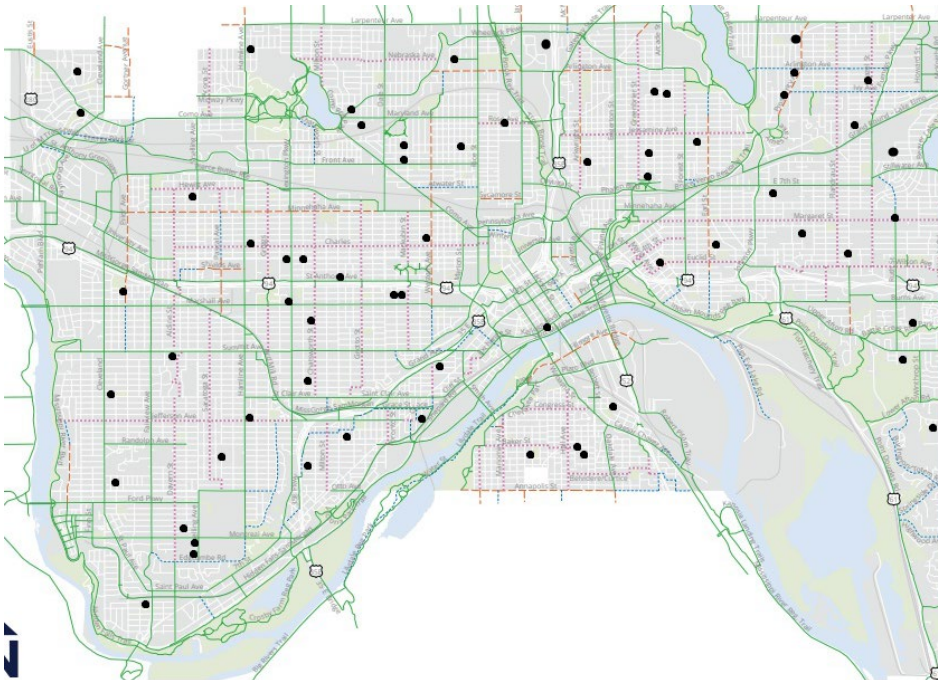


From: [Joe Steinbronn](#)
To: [CouncilHearing \(CI-StPaul\)](#)
Subject: Saint Paul Bicycle Plan
Date: Tuesday, April 16, 2024 12:19:58 AM

Hi everyone,

I encourage you to adopt the Saint Paul Bike Plan as drafted. While there are a lot of things to like about the plan, here are a couple that really stand out:

1. **Protected Bike Lanes for Kids:** Protected bike lanes enable kids to safely and independently travel around a city, including to and from school. Below is a map of the proposed bike network with the Saint Paul Public Schools overlaid. As you can see by the map, kids would be able to reach any public school from any address in the city primarily on protected bike lanes. This is exactly the right time to be thinking about the social needs of kids, who have experienced a huge decline in unsupervised face-to-face interactions over the last ten years. People between the ages of 8 and 15 make up 10% of the population of our city, yet hardly any medium-distance transportation infrastructure is built for their use. Of course, it isn't only younger people that benefit from the added safety of protected bike lanes - a city that's safe for the most vulnerable is safe for everyone.



2. **Network Connectivity for Daily Living:** Saint Paul has a lot of natural (bluffs and rivers) and unnatural (urban freeways and un-calmed arterials) barriers that separate the different parts of our city, particularly in north/south directions. For myself, the proposed bike network provides many more conduits over or through these barriers, including continuous throughways at Hamline, Lexington, and Saint Clair, that connect me to my neighbors to the north and east. This connected bike network, supplemented by a regular transit network, enables a mode shift in transportation options, such that reaching for your car keys can become the exception rather than the rule.

Thanks,

Joe Steinbronn
1072 Lincoln Avenue

From: [Marilyn Bach](#)
To: [*CT-StPaul_Contact-Council](#)
Subject: Saint Paul Bike Plan--
Date: Tuesday, April 16, 2024 8:22:52 AM

I am firmly against the

I am firmly against the Saint Paul bike plan since it has not been fully vetted and has numerous safety and other flaws parallel to Connecticut Avenue , D.D. bike plan .

I urge SaintPaul to thoroughly vet and reject on scientific grounds this **suboptimal** plan for its many negative flaws .
attached below press release re: Connecticut Avenue Plan D.C.
Marilyn Bach
Saint Albans Street South
Saint Paul,MN 55105

Press Release

Date: April 11,2024

Contact: Lee Mayer, President

[Save Connecticut Ave](#)

Lee@Saveconnave.org

202-439-4744

DDOT Director Says Conn Ave Safety Plan Will Not Have Bike Lanes

From: [Bethany](#)
To: [*CI-StPaul>Contact-Council](#)
Subject: St. Paul Bike Plan
Date: Tuesday, April 16, 2024 8:15:40 AM

Hello,

I am writing this comment in support of the Saint Paul Bicycle Plan.

I live and work in Saint Paul. I currently have to drive to most of my destinations, which is not my preferred mode of travel. It is expensive, unsafe, boring, and unsustainable. The Saint Paul Bicycle Plan provides a generational opportunity to rethink our city and how we ALL can move within it. And there are numerous reasons to support it:

1. We are experiencing a frightening increase in traffic fatalities, for people who drive, walk, and bike. [Research shows](#) that high-quality bicycle facilities, specifically, separated and protected facilities, leads to fewer fatalities and better road safety outcomes for all users.
2. Climate change is real. For the rest of our lives, we will continue to live through record setting winters unless we do something significant. The [2023-2024 winter](#) produced record high temperatures, record high minimum temperatures, all-time monthly high temperatures, and "firsts" for winter warmth. The city is committed to reducing VMT by 40% by 2040 as part of its climate strategy. We cannot do that without the bold investments called for in the bicycle plan.
3. Bicycling is personally affordable. On average, the [monthly cost to own a car](#) is over \$1,000. This burden is borne most significantly by families with lower income. Lower income households and households of color tend to have higher car payments and less reliable cars than the median household. They can also work from home less and typically carpool more than median households. Providing safe, convenient, direct bicycling options can create a safer, more inclusive, and affordable city.
4. Bicycling is healthy. Cars are a nightmare for public health, whether that's a traditional gas burning car or an EV. Research has found that particulate matter from exhaust and tires and auto-generated noise can cause alzheimer's, dementia, and heart disease. Tires and brakes also contribute forever chemicals into the soil and water.
5. Bicycling is fiscally responsible. The City of Saint Paul's road infrastructure has been underfunded for decades and most agree is in very poor condition. Roadway damage is [proportional to axle weight to the 4th power](#). This means that a 250 lb bike + rider does 1/65000th of the damage of a typical 2-ton sedan. Bicycle facilities are our most affordable option to minimize further pavement degradation and preserve our next investments.
6. And finally, [people who walk or bike for their commute are happier](#). After the last 4 years, we all need more ways to find joy.

I encourage my City Council to endorse, adopt, and enact the Saint Paul bicycle plan. It's really our only choice.

Thank you,

Bethany Benson
Saint Paul

From: [Robin Jungwirth](#)
To: [*CI-StPaul>Contact-Council](#)
Subject: Support for the Bike Plan
Date: Tuesday, April 16, 2024 8:03:12 AM

Dear Council members,

As a resident of Saint Paul, I fully support increasing the number of bike paths that are separated from the road. I don't feel comfortable in many parts of the city on my bike because I have to ride on the street where there is no bike lane, or the bike lane is right next to traffic and I could get whacked by someone opening the door of their parked car.

Adding separated bike lanes will encourage many more people to travel by bike instead of car. In particular I hope for the Summit Ave Trail to be built. I foresee it having a lot of bike traffic for its scenic views and proximity to two universities. I wish that the Ayd Mill Road bike trail would be lengthened too. It stops abruptly near Jefferson avenue, but I think it could be much longer.

Thank you,
Robin Jungwirth

From: mrl.paul@usfamily.net
To: [*CI-StPaul>Contact-Council](#)
Subject: Capital City Bike Plan
Date: Tuesday, April 16, 2024 5:05:48 AM

Tuesday, April 16, 2024

Good morning, Honorable City Council of Saint Paul:

I am writing to express strong support for the Updated Capital City Bike Plan. I have viewed the PDF of the plan carefully several times and I think it is very good. I do not see a problem or much of any threat for on street motor vehicle parking. It is very clear that much of the grade separated and protected bicycle infrastructure planned will be mostly well separated from motor vehicle traffic and provide a much better balance of options for mobility and travel for many more people. A much more balanced transportation network and system of various modes including bicycle transit will benefit all of us in so many ways for decades in to the future. The bicycle plan is very nicely done.

Thank you

Paul Nelson
1678 Van Buren Avenue
W4 D11
mrl.paul@usfamily.net
651-315-9659

From: [Austin Bell](#)
To: [*CI-StPaul Contact-Council](#)
Subject: Support Updated St Paul Bicycle Plan
Date: Tuesday, April 16, 2024 12:31:20 AM

Dear council members,

I strongly urge you support the updated bicycling plan because expansion of cycling would improve the health, economy, and safety of our city.

Riding a bike improves mental health and helps maintain weight and promote heart health. Most cars on the road today spew pollution that increases both acute and chronic cardiac and pulmonary conditions resulting in thousands of deaths each year. Vehicle emissions are Minnesota's biggest contributor to cause climate change and can exacerbate heat waves as well as vector borne diseases. Producing and operating a regular bike produces a minuscule amount of greenhouse gases. Electric bikes are as clean as the grid but consume a small fraction compared to their EV counterparts. The mass adoption of EVs seems at least a decade away and it cannot solve some of these problems. For example noise pollution, which is not solved by changing fuel source, can contribute to hearing loss and loss of sleep which can both contribute to other poor health outcomes. Bikes are almost silent compared to cars.

Cars are an economic drag on cities and individuals. Cars are heavy and cause most of the initial wear and tear on roads that is then exacerbated by the freeze thaw cycle. Bikes are extremely lightweight. Climate altering pollution produced by cars is already causing extreme weather like floods that wash out roads and heat waves that buckle pavement. The ever increasing size of trucks, SUVs, and electric vehicles will only mean more of the city budget being directed towards rebuilding roads. Once this plan is enacted and built it will not require repaving nearly as frequently as the roads they sit next to. Personal automobiles are also the least efficient way to move people leading to massive traffic jams that result in the loss of productivity and leisure. Businesses can only have a few parking spaces in front of them due to the size of cars but when you make space for transit, walking, and biking more people can access retail and restaurants. Most people use cars to drive only 1 person and rarely haul things in their massive vehicles. Bikes can easily accommodate a person with a much smaller footprint and you'd be surprised at the number of people and size of goods they can transport, especially electric cargo bikes. Prices for both used and new cars are extremely high and when you factor in fuel and insurance rates, which have skyrocketed, along with maintenance, you get a lot of money that could be going into the local economy but instead leaves the state. Bikes are incredibly cheap both to buy and maintain. Even the most expensive bikes are usually cheaper than a used car. Home insurance is rising partially because climate related disasters are leading to more insurance claims. Unsafe driving habits is leading to more claims and that's raising everyone's car insurance. Bikes are a more equitable solution for all of these reasons. We'd have a more economically resilient city and population if they weren't sinking so much capital into cars.

Lastly it's a matter of safety for all road users. Motorists, pedestrians, and cyclists are all safer when a road is slower and motorists drive slower when a road is more narrow. Adding protected bike lanes will narrow roads. Heavier and taller cars driven by increasingly distracted drivers at higher speeds are killing record numbers of people in the US. This has only gotten worse since pandemic. I've witnessed the aftermath of cars that hit: small businesses, electrical infrastructure, my neighbors homes. Bikes are lightweight and slower

resulting in fewer collisions that have much better outcomes than automobiles.

I used to bike to work in downtown St Paul every day but switched to work from home because I've had too many close calls with reckless drivers.

Sincerely,
Austin Bell

From: [J Baxter](#)
To: [*CI-StPaul Contact-Council](#)
Subject: No on bike plan
Date: Tuesday, April 16, 2024 12:10:26 AM

There are about 100,000 million things I can think of that would help more people in St. Paul than building out more expensive bike lanes that are hardly used.

A budget is a moral document. Are you fixing crumbling roads? Getting books for libraries? Building affordable housing? Fixing street lights? Making more sidewalks? No—just building million dollar bike paths for the four rich guys who bike in winter.

Please do the right thing and vote no,

J. Baxter
55104

From: grtodd@comcast.net
To: [*CI-StPaul>Contact-Council](#)
Subject: Public Comment for St. Paul Bike Plan
Date: Monday, April 15, 2024 10:41:54 PM

Recent reporting revealed that Ramsey County was the only metro county that showed a net population loss. Imposing a bike plan on neighborhoods across the city without finding out whether each neighborhood thinks this is the best way to spend our tax dollars, will further push people and businesses out of St. Paul.

The Appendix to the new St. Paul Bike Plan reveals the data behind the Public Engagement survey. Page 112 of Chapter 7 Appendix shows that of those who responded and answered the questions:

- 82.8% were white
- 56.3% were men
- 61.9% were under 50 years of age

How can we accept a plan, as representative, which was recommended predominantly by white men under 50 years of age? How does this give us an equitable viewpoint on priorities for how tax dollars should be spent to benefit all members of the community?

Now that St. Paul has the highest tax rate in the state, special effort needs to be made to ensure that we are being fiscally responsible in how those funds are being spent. Building more new capital projects and continuing to leave us with millions of dollars of maintenance backlog is not the way to convince the public.

Please do not approve this plan until it represents the views of all of the citizens of our city.

Thank you.

Gary Todd

20 year resident of the Summit Hill neighborhood

From: [Ed Steinhauer](#)
To: [*CI-StPaul>Contact-Council](#)
Subject: Support the St. Paul Bicycle Plan
Date: Monday, April 15, 2024 9:37:32 PM

Dear St. Paul City Council members,

Thank you for this opportunity to address the Council regarding the proposed updated draft of the 2015 Comprehensive Bike Plan. I support the plan as proposed, and I hope you will, too.

I have three sons who range in age from 18 to 25. They are all of driving age, but for a variety of reasons, none of them has their driver's license. If the [news of late is to be believed](#), they represent a trend among Gen Z, and their slightly older Millennial peers. People under 40 are obtaining their drivers' license later and later; they are driving less, owning cars at much lower rates than earlier generations, and many are choosing to go carless. "It's not that we're opposed to driving," my oldest son said to me one day, "it's just that we're not that into car culture." If car ownership and car dependency has characterized American life for the past several generations, that trend seems to be loosening its grip, as gasoline use and driving in general seems more destructive, and frankly a lot less pleasant than it was for my generation. And my kids are quite used to the alternatives. They are adept at getting around by transit, on foot, and by bike. My youngest son told me he believes he gets around more easily, and to more places, than many of his peers who drive.

All this is to say that the ability of St. Paulites to get around town without a car is going to be increasingly more important to the people who will, God willing, be establishing their own households in the coming decades. And I believe that trend will continue to the next generation, "Alpha," who will be coming of age by the time these changes will come to fruition. Building a comprehensive network of bike lanes that is more functional, attractive, and safer than the existing sharrows, bike boulevards, and door-zone bike lanes will be an investment I hope will catch the attention of young adults. It will be an affirmation to what many young people want to believe: that driving shouldn't be necessary in a city that values sustainability. I would like to think that this kind of commitment by the City Council will be an invitation to my kids, and their peers, that St. Paul will be a good place to plan for their future.

Transportation infrastructure is not designed with older people in mind. The residents who struggle to understand the need to trade street parking for bike access are far less likely to benefit from those changes. Their children and grandchildren, on the other hand, may not need car storage as much as decent transit, and safe places to walk and ride. I trust that your decision on this matter will be focused on the needs of our youngest, and future, neighbors.

Thank you for your consideration.

Sincerely,

Ed Steinhauer
312 Page Street West,
St. Paul, 55107

From: [Jacob Rorem](#)
To: [*CI-StPaul>Contact-Council](#)
Subject: Support for the Bike Plan!!
Date: Monday, April 15, 2024 7:13:09 PM

Hello Council Members,

I am writing to support the full adoption of the St. Paul Bicycle Plan. I cannot make the public hearing this Wednesday but hope my voice will be heard this way. I have biked for years but since moving to St. Paul, have not biked as much as I used to. I still get around, but find the cycling infrastructure is not as good here as it has been in previous places I lived. I look forward to this plan being implemented, especially by expanding the network of protected and off street bikeways to hopefully get myself and more St. Paul residents and visitors out on our bikes more often. As noted, the massive number of people that are "Interested but Concerned" (60%) is significant and we have a terrific opportunity to move the needle with this group. Biking has so many benefits, from physical health, climate action, mood, and creating a strong sense of vibrancy.

Please vote to adopt the bike plan and do not listen to small but vocal minorities who are not willing to build the city we need moving forward.

Regards,

Jacob Rorem
1217 Van Buren Ave
St. Paul, MN 55104

From: [Zack Mensinger](#)
To: [#CI-StPaul_Ward4](#); [#CI-StPaul_Ward6](#); [#CI-StPaul_Ward2](#); [#CI-StPaul_Ward1](#); [#CI-StPaul_Ward3](#); [#CI-StPaul_Ward7](#); [#CI-StPaul_Ward5](#); [*CI-StPaul_Contact-Council](#)
Cc: [Andy Rodriguez](#); [Sean Kershaw](#)
Subject: Saint Paul Bicycle Coalition strongly supports the updated Bike Plan!
Date: Monday, April 15, 2024 6:06:23 PM
Attachments: [SPBC_BikePlanSupport_CC.pdf](#)

Dear Council Members,

Please find a letter of support on behalf of the Saint Paul Bicycle Coalition attached and the text copied below as well for your convenience.

Thank you in advance for your support of adoption for the updated Bike Plan!

We at the Saint Paul Bicycle Coalition enthusiastically support the updated draft of the St. Paul Bike Plan and encourage you to vote in favor of its adoption. The plan is excellent for quite a few reasons, such as:

- **Responds to resident feedback** – surveys showed that the biggest barrier to cycling is proximity to cars. Separated bikeways like those proposed in the plan address this for all ages and abilities.
- **Forms a network** – too much of our existing bike infrastructure is fragmented and incomplete, meaning from block to block the route might just end. The new plan focuses on connected routes, to ensure a consistent expectation of safety and comfort for an entire local trip.
- **Welcomes everyone** – most of our current bike network doesn't feel comfortable for the vast majority of residents. About 1-5 % of people feel OK using painted bike lanes, while separated bikeways appeal to a far wider range of people, especially the young, old, and many others in between. As they're often wider than current painted lanes, they are more amenable to a wider range of bikes and trikes as well, with options for just about anyone, regardless of age, mobility needs, or fitness levels.
- **Financially responsible** – bike infrastructure is far cheaper than car infrastructure and also tends to last far longer because of the far lighter weight of bikes compared to cars which cause extensive damage to streets.
- **Climate action** – transportation is one of the top sources of greenhouse gases. Bikes are incredibly efficient and produce virtually no air or noise pollution.
- **Equitable** – car ownership is usually incredibly expensive and the burdens of car-dependency fall hardest on those who can least afford it. Of households with incomes under \$10,000, 45 % have no car access. In comparison, bikes can be incredibly affordable, often even free. A very nice bike still often costs less than one minor car repair.
- **Promotes personal and community health** – accessible active transportation helps people get exercise as a routine part of their day. Communities that are less car-dependent also tend to have stronger and more resilient social connections.

Where cities have committed to providing safe, comfortable, all-ages and abilities bike networks, the

number of trips made by bike rapidly increases. Sevilla, Spain saw an 11-fold increase in cycling trips in just a few years when they focused on the rapid installation of a bike network that focused on continuity, cohesion, visibility, and comfort. The proposed update of the Bike Plan has similar priorities, which have been shown throughout the world to help the roughly 1/3 of people who would prefer to bike make that choice, instead of just the couple percent who currently do. Currently, our streets still prioritize making it most convenient for people to drive, with the unsurprising result that even people who would rather bike feel forced to drive. The benefits of increasing access to safe bikeways are highly evident, please help support residents in making that choice.

Sincerely,

Zack Mensinger, PhD
Chair, Saint Paul Bicycle Coalition
<http://www.saintpaulbicyclecoalition.org/>
zack@saintpaulbicyclecoalition.org
1226 Englewood Ave.
St. Paul, MN 55104

SAINT PAUL BICYCLE COALITION

Dear Council Member,

April 15, 2024

We at the Saint Paul Bicycle Coalition enthusiastically support the updated draft to the St. Paul Bike Plan and encourage you to vote in favor of its adoption. The plan is excellent for quite a few reasons, such as:

- **Responds to resident feedback** – surveys showed that the biggest barrier to cycling is proximity to cars. Separated bikeways like those proposed in the plan address this for all ages and abilities.
- **Forms a network** – too much of our existing bike infrastructure is fragmented and incomplete, meaning from block to block the route might just end. The new plan focuses on connected routes, to ensure a consistent expectation of safety and comfort for an entire local trip.
- **Welcomes everyone** – most of our current bike network doesn't feel comfortable for the vast majority of residents. About 1-5 % of people feel OK using painted bike lanes, while separated bikeways appeal to a far wider range of people, especially the young, old, and many others in between. As they're often wider than current painted lanes, they are more amenable to a wider range of bikes and trikes as well, with options for just about anyone, regardless of age, mobility needs, or fitness levels.
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- **Promotes personal and community health** – accessible active transportation helps people get exercise as a routine part of their day. Communities that are less car-dependent also tend to have stronger and more resilient social connections.

Where cities have committed to providing safe, comfortable, all-ages and abilities bike networks, the number of trips made by bike rapidly increases. Sevilla, Spain saw an 11-fold increase in cycling trips in just a few years when they focused on the rapid installation of a bike network that focused on continuity, cohesion, visibility, and comfort. The proposed update of the Bike Plan has similar priorities, which have been shown throughout the world to help the roughly 1/3 of people who would prefer to bike make that choice, instead of just the couple percent who currently do. Currently, our streets still prioritize making it most convenient for people to drive, with the unsurprising result that even people who would rather bike feel forced to drive. The benefits of increasing access to safe bikeways are highly evident, please help support residents in making that choice.

Sincerely,

Zack Mensinger, PhD
Chair, Saint Paul Bicycle Coalition
<http://www.saintpaulbicyclecoalition.org/>
zack@saintpaulbicyclecoalition.org
1226 Englewood Ave.
St. Paul, MN 55104

From: [Mike Waltonen](#)
To: [*CI-StPaul>Contact-Council](#)
Subject: Support for the bike plan
Date: Monday, April 15, 2024 5:44:35 PM

Dear Council Members,

I am writing to support the current Saint Paul bike plan. My child has been asking if we can bike to school and I would love to be able to bike to work, but there are no reachable north-south routes over 94 that I would consider safe during rush hour. This plan could eventually change all of that! For now, we are yet another car contributing to the city's daily traffic.

Thanks,
Michael Waltonen
1674 James Ave.

From: [Matt Privratsky](#)
To: [#CI-StPaul_Ward4](#); [#CI-StPaul_Ward3](#); [#CI-StPaul_Ward2](#); [#CI-StPaul_Ward1](#); [#CI-StPaul_Ward5](#); [#CI-StPaul_Ward6](#); [#CI-StPaul_Ward7](#)
Cc: [*CI-StPaul_Contact-Council](#); [Russ Stark](#); [Sean Kershaw](#)
Subject: Public Comment - Let's go All In on the Saint Paul Bike Plan Proposal
Date: Monday, April 15, 2024 5:22:53 PM

Council President and Councilmembers,

I'm writing today in strong support of the proposed update to the City of Saint Paul bike plan and the fantastic work that has already gone into this plan by city staff and those they engaged with. If this plan passed as proposed, it would be a very significant step forward for Saint Paul. To truly maximize the opportunity this moment presents, however, I'd recommend a few possible amendments.

GLOBAL AMENDMENT - MOVING PAST IN-STREET LANES

First, while it's understandable to use industry best practices — such as those established by the Federal Highway Administration — that recommend “as traffic volumes and speed limits increase, the level and type of separation should increase”, I'd argue the inverse is also true: if a street is currently serving a low volume of cars that don't travel quickly, adding safe, separated facilities for bikers and pedestrians clearly won't impact other transportation modes significantly. To put it another way, low car volume streets are announcing to us that they do not require as much right of way for vehicles as we are giving them, so it would make sense to intentionally provide safe ways for bicyclists and pedestrians to better take advantage of them.

Because we know that separated paths create the safest, most accessible way for folks of all abilities to bike, walk, and roll to their destination, it makes sense to plan for that optimal treatment for our bike network. There may still be times when adding an in-street bike lane or buffered bike lane can serve as a productive interim treatment — like, say, after a mill and overlay but before either full reconstruction or a more substantial interim treatment is possible — but I would suggest that we, as a city, consider moving past in-street treatments as our optimal end goal for true, all abilities street design.

If you were to move this as a formal amendment, it would likely be to replace any planned in-street lanes with separated paths (turn every red dotted line to a solid green line on the map). However, if no global adjustments are made to the plan overall, I'd recommend at least changing specific routes like Minnehaha, Prior, and Jefferson Avenue from in street lanes to separated paths to ensure they are as accessible and safe as possible.

GOING ALL IN ON BIKE/PED ORIENTED DEVELOPMENT

Bike route planning is sometimes referred to as either focusing on biking for recreation or focusing on biking for transportation (are you biking as a hobby or are you biking to places you need to get to, etc). Or, you could think of whether a route more directly benefits folks

biking *through* a corridor vs those who live *on* a corridor — if you're trying to get through Midway to get to the East Side, you might prefer a path along Pierce Butler and if you live in Midway you might prefer a path along Minnehaha etc.

I'd suggest part of our thinking with the bike plan update should go to an even more ambitious place: bike/ped oriented development. When major transit lines get proposed, they frequently are sold (at least in part) on the promise of "transit oriented development" — the idea that new, accessible transit could create new demand for housing, businesses, and jobs along that corridor. This bike plan update should be the start of Saint Paul going all in on *bike/ped oriented development*. Making an entire corridor easier for pedestrians and bikers to get to is one of the surest ways to drive customer traffic, increase engagement, and build neighborhood resiliency.

Many of the routes proposed in this update could create that kind of impact, but one route that has arguably the greatest opportunity in all of Saint Paul is University Avenue.

Because University Avenue is already overbuilt as essentially a five lane urban highway, there is ample right of way space to add bike/ped facilities while still maintaining ease of use for commercial and emergency vehicles, as well as folks needing to drive themselves. While paths like those along Ayd Mill Road and the Midtown Greenway provide a fantastic way to get from point A to point B, an off street path along either side of University Avenue would provide a way to get *to* all the local businesses, organizations, and homes along the corridor.

Doing so wouldn't remove a single parking spot or require a single change to signals or other city equipment. You would simply remove the outer car travel lane from each side, leaving a 3 lane street (one in each direction, with turn lanes at all intersections). It would immediately make the corridor a more pleasant place to spend time (and money) at local businesses. Added foot and bicycle traffic would also make the entire corridor safer by reducing the chances for crimes of opportunity. And, it would help multiply the benefits of the multiple transit lines that connect to the Green Line corridor by making it easier to bike and walk to those transit lines.

THANK YOU FOR YOUR CONSIDERATION

Thanks to the fantastic work done by Jimmy, Reuben, and the entire Public Works team to get the proposal this far and thank you for your continued leadership in giving folks easier, safer, more cost effective ways to get around in Saint Paul.

Matt Privratsky

Hamline Midway, Ward 4

From: [Shonk S](#)
To: [*CI-StPaul>Contact-Council](#)
Subject: Final Bicycle Plan documents for adoption
Date: Monday, April 15, 2024 4:51:45 PM

I am a resident in Saint Paul's North End neighborhood (Ward 5) and I support the adoption of the city's bicycle Plan. I specifically like that the plans calling for adding bike lanes to streets being fixed is great and a no brainer. Prioritizing separated bike lanes is fantastic. I both bike and drive a car, I feel so much safer in a separated bike lane as a cyclist and as a driver I don't have to worry if the cyclist in the separated lanes have enough room if I need to pass in my car. If the full planned bicycle network was built out I could eliminate almost all of my car trips in the city. Currently the neighborhoods of Saint Paul are not well connected to one another with bike lanes, this plan would connect the whole city. I would also frequent more stores and restaurants in Saint Paul rather than driving to places in the surrounding area since I could combine my workout with errands. I think other people would do this as well, boosting Saint Paul's economy and tax basis.

With regards to any costs the plan could impose on the city I fully support any additional costs. Anything these bike lanes cost will be recouped in reduced car use (less road maintenance and greenhouse gasses), better health (lower healthcare costs), and making Saint Paul more desirable (more interest in development).

I think that it is good for the city to require bicycle parking but the current minimum is far too low at 1 bicycle space for every 40 motor vehicle spaces. Around 12 bicycles can fit in the space allotted to 1 motor vehicle parking space. A more reasonable minimum would be 12 bicycle parking spaces for every 25 motor vehicle parking spaces, with a minimum of 12 bicycle parking spaces regardless of parking lot size. The placement of the parking space should also be the shortest path from the parking space to the entrance after accounting for the placement of ADA compliance.

In summary, adopt the bicycle plan and build the network as fast as possible!

-Nathaniel Shonkwiler

From: [Sonja Info](#)
To: [*CI-StPaul Bikes](#); [*CI-StPaul Contact-Council](#)
Cc: [Rebecca Noecker](#)
Subject: Re: Public comment in opposition to the proposed Bike Plan
Date: Tuesday, April 16, 2024 9:32:38 AM

I am writing to express my opposition—again—to the proposed Bike Plan. We are a biking family and we do not support the plan. I have participated—attended meetings and submitted comments—throughout the planning process. My family and I invested considerable time writing heartfelt comments and making thought-out suggestions. I know I am not the only one who submitted concerns with the plan. And, in the end, the final plan is essentially unchanged from the draft last March. Soliciting public comment is meaningless if there is response to it.

Instead of re-sharing my comments, I am instead going to quote from an article from the [Pioneer Press](#).

Shoemaker acknowledged that **separated bikeways** pose challenges. They tend to require a full reconstruction of the entire street to install, which means building a network **takes more time, money and planning** than simply drawing lanes in the road or posting signage. Cyclists have also pointed to maintenance concerns, such as delayed snow clearance. [...]

Bikeways have elicited strong reaction on all sides, with some saying that after the recent post-thaw deluge of potholes, **St. Paul would do better to focus instead on basic street maintenance that the city has been hard-pressed to find funding for.** “Look up what percentage of people (who) bike to work in Minnesota — miniscule,” said Jason George [...]

In downtown St. Paul, after separated bike facilities debuted on Wabasha Street, some businesses have complained that their delivery drivers have had trouble finding parking. In some corners of St. Paul, **a growing number of voters have begun to say St. Paul needs greater focus on core city services — including property tax relief** [emphasis added]

These quotes highlight two key flaws with the bike plan: it relies on a singular facility type that requires **the most time and money**, and ignores the fact that **what most St Paul citizens want is simply better street maintenance**. Better maintenance is a solution that benefits all people, regardless what form of transportation—be it school bus or electric scooter— they happen to be using at a given moment.

Please keep the existing plan until a new, more thoughtful and more affordable update can be developed.

Sincerely,
Sonja Mason
XX St Albans Street South
Ward 2

P.S. I am dismayed that my January comment was not included in the public record. I have noticed considerable inconsistency in the requirement of including addresses when making public comment. It takes considerable effort and time on the part of citizens to participate, and

although it may not be the intent, the effect is to create barriers to participation, and risks the appearance of intentionally blocking participation. It also makes one wonder how many other comments were withheld? The [official page](#) on participation makes no mention of the address requirement; and I remember a council meeting before the pandemic in which abbreviated location identification was introduced, specifically to protect privacy.

On Jan 31, 2024, at 12:50 PM, *CI-StPaul_Bikes <Bikes@ci.stpaul.mn.us> wrote:

Hello, thanks for submitting your comment. To be included in the public record, your comment/email must include your street address. Please provide it before the deadline of February 5 at 4:30 PM.

Department of Public Works
800 City Hall Annex
25 West Fourth Street
Saint Paul, MN 55102

From: Sonja Info <sonjainfo@comcast.net>
Sent: Wednesday, January 31, 2024 12:46 PM
To: *CI-StPaul_Bikes <Bikes@ci.stpaul.mn.us>
Subject: Public comment in opposition to the proposed Bike Plan

I am writing to express my opposition to the proposed Bike Plan. We are a biking family and we do not support the plan. I have participated—attended meetings and submitted comments—throughout the planning process. My family and I invested considerable time writing heartfelt comments and making thought out suggestions. I know I am not the only one who submitted concerns with the plan. And, in the end, the final plan is essentially unchanged from the draft last March. Soliciting public comment is meaningless if there is response to it.

Instead of re-sharing my comments, I am instead going to quote from an article from the [Pioneer Press](#).

Shoemaker acknowledged that **separated bikeways** pose challenges. They tend to require a full reconstruction of the entire street to install, which means building a network **takes more time, money and planning** than simply drawing lanes in the road or posting signage. Cyclists have also pointed to maintenance concerns, such as delayed snow clearance. [...]
Bikeways have elicited strong reaction on all sides, with some saying that after the recent post-thaw deluge of potholes, **St. Paul would do better to focus instead on basic street maintenance that the city has been hard-pressed to find funding for.** “Look up what percentage of people (who) bike to work in Minnesota — miniscule,” said Jason George [...]

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These quotes highlight two key flaws with the bike plan: it relies on a singular facility type that requires **the most time and money**, and ignores the fact that **what most St Paul citizens want is simply better street maintenance**. Better maintenance is a solution that benefits all people, regardless what form of transportation—be it school bus or electric scooter— they happen to be using at a given moment.

Please keep the existing plan until a new, more thoughtful and more affordable update can be developed.

Sincerely,
Sonja Mason

From: [Alex Johnson](#)
To: [*CI-StPaul_Contact-Council](#); [*CI-StPaul_Bikes](#); [#CI-StPaul_Ward1](#); [#CI-StPaul_Ward2](#); [#CI-StPaul_Ward3](#); [#CI-StPaul_Ward4](#); [#CI-StPaul_Ward5](#); [#CI-StPaul_Ward6](#); [#CI-StPaul_Ward7](#)
Cc: fmelo@pioneerpress.com; kyle.stokes@axios.com
Subject: Fwd: RE: public comment opposing bike plan
Date: Tuesday, April 16, 2024 9:11:21 AM

My previous comment AGAINST the bike plan was withheld from public comment. How many others were? Why are street addresses required on some issues (the Bike Plan) but not on others (Example: East Grand Ave Overlay)?

Here are my comments -- again.

St Paul has much higher priorities than kowtowing to a small fringe group of Coalition Biker activists. This plan is too expensive and property taxes are too high. Just fix the roads and include painted bike lanes.

Surface repairs and pavement improvements

Streets with cracks and potholes are difficult and uncomfortable to drive on. The same is true for biking, and depending on the condition of the street, one in poor shape can present a legitimate hazard for people biking. Street surface condition was identified in community engagement as one of the main reasons people do not bike. (92)

Best solution: just fix the roads., add painted bike lanes and bike boulevards.

Alex Johnson
Grand Avenue

----- Original Message -----

From: *CI-StPaul_Bikes <Bikes@ci.stpaul.mn.us>
To: Alex Johnson <axj828@comcast.net>
Date: 01/31/2024 12:27 PM CST
Subject: RE: public comment opposing bike plan

Hello, thanks for submitting your comment. To be included in the public record, your comment/email must include your street address. Please provide it before the deadline of February 5 at 4:30 PM.

Department of Public Works

800 City Hall Annex

25 West Fourth Street

Saint Paul, MN 55102

From: Alex Johnson <axj828@comcast.net>
Sent: Wednesday, January 31, 2024 12:00 PM

To: *CI-StPaul_Bikes <Bikes@ci.stpaul.mn.us>

Subject: public comment opposing bike plan

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Best solution: just fix the roads., add painted bike lanes and bike boulevards.

Alex Johnson

From: [J Baxter](#)
To: [*CI-StPaul Contact-Council](#)
Subject: Oppose bike plan
Date: Tuesday, April 16, 2024 12:08:58 PM

To the City Council:

Please let Safety and equity be prioritized. The bike plan states that 13% of St. Paul homes have no access to a vehicle and 40% have just one vehicle. This means that 87% have vehicles, with 60% having two or more. Those who don't have vehicles, often rely on others to drive them, including transit as well as Uber, DoorDash and Amazon.

If the City wants "safe and comfortable alternatives to driving" —biking is an answer for a small minority of people, a small minority of trips and only in favorable weather to "close enough" destinations when time allows (for the vast majority.).

The plan calls for too much money dedicated to what amounts to a fringe.

Polls have revealed again and again that the majority simply wants better maintenance of existing roads ("fix the darn potholes!"), which benefits all.

Please don't bend to a special interest group.

Thank you,

J. Baxter
55104

From: [Jenifer Culbertson](#)
To: [*CI-StPaul_Contact-Council](#)
Subject: Bike plan- strong support for safer streets
Date: Tuesday, April 16, 2024 12:06:26 PM

While I cannot attend a 3:30 weekday meeting, I want to emphasize my strong support for street updates that provide safer, more equitable, more climate-friendly bike infrastructure which improves safety for pedestrians and the community with the traffic calming measures, separated and protected lanes, and safe routes to school.

Jenifer Culbertson

St. Paul.

From: [nancy.ruppenthal](#)
To: [*CI-StPaul>Contact-Council](#)
Subject: Proposed Summit Avenue Bike Plan
Date: Tuesday, April 16, 2024 12:00:31 PM

St Paul City Council Members,

For some citizens all plans for change seem negative. I am not one of those citizens. With regard to the proposed Summit Ave bike plan, however, I am a strong non-advocate.

As council members, please ask yourselves as individuals and as a working group if you are as attentive to the thoughtful opposition as you are to the dogmatic supporters of the plan.

Please review all of the actual and anticipated harm this plan will bring to our shared community. Please respect all negative sentiments including those expressed by a large sector of the biking community.

Please remember that this massive investment in a controversial plan (which appears to be factually, ethically, environmentally and functionally challenged) will impact quality of life and the quantity of respect and trust in city government.

Thank you for reading,
NL Ruppenthal

24 St Albans South
St Paul, MN 55105

From: [Katie Kienbaum](#)
To: [*CI-StPaul>Contact-Council](#)
Subject: Comments on RES PH 24-76/Saint Paul Bicycle Plan for meeting today 4/16/24
Date: Tuesday, April 16, 2024 12:00:22 PM

Hello,

I'd like to voice my support for the updated Saint Paul Bicycle Plan ahead of the hearing today, and I urge the council to adopt the updated plan.

Increasing access to biking and safety for bicyclists is essential for the city to meet environmental goals and make sure that everyone has an affordable way to get to work, school and other important places.

Thank you,
Katie Kienbaum
451 Fairview Ave N
Apt 104
Saint Paul, MN 55104

From: [Elizabeth Gibba](#)
To: [*CI-StPaul>Contact-Council](#)
Subject: BIke Trail
Date: Tuesday, April 16, 2024 11:59:20 AM

The opportunity to share our position regarding the infamous bike trail is being offered yet again. To date ignored and or dismissed by City Council members:

- the over 2,800 petition signatures in opposition,
- citizen taxpayer attendance at meetings
- letters submitted in opposition to this 'project'
- visible lawn signs lining the miles of Summit Avenue which will be impacted requested and displayed
- multiple experts, including those hired by the City, have advised NOT to do it for a variety of reasons, those recommendations are also seemingly being systematically dismissed.

Perhaps the questions to be asked and, for once satisfactorily ANSWERED then are the following:

? WHY are residents being vilified for disagreeing with the destruction of one of this City's most valuable and recognized assets?

? HOW can you justify spending the kind of money in cost projections which will inevitably rise, while we are forced to participate in systematically ignoring the basic survival needs of unhoused and unfed fellow residents who deserve to be made a humanitarian priority?

? WHAT do City Council members need in order to understand that YOU represent ALL OF US, not just those who have found a way to capture your current support and attention.

? WHY aren't you listening to us? over 2800 petition signatures is more than 4 of the new council members received in votes and over 50% of votes received by 3 more Council members! Why is this number enough to put you into office but not enough to be heard and respected when it's not on YOUR agenda!

Your devotion to this and other unethical, unaffordable and UNWANTED projects is highly suspicious, seemingly in line with your ill-advised devotion to small special interest groups and/or the priorities of our current mayor. Truly disappointing, but sadly no longer surprising.

Elizabeth Gibba
568 Grand Avenue

--

Liz Gibba
651.747.7172

From: [Lisa Nelson](#)
To: [CouncilHearing \(CI-StPaul\)](#)
Subject: Support for St. Paul Bike Plan update
Date: Tuesday, April 16, 2024 11:50:41 AM

Dear City Council,

I am writing in strong support of the proposed update to the city's bike plan. The updated plan is excellent, and the focus on increasing infrastructure where bicyclists are separated from cars will really go far in making more people feel comfortable enough to bike in our city.

Personally, separate bikeways (rather than in-street lanes) make a huge difference in allowing me to bike to more places. Without the path along Ayd Mill Road I wouldn't have been able to spend the past few years taking my kids to school by bike!

Creating a network of safe, connected bikeways in the city is an essential step to encourage and allow people to bike where the need to go, which will help the city make progress toward its goal of reducing the use of single occupancy vehicles.

Thank you,
Lisa Nelson
432 Herschel St.

From: [Karen Sprattler](#)
To: [*CI-StPaul>Contact-Council](#)
Subject: 2024 Bike Plan concerns
Date: Tuesday, April 16, 2024 11:45:33 AM

To St. Paul City Council members:

I am not inherently opposed to expanding bike trails St. Paul. I believe separated bike trails have their place, but that should be in areas where there has been a demonstrated safety and crash concern, and not because a few bicyclists “don’t feel safe.” Bike trails should be held to the same standards as other infrastructure safety improvements: a demonstrated crash issue that is supported by crash data analysis to direct scarce City resources. Feeling safe and being safe can be two very different things. My two primary concerns with this plan are as follows:

- This 90+ page document that purports to be concerned about safety but **does not even contain a safety analysis or trends** for St. Paul crashes involving bikes at any point in the document.
- This plan does not mention the **costs for this grand vision** presumably paid by St. Paul taxpayers. Even if outside funding is secured to pay for these facilities, maintenance will fall to the City budget. Let’s at least be honest about what this will cost.

Please rethink this the direction of this planning document and be intellectually honest about the needs and costs for the expansion of separated bike trails in our City. Right now, this plan strikes me as sensible as buying a pony when the roof of your house is leaking.

Sincerely,
Karen Sprattler

Sprattler
G R O U P

Karen Sprattler
Principal

651.343.7763
karen@sprattlergroup.com

139 Nina Street
Saint Paul, MN 55102

From: [Josiah Gregg](#)
To: [CouncilHearing \(CI-StPaul\)](#)
Subject: Updated Saint Paul Bike Plan
Date: Tuesday, April 16, 2024 11:44:56 AM

Esteemed Councilmembers of Saint Paul,

I am writing to let you know that I strongly support the update to the Saint Paul bike Plan. I bike regularly as my partner and I share a car.

My one criticism is that I would really like the bike network to include raised street crossings where the trails intersect with busy roads. I understand that is a complex issue, but given the danger level intersections enable, indicating a preference for raised crossings would be valuable.

Overall I think the plan is a strong step in the right direction in terms of climate mitigations, transportation equity, and environmental justice. I urge you to pass the plan unanimously.

Thanks,
Josiah

Resident of Ward 4.

From: [Eric Ruhland](#)
To: [*CI-StPaul>Contact-Council](#)
Subject: Summit Ave Bike Path
Date: Tuesday, April 16, 2024 11:15:58 AM

Hello City Council members,

My name Eric Ruhland. I live at 790 Summit Ave, St Paul, MN 55105. I am writing to express my objection and disapproval of the bike lane as it currently stands.

I understand there has been division among the city about the proposed bike lane, and for good reason. There has been ZERO statistical evidence proposed that this proposal in fact makes biking safer on Summit. No one from the city (and I have asked MANY times) can standardize the safety data in terms of ridership risk and what that risk is correlated to other bike paths in the state. How can we make assumptions that biking on Summit Ave needs is dangerous without data? Assumptions are being made without numbers. Making city wide decisions, without metrics, to the tune of hundreds of millions of dollars, isn't just foolish, it is completely irresponsible.

There are legitimate reasons that 90% of the residents who live on or adjacent to this project oppose this plan. Please lead on this one. Leadership is not about the CITY telling its residents what they need, in fact it is quite the opposite.

Let us be honest about this project for a second, this has nothing to do with safety, or bikers. This revolves around money. The only reason this bike lane issue is a problem is because the city does not have the money to fix Summit ave and securing a federal grant is the only way this will work. If you are not connecting the dots let me help you.

1. The city overspends and cannot balance a budget
2. Our streets and infrastructure crumble under delayed maintenance
3. The residents are then forced to comply with federal grant standards so that we can fix our streets
4. The unique identity and charm of the marque street in Minnesota is lost
5. The fabric of St Paul is torn
6. Good residents leave.

Dr. Eric Ruhland

--

Dr. Eric Ruhland *Owner*
St. Paul Pet Hospital
Cell: **651-238-6815**
Office: **651-789-6275**
Fax: **651-225-0869**

From: [Bethany Gladhill](#)
To: [*CI-StPaul>Contact-Council](#)
Subject: Saint Paul bike plan
Date: Tuesday, April 16, 2024 11:15:27 AM

Members of the Council:

Please accept my statement against the Saint Paul Bike Plan as currently proposed. I strongly believe the city needs a more comprehensive and transparent review of climate change issues in order to be holistic in a response, and rather than help that effort, this will hinder it. I believe there needs to be a stronger and more complete environmental and infrastructure review. Finally, I believe that more citizen involvement is needed before such a large and expensive plan is adopted.

Bethany Gladhill
she/her/hers
Arts and Non-Profit Management Consultant
627 Ashland Ave, Saint Paul, MN 55104

From: [Colleen Langford](#)
To: [*CI-StPaul_Contact-Council](#)
Subject: summit bike path
Date: Tuesday, April 16, 2024 10:52:48 AM

Once again I am appealing to our leaders to make a wise decision and vote no on destroying Summit Ave..especially the most historic part of Summit. If a bike path is so deparately needed why not put it on Portland or Selby so our citizens and tourists can still enjoy a peaceful walk, drive or bike ride down Summit. Please make the right choice and vote no to save our History.

Colleen Langford

RE/MAX Results

651-696-0879 / *Office*

651-271-7873 / *Cellular*

651-698-7686 / *Fax*

From: [Gareth Morrish](#)
To: [*CI-StPaul>Contact-Council](#)
Subject: Saint Paul bike plan
Date: Tuesday, April 16, 2024 9:56:07 AM

I live in downtown Saint Paul, and I've been considering getting a bicycle to get around, but the existing bicycle infrastructure doesn't really convince me that I will be reasonably safe for my whole journey. Lots of streets do not have any bicycle infrastructure at all still. I think the proposed plan will help with that in the medium to long term.

Also, any improvements to the bus/train services here would be very welcome. The service mostly meets my needs as a non-driver, but there's still some trips I need to make with Uber/Lyft (props to Minneapolis for standing up to them btw).

Tl;Dr: yes bike plan!

Best,
Gareth Morrish

From: [Nita Hanson](#)
To: [*CI-StPaul>Contact-Council](#)
Subject: Saint Paul Bicycle Plan
Date: Tuesday, April 16, 2024 9:46:50 AM

I am writing to show strong support for the proposed Saint Paul Bicycle Plan.

The city needs to reduce Vehicle Miles Traveled to protect our climate. I believe a very important step toward accomplishing this is to provide better year round bicycling and pedestrian infrastructure throughout the city. Right now the city is built for cars. That needs to change.

I know not everyone can or will start biking or walking, but if the city makes things easier and safer for active transportation I believe more people will travel that way, at least for short trips. And to make this possible we need lots of separated bike/ped trails all over the city and make sure they connect to places that people will want and need to go to vs. only paths in parks and along the river.

If we change the infrastructure to be more people friendly vs. car friendly we could help slow down climate change and see improvement in people's health because of better air quality and added physical activity. I personally think my daily bike rides and occasional walks have greatly helped my physical and mental health. Let's help others improve their health also.

Thank you,
Lenita Hanson
2057 Magoffin Avenue
Saint Paul, MN 55116

From: [Robert Cattanach](#)
To: [*CI-StPaul>Contact-Council](#)
Subject: Comments on proposed bike plan
Date: Tuesday, April 16, 2024 12:01:34 PM
Attachments: [PUBLIC COMMENT FOR ST PAUL BIKE PLAN.4.16.24.docx](#)

PUBLIC COMMENT FOR ST PAUL BIKE PLAN

As a dedicated year-round bicycle commuter for many decades, and St. Paul resident, I respectfully submit these comments regarding the proposed Bicycle Plan. I fully and enthusiastically support the thoughtful development of bicycle infrastructure. But please let's be smart about this, because like it or not, St. Paul's ability to fund needed improvements is ultimately a zero-sum game. If this plan is approved, as a practical matter many other much less expensive, but much more effective, alternative bicycle facility options for the many neighborhoods that will not be served by this plan will be precluded from consideration going forward.

Basic principles of planning require that any design take into consideration the context of where it will be implemented. Unfortunately, this proposal fails to do that. It essentially mandates a single design, the very most expensive one, regardless of the setting. It will take decades and decades to build out. Much more practical alternatives that would improve the safety of cyclists and pedestrians, and that could start to be implemented immediately, will be denied to numerous neighborhoods that currently lack any bicycle infrastructure at all, just so a small group of city planners can proudly display St. Paul's grand vision at their next conference, with no mention of how much this will cost, how long it will take to build out, and how many people will be excluded because it doesn't serve their neighborhood.

Please just pause for just a moment and consider another more equitable and inclusive scenario: if the focus of St. Paul's next plan was on delivering the most cost-effective improvements to bicycle infrastructure in St. Paul as quickly as possible, so that as many people as possible could enjoy them still in their lifetime, St. Paul would not be adopting a one-size-fits-all gold-plated separated bike trail plan. To be clear, while separated bike trails can be appropriate in certain settings, they have also proven to be more dangerous in other settings according to the International Institute of Highway Safety.

My only request is to invest St. Paul's limited resources in improving bicycle facilities in a manner that will do the most good for everyone, not win the most awards. Separated trails have become the darling de jure, even though they cost at least 10X-100X of other alternatives, and those alternatives could be implemented at least ten times more quickly than separated trails.

Rather than bulldoze through another expensive staff-driven shiny object, please consider pausing this so St Paul can devote a small fraction of the proposed cost of this plan to hire true experts in bicycle facility design that have the professional education and experience to propose a significantly more cost-effective plan that can deliver more improvements to more people in more places for less money.

Thank you for considering my comments.

Bob Cattanach
322 Summit Ave.
St. Paul, Mn, 55102

PUBLIC COMMENT FOR ST PAUL BIKE PLAN

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Thank you for considering my comments.

Bob Cattanach
322 Summit Ave.
St. Paul, Mn, 55102

TRANSPORTATION DOT

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ASSA ABLOY

Tom.Legerski@ASSAABLOY.com

918-906-7243

Ameristar Perimeter Security (an ASSA ABLOY group brand) is the largest ornamental and security fence manufacturer in the world. We also offer a full line of perimeter security products including gate systems, anti-ram fences, active vehicle barriers, and security bollards. Our high standards produce premium products that exceeds industry standards. Superior customer service starts with our team of vertical market specialist and market developers who work closely with design firms and owners to ensure each project exceeds expectation for security, safety and success.

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- ISO 9001 certified coil processing
- Capable of processing 45 coils per day
- 3 Roll form mills and 3 tube mills
- 30+ Welders for metal processing and fabricating
- Powder coating 111 tons of steel per day
- E-Coating 96 tons of steel per day
- Capable of E-Coating 500 panels per hour
- 17-20 Trucks shipped daily
- Over 650 employees
- Manufacturing facilities — 1M sqft under roof
- Safety — TCIR 1.14 / industry standard 6.9

SALES & SUPPORT

- 20 Market developers (outside sales support)
- 6 Business developers (vertical market support)
- 28+ Inside sales support
- 8 Service centers nationwide
- 160+ Distributors nationwide
- 350+ Customers trained annually in product application and best practices
- Engineering support
- On-site project support

Differentiators



AEGIS II XTREME

- Engineered to meet AASHTO LRFD for pedestrian railing
- Meets Buy American Act
- PermaCoat maintenance free coating



AEGIS II

- ForeRunner double-wall rail design
- Custom height and rail spacing
- PermaCoat maintenance free coating



MONTAGE PLUS

- 20 Year Limited Warranty E-Coat Surface Protection
- Meets Buy American Act
- Fully Welded Panel w/ Profusion Technology



MONTAGE II

- 20 Year Limited Warranty E-Coat Surface Protection
- Meets Buy American Act
- Fully Welded Panel w/ Profusion Technology



STALWART IS

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Past Performances

Aegis II Xtreme – over 5,300 linear feet installed

Aegis II – over 689,500 linear feet installed

Montage Plus – over 1,111,500 linear feet installed

Montage II – over 1,024,000 linear feet installed

Stalwart IS – over 706,500 linear feet installed

NAICS & PSC CODES

332323 Ornamental and Architectural Metal Work Manufacturing

331110 Iron and Steel Mills and Ferroalloy Manufacturing

5660 Fencing, Fences, Gates and Components

From: [Kristin Koziol](#)
To: [*CI-StPaul_Contact-Council](#)
Subject: Fw: St Paul bicycle Plan - Ameristar
Date: Tuesday, April 16, 2024 11:06:36 AM
Attachments: [Capability Statement DOT.pdf](#)

From: Legerski, Tom <Tom.Legerski@assaabloy.com>
Sent: Friday, April 12, 2024 08:08 AM
To: #CI-StPaul_Ward1 <Ward1@ci.stpaul.mn.us>; #CI-StPaul_Ward2 <Ward2@ci.stpaul.mn.us>; #CI-StPaul_Ward3 <Ward3@ci.stpaul.mn.us>; #CI-StPaul_Ward4 <Ward4@ci.stpaul.mn.us>; #CI-StPaul_Ward5 <Ward5@ci.stpaul.mn.us>; #CI-StPaul_Ward6 <Ward6@ci.stpaul.mn.us>; #CI-StPaul_Ward7 <Ward7@ci.stpaul.mn.us>
Subject: St Paul bicycle Plan - Ameristar

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

Good morning,

I reviewed the bicycle plan and applaud your efforts to make cycling safer and more accessible for your residents and visitors. Let me offer the expertise of the largest manufacturer of fence in the US to you and your teams.

As a domestic manufacturer of fence and security products, Ameristar offers design input, drawings, specifications, budget numbers, and samples to assist in the design process at no cost.

Aegis II Xtreme was developed to meet the requirements of AASHTO LRFD as a pedestrian railing. It offers the protection of a railing and the aesthetic of an ornamental barrier. The benefit of specifying/using Aegis II Xtreme is domestically manufactured, variety of options, superior coating, and warranty. Ameristar's Aegis II Xtreme has been approved and installed for the Utah DOT, Michigan DOT, Arkansas DOT, New York DOT, Colorado DOT, and Tennessee DOT.

If LRFD is not a requirement we have several product solutions that meet IBC code as well.

If you have a few minutes, may I ask you a few questions? Then you can decide if you want to schedule a meeting to discuss options.

Regards,

Tom Legerski | Business Development - Transportation | East
tom.legerski@assaabloy.com | | Mobile 918.906.7243

Ameristar Perimeter Security USA Inc., an ASSA ABLOY Group brand
www.ameristarfence.com | www.ameristarsecurity.com
www.ameristargates.com

From: [Bridget Allan Ales](#)
To: [Rebecca Noecker](#); [#CI-StPaul_Council](#)
Subject: Fwd: Either Vote NO on St. Paul City Bike Plan OR amend to accommodate the City's GOAL 1, Policy T-1; "support of quality full-time, living wage jobs - both through business support and connection of residents to job centers"
Date: Tuesday, April 16, 2024 10:58:27 AM
Attachments: [image.png](#)
[image.png](#)
[image.png](#)
[image.png](#)
[image.png](#)
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Think Before You Click: This email originated **outside** our organization.

Subject: St. Paul Bicycle Plan. Either Vote NO on St. Paul City Bike Plan OR amend to accommodate the City's GOAL 1, Policy T-1; "support of quality full-time, living wage jobs - both through business support and connection of residents to job centers"

Dear City Council,

Who is "vulnerable"; asking City Council to expand definition of Vulnerable.
Why treat hardworking people like 2nd class citizens? Asking the City Council to treat hardworking people with multiple drop-offs, whilst using a car, as a vulnerable, important constituency too?

These remarks are not anti-bike, they are pro-economic with focus on access to jobs and people with multiple responsibilities.

Sure, happy to devote some streets where biking is the priority, but keep in mind, the tool that is the economic driver for most citizens;
a vehicle with access to parking.

Goal 1: Investment that reflects the City’s priorities. Policy T-1. Prioritize safety and racial and social equity benefits in project selection, followed by support of quality full-time, living wage jobs – both through business support and connection of residents to job centers.

Priorities will also be informed by specific modal plans, such as the Bicycle Plan or the forthcoming Pedestrian Plan

- 1) Average one way commute to a job in St. Paul: 90.5% have 10 minutes to 30 minutes + 57% have a commute 20 minutes to 30 minutes+ <https://www.mncompass.org/profiles/city/saint-paul?st-paul-educational-attainment-among-adults>
- 2) 72.9% of St. Paul Residents use a vehicle (and parking) as an economic tool. <https://www.mncompass.org/profiles/city/saint-paul?st-paul-educational-attainment-among-adults>
- 3) 72.9% of women in USA in workforce have children under 18.

| Series Title | Labor force participation rate -Women with own children under 18 | | |
|--------------------|--|-------------|-------------------|
| Series ID | FMUP1378853 | | |
| Seasonality | Not Seasonally Adjusted | | |
| Survey Name | Marital and family labor force statistics from the Current Population Survey | | |
| Measure Data Type | Percent | | |
| Labor Force Status | Civilian labor force participation rate | | |
| Family Data Type | Numbers in thousands | | |
| Gender | Women | | |
| With Own Children | With own children under 18 | | |
| Year | Period | Label | Observation Value |
| 2020 | A01 | 2020 Annual | 71.2 |
| 2021 | A01 | 2021 Annual | 71.2 |
| 2022 | A01 | 2022 Annual | 72.9 |

2022
<https://www.bls.gov/lau/>
<https://beta.bls.gov/dataViewer/view/timeseries/FMUP1378853>

- 4) 80.7% of Minnesota women in the workforce
 - <https://www.nationalpartnership.org/our-work/resources/economic-justice/paid-leave/caregiving-brief-gender-labor-force-participation-rate-chart.pdf>
- <https://www.mncompass.org/profiles/city/saint-paul?st-paul-educational-attainment->

among-adults

- City Council Actions should support Economic Efforts to Earning a living.

<https://www.urban.org/sites/default/files/publication/22461/413078-Driving-to-Opportunity-Understanding-the-Links-among-Transportation-Access-Residential-Outcomes-and-Economic-Opportunity-for-Housing-Voucher-Recipients.PDF>

- Housing and Urban Development (HUD) Sustainable Communities Initiative helps communities and regions improve their economic competitiveness by connecting housing with good jobs, quality schools, and transportation. Given their numerous negative environmental externalities automobiles tend to be ignored in these planning efforts
- as our research shows, automobiles are important to achieving many elements of the sustainability agenda because they are associated with improved access to high-opportunity and more livable neighborhoods
- In other words, pursuit of the broader sustainability agenda may require some difficult trade-offs in the types of neighborhoods in which families live and in the means (the travel mode) by which they access opportunities."

5) Should access to biking (from 3% with the goal of 8 % of population) take precedence over the 72.9%.

Amend the Bike to support **ease of use** for all transportation: INCLUDING THE MOST POPULAR form of transportation: one of THE MOST VALUABLE tool a family has for ECONOMIC Viability. A Vehicle.

Re: Cost of owning a vehicle: after 5 years, costs drop off dramatically. From \$10,000 .yr to \$4,000 per year. (including insurance/repairs/taxes)

Again, glad to make bicycling easier, we also need to consider vehicles/parking as a valuable tool for St. Paul Citizens too.

Bridget Ales
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From: [Zoey Yandell](#)
To: [*CI-StPaul_Contact-Council](#)
Subject: Written testimony on St. Paul Bike Plan for Council Meeting 4/17
Date: Tuesday, April 16, 2024 10:41:59 AM
Attachments: [Written Testimony Bike Plan.pdf](#)

Dear City Council staff,
Attached is a letter of testimony in support of the bike plan from students at Macalester College.

Zoey Yandell
she/her
Macalester College '24 Math and Environmental Studies

Esteemed city councilors:

We, a coalition of activist organizations at Macalester College, collectively representing hundreds of students, wish to express our strong support for the new St. Paul City Bike Plan.

As students, St. Paul residents, and young people invested in our city and planet, the Bike Plan deeply affects us. Many of us bicycle as a primary form of transit, and all of us benefit from better bike infrastructure as it reduces car dependence making streets safer for pedestrians. Most college students do not own cars, and in a world where rideshare's future in the Twin Cities is uncertain, a strong bicycle network will be an increasingly important way for us to patronize businesses.

We applaud the proposed Bike Plan for its focus on safety and connectivity. A bike system where we can safely ride anywhere will improve our lives and make the city more welcoming to all St. Paul residents. A bike trip is only as safe as its most dangerous crossing, so we especially appreciate the focus on a system of separated paths, because the stress of navigating between on-street bike lanes and shared lanes can prevent biking altogether.

However, as college students and Saint Paul residents who closely study cities, we have some remaining concerns that the bike plan does not fully address. We hope that these will be kept in consideration when planning for implementation and future development of bike infrastructure.

1. The plan depends heavily on the initiative of property owners to request bike parking, which may not reflect the needs of bikers, especially in areas with higher parking needs. As this bike plan increases bike traffic, we advocate for a **more responsive and robust bicycle parking infrastructure** to support and anticipate the needs of a growing system.
2. Likewise, we advocate for a **clearer plan for removal of snow and ice** as the bike plan moves into the implementation stage.
 - a. Like many St. Paul residents, we find snow and ice a major impediment to winter biking, and bike paths and lanes are in our experience heavily deprioritized. We hope that the implementation of this bike plan will change this.
3. We ask that the planning of individual bike routes take into account the danger of lanes near **door zones**, where cars can open doors into bike lanes and injure riders. These zones certainly do not contribute to a low-stress path.
4. We'd like to see a consideration of **mirror mandates for rental bikes** and **mirrors at dangerous intersections**.

- a. Mirrors help everyone, but especially deaf and hard of hearing people who can have difficulties perceiving passing cars. We'd really want to see mirrors be mandated on some portion of bike rentals, but the city can make a big difference for accessibility right now by installing mirrors at blind intersections.

Thank you,

Macalester Urbanists

SIGNED

Macalester Urbanists



Sunrise Twin Cities Hub



Macalester Outing Club



MacBike



From: [Carolyn Will](#)
To: [*CI-StPaul_Contact-Council](#)
Subject: Saint Paul Bike Plan
Date: Tuesday, April 16, 2024 2:34:46 PM

To whom it may concern,

I am an avid commuter cyclist and often rent bikes when I am traveling to get around in the cities I'm visiting.

I support expanding bike paths and separated bike lanes, but not at the sacrifice of our tree canopy. There are always more creative solutions if you take the time to explore these.

The horror I felt looking at the newly planted trees last year on Grand Avenue were cut down last week- gorgeous young saplings of a good variety – gone. The callous way in which this city mows down healthy trees and places zero value on growing and protecting a healthy urban tree canopy—the true warriors fighting climate change. My neighbor is selling an empty lot and he received a full paragraph from the city forester stating how he'd better take care of the one tree he has on the boulevard if there is to be construction. So private property owners—you'd better take care of the trees, but public city officials seem to say: "we can waste your tax dollars anyway we like."

Carolyn Will
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Saint Paul

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