



NO 1st
HARDWARE
PARKING PLEASE

FedEx

12/2/2014

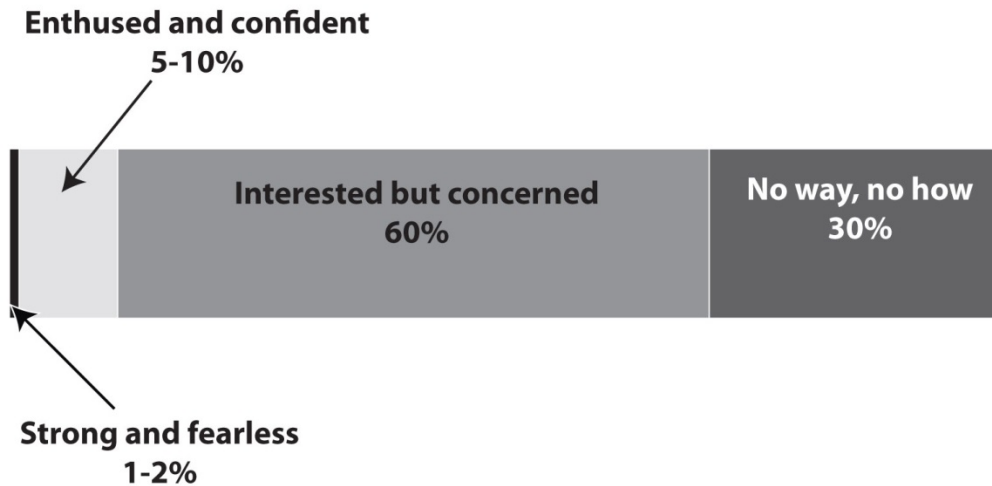
Background

2008 Comprehensive Plan:

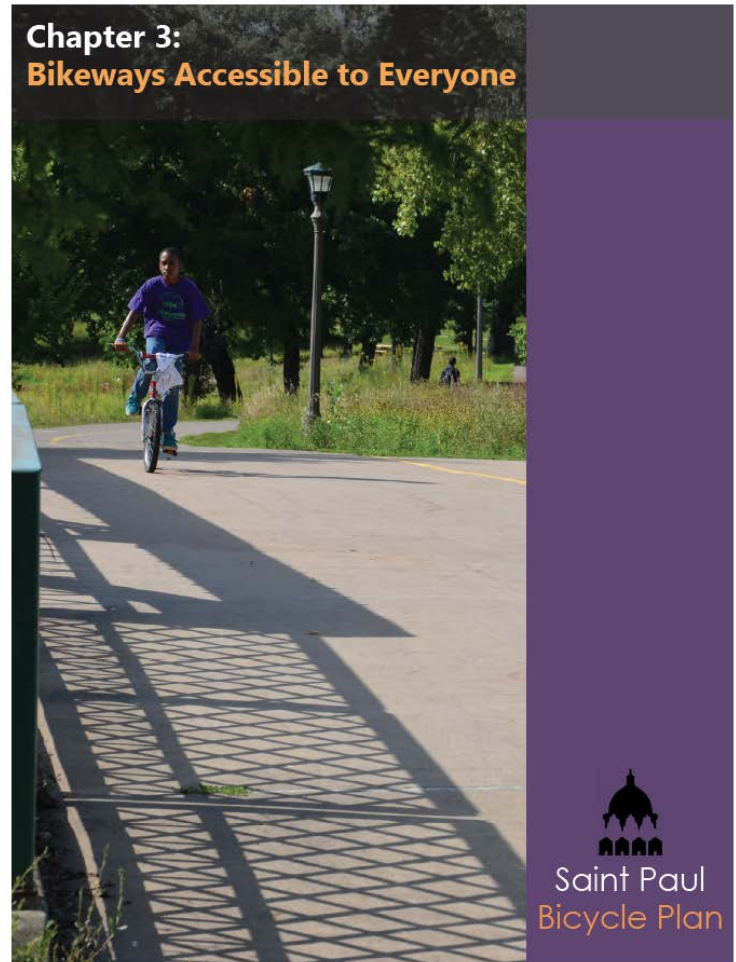
- Encourage active transportation and expanding transportation options
- Develop and maintain a complete and connected bikeway system.
- Increase the bicycle mode share
- Bikeway spacing:
 - ▣ Bike lanes or trails at 1 mile spacing
 - ▣ Bikeways at 1/2 mile spacing

Bikeways Accessible to Everyone

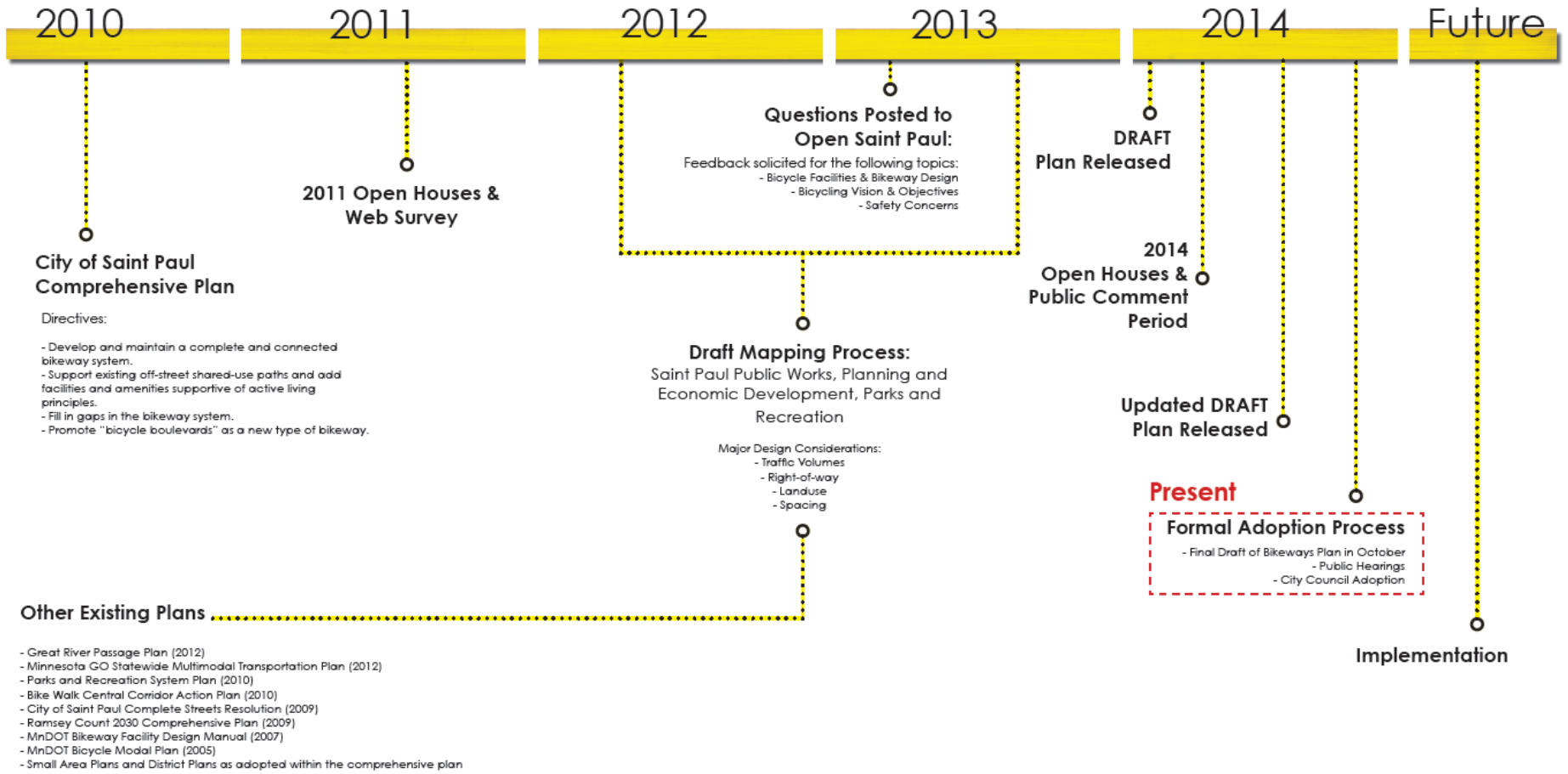
- Trip Purpose
- Bicyclist Typology



Geller, Roger, Portland Bureau of Transportation, "The Four Types of Cyclists," 2004.
www.portlandoregon.gov/transportation/44597?a=237507



Timeline



Written Feedback From:

10 District Councils

District 1 – District 1 Community Council
District 4 – Dayton's Bluff Community Council
District 5 – Payne Phalen District 5 Planning Council
District 9 – Fort Road Federation
District 10 – Como Community Council
District 11 – Hamline Midway Coalition
District 12 – Saint Anthony Park Community Council
District 13 – Union Park District Council
District 14 – Macalester-Groveland Community Council
District 15 – Highland District Council

9 Groups & Organizations

- ❑ Desnoyer Park Improvement Association
- ❑ Friends of the Parks and Trails
- ❑ Hayden Heights Block Club
- ❑ Lafayette Park Commuter Team
- ❑ Macalester College
- ❑ Saint Paul Smart-Trips / Women on Bikes
- ❑ Saint Paul Area Chamber of Commerce (SPACC), Building Owners and Managers Association (BOMA), & Wabasha Partners (joint statement)
- ❑ Sprockets
- ❑ Town and Country Club

Individual Statements

- 377 Total Statements
 - 60 - Open House Statements
 - 173 - Open Saint Paul
 - 144 - Emails to Staff

- Some individuals are represented more than once.

Comments from Individuals

Characterization of the Statement	Number of Written Statements Received	Percent of Total Statements
Support the draft Bikeways Plan as is. No recommendations or concerns were stated.	106	28%
Support the draft Bikeways Plan, but offered recommendations for improvement or expressed a concern.	223	59%
Did not specifically state support or opposition to draft Bikeways Plan, but offered recommendations or expressed a concern.	35	9%
Opposed to draft Bikeways Plan.	13	3%
TOTAL INDIVIDUAL STATEMENTS	377	-

Themes from Draft Plan Comments

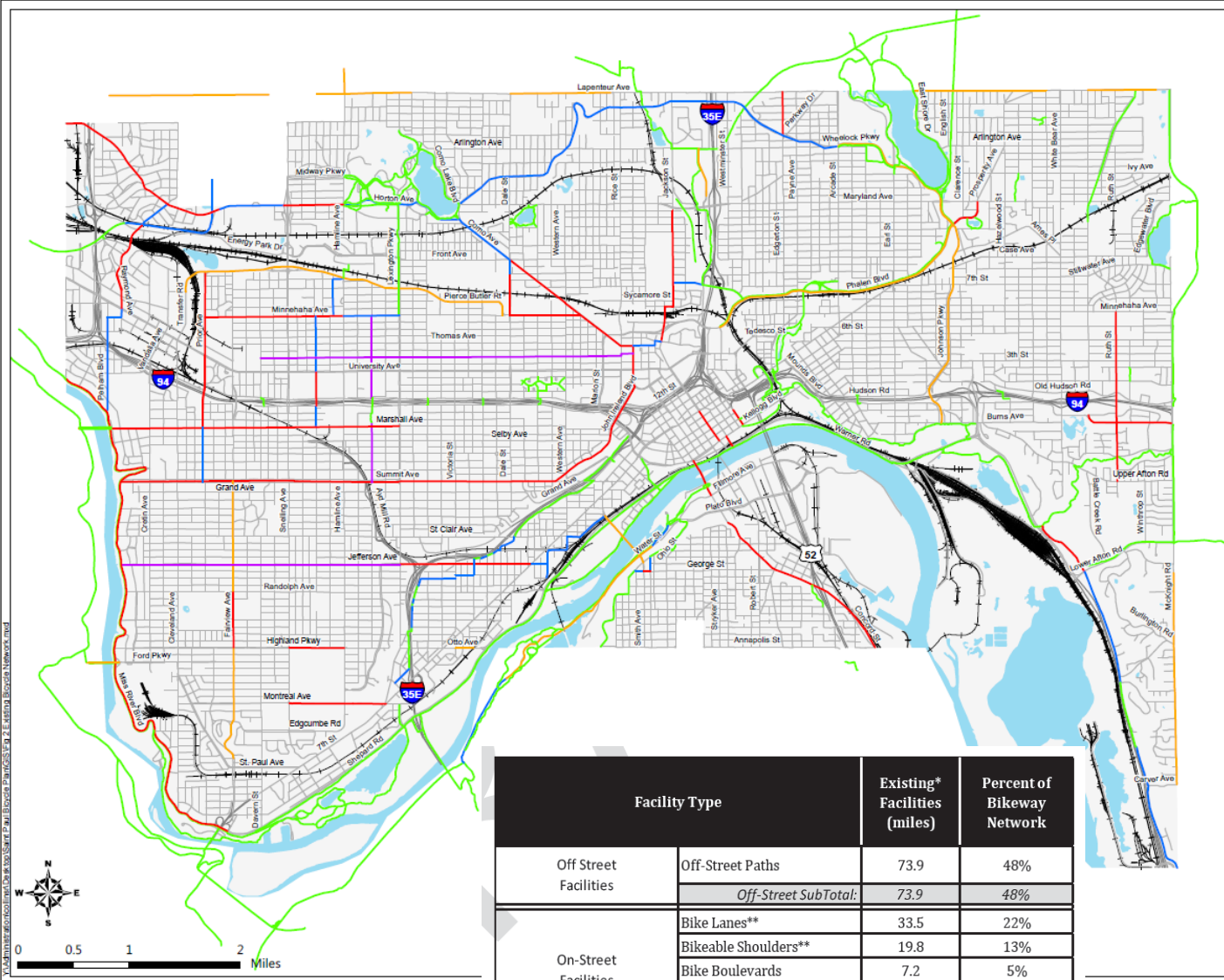
- Complete the Grand Round. **(92 statements, 60 specific to Pelham Blvd, 7 specific to Mississippi River Blvd, and 6 Specific to Wheelock Pkwy)**
- Improve bicycle connections to and through downtown to promote safety, connectivity, ridership, and economic activity. **(91 statements)**

Additional details in Appedix E of the draft bike plan.

Facility Type Groups

- Off-Street Paths
- In-street Separated Lanes
- Bicycle Boulevards
- Enhanced Shared Lanes





- Legend**
- Off-Street Path
 - Bike Lane
 - Shoulder
 - Enhanced Shared Lane
 - Bicycle Boulevard
 - Freight Railroad

DRAFT
Date: 9/30/2014

Facility Type		Existing* Facilities (miles)	Percent of Bikeway Network
Off Street Facilities	Off-Street Paths	73.9	48%
	<i>Off-Street SubTotal:</i>	<i>73.9</i>	<i>48%</i>
On-Street Facilities	Bike Lanes**	33.5	22%
	Bikeable Shoulders**	19.8	13%
	Bike Boulevards	7.2	5%
	Enhanced Shared Lanes	18.3	12%
<i>On-Street SubTotal:</i>		<i>78.8</i>	<i>52%</i>
TOTAL		152.7	100%

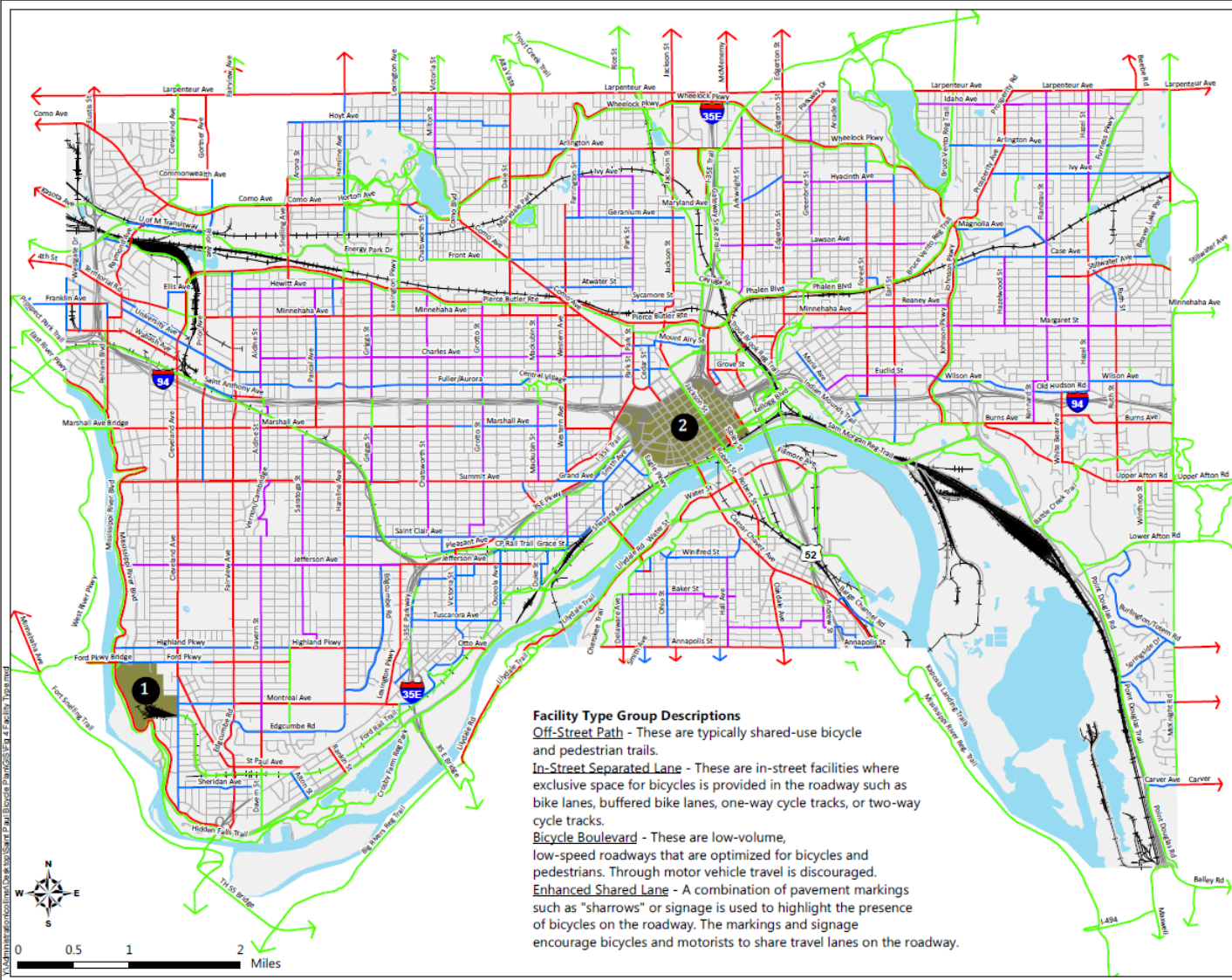
*This table excludes bikeways that are planned, funded, or under construction, but not yet open for public use.
 **This table reports total miles of roadway, not mileage of lanes. Roadways with bike lanes on one side of the street only are not differentiated from roadways with bike lanes on both sides.

Figure 2
Existing Bicycle Network

Expanding the Bicycle Network

Facility Type		Existing Facilities (miles)	Proposed Facilities (miles)	Total Facilities (miles)	Percent of Bikeway Network
Off Street Facilities	Off-Street Paths	74	56	130	37%
	<i>Off-Street SubTotal:</i>	74	56	130	37%
On-Street Facilities	In-Street Separated Lanes*	53	60	113	33%
	Bicycle Boulevards	7	39	46	13%
	Enhanced Shared Lanes	18	40	59	17%
	<i>On-Street SubTotal:</i>	79	139	218	63%
TOTAL		153	195	348	100%

*This table reports total miles of roadway, not mileage of lanes. Roadways with bike lanes on one side of the street only are not differentiated from roadways with bike lanes on both sides. Existing mileage includes bikeable shoulders. All corridors that currently have bikeable shoulders are proposed to transition to other facility types.



Legend

- Facility Type Group**
- Off-Street Path
 - In-Street Separated Lane
 - Bicycle Boulevard
 - Enhanced Shared Lane
 - Areas for Additional Study
 - Freight Railroad

- 1** **Ford Site** - Bicycle facilities are to be planned in conjunction with other site planning related to anticipated redevelopment. A plan for bikeways through the site should be complete in 2016.
- 2** **Downtown Loop** - The Bicycle Plan recommends a "loop and spur" bicycle network throughout the downtown area. One portion of the "loop" will be located on Jackson Street. A study is underway to refine the appropriate alignments for other portions of the loop and connections to existing and planned bikeways outside of downtown. The alignment is anticipated to be finalized by the end of 2015.

Facility Type Group Descriptions

Off-Street Path - These are typically shared-use bicycle and pedestrian trails.

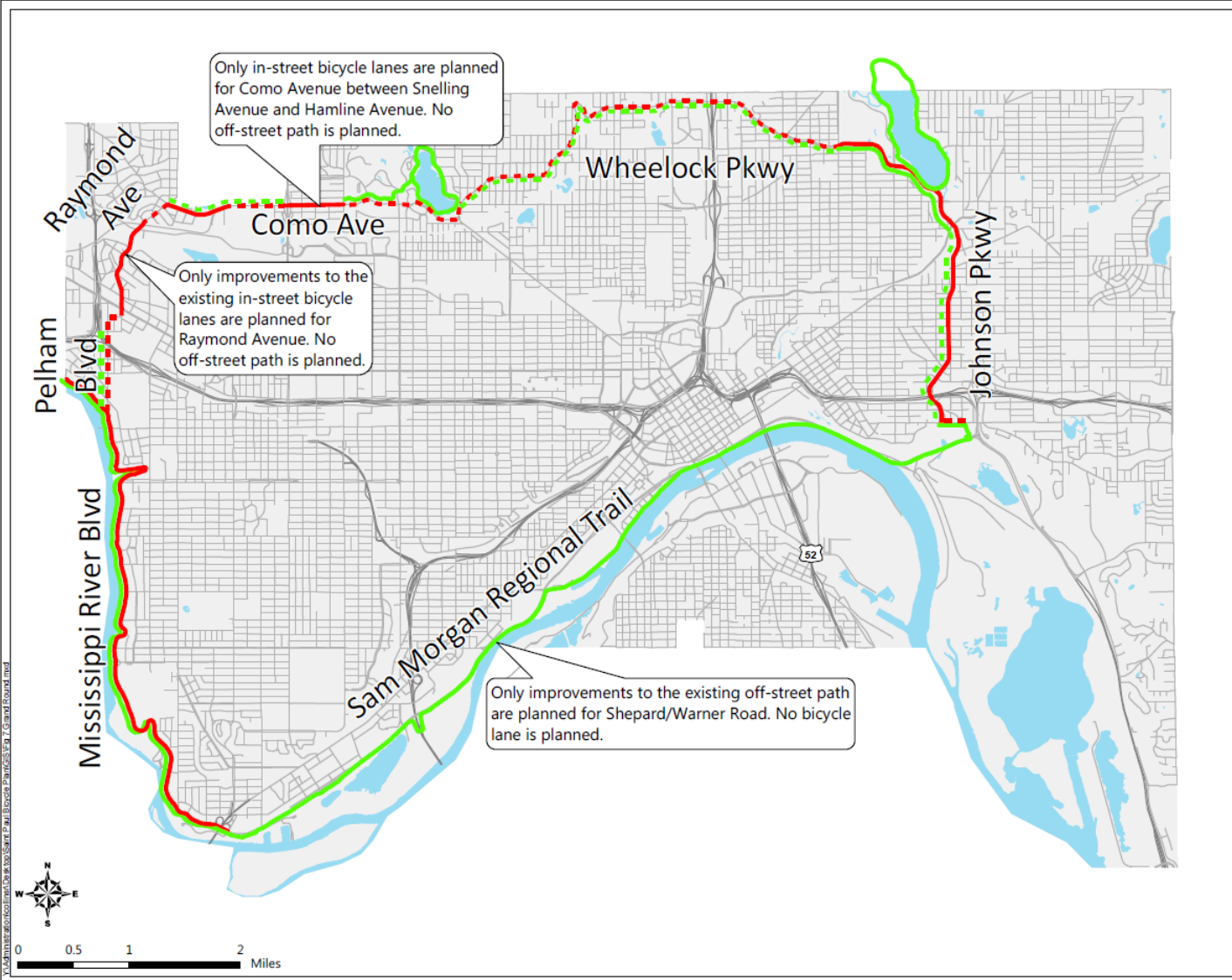
In-Street Separated Lane - These are in-street facilities where exclusive space for bicycles is provided in the roadway such as bike lanes, buffered bike lanes, one-way cycle tracks, or two-way cycle tracks.

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.

DRAFT
Date: 10/1/2014

Figure 4
Planned Bicycle Network
Facility Type Group



Legend

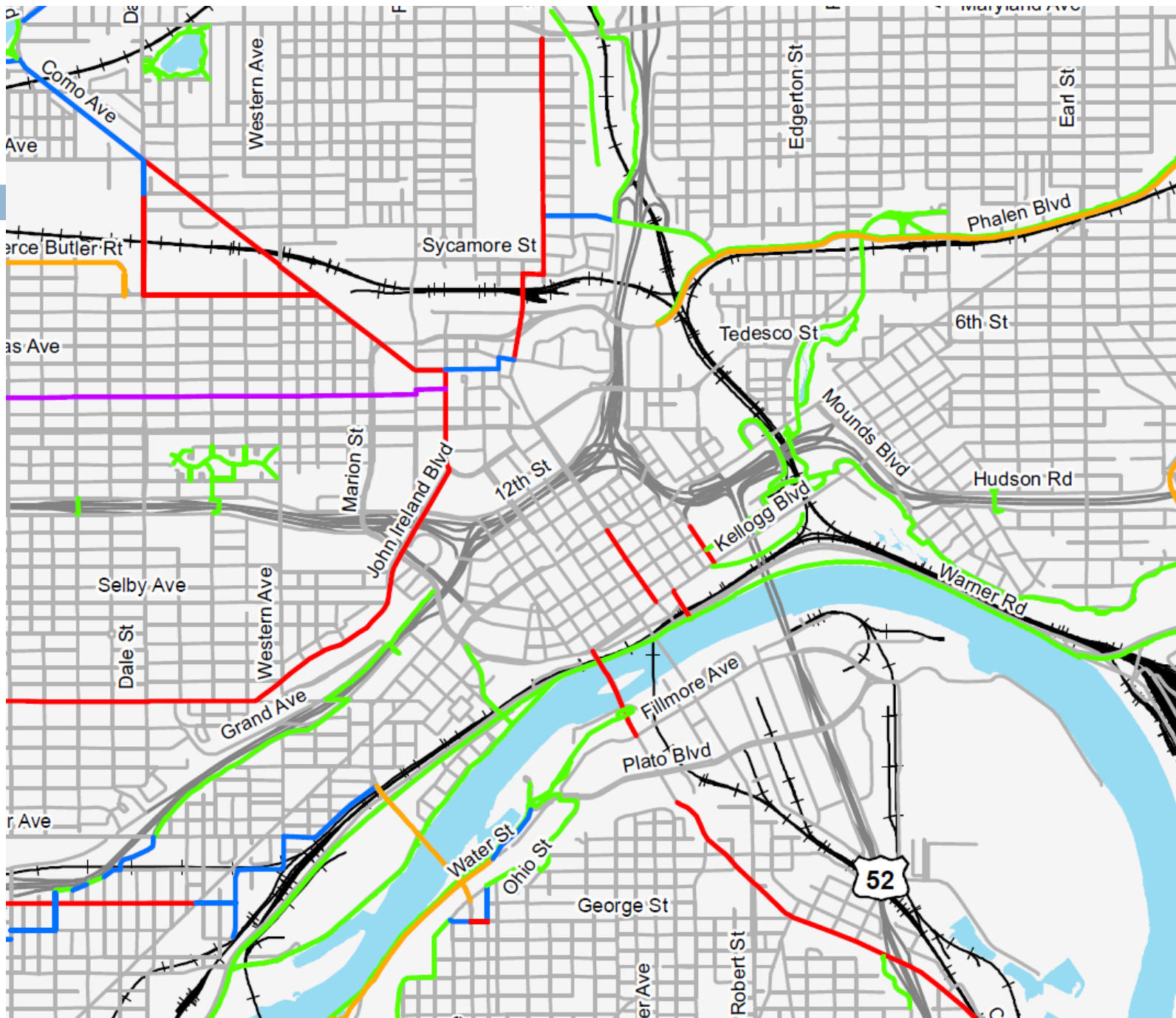
- Existing Off-Street Path
- - - Planned Off-Street Path
- Existing In-Street Lane
- - - Planned In-Street Lane

DRAFT
Date: 9/19/2014

Figure 7
Planned Grand
Round Improvements

Downtown



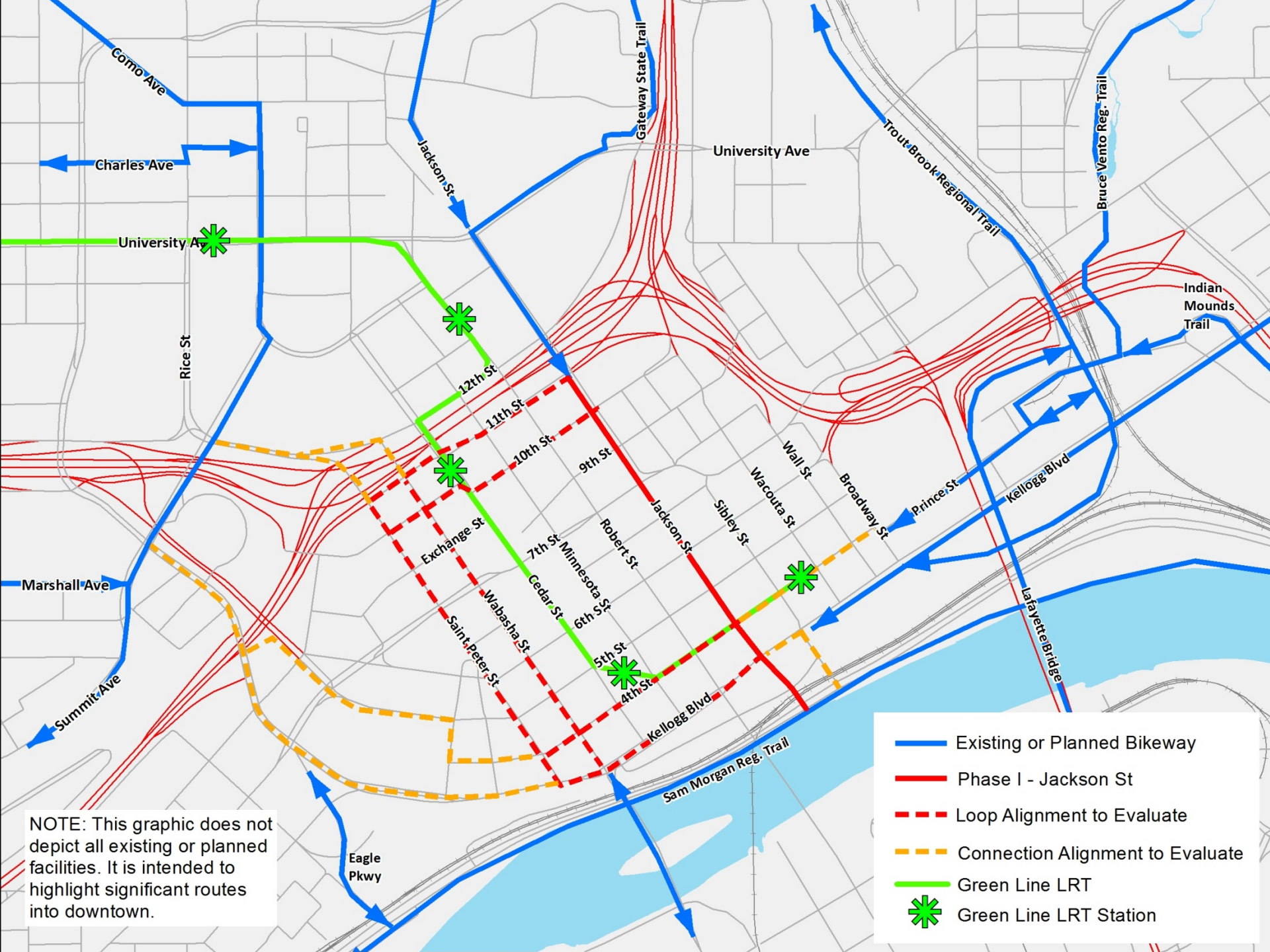


Loop & Spur Concept



Indianapolis Cultural Trail





NOTE: This graphic does not depict all existing or planned facilities. It is intended to highlight significant routes into downtown.

- Existing or Planned Bikeway
- Phase I - Jackson St
- - - Loop Alignment to Evaluate
- - - Connection Alignment to Evaluate
- Green Line LRT
- ✱ Green Line LRT Station

Benefits of an Off-Street Loop Trail System

- ❑ Unique & Bold
- ❑ Connects existing trail facilities to each other and to downtown
- ❑ All of downtown will be within three blocks from the loop
- ❑ Activity centers will be connected
- ❑ Easily identifiable for infrequent users and tourists



Benefits of Off-Street Trail Facilities

- May best accommodate new or casual cyclists
- “8 to 80” facility type
- Presents opportunity for full streetscape enhancement
- Facilitates two-way bike traffic on one street, limiting impacts to fewer corridors
- Makes new connections in Regional Trail network



Jackson Street: Before



Pedestrian Zone

Buffer Zone

Parking

Bicycle Lane

Travel Lane

Travel Lane

Parking

Buffer Zone

Pedestrian Zone

Jackson Street: After



Pedestrian Zone

Buffer
Zone

Trail

Buffer
Zone

Travel Lane

Travel Lane

Parking

Buffer
Zone

Pedestrian Zone

Jackson Street



What if I don't want to use a path?

- Shared lane markings



Adoption Timeline (Tentative)

- 10/6/2014 Transportation Committee
- 10/17/2014 Planning Commission
- 12/5/2014 Public Hearing at Planning Commission
(8:30 AM, Room 40A, City Hall)
- 1/12/2015 TENTATIVE Transportation Committee
(Final Approval)
- 1/24/2015 TENTATIVE Planning Commission (Final Approval)
- February 2015 City Council

8-80 Fund

- Mayor's proposed 2015 Budget
 - \$8 Million – Jackson Street full Reconstruction – 2nd St to 11th St.
 - \$450K – Downtown bike loop planning & possible temporary demonstration



Questions?

Reuben Collins
Transportation Engineer/Planner
Department of Public Works
651-266-6059
reuben.collins@ci.stpaul.mn.us