

Phase 2 Engagement Summary

Saint Paul Bicycle Plan Update

December 2023



SAINT PAUL
MINNESOTA

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Section 1. Introduction to document

As part of the Saint Paul Bicycle Plan Update, City staff shared the April 2023 draft Bicycle Plan with the public and collected feedback on the draft. This document summarizes the engagement and feedback received.

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.

To learn more about engagement and feedback received in Phase 1 (Fall 2021), please see the Fall 2021 Engagement Summary posted on stpaul.gov/bikeplan. This feedback was used to create the Draft Saint Paul Bicycle Plan.

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 Phase 2 Draft Plan engagement

The goals for Phase 2 engagement and public involvement were to:

- Share the Draft Saint Paul Bicycle Plan document, the updated planned bicycle network, priorities, and next steps for adoption

- Share information about the current Bicycle Plan, existing bike network, and how and why a bicycle plan matters
- Communicate what a network with more separated bikeways and paths means for the future bicycle and transportation network
- Understand what people want changed in the draft planned bicycle network
- 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 Summer 2023. While Fall 2021 engagement was mostly virtual due to the COVID-19 pandemic, staff participated in more in-person events and meetings in 2023.

The priority was to hold events in areas of the city where staff hadn't reached in Fall 2021: the West Side, and areas east of Downtown.

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), a planned bicycle network interactive map, 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 and interactive map

The main goal of engagement was to drive people to take the online survey and react to an interactive planned bicycle network map. The online survey and interactive map received over 1,700 visits, and people contributed their feedback nearly 1,000 responses between April and July 2023. The results from the survey and interactive map are discussed in Section 3 below.

Social media

Posts promoting the Draft Bicycle Plan update were made on the City's Twitter several times throughout Spring and Summer 2023. The posts directed users to the project webpage and the online survey and interactive map.

News publication

Staff were interviewed about the Draft Bicycle Plan by two news publications: the Pioneer Press and MinnPost. The subsequent articles are linked below.

- [City's draft bike plan update focuses on separated bikeways, May 10, 2023](#)
- [Saint Paul's ambitious new bike plan has a few holes to fill, July 17, 2023](#)

Email updates

City staff used existing lists of email addresses to send updates about Phase 2 engagement and the Draft Bicycle Plan. The email addresses were gathered in the past from people who signed up to receive emails about bicycle and pedestrian related news and projects. One email was sent in late April 2023 to 4,713 addresses to announce the Draft Bicycle Plan and provide opportunities for feedback. A second email was sent in June to 6,792 addresses to again promote the Draft Plan and advertise an in-person open house (see below). A third email was sent at the end of July 2023 to remind people to complete the survey and comment on the interactive map before the opportunities closed July 31. One email is shown at the end of this document.

Project Open House

While many opportunities to learn about the Draft Bicycle Plan piggy-backed and partnered with other in-person events, staff held one Bicycle Plan-specific open house on June 28, 2023 at Frogtown Community Center on Como Avenue, west of Marion Street.

The meeting was open house style – people could drop in and learn more and provide feedback on the Draft Plan and the recommendations, timeline, and process. The meeting took place between 6:00 and 7:30pm and featured large print visuals with information, as well as a bike repair service from the Bicycle Alliance of Minnesota, a coloring activity, Strider bike track/obstacle course, and Eggroll Queen food truck. Photos from the event are at the end of this document.

In person meetings and events

Table 1 is a list of the events staff participated in to promote the Draft Bicycle Plan.

Table 1. In person engagement events

Event; Location	Date	Number of people engaged (estimate)	Materials and engagement opportunities
Ward 2 Community Conversation	April 20	5	Draft Bicycle Plan One staff present One pagers with information and webpage
Saint Paul Parks and Recreation Summer Activities Sign Up; Conway Rec Center	May 7	60	What is a Bike Plan? Priority rankings Match the Bikeway! game Draft Planned Bike Network Two staff present One pagers with information and webpage

Event; Location	Date	Number of people engaged (estimate)	Materials and engagement opportunities
Highland District Council Annual Transportation Fair; Gloria Dei Lutheran Church	May 11	30	Draft Planned Bike Network Two staff present One pagers with information and webpage
Saint Paul Transportation Committee	May 15	6	Powerpoint Presentation to Committee members Q&A
Sustain Saint Paul meeting; Dual Citizen Brewing	May 22	50	Presentation to attendees Q&A Two staff present
North End Neighborhood Organization Spring Fling; McDonough Rec Center	May 26	30	Match the Bikeway! game What is a Bike Plan? Two staff present One pagers with information and webpage
Summit Hill Association Board meeting; Linwood Rec Center	June 8	12	Presentation and Q&A
Friends of Parks and Trails of Ramsey County Annual Meeting; Battle Creek Park	June 14	25	Presentation and Q&A
Choose How You Move Frogtown Transportation Options Fair; Lillypad Community Garden (Dale and Lafond)	June 17	12	Match the Bikeway! game What is a Bike Plan? Two staff present One pagers with information and webpage
Party in the Parks Saint Paul Parks Conservancy; Phalen Lake	June 21	10	Match the Bikeway! game What is a Bike Plan? One staff present, plus Ward 6 staff One pagers with information and webpage
Bicycle Plan Open House; Frogtown Community Center	June 28	40	Large scale visuals and maps and information Activities to share feedback and react Comment cards One pagers Four staff present

Event; Location	Date	Number of people engaged (estimate)	Materials and engagement opportunities
Safe Summer Nights Battle Creek; Battle Creek Community Center	June 29	40	Match the Bikeway! game What is a Bike Plan? Two staff present One pagers with information and webpage
Payne Phalen Planning Council (D5)	August 22	20	Presentation and Q&A

Virtual presentations

In addition to in-person events and opportunities, staff gave virtual presentations to stakeholder groups. Staff accommodated every request for a presentation. A virtual presentation was recorded and posted to the project webpage for those who were interested in learning about the Draft Bicycle Plan on-demand and at any time.

Presentations focused on the planning process, the planned bicycle network and priorities. Often, there was a specific focus on a geography of the city, depending on the stakeholder. The presentation was often followed by a Q&A and discussion. Table 2 below lists the presentations given between April and August 2023.

Table 2. Virtual (online) engagement events

Event Details	Date	Number of attendees (estimate)	Materials and engagement opportunities
Greater East Side Community Council (D2)	May 8	10	Presentation; Q&A
Hamline Midway Coalition (D11)	June 5	8	Presentation; Q&A
Joint District Council Transportation Committees meeting	June 7	10	Presentation; Q&A
West 7th St/Fort Rd Federation (D9)	June 7	5	Presentation; Q&A
Union Park District Council (D13)	June 12	12	Presentation; Q&A
Highland Park District Council (D15)	June 13	8	Presentation; Q&A
Rethinking I-94 Bicycle and Pedestrian Working Group	June 15	10	Presentation; Q&A
Dayton's Bluff Community Council (D4)	June 19	5	Presentation; Q&A
Como Community Council (D10)	June 20	8	Presentation; Q&A
Active Living Ramsey Communities	June 26	20	Presentation; Q&A
Macalester Groveland Community Council (D14)	June 26	10	Presentation; Q&A
North End Neighborhood Organization (D6)	June 27	6	Presentation; Q&A
Southeast Community Organization (D1)	July 10	5	Presentation; Q&A
Saint Anthony Park Community Council Board (D12)	July 13	8	Presentation; Q&A

Stakeholder engagement

The following groups were contacted and invited to participate in the survey, interactive map, 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 Metro District
- Saint Paul Public Schools
- Metropolitan Council

Section 3. Feedback received

All efforts in Phase 2 Draft Bicycle Plan engagement promoted the online survey and interactive map of the planned bicycle network. The online tools opened to the public in late April and closed on July 31. The survey received 290 responses and the interactive map received 705 comments by 168 contributors.

Online survey

The online survey asked people the following questions:

1. How would you rank the following priorities?
 - a. When the city is choosing streets for reconstruction, the planned bicycle network should be considered
 - b. Plan for and fund maintenance of the bike network
 - c. Pursue external funding to implement the bicycle network, and conduct preliminary analyses to be more competitive for the external funding
 - d. Coordinate with local partners and railroad companies to construct regional bikeways in rail corridors
2. What priorities would you add or think are missing?
3. Please share other feedback about the Draft Bicycle Plan
4. What is your zip code?
5. What is your age?
6. What is your gender identity?
7. With which race or ethnicity do you identify?

Question 1. How would you rank the following priorities?

Table 3 shows how survey respondents ranked Bike Plan priorities.

Table 3. Survey responses about priorities

How would you rank the following priorities?	Average ranking (out of four)	Overall rank (lower number is higher priority)
Consider the planned bicycle network when choosing street reconstructions	2.33	1
Plan for and fund maintenance of bike network	2.46	3
Seek competitive external funding and perform preliminary analyses to be more competitive	3.00	4
Coordinate to build bikeways in railroad corridors	2.45	2

Question 2. What priorities would you add or think are missing from the four in Question 1?

Question 1 provided four priorities which respondents could rank. People taking the survey could also add an open-ended response that spoke to additional priorities. Staff analyzed these responses and grouped them into similar themes. Table 4 shows the results of that analysis.

Table 4. Other priorities

Response	Frequency of response
Maintain the network first	26
Opposition to plan or priorities or biking, generally	25
Support separated bikeways	16
Build out the network faster	15
Fill gaps in the current network	15
Better decision making and engagement needed	14
Regional connections/major barriers prioritized	11
Specific connections needed (list)	11
Prioritize areas and people who have been historically not prioritized	11
Prioritize parking/car uses	11
Prioritize on street bikeways over separated bikeways	11
Programs needed/shift in culture	5
Safer streets, generally	4
More bike racks needed	4
Prioritize trees over bikeways	3
Integrate biking with transit and bike share	3
Better enforcement of bike behavior and laws	2

Question 3. Please share other feedback about the Draft Bicycle Plan

Question 3 provided a space for general comments on the Draft Bicycle Plan. Staff analyzed these responses and grouped them into similar themes. Table 5 shows the results of that analysis.

Table 5. Other comments

Response	Frequency of response
Opposition to plan or priorities or biking, generally	46
Support separated bikeways	38
Praise for Bicycle Plan	27
Maintain the network first	27
Specific connections needed	23
Prioritize on street bikeways over separated bikeways	13
Support for bikeways in rail corridors	12
Build out network faster	8
Regional connections/major barriers prioritized	8
Better decision making and engagement needed	8
Concerns about E bikes	6
Prioritize trees over bikeways	5
More bike racks needed	4
Prioritize areas and people who have been historically not prioritized	2
Better enforcement of bike behavior and laws	2

Questions 4 thru 7. Demographic summary

This section describes who took the survey based on reported data.

Table 6. Zip code/geography of respondent

Zip code/geography	Count	Percentage
55104	56	19.3%
55105	56	19.3%
55116	39	13.4%
55102	23	7.9%
Did not answer	19	6.6%
55117	18	6.2%
55119	13	4.5%
55108	11	3.8%
55106	11	3.8%
Twin Cities	9	3.1%
Minneapolis	8	2.8%
55103	7	2.4%

55107	7	2.4%
55101	6	2.1%
Other	3	1.0%
55130	2	0.7%
55114	1	0.3%
Prefer not to share	1	0.3%
Total	290	100.0%

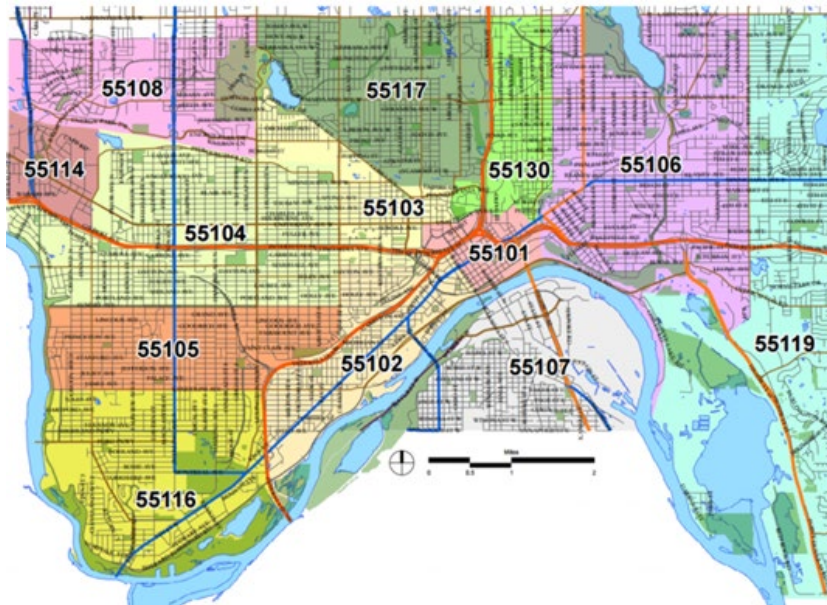


Table 7. Age of respondent

Age	Count	Percentage
30 to 39 years old	71	24.5%
40 to 49 years old	56	19.3%
60 to 69 years old	39	13.4%
18 to 29 years old	37	12.8%
50 to 59 years old	37	12.8%
70 to 79 years old	26	9.0%
Prefer not to share	13	4.5%
Did not answer	9	3.1%
Under 18 years	2	0.7%
80+ years old	0	0.0%
Total	290	100.0%

Table 8. Gender identity of respondent

Gender identity	Count	Percentage
Male	143	49.3%
Female	103	35.5%
Did not answer	18	6.2%
Prefer not to share	18	6.2%
Nonbinary	5	1.7%
Transgender	2	0.7%
Two-spirit	1	0.3%
Other	0	0.0%
Total	290	100.0%

Table 9. Race or ethnicity of respondent

Race or ethnicity	Count	Percentage
White	198	68.3%
Prefer not to share	33	11.4%
Did not answer	18	6.2%
Multiple races	16	5.5%
Other	10	3.4%
Latinx	4	1.4%
Asian	3	1.0%
Black or African-American	3	1.0%
African	2	0.7%
Native American	2	0.7%
Indian	1	0.3%
Total	290	100.0%

Interactive Map

The interactive map on Engage Saint Paul was publicized in all meetings and engagement events in Summer 2023. The interactive map allowed visitors to see the draft planned bicycle network and the draft short term priorities (circled in dark red/maroon). Users of the map could zoom in and out of the map and post comments (or “pins”) on the map. Seven hundred and five pins were posted to the map, from 168 unique contributors.

Pins are shown below and aggregated based on location. For example, 111 pins were posted to the Downtown Saint Paul area. As the map user zooms in, the pins become disaggregated and individual pins and comments are visible. See Figure 2 below for an image zoomed into the Downtown pins.

The feedback gathered from the interactive map was used to make updates to the draft planned bicycle network and the priorities. For a full record of all the comments, please contact city staff.

The map displays the St. Paul area, with the Northeast Quadrant highlighted in red. Other areas are color-coded: green for the central and southern parts, blue for the western parts, and yellow for the eastern parts. Major roads like I-94, I-69, and I-49 are shown. Key locations include St. Paul, Minneapolis, and various parks and neighborhoods. A red location pin is placed in the Northeast Quadrant, and a yellow location pin is placed in the South St. Paul area.

Section 4. Project contact

Jimmy Shoemaker, Senior City Planner

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Section 5. Appendix

Emails and Social media

Photos from in person engagement events



**BIKE
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Open House Wednesday, June 28 for the Saint Paul Bicycle Plan Update

Join us to learn more about the updated Saint Paul Bicycle Plan draft, talk to staff, and share your feedback.

- [BikeMN](#) pop up fix it mechanic will be on site.
- Buy and enjoy tasty food from the [Eggroll Queen](#) food truck. (Card & cash accepted, menu items vary from \$5-\$15.)

Wednesday, June 28

6:00 to 7:30 p.m.

Frogtown Community Center - 230 Como Avenue, Saint Paul

Transportation & Parking

- Bike routes: On street bike lane on Como Avenue
- Bike parking: Bike racks are available in front of the Frogtown Community Center on Como Avenue and by the parking lot at the back off of Galtier Street
- [Metro Transit Buses](#): Routes 3B and 67 make stops at Como Avenue and Marion Street
- Vehicle parking: Parking lot off of Galtier Street, on street parking on Galtier Street

- Vehicle parking: Parking lot off of Galtier Street, on street parking on Galtier Street

If you are not able to attend the Open House, you can learn more about the updates to the Bicycle Plan at the links below:

- [Draft updated Bicycle Plan](#)
- [Draft Executive Summary of the Bicycle Plan](#)
- [Video Presentation on the updated Bicycle Plan](#)

Share your feedback by posting comments on the [interactive Bicycle Plan Network Map](#). You can also share more in-depth feedback through the [survey](#). Your feedback will be used to update the draft Bicycle Plan. The deadline for feedback is July 31, 2023.

Next steps:

1. City staff will review your feedback and use it to update the Bicycle Plan.
2. The updated Bicycle Plan will go to the City Council for a public hearing and adoption towards the end of the summer.
3. Once the updated plan is adopted, city planners and engineers will use the updated Bicycle Plan to make decisions about the design of streets in Saint Paul.

For more information, visit stpaul.gov/bikeplan.

Bicycle Plan Background

Website

Visit stpaul.gov/bikeplan for more information.

Contact

Jimmy Shoemaker
Public Works, Transportation Planning

Description

A bicycle plan is a document that tells staff where in the city bike lanes and bike paths should go. City staff and partners refer to the Bicycle Plan when making decisions about how a street should look and function. This update builds on the engagement

