

## **APPENDIX D**

### Mapping Criteria

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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