

## Transportation Committee Staff Report

Committee date: 1/27/2014

<b>Project Name</b>	<i>Saint Paul Bikeways Plan</i>
Geographic Scope	<i>Citywide</i>
Ward(s)	<i>All</i>
District Council(s)	<i>All</i>
Project Description	<i>Draft of the Saint Paul Bikeways Plan. The plan designates corridors for future development of bikeways.</i>
Project Contact	<i>Reuben Collins</i>
Contact email/phone	<i>651-266-6059</i>
Lead Agency/Department	<i>Department of Public Works</i>
Purpose of Project/Plan	<i>The plan designates corridors for future development of bikeways and provides recommendations regarding bikeway facility types for those corridors. The plan will be used by Public Works as an implementation guide.</i>
Planning References	<i>Comprehensive Plan, Bike Walk Central Corridor Action Plan</i>
Project stage	<i>Planning</i>
General Timeline	<i>Draft plan was released on 1/21/2014. A final version of the plan is anticipated in June 2014.</i>
District Council position (if applicable)	<i>None</i>
Level of Committee Involvement	<i>Involve</i>
Previous Committee action	<i>Presentations regarding this plan were presented to the Transportation Committee on 6/13/2011 and 4/22/2013.</i>
Level of Public Involvement	<i>Involve</i>
Public Hearing	<i>Yes, Date Unknown.</i>
Public Hearing Location	<i>Unknown</i>
Primary Funding Source(s)	<i>Unknown</i>
Cost	<i>Unknown</i>

Staff recommendation	<i>N/A</i>
Action item requested of the Committee	<i>Advise City staff on ways to improve this draft plan.</i>
Committee recommendation	<i>N/A</i>
Committee vote	<i>N/A</i>

### Level of Committee Involvement

<p><b>INFORM:</b> Informational briefings</p>	<p><i>Projects that are in implementation phase; projects from other jurisdictions; policy documents from other agencies/jurisdictions</i></p>
<p><b>ADVISE AND CONSENT:</b> Informational briefings with policy discussion, general directives to staff for follow-through</p>	<p><i>Project and program reviews primarily initiated by staff; or involvement with program development by others</i></p>
<p><b>INVOLVE:</b> Discussions to develop directions for projects &amp; programs</p>	<p><i>Policy involvement from inception through design, inc. policy development; environmental documentation</i></p>
<p><b>DEVELOPMENT OF PROJECT/PROGRAM:</b> Discussion to form process; screening of ideas; development of recommendations; and managing outreach to the community</p>	<p><i>Committee has primary responsibility for concept development, and/or overseeing participation process, and/or making specific recommendations to Planning Commission, Mayor and/or City Council</i></p>

## **Saint Paul Bikeways Plan Draft Summary**

*Citywide maps are included in the meeting packet. Map #1 shows existing bicycle facilities (including offstreet path, bike lane, bike shoulder, enhanced shared lane, bicycle boulevard, shared lane, and the Saint Paul Grand Round off street bike trail. Map #2 shows the roadway network (where bikes are permitted, where they are prohibited and freight railroad lines. Map #3 shows functional classification of bicycle facilities (including major bikeway, major long term bikeway, minor bikeway, minor long term bikeway, local access bikeway, routes where bicycles are prohibited, railroad crossings and new railroad crossings). Map #4 shows bikeway facility type for each route (including off street path, in-street separated lane, bicycle boulevard, enhanced shared lane, shared lane and routes where bicycles are prohibited and freight railroad lines.)*

### **Facility Type Group Descriptions**

- *Off-Street Path* : These are typically shared-use bicycle and pedestrian trails.
- *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.
- *Shared Lane* - Bicycles are permitted on most roadways, including where no specific bicycle facilities are provided. There are no pavement markings, signage, or other bicycle specific facilities on these roadways.

*The City of Saint Paul is developing the citywide Bikeways Plan to guide the development of a safe, effective, and well-connected network of bicycle facilities. Dedicated downtown facilities are an integral component of the network, promoting safe and practical bikeways for users of all levels and abilities.*

### **Purpose**

The purpose of the Saint Paul Bikeways Plan is to establish a framework and work plan that will allow the City of Saint Paul to accomplish the goals in the comprehensive plan to increase the bicycling mode share. The primary task of this plan is to designate corridors for future development of bikeways. The 2008 Comprehensive Plan establishes a strong vision to increase the number of bicycle trips throughout the city. The plan set a goal to increase the bicycle mode share from 2% in 2000 to 5% in 2025. This Bikeways Plan is a necessary first step to establishing a complete network of bikeways throughout the city.

## **Vision**

Riding a bicycle is one of life's simplest pleasures. Bicycling is the easiest and most affordable way to travel around Saint Paul. Riding a bicycle allows residents to travel safely, conveniently, and efficiently as they go about daily business. Adults and children of all experience levels, skill levels, or preferences can comfortably travel by bicycle. Saint Paul is an attractive place to live and work for individuals and families who choose to reduce the number or frequency of trips made by automobile.

## **Why Bicycling Matters**

Our transportation system becomes more efficient when people have transportation options to choose from. By developing a network of bikeways, we promote sustainable, active transportation. Studies have shown that Minnesotans are driving less than they used to, and bicycling, walking, and using transit more. Bicycling is one of the most affordable forms of transportation.

## **Recommendations: Bikeway Facilities**

There are currently 144 miles of existing bikeways in the City of Saint Paul. This Plan recommends the development of 214 additional miles of new bikeways for a total of 358 miles. The plan places a high emphasis on bikeway facility types that provide separation between motor vehicle traffic and bicycles. 68% of the total recommended bikeway network will be off-street paths or in-street separated facilities such as bike lanes or cycle tracks. An additional 13% will be bicycle boulevard facilities, local neighborhood streets with low traffic volumes.

Offstreet facilities include offstreet paths

Onstreet facilities include in street separated lanes, bicycle boulevards and enhanced shared lanes.

## **Completing the Vision**

The Saint Paul Grand Round plays an important role in the bicycle transportation and recreation network. This plan establishes a vision for much of the Grand Round to accommodate all types of users by providing multiple facility types within the same corridor. For much of the Grand Round, both an off-street trail and on-street bike lanes are envisioned to attract users of all preferences. Off-street paths will attract slow bicyclists and pedestrians, while on-street bike lanes will attract faster cyclists. Some portions of the Grand Round have already been implemented with multiple facility types. For example, Wheelock Parkway between Arcade Street and Phalen Boulevard includes an off-street path along the roadway. The corridor also provides on-street bike lanes to attract cyclists traveling at higher speeds and to help limit interaction between bicycles and pedestrians. This plan envisions extending these facilities

to other parts of the Grand Round, including Wheelock Parkway west of Arcade Street, Johnson Parkway, and Pelham Boulevard.

### Downtown Offstreet Trail: The Loop

Linking the **Green Line LRT, Union Depot, Lowertown Ballpark, the Penfield** and the **Ordway Center for the Performing Arts**, the downtown loop connects to over **\$1.4 billion** in recent investment.

#### Project Facts:

- A cutting-edge, unique trail facility that will set Saint Paul apart
- Length: 1.7-mile loop on Kellogg, Jackson, St. Peter, & 10th Streets
- Total Cost: \$18 million
- Phase 1: Jackson Street, connecting the Sam Morgan Regional Trail to the Gateway State Trail
- Phase 1 Cost: \$5 million
- Provides streetscape improvements to benefit both bicyclists and pedestrians
- Connects to the Gateway, Bruce Vento, and Samuel Morgan Regional Trails

Loop = 1.7 miles

Connections = 1.9 miles

Total = 3.6 miles

#### Benefits:

- Provides a safe and well-connected trail system for bicyclists
- Connects over \$1.4 billion in recent downtown investment
- A bold and unique facility that will promote tourism, encourage placemaking, and support downtown businesses
- Will promote safety and mobility downtown
- Accommodates cyclists of all levels and abilities
- Attracts new and casual cyclists
- Improves corridor aesthetics through streetscape improvements
- Can be used along with in-street markings to accommodate faster bicyclists
- Directly links downtown to existing bicycle facilities and trails
- Presents the opportunity to enhance and improve the streetscape for all users
- Offers unique fundraising and marketing opportunities
- Minimizes impacts by locating two-way facilities on one street

### **Feedback**

Please provide written feedback no later than April 30th in one of the following ways:

- Fill out a written comment card at an open house event
- Leave a comment on the City's website at Open Saint Paul. Go to [www.stpaul.gov/OpenSaintPaul](http://www.stpaul.gov/OpenSaintPaul) (login required)

- Send an email to [reuben.collins@ci.stpaul.mn.us](mailto:reuben.collins@ci.stpaul.mn.us)

A final draft of this plan is anticipated in June 2014. There will be additional public hearings and opportunities for input at that time.

Project website link: [www.stpaul.gov/bikeplan](http://www.stpaul.gov/bikeplan)