Implementation

The Bicycle and Pedestrian Plan will inform the City’s annual budgets and capital improvement program. Project priorities identified in this Plan will be used as a framework to help guide those decisions. The process for selecting and programing projects will consider the following:

- Projects that align with the City’s Parks and Trails Replacement Fund capital investment and maintenance plan.
- Projects that encourage active living and align with Safe Routes to Schools (SRTS) or Regional Bicycle Transportation Network (RBTN) initiatives.
- Projects that close gaps in the existing sidewalk and trail network and improve the user’s comfort level. Comfort levels are determined based on vehicle traffic volumes, vehicle speed, and ability to connect to other trails.
- Projects that coincide with roadway rehabilitation and construction projects.

Woodbury is committed to enhancing its already well-established bicycle and pedestrian system that includes more than 170 miles of facilities, such as paved and natural surface trails, along with several boardwalks, bridges, and six grade-separated crossings. This network also links to more than 50 miles of sidewalks serving residential and commercial areas.

Contact Information

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Study Purpose & Goals
The Woodbury Bicycle and Pedestrian Plan was created to help advance the vision set forth in the City’s 2040 Comprehensive Plan for pedestrians and bicyclists. The following goals were developed to holistically address the following issues surrounding:

Bicycle and Pedestrian Facilities
Provide bicycle and pedestrian facilities that allow for safe and convenient movement throughout the city and to the regional network.

Safety
Provide safe connections between neighborhoods, business centers, parks and recreation facilities and schools, and consider the needs of all residents, especially those who do not have access to private vehicles.

Transportation and Land Use
Consider adjacent land uses and their potential to generate walking and biking travel when determining where connectivity improvements are most needed at the local and regional level.

Maintenance and Operations
Ensure that biking and walking facilities are kept in good condition on an annual basis.

Active Living
Make changes to the built environment to support active living.

Planning and Programming
Build upon the work that has been done through Woodbury’s Comprehensive Plan, Gold Line Station Area Planning, and other adopted plans that help advance the Planned Trail Network.

Partnerships
Build partnerships between businesses, residents, the City and community organizations to support and encourage biking and walking.

Equity
Provide the best public trail system possible to people of all backgrounds and abilities (see sidebar for more information).

Sustainability & Resiliency
Use the bicycle and pedestrian system as a means to implement the City’s sustainability and resiliency goals (e.g., reduction in emissions and creating greenways for natural habit) as expressed throughout the City’s 2040 Comprehensive Plan and other planning documents.

Planning Process
The planning process, led by City staff and consultant HKGi, began in early 2020 and concluded in August 2021. The Project Team primarily used online tools to ensure people could stay involved during the pandemic, while social distancing. Most of the engagement was done in collaboration with the Woodbury Gold Line Station Area Planning project, which was a planning project concurrent with the Bicycle and Pedestrian Plan for Woodbury.

More information about these studies can be found on the City’s website: https://www.woodburymn.gov/departments/engineering/bicycle_and_pedestrian_plan.php

Future Network
The map above depicts the planned trail routes adopted as part of the City’s 2040 Comprehensive Plan. As part of the planning process for this Bicycle and Pedestrian Plan, a number of additional future trail segments were added as proposed future trails. Planned and proposed trails generally align with new roadways.

Future improvements and additions to the bicycle and pedestrian network aim to close sidewalk and trail gaps, link pedestrians and bicyclists to key community destinations, and expand biking and walking as a viable means of recreation and transportation throughout the city. The future network is organized by facility type to help determine a hierarchy of routes. A brief summary of this network is listed below.

• Primary Routes are paved trails that are intended to serve as longer, continuous routes within the City.
• Washington County Routes are trails located on both sides of the roadway along county roads. The county-wide network plays an important role in supporting the City of Woodbury’s trail network.
• Neighborhood Collector Routes are paved trails that are intended to provide pedestrian and bicycle connections through existing and future residential neighborhoods, to connect users to the larger Primary Route Network, as well as to provide direct connections to parks and schools within residential areas.
• Park Destination Routes are paved trails, natural surface trails, and sidewalks that provide circulation routes and recreation within Woodbury’s parks.
• Internal School Connections provide necessary pedestrian and bicycle connections within school campuses.
• Residential Connections are sidewalks and multi-use trails located within residential neighborhoods, with the purpose of providing separated facilities for Woodbury residents to connect to parks and schools, while also providing a path for walking and exercise.