



SAINT PAUL, MN

TOTAL POPULATION

311,527

TOTAL AREA (sq. miles)

51.98

POPULATION DENSITY

5993

OF LOCAL BICYCLE FRIENDLY BUSINESSES **4**

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES **1**

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Gold	Saint Paul
High Speed Roads with Bike Facilities	41%	0%
Total on- and off-road Bicycle Network Mileage to Total Road Network Mileage	76%	21%
Bicycle Education in Schools	GOOD	ACCEPTABLE
Share of Transportation Budget Spent on Bicycling	18%	UNKNOWN
Bike Month and Bike to Work Events	VERY GOOD	GOOD
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS AT LEAST MONTHLY	MEETS AT LEAST MONTHLY
Bicycle-Friendly Laws & Ordinances	GOOD	VERY GOOD
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 26K	1 PER 62K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	4.7 /10
EDUCATION <i>Motorist awareness and bicycling skills</i>	4.0 /10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	4.1 /10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	4.4 /10

KEY OUTCOMES

	Average Gold	Saint Paul
RIDERSHIP <i>Percentage of Commuters who bike</i>	5.1%	1.35%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	287	319
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	2.2	0.96



KEY STEPS TO GOLD



- » Continue to expand and improve St. Paul's low-stress on-road bike network and ensure that your community follows a bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume, to maximize safety and comfort for bicyclists of all ages and abilities.
- » Continue to increase the amount of high quality bicycle parking available throughout the community including more parking at transit stations, and to upgrade the quality of existing bike parking to meet APBP standards.

- » Expand winter maintenance to include snow removal for all bike facilities. This should include off-street facilities, which are typically not included in typical winter maintenance efforts. As the City of St. Paul continues to advance off-street bike facilities, this comprehensive winter maintenance approach will ensure that cyclists can commute year-round.
- » Re-establish a public bike share system, ideally one that is accessible throughout the Twin Cities region. Bike sharing is a convenient, cost effective, and healthy way of encouraging locals and visitors to make short trips by bike,

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SAINT PAUL, MN

Fall 2021

KEY STEPS TO GOLD CONTINUED

make bicycling more accessible to all, and to bridge the 'last mile' between public transit and destinations.

- » Continue to expand bicycle safety education to be a routine part of education for students of all ages at all K-12 SPPS schools, and ensure that on-bike education is offered at all levels by expanding the Safe Routes to School Bike Fleet.
- » Continue the great and innovative engagement work happening in St. Paul, including the Friendly Streets Initiative and the five-block parties for community-based engagement!
- » Encourage more local businesses, agencies, and organizations to promote cycling to their employees and customers and to seek recognition through the Bicycle Friendly Business program.
- » Adopt a comprehensive road safety plan or a Vision Zero policy to identify specific strategies to reduce traffic crashes and deaths for all road users, including bicyclists and pedestrians. Introducing low stress bikeway facilities and lowering vehicle speeds through traffic calming treatments are important engineering components for addressing roadway safety.

- » Your application indicated that your community is currently updating a bicycle master plan. This is a great step to improving conditions for bicycling and institutionalizing processes for continual improvement. Your Bicycle Master Plan update should take advantage of best practices that are applicable to a community of your size, including the use of separated and protected bike lanes, targeted education programming, and demonstration projects to help the community understand possible bicycle facilities. Ensure that the new Plan includes specific and measurable goals, a strong implementation plan, and dedicated funding or an annual budget to ensure its success.
- » Review the factors that influence the CIP project prioritization process to ensure equity demographics is a critical factor.

MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

- » League of American Bicyclists: <https://www.bikeleague.org>
- » Guide to the BFC Report Card: https://bikeleague.org/sites/default/files/Guide_to_the_Bicycle_Friendly_Community_Report_Card.pdf
- » Resources for Building a Bicycle Friendly Community: https://bikeleague.org/BFC_Resources
- » About the BFC Application Process: <https://bikeleague.org/content/about-bfc-application-process>
- » Building Blocks of a Bicycle Friendly Community: <https://bikeleague.org/content/building-blocks-bicycle-friendly-communities>
- » The Five E's: <https://bikeleague.org/5-es>
- » Smart Cycling Program: <https://bikeleague.org/ridesmart>
- » Advocacy Reports and Resources: <http://bikeleague.org/reports>

