

# Flandrau St Bike Boulevard

Planning Team Welcome



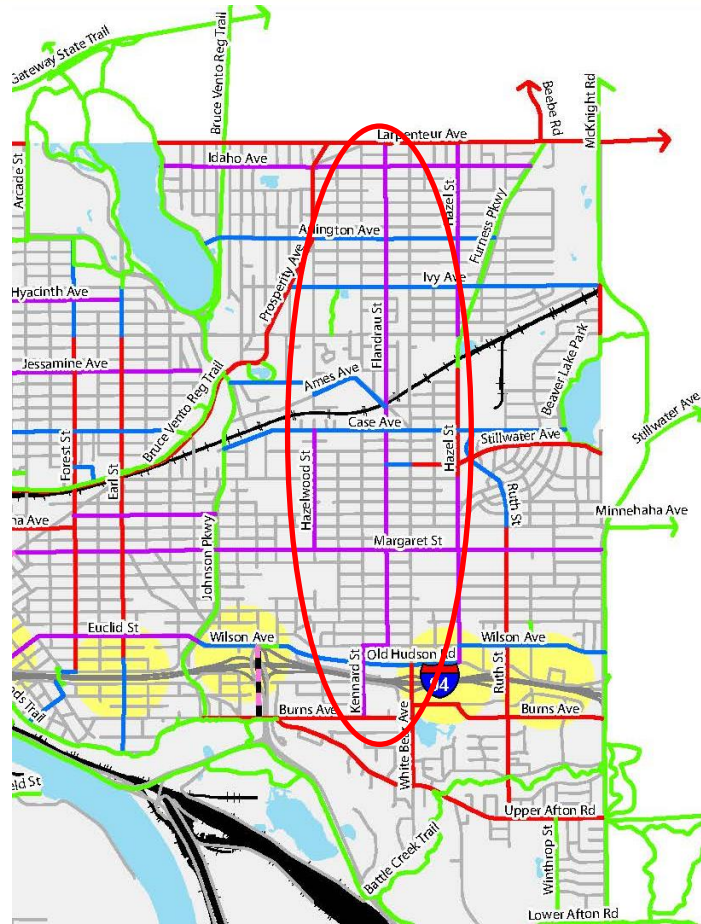
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# Project context

- Flandrau ID'd on Bike Plan for a bicycle boulevard
  - From Larpenteur Ave to Burns Ave
- Bike Plan shows a fiscally unconstrained network
- City applied for MnDOT planning support to get the planning process started in order to be competitive for federal/state funding opportunities + develop template for future planning efforts



## Legend

- Facility Type**
- Off-Street Path
  - In-Street Separated Lane
  - Bicycle Boulevard
  - Enhanced Shared Lane
  - Corridor for Additional Study
  - - - Corridor for Additional Study of Enhanced Shared Lanes
  - Area for Additional Study
  - Transit Station Connectons
  - +— Freight Railroad

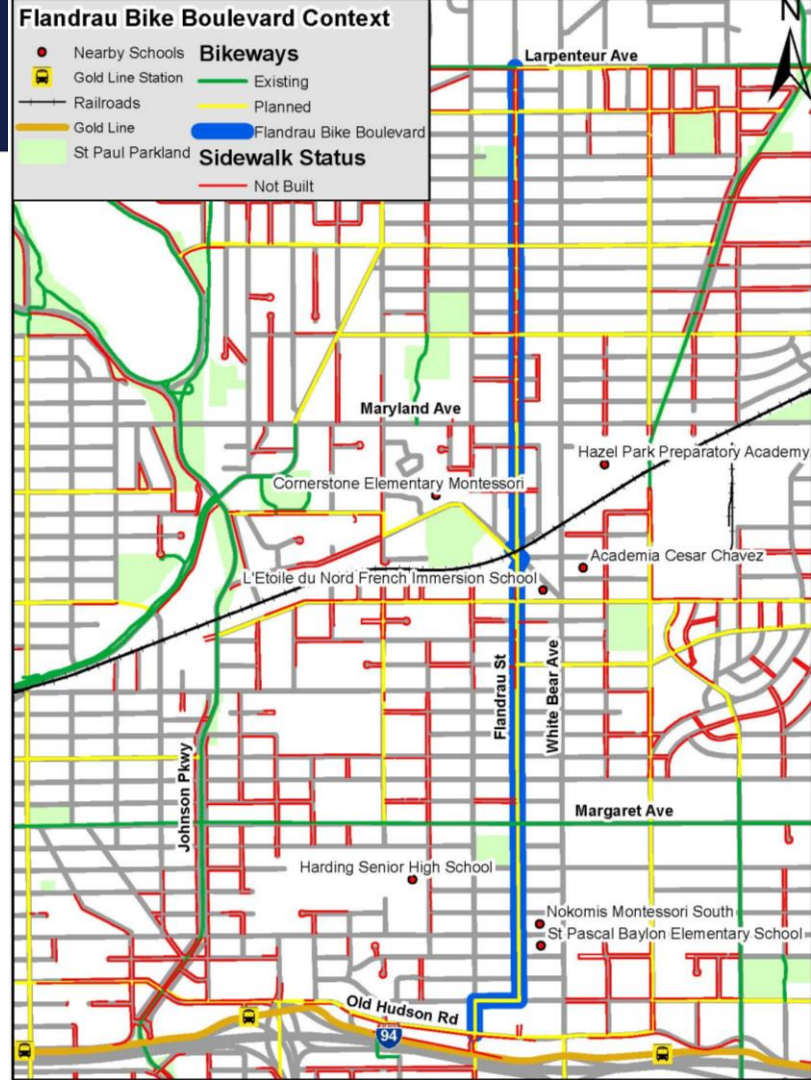


# Project context – Why Flandrau?

Flandrau St route applied for planning support

- Larpenteur Ave to Old Hudson Rd

- Route parallels White Bear Ave – heavily traveled commercial route – not well suited to bike lanes at this time
- Connects to 6 different schools
- Connects to 5 different parks
- Will connect to future Gold Line station at Etna St via Old Hudson Rd
- One of few N/S routes that cross Railroad tracks
- Connects to Larpenteur Ave bike lane and Margaret Ave bike boulevard
- Significant sidewalk gaps on north end



# Project context – What is a bike boulevard?

Bike boulevard a type of bike facility

- Low stress cycling network
- Direct route to connect to destinations or other cycling facilities
- Lower volume side streets that parallel main commercial corridors
- Targeted interventions to
  - slow motor vehicles
  - discourage motor vehicle through traffic
  - Prioritize bicycle traffic at minor intersections
  - Safe crossings at major intersections
- Improved wayfinding

A mini-roundabout in Baltimore MD



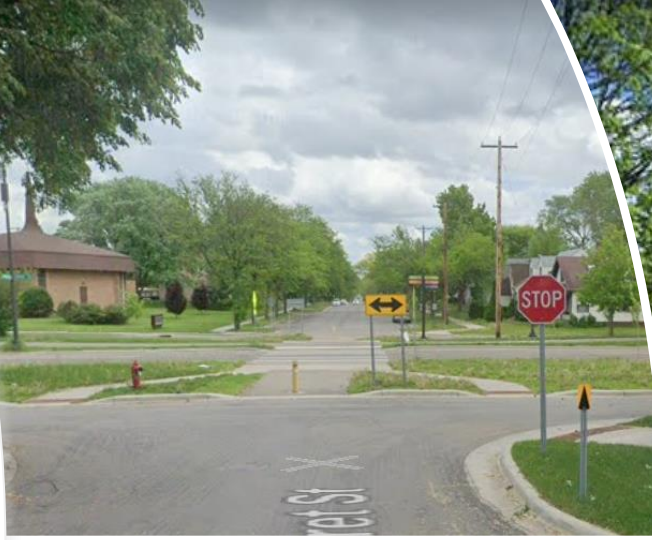
A chicane in Berkley CA



## Project context – What is a bike boulevard?

Margaret St is a great example of what Flandrau St may look like

- Traffic circles
- Targeted street closures
- Pedestrian safety improvements
- Crossing facilities at major streets
- Reconfigured signage
- New sidewalk installed





# Planning Team Members

Made up of local stakeholders and city staff

- Public Works
  - Joe Widing
  - Jimmy Shoemaker
- TZD coordinator
  - Kat Brown SPPD
- District Council staff + potential committee members
  - Uriah Ward (DC 1 ED)
  - David Ackos (DC 2 Community Outreach)
  - Ian Houmas (DC 2 Land Use Committee member)
  - Additional committee members expressed interest to participate in some form
- Saint Paul Public Schools staff + potential student involvement
  - Sarah Stewart (SPPS Safe Routes to School Coordinator)
  - Eric Saathoff (Nokomis Montessori teacher)
- Local bicycle advocacy group member
  - Zack Mensinger (Saint Paul Bicycle Coalition)
- Local residents



# Planning Timeline

- 6-month process (October '22 – April '23)
- Four 90-minute planning team meetings
  - Process kicked off October 10<sup>th</sup> with assembled planning team
  - Meeting 2 and 3 will be workshop oriented
  - Final meeting will serve as plan review and advisory
- On-site engagement activities will be held throughout the process
  - Corridor bike audit tentatively planned for November 4th
  - Additional activities to be outlined soon
- Planning team will be engaged with simultaneous Safe Routes to School planning taking place at Harding Highschool and Nokomis Montessori



## Interested in taking part?

- If interested in taking part in the planning team or at on-site engagement activities please reach out to discuss further

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