





Legend

-  Roadway - bicycles permitted
-  Roadway - bicycles prohibited
-  Off-Street Path
-  Freight Railroad

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The Base Map
This figure identifies all roadways that permit bicycle use, whether or not any bicycle-specific improvements have been made to those roadways, as well as all off-street paths that permit bicycle use.

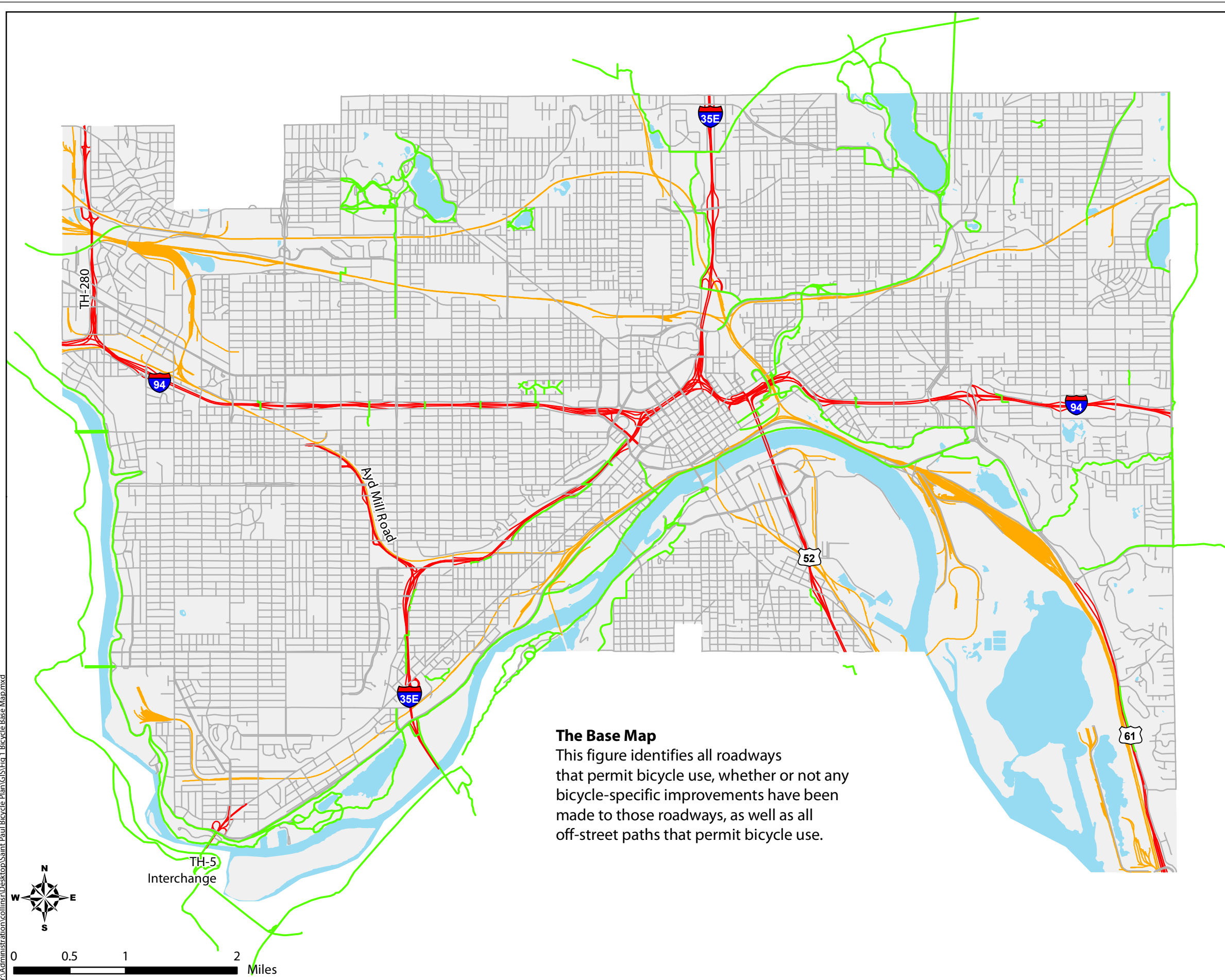
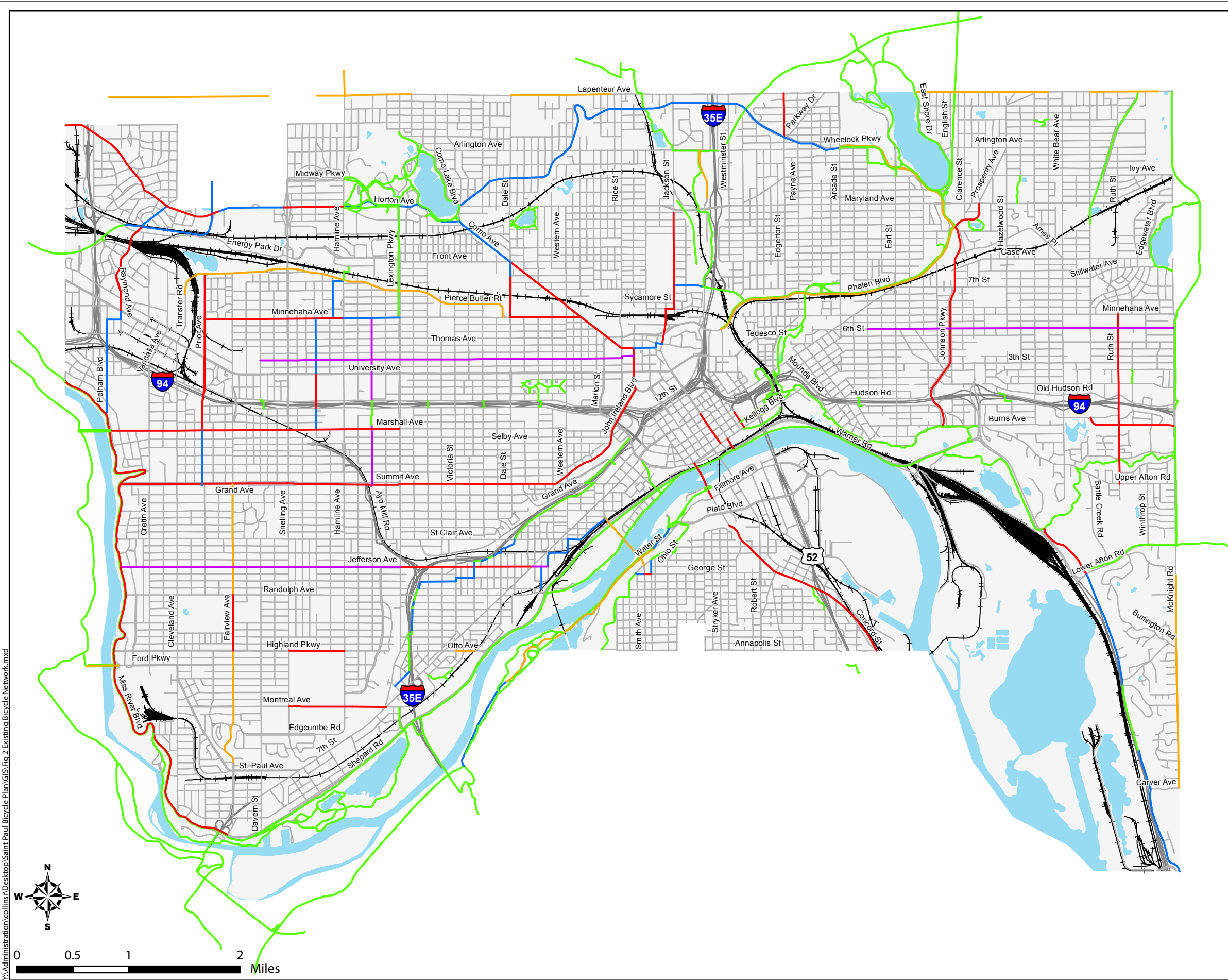


Figure 1
Bicycle Base Map



- Legend**
- Off-Street Path
 - Bike Lane
 - Shoulder
 - Enhanced Shared Lane
 - Bicycle Boulevard
 - Freight Railroad

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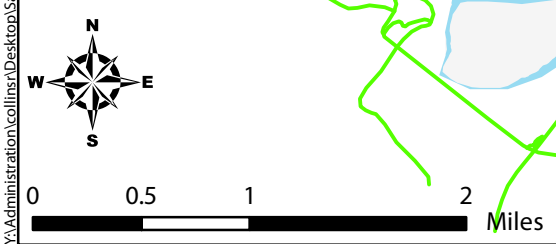


Figure 2
Existing Bicycle Network

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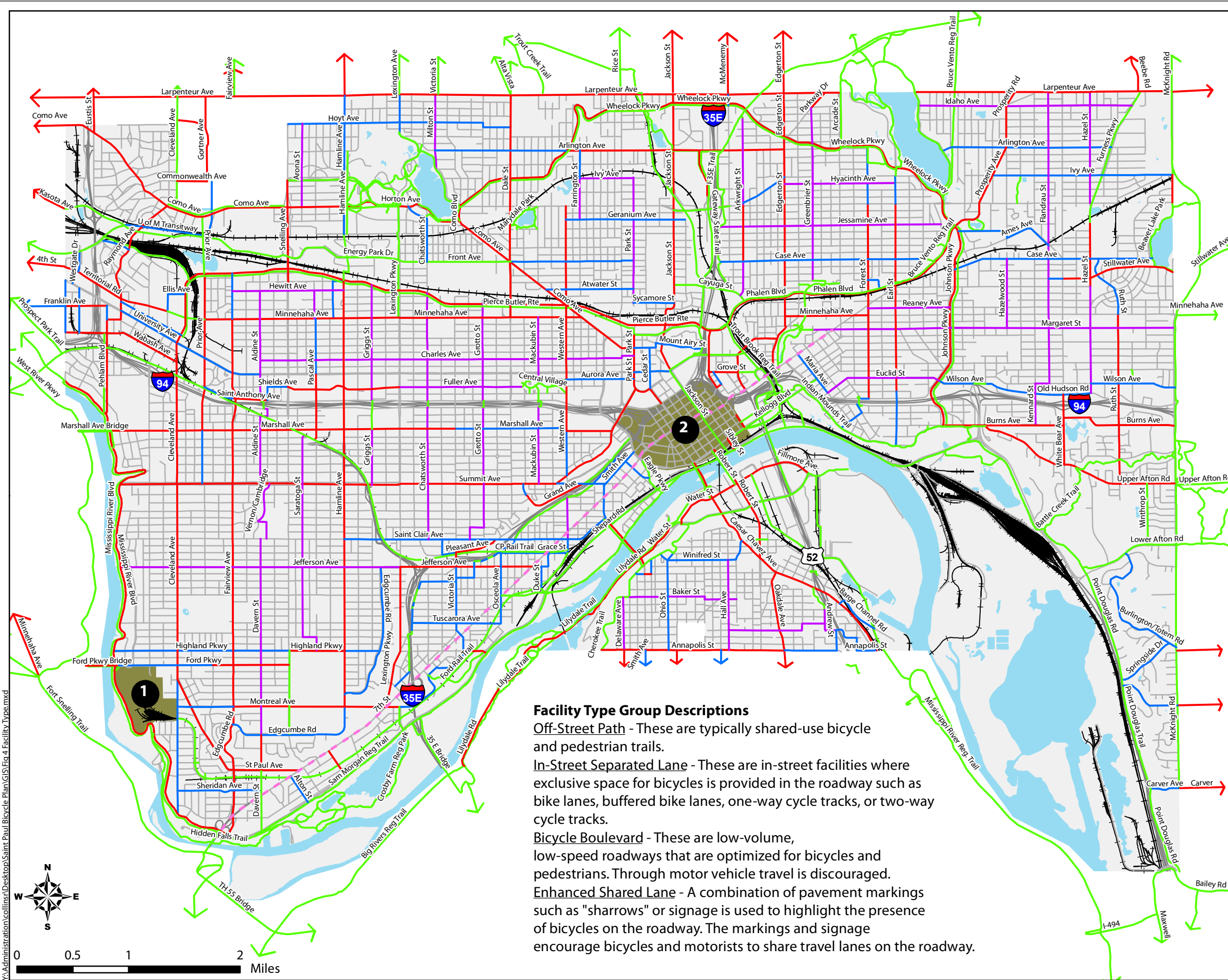
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- Bicycle Network Functional Classification**
- Major Bikeway
 - Major Long Term Bikeway
 - Minor Bikeway
 - Minor Long Term Bikeway
 - Corridor for Additional Study
 - Freight Railroad
 - Area for Additional Study

- 1** **Ford Site** - Bicycle facilities are to be planned in conjunction with other site planning related to anticipated redevelopment. A plan for bikeways through the site should be complete in 2016.
- 2** **Downtown Loop** - The Bicycle Plan recommends a "loop and spur" bicycle network throughout the downtown area. One portion of the "loop" will be located on Jackson Street. A study is underway to refine the appropriate alignments for other portions of the loop and connections to existing and planned bikeways outside of downtown. The alignment is anticipated to be finalized by the end of 2015.

Figure 3
Planned Bicycle Network
Functional Classification



- ### Legend
- Facility Type Group**
- Off-Street Path
 - In-Street Separated Lane
 - Bicycle Boulevard
 - Enhanced Shared Lane
 - Corridor for Additional Study
 - Area for Additional Study
 - +— Freight Railroad
- 1** **Ford Site** - Bicycle facilities are to be planned in conjunction with other site planning related to anticipated redevelopment. A plan for bikeways through the site should be complete in 2016.
 - 2** **Downtown Loop** - The Bicycle Plan recommends a "loop and spur" bicycle network throughout the downtown area. One portion of the "loop" will be located on Jackson Street. A study is underway to refine the appropriate alignments for other portions of the loop and connections to existing and planned bikeways outside of downtown. The alignment is anticipated to be finalized by the end of 2015.

Facility Type Group Descriptions

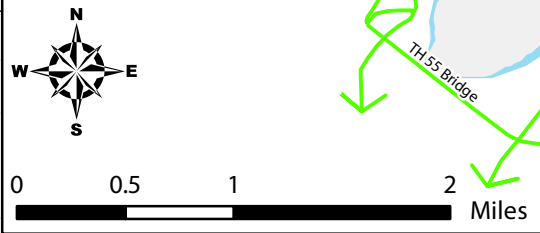
Off-Street Path - These are typically shared-use bicycle and pedestrian trails.

In-Street Separated Lane - These are in-street facilities where exclusive space for bicycles is provided in the roadway such as bike lanes, buffered bike lanes, one-way cycle tracks, or two-way cycle tracks.

Bicycle Boulevard - These are low-volume, low-speed roadways that are optimized for bicycles and pedestrians. Through motor vehicle travel is discouraged.

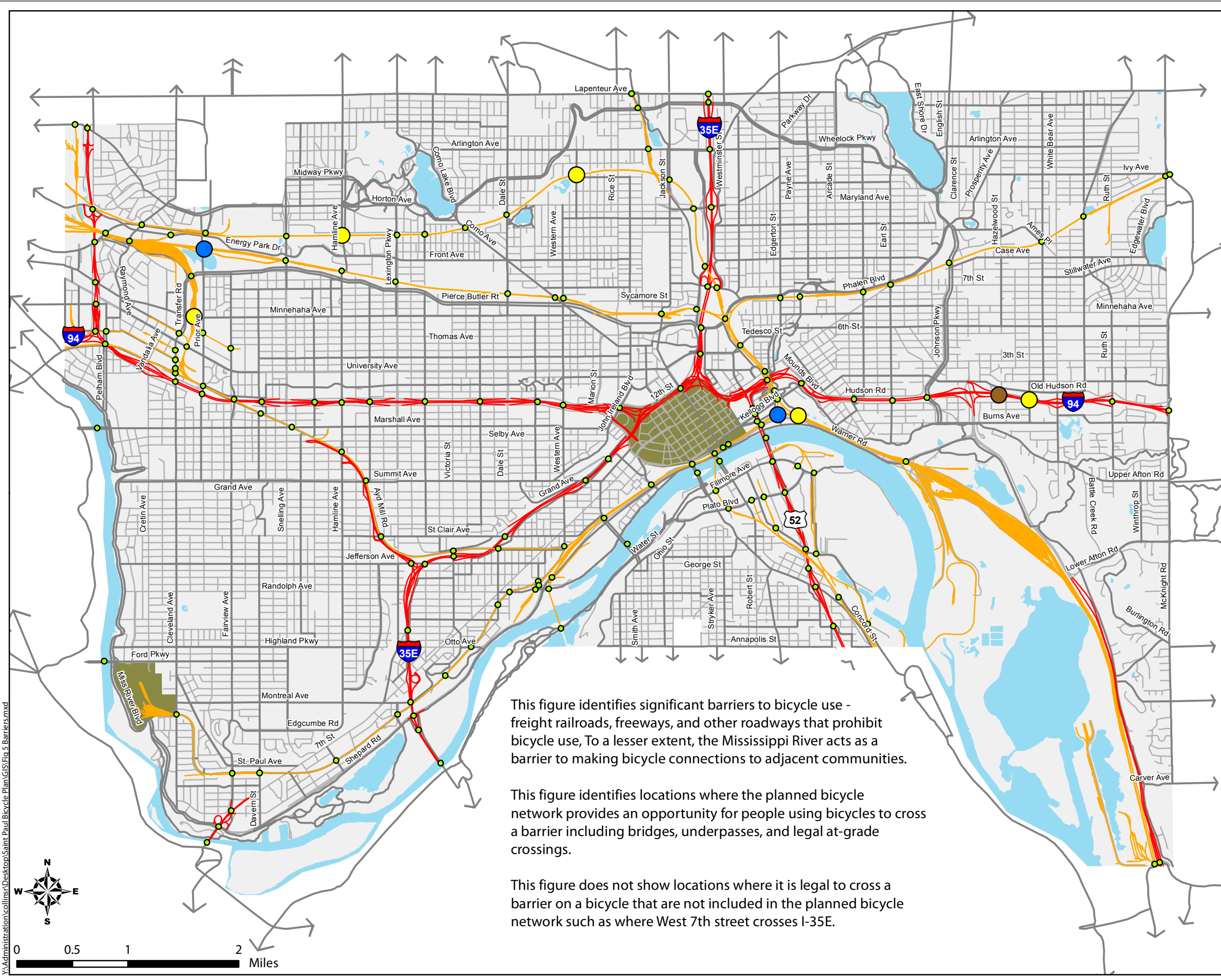
Enhanced Shared Lane - A combination of pavement markings such as "sharrows" or signage is used to highlight the presence of bicycles on the roadway. The markings and signage encourage bicycles and motorists to share travel lanes on the roadway.

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**Figure 4
Planned Bicycle Network
Facility Type Group**



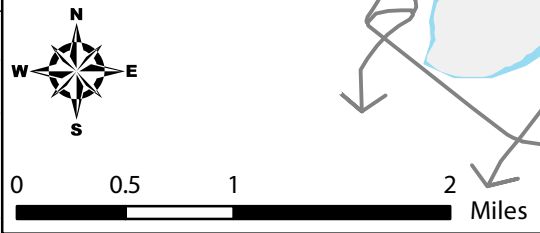
- ### Legend
- Barrier Type**
- Roadway - bicycles prohibited
 - Freight Railroad
 - Planned Bicycle Network
 - Areas for Additional Study
- Crossing Type Description**
- Existing Crossing
 - located on the existing or planned bicycle network
 - Existing Crossing (1)
 - Crossing will be relocated
 - Planned Barrier Crossing (5)
 - A new bicycle and pedestrian bridge or underpass will be developed
 - Planned Barrier Crossing (2)
 - A new roadway bridge will be developed that will include an adjacent off-street path

This figure identifies significant barriers to bicycle use - freight railroads, freeways, and other roadways that prohibit bicycle use. To a lesser extent, the Mississippi River acts as a barrier to making bicycle connections to adjacent communities.

This figure identifies locations where the planned bicycle network provides an opportunity for people using bicycles to cross a barrier including bridges, underpasses, and legal at-grade crossings.

This figure does not show locations where it is legal to cross a barrier on a bicycle that are not included in the planned bicycle network such as where West 7th street crosses I-35E.

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Figure 5
Planned Bicycle Network
Barrier Crossings

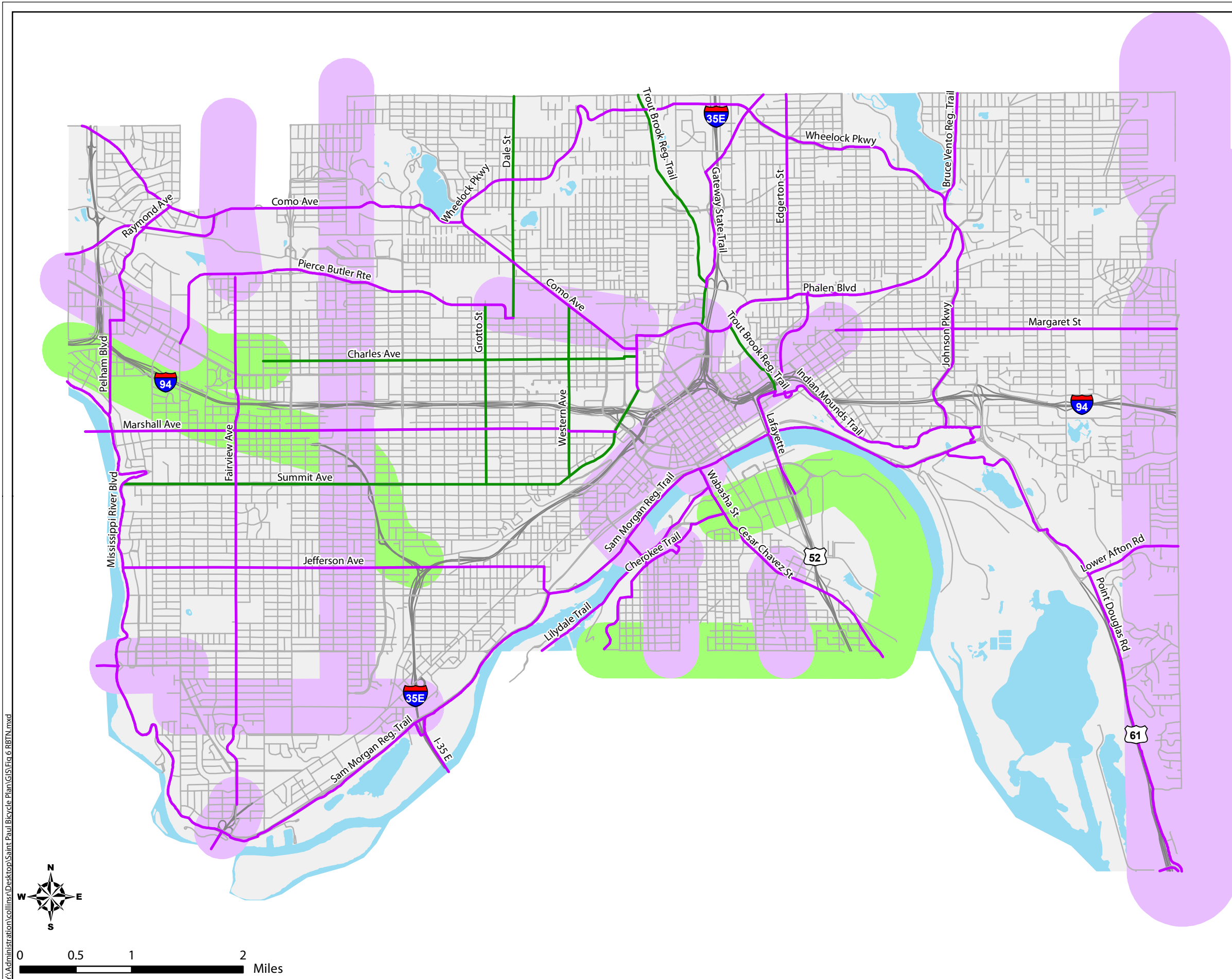
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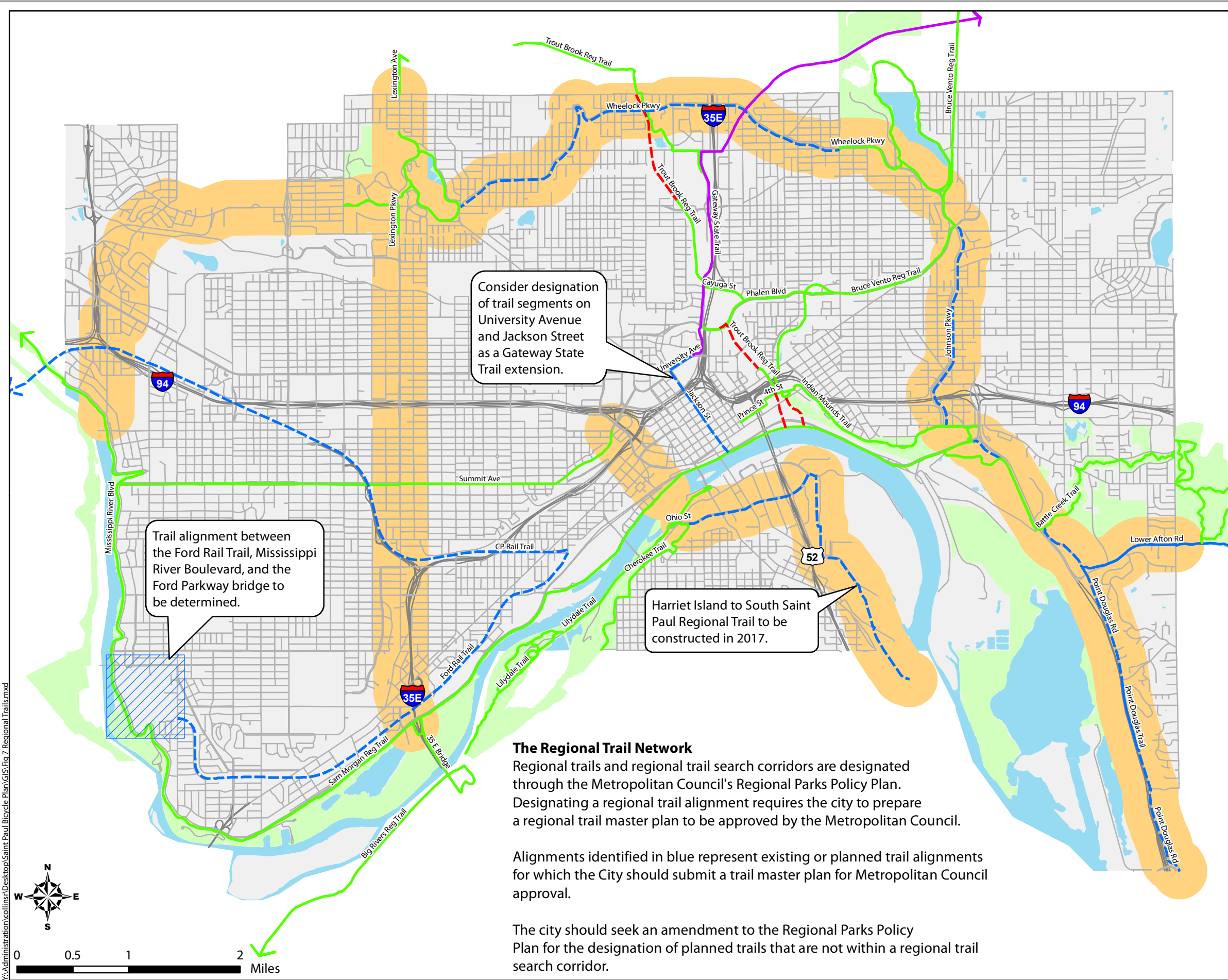
Regional Bicycle Transportation Network

-  Tier 1 Alignment
-  Tier 2 Alignment
-  Tier 1 Corridor
-  Tier 2 Corridor

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Figure 6
Regional Bicycle
Transportation Network





- Legend**
- Regional Trail Search Corridor
 - Regional Park
 - Existing Regional Trail or other Linear Trail within a Regional Park
 - Planned Regional Trail with an approved Master Plan
 - Existing Trail without an approved Master Plan
 - Planned Trail without an approved Master Plan
 - Gateway State Trail

Trail alignment between the Ford Rail Trail, Mississippi River Boulevard, and the Ford Parkway bridge to be determined.

Consider designation of trail segments on University Avenue and Jackson Street as a Gateway State Trail extension.

Harriet Island to South Saint Paul Regional Trail to be constructed in 2017.

The Regional Trail Network
Regional trails and regional trail search corridors are designated through the Metropolitan Council's Regional Parks Policy Plan. Designating a regional trail alignment requires the city to prepare a regional trail master plan to be approved by the Metropolitan Council.

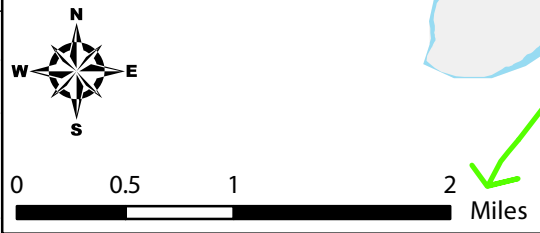
Alignments identified in blue represent existing or planned trail alignments for which the City should submit a trail master plan for Metropolitan Council approval.

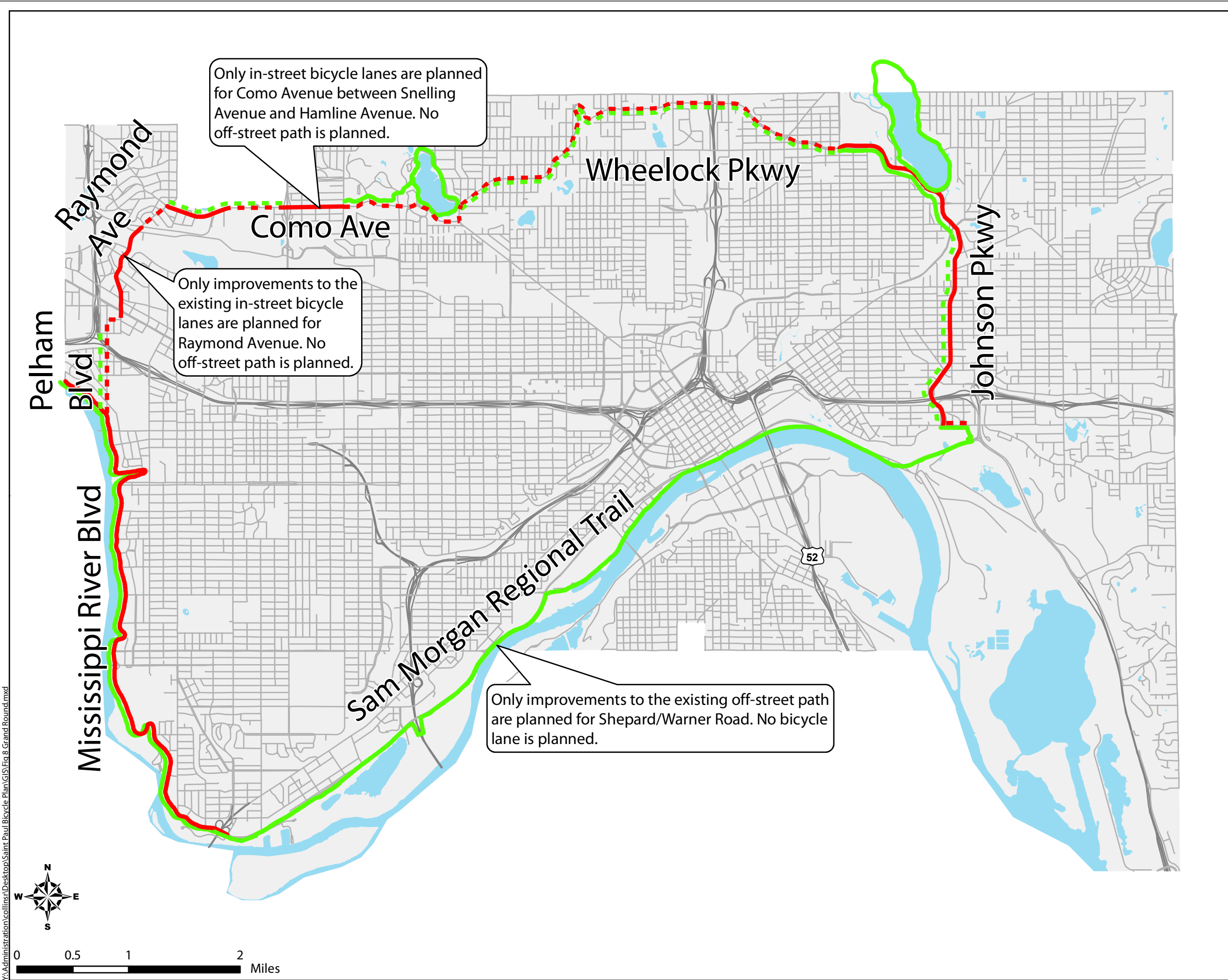
The city should seek an amendment to the Regional Parks Policy Plan for the designation of planned trails that are not within a regional trail search corridor.

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Figure 7
Existing and Planned
Regional & State Trails

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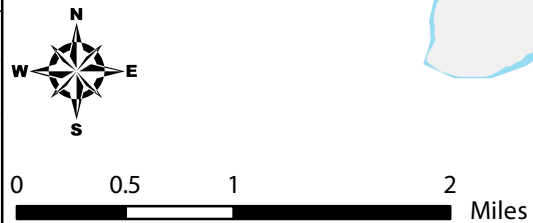
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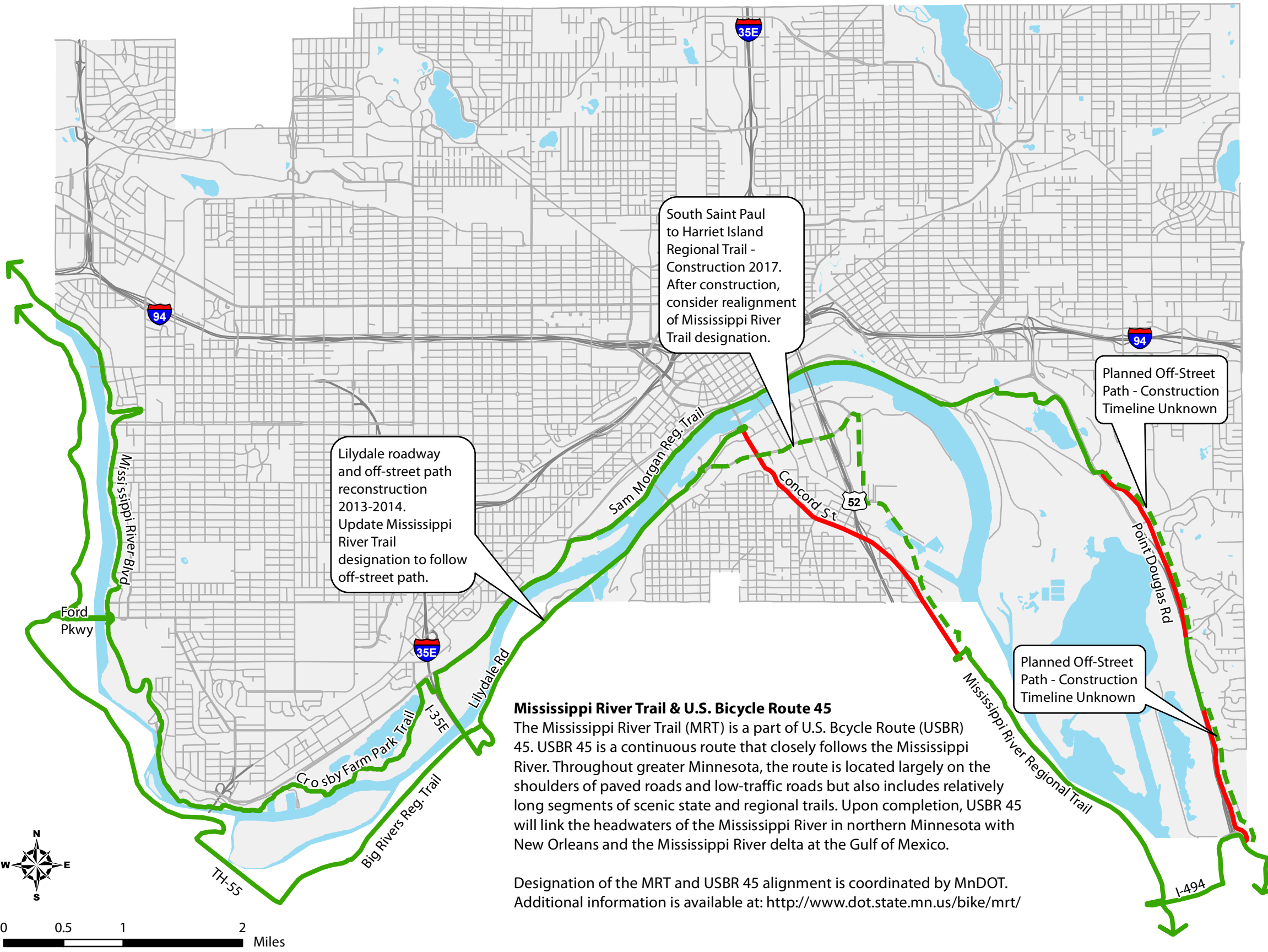
- Existing Off-Street Path
- - - Planned Off-Street Path
- Existing In-Street Lane
- - - Planned In-Street Lane

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Figure 8
Planned Grand
Round Improvements

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Figure 9
Mississippi River Trail
(U.S. Bicycle Route 45)