

From: [Newton, Randy \(CI-StPaul\)](#)
To: jayseverance@comcast.net; [*CI-StPaul Contact-Council](#)
Cc: [Mundahl, Barbara \(CI-StPaul\)](#); [#CI-StPaul Ward2](#); [Kershaw, Sean \(CI-StPaul\)](#)
Subject: RE: Capital City Bikeway Hearing
Date: Wednesday, May 12, 2021 2:43:58 PM

Jay –

Apologize for the delay in getting back to you with a response.

Answers to your questions are included below in red.

- What types of vehicles can use the bikeways? Obviously bicycles, but what about three wheeled tricycles, E-bikes, E-scooters, motor scooters or bikes, wheelchairs, electric handicap vehicles, golf carts...? The legislation on this can get complicated quickly as there are numerous potential vehicles or uses that are ever evolving and have the potential to be legislated. We would need to do some research to answer all of these definitely. We do know that three wheeled tricycles, E-bikes, E-scooters are allowed. We would encourage electric and analog wheelchairs to use the sidewalk, but see no issue with their use of the bikeway. We would discourage the use of other low-power vehicles (motor scooters, golf carts, etc.) on the bikeway.
- Have there been traffic studies of the existing bikeways...Jackson and 10th...to indicate the probable use? No, no study has been completed to estimate use. The Wabasha corridor is proposed to be part of the larger Capital City Bikeway and citywide bicycle network. Implementation of the Capital City Bikeway was identified as a priority in the City's bike plan. In order to achieve the City's goal of reducing vehicle miles traveled it is imperative that we provide a network of bike facilities. The Wabasha corridor is one segment of this larger network.
- In advance of the restructuring of Wabasha in 2022, will the parking be eliminated and a temporary bikeway be set up? No, there is no plan to implement a temporary (or interim) bikeway on Wabasha between Kellogg and 6th in advance of its full reconstruction in 2022. Subject to funding the remainder of the west corridor of the bikeway is currently planned to be implemented in an interim manner (similar to what is currently in place on 10th Street).
- The reconstruction of Wabasha calls for the widening of sidewalks. How is this going to impact the ability to maintain two traffic lanes for autos and adequate space for delivery vehicles? The proposal for the bikeway on Wabasha includes sidewalks on both sides of the street, the bikeway on the west side of the street, retaining the existing bus/parking/loading zone lane on the east side of the street, and two general purpose travel lanes. To accommodate this typical cross section the width of the sidewalk space on Wabasha may be slightly decreased compared to the existing width.
- Has the planned addition of streetcars on 5th and 6th street been considered? That project will also eliminate most parking on those streets west of Cedar st. and constrict traffic. Are the project teams in communication to consider over-all traffic issues in the downtown prior to implementing permanent changes? Yes, we took into consideration the Riverview project as well as other future projects downtown. With this we note the following: The Riverview project is still in its early stages and much with the project is still unknown. In particular the

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use of 5 and 6 Street is not a given. Second we do anticipate that as additional multi-modal projects are implemented, additional on-street parking removal will occur.

- What is the additional cost for adding permanent bike paths in the reconstruction of the street. What is the additional cost of maintenance for snow removal, street cleaning etc? We estimate that the cost to implement the bikeway as proposed (Kellogg to John Ireland) is approximately \$2 million. Roughly speaking this is around \$200,000 per block to add the bikeway. We acknowledge construction of this bikeway (along with all other bikeways in the city) results in additional maintenance needs. We do not have estimate for the additional maintenance costs for this corridor but we are working to build the additional maintenance costs of all our bikeways into future budgets.
- How are the additional costs to be paid for? Will users be required to pay fees? Property or sales tax increases on downtown residents? The specific funding for the bikeway has yet to be identified.

Thank you –

Randy

Randy Newton, P.E., P.T.O.E.

City Traffic Engineer

City of Saint Paul | Department of Public Works

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From: jayseverance@comcast.net <jayseverance@comcast.net>

Sent: Wednesday, May 12, 2021 11:21 AM

To: *CI-StPaul_Contact-Council <Contact-Council@ci.stpaul.mn.us>

Cc: Newton, Randy (CI-StPaul) <Randy.Newton@ci.stpaul.mn.us>; Mundahl, Barbara (CI-StPaul) <barbara.mundahl@ci.stpaul.mn.us>; #CI-StPaul_Ward2 <Ward2@ci.stpaul.mn.us>

Subject: FW: Capital City Bikeway Hearing

Think Before You Click: This email originated outside our organization.

To: St Paul City Council

I am forwarding the following email request as a public comment on the proposed Capital City Bikeway hearing on March 12, 2021.

I sent an email request on May 4th for further information to consider in my position on the proposed Wabasha street alignment to the project leaders for the bikeway and Wabasha street reconstruction project. I have not received a response from either of them.

In the absence of that information, my position is as follows:

- I previously submitted comments at the last public engagement meeting that I did not believe either St Peter nor Wabasha bikeways were warranted and that the bikeway should connect with Kellogg via the seven corners area to complete the loop.

- If that is rejected, I agree that the Wabasha alignment is the least-worse choice, but I believe the council should consider the questions posed in the following email and review and make public the answers before approving this alignment.

Thank You,
Jay Severance
350 St Peter Street Unit 409
St Paul, MN 55102

From: jayseverance@comcast.net <jayseverance@comcast.net>
Sent: Tuesday, May 4, 2021 11:24 AM
To: 'Randy.Newton@ci.stpaul.mn.us' <Randy.Newton@ci.stpaul.mn.us>
Cc: 'barbara.mundahl@ci.stpaul.mn.us' <barbara.mundahl@ci.stpaul.mn.us>
Subject: Capital City Bikeway

I viewed your video regarding the choice of Wabasha St for the bikeway, and the notice of the May 12 City Council meeting. There are several questions I would appreciate being answered that either were not covered in the video or weren't clear.

- What types of vehicles can use the bikeways? Obviously bicycles, but what about three wheeled tricycles, E-bikes, E-scooters, motor scooters or bikes, wheelchairs, electric handicap vehicles, golf carts...?
- Have there been traffic studies of the existing bikeways...Jackson and 10th...to indicate the probable use?
- In advance of the restructuring of Wabasha in 2022, will the parking be eliminated and a temporary bikeway be set up?
- The reconstruction of Wabasha calls for the widening of sidewalks. How is this going to impact the ability to maintain two traffic lanes for autos and adequate space for delivery vehicles?
- Has the planned addition of streetcars on 5th and 6th street been considered? That project will also eliminate most parking on those streets west of Cedar st. and constrict traffic. Are the project teams in communication to consider over-all traffic issues in the downtown prior to implementing permanent changes?
- What is the additional cost for adding permanent bike paths in the reconstruction of the street. What is the additional cost of maintenance for snow removal, street cleaning etc?
- How are the additional costs to be paid for? Will users be required to pay fees? Property or sales tax increases on downtown residents?

Thank you for responding to these questions.

Jay Severance
350 St Peter st Unit 409
St Paul MN 55102