



CITY OF SAINT PAUL
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PROPOSED REVISIONS TO THE SAINT PAUL BICYCLE PLAN

This memo outlines proposed revisions to the Saint Paul Bicycle Plan (SPBP) as a result of recent planning efforts regarding the Saint Paul Grand Round as well as the Capital City Bikeway.

The SPBP was adopted by City Council in March of 2015, an ambitious master planning document that would guide implementation of bicycle facilities throughout Saint Paul. Adoption of the SPBP has allowed the Public Works Department to incorporate development of bikeways into routine projects, such as street resurfacing or reconstruction. In the two years since adoption, over 25 miles of new bikeways have been constructed throughout the city, and over 9 miles of bikeways have been improved or resurfaced.

After the SPBP was adopted, the 8-80 Vitality Fund provided an opportunity to do additional planning and visioning for two components of the SPBP, the Saint Paul Grand Round, and a network of bikeways throughout downtown, which came to be known as the Capital City Bikeway.

Those two planning efforts concluded in late 2016, and are now informing these proposed revisions to the SPBP. It is necessary to update and revise the SPBP to ensure that the recommendations of the Saint Paul Grand Round and Capital City Bikeway studies are included in adopted plans that are part of the City Comprehensive Plan. This is one of several steps to ensure they are eligible for federal funding, or other funding sources.

Saint Paul Grand Round

The SPBP adopted in 2015 recommends including both off-street paths and in-street bike lanes on streets included in the Grand Round. The Grand Round planning effort provided an opportunity to take a more holistic look at all modes using the Grand Round. The result was a vision for Saint Paul parkways to promote safety and comfort for all modes, including pedestrians, bicycles, transit, and driving. The *Grand Round Design & Implementation Plan* recommends ensuring a safe and traffic calmed environment by narrowing the street to as little as 24 feet wide, promoting slower speeds. The plan also promotes accommodating people using bicycles on off-street paths where possible, and people walking on sidewalks on both sides of the street. This proposed revision to the SPBP modifies the



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recommended bicycle facility types to be consistent with the completed *Grand Round Design & Implementation Plan*.

Capital City Bikeway

The SPBP adopted in 2015 established a bold vision to develop a network of off-street paths throughout downtown, but identified downtown as an area for additional study. The *Capital City Bikeway: Network Study and Design Guide* recommends alignments for proposed bikeways throughout the downtown area and provides design guidance to promote placemaking, economic development, and safety. This proposed revision to the SPBP incorporates the recommended Capital City Bikeway alignment and bikeway facility types into the SPBP.

Other Changes

A handful of additional miscellaneous revisions to the SPBP are also proposed at this time. These revisions are limited to the following:

- Correcting minor errors in the 2015 SPBP.
- Clarifying the conditions that will warrant future revisions to the SPBP.
- Ensuring consistency regarding regional trails with the Metropolitan Council's 2040 Regional Parks Policy Plan, which has been updated since 2015.
- Incorporating instances where new bikeways were constructed in 2015 or 2016 that were not identified in the 2015 bike plan. These include:
 - E Lafayette Frontage Road – MnDOT striped an in-street bike lane along East Lafayette Frontage Road between Plato Boulevard and Fillmore Avenue in 2015 as part of the Lafayette bridge project.
 - Otto Avenue – The City constructed an off-street path in 2016 along Otto Avenue between W 7th Street and Shepard Road.
 - Payne Avenue – The City striped in-street bike lanes on Payne Avenue from Phalen Boulevard to Hawthorne Avenue in 2016.

The attached document details all of the proposed revisions to the SPBP.