Safe Streets for All Transportation Safety Action Plan (2023)
- 2040 Comprehensive Plan health, climate, equity and livability commitments (2020)

To function well, bicycle boulevards must maintain low traffic speeds and volumes, provide safe crossings at major streets and offer clear wayfinding and comfortable street environments.

## What’s Included in the Plan?

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	From key engagement findings and observations, existing conditions to starter ideas and recommendations for the future	
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	Next steps and a call to action	

# Executive Summary

## Aligned Opportunities

The plan informs several upcoming projects:

- George Street Mill & Overlay (2025)
- West Side Safe Routes to School (2026)
- Robert Street Reconstruction (2027-2028)
- Hall Avenue Reconstruction (2029-2030)

## How the Plan was Developed

A local planning team led a range of engagement activities:

- Bike audits and corridor walks
- Community conversations
- Online surveys and interactive maps
- Quick build demonstration project on Baker Street (June 2025)

Key lessons from the demonstration project are included in this plan and the City will continue to evaluate the project through spring 2026.

## What This Means for the West Side

A stronger bicycle network will:

- Expand transportation options
- Support people traveling without a car
- Provide safe, quiet, and direct routes to schools, parks, businesses, and jobs
- Enhance neighborhood health and livability

## Next Steps

- Evaluate Baker Street demonstration project and apply lessons
- Evolve quick-build demonstration project practices
- Advance design work for Hall Avenue Reconstruction
- Continue to coordinate with Minnesota Department of Transportation (MnDOT) to ensure safe crossings at major intersections
- Prioritize corridors for next implementation phase, and seek funding

A scenic view of a park with a paved path, green grass, trees, and a bridge in the background. The path is paved and runs through a lush green area with many trees. In the background, a large metal truss bridge spans across the scene. The overall atmosphere is bright and sunny.

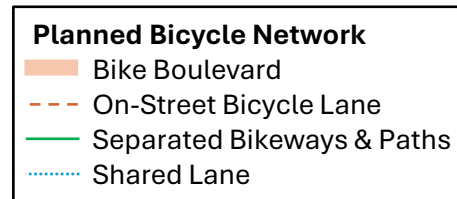
# Introduction

## SECTION 1

# Why Bicycle Boulevards on the West Side?

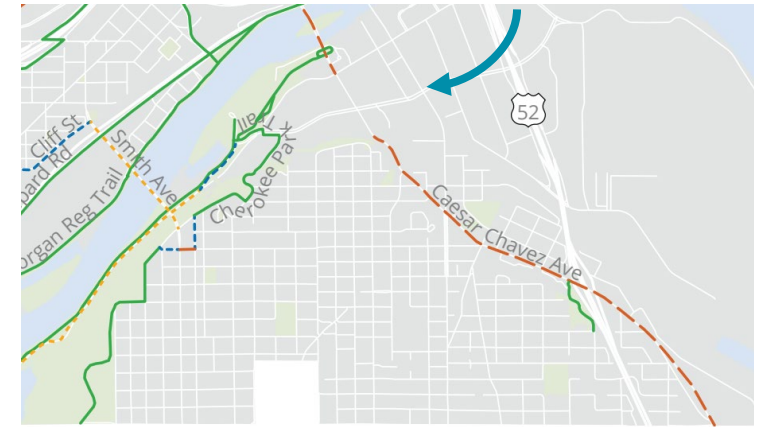
The **2024 Saint Paul Bicycle Plan** identifies a network of bicycle boulevards on the West Side to **create safe, comfortable, and connected** north-south and east-west routes to existing and future bike facilities, Mississippi River, and Cesar Chavez Avenue. This Action Plan seeks to support the City's Bike Plan implementation steps to:

- **Create a safe, comfortable, and accessible bicycle network on the West Side.**
- **Engage community in the development of bicycle boulevards.**
- **Increase walking and biking trips to school and work.**
- **Provide greater connectivity and access to schools, businesses, and the river.**

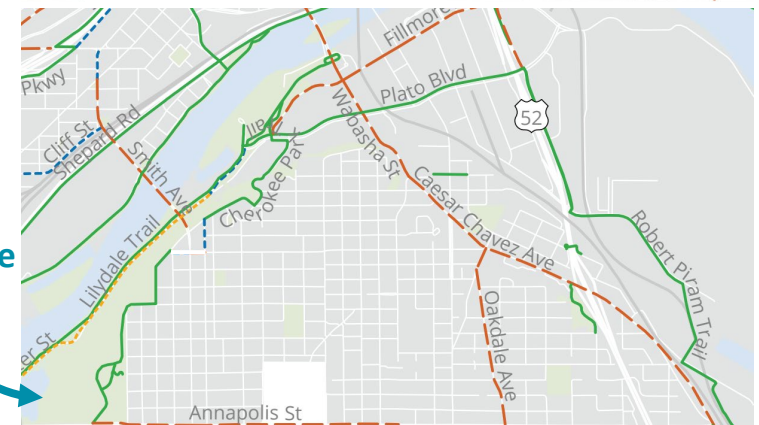


Graphics from Saint Paul  
Bike Plan Update, 2024

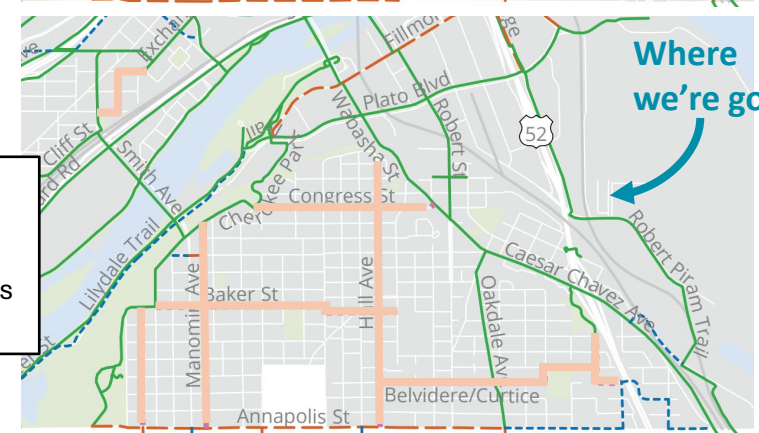
Where we were, 2015



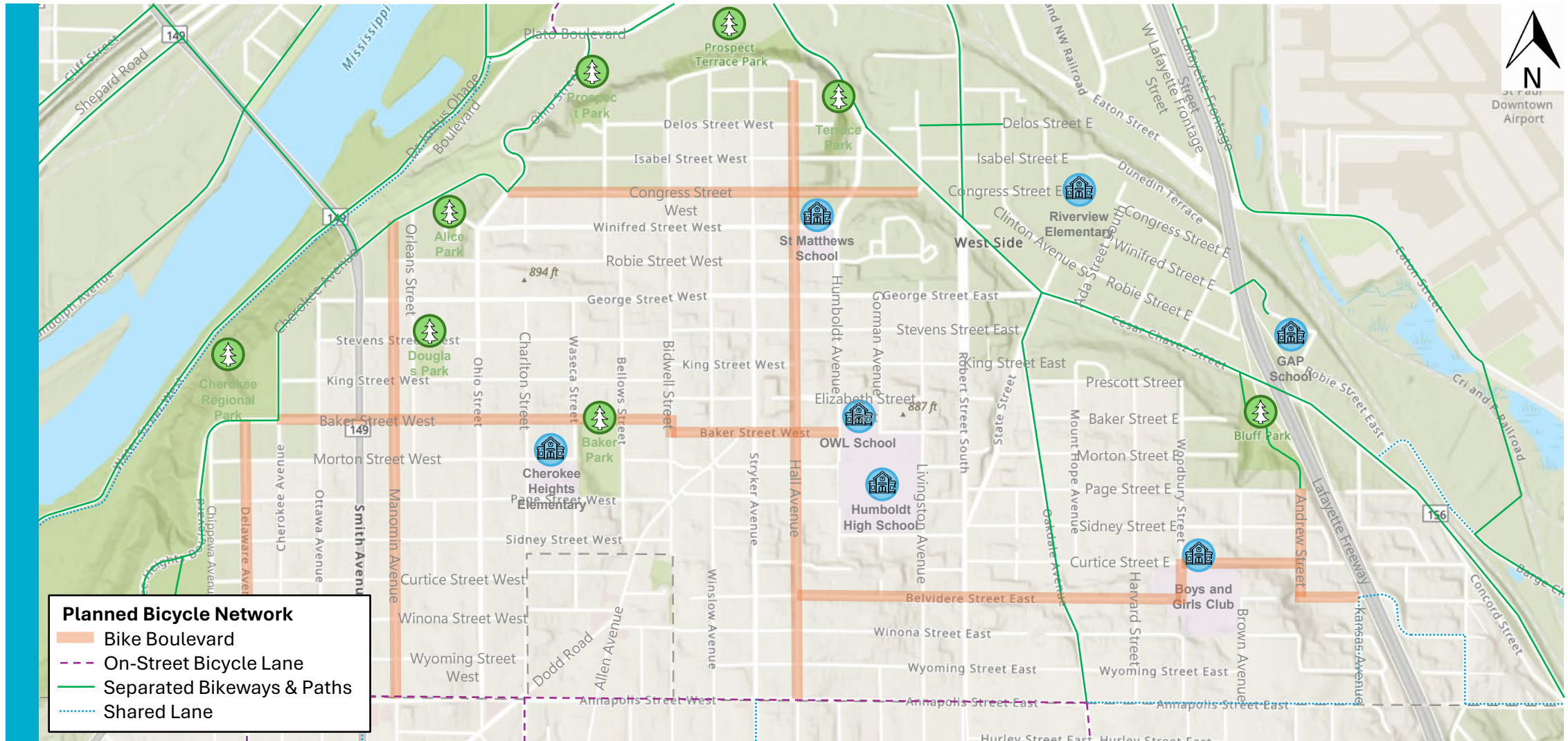
Where we are, 2025



Where we're going



# Planned Network | West Side Bicycle Boulevards



# What is a Bicycle Boulevard?

Bicycle boulevards (or neighborhood greenways) are **low-volume** and **low-speed** neighborhood **residential streets** that **prioritize people walking and bicycling** and discourage motor vehicle through traffic.

This is achieved through **traffic calming** and **traffic reduction** treatments, **signage** and **pavement markings** and **intersection crossing treatments**. Combined, these treatments create an **attractive, convenient and comfortable shared street environment** that is welcoming to people of all ages and abilities walking and bicycling.

## 📷 Photos (bottom left to right):

- Neighborhood traffic circle calms vehicle speeds to 20-mph. It also provides space for a garden.
- A median diverter filters motor vehicles from using Charles Avenue Bicycle Boulevard as a through-route, while allowing people walking and biking to cross the street and continue straight.
- A family of four bikes together along Charles Avenue Bicycle Boulevard.





## PRIMARY CHARACTERISTICS

# Bicycle Boulevard

- Low motor vehicle volumes –1,000 vehicles per day or 50 cars per peak hour are common targets\*
- Low motor vehicle speeds –**20 mph is plenty!**
- Direct, coherent (logical) and continuous route that is well marked and signed
- Convenient access to community destinations (e.g., schools, parks, transit)
- Priority given to people walking and cycling, providing minimal delay
- Safe and comfortable intersection crossings

\*Portland Bureau of Transportation. (2015). *Portland's Neighborhood Greenways Assessment Report*. <https://www.portland.gov/sites/default/files/2020-09/ng-assessment-report-web-542728.pdf>

# Little Traffic Stress | Bike Boulevards for People of All Ages and Abilities

## Who Will Bike Boulevards Serve?

Bicycle boulevards are designed to support people of all ages and abilities, especially the large group often described as “interested but concerned.” These are people, such as children, families, and new riders, who are willing to bike but only when routes feel safe, predictable, and low stress.

To create low-stress bicycle boulevards, people biking and driving must be able to share the street comfortably. Research shows this requires:

- **Vehicle speeds of 20 mph or less**
- **Low traffic volumes**
- **Protected or high-visibility crossings at major streets**
- **A street environment that feels safe, comfortable, and welcoming**

Low-stress bicycle boulevards offer calm conditions where people biking encounter only occasional, slow-moving vehicles. They are easy to navigate and provide safe, clearly marked intersections that are suitable for most riders, including children.

When these conditions are met, bicycle boulevards offer direct, convenient, low-stress connections to parks, schools, transit, and nearby destinations, supporting more people to bike, walk, and roll to the places they want to go.



**This plan is meant to meet the needs of the largest cross section of the Saint Paul community: the ‘interested but concerned’ who want to bike more, but do not currently feel comfortable or safe doing so.”**

- Saint Paul Bike Plan Update (2024)

# Advancing Equity

People walk, bike and roll to meet their daily needs for many reasons: for exercise, to connect with friends, enjoy nature, access transit, get to work, school, the grocery store and more. Focusing on the most vulnerable transportation users – people walking and biking– ensures streets and land use connections are human-scale and designed for the needs of many. This is especially important for people with disabilities, children and older adults.

The West Side Bicycle Boulevard network is an opportunity to provide transportation choice and advance social equity:

- **8%** of West Side residents **don't own a car**
- **23%** of residents **walk or bike to work** or work from home\*
- **26%** of West Side residents **under 18 years old live in poverty**
- **27%** of West Side residents **speak a language other than English**

Data source: Mncompass.org, 2019-2023

\*data combines walking, biking and working from home as commute modes; the inclusion of work-from home trips likely inflates this percentage relative to the share of residents who physically walk or bike to work.

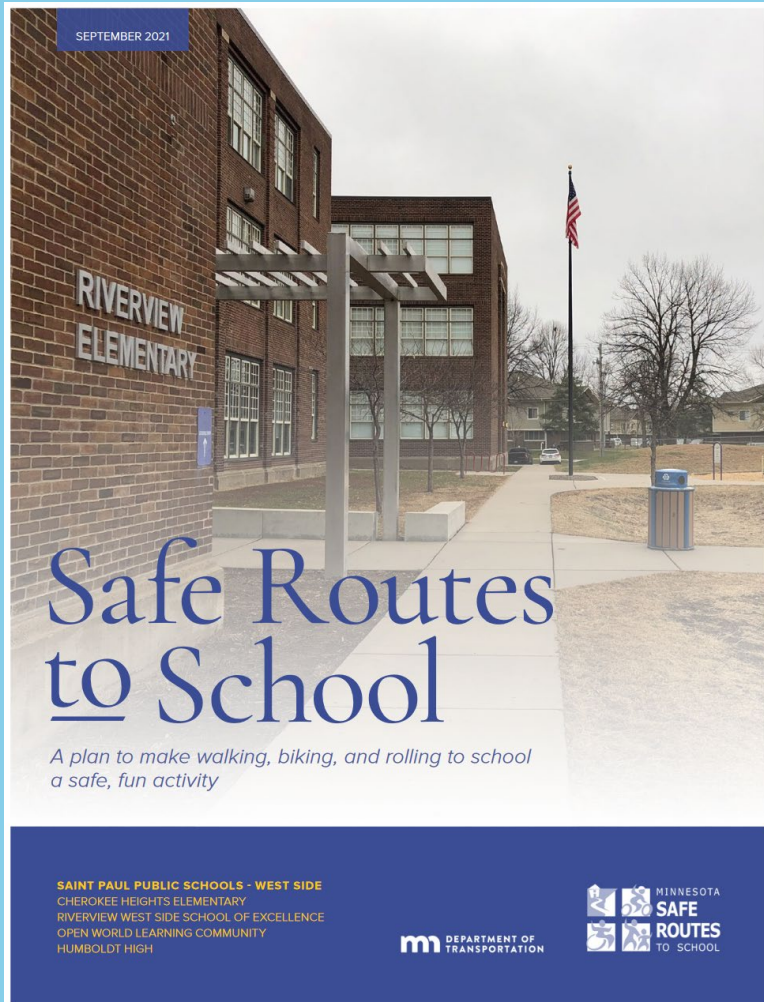
## Terminology



This Plan uses a broad definition of **pedestrian** and **walking** to include people who travel on foot and use mobility devices such as wheelchairs, strollers and scooters. In addition, the term **rolling** is used to include people who use mobility aid devices.

The Plan uses the terms **bicycling**, **bike**, **biking** and **bicyclist** to refer to people of all abilities riding bicycles both human-powered and electric-assisted, including devices adapted for use by people with disabilities.

# Building on Existing Plans and Efforts



## Safe Routes to School (SRTS)

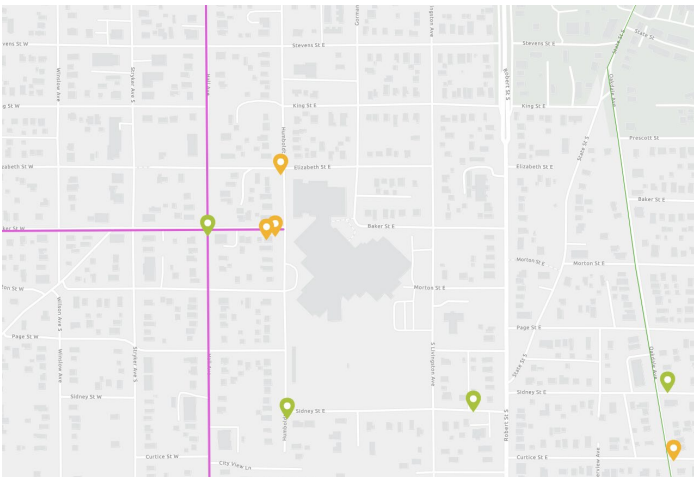
Saint Paul Public Schools (SPPS) SRTS program supports students walking, biking and rolling to school. The school district's program is funded by MnDOT SRTS Program, Statewide Health Improvement Program (SHIP) and Allina Health. SRTS infrastructure is funded through federal, state and city funding. The future West Side bicycle boulevard network provides critical routes connecting schools:

- Baker Street connects Cherokee Heights Elementary, Humboldt School and Open World Learning Community
- Belvidere Street connects students to the Boys and Girls Club

The West Side Safe Routes to School Plan identifies challenges and opportunities to make walking, biking and rolling to school a safe and fun option. This Action Plan builds from these efforts, as well as the City's Bicycle Plan (2024) and Streets for All Transportation Safety Action Plan (2024) that aims to make the City's transportation system the safest possible, moving toward zero traffic-related fatalities and serious injuries.

◀ SPPS West Side Safe Routes to School Plan, 2021

# How the Plan Was Developed



## 📷 Photos (clockwise from top left):

- Community member, and bicycle shop owner, shares perspectives during a neighborhood walking audit along Manomin Avenue.
- Bike audit participants met with the West Side fire chief to understand the needs of first responders.
- Online interactive project map collected community input.

## Engagement Timeline

- ➔ **April-May 2024 School & Community Outreach:** Project team spoke with Humboldt School Parent Teach Organization (PTO), Owl World Learning staff and made several outreach attempts to the West Side Community Organization.
- ➔ **May 8, 2024 Biking Audit:** City staff, consultants, and partners including the Saint Paul SRTS coordinator and Saint Paul Bicycle Coalition biked the planned routes to document existing conditions.
- ➔ **June 24, 2024 Walking Audit:** In partnership with Councilmember Rebecca Noecker, a neighborhood walking audit was held where residents assessed Manomin Avenue bicycle boulevard route.
- ➔ **June 24, 2024 Mapping Workshop:** A mapping workshop at Wellstone Community Center invited residents to share ideas for bicycle boulevard improvements.
- ➔ **August 2024 Tabling:** Tabled at West Side Farmers Market (August 3) and National Night Out at Parque Castillo (August 6)
- ➔ **June-October, 2024 Interactive Online Map:** An interactive map was shared to collect feedback on challenges and opportunities.
- ➔ **June 2025-Spring 2026 Baker Street Demonstration Project:** A demonstration project was installed to test design ideas and gather community feedback.



# Bicycle Boulevards Today & Tomorrow

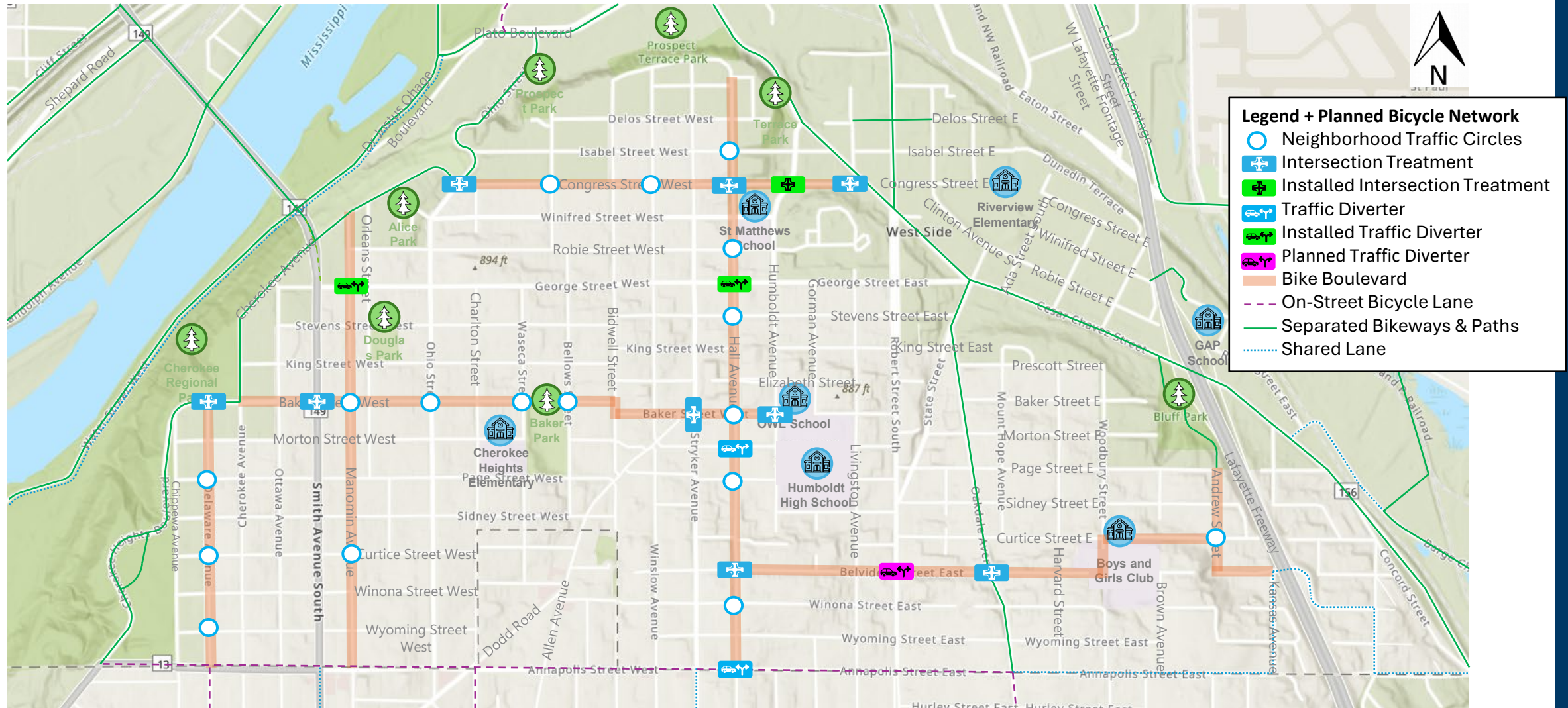
## SECTION 2

# What We Heard, Observed or Can Draw from Previous Efforts



# Key Recommendations Summary

This map summarizes key recommended intersection treatments and bicycle boulevard improvements along the planned West Side routes. It shows how individual corridors and projects work together to create a connected neighborhood bicycle network that improves safety, connectivity and access to schools, parks and other key destinations, with additional detail provided on following pages.



# Delaware Avenue | Existing Conditions



Crash data from Minnesota Crash Mapping Analysis Tool (MnCMAT2); Years 2019-2023

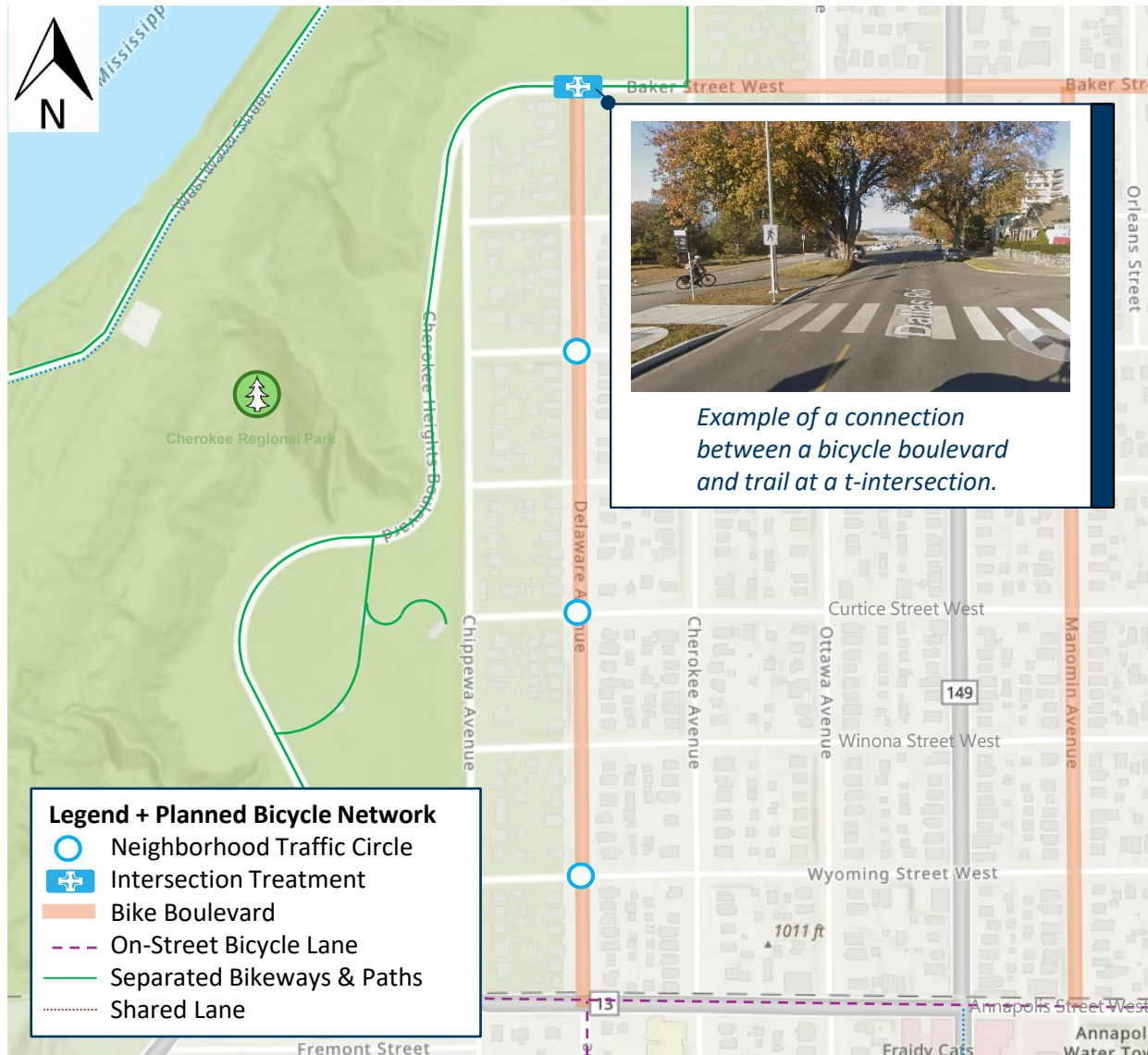
## What's Missing Today

- Gaps in Walking and Biking Connections:** There is no direct connection (e.g., curb-cut or short trail link) between Delaware Ave and the sidewalk and separated path along Cherokee Heights Boulevard/Baker Street West. This limits accessible access to the existing trail system.
- Wayfinding and Route Clarity:** The bike boulevard lacks clear wayfinding, including consistent pavement markings and signs. This makes the route harder to follow for people biking and reduces overall network clarity.

### Overall Corridor Information

Length	0.48 miles
Number of Intersections	8
Posted Speed	20 MPH
Total Right of Way (ROW); Curb-to-Curb Width	60 feet; 32 feet
Average Vehicles Per Day	Estimated less than 1,000
Serious Injury and Fatal Crashes	None

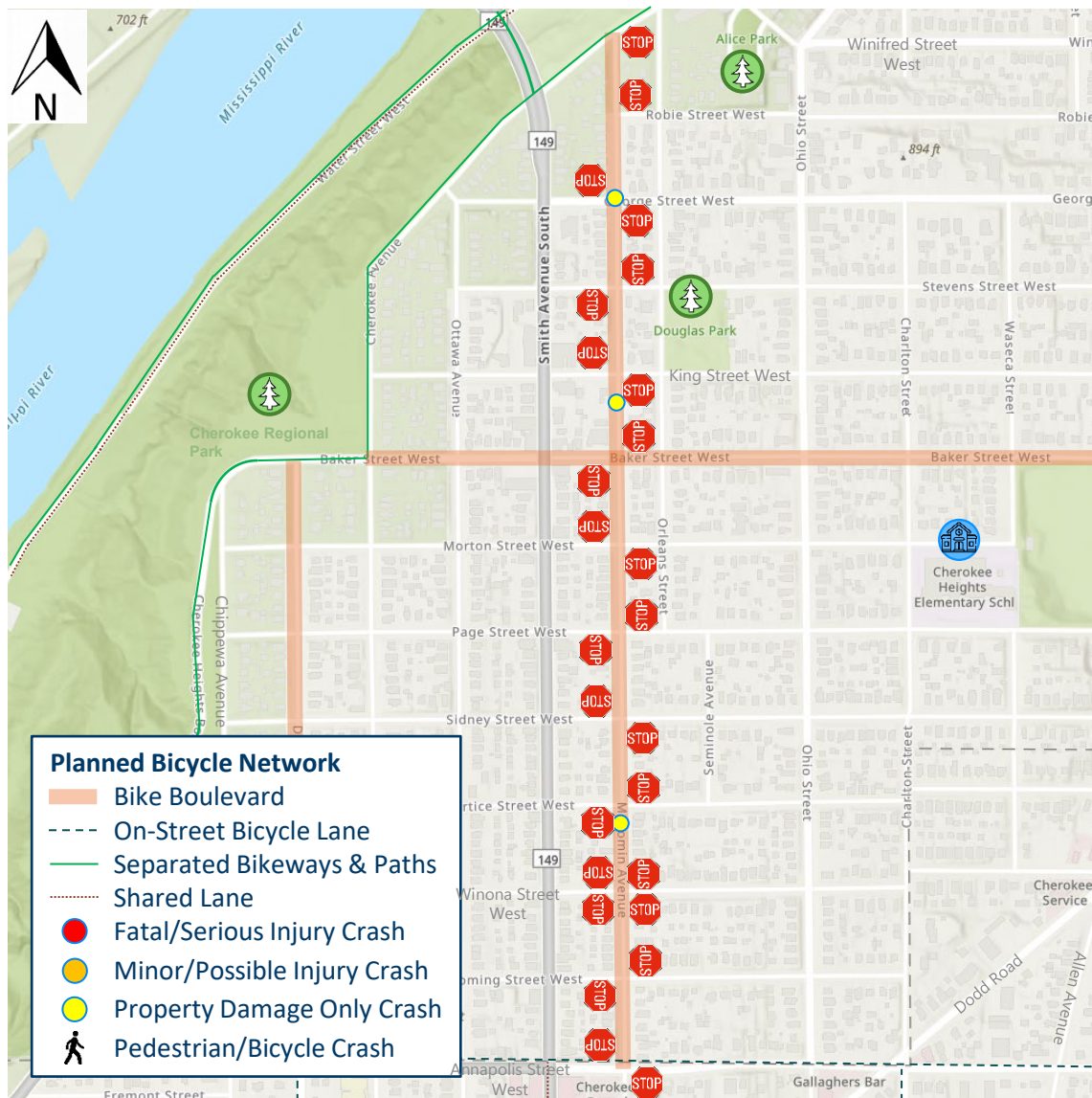
# Delaware Avenue | Key Recommendations



## Recommendations

- **Add bike boulevard pavement (shared lane) marking and signs** along the route to make the bicycle boulevard easy to see and follow.
- **Construct an ADA-compliant curb-cut on Baker Street** and add a short trail connection, about 75 feet, so people walking and biking can easily reach the existing separated path and sidewalk.
- **Review stop locations on Delaware Avenue** (Wyoming Street, Curtice Street, and Page Street) and **consider additional traffic calming tools** such as neighborhood traffic circles to slow vehicle speeds, support safer crossings and give people biking clearer priority at intersections.

# Manomin Avenue | Existing Conditions



Crash data from Minnesota Crash Mapping Analysis Tool (MnCMAT2); Years 2019-2023

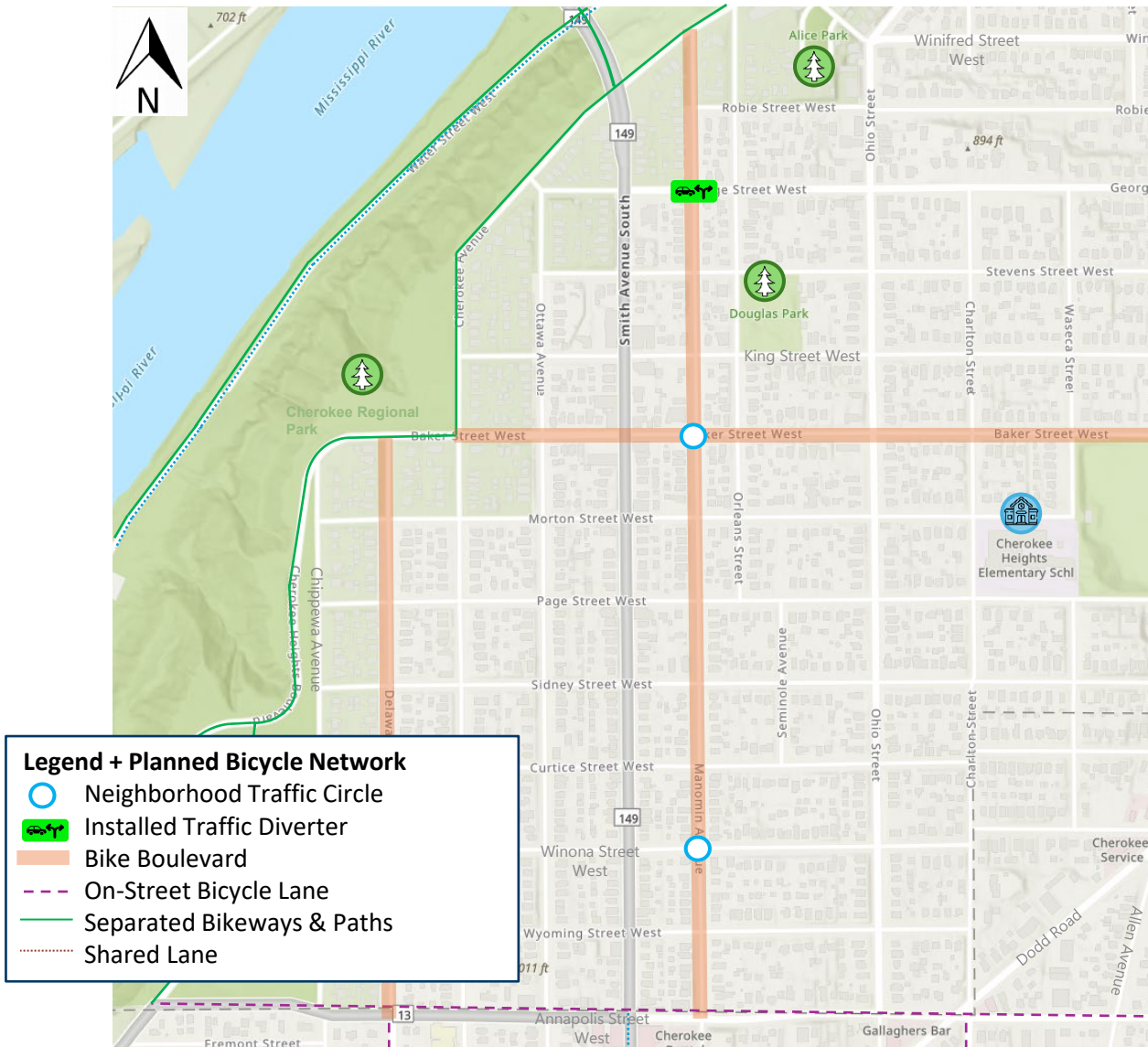
## What's Missing Today

- Bike Boulevard Visibility** : Bike boulevard pavement markings are faded, making the route harder for people biking and driving to follow.
- Crosswalk Visibility**: High-visibility crosswalk markings are missing at George Street, reducing the visibility of pedestrians crossing a busier street, especially at night and in winter.
- Difficult Bike Crossings**: Crossing Smith Avenue at Cherokee Avenue and George Street is difficult for people biking, weakening the connection to and from downtown Saint Paul making it harder to reach the quieter, parallel Manomin Bike Boulevard (especially for bicyclists coming across the Smith Avenue Bridge from downtown).

## Overall Corridor Information

Length	0.82 miles
Number of Intersections	13
Posted Speed	20 MPH
Total Right of Way (ROW); Curb-to-Curb Width	60 feet; 32 feet
Average Vehicles Per Day	Estimated less than 1,000
Serious Injury and Fatal Crashes	None

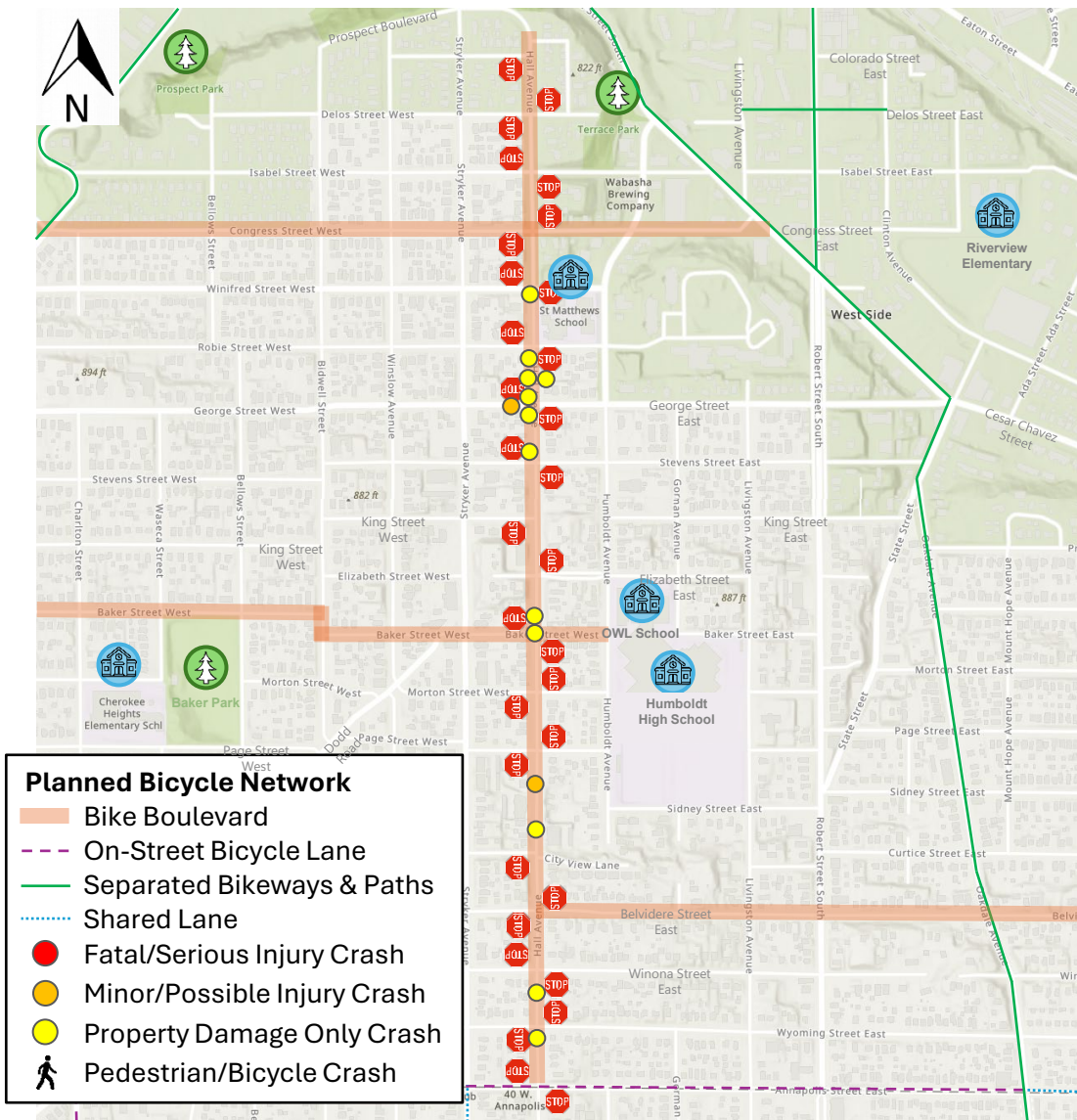
# Manomin Avenue | Key Recommendations



## Recommendations

- Refresh bicycle boulevard pavement (shared lane) markings to improve route visibility and clarity.
- ✓ Install a traffic diverter at Manomin and George Street in the 2025 George Street resurfacing project to support safer crossings for people walking and biking. (completed in 2025)
- Consider installing neighborhood traffic circles at Manomin and Baker Street and Manomin and Winona Street to improve bicycle boulevard wayfinding, circulation and overall safety for all users.
- Review stop sign placement on Manomin between Winona and Baker Street and Baker and George Street to determine how to give people biking clear priority, while slowing and managing vehicle speeds.

# Hall Avenue | Existing Conditions

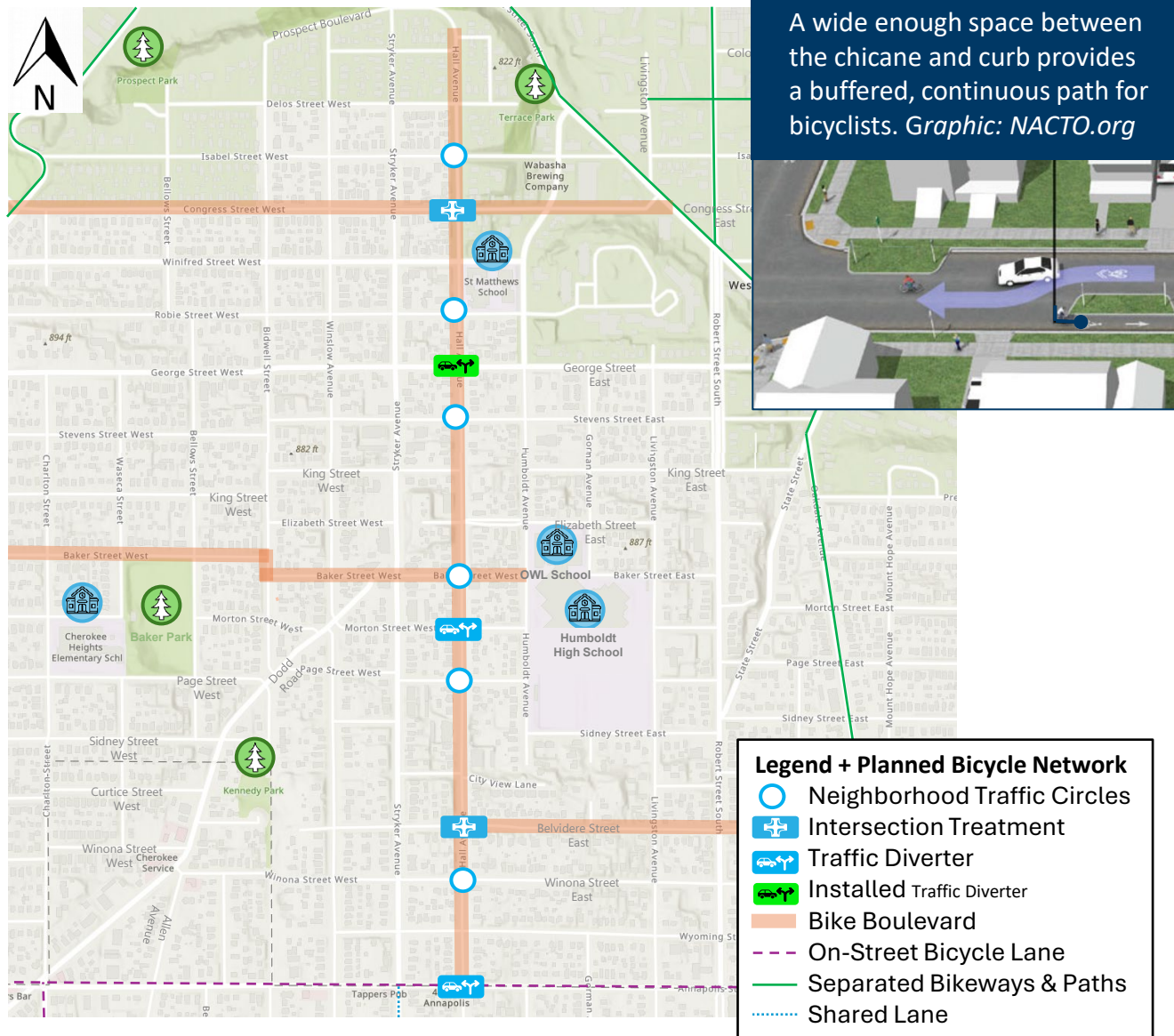


Crash data from Minnesota Crash Mapping Analysis Tool (MnCMAT2); Years 2019-2023

## What's Missing Today

- **Bike Boulevard Visibility:** The route lacks clear wayfinding, including consistent pavement markings and signs that guide people to other bike routes.
- **Crosswalk Visibility:** Hall Avenue is wide and lacks curb extensions making for long crossing distances for people walking. High visibility crosswalk markings are also missing. Future consideration of marked or enhanced crossings should follow the City's Crosswalk Marking Policy. It should be evaluated to see if justification is needed for locations near schools and higher volume streets like George Street.
- **Higher Vehicle Speeds Than Posted Speed:** A 2024 speed study found that 85% of drivers are traveling about 26.5 mph, which is 6.5 mph over the posted speed limit of 20 mph. Higher vehicle speeds reduce driver's field of vision, ability to stop or yield in time and increase the risk of serious injury for people walking or biking.

# Hall Avenue | Key Recommendations



## Recommendations

- **Right-size Hall Avenue** as part of the planned 2029-2030 reconstruction to improve safety for all users. This current design plan for Hall Avenue includes chicanes to calm traffic and reduce speeding. Chicanes create a gentle side-to-side shift in the street, breaking up long straight segments where drivers tend to speed. They can also provide space for trees and native plantings, which support stormwater management and green the corridor. Consider reserving a wide space between the chicane and curb to create a buffered uphill bike lane for people biking toward Belvidere Street (example pictured left). Plans also include intersection treatments like traffic circles and traffic diverters to further manage vehicle speeds and volumes.
- **Paint bicycle boulevard pavement (shared lane) markings and add wayfinding signs** to make the route clear.
- **Evaluate the crossing** of Hall Avenue & George Street and Hall Avenue and Baker Street for high visibility crosswalk markings, referencing the City's Crosswalk Marking Policy.
- **Consider installing neighborhood traffic circles** at Hall Avenue and Winona Street, Belvidere Street, Page Street, Stevens Street, Robbie Street, Congress Street and Isabel Street to support bicycle boulevard wayfinding, improve circulation and enhance overall intersection safety for all users.
- **Consider a median traffic diverter** at Hall Avenue and Annapolis Street and Hall Avenue and Morton Street to allow people walking and biking to continue through the intersection while discouraging cut-through vehicle traffic. This would help keep non-local drivers on nearby arterials such as Annapolis, Stryker Avenue and Robert Street.

# Hall Avenue Chicane Starter Idea

Photo rendering to illustrate potential chicane treatments for Hall Avenue Bike Boulevard. Further technical design and engineering analysis will be required during the Hall Avenue reconstruction project to confirm feasibility and refine the treatment and treatment locations.

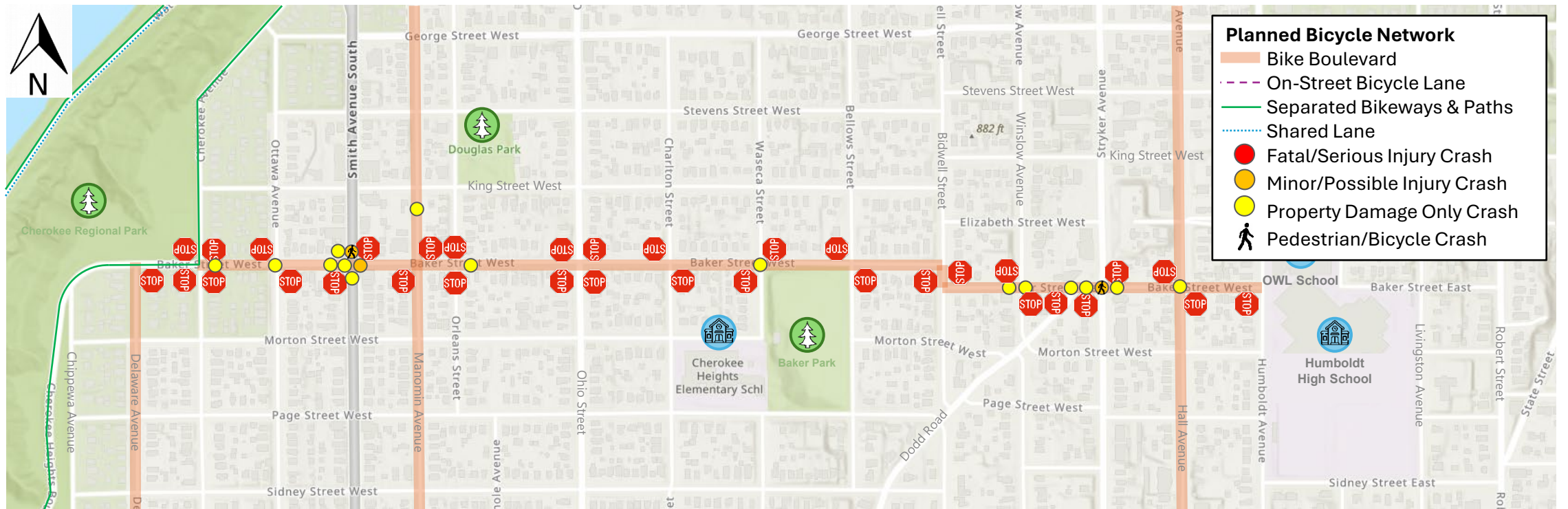


▲ Existing conditions on Hall Avenue between Winifred and Congress Streets.



▲ Illustration depicting how chicane treatments could be designed.

# Baker Street W | Existing Conditions



Crash data from Minnesota Crash Mapping Analysis Tool (MnCMAT2); Years 2019-2023

## What's Missing Today

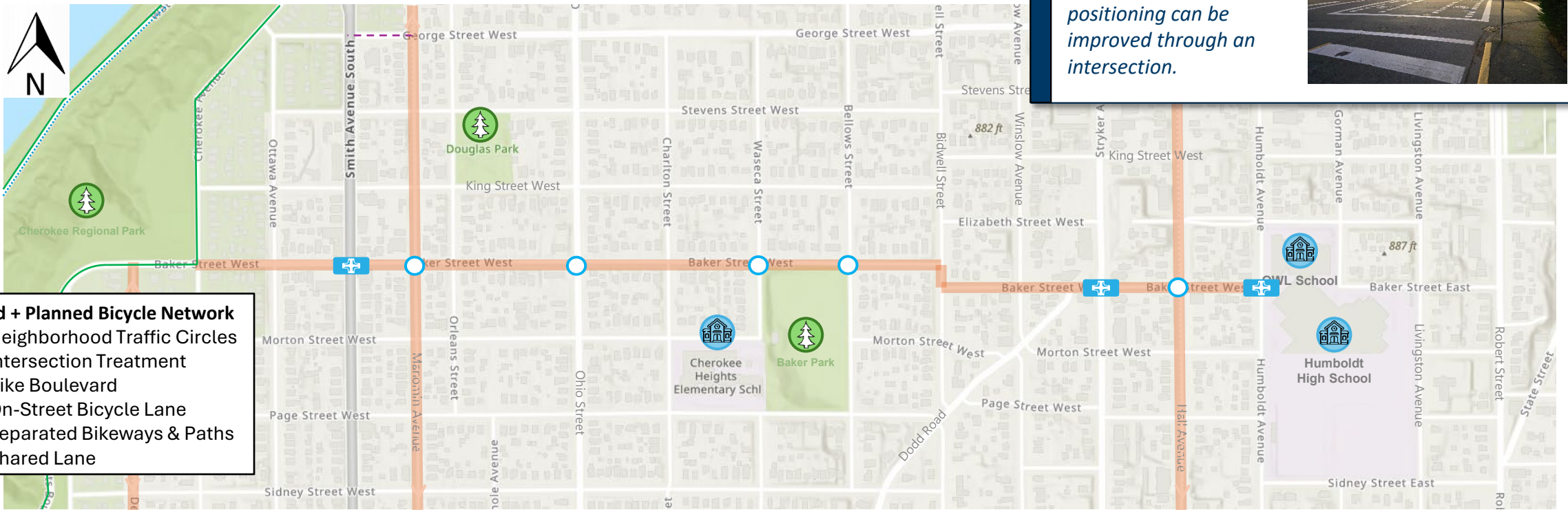
- **Long crossing distances, no crosswalk markings and higher speeds, higher traffic volumes** at Smith Avenue, Stryker Avenue and Hall Avenue intersections, increasing exposure for people walking. Future consideration of marked or enhanced crossings should follow the City's Crosswalk Marking Policy.
- **Low-light conditions** that reduce visibility and make crossings feel less safe.
- **Missing bike boulevard markings and wayfinding**, which makes it unclear that Baker Street is a key route connecting parks, schools and other neighborhood destinations.

## Overall Corridor Information

Length	0.98 miles
Number of Intersections	16
Posted Speed	20 MPH
Total Right of Way (ROW); Curb-to-Curb Width	60 feet; 32 feet
Average Vehicles Per Day	981*
Serious Injury and Fatal Crashes	2 pedestrian/bicycle crashes

\*Traffic counts available from the Traffic Count Dashboard – Saint Paul

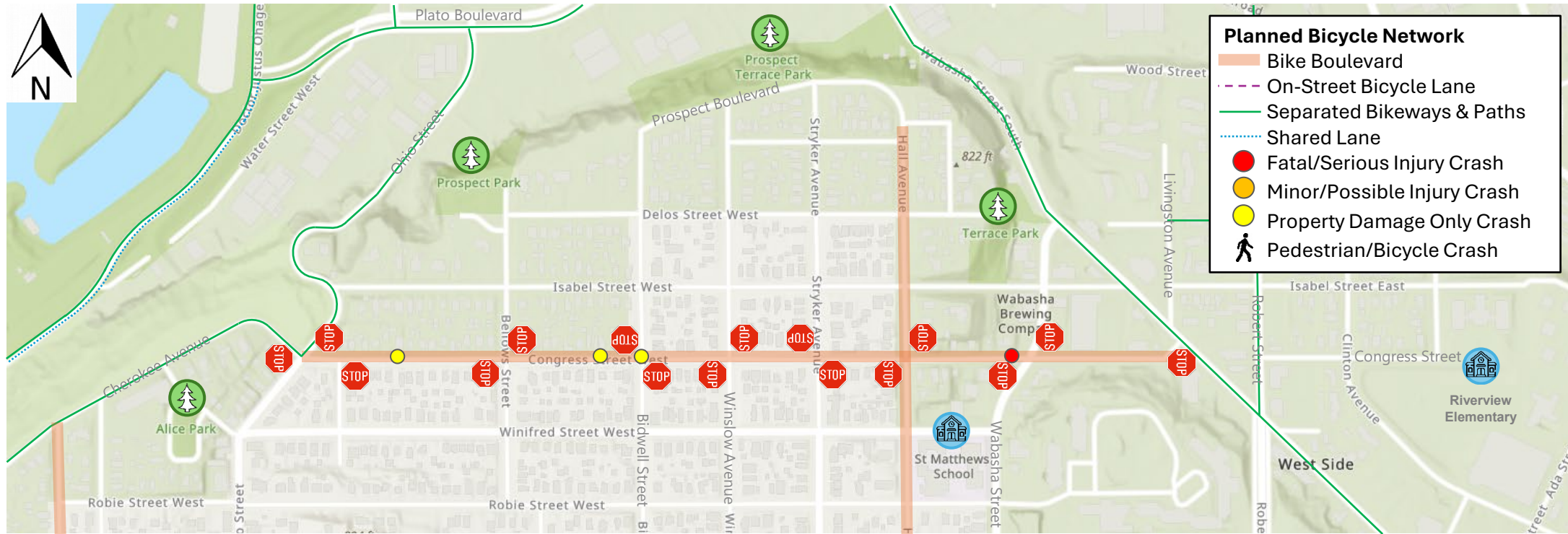
# Baker Street W | Key Recommendations



## Recommendations

- **Paint bicycle boulevard pavement (shared lane) markings and add wayfinding signs** to make the route clear.
- **Review and evaluate the City’s crosswalk policy** to inform future consideration of marked or enhanced pedestrian and bicycle crossings at Smith Avenue, Stryker Avenue, Hall Avenue and Humboldt Avenue, especially because Baker Street is a key safe route to schools and parks, as identified in the West Side Safe Routes to School Plan.
- **Consider installing neighborhood traffic circles** at Manomin Avenue, Ohio Street, Waseca Street, Bellows Street (near Baker Park) and Hall Avenue to strengthen bicycle boulevard wayfinding, improve circulation and enhance safety for all users. Add trees and native plants to the center of the traffic circles to green and beautify the street, creating a park-like environment. Partner with neighborhood residents and groups to support ongoing maintenance.
- **Install a raised table intersection** at Baker and Humboldt Avenue to reinforce 10-15 mph speeds, 24 hours a day, 7 days a week, improving crossing safety for students traveling to and from OWL and Humboldt schools.

# Congress Street W | Existing Conditions



Crash data from Minnesota Crash Mapping Analysis Tool (MnCMAT2); Years 2019-2023

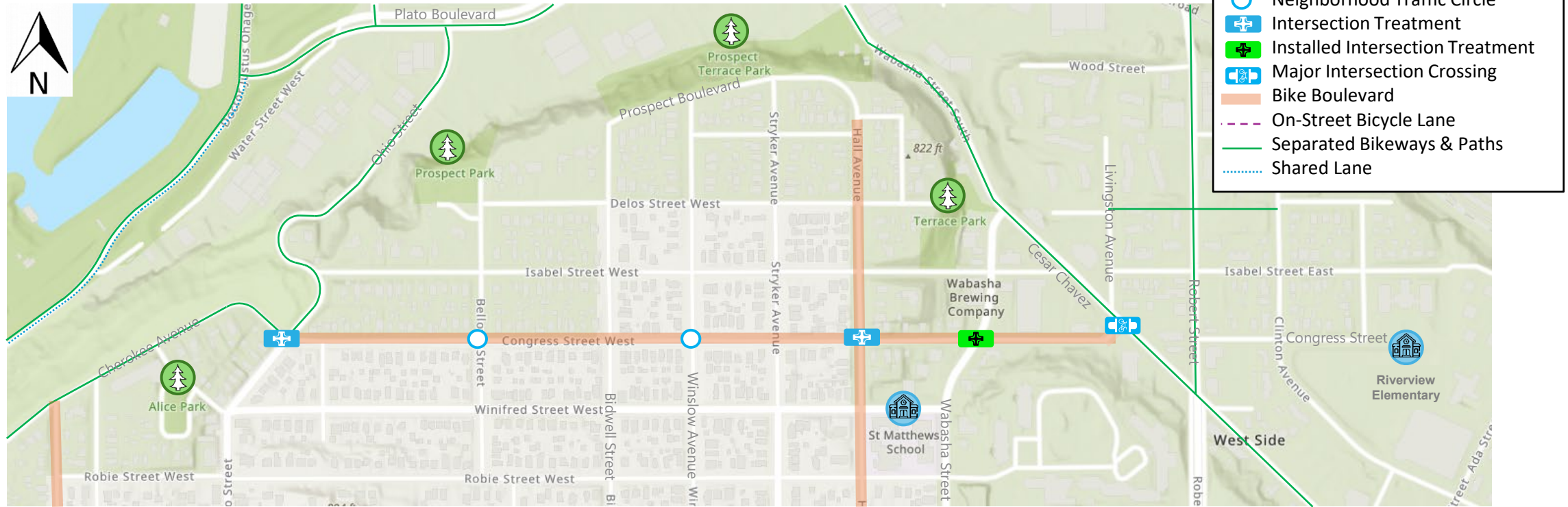
## What's Missing Today

- **Long crossing distances, no marked crosswalks, and higher vehicle speeds** at Congress and Wabasha Street increase risk for people walking. This intersection is a transit stop, and a 2021 speed study found that 85% of drivers travel about 30 mph on Wabasha, which is 5 mph over the 25 mph speed limit.
- **No marked bike or pedestrian crossing** at Cesar Chavez Street, a high traffic corridor with bike lanes that connect people to downtown, Riverview Elementary, and the West Side commercial core. Future consideration of marked crossings should follow the City's Crosswalk Marking Policy.
- **No marked crossing** at Ohio Street to connect people to the Cesar Chavez trail, and this key neighborhood gateway lacks features that calm traffic and support safe crossings.
- **Missing bike boulevard markings and wayfinding** along Congress.

## Overall Corridor Information

Length	0.72 miles
Number of Intersections	9
Posted Speed	20 MPH
Total Right of Way (ROW); Curb-to-Curb Width	60 feet; 32 feet
Average Vehicles Per Day	Estimated less than 1,000
Serious Injury and Fatal Crashes	1 serious injury crash

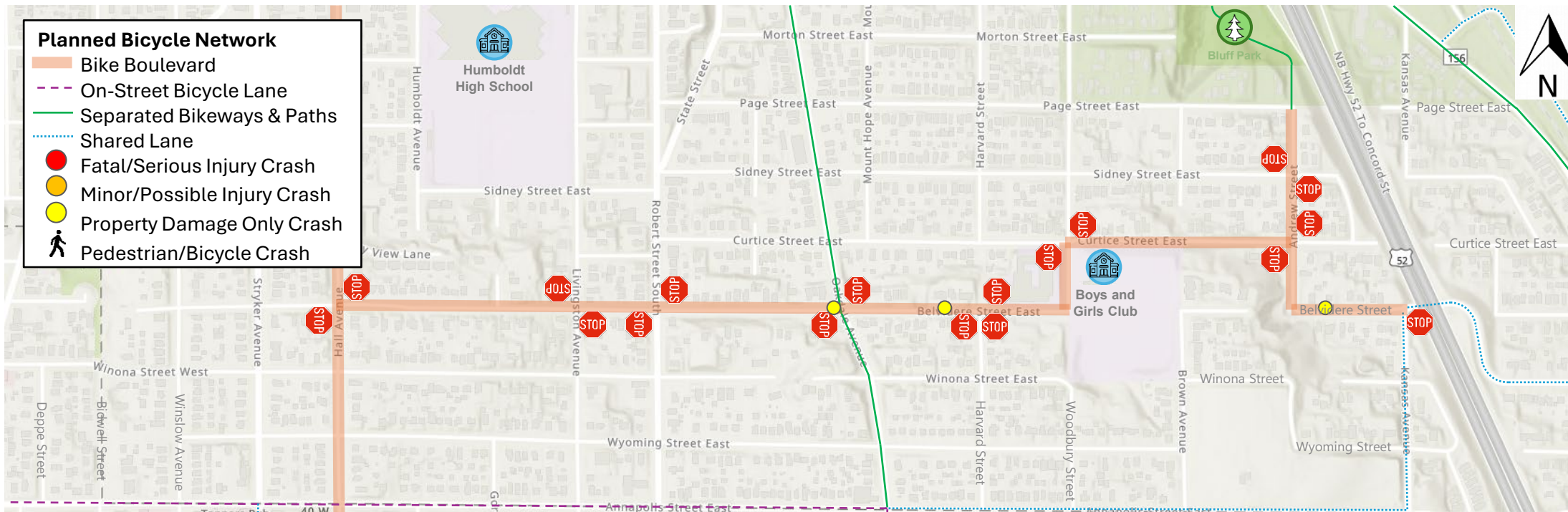
# Congress Street W | Key Recommendations



## Recommendations

- **Paint bicycle boulevard pavement (shared lane) markings and add wayfinding signs** to make the route clear and help people navigate and link to other bike routes.
- **Strengthen connection to Cesar Chavez Trail** at Ohio Street and Congress Street intersection. Evaluate whether a median refuge island is feasible.
- **Consider installing neighborhood traffic circles** at Hall Avenue, Winslow Avenue and Bellows Street to strengthen bicycle boulevard wayfinding, improve circulation and enhance safety for all users. Align the Congress Street and Hall Avenue intersection improvements with the upcoming planning and reconstruction of Hall Avenue.
- **Add wayfinding** at Congress Street and Cesar Chavez to notify users they can access the future separated bicycle facility on Robert Street or the pedestrian bridge over Roberts Street further north on Livingston Street.
- **Provide an enhanced crossing** at Congress Street and Cesar Chavez intersection, this might include a median refuge island to break the crossing into two segments, which is easier for children and older adults to manage.
- **Complete the bicycle connection from Congress bike boulevard to Riverview Elementary** to ensure a continuous, safe route for students and caregivers walking and biking. Prioritize the shortest, most direct link.

# Belvidere Street E/Curtice Street E | Existing Conditions



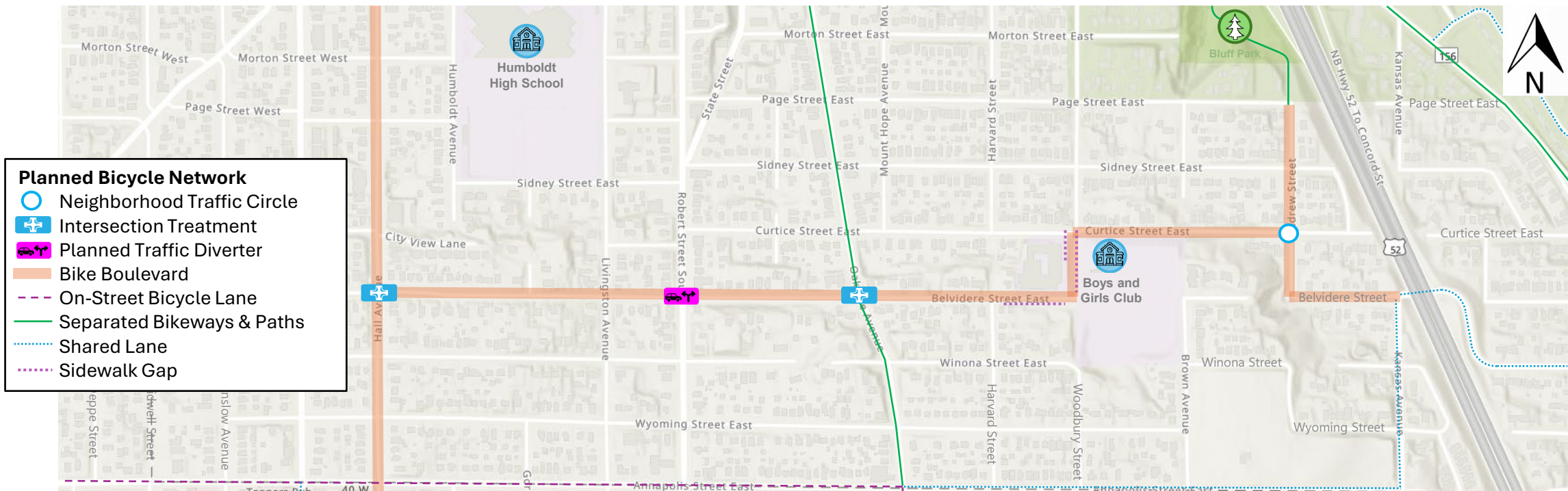
## What's Missing Today

- **No sidewalk on the south side of Curtice Street** between Woodbury Street and Andrew Street due to grade constraints.
- **Woodbury Street lacks sidewalks on both sides** between Belvidere and Curtice.
- **Belvidere Street has sidewalk gaps** from Oakdale Avenue to Harvard street on the north side with potential grade constraints, and between Harvard Street and Woodbury Street on the south side in front of the park.
- **Missing bike boulevard markings and wayfinding** along this route.
- **Planned crossing improvements on Robert Street** (2027-2028) include a median crossing at Belvidere Street.

Crash data from Minnesota Crash Mapping Analysis Tool (MnCMAT2); Years 2019-2023

Overall Corridor Information	
Length	1.2 miles
Number of Intersections	10
Posted Speed	20 MPH
Total Right of Way (ROW); Curb-to-Curb Width	60 feet; 32 feet
Average Vehicles Per Day	Estimated less than 1,000
Serious Injury and Fatal Crashes	none

# Belvidere Street E/Curtice Street E | Key Recommendations



## Recommendations

- **Mark the route as a bicycle boulevard** using (shared lane) pavement markings and add wayfinding signs.
- **Fill sidewalk gaps** near the Boys and Girls Club to provide continuous and accessible walking routes on both sides of Woodbury Street and to the playground. Work with Saint Paul Parks Department to fill missing sidewalk segments.
- **Consider installing neighborhood traffic circles** at Hall Avenue and Andrew Street to improve bike boulevard wayfinding, calm traffic and support safer intersection operations for all users. Align the Belvidere Street and Hall Avenue intersection improvements with the upcoming planning and reconstruction of Hall Avenue.
- **Provide an enhanced crossing** at Oakdale Avenue and Belvidere Street to shorten crossing distance for pedestrians and support the bike connection to another planned bike route.

# Action Steps

## SECTION 3

# Action Plan

The following strategies and actions support implementation of a bicycle boulevard network, including corridor-specific projects, network-wide measures and smaller, targeted improvements that address key gaps and enable scalable progress.

Strategy	Action: What is being suggested?	Timeline: Short-to Long-Term	Next Step: What is a next step(s) to take?
<b>Cultivate and increase awareness of the bicycle boulevard routes.</b>	Use paint to mark bicycle boulevard pavement markings to designate routes.	Short-Term	<input type="checkbox"/> Include in the City’s annual paint plan/budget.
	Create a bike boulevard wayfinding plan and install signage along the routes.	Short-Term	<input type="checkbox"/> Seek other funding opportunities.
	Install Baker Street Demonstration Project. Test bicycle boulevard traffic calming treatments to understand feasibility and get community feedback.	Short-Term	<input checked="" type="checkbox"/> Install Demonstration Project in June 2025. <input type="checkbox"/> Collect data through the winter, evaluate, and determine next steps – maintain as semi-permanent, remove or adjust.
	Build and strengthen partnerships between the City and schools, West Side Neighborhood Council, and other community organizations.	Short-Term	<input type="checkbox"/> Continue to attend meetings, share updates and partner on upcoming projects.
<b>Leverage planned capital improvement projects.</b>	See that quality pedestrian and bicycle crossings are included as part of the Robert Street reconstruction.	Short-Term	<input type="checkbox"/> Continue to work with MnDOT on final designs for Robert Street reconstruction.
	Right-size Hall Avenue as part of the city’s 2029-2030 capital improvement project.	Mid-Term	<input type="checkbox"/> Short-term, begin a participatory design concepting process with the community.
	Improve crossings of George Street at Hall and Manomin with the 2025 mill and overlay by marking high-visibility crosswalk markings and using other tools such as median crossing islands or diverters.	Short-Term	<input checked="" type="checkbox"/> Review striping plans to see that well marked crossings of bicycle boulevard routes are included.

# Action Plan

The following strategies and actions support implementation of a bicycle boulevard network, including corridor-specific projects, network-wide measures and smaller, targeted improvements that address key gaps and enable scalable progress.

Strategy	Action: What is being suggested?	Timeline: Short- to Long-Term	Next Step: What is a next step(s) to take?
<b>Address gaps in the bicycle boulevard routes.</b>	Prioritize sidewalk gaps along Belvidere and Woodbury Street, near the Boy’s and Girl’s Club, as part of the Belvidere bike boulevard route.	Short- to Mid-Term	<input type="checkbox"/> Seek funding in partnership with Saint Paul Parks and Recreation.
	Assess and create an ADA transition plan along all bicycle boulevard routes.	Short-Term	<input type="checkbox"/> Assign a public works team member to complete assessment.
	Create a curb cut and trail link at Delaware and Baker Avenue to connect people traveling along the bicycle boulevard routes to the existing sidewalk and separated path, creating a seamless connection of the West Side’s bicycle network.	Mid-Term	<input type="checkbox"/> Seek funding, consider applying for Met Council Regional Solicitation funds.
	Evaluate the City’s Crosswalk Marking Policy to identify bicycle boulevard crossing locations, such as near schools, parks or higher-speed and higher-volume streets, that may meet the criteria for high-visibility marked crossings (e.g., continental or ladder-style).	Short-Term	<input type="checkbox"/> Assess data collected from quick build project on Baker Street and as capital projects are planned review if City’s Crosswalk Marking Policy is met.

# Action Plan

The following strategies and actions support implementation of a bicycle boulevard network, including corridor-specific projects, network-wide measures and smaller, targeted improvements that address key gaps and enable scalable progress.

Strategy	Action: What is being suggested?	Timeline: Short-to Long-Term	Next Step: What is a next step(s) to take?
<b>Promote green infrastructure and cultivate community support and partnerships.</b>	Develop a process to add green infrastructure elements (e.g., street trees in traffic circles, rain gardens in curb extensions or chicanes)	Mid-term	<ul style="list-style-type: none"> <li><input type="checkbox"/> Assign public works team member to develop an assessment of best practices for implementing and maintaining green infrastructure in traffic calming treatments.</li> <li><input type="checkbox"/> Pilot a “Neighborhood Traffic Circle” or “Rain Garden” caretaker program with local neighbors, schools or community groups to maintain greenery in the circle.</li> </ul>
	Support creative placemaking by promoting the City’s Paint the Intersection/Pavement Program in upcoming projects as part of an engagement strategy.	Mid-term	<ul style="list-style-type: none"> <li><input type="checkbox"/> Continue to cultivate relationships with the West Side Community Council to provide updates, develop partnerships, and support community-led initiatives.</li> </ul>



# Putting Our Wheels in Motion

## SECTION 4

# Quick Build Demonstration Project

## PROJECT GOALS

The demonstration project aims to:

- Introduce bike boulevard route and treatments on the West Side
- Slow vehicle speeds
- Create a Safe Route to School and Parks for youth, connecting Cherokee Heights Elementary, OWL School, and Humboldt High School

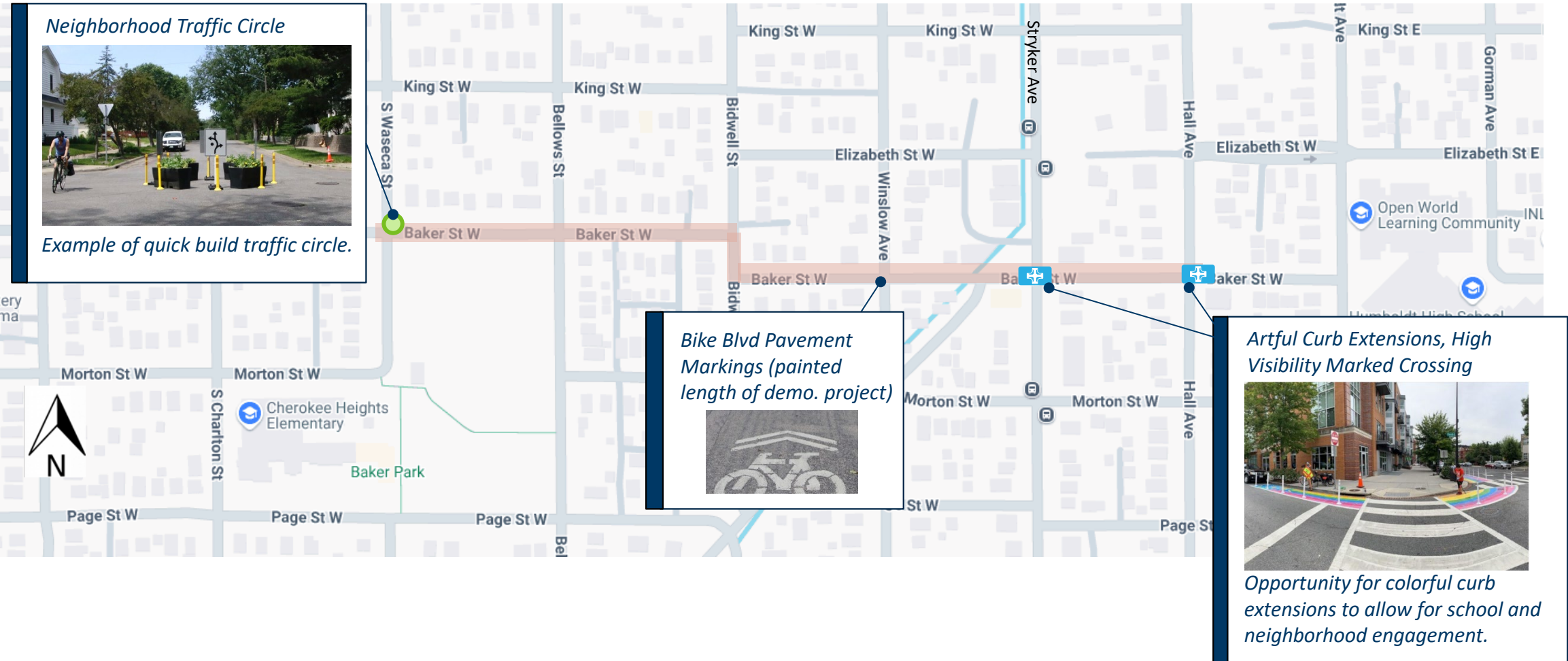
## PROJECT SNAPSHOT

Baker Street is identified as a bike boulevard in the City's Bike Plan and serves as a primary Safe Route to School, connecting three West Side schools as well as key parks, including Cherokee Regional Park, Baker Park, and the high school field. The demonstration project uses recommendations from this Action Plan to test several lower-cost, temporary treatments along Baker Street between Waseca Street and Hall Avenue to inform future bike boulevard designs. These include:

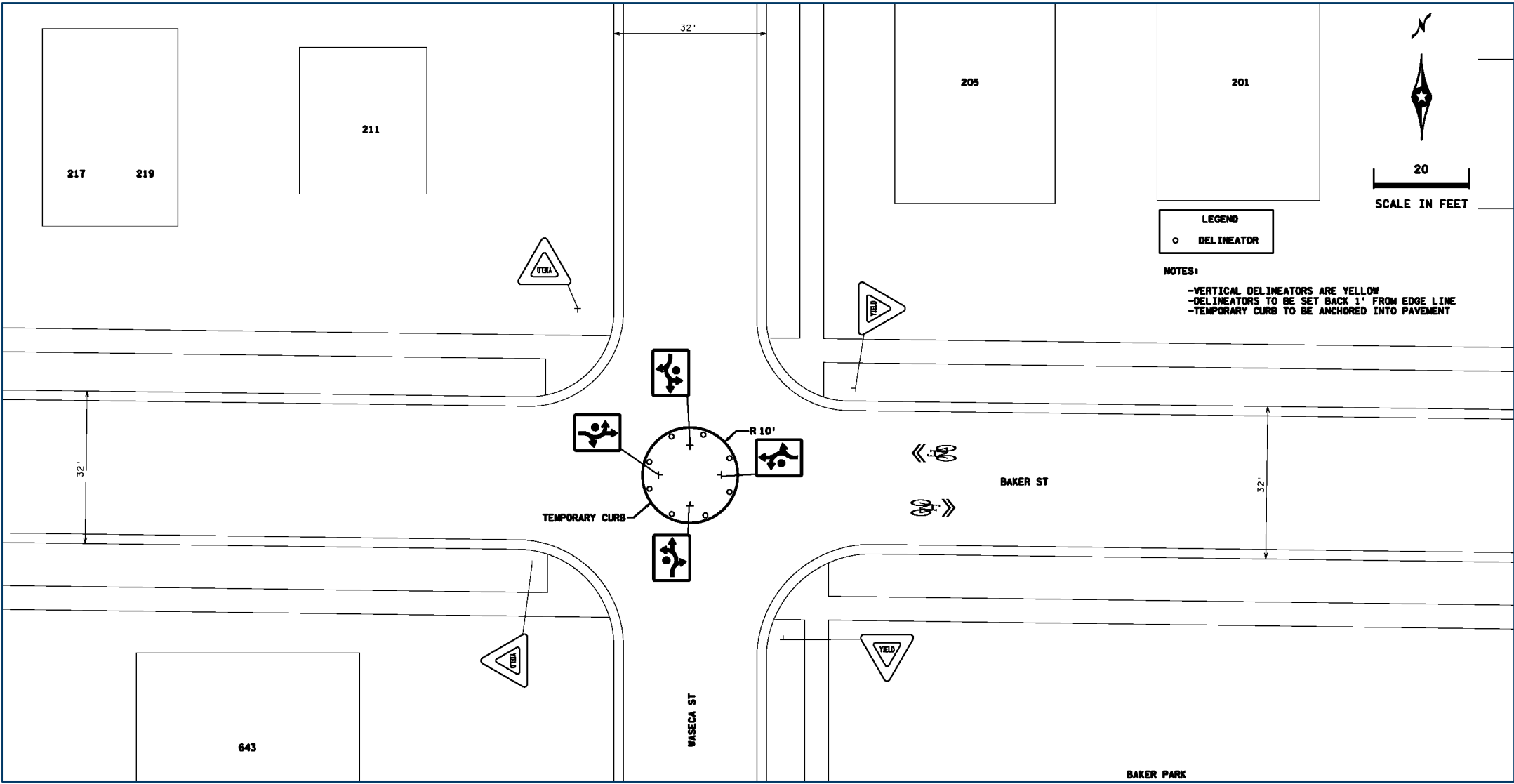
- **Bike Boulevard pavement markings** to identify the route
- **A neighborhood traffic circle at Waseca Street** to slow vehicles and make the intersection more bike-friendly
- **Curb extensions at Styker Avenue and Hall Avenue** to shorten crossing distances for people walking and improve visibility for all users, painted with a polka dot pattern to add character and whimsy.

The project is installed from June 2025 through the winter of 2026. The project team and community evaluate how well these design elements improve safety and comfort for people biking, walking, and rolling, and initial survey and traffic data results are included. The City continues to observe them over the winter to understand maintenance and operations needs.

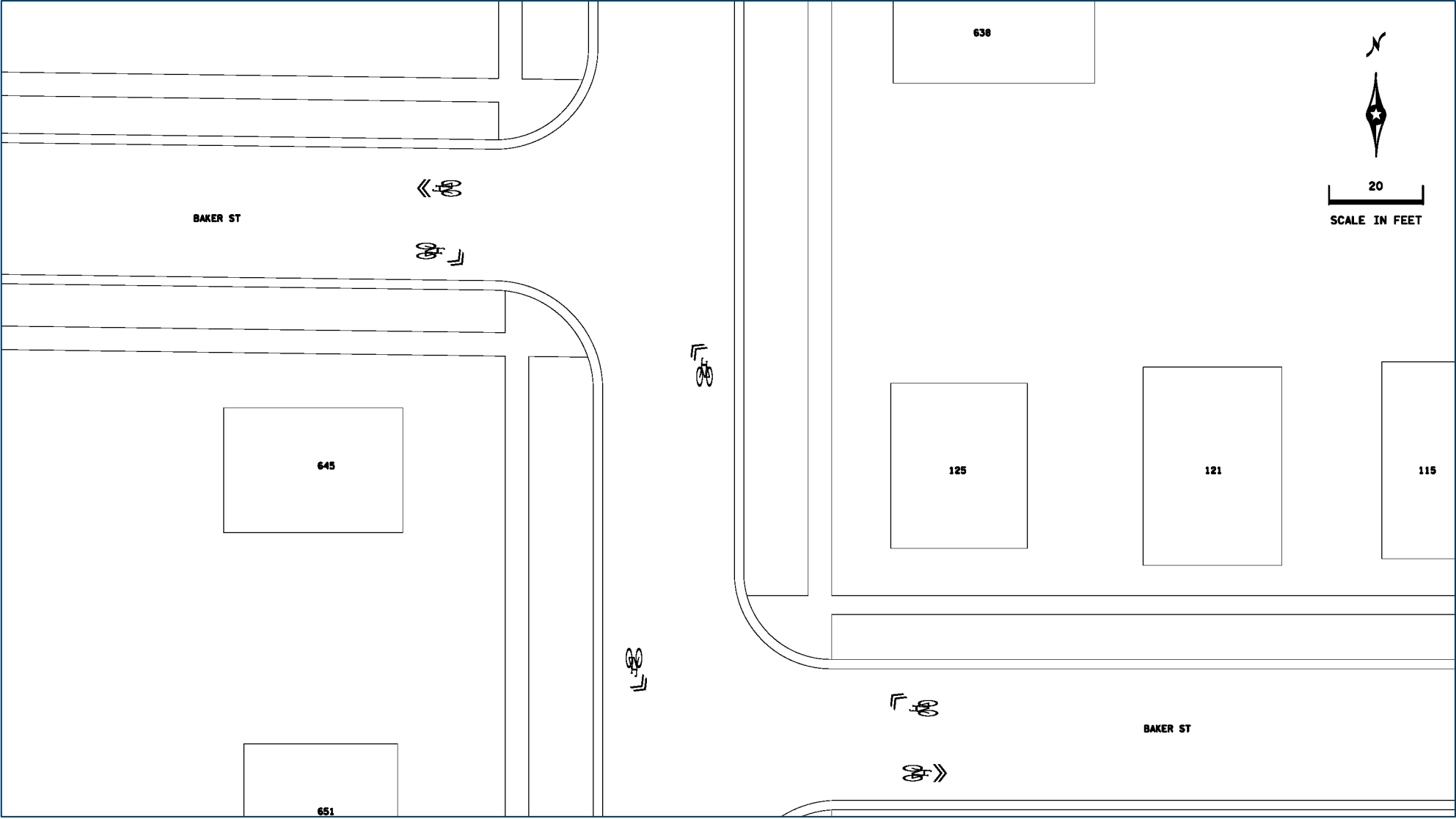
# Demonstration Project Overview | Baker Street



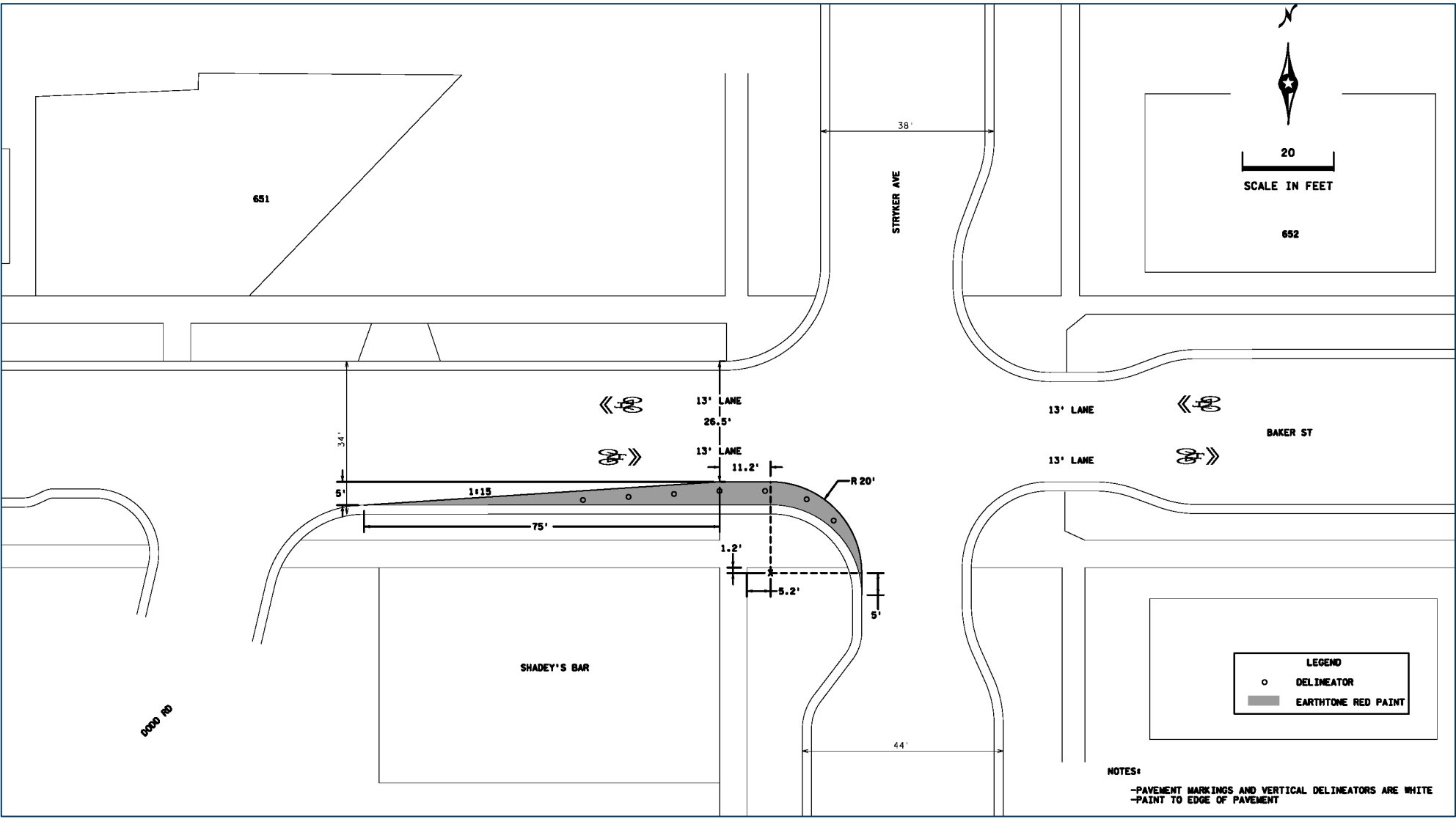
# Demo. Project Design | Baker Street & Waseca Street



# Demo. Project Design | Baker Street & Bidwell Street



# Demo. Project Design | Baker Street & Stryker Avenue





# Demonstration Project Materials & Cost

Demonstration project materials and costs, funded by the MnDOT Active Transportation Planning Assistance Award. The City of Saint Paul provided bike boulevard pavement stencil, white paint, and staff time to lead the installation.

Material	Quantity	Cost
Vertical Delineators	65 (10 yellow for traffic circle and 55 white for curb extensions)	\$3,808.35
Colored Paint (for polka dots)	8 gallons	\$560
White Paint	Provided by City	\$0
Bike Boulevard Pavement Stencil	Provided by City	\$0
Polka Dot Stencils	2 (set of 6 in, 1 ft, 2 ft diameter)	\$386.50
Yield and Traffic Circle Signs and Bases	4 Yield, 4 Traffic Circle	\$3,200
Rubber Curb for Raised Traffic Circle Perimeter	21	\$2,693.25
About Project Information Signs	18	\$399.41
Miscellaneous Install Supplies (e.g., paint roller covers, paint trays, gloves, trash bags)		\$242.86
Shipping and Taxes		\$1,064.89
	<b>Total</b>	<b>\$12,355.26</b>

# Project Photos | Baker Street and Hall Avenue



Image: Google Streetview

## Existing Conditions

- Hall Avenue is 49 feet wide, much wider than the City's typical 32-foot residential street, increasing exposure for people walking.
- Vehicle speeds average 26.5 mph, exceeding the 20 mph posted speed limit.
- This is a key intersection for youth walking and biking throughout the school year.

AFTER

# Project Photos | Baker Street and Hall Avenue



Image: City of Saint Paul

## NEW! Conditions

- Curb extensions (or bump-outs) reduce the crossing distance from 49 feet to 25 feet on Hall Avenue, improving the visibility of pedestrians and bicyclists and encouraging slower turning speeds.
- Polka dot paint adds placemaking, helping illustrate how built curb extensions can create space for trees, landscaping, art, or seating.

*Note: High-visibility ladder-style crosswalks were recommended but not installed due to City's crosswalk policy. These standards should be reviewed for bike boulevard crossings of major streets with higher traffic volumes and speeds and at locations with heavy walking and biking activity such as schools.*

BEFORE

# Project Photos | Baker Street & Stryker Avenue



Image: Google Streetview

## Existing Conditions

- Baker Street is 36 feet wide west side of Stryker Avenue, with no on-street parking for the first block, creating conditions for higher vehicle speeds.
- There are no high visibility crosswalk markings.
- Bike boulevard pavement markings are missing, reducing route clarity for people biking.

AFTER

# Project Photos | Baker Street & Stryker Avenue



Image: MnDOT

## **NEW! Conditions**

- A curb extensions reduces the crossing distance by from 34 feet to 26 feet on Baker Street, encouraging slower turning speeds.
- Bike boulevard pavement markings provide route navigation markers and help bicyclists position themselves in the lane as they approach the intersection.

*Note: High-visibility ladder-style crosswalks were recommended but not installed due to current City standards. These standards should be reviewed for bike boulevard crossings of major streets with higher traffic volumes and speeds, like Stryker.*

# Project Photos | Baker Street & Waseca Street



Image: Google Streetview

## Existing Conditions

- Key route to Cherokee Heights Elementary School and Baker Park.
- Two-way stop control on Baker Street.
- Long, straight street segment with higher speeds (25 mph vs. 20 mph posted speed limit), especially when no cars are parked on the street.

AFTER

# Project Photos | Baker Street & Waseca Street



Image: City of Saint Paul

Image: MnDOT

## NEW! Conditions

- Neighborhood traffic circle creates a gateway and visual cue to slow down, breaking up long sight lines and encourage more attentive driving.
- Traffic circle slows drivers through and turning movements, slower speeds improve safety and yielding behavior.
- Traffic circle allows people biking to stay in motion (yielding when needed), helping prioritize their through and turning movement needs.
- Supports winter operations by providing dedicated space for snow storage.

# Project Evaluation

Data collection is a critical part of evaluating a demonstration project. Collecting and analyzing conditions before and during (or after) installation helps assess progress toward project goals and understand community impacts. For this project, the team wanted to understand:

- What impact the project had on driver speed?
- How the project changed user behavior?
- How the project affected people’s perception of safety of the street?
- What users like and dislike about the project?


## DATA COLLECTION METHOD MATRIX

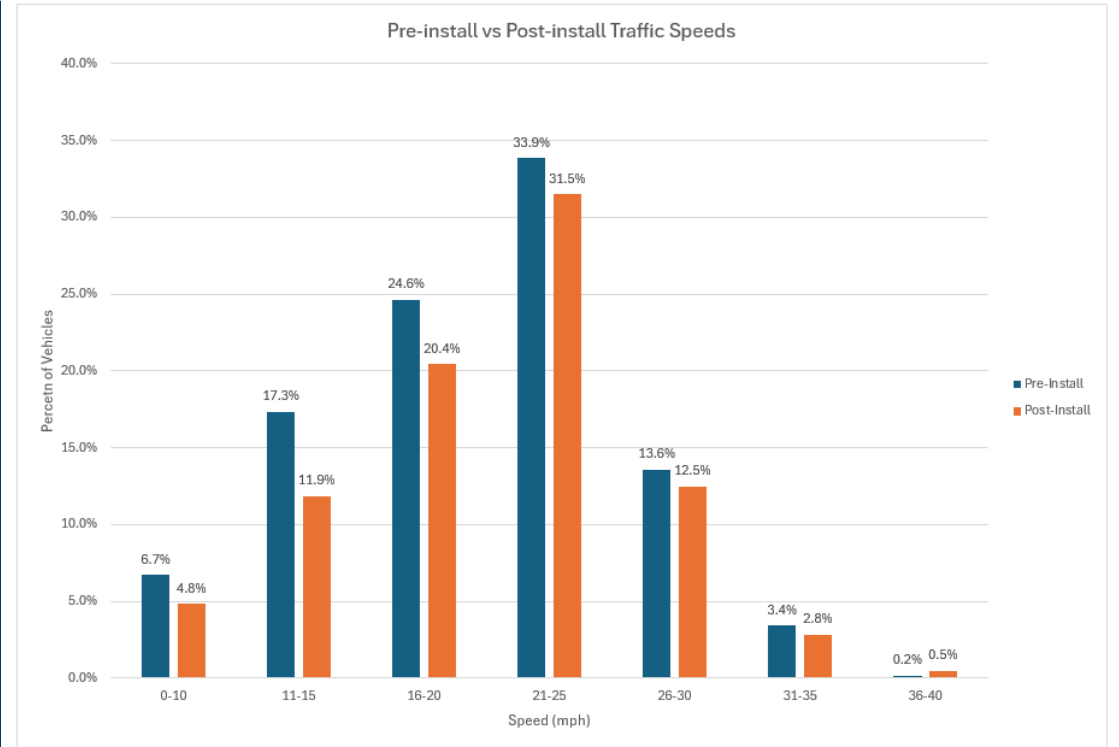
Method	What We Collected	How Data was Collected
Pedestrian/Bicyclists Counts	Number of people walking and biking at peak times.	24-hour camera set-up at Baker and Waseca and Baker and Hall post installation.
Vehicle Speeds	Motorists’ speeds.	Collected 24-hour speed data before and after installation on Baker Street between Waseca and Bellows Street.
Survey	User perceptions.	Online survey; open from June 27, 2025 – January 21, 2026.

# Driver's Speed | How did the project impact motorists' speeds?

	Before Demo. Project	After Demo. Project
Posted Speed	20 MPH	20 MPH
Average Speed	20 MPH	20 MPH
85 <sup>th</sup> Percentile Speed	26 MPH	25 MPH

 **No Change** in average motorist speed.

 **1 MPH decrease** in 85<sup>th</sup> percentile motorist speed.



## Notes on Data Collection & Analysis:

- Vehicle speeds collected between Waseca Street and Bellows Street.

# Active Transportation Users | Pedestrian and Bike Counts

## Baker Street at Stryker Avenue

Post-Installation		
Date/Time	Pedestrians	Bikers
OCT 23 7AM-9AM	19	4
OCT 23 2PM-4PM	23	11

### Notes on Data Collection

- Collected morning: 7:00 AM – 9:00 AM (before school)
- Collected afternoon: 2:00 PM – 4:00 PM (after school)
- Collection method: On-site observation conducted in-person counts of pedestrians and cyclists at the intersection of Baker Street & Stryker Avenue on October 23<sup>rd</sup>, 2025.

## Baker Street at Hall Avenue

Post-Installation		
Date/Time	Pedestrians	Bikers
OCT 08 2PM-4PM	55	17
OCT 09 7AM-9AM	59	10
OCT 09 2PM-4PM	70	6
OCT 10 7AM-9AM	58	10

### Notes on Data Collection & Analysis:

- Collected morning: 7:00 AM – 9:00 AM (before school)
- Collected afternoon: 2:00 PM – 4:00 PM (after school)
- Collection method: Video camera installed at the intersection of Baker Street & Hall Avenue

# Online Survey Summary

Baker Street Demonstration Project Survey:

**Open:** 6/27/2025 – 11/30/2025

**49** Participants

## **Strong West Side Representation**

82% of respondents live on the West Side, including 22% live on Baker Street.

## **Broad Age Representation**

Age groups are well distributed, with strong representation between ages 25-64.

## **Multimodal Perspectives**

88% of respondents experienced the corridor using multiple modes. 12% of respondents only drove. 27% of respondents only walked and 6% only biked.

## **Increased Awareness**

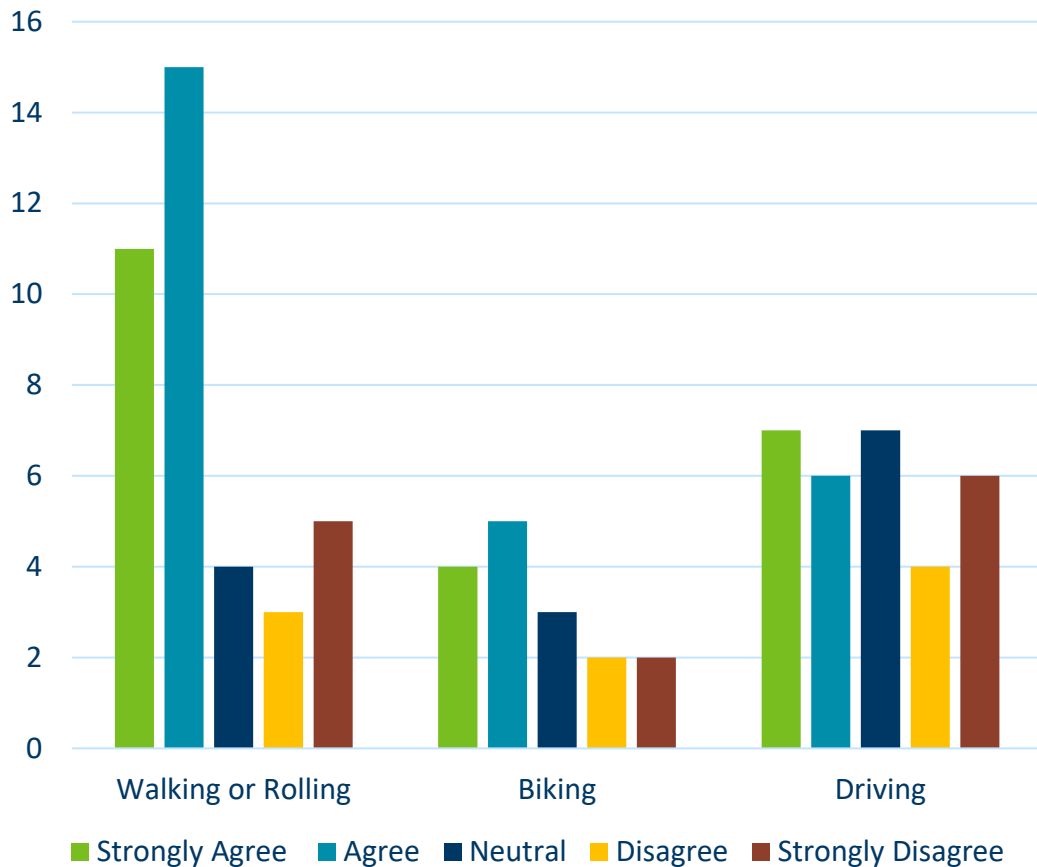
Over half of the respondents (53%) felt the project increased awareness of bicycle boulevards and of people walking and biking. 57% felt the project contributed to a calmer, more pleasant street environment.

## **Majority Support**

63% of respondents would like to see the project become permanent and 69% would like to see more demonstration projects in their neighborhood.

# This project makes me feel safer | Survey Results

## Feeling of Safety by Mode



**68%**

*of people who walked agree or strongly agree that the project made them feel safer walking.*

- **56% of people who biked** agree or strongly agree that the project made them **feel safer**.
- **42% of people who drove** agree or strongly agree that the project made them **feel safer**.
- **68% of drives** agree or strongly agree that they **slowed down** because of the installation.

# This project makes me more likely to walk or bike

## Survey Results

Likelihood to Walk or Bike



Strongly Agree   Agree   Neutral  
Disagree   Strongly Disagree   Not Sure

**55%**

*of people felt they are more likely to walk or bike because of the project.*

**24%** strongly agree

**31%** agree

**20%** neutral

**6%** disagree

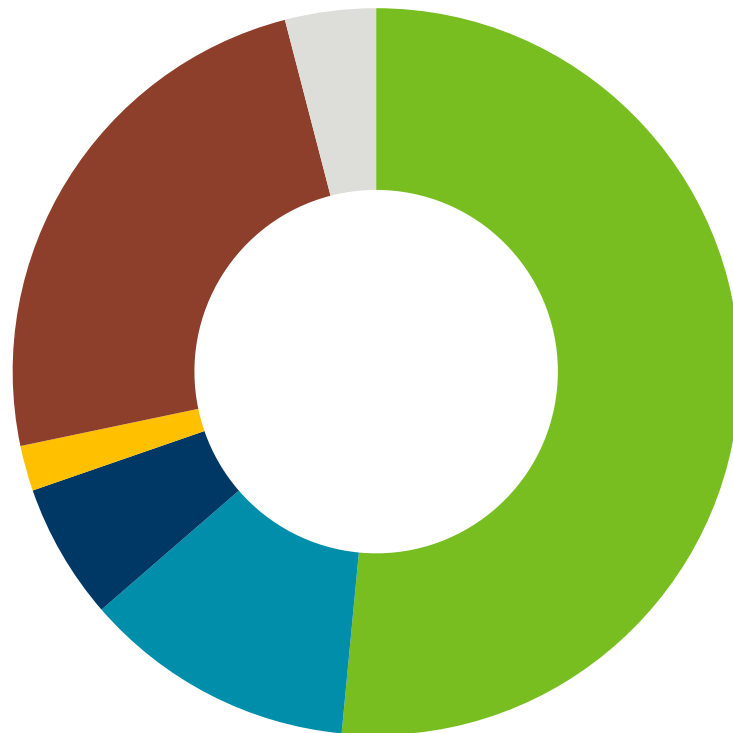
**16%** strongly disagree

**2%** not sure

# I'd like to see this installation become permanent

## Survey Results

Interest in permanent features



Strongly Agree   Agree   Neutral  
Disagree   Strongly Disagree   Not Sure

**63%**

*of people would like to see this installation become permanent.*

**51%** strongly agree

**12%** agree

**6%** neutral

**2%** disagree

**24%** strongly disagree

**4%** not sure

# I'd like to see more demonstration projects

## Survey Results

Interest in more demonstration projects



Strongly Agree Agree Neutral Disagree Strongly Disagree

**69%**

*of people would like to see this installation become permanent.*

**51%** strongly agree

**18%** agree

**8%** neutral

**2%** disagree

**20%** strongly disagree



“

I am a huge supporter of roundabouts. They create a natural slowing of traffic, a smoother intersection experience for drivers. As a pedestrian, I don't know that feeling safer is my first reaction, but roundabouts reduce traffic speed making it less likely for me to second guess drivers' awareness.” – Survey respondent

“Not sure if it feels safer, but more likely to use it for walking/biking because of the project. One hopes it would be safer than other streets. Main complaint is that we need more crosswalks painted on the street, especially across Humboldt (by schools!) and Stryker (at Baker) – anywhere there's a high population of kids walking.” – Survey respondent

“I love it. I live on this block and have been witness to so, so, so many people running the stop sign that was here previously. This is a massive improvement, and I feel like the children in the area are safer due to the slower traffic. Please put one [neighborhood traffic circle] on the other side of the block too!”  
– Survey respondent

“I suggest more daylighting than just a couple of corners, and a modal filter somewhere along the road to discourage car through traffic. That will make me feel safer biking on Baker.” – Survey respondent

”



City of Saint Paul staff painting bump-out pattern ▲

## SUCCESS STORY

The project improved safety and comfort while maintaining access for all users and increasing awareness of bicycle boulevards. Speed data showed a reduction in higher-end driving speeds. Community perception survey results indicated that most people walking, biking and driving felt safer with many reporting they slowed down because of the installation. Strong community support followed with a majority of respondents wanting the project to become permanent (63%) and to see more demonstration projects in their neighborhood (69%).





# Moving Forward

## SECTION 5

# Next Steps for Moving the Plan Forward

Next Steps	Implementation Lead/ Partners	Timeframe
<b>Circulate the plan within Public Works</b> for review, endorsement, and use as a guiding document for the City’s bikeway implementation.	City	First 90-days
<b>Test and evaluate the Baker Street demonstration project</b> by installing the project and evaluating in the Spring of 2026 to identify what worked well, what should be adjusted and what elements should not be carried forward. The aim is to maintain the curb extensions at Hall Avenue and Baker Street until Hall Avenue is reconstructed (2029).	City in partnership with community	Spring 2025 - 2026
<b>Use lessons from Baker Street</b> to strengthen the City’s demonstration project practice and identify additional locations where temporary projects can support bikeway implementation.	City	Spring 2026, ongoing
<b>Paint bicycle boulevard pavement markings</b> to establish bike boulevard routes and start to bring more awareness to them.	City	within 1 year
<b>Review and confirm the priority of bicycle boulevard routes</b> and identify which corridor improvements should be advanced next.	City in partnership with community	within 1 year
<b>Pursue funding</b> , applying for Met Council Regional Solicitation and other available grant programs to support implementation of West Side Bicycle Boulevards.	City	within 1 year, ongoing

# A Call to Action

## COMMUNITY CHARGE

Bicycle boulevards of the future not only prioritize the through movement of people walking, biking and rolling, but allow neighbors to come together to share in the power of street design, building from the ideas, identities and cultures that make up the West Side.

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The West Side bicycle boulevard routes serve as low-stress, low traffic routes that connect people to schools, parks, commercial nodes, transit and much more. Continue to build momentum for traffic-calmed neighborhood streets to promote active transportation and active living by design. See that future engagement centers residents of West Side by hosting interactive, fun and multi-lingual events such as Open Streets, Paint the Pavement or demonstration projects to let people further understand and envision new tools and treatments, together.



▲ West Side mural of two kids.