

Fall 2021 Engagement Summary

Saint Paul Bicycle Plan Update

February 2022



SAINT PAUL
MINNESOTA

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Section 1. Introduction to document

As part of the Saint Paul Bicycle Plan Update, City staff held a variety of virtual and in-person meetings in Fall 2021 to receive input from the community to learn what the update should include. This document summarizes the process and the feedback gathered.

Background

For more information about planned engagement for the Bicycle Plan Update, please see the Public Participation Plan – August 2021 posted on stpaul.gov/bikeplan.

In Summer 2021, City staff began the process of updating the Saint Paul Bicycle Plan. The City Council adopted the City's first Bicycle Plan ("current plan") in February 2015. The Bicycle Plan provides direction for increasing the number of people biking in Saint Paul. The current plan can be found at stpaul.gov/bikeplan. Since then, there have been two minor updates to the Plan.

The planning process that informed the current plan included nearly three years of ongoing engagement to establish the vision, goals, and recommendations that now guide bicycle planning and implementation in Saint Paul. Engagement between 2011 and 2014 included three phases. For full details of the 2015 Bicycle Plan engagement, see Appendices A – F on the Bike Plan website: stpaul.gov/bikeplan.

Scope of update

The update will provide information on separated bike facilities and will update the planned bike network to include more streets with separated bike lanes and shared use paths. The update will also identify bike network priorities – where City staff should focus resources for bike network capital improvements. This could include (but not limited to) prioritizing certain corridors, connections, or facility types.

The update will not result in a completely new bike network nor an entire new planning document. This update to the plan will provide high level guidance about which streets will be planned to receive separated bike facilities but will not provide detailed designs for those streets.

All tasks involved in the plan update will be completed by City staff.

Goals of Fall 2021 engagement

The goals for Fall 2021 engagement and public involvement were to:

- Share information about the current Bicycle Plan and existing bike network
- Create opportunities to share information about the scope and objectives of the update
- Receive ideas from the public about missing bike network links and streets that should be planned for bike facilities

- Understand where and how the City should prioritize their resources to expand a safe and comfortable bike network

Section 2. Events, presentations, and engagement techniques

Staff participated in and led several presentations and meetings in Fall 2021 to reach the largest possible cross section of the community. This section describes details of each of those meetings and techniques.

Project webpage

The project webpage (stpaul.gov/bikeplan) was promoted in all communications with the public. The page contains a direct link to the online survey (see Section 3), as well as information about scope and timeline of the update. The webpage is also the space where staff post information about upcoming engagement events and presentations. Staff contact information is listed as well.

Online survey

The main goal of engagement was to drive people to take the online survey. Nearly 1,700 responses were gathered between early August and early November 2021. The results from the survey are discussed in Section 3 below.

Flyers

Throughout September, City staff posted flyers in English, Hmong, Spanish, and Somali at every Saint Paul Recreation Center and every Saint Paul Public Library (except for Dayton's Bluff Library and W 7th Library). Flyers gave information about the timeline and scope of the update, and the current bike plan, plus a link to the online survey and staff contact information. Flyers were also distributed to local bike shops.

City staff worked with Saint Paul Public School staff to engage high school students through bike handlebar flyers. Staff went to Central and Johnson High Schools and hung small flyers with similar information on bikes parked outside school.

Copies of the flyers are included in the appendix section of this document.

Social media

Posts promoting the Bicycle Plan update were made on the City's Twitter, NextDoor, and Facebook accounts on August 22. The posts directed users to the project webpage and the online survey. An additional post was made in mid September to advertise a September 15 virtual presentation (see Table 2).

Email updates

City staff used an existing bicycle email listserv to communicate with the community about the Bicycle Plan update. One email was sent to 3,651 addresses in early August to promote the update and direct people to the online survey. Through the survey, additional email

addresses were gathered. A second email was sent advertising the September 15 virtual presentation (see below). A third email was sent in mid November to 4,304 addresses updating recipients on the timeline and next steps following the closing of the online survey.

In person meetings and events

Because of staff capacity and the COVID-19 pandemic, in person engagement was limited. The table below provides details about in person meetings and events.

Table 1. In person engagement events

Event; Location	Date	Number of people engaged (estimate)	Materials and engagement opportunities
Safe Summer Nights; Conway Rec Center	Aug 12	15	Large format map on which to draw bike network gaps and issues One pagers with scope and timeline Hard copy surveys One staff present
Saint Paul Classic Bike Tour; Como Lake Pavilion	Sept 12	200	Large format map on which to draw bike network gaps and issues One pagers with scope and timeline Hard copy surveys Two staff present
Marydale Festival; Marydale Park	Sept 25	90	Large format map on which to draw bike network gaps and issues One pagers with scope and timeline Hard copy surveys Two staff present
Saint Paul Bike Classic Volunteer Party; Summit Brewery	Sept 28	50	Presentation to attendees Q&A One staff present
Summit Avenue tabling; Summit Ave	Oct 12	10	One pagers with scope and timeline Three staff present at various intersections

Virtual presentations

Because of the COVID-19 pandemic, most stakeholder group meetings were virtual (online). Staff accommodated every request for a presentation. The presentation included information about the scope and schedule, and directed attendees to the online survey. An opportunity was made at the end of the presentation for discussion and Q&A.

Table 2. Virtual (online) engagement events

Event Details	Date	Number of attendees (estimate)	Materials and engagement opportunities
Transportation Committee of the Saint Paul Planning Commission	Aug 9	10	Presentation; Q&A
West 7th St/Fort Rd Federation (D9)	Sept 1	6	Presentation; Q&A
Hamline Midway Coalition (D11)	Sept 7	6	Presentation; Q&A
North End Neighborhood Organization (D6)	Sept 9	6	Presentation; Q&A
Sierra Club Twin Cities Chapter	Sept 13	7	Presentation; Q&A
Union Park District Council (D13)	Sept 13	15	Presentation; Q&A
CapitolRiver Council (D17)	Sept 14	5	Presentation; Q&A
Highland Park District Council (D15)	Sept 14	15	Presentation; Q&A
Public Presentation	Sept 15	30	Presentation; Q&A
Saint Paul SRTS Steering Committee	Sept 16	12	Presentation; Q&A
Active Living Ramsey Communities	Sept 27	40	Presentation; Q&A
Macalester Groveland Community Council (D14)	Sept 27	8	Presentation; Q&A
Southeast Community Organization (D1)	Oct 4	5	Presentation; Q&A
Como Community Council (D10)	Oct 6	10	Presentation; Q&A
Saint Paul Youth Commission	Oct 11	15	Presentation; Q&A
Rethinking I-94 Bicycle and Pedestrian Working Group	Oct 21	15	Presentation; Q&A
Public Housing Agency City Wide Resident Council	Oct 26	6	Presentation; Q&A
Payne Phalen Planning Council (D5)	Oct 26	7	Presentation; Q&A
Saint Anthony Park Community Council (D12)	Oct 26	8	Presentation; Q&A

Event Details	Date	Number of attendees (estimate)	Materials and engagement opportunities
Sustain Saint Paul	Oct 26	10	Presentation; Q&A
East Side Area Business Association	Nov 4	18	Presentation; Q&A
Saint Paul Chamber of Commerce	Nov 18	5	Presentation; Q&A

Stakeholder engagement

The following groups were contacted and invited to participate in the survey and offered a virtual presentation.

- Seventeen Saint Paul District Councils
- Saint Paul City Council offices
- Transportation Committee of the Saint Paul Planning Commission
- Ramsey County Public Works
- MnDOT, Office of Transit and Active Transportation
- Mn DNR Parks and Trails
- Saint Paul Bicycle Coalition
- Business groups
- Neighborhood organizations
- Saint Paul Public Schools
- MoveMN
- Bicycle Alliance of Minnesota (BikeMN)
- Metropolitan Council

Section 3. Feedback received

Online survey

All engagement efforts in Fall 2021 promoted the online survey. The survey went live on August 9, closed on November 5, and received 1,694 responses. It included the following questions:

- About how often do you bike in Saint Paul?
- What would make you bike more in Saint Paul?
- Where are missing bike connections?
- How should the City prioritize their resources related to the Bicycle Plan?
- Please share any questions, comments, or feedback.
- What is your zip code?
- What is your age?
- What is your gender identity?
- With which race or ethnicity do you most identify?

Question 1. Frequency at which respondents bike

Table 3 shows the frequency at which respondents reported biking.

Table 3. Frequency of biking

About how often do you bike in Saint Paul?	Count	Percentage
A few times a month, but not every week	353	21%
A few times a week, but not every day	690	41%
A few times a year	229	14%
Every day	252	15%
Never	170	10%
Total	1694	100%

Questions 6 thru 9. Demographic summary

This section describes who took the survey based on reported data. Notice some respondents did not provide answers to all questions.

Table 4. Zip code of respondent

Zip Code	Count	Percentage
55104	330	20.5%
55105	257	16.0%
55116	134	8.3%
55117	140	8.7%
55108	166	10.3%
55106	114	7.1%
55102	85	5.3%
55119	54	3.4%
55101	42	2.6%
55103	54	3.4%
55107	32	2.0%
55130	21	1.3%
55114	20	1.2%
Minneapolis	86	5.3%
Twin Cities Metro	73	4.5%
Total	1608	100%

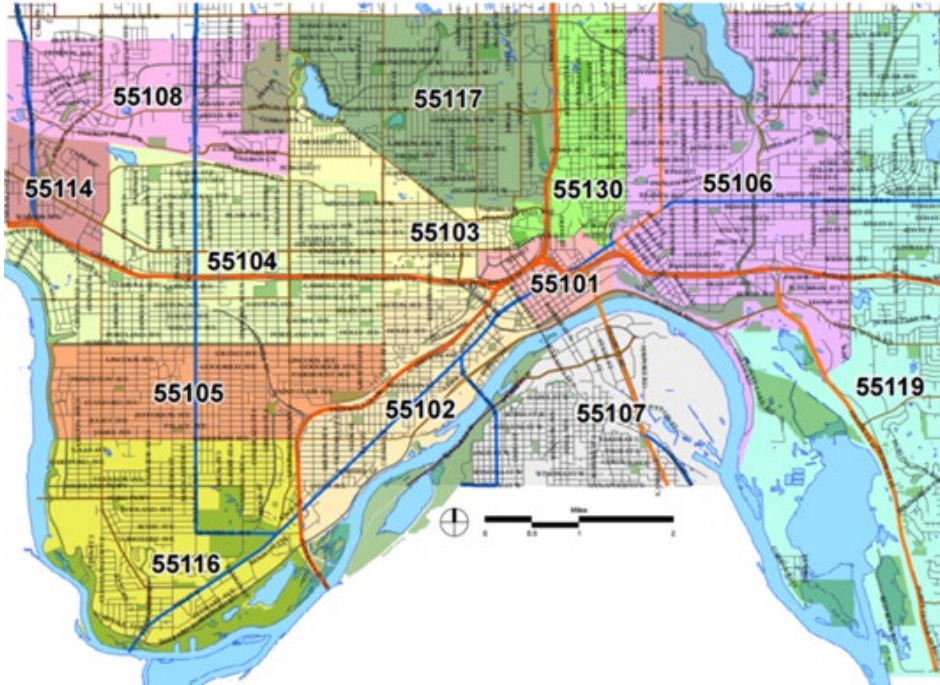


Table 5. Age of respondent

Age	Count	Percentage
less than 18 years	137	9%
18-29 years old	150	10%
30-39 years old	416	27%
40-49 years old	280	18%
50-59 years old	236	15%
60-69 years old	248	16%
70+ years	99	6%
Total	1566	100%

Table 6. Gender identity of respondent

Gender identity	Count	Percentage
Female	693	45.8%
Male	785	51.9%
Nonbinary	32	2.1%
Transgender	2	0.1%
Two-Spirit	1	0.1%
Total	1513	100%

Table 7. Race or ethnicity of respondent

Race or ethnicity	Count	Percentage
African	2	0.1%
Asian	62	4.5%
Black or African American	36	2.6%
Indian	1	0.1%
Latinx	19	1.4%
Multiple Races	27	2.0%
Native American	9	0.7%
White	1213	88.6%
Total	1369	100%

Question 2. Increasing biking in Saint Paul

The intent of this question was to understand what keeps people from biking more or at all. Responses to this question were categorized and grouped based on common themes. Note that a single comment could contain several themes. Thus, the sum of comments does not equal the total number of respondents.

Table 8. Categorized responses to “What would make you bike more in Saint Paul?”

Response	Frequency of response
More separated bikeways	645
Specific connections (see Table 13)	262
General road safety improvements	248
Improved street condition/maintenance	209
Better connections between bikeways	145
Nothing	96
More bike lanes	92
More bike parking and racks	78
Better snow clearing of roads and bikeways	65
Improved Minneapolis-Saint Paul bike connections	54
Midtown Greenway extension to Saint Paul	44
Safety improvements at intersections	42
Separation between people biking and walking	42
Increased enforcement of unsafe driving	29
Access to mapping and wayfinding	28
Decrease in crime	26
Increased connections to specific land uses	26
More bikeways on arterial streets	25
More connections over barriers (highways, railroad tracks, water)	25
More connections for biking for transportation	24
Education for how to drive safely with people biking	20
More bike only roads	17
Increased access and ownership of a bike	16
More bike boulevards	15
Better lighting on bikeways, shade from the heat	14
More bikeways on low volume streets	13
Access to a bike share program	9

Question 3. Missing bike connections

The intent of this question was to understand what bikeway connections are missing in the planned and existing bike network.

Staff read through all 1,694 surveys and determined which streets or routes were mentioned most. These are shown in Table 9. The responses were further analyzed to determine what kind of improvement was desired by the respondent. See table footnotes for more information.

Table 10 shows additional streets/routes mentioned in response to the question, but not broken down by what they'd like to see changed.

Table 9. Categorized responses indicating top streets/routes identified for improved bike connections

Route	Number of mentions ¹	Indicated desire for new connection ²	Indicated desire for safety improvement ³	Indicated desire for other improvement ⁴	Did not specify improvement ⁵
Snelling	185	89	31		65
Lexington	143	82	19		42
University	107	32	32		43
7th Street (West or East)	104	41	9		54
Midtown Greenway connection	103	103			
Marshall	101	33	33	3	32
Hamline	97	54	11		32
Summit	95	14	35	10	36
Fairview	63	24	21		18
Dale	62	26	11		25
Ford Pkwy	60	12	29		19
Cleveland	57	17	24	1	15
Mississippi River Blvd	57	3	2	35	17
Grand	49	11	8		30
Selby	46	17	22		7
St Clair	45	8	16	1	20
Como	38	30	7	1	
Jefferson	38	7	16	2	13
Randolph	36	14	3		19
Kellogg	33	13	3		17
Rice	29	13	1		15
Ayd Mill	28	24	1		3
Maryland	27	11	4		12
Cretin	24	11	4		9
Pierce Butler	23	7	14		2
St Anthony	23	13	5		5
Victoria	22	9	2		11

¹The number of times a street/route was mentioned in response to this question

²The number of times a respondent asked for a new bikeway connection to, from, or on this street/route

³The number of times a respondent asked for bicycle safety improvements on this street/route

⁴The number of times a respondent asked for an improvement other than a new connection or safety improvement (e.g., maintenance)

⁵The number of times a respondent listed a street/route without mentioning a desired improvement

Table 10. Other streets/routes identified for improved bike connections

Route	Number of mentions	Route (cont.)	Number of mentions
Robert	18	Margaret	4
Wheelock	18	St Peter	4
Prior	16	12th	3
Jackson	15	Case	3
Larpenteur	15	Chatsworth	3
White Bear	15	Dayton	3
Pennsylvania	14	Edgerton	3
St Paul	13	Griggs	3
3rd	12	4th	2
Arcade	12	10th	2
Charles	12	Afton	2
Burns	8	Aldine	2
Highland	8	Arlington	2
6th	7	Concord	2
Energy Park	7	Finn	2
Smith	7	5th	1
Edgcumbe	5	Annapolis	1
Franklin	5	Berkley	1
Front	5	Cesar Chavez	1
George	4	Euclid	1

Question 4. Prioritizing resources to increase biking in Saint Paul

The intent of this question was to understand what the City should focus on related to biking in Saint Paul. The 2015 Bicycle Plan directed staff to complete the Saint Paul Grand Round and a network of bicycle facilities in Downtown Saint Paul. Much progress has been made on these two initiatives. The table below shows new priorities for the City to consider. Responses fell into similar categories as responses to other questions.

Table 11. How respondents believe the City should prioritize resources for biking

Response	Frequency of response
Specific connections (see Table 13)	491
More separated facilities	229
Better connections between bikeways and neighboring cities	218
Increased connections to specific land uses	143
More connections for biking for transportation	126
Midtown Greenway extension to Saint Paul	109
Improved street condition/maintenance	108
General road safety improvements	102
Against expansion of the network	75
Driver and bike education & enforcement	60
More bike parking and racks	52
Make it easier to bike than drive	36
Access to mapping and wayfinding	33
Better snow clearing of roads and bikeways	32
More bike only roads	26
Praise for past and ongoing work	23
Safety improvements at intersections	20
Access to a bike share program	20
Install bike amenities: bathrooms, repair stations, etc.	16
Connect bikeways to transit	15
Increased effort to get BIPOC people biking	13
License bikes to raise money for bike infrastructure	13
E bikes must be considered in the future	12
More mountain biking trails	9
Separation between people biking and walking	4
Ensure bike detours are installed during construction	1
More bike boulevards	1
Create a Bike Commission	1

Question 5. Additional survey comments, or feedback.

A final space on the survey was provided to allow respondents to provide any additional thoughts outside what was already shared in previous questions. The responses were categorized with a similar process to previous questions. The table below shows responses. More than any other question, survey respondents left this space blank (1,021 of 1,695 respondents did not provide an answer to this question).

Table 12. Categorized responses to “Please share any additional comments or feedback”

Response	Frequency of response
Praise for past and ongoing work	183
Against expansion of the network	83
More separated facilities	55
Improved street condition/maintenance	41
Specific connections (see Table 13)	35
General road safety improvements	25
Better snow clearing of roads and bikeways	21
Better connections between bikeways	19
Implement programs for bike education, licensing, enforcement of bikes, fix it classes	17
Concerns about climate change	16
Increased enforcement of unsafe driving	14
More bike parking and racks	13
Safety improvements at intersections	13
More connections for biking for transportation	13
E bikes must be considered in the future	10
More connections over barriers (highways, railroad tracks, water)	9
Access to mapping and wayfinding	8
Decrease in crime	8
Stop installing shared lanes	8
Access to a bike share program	6
More bike only roads	6
Ensure bike detours are installed during construction	5
Improved Minneapolis-Saint Paul bike connections	4
Separation between people biking and walking	4
More bikeways on low volume streets	3
Increased connections to specific land uses	3
Midtown Greenway extension to Saint Paul	3
Better lighting on bikeways, shade from the heat	2
More bikeways on arterial streets	2
Better maintenance of bikeway striping	2
In favor of parking removal	1
More bike lanes	1
Connections to business districts	1
More bike boulevards	1
Increased access and ownership of a bike	1

Additional location specific feedback

Question 3 (see above) asks specifically about missing bike connections in Saint Paul. However, requests for specific connections came through in responses to other questions, too. Table 13 shows specific connections requested in Questions 2, 4, and 5. Detailed analysis was not performed on these responses. Instead, individual streets and routes were counted, and the frequency is shown below. These destinations or streets may have been mentioned by respondents as needing new facilities, or connections, or some other improvement.

Table 13. Streets/routes mentioned in response to Questions 2, 4, and 5

Response	Frequency of response
Downtown	134
Summit	76
Snelling	70
University	67
Como	52
Marshall	40
Grand	35
Mississippi	35
Lexington	32
Interstate 94	30
W 7th	29
Hamline	26
Minnehaha	23
Pierce Butler	20
Ford	16
Jefferson	16
Energy Park Drive	15
Selby	15
Rice	15
Dale	14
Cleveland	14
Kellogg	14
Jackson	14
Interstate 35	13
St Clair	12
Raymond	11
Wheelock	11
Phalen	11
Fairview	10
Charles	8
Randolph	7

Response	Frequency of response
Maryland	6
Larpenteur	6
Shepard	6
Highway 61	5
White Bear	3
Johnson	3
3rd	3
Burns	3
Robert	3
Arcade	2
6th	1

Email feedback

In addition to the online survey, staff received emails from community members with feedback to consider. Themes included:

- Extending the Midtown Greenway across the Mississippi River and into Saint Paul along Canadian Pacific Railway right of way
- Exploring a bikeway between Downtown Minneapolis and Saint Paul as a part of MnDOT's Rethinking I-94 project
- Connections to and from the Ayd Mill sidepath
- Safe and comfortable separated bikeways on arterial streets

Section 4. Next steps

City staff will spend Winter 2021-2022 incorporating feedback received in Fall 2021 into a draft plan update. Updated chapters, maps, and recommendations will be shared with the community through the engagement channels described in Section 2 of this document.

Following Spring 2022 engagement, staff will make any necessary adjustments to the draft plan update and pursue City Council adoption in Summer 2022.

Section 5. Project contact

Jimmy Shoemaker, Senior City Planner

Department of Public Works

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Section 6. Appendix

Engagement flyers

Online survey

Photos from in person engagement events

The City of Saint Paul is updating the Bicycle Plan

What is the purpose of a bicycle plan?

A bicycle plan is a document that tells staff where in the city bike lanes and bike paths should go. City planners and engineers refer to the bicycle plan when making decisions about how a street should look and function. Having this document allows the City to plan for the future as we create a city that is safe, equitable, healthy, and resilient.

How do I get involved?

The City wants to hear your ideas for improving biking in Saint Paul! Visit the website below or scan the QR code to complete a survey, sign up for email updates, and learn more about the timeline and process.

stpaul.gov/bikeplan



scan this QR code with your phone camera to take the survey!

What will be included in the update?

- This process will update the planned bike network to include more spaces that separate people biking from people driving
- This process will identify where and how we should focus our resources to expand the bike network

2015 Saint Paul Bicycle Plan

The City's first Bicycle Plan, adopted in 2015 by the City Council, helped Saint Paul increase the bike network from 153 miles in 2015 to 207 miles in 2020.

The 2015 Plan led to progress on a downtown network of bike facilities (Capital City Bikeway), and created important connections between our parks (Saint Paul Grand Round).

The 2015 Plan built a great foundation and tool to create spaces for people to comfortably ride bikes. But it's time for a refresh!

Timeline



stpaul.gov/bikeplan

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Lub Nroog Saint Paul tab tom kho Qhov Kev Npaj Caij Tsheb Kauj Vab

Lub hom phiaj ntawm qhov kev naj caij tsheb kauj vab yog dab tsi?

Txoj kev npaj caij tsheb kauj vab yog ib ib daim ntawv uas qhia rau cov neeg ua hauj lwm nyob hauv nroog tuaj yeem caij tsheb kauj vab mus los tau rau cov kab kev tsheb kauj vab. Cov neeg npaj caij tsheb kauj vab thiab cov kws tsim ua vaj tse ub no yuav tau saib qhov kev npaj caij tsheb kauj vab thaum txiav txim siab txog kev tsim txoj kev li cas thiaj li yuav zoo thiab ua hauj lwm tau zoo. Kev muaj daim ntawv no yuav ua rau Lub Nroog los mus npaj tsim kev nyab xeeb rau hauv lub nroog rau yav tom ntej, kom muaj ncaj ncees, noj qab nyob zoo, thiab muaj kev lav ris.

Kuv yuav mus koom tau li cas?

Lub Nroog xav hnov nej tej tswv yim ntsig txog rau kev tsim kho kev caij tsheb kauj vab rau hauv Saint Paul! Mus saib lub website hauv qab no los sis luam tus QR qhauj los mus sau daim ntawv tshawb fawb kom tiav, kos npe rau thiaj li tau txais tej xov xwm tshiab uas xa tuaj hauv email, thiab mus kawm kom paub ntau ntxiv txog cov sij hawm thiab tej txheej txheem nqis tes ua.



muab tus QR qhauj no luam rau ntauwm koj lub xov tooj lub koob yees duab los mus ua qhov kev tshawb fawb!

stpaul.gov/bikeplan

Qhov yuav muaj nyob rau hauv tej xov xwm tshiab no yog dab tsi?

- Qhov txheej txheem no yuav qhia xov xwm tshiab txog qhov kev npaj ua tej kev tsheb kauj vab mus los kom muaj tej chaw seem dav ntau ntxiv uas cais cov neeg uas tab tom siv tsheb kauj vab mus deb ntawm cov neeg uas tab tom tshav tsheb loj
- Qhov txheej txheem no yuav txheeb xyuas thaj chaw thiab qhov uas peb yuav tsum tsi ntsees rau peb tej peev txheej los mus tsim tej kev tsheb kauj vab tam sim no kom dav ntxiv

Lub Sij Hawm

Caij Ntuj Sov xyoo 2021: Nthuav Qhia rau cov tsev hauj lwm ntawm Lub Nroog, cov tsev lis hauj lwm ntawm Xab Pha, Cov Xab Pha Hauv Ib Cheeb Tsam

Caij Nplooj Ntoos Zeeg xyoo 21: Nthuav tawm rau pej xeem sawv daws, rau ntawm tej koom txoos, nthuav tawm rau sawv daws pom kiag

Caij Ntuj No xyoo 2021-22: Xov txwm tshiab txog daim qauv tsim ua tej kev tsheb kauj vab, tej kev uas yuav tau ua ua ntej

Caij Nplooj Ntoos Hlav xyoo 22: Sawv daws sib koom kho rau daim qauv npaj

Caij Ntuj Sov xyoo 2022: Muab qhov kev npaj los siv

Qhov Kev Npaj Txoj Kev Tsheb Kauj Vab Hauv Saint Paul Xyoo 2015

Lub Nroog thawj thawj Qhov Kev Npaj Txoj Kev Tsheb Kauj Vab, raug coj los siv rau xyoo 2015 los ntawm Xab Pha Nroog, tau pab ua rau Saint Paul muaj kev tsheb kauj vab ntau ntxiv ntawm 153 mais kev hauv xyoo 2015 mus txog 207 mais kev hauv xyoo 2020.

Qhov Kev Npaj xyoo 2015 ua rau muaj kev tsheb kauj vab ntau ntxiv rau hauv nroog (Txoj Kev Tsheb Kauj Vab Hauv Tuam Ceeb Nroog), thiab tau tsim tej kev sib txuas tseem ceeb mus los rau ntawm peb tej chaw ua si (Saint Paul Grand Round).

Qhov Kev Npaj 2015 tau tsim ib qho hauv paus zoo tshaj thiab tsim muaj tej chaw seem rau cov neeg caij tsheb kauj vab tau yooj yim. Tab sis txog sij hawm kho dua tshiab lawm!

stpaul.gov/bikeplan

Ntaub ntawv siv sib txuas lus ntawm txoj hauj lwm:
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Magaalada Saint Paul waxay cusboonaysiinaysaa Qorshaha Baaskiilka

Waa maxay ujeedada qorshaha baaskiilka?

Qorshaha baaskiilku waa dukumenti u sheegaya shaqaalaha halka ay tahay inay maraan dariiqyada iyo waddooyinka baaskiilka. Qorshayaha magaalada iyo injineerada ayaa tixraacaya qorshaha baaskiilka marka ay go'aan ka gaarayaan sida ay tahay in jidku u ekaado una shaqeeyo. Haysashada dukumentigan waxay u oggolaanaysaa Magaalada inay qorshayso mustaqbalka maadaama aan samaynay magaalo nabad ah, sinnaan leh, caafimaad leh, adkaysi leh.

Sideen uga qayb qaataa?

Magaaladu waxay rabtaa inay maqasho fikradahaaga hagaajinta baaskiilka ee Saint Paul! Booqo websaydka hoose ama iskaan saar koodhka QR si aad u dhammaystirto xog-ururin, iska diiwaangeliso cusboonaysiinta iimaylka, oo wax badan ka baro waqtiga iyo habka.



stpaul.gov/bikeplan

Ku iskaangaree koodhkan QR kaa-meeradda taleefankaaga si aad uga qaybqaadato xog-ururinta!

Maxaa lagu dari doonaa cusboonaysiinta?

- Nidaamkani wuxuu cusboonaysiin doonaa shabakadda baaskiilka ee la qorsheeyey si loogu daro meelo badan oo kala soocaya dadka baaskiilka kaxaynaya iyo dadka baabuurta kaxaynaya
- Habsocodkan ayaa tilmaami doona meesha iyo sida ay tahay inaan xoogga u saarno kheyraadkayada si aan u ballaarino shabakadda baaskiilka ee hadda.

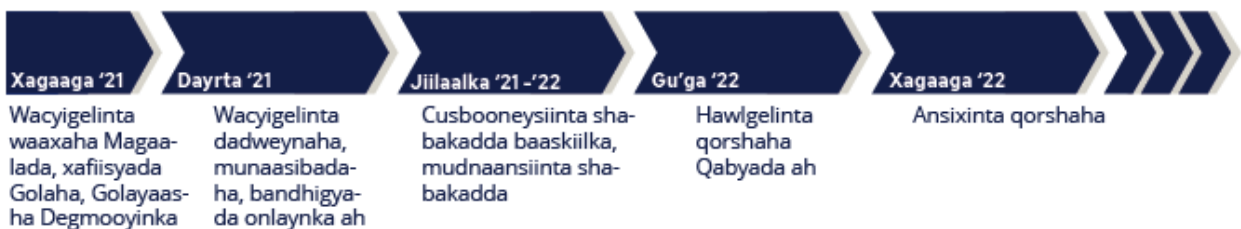
Qorshaha Baaskiilka ee Saint Paul 2015

Qorshaha Baaskiilka ee ugu horreeyay ee Magaalada, ee ay ansixiyeen Golaha Magaalada 2015, ayaa ka caawiyay Saint Paul inay ka kordhiso shabakadda baaskiilka laga bilaabo 153 mayl sannadkii 2015 ilaa 207 mayl sannadka 2020.

Qorshaha 2015 wuxuu horeeday horumar laga sameeyo shabakadda badhtamaha magaalada ee xarumaha baaskiilka (Capital City Bikeway), wuxuuna abuuray isku-xir muhiim ah oo u dhexeeya jardiinooyinkeena (Saint Paul Grand Round).

Qorshaha 2015 wuxuu dhisay aasaas weyn iyo qalab si loogu abuuro meelo ay dadku si raaxo leh ugu kaxeeyaan baaskiiladaha. Laakiin waa waqtigii dibu-cusbooneysiinta!

Waqtiga



stpaul.gov/bikeplan

Xiriirka Mashruuca:
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jimmy.shoemaker@ci.stpaul.mn.us
651-266-6204



SAINT PAUL
MINNESOTA

La Ciudad de Saint Paul está actualizando su Plan relativo a las Bicicletas

¿Cuál es el objetivo de un Plan relacionado con las bicicletas?

Un plan de este tipo o características es un documento que indica al personal en qué lugares de la ciudad los carriles y ciclovías para bicicletas deberían estar. Tanto urbanistas como ingenieros, se basan en este Plan al momento de tomar decisiones acerca del modo en que una calle debe lucir y funcionar. Contar con un documento de estas características (el Plan de Bicicletas), le permite a la Ciudad planificar hacia el futuro, creando una ciudad que sea segura, equitativa, saludable, y que se adapta a los cambios.

¿De qué modo puedo involucrarme?

¡La Ciudad quiere escuchar tus ideas para mejorar el uso de las bicicletas en Saint Paul! Visita el sitio de internet que aparece más abajo o escanea el código QR para completar una encuesta, regístrate para recibir actualizaciones vía email, y conoce más acerca de los plazos y del proceso en sí.

stpaul.gov/bikeplan



¡escanea este código QR con la cámara de tu teléfono así podrás responder la encuesta!

¿Qué supone la actualización del Plan?

- Este proceso actualizará la red de bicicletas vigentes, de modo de incluir más espacios que separen a las personas que transitan en bicicleta de aquellas que van manejando sus autos (carros).
- El proceso, además, identificará dónde y cómo asignar nuestros recursos de modo de expandir la actual red de bicicletas.

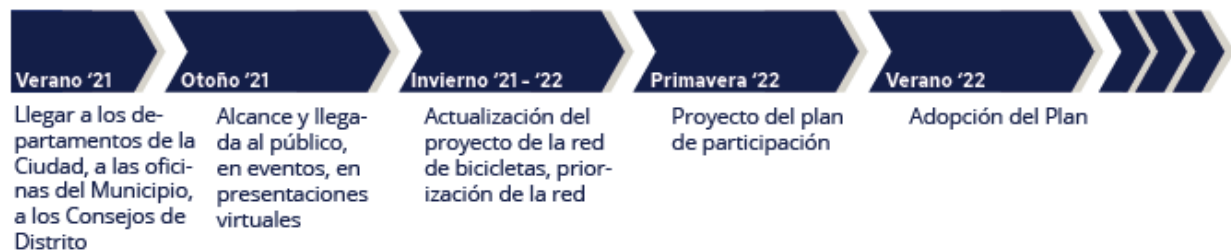
El Plan para Bicicletas de Saint Paul 2015

El primer Plan relativo a las Bicicletas de la Ciudad, adoptado en el año 2015 por el Municipio, fue de gran ayuda para que Saint Paul aumentara su red de 153 millas en 2015 a 207 millas en 2020.

Asimismo, el Plan del año 2015 lideró el proceso hacia la creación de una red de ciclovías y sendas para bicicletas en el Centro de la ciudad (Capital City Bikeway), y dio lugar a importantes conexiones entre nuestros parques (Saint Paul Grand Round).

El Plan 2015 fue el puntapié inicial y una gran herramienta para crear espacios en donde las personas puedan hacer sus paseos en bicicleta con comodidad. ¡Pero ahora es hora de una actualización!

Plazos



stpaul.gov/bikeplan

Contacto del Proyecto
Jimmy Shoemaker, Department of Public Works
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651-266-6204



SAINT PAUL
MINNESOTA



Do you bike to school or in your neighborhood?

City of Saint Paul staff are working to update the Saint Paul Bicycle Plan. The Bicycle Plan tells staff where to construct bike lanes and bike paths in the city.

It is critical that we hear from young adults when thinking about the future, because the city will be **yours** in the future.

What makes biking in Saint Paul easy? Hard? Where would you like to see bike lanes and paths?

Please scan the QR code with your camera phone or go to stpaul.gov/bikeplan to take the survey and help shape the future of biking in Saint Paul. **Survey closes November 5!**



If you'd like to be more involved, email staff at:

jimmy.shoemaker@ci.stpaul.mn.us



SAINT PAUL
PUBLIC WORKS

Update to Saint Paul Bicycle Plan

Please take this survey to tell us your ideas for updating the Saint Paul bike network. **Survey closes October 31, 2021!**

* Required

1. About how often do you bike in Saint Paul? *

- Every day
- A few times a week, but not every day
- A few times a month, but not every week
- A few times a year
- Never

2. What would make you bike more in Saint Paul?

Enter your answer

3. Think about where you bike or would like to bike in Saint Paul. On what streets would you add a bike facility (such as bike lane, bike boulevard or separated bike lane/shared use path)?

Check out the existing bike network at <https://stpaul.gov/bikemap>. Where are there missing bike connections?

Enter your answer

4. The current (2015) Bicycle Plan identifies two major bike network goals: create a downtown network of bike facilities (the Capital City Bikeway) and create a network of bike facilities connecting our parks (the Saint Paul Grand Round). A lot of progress has been made since 2015 to accomplish these goals. Now we need to identify our next priorities. What do you want to see the City focus on related to the Bicycle Plan?

Enter your answer

5. Please share any questions, comments, or feedback related to the Bicycle Plan update.

Enter your answer

6. What is your zipcode?

Enter your answer

7. What is your age?

Enter your answer

8. What is your gender identity?

Enter your answer

9. With which race or ethnicity do you most identify?

Enter your answer

10. If you would like to receive monthly updates related to the Bicycle Plan update, please provide your email address. Project staff will not share your email address.

Enter your answer

Submit

Never give out your password. [Report abuse](#)



