

RAMSEY COUNTY-WIDE

Pedestrian & Bicycle Plan

The Connected Ramsey Communities Network

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Introduction

Active Living Ramsey Communities seeks to empower local communities with the tools and framework to enhance their local network with county-wide benefits.

Built from local networks and guided by regional planning efforts, the Connected Ramsey Communities network links all of the communities in Ramsey County through high quality long-distance and connector routes. These are the countywide connections that will bring people from place to place throughout Ramsey County, and will act as a county-wide backbone between communities.

The County-wide Planning Framework

The Connected Ramsey Communities network is a planning framework for the County and local jurisdictions to refer to when planning, prioritizing and designing an active transportation network.

Three types of bikeways work together in the Connected Ramsey Communities network:

Major County-wide Corridors

Major routes provide long-distance travel between communities. They act as bicycle freeway corridors, and are envisioned as high quality facilities that can accommodate large volumes of users of all ages and abilities.

These routes require wider-than-standard bikeway widths, separate pedestrian space where pedestrian use is expected and enhanced crossings of streets where bicyclists receive protected traffic signals or upgraded crosswalks designed for motor vehicles to yield to bicyclists.

County-wide Connector Corridors

Connector routes provide frequent links between major routes to provide a dense level of connectivity and minimize out of direction travel.

These routes are also designed for all ages and abilities use, but may not require the high-capacity design elements desired on major routes. Intersection crossing safety and comfort are very important on the connector routes in order to maintain a high-quality experience.

Local Corridors

Local bikeways are the adopted networks endorsed by the communities within Ramsey County. These may be included in local bikeway plans such as the [Saint Paul Bicycle Plan](#), multi-jurisdictional plans such as the [Lake Links Trail Plan](#) or routes identified in the transportation, recreation or other sections of a local comprehensive plan.

“Identified Need” Planning Gaps

Most of the Connected Ramsey Communities network aligns with existing and planned bikeway routes. In some cases, small portions of the recommended alignments are not included in local plans. These non-planned locations are called “Identified Needs” and will need further local coordination to evaluate and adopt these missing links into local transportation system plans.

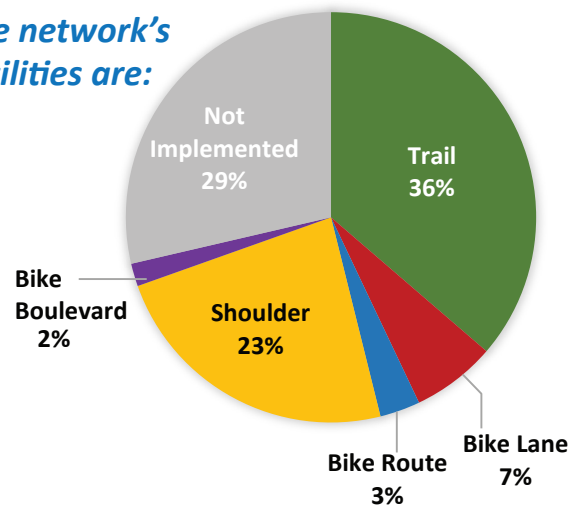
The Connected Ramsey Communities Network

The Connected Ramsey Communities Network is 327 miles of bikeways connecting every corner of Ramsey County. Map 4-1 at the end of this section displays the full Connected Ramsey Communities Network, and brief statistics are below:

Built from: **216** + **111**
miles + **miles**
of Major County-wide Corridors + *of County-wide Connector Corridors*

Made up of:
71%
existing facilities
based on planned facility types.

The network's facilities are:



Some "complete" facilities are still too stressful for users of all ages and abilities. Today, the network is made up of:

37% *Low Stress* segments, appropriate for users of all ages and abilities.

19% *Moderate Stress* segments, appropriate for most adult bicyclists.

14% *High Stress* segments, appropriate for confident, trained, adult bicyclists.

25% *Extreme Stress* segments, not appropriate for most people.

Map 4-2 at the end of this section displays the level of traffic stress on all county-wide links of the Connected Ramsey Communities Network.

Relationship with the Metropolitan Council Networks

The Connected Ramsey Communities network is complementary to other regional-scale planning networks.

The Metropolitan Council networks define a connected regional-scale system of on-street and off-street bikeways and were informed by local partners and community outreach. The Metropolitan Council has identified two primary regional bicycle transportation systems across the twin-cities region:

- Regional Bicycle Transportation Network (RBTN)
- Regional Trail System (RTS)

To support these plans, most RBTN and RTS corridors in Ramsey County are included within the Connected Ramsey Communities network:

Tier 1 Alignments and Corridors

Most Tier 1 RBTN alignments and corridors are included as Major County-wide Corridors. If an RTS Connection fills a clear gap in the Tier 1 network, it is also included here. This classification also includes alignment recommendations as determined by the advisory teams for the planning effort with the goal of establishing a roughly 1.5 mile grid across the county.

Tier 2 Alignments and Corridors

Most Tier 2 RBTN alignments and corridors and all remaining RTS alignments are included in the County-wide Connector Corridors.

In some cases, county-wide classifications differ from RBTN tiers. These classification and alignment recommendations were informed by the advisory teams and public engagement efforts for the plan.

Route Alignment

Alignments of specific corridors shown on the Connected Ramsey Communities map have been identified in conformance with local and regional bikeway networks. Upon implementation, these routes should be subject to further study and analysis of opportunities and constraints.

Ramsey Community Corridors

The Connected Ramsey Communities Network is consolidated across 62 distinct community corridors. These corridors offer a convenient way to organize and understand the Connected Ramsey Communities Network and may provide a coordinated way to group routes for implementation.

Each corridor has been briefly summarized in Table 4-1, with information on the extent, level of completion and level of traffic stress of the current alignment. Full summary tables for each corridor are included in the project library, available online.

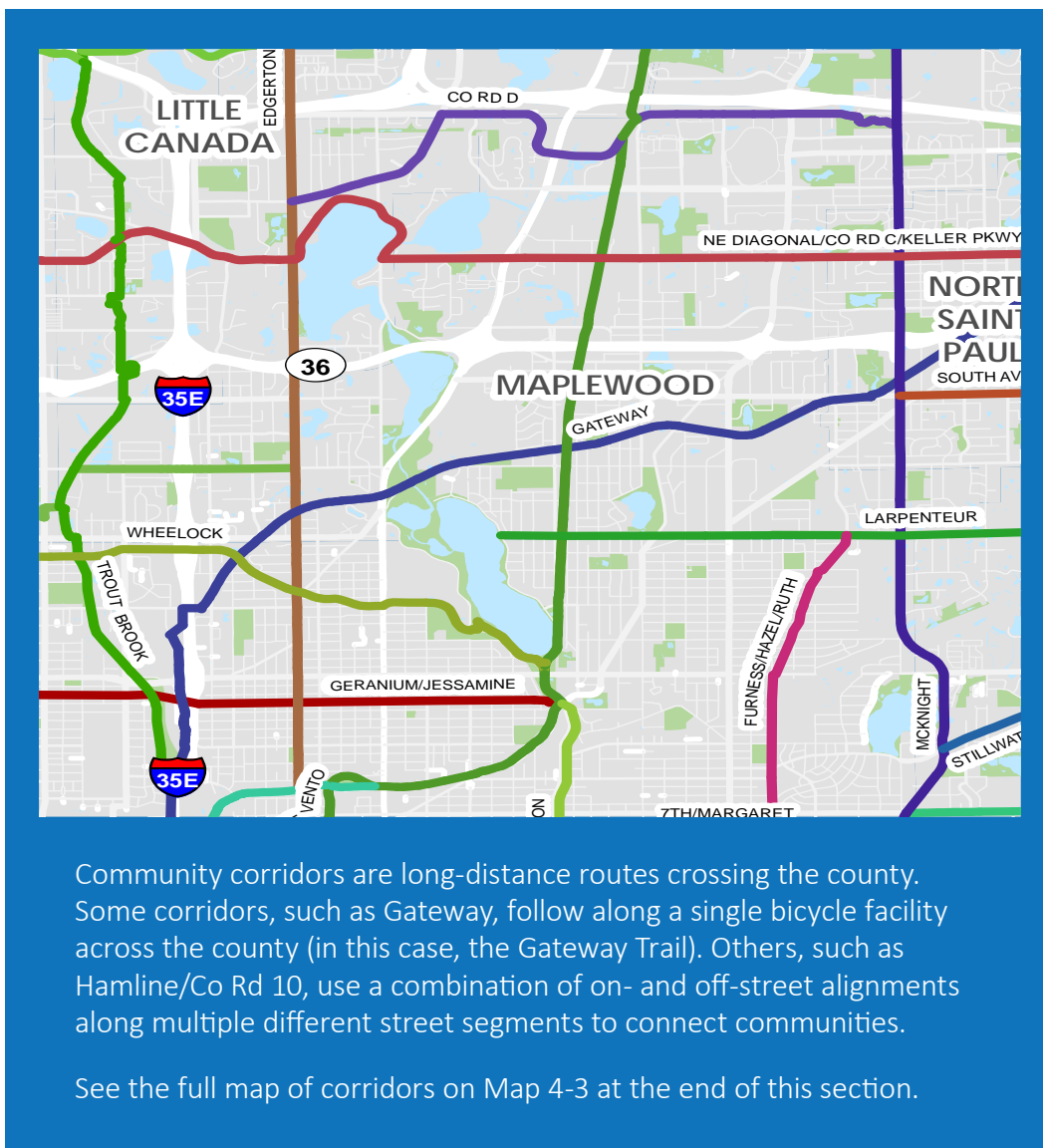


Table 4-1: Community Corridors of the Connected Ramsey Communities Network

Corridor Name	Total Miles	Percent Existing*	Percent Missing**	Percent Low Stress
5th	2.70	83%	17%	23%
7th/Margaret	10.98	11%	89%	6%
Annapolis	2.82	0%	100%	0%
Ash/Sherwood/Co Rd I	7.13	100%	0%	27%
Bald Eagle/H2	2.85	86%	14%	0%
Bruce Vento	13.61	81%	19%	55%
Carver	1.28	0%	100%	0%
Centerville	4.91	100%	0%	43%
Century Ave	11.51	71%	29%	15%
Cherokee	1.87	90%	10%	90%
Co Rd 96/Lake Links South	10.68	94%	6%	78%
Co Rd D	5.43	78%	22%	37%
Co Rd E	4.10	56%	44%	0%
Co Rd J	5.39	100%	0%	97%
Como	5.91	99%	1%	18%
CP Rail Trail	4.41	0%	100%	0%
Edgerton/McMenemy	8.39	83%	17%	20%
Elmer Andersen/Co Rd E/Goose Lake	10.80	67%	33%	21%
Fairview	8.88	52%	48%	10%
Ford/Montreal	3.15	35%	65%	7%
Furness/Hazel/Ruth	3.64	74%	26%	60%
Gateway	8.70	91%	9%	79%
Grotto/Dale	5.59	36%	64%	28%
Hamline/Co Rd 10	16.23	49%	51%	18%
Hodgson	5.19	82%	18%	65%
Indian Mounds/Upper Afton	5.08	60%	40%	41%
Jefferson	4.05	91%	9%	0%
Johnson	1.92	100%	0%	0%
Lafayette	1.81	73%	27%	73%
Lake Links North	1.25	100%	0%	0%
Larpenteur	3.30	88%	12%	0%
Lexington	11.24	91%	9%	89%
Lilydale	2.17	100%	0%	100%
Lower Afton	1.95	100%	0%	100%
Marshall	4.51	57%	43%	0%
McKnight	11.78	79%	21%	45%

Table 4-1 (Continued)

Corridor Name	Total Miles	Percent Existing*	Percent Missing**	Percent Low Stress
Mississippi River	5.42	100%	0%	100%
NE Diagonal/Co Rd C/ Keller Pkwy	14.57	74%	26%	40%
Oakdale	0.72	0%	100%	0%
Ohio	0.88	0%	100%	0%
Old Hwy 8/Long Lake	6.98	58%	42%	27%
Otter Lake	1.53	100%	0%	0%
Park/John Ireland	1.73	88%	12%	15%
Pelham/Raymond	2.19	100%	0%	15%
Pierce Butler/Phalen	6.67	63%	37%	17%
Plato/Airport	3.13	0%	100%	0%
Point Douglas	4.81	100%	0%	41%
Rice Creek	5.93	80%	20%	76%
Rice Creek Commons	2.82	42%	58%	42%
Roselawn/Reservoir Woods	6.65	96%	4%	50%
Sam Morgan	8.60	100%	0%	100%
Silver Lake Rd	5.18	0%	100%	0%
South Ave	0.99	100%	0%	0%
Stillwater Blvd	0.86	100%	0%	100%
Stinson	1.77	27%	73%	0%
Summit/High Bridge	5.24	86%	14%	10%
Trout Brook	8.95	63%	37%	63%
U of M Transitway	1.32	45%	55%	45%
University Ave/Charles	5.46	62%	38%	0%
Wabasha/Cesar Chavez/Concord	2.78	78%	22%	21%
Western	1.53	0%	100%	0%
Wheelock	5.62	100%	0%	21%

* “Percent Existing” includes segments identified as complete according to local plans. This may include facilities that are completed as on facility type, such as a shoulder, but are also planned to receive future upgrades, such as conversion to a shared used path.

** “Percent Missing” includes segments identified for future implementation in local plans and segments classified as “identified needs” in this plan.

Local Integration of the Connected Ramsey Communities Network

At the county level, this plan is a vision. At the local level it becomes reality.

To move forward, local communities can commit to prioritizing the Major and Connector routes as an important part of their bikeway network and aim to construct the routes to a high quality that serves all ages and abilities. Building for all ages and abilities may require exceeding current local design standards for trails and bikeways as described in the Infrastructure Design primer.

Local Next Steps

Local jurisdictions can support the development of the Connected Ramsey Communities network through an adopted resolution. The implementation section of this plan includes a sample resolution for cities. It includes supporting coordination in development of the network and adoption of Major County-wide Corridors and County-wide Connector Corridors as Major Bikeways in the appropriate section of a comprehensive plan.

Other specific options for support through resolution include:

- Incorporate “identified needs” into local and major route alignments. These segments complete missing links or direct gaps between facilities and will strengthen a local bikeway network regardless of full adoption of the Connected Ramsey Communities network.
- Establish a Major Bikeway classification in the transportation element of the comprehensive plan, in addition to local bikeway classifications. This classification type does not specify the precise type of bikeway, but should include policy support for creating a low-stress, high-quality facility appropriate for the prevailing traffic conditions.
- Integrate the Major Bikeway classification into project prioritization and public works street design processes. These routes are important and should be given a high degree of attention and interest.
- Create local design guides for the community based on the Infrastructure Design primer. There is no one-size fits all solution, but these designs should create facilities that serve users of all ages and abilities.

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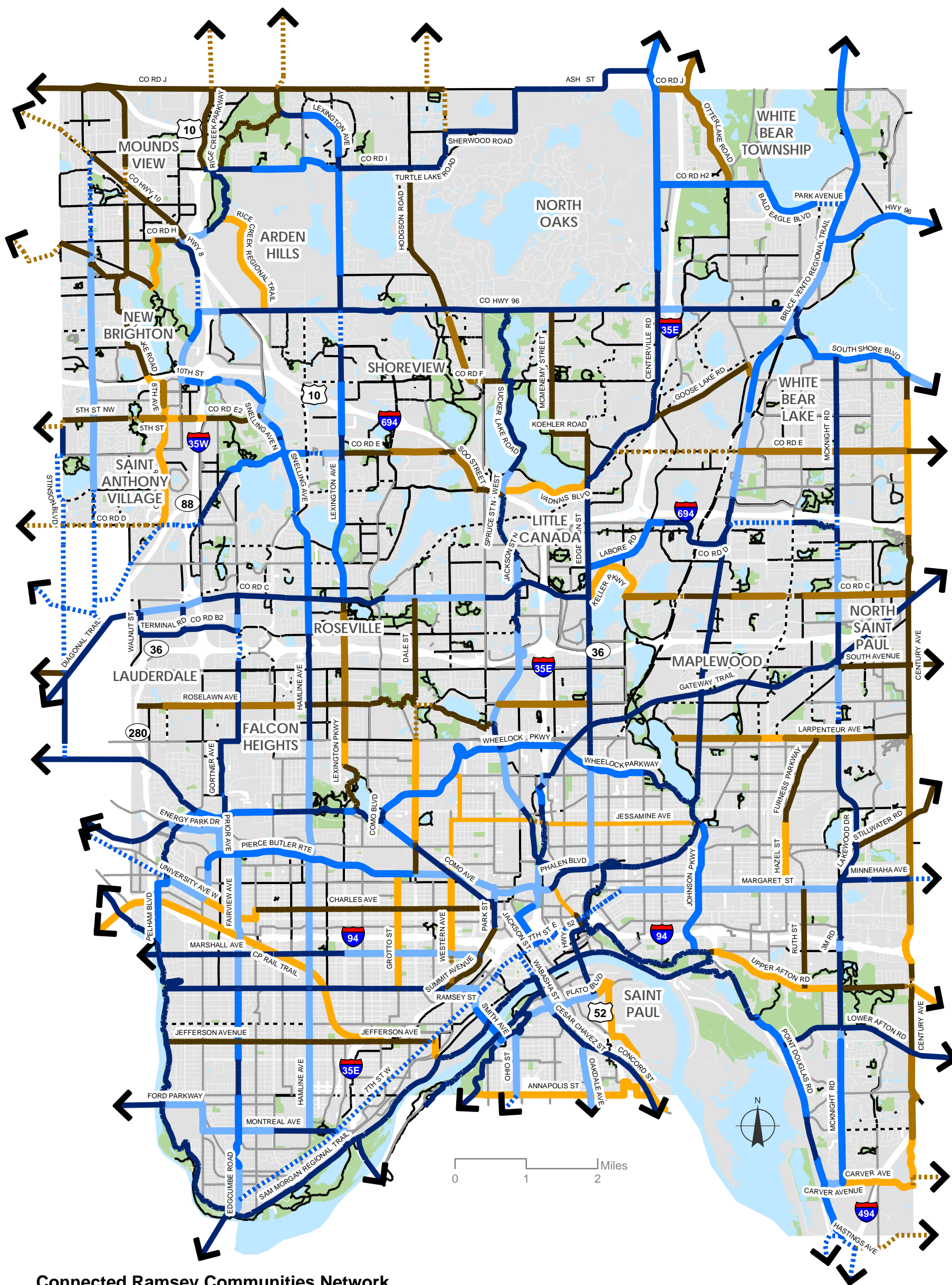
The Maps

Map 4-1: The Connected Ramsey Communities Network

Map 4-2: Level of Traffic Stress of the Connected Ramsey Communities Network

Map 4-3: Corridors of the Connected Ramsey Communities Network

Map 4-1: The Connected Ramsey Communities Network



Connected Ramsey Communities Network

Major County-wide Corridor

- Existing
- Planned Upgrade
- Planned
- Identified Need
- Inter-county Connection

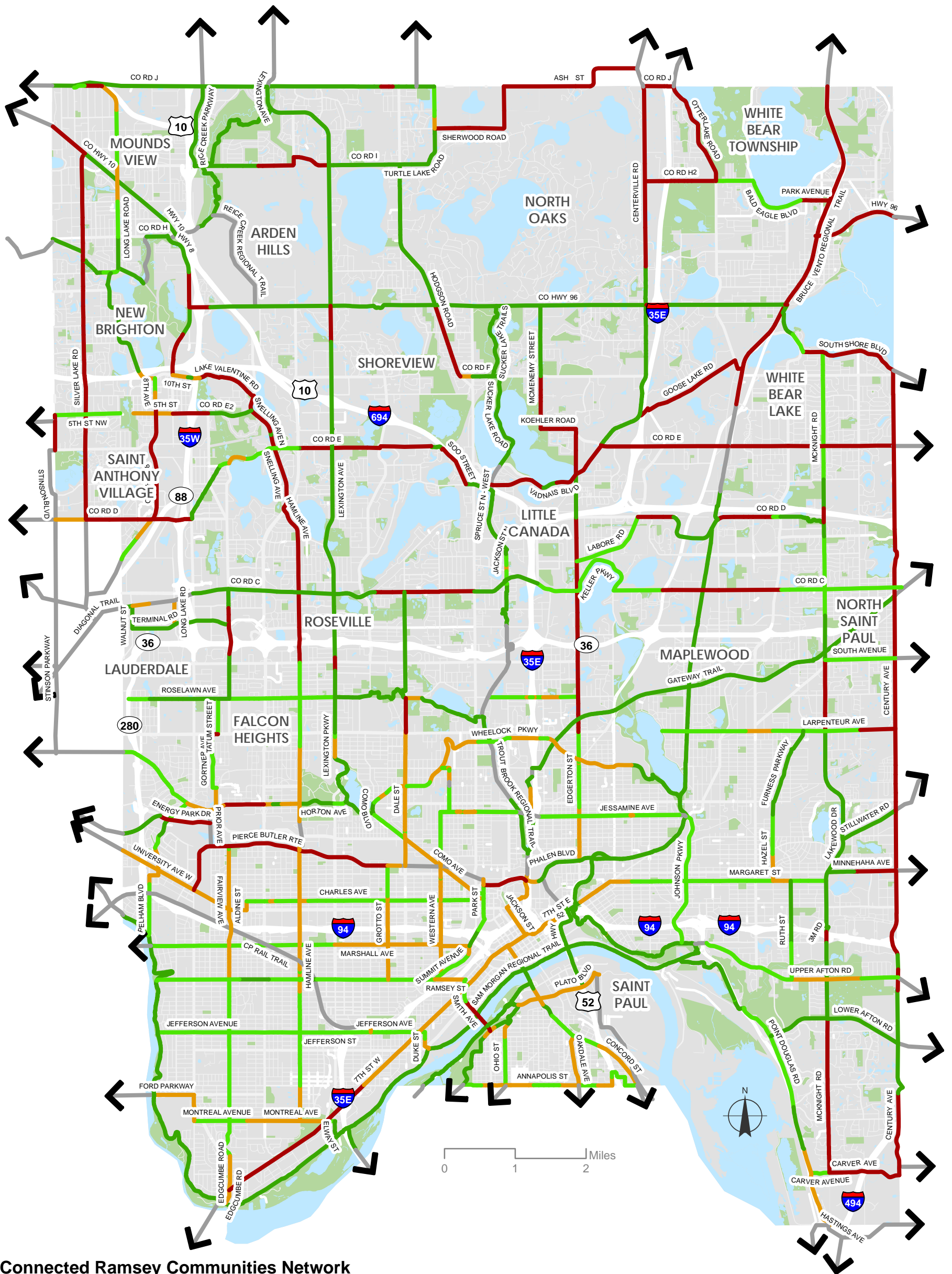
County-wide Connector Corridor

- Existing
- Planned Upgrade
- Planned
- Identified Need
- Inter-county Connection

Local Corridor

- Existing
- Planned Upgrade
- Planned
- Identified Need

Map 4-2: Level of Traffic Stress of the Connected Ramsey Communities Network



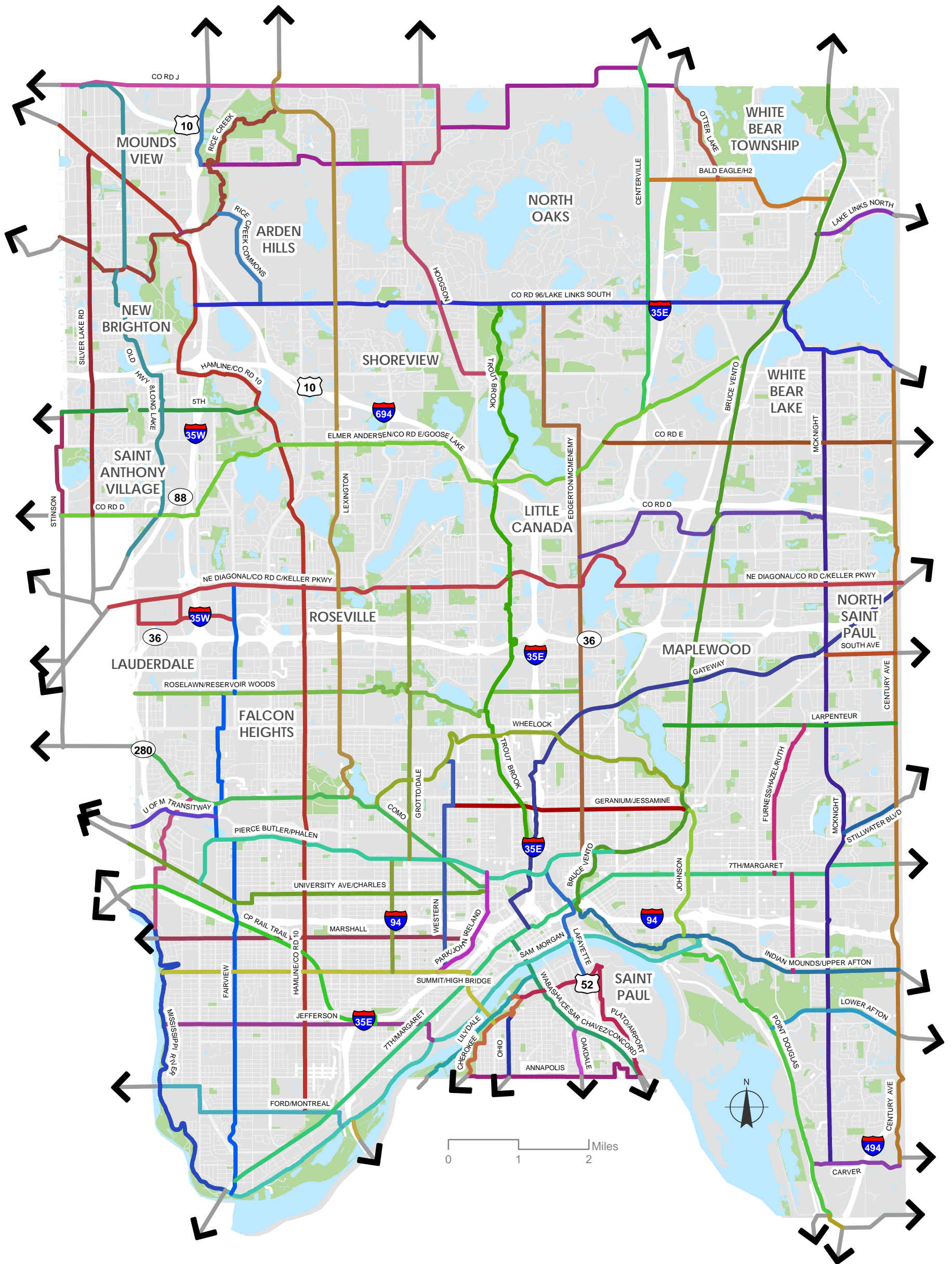
Connected Ramsey Communities Network

Level of Traffic Stress

- Low Stress** █
- Moderate Stress** █
- High Stress** █
- Extreme Stress** █
- Non Applicable** █

Note: Level of Traffic Stress (LTS) analysis displayed here applies to street segments only and does not include a detailed analysis of intersections or street crossings. The quality of crossings is critical and should be evaluated for further improvement.

Map 4-3: Corridors of the Connected Ramsey Communities Network



*Note that varied colors are used on the map to show the alignment of named corridors used to generate summary statistics shown in Table 4-1.

