

Support

From: Amy Schwarz <amy.z.schwarz@gmail.com>

Sent: Sunday, June 14, 2015 3:47 PM

To: #CI-StPaul_Ward4; #CI-StPaul_Ward3; Coleman, Chris (CI-StPaul); Rafael.E.Ortega@co.ramsey.mn.us; Collins, Reuben (CI-StPaul); Toni.Carter@co.ramsey.mn.us; #CI-StPaul_Ward5; St Martin, Paul (CI-StPaul)

Subject: Re: Support of Cleveland Avenue Bike Lanes

Greetings,

I am writing again in support of the Front, Lexington and Cleveland Avenue bike plans as proposed by the City Planning staff. I live off of Cleveland Avenue and strongly support this bike lane. I encourage you to pass the city's plan as originally designed. I oppose the suggestion to continue to allow parking on Cleveland between Randolph and James Avenue and just paint sharrows on the road. Although sharrows are helpful in some circumstances, this is not one of them. Sharrows will confuse drivers and bikers and put the lives of bikers at risk.

The rhetoric over the loss of parking on this particular stretch of Cleveland has been really disheartening to me. I support small businesses and my parents own a small business, so I understand the investment of time, money and faith that goes into running a business. But I do not understand the negativity that the proposed bike lane has generated. And, owning a home in the are is also a huge investment of time, money and faith in the city. Faith in city leaders to make hard choices, choices that benefit the majority of citizens in St. Paul and not just a small, wealthy and loud group of business owners.

There are many citizens in St. Paul who you are not hearing from who will benefit from this bike lane, college students at St. Kate, St. Thomas and Macalester, citizens who live in other parts of the city who want to travel safely through Highland park, citizens who bike by choice and those who cannot afford a car, kids that would bike in the neighborhood if it was safe to do so. I encourage you to listen to majority of citizens who support this plan, as proposed. Please do not jeopardize it over five parking spaces. I travel on Cleveland on a daily basis, by car or bus and rarely are the five parking spots in question fully in use. The owners of one of the businesses already have a parking lot. And, as the city staff recognized, there are parking alternatives on side streets that will mitigate the loss.

I know that change is hard, but the Highland neighborhood will be changing drastically with the development of the Ford plant. Having a solid and safe biking infrastructure in place puts us in a great position to be ahead of this change, rather than behind it. Streets are public spaces. The are not reserved for the wealthy or those with homes or businesses in front of them.

Thanks,
Amy Schwarz, J.D.

From: Michael Ramstad
Sent: Monday, June 15, 2015 7:43 AM
To: Tolbert, Chris (CI-StPaul)
Subject: Cleveland Ave Bike Lane

Chris,

I am writing to you this morning to ask for your support for the Cleveland Avenue Bike Lanes. As a resident that lives less than a block from Cleveland Ave I use this street on a daily basis. I primarily use this street for driving but in the months that we do not have snow I bike commute using this street about twice a week to get to Marshal and over the river.

The 3 years that I have been a regular biker on this street I have noticed how uncomfortable I have felt navigating this street on bike and what a stark difference it is when compared to Fairview. Bike lanes are greatly needed on Cleveland and I am thrilled that this street was identified in the Saint Paul bike plan.

I know you supported the Saint Paul bike plan (Thank you again!) so I am pretty confident that you support the Cleveland Ave Bike Lanes but I just wanted to let you know how I feel on this subject and hope that you share my feelings about this enhancement to our community.

Thanks,

Michael Ramstad
xxxx Berkeley Ave
Saint Paul, MN 55105

From: Steve Boyd-Smith
Sent: Sunday, June 14, 2015 9:59 PM
To: Tolbert, Chris (CI-StPaul)
Subject: Bike Lanes

Hello. I am a constituent (xxxx Berkeley Ave) and I am writing in support of bike lanes on Cleveland Avenue. I am receiving a lot of mail suggesting that I contact you to say the opposite, but I reject the idea that it has to be all or nothing. I believe that creative solutions can and should be found for both business parking and bike lanes. The city should provide parking pull-offs or other solutions at affected businesses, which do certainly deserve consideration in this debate. At the same time, bike lanes are future-looking for the city as a whole and are a necessity. I therefore support the lanes on Cleveland as a priority for the city's long-term sustainability.

Thank you for your attention.

Steve

From: Lil Leatham
Sent: Sunday, June 14, 2015 6:58 PM
To: Tolbert, Chris (CI-StPaul)
Subject: Support for the Cleveland Ave. Bike Lane

Councilmember Tolbet,

As a Mac-Grove resident I am very supportive of the proposed bike lane on Cleveland Avenue. The bike lane will provide a much needed north south connection between Summit Ave and the Highland Park Business District in addition to linking St. Thomas and St. Kate's, and hopefully divert bicycle use from Cretin Ave. Building bicycle infrastructure in our city has many benefits including:

- encouraging active living for healthier residents;
- providing safe alternatives to automobile use for reduced emissions; and
- making the city more accessible for those who do not drive.

It is wonderful to see the St. Paul Bicycle Plan being implemented, a tangible project which supports the 8-80 vitality campaign, and changes that will make Mac-Grove more livable into the 21st century!

Sincerely,
Lillian Leatham
xxx Stonebridge Blvd.
Saint Paul, MN 55105

From:
Sent: Sunday, June 14, 2015 5:13 PM
To: Tolbert, Chris (CI-StPaul)
Subject: Cleveland Avenue Bicycle Lanes

To the honorable Chris Tolbert

Kind regards,

My name is Andrew Swanson and I live near the intersection of St. Clair Avenue and Cleveland Avenue.

I regrettably will not be able to attend the public hearing Wednesday, but I wanted to let you know that my family and I strongly support the proposal for bike lanes on Cleveland Avenue between Highland Parkway and Summit Avenue.

While there concerns from small business owners along this stretch of Cleveland that the elimination of parking spaces in favor of bike lanes will hurt business, I am not aware of any studies that support this conclusion. The studies on this topic that I am aware of suggest that bike lanes lead to an increase in small business revenue.

<http://www.triplepundit.com/2013/12/bike-lanes-increase-small-business-revenue/>

https://www.sfbike.org/wp-content/uploads/2014/04/Protected_Bike_Lanes_Mean_Business.pdf

<http://www.naiop.org/en/Magazine/2014/Spring-2014/Development-Ownership/Protected-Bike-Lanes-Mean-Business.aspx>

Thank you so much for considering this proposal.

Sincerely,

Andrew Swanson

From: Mackey

Sent: Saturday, June 13, 2015 9:54 AM

To: Tolbert, Chris (CI-StPaul); Stark, Russ (CI-StPaul)

Subject: Fwd: Delivery Status Notification (Failure)

Dear Chris,

I am **in favor** of the bike lane on Cleveland. I live in the neighborhood and I like to shop locally. I try to do as much of my shopping and entertainment on bicycle as I can. To be honest, I tend to go to Grand Ave rather than the Highland area because Highland is not as bike friendly. If Cleveland had a bike lane, it would certainly make the commercial areas of Highland and Cleveland much more attractive to me. Plus, it's the right thing to do!

George Mackey

From: James Jacobs [<mailto:jjacobs702@gmail.com>]
Sent: Monday, June 15, 2015 8:41 AM
To: #CI-StPaul_Ward3
Subject: Cleveland Bike Lanes

Dear Mr. Tolbert,

As a long time resident of St Paul in Ward 3, and as person who uses a bicycle for transportation, I encourage you to work to secure the bike lanes on Cleveland Avenue.

There is no safe biking route from the businesses on Ford Parkway and Cleveland, north into residential neighborhoods. As biking grows as a transportation choice, the road infrastructure must be adapted.

Thanks for your efforts,
James Jacobs

xxxx Saint Clair Avenue
Saint Paul, MN 55105

Dear Council Member Finney,

My name is Tony Desnick and I live at 2166 Randolph Avenue in Ward 3. I work as a Director at Nice Ride Minnesota but I'm writing you today as a St. Paul resident. In March of this year, the comprehensive bike plan passed by the City Council represents a vision for how St. Paul can be a bike place that encourages the economic vitality enjoyed by cities that have celebrated biking and have provided safe and effective bike infrastructure for the most vulnerable travelers on our streets.

I've watched with great interest, the controversy regarding the Cleveland Ave bike lane project. The business owners, the loudest of whom have spoken out against this plan are those along the one block on Cleveland between Randolph and James. The restaurant Luci is open three days a week starting at 5:00 PM. The new furniture store La Belle Junke is only open four days/month. The Sportman's Barber Shop is open most days but as a practical matter, sad as it is, is part of a dying breed - from 40,000 nationwide years ago to 17,000 today.

<https://news.google.com/newspapers?nid=1755&dat=20010709&id=fg8iAAAIBAJ&sjid=mX8EAAAIBAJ&pg=4990,5299332&hl=en>

The Cleveland avenue project, as the first project (along with Front and Lexington) to be implemented will be a major test for the resolve shown in the unanimous approval of the Comprehensive Bike Plan March 29. A few businesses, many of which are open very limited hours, can hold the entire bike plan hostage by showing that a few NIMBY (not in our back yard) players can cause the city to override what's best for our community to serve the interests of a few businesses that are rarely open.

I prefer to take an IOBY (in our back yards) approach. Serve the entire community over the long term rather than cater to the few loudest voices of dissent over the next several months.

Bike infrastructure is proven, in every city where it has proliferated, that bike lanes don't hurt businesses. This is not opinion but proven in cities on all continents in all latitudes (most are northern cities). If the NIMBYs in our neighborhood torpedo the plan for Cleveland there is a very real chance that they can do it again in the other projects scheduled in the months and years ahead. This could spell the death of the comprehensive plan that garnered your vote in March. We need only look across the river to see if biking leads to economic prosperity. Along the Midtown Greenway alone, we've seen over 2000 units of new housing built. Think of the jobs in construction, maintenance, and management that this brought to the city of Minneapolis. I want St. Paul to benefit from some of that economic vitality.

<http://www.fastcoexist.com/1680611/bikes-arent-just-good-for-you-theyre-good-for-the-economy-too>

If you vote no on Wednesday, businesses like The Blue Door, Whole Foods, the University Avenue ethnic restaurants and markets, Swede Hollow Cafe, Yarusso's, Flat Earth Brewing, Minnesota Music Cafe, The Strip Club and many more like these will be harmed by the lack of foresight that the incremental damage to the plan that a "no" vote for Cleveland might cause.

I urge you to honor the vote that was taken on the 29th of March and allow the bike plan to move forward. Please vote yes for all St. Paulites.

Best regards, Tony

Anthony Desnick
xxxx Randolph Avenue #1
St. Paul, MN 55105

From: Sean Scanlon
Sent: Monday, June 15, 2015 2:42 PM
To: Collins, Reuben (CI-StPaul)
Subject: in favor of Cleveland Ave bicycle lanes

Dear Reuben Collins,
Thank your for supporting bicycle lanes on Cleveland Avenue. After recent articles by Mr. Soucheray I suspect you've been deluged by angry messages from people who fear change. Regardless of how loud they are, thankfully, they do not represent all Saint Paul residents.

I am 38 years old and have spent the last 16 years working as an electrical engineer. After four years in Minneapolis and one year abroad in Amsterdam, the Netherlands, this spring I chose to move back to the the USA and am now living in the Saint Paul Midway area. The planned bicycle network would make the 8.5 mile commute to my electrical engineering job in Roseville significantly more bicycle friendly and would entice me to continue living (and spending hard-earned tax dollars) in Saint Paul after my current lease is up.

Please continue working to make Saint Paul a world-class city.
Kind regards,
Sean Scanlon

From: Troy Ascher
Sent: Monday, June 15, 2015 2:52 PM
To: #CI-StPaul_Ward3
Subject: Cleveland Avenue Bicycle Lanes - Support for

Hello Chris,

My name is Troy Ascher, and I am a resident of your ward. I've lived in Saint Paul for almost ten years now, the last five in Highland Park on Scheffer just a short walk from Cecil's deli.

I am writing to express my support for the proposed bicycle lanes on Cleveland Avenue. Six years ago, I could have cared less about the idea of giving space for cyclists on our roads. I didn't bike, was a heavy smoker, and was overweight. Shortly after I moved into Highland someone was kind enough to gift me an old ten-speed bicycle. Riding my bicycle through the neighborhood those first few times opened up my eyes to all kinds of places and things that I had been missing when I driving through in my car. Five years later, I bike as much as I can, most often to run errands around the neighborhood, or to and from work. Biking helped me quit smoking, and it has helped me to lose weight and keep the weight off.

Getting north from where I live is an issue. I don't feel safe riding on either Cretin Ave or Cleveland. Out of the two, Cleveland is the lesser evil because traffic is generally slower and more sporadic. To ride my bike down to the river to go north takes too much time and effort. (it's not as easy as just hitting the gas pedal for a few seconds longer, as I'm sure you know.) It would be fantastic to have a bike lane on Cleveland heading up to Summit. Do you know how easy it will be to convince my wife to get Izzy's if we can bike most of the way there on a bike lane?

The fact is that St. Paul is behind the times in regards to safe, easy, and accessible biking in our metro area. It only takes a half mile bike ride to get to one of the best bicycle systems in the nation. I have been very excited to see some of the proposed changes we as a city have been looking at. It is a start. The bottom line, though, is that if St. Paul wants to keep and attract young people we need to continue to step up our game in regards to making alternative transportation an option. I recently took a job downtown in Minneapolis. One of the biggest factors for me on which firm to go with was on how easily I would be able to bike there.

I urge you and the rest of the council members to speak in favor of the bicycle lanes, for the safety of your residents and to continue to make our great city a viable and attractive option for millennials such as myself.

Sincerely,

Troy Ascher

From: On Behalf Of Ryan Ricard
Sent: Monday, June 15, 2015 1:34 PM
To: #CI-StPaul_Ward3
Subject: Supporting Bike Lanes on Cleveland Ave

Greetings Mr. Tolbert,

It's my understanding that there is an upcoming meeting on the city's plan to add bike lanes to Cleveland Ave this Wednesday evening. I will be unable to attend that meeting due to a previous engagement, so I hope you'll consider my written support of the city's Bikeways plan.

Bike lanes on Cleveland would be an excellent addition to St. Paul's growing network of bike lanes and protected bike paths, providing an important north-south connection between Highland Park and Merriam Park and also another sane route to Minneapolis via the U of M transitway. Car traffic on Cleveland makes it dangerous to navigate by bicycle as is, but adding a striped bike lane would give many more potential cyclists encouragement to use this route.

It's my understanding that there is opposition to the addition of these bike lanes particularly focused on the removal of some parking spots on Cleveland Ave. As a regular patron of many businesses up and down Cleveland (Cecils, Snuffy's, Regina's, Izzy's, etc. etc), I've always found available parking on the adjacent side streets without issue. Removing parking in front of some storefronts will be a minor inconvenience to a few people who have to travel a few blocks to park, but the bike lanes would be a major enabler for many people who travel by bicycle in the neighborhood.

Thanks,
Ryan Ricard
xxx Snelling Ave S

Mr. Tolbert,

When you vote on Tuesday, please consider my perspective on the topic. I am 100% for adding the bike lanes and removing all parking on Cleveland Avenue.

We, spouse and 2 children, have lived in MacGrove for 15 years and have seen many changes in that, what I consider, short amount of time.

The concerns being presented about the adding the bike lane do not escape my understanding, however I am still in favor of their addition.

My family and I will be watching to see how you vote. We hope to see what we consider positive progress in our part of Saint Paul.

Regards,

Dylan Leatham

Anonymous phone message – Support the bike lanes

Some things to consider:

- My name is Andy Singer. My wife and I own a house on Berkeley Avenue a half block from Cleveland and this proposed project. I am a freelance illustrator. My wife teaches at the University of Saint Thomas.
- We eat dinner at Luci Ancora 4-6 times per year. We eat and drink at Davannis, Coffee Bene. Café 128, Snuffy's, The Chatterbox, Cecil's, Punch, the Highland Grill and Chipotle.
- We've shopped at Lunds, Erik's Bike Shop, Patina, Half-Price Books, Wild Birds Unlimited, and we use Pro Pharmacy for all our prescriptions.
- My wife gets her hair cut at Euphoria Salon, goes to church at Our Lady of Victory on the St. Catherine campus. I've had VHS tapes digitized (onto DVDs) at Astound Video and we both use the Highland Library.
- We don't own a car. So we get to all these places on foot or by bicycle, all year round, even in winter.
- We chose this neighborhood because it was within walking or biking distance of my wife's job, transit and many goods and services.

I support putting bike lanes on Cleveland Avenue because:

- They would connect Summit Avenue and UST with Highland Center.
- There are destinations along this route that cyclists wish to reach, including: Lunds; Highland library and Recreation Center; various bars, shops and restaurants; St. Catherine University; UST; and the Summit Ave bike lanes.
- UST and St. Cate students take courses on each others campuses. Both schools are part of the Associated Colleges of the Twin Cities and ran a shuttle bus to connect the campuses but that shuttle bus is ending due to budget and ridership issues. Many students on both campuses ride bicycles. Cleveland bike lanes would provide a direct connection between the schools.
- Finn Street doesn't go through the entire corridor but requires riders to cut over to Cleveland at Niles (going southbound) and Hartford (going northbound).
- Using Mississippi River Blvd to travel through the corridor requires that a cyclist go 1.5 miles out of their way, ascend a substantial hill and negotiate dangerous traffic and poor connections on the south end.
- Cleveland could eventually provide a north-south connection for cyclists between Highland and Como that currently does not exist.

In order to stripe bike lanes at the south end, 9 parking spaces would have to be removed between Randolph and James Avenues. On this corner Luci and Luci Ancora have a 12-space parking lot. There is also on-street parking South of the bus stops on Cleveland that would not be removed.

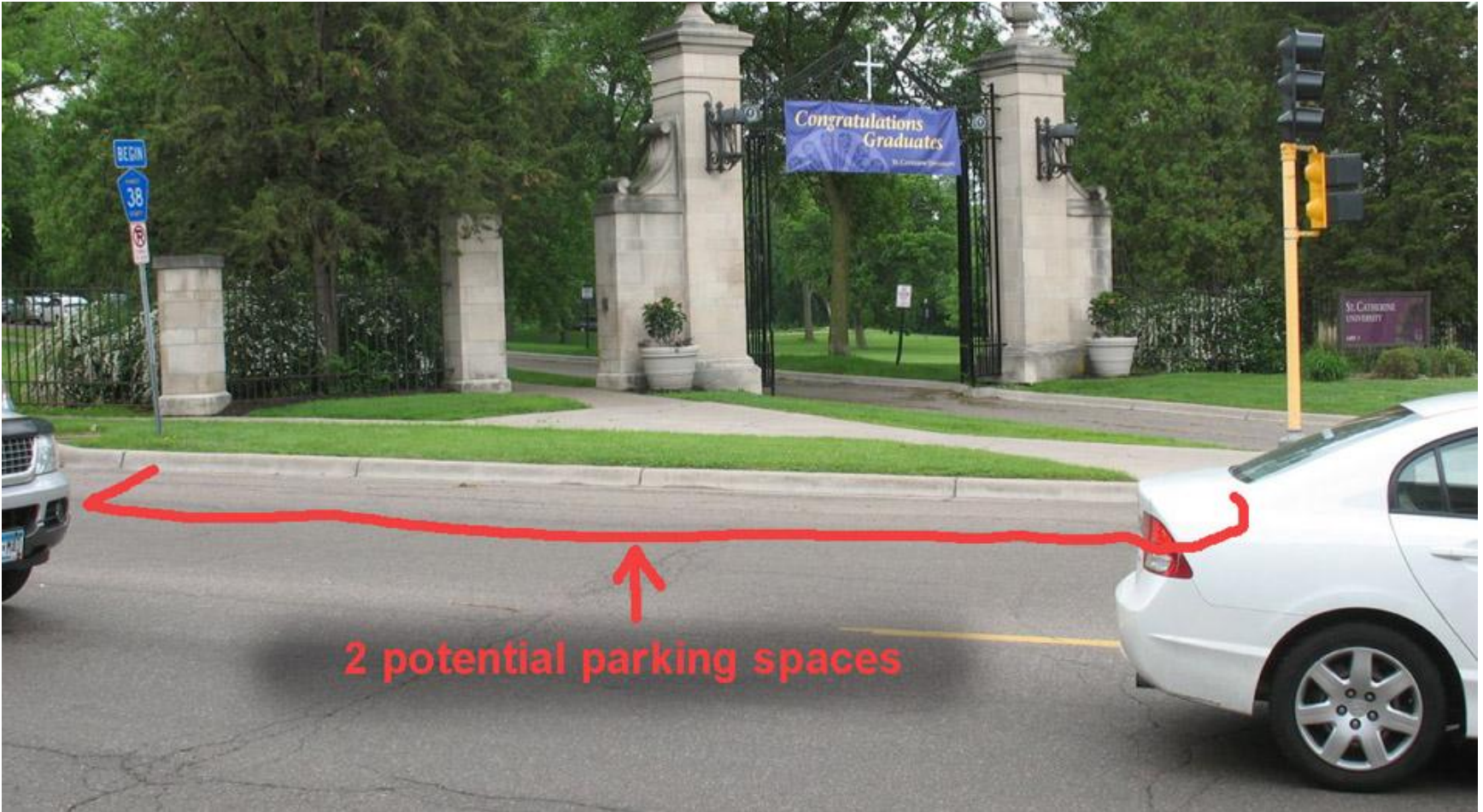




There is also lots of non-permit parking on James and Randolph Avenues, both east and west of Cleveland.

Two spaces on Randolph already carry 30-minute parking restrictions to encourage turnover for businesses on that corner and additional spaces could be designated as 30-minute, 1-hour or even 2-hour spots at certain times. This would increase parking availability during the day or even in the evenings for restaurant-goers.

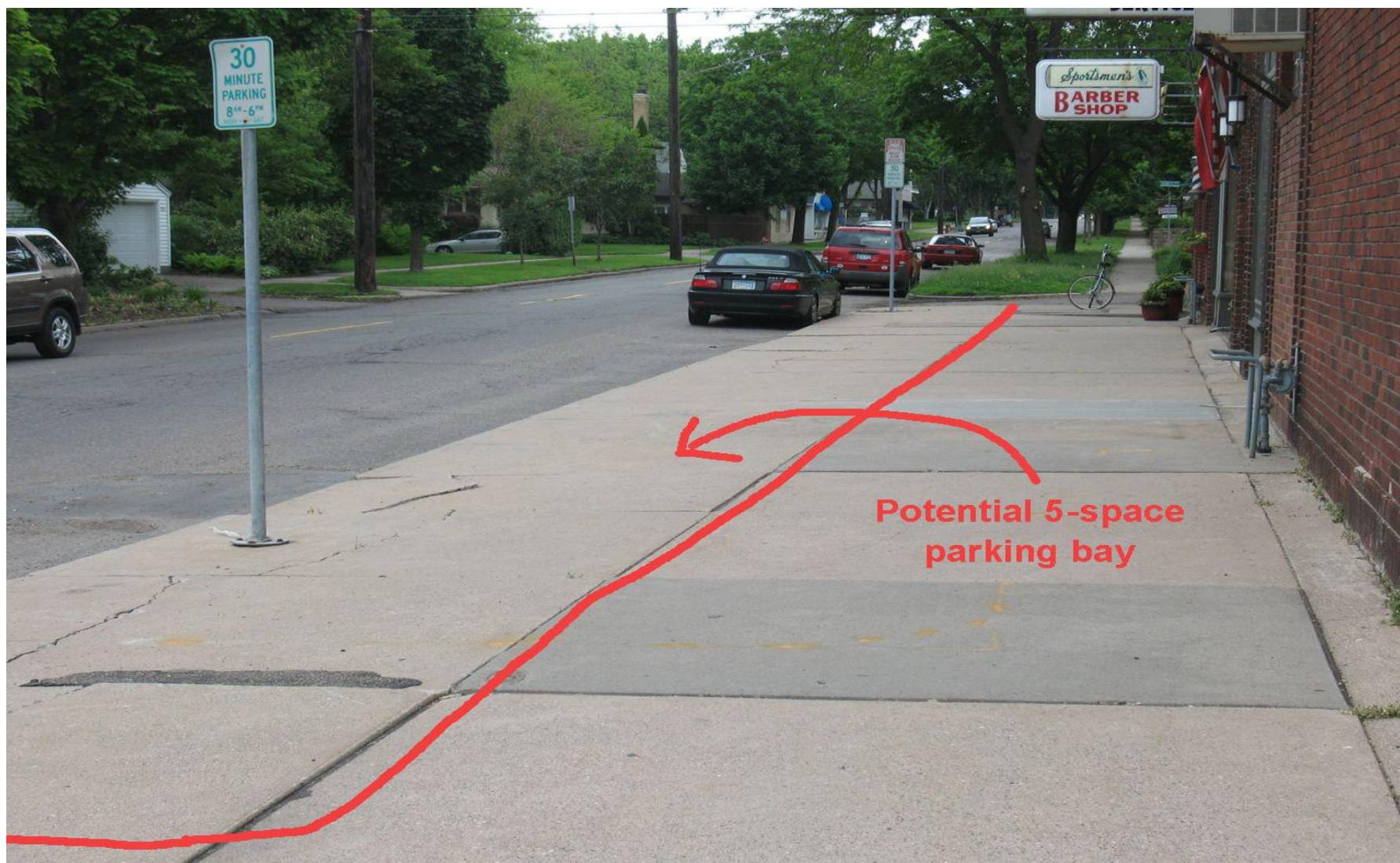
Across Cleveland from Luci Ancora, there is room for two on-street spaces on Randolph in front of St. Catherine University, if the city chose to allow parking there. This would make up for two of the lost nine parking spaces.



Next to the Accolades Spa 15-space parking lot, is an unused driveway that can provide an additional 2-space parking bay. It is currently useable as-is but could be officially signed and proper curb-cuts added at a later date. This would make up for an additional 2 of the 9 lost parking spaces.



Finally, the sidewalk in front of Kurt and Angela Chandler's building is wide enough for a 5-space parking bay. This would replace the remaining 5 of the 9 lost parking spaces. If the bay can't be constructed as part of this street repaving project, there could be sharrows pavement markings in lieu of bike lanes between Randolph and James, ***pending construction of this bay at some designated, future date.***



At the Kehilat Sar Shalom Temple, five (or more) parking spaces could be designated on Sargent Street for loading, handicap access or “temple only” use at designated service times, with permits given to the temple. This would make up for the five lost parking spaces on Cleveland in front of the building.



At the North end, Davannis/Coffee-Bene has a 23-space parking lot on Grand, a 5-space parking-bay on Cleveland (that is not going away) and permission to use 32 spaces across Grand at a University of St. Thomas lot after 5pm on weekdays and on weekends. Besides all this parking, many of their customers are UST students and staff who arrive on foot or bikes.



For the most part, the 6 parking spaces on Cleveland that would be lost (just north of Lincoln) are not used by Davannis Customers but by UST students who don't want to pay for on-campus parking.



If absolutely necessary to the survival of this bike lane project, there is room to create a 2-3-car parking bay across the street on Cleveland, by cutting into the boulevard.

There are ways to mitigate parking losses and enable the striping of bike lanes between Grand and Randolph.

Some have suggested permanently putting “sharrow” markings on Cleveland in lieu of bike lanes. This would be a mistake because Cleveland has high motor vehicle traffic volumes with people driving up to 40mph. Sharing a driving lane with bicyclists would put cyclists at risk (as they are now) and create conflicts between motorists and bicyclists (as exist now). The whole point of striping bike lanes is to improve conditions for cyclists not leave them the way they are now.

If necessary to the survival of the project, temporary sharrows could be put in at the south end between Randolph and James but these should be “pending construction of a parking bay” by some set date.

Putting in permanent sharrows for stretches of Cleveland or abandoning the bicycle portion of this repaving project entirely, would set a terrible precedent for the city and the Bike Plan. Unlike some other places in the city, there are solutions and ways to mitigate parking losses on this part of Cleveland Avenue. I urge the city, bike advocates and business owners to meet up and figure out a mutually beneficial way to get this project done.