

# Lexington Parkway Bicycle Lanes:

## Summary of Comments Received



CITY OF SAINT PAUL  
Christopher B. Coleman, Mayor

1500 City Hall Annex  
25 W. Fourth Street  
Saint Paul, MN 55102-1660

Fax: 651-266-6222

## MEMORANDUM

From: Luke Hanson, Public Works, Capital and Transportation Planning

DATE: 6/2/2015

**SUBJECT: Summary of public comments received on the proposal to incorporate bicycle facilities into Ramsey County mill and overlay projects on Cleveland Avenue, Lexington Parkway, and Front Avenue.**

This memorandum presents a summary of the public comments received on the proposal to incorporate bicycle facilities into Ramsey County mill and overlay projects on Cleveland Avenue, Lexington Parkway, and Front Avenue. The full text of all written statements received is attached to the end of this memorandum.

Proposals to implement bicycle facilities on Cleveland Avenue, Lexington Parkway, and Front Avenue were released publically on April 17, 2015. Websites were created for each project, providing an overview of the planned improvements, data, project documents, visuals, timeline, and a project contact for questions and comments. Each project website was linked to on [stpaul.gov/bikeprojects](http://stpaul.gov/bikeprojects), a website providing a list of all bicycle projects throughout the city. City staff also sent an announcement to the approximately 1800 subscribers of the city's Bicycling Saint Paul newsletter.

Notification was sent to the executive directors of the District Council's where the projects are proposed (District 10 – Como, District 14 – Macalester-Groveland, and District 15 – Highland Park), and an offer was extended for city staff to attend a district council meeting to present the proposed improvements.

Open Houses were held for all three of the County mill and overlay projects with bicycle facilities proposed. Residents and property owners within 250 feet of the proposed projects were sent notifications of the Open House via mail, along with an overview of the project details and impacts.

The following open houses were held to present information and collect feedback on the projects as proposed:

- Lexington Parkway Open House – Tuesday, April 28<sup>th</sup> from 6:00 to 8:00 PM, Edgumbe Recreation Center
- Cleveland Avenue Open House – Wednesday, April 29<sup>th</sup> from 6:00 to 8:00 PM, Nativity of our Lord School Library
- Front Avenue Open House – Tuesday, May 6<sup>th</sup> from 6:00 to 7:30 PM, North Dale Recreation Center

A total of 162 people were recorded on sign-in sheets for the open house events.



**Statements Received:**

City and County staff received a total of 356 written statements from individuals from the following sources:

- Comment forms from the open house events (63 statements)
- Emails received by or forwarded to City and County staff (109 statements)
- Statements received on Open Saint Paul (184 statements)

It should be noted that the total number of statements received includes multiple statements from some individuals, as well as some duplicate statements. Some individuals submitted multiple comments through more than one channel (e.g. an individual may have provided written feedback at an Open House, sent city and county staff an email, sent elected officials an email, and provided feedback online on Open Saint Paul).

**Next Steps:**

On Wednesday, June 17, 2015, the projects will be presented to the City Council. This will be a public hearing. The City Council will vote on whether to recommend that Ramsey County implement the proposed bicycle facilities on Cleveland Avenue, Lexington Parkway, and Front Avenue.

**Attachments:**

Original text or transcription of all written statements received by or forwarded to city staff.

# Lexington Parkway Bicycle Lanes:

## Transcribed Open House Statements

(Scanned copies of the original statements are provided in the attached **Appendix**)

## Lexington Parkway Open House Comments

1. Gordon Murray

Resident of Montcalm Apartments  
535 So. Lexington Pkwy, # 602  
St. Paul, MN 55116

-Your proposal introduces: (2) 5' bike lanes, (2) 11' travel lanes ( a reduction)

1. Significant increase in hazards + danger for bicyclists + traffic in travel lanes.

Your report discloses monitoring results for parking, but does not disclose monitoring for bicyclists. None (or few) bicyclists go Northbound on Lexington Parkway because of the steep incline. Those who try tend to wobble which creates a hazard for them & the northbound drivers who would have to contend with narrow lanes, for themselves + on-coming traffic which includes garbage trucks (moving or parked), delivery trucks (moving or parked), + street repair/maintenance equipment, etc.

2. Regarding parking: increased inconvenience for those who currently do park on the southbound side of the street, especially when it snow \_ snowplows leave piles of snow on the sidewalk; and also when it rains, with flowing water curbside.

[additional comments on Parking Counts sheet]

-Where is the bicyclist count (especially the wobbly on the steep grade (incline) travelling North on Lexington Pkwy?) DON'T NEED 2 Bicycle Lanes!

2. Anonymous Resident

-Super excited for these lanes

-10' traffic lanes would help calm traffic + get the bikes out of the gutter

-Would it be possible to extend the Lex bike lanes to St. Claire – should have commented on the bike plan – oops!

-Any up coming projects connecting Summit Hill to the light rail? – very important connections

3. Anonymous Resident

-Painted bike lanes are OK. Better than no painted bike lanes.

-But protected bike lanes would get more people not riding already. Saint Paul + Ramsey County should do more with protected lanes.

-Watch what Minneapolis + Hennepin County are about to do when they start installing more protected bike lanes over the next couple of years.

-Please less paint; more real barriers to separate bike from auto traffic.

-Thanks!

4. Tom Farrington

-I agree with the plan as proposed. I live on Lexington Parkway S, and the plan would make the street more livable for our young family. I believe the bike lanes should extend to Jefferson. I also believe there is a need for more crosswalks on Lexington as well. There is an unmaintained Park near the 600 Block on the West side of the street that would be ideal. It connects to a path from Montcalm which would further increase walkability.

-Thank you for your attention to this matter!

5. Anonymous Resident
  - Please extend bike lanes north to Jefferson so the bike lanes end somewhere safe for cyclists.
  
6. Carol Sturgeski  
759 So. Lexington Pkwy  
St. Paul, Minn. 55116
  - I am concerned about backing out of my driveway. I am a little past the curve on Lexington and the traffic is right on you when you go to back out. No parking in front of my house. The city should do something with the spring on the hill. I have talked to the Watershed people. Put some money where it would help the people on Lexington.
  
7. Amber Dallman
  - I support bike facilities on Lex (and Cleveland). Is it possible to consider physically separated bike lanes on Lex or even a 2-way cycle-track?
  - Bike facilities & narrower lanes will help lower MV speeds & calm traffic
  - We would use this connection more w/ our family if it had a safer speed to bikes.
  - This is also true w/ Cleveland. We've biked both streets as they are & find them a bit of a pain/panic [?] with cars. We have one car in our family & bike/take transit to many places. I'd like to see safer bike facilities on Lexington. Thanks!
  - [drawing included from Fritz Schwarzmiller-age 4. Wants to ride his bike. . .fast on the street]
  
8. Anonymous Resident
  - This is a great start, but additional traffic calming measures will be needed to ensure safety of all parkway users. Motorists drive way too fast on the street and it is clearly a design issue. The pavement is so wide motorists feel free to speed recklessly. 10' lanes would be better than the 11' car lanes proposed and other measures to further calm traffic.
  
9. Anonymous Resident
  - Cart B-4 horse because of no speed control or traffic enforcement
  - No signs

Lexington Parkway Bicycle Lanes:

Email Statements Received

Councilmember Chris Tolbert  
Ward 3, Saint Paul  
[\(651\) 266-8631](tel:(651)266-8631)  
[Libby.kantner@ci.stpaul.mn.us](mailto:Libby.kantner@ci.stpaul.mn.us)

**From:** Janne K. Flisrand [mailto:[janne@flisrand.com](mailto:janne@flisrand.com)]  
**Sent:** Wednesday, April 22, 2015 8:09 AM  
**To:** #CI-StPaul\_Ward3  
**Subject:** Lexington and Cleveland Avenues

Council Member Tolbert,

Most of my commuting and travel for errands and socializing happens on my bike. I started bike commuting when I was running an after-school drop-in program in Frogtown as a Wilder Foundation employee in 1996. One of the most difficult things to do on a bike is to travel north/south in Saint Paul.

I appreciate that the plans for the repaving on Lexington and Cleveland include the addition of dedicated bike lanes. AND, I do not think that this goes far enough. People who drive like to use Cleveland and Lexington for the same reasons I want to use them -- they are direct, have relatively few lights and stop signs, and go past my destinations.

On streets like Cleveland and Lexington, people drive fast, and even as an experienced person riding a bike in a narrow bike lane is nerve-wracking.

**Please leave space for protected bikeways on these projects!**

Protected bikeways address the nerve-wracking nature of riding on bigger streets in at least three ways. First, people driving are more aware of the bike space and attentive to people riding bikes in it because the plastic bollards are distinctive (unlike the paint). That matters especially at intersections where people driving are somewhat likely to unintentionally turn in front of people riding bikes, or not know how to turn when sharing a street with a bike lane.

Second, people driving tend to give more space to plastic bollards than to paint. (They don't like to drive their vehicles into the bollards, I guess.) That means they also give ME more space.

Third, one of the most intimidating experiences -- and common ones -- in painted lanes is people double parking for deliveries, to run quickly into a building, or while waiting to pick someone up. This is intimidating because I'm suddenly forced to merge out of the bike lane into the main, fast lane of traffic, and not all drivers are happy when I do that.

Thanks for considering this option -- it will be an important improvement to have these north/south lanes, and I hope that they can be accessible and SAFE with protected bikeways, too.

Warm regards,  
Janne Flisrand



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Flisrand Consulting

Connecting people, places, and ideas through smart process.

<http://flisrand.com>

612-816-2115 (cell)

2112 Dupont Avenue South

Minneapolis, MN 55405

**From:** [Ed Heime](#)  
**To:** [Collins, Reuben \(CI-StPaul\)](#)  
**Subject:** Fwd: Lexington Parkway Bike Plan  
**Date:** Wednesday, April 29, 2015 11:33:02 AM  
**Attachments:** [Lexington Parkway road & bike.docx](#)  
[Lexington Parkway road & bike.docx](#)

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I mistyped your email address the first time.

Ed

----- Forwarded message -----

**From:** **Ed Heime** <[ckeh@tcq.net](mailto:ckeh@tcq.net)>  
**Date:** Wed, Apr 29, 2015 at 11:04 AM  
**Subject:** Lexington Parkway Bike Plan  
**To:** [Reuben.collins@ci.stpaulmn.us](mailto:Reuben.collins@ci.stpaulmn.us)  
**Cc:** [rebeccaforsaintpaul@gmail.com](mailto:rebeccaforsaintpaul@gmail.com)

Reuben

I posted our comments on Open Gov last night

I have also attached a Word document of the comments.

This morning, I went walking and at the end of Albion St. (the dead end) I discovered a sidewalk leading to the Montreal high rise mentioned in our comments. I believe this is open to the public, there is no sign indicating otherwise. It would seem that the right of way issues are minimized. With a little striping through the high rise parking lot or sidewalk, a trail could be created to Elway and Montreal. With a marked crosswalk there and a bike/ped crossing sign, I believe you would have a better option. It would be nice to have the Montreal high rise sidewalk widened a bit also.

Ed Heime

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Ed Heime and Chris Klejbuk  
[ckeh@tcq.net](mailto:ckeh@tcq.net)  
1111 Elway St, Unit 501  
St. Paul, MN 55116  
[651-699-0699](tel:651-699-0699)  
[651-895-3655](tel:651-895-3655) (cell)  
[ckeh.wordpress.com](http://ckeh.wordpress.com) (travel blog)

--

Ed Heime and Chris Klejbuk  
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[ckeh.wordpress.com](http://ckeh.wordpress.com) (travel blog)

**From:** [David Rudolph](#)  
**To:** [Collins, Reuben \(CI-StPaul\)](#); [#CI-StPaul\\_Ward3](#); [Rafael.E.Ortega@co.ramsey.mn.us](mailto:Rafael.E.Ortega@co.ramsey.mn.us); [#CI-StPaul\\_Ward5](#); [#CI-StPaul\\_Ward1](#); [janice.rettman@co.ramsey.mn.us](mailto:janice.rettman@co.ramsey.mn.us)  
**Subject:** Lex, Cleveland and Front bikeways  
**Date:** Saturday, April 25, 2015 4:03:13 PM

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I wanted to tell you that I fully support the proposed plans for the new bike lanes that St. Paul and Ramsey are proposing. I am a Hamline Midway resident, but me and my family regularly use our bikes to get around St. Paul. These new lanes will allow us to bike more frequently and feel safer. Thank you very much for moving forward with this initiative!

David

**From:** [Jeff Zaayer](#)  
**To:** [Tolbert, Chris \(CI-StPaul\)](#); [Rafael Ortega](#); [Toni Carter](#)  
**Cc:** [Collins, Reuben \(CI-StPaul\)](#); [St Martin, Paul \(CI-StPaul\)](#); [#CI-StPaul Ward3](#)  
**Subject:** Lexington Ave Mill and Overlay  
**Date:** Monday, April 27, 2015 9:43:53 PM

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Dear Council member Tolbert, Commissioner Ortega and Commissioner Carter,

I am writing to express my support for installing bike lanes on Lexington Pkwy.

This project helps take a giant leap forward into turning Lexington into the Parkway that it is claimed to be in St. Paul. In no other city where Lexington exists in it's alignment is it proclaimed to be a Parkway only within the boundaries of St. Paul proper is it given this distinguished moniker.

Much of the stretch of Lexington that is part of the Mill and Overlay is fairly bikeable to an experienced cyclist the on street parking goes largely unused. However with the upcoming expansion of the Randolph and Lexington intersection to increase throughput and decrease delays for drivers has the potential to increase vehicle speeds on this stretch of the Parkway. This increases the need to make good use of the mostly unused onstreet parking on half of Lexington. As part of the county transportation network this project offers the chance to provide access to Trader Joe's a major destination at Lexington and Randolph.

From the intersection of W. 7th St and Lexington (a major connection point between Shepard/Davern and the rest of Highland) you have 3 options to get to Trader Joe's on a bicycle. You can go up Montreal to Hamline to Edgcumbe to Randolph (1.75 mi) you can take an equally round about way by taking Lexington to View to Alaska to the 35E trail to Randolph where you then have to traverse a freeway off ramp and on ramp before being able to reach Trader Joe's (1.3 mi.) or you can ride straight up Lexington (1 mi.). This project also gets people on bicycles a good part up the way up the bluff from 7th St. and does so in a protected lane which is crucial for people riding up hill who are often riding slower and as a result are more vulnerable.

I encourage all of you to support this project that will help enhance the county and city transportation network.

Thank you for your time and consideration,

Jeff Zaayer  
1750 Saunders Ave  
St. Paul, MN 55116  
952-237-6942

**From:** [Ed HeimeI](#)  
**To:** [Collins, Reuben \(CI-StPaul\)](#)  
**Cc:** [#CI-StPaul\\_Ward3](#)  
**Subject:** Lexington Bike Path, another unsolicited comment  
**Date:** Thursday, May 14, 2015 1:31:51 PM

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Reuben,

the current bike plan for St. Paul shows the I-35E bike path going southwest from the I-35E/Pleasant Ave bridge over to Albion via Alaska and then dead ending.

Once again, my comment about Albion ties in with this path, making a smooth connection from the bike trail over Albion thru the high rise property to Elway trail and down to Sam Morgan trail along Shepard Road. It sure seems to me to make more sense for a seamless connection for both Lexington parkway and the I-35E path over to Shepard Rd and Sam Morgan trail, Crosby Farm park,etc.

Plus as I indicated earlier, it allows you to retain the on-street parking on south Lexington by the ball fields.

Ed HeimeI

--

Ed HeimeI and Chris Klejbuk  
[ckeh@tcq.net](mailto:ckeh@tcq.net)  
1111 Elway St, Unit 501  
St. Paul, MN 55116  
651-699-0699  
651-895-3655 (cell)  
[ckeh.wordpress.com](http://ckeh.wordpress.com) (travel blog)

**From:** [Andy Singer](#)  
**To:** [Collins, Reuben \(CI-StPaul\)](#); [#CI-StPaul\\_Ward3](#); [Rafael.E.Ortega@co.ramsey.mn.us](mailto:Rafael.E.Ortega@co.ramsey.mn.us)  
**Cc:** [Toni.Carter@co.ramsey.mn.us](mailto:Toni.Carter@co.ramsey.mn.us)  
**Subject:** Proposed bike lanes on Lexington Avenue  
**Date:** Sunday, May 10, 2015 6:01:01 PM

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Dear Councilman Tolbert, Mr. Collins and Commissioners Carter and Ortega,

I support putting bike lanes on Lexington Avenue between West Seventh Street and Randolph Avenue. The project is described on the City of Saint Paul's website at-- <http://stpaul.gov/index.aspx?NID=5691>

The long term goal is to eventually extend the lanes to Jefferson Avenue and the Jefferson Bikeway. This short stretch of bike lanes would offer another way for cyclists to get off the bluff and down to West Seventh Street, which has grocery stores, bars, restaurants and other services. It would also give cyclists a safe way to reach Trader Joe's and a cluster of businesses at the corner of Randolph and Lexington. At the south end, it would provide an additional connection to the "I-35E" or "Little Bohemia" Trail. The project is part of the Saint Paul Bikeways Plan. It would require the removal of parking on one side of Lexington Avenue but city parking studies show that parking on both sides of the street is barely used at all. See- <http://stpaul.gov/DocumentCenter/View/78423>  
So removing parking on one side would have minimal if any impact.

I urge you to support this project.

Andy Singer  
2103 Berkeley Avenue  
Saint Paul, MN 55105  
651-917-3417  
[andy@andysinger.com](mailto:andy@andysinger.com)

**From:** [Amy Schwarz](#)  
**To:** [#Cl-StPaul\\_Ward4](#); [#Cl-StPaul\\_Ward3](#); [Coleman, Chris \(Cl-StPaul\)](#); [Rafael.E.Ortega@co.ramsey.mn.us](#); [Collins, Reuben \(Cl-StPaul\)](#); [Toni.Carter@co.ramsey.mn.us](#); [#Cl-StPaul\\_Ward5](#)  
**Subject:** Support of Cleveland Avenue Bike Lanes  
**Date:** Thursday, May 14, 2015 5:10:24 PM

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Good Afternoon,

I am writing in support of the bike lanes, as proposed, on Cleveland, Lexington and Front Avenues. I believe these are essential steps in creating a safe and connected bike network in St. Paul. The current plans are good, but should allow space for protected bikeways. Though building out a full protected bikeway is likely outside the scope of these repaving projects, this is an opportunity now to get the space that would be needed for a future protected lane.

Because I live right off Cleveland Avenue (south of where the lanes are proposed) and attended the public meeting on this project, I want to address Cleveland specifically. While I understand the concerns of business owners on Cleveland, I believe the consequences from the loss of parking are being greatly exaggerated. For example, the owners of Luci and Luci Ancora already have a parking lot and many of their customers use the parking lot at Accolades Salon after hours for parking. Yet, at the public meeting, the owner compared claimed that losing parking would impact job. I strongly doubt this is accurate.

Unfortunately it seems that some individuals in Highland Park and Mac Groveland oppose any change to our neighborhoods, regardless of the benefit to the community and to future generations. I encourage you to show leadership and move this project forward instead of listening to the loudest complainers. There is a quiet majority who supports the project and is often overshadowed by the noise that the opposition generates. I am in my 30's and plan to live and vote in St. Paul far into the future. I have been disappointed by the opposition to change, especially to change that makes our roads, which are public space, more safe and multi-modal. We live in a city that will only grow more dense and parking directly in front of your location should not be expected or protected for the few loudest complainers.

Thank you for your time and leadership. If you have any questions, please do not hesitate to contact me.

Thank you,

Amy Schwarz, J.D.  
[\(651\) 699-6796](tel:(651)699-6796),



**From:** [Gary Fifield](#)  
**To:** [Collins, Reuben \(CI-StPaul\)](#); [Tolbert, Chris \(CI-StPaul\)](#)  
**Subject:** Support street improvements for cycling  
**Date:** Tuesday, May 12, 2015 4:32:43 PM

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Gentlemen,

I want to express my strong support for the addition of cycling designations and facilities for street improvements on Cleveland, Lexington and Front St.

Thank you for your work.

Gary Fifield

**From:** [Gary Fifield](#)  
**To:** [Collins, Reuben \(CI-StPaul\)](#); [Tolbert, Chris \(CI-StPaul\)](#)  
**Subject:** Support street improvements for cycling  
**Date:** Tuesday, May 12, 2015 4:32:43 PM

---

Gentlemen,

I want to express my strong support for the addition of cycling designations and facilities for street improvements on Cleveland, Lexington and Front St.

Thank you for your work.

Gary Fifield

**From:** [Ed HeimeI](#)  
**To:** [Collins, Reuben \(CI-StPaul\)](#)  
**Subject:** Transportation sub committee meeting Monday  
**Date:** Monday, May 11, 2015 8:40:09 PM

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Reuben

Just another unsolicited comment. Moving the south end of the Lexington Avenue bike path to Albion and the Housing high rise allows you to keep parking on both sides of Lexington from Albion to Montreal, showing that you are minimizing parking loss and allowing for parking by the ball fields.

Ed HeimeI

--

Ed HeimeI and Chris Klejbuk

[ckeh@tcq.net](mailto:ckeh@tcq.net)

1111 Elway St, Unit 501

St. Paul, MN 55116

651-699-0699

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[ckeh.wordpress.com](http://ckeh.wordpress.com) (travel blog)

**From:** [Christenson, Jeff](#)  
**To:** [Collins, Reuben \(CI-StPaul\)](#)  
**Cc:** [#CI-StPaul\\_Ward1](#); ["Toni.Carter@co.ramsey.mn.us"](mailto:Toni.Carter@co.ramsey.mn.us)  
**Subject:** Writing in Support of the Three Planned Bikeways  
**Date:** Monday, May 04, 2015 2:51:19 PM

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Good afternoon, Messrs. Collins and Thao and Mrs. Carter,

I am writing to show my support for the three potential bikeway projects on Cleveland, Lexington, and Front Avenues.

The first reason I am supportive of these proposed projects is that I am a resident of Lex-Ham, living on Marshall Ave., and I use the Marshall Ave. bike lane every weekday to commute into downtown Minneapolis (and often on weekends, too). Although a line of paint doesn't physically separate me from car traffic, it does set an expectation that drivers and cyclists are supposed to share the road. I feel more confident riding in the bike lane than on the right side of a car lane (although frankly I have no issues riding in the car lane either). More lanes like these would encourage more people to get out and ride, and that is undoubtedly a positive thing for the city of St. Paul.

The second and more important reason I am supportive of these proposed bikeways is that I just bought my wife a bike and she is less confident riding in car lanes than I am, so I have to be more conscious of choosing routes with bike lanes and paths when we ride together. I also have three children, ages 5, 4, and 1, and am hopeful that with the full implementation of the St. Paul Bike Plan, they will be able to confidently navigate throughout our city without having to worry about riding amongst fast-traveling cars on roads designed to move vehicles at speeds of 30+ miles per hour. One of the reasons we like living in the city, versus in a suburb, is that we have the ability to walk and bike to places rather than pile into a car for every trip. We're planning on moving soon, and will be 1 to 1.5 miles from my daughters' schools (and son's school when he's old enough). Once they're older, I would like them to be able to feel safe riding their bikes to school. You may be aware, but there are studies showing that physical activity before school increases students' ability to focus and improves test scores.

I am hopeful that you, likewise, are supportive of these proposed bikeways. Thank you for your consideration and please let me know if there is anything I can do to help with their implementation.

Best,

Jeff Christenson  
1204 Marshall Ave.  
St. Paul, MN 55104

Lexington Parkway Bicycle Lanes:

Open Saint Paul Statements Received

# Lexington Parkway Bicycle Lanes

*Please share your thoughts about the Lexington Parkway resurfacing project.*

All On Forum Statements sorted chronologically

As of June 2, 2015, 1:20 PM



*As with any public comment process, participation in Open Saint Paul is voluntary. The statements in this record are not necessarily representative of the whole population, nor do they reflect the opinions of any government agency or elected officials.*

# Lexington Parkway Bicycle Lanes

*Please share your thoughts about the Lexington Parkway resurfacing project.*

As of June 2, 2015, 1:20 PM, this forum had:

Attendees:	89
On Forum Statements:	18
All Statements:	23
Hours of Public Comment:	1.2

This topic started on April 28, 2015, 3:16 PM.

## Lexington Parkway Bicycle Lanes

Please share your thoughts about the Lexington Parkway resurfacing project.

Keith Goetzman inside Ward 2

June 1, 2015, 11:23 AM

Yes, please put bike lanes on this stretch of Lexington Avenue. It will create important connections for routes that are part the St. Paul Bicycle Plan and make the neighborhood safer for all forms of transit. Concerns about lost parking are outweighed by all the positives of this plan.

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Mark Schneider inside Ward 3

May 31, 2015, 8:04 PM

It is about time that the City Council get off their bicycle trip. Bicycles are used only on weekends and the taking up of parking spaces for bike lanes is not in the best interest of all people. The car is here to stay and should have the right of way. Bicycles should be allotted 1 foot of space next to the curb on all streets.

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Daniel Choma inside Ward 6

May 29, 2015, 12:34 PM

I fully support the implementation of bike lanes on Lexington. It connects people in neighborhoods to not just a healthy way of getting around, but also a healthy destination such as Trader Joe's. It's great to see the city moving in the direction of letting it's citizens empower themselves to a better life. Bravo.

1 Supporter

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Thomas Clasen inside Ward 2

May 27, 2015, 11:27 AM

My wife and I strongly support the full implementation of the St. Paul Bike Plan including the Lexington portion of the plan. We are long-time St. Paul residents living in Lowertown and we feel that making St. Paul a safe, welcoming place for bike transport is very important as a livability issue. Thank you. Tom Clasen and Wendy Wyatt.

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Roger Meyer inside Ward 4

May 26, 2015, 9:53 PM

I support adding bike lanes to Lexington Avenue. St. Paul needs to fulfill it's obligation to implement the recently passed bikeways plan to provide the type of infrastructure that cities will need to attract and retain residents now and in the future.

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John Faughnan inside Ward 3

May 26, 2015, 6:40 PM

A north-south bike route along Lexington would be a great way to connect up towards northern trail systems and Como park. It would also make travel on this road by foot or car more pleasant. I support this project.

2 Supporters

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Jeff Zaayer inside Ward 3

May 26, 2015, 11:51 AM



## Lexington Parkway Bicycle Lanes

Please share your thoughts about the Lexington Parkway resurfacing project.

This project helps take a giant leap forward into turning Lexington into the Parkway that it is claimed to be in St. Paul. In no other city where Lexington exists in it's alignment is it proclaimed to be a Parkway only within the boundaries of St. Paul proper is it given this distinguished moniker.

Much of the stretch of Lexington that is part of the Mill and Overlay is fairly bikeable to an experienced cyclist the on street parking goes largely unused. However with the upcoming expansion of the Randolph and Lexington intersection to increase throughput and decrease delays for drivers has the potential to increase vehicle speeds on this stretch of the Parkway. This increases the need to make good use of the mostly unused onstreet parking on half of Lexington. As part of the county transportation network this project offers the chance to provide access to Trader Joe's a major destination at Lexington and Randolph.

From the intersection of W. 7th St and Lexington (a major connection point between Shepard/Davern and the rest of Highland) you have 3 options to get to Trader Joe's on a bicycle. You can go up Montreal to Hamline to Edgumbe to Randolph (1.75 mi) you can take an equally round about way by taking Lexington to View to Alaska to the 35E trail to Randolph where you then have to traverse a freeway off ramp and on ramp before being able to reach Trader Joe's (1.3 mi.) or you can ride straight up Lexington (1 mi.). This project also gets people on bicycles a good part up the way up the bluff from 7th St. and does so in a lane which is crucial for people riding up hill who are often riding slower and as a result are more vulnerable.

I support this project that will help enhance the county and city transportation network.

2 Supporters

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Lisa Austin inside Ward 3

May 15, 2015, 5:16 PM

Yes, please put bike lanes on Lexington. My husband and I own our home on Highland Parkway and try to ride where we can in the neighborhood. Bike lanes on Lexington would give us a viable way to get to Trader Joe's using the bike lanes on Montreal to get to Lexington. If more people road their bikes to Trader Joes' it would relieve some of the congestion at this busy intersection. These lanes would also make it easier to get to the pedestrian bridge over I-35E and help provide a better route to bike to the co-op on W. 7th. One thing that could make it better is to design it more like a protected bikeway and put the bike lane closer to the curb on the side where the parked cars are. Some people will feel more comfortable on a bike lane, even more will feel better with a protective buffer between them and the cars. The good thing is this is only paint. If it doesn't work you can always put it back the way it was.

2 Supporters

---

Roxanne Young Kimball inside Ward 2

May 14, 2015, 9:46 PM

Including bike lanes on Lexington and Randolph would be a wonderful improvement for our city. I strongly support the proposal. Making biking more comfortable by providing striping and bike lanes will make our city more vibrant. Please proceed!

2 Supporters

---

Philip Moody inside Ward 5

May 12, 2015, 10:00 PM

## Lexington Parkway Bicycle Lanes

Please share your thoughts about the Lexington Parkway resurfacing project.

Here's the thing, Lexington isn't really a very safe route to bike on. However, I choose to bike on it anyway because it is direct route between some major destinations. That being said, saying that intersections are dangerous, the street has too much traffic, etc are not reasons to not stripe bike lanes but are reasons TO stripe bike lanes. Creating bike lanes will only calm traffic and make Lexington a more desirable place to ride.

3 Supporters

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joan pasiuk inside Ward 3

May 11, 2015, 7:14 PM

Thank you to SP for moving forward with a vision of a city more attuned to sustainable and healthy transportation. Bicycling will become more realized as transportation for more SP residents when a safe network is completed. Important routes for motorists are also important routes for bicyclists. These segments of Cleveland, Front and Lexington provide access to many destinations and should be completed as part of the SP bike plan.

I call attention to several facts:

- Cleveland, Lexington, and Front are all collector streets; residents on many collectors do not have parking on at least one side of the street.
- There are more transportation options than ever, creating opportunity to reduce reliance on a private vehicle for multiple trips/day. There is expanded transit service, Zipcar, more HourCars. The segments of Cleveland and Front involved in this discussion are both served by one or more bus routes. Residents of Lexington south of Randolph expressed much resistance to service of new route 83 on their street, so access to transit for this segment of the city will not be as robust as it might have been.
- There is no right to free parking in front of any residence.

The proposal for parking bays submitted by SP Bicycle Coalition and Women on Bikes is a good way to address parking concerns of businesses at Randolph and Cleveland. There may be similar strategies for other businesses.

Anger will dissipate. Most people will adapt and adjust. There is much anecdotal evidence of this from projects in Minneapolis, other US cities, and around the world. And there is opportunity. For example, research has shown that life transition is the time people are most amenable to incorporating other lifestyle changes. Could the city and Metro Transit establish a partnership -- when parking is removed on a street, residents can enroll in a 3-mo reduced rate transit pass?

---

Andrew Johnson inside Ward 1

May 6, 2015, 6:35 PM

I made it through 15 minutes of the meeting on 5/6/15, but some obnoxious folks made it insufferable. Fortunately, I got to bail and just write my comments here. Sorry the employees couldn't get out. Overall, I am generally on board for bike lanes, but I have a host of concerns.

1) Why is Front a truck route over Como? I have always wondered and it seems pretty silly to me. Not sure it makes a ton of sense to do trucks and bikes on the same road, but that aside, I would love it if it was not a truck route or if they were given an alternative.

## Lexington Parkway Bicycle Lanes

Please share your thoughts about the Lexington Parkway resurfacing project.

2) Parking: It seems like your model of parking assumes a degree of optimal parking/small cars that just doesn't exist. It feels like it would be untenable. I have enough parking in back, but as soon as winter comes my alley is unusable, so I am forced to park on the street. If you were to repair my alley and perhaps keep it clear, so I could drive my vehicles down it my personal issue would be resolved. I think outside of snow times this would be annoying, but manageable, but for at least 4 months of the year alleys are useless and that kills most off street parking.

3) Garbage: I assume there is a positive correlation between more people and more trash. I live near the Super America at Lexington and Front and it is basically like living in a dump site. I pull a garbage bag or more worth of trash from their customers a month and that is largely ignoring the alley, which is probably three times as bad. Would it be possible to get some kind of city garbage can and perhaps some enforcement? I am not sure how the law works, but from what I can tell owning a business that has customers liter everywhere is not their problem at all for some reason. My concern here is that adding a bike lane would result in even more trash for me to deal with.

4) While you are fixing these roads could you fix the water shut offs at the street? I have been trying to get the city to come fix mine for 6 years now. It has no cap and is filled with dirt to the brim. This could be a real nightmare if there is ever an emergency that requires shutting it off at the street. I feel like your maintenance here has been comically terrible.

5) Is there any plan for dealing with the abandoned houses problem? I have one house next to mine and one behind mine that have been vacant for a long time. They become garbage dumps with people breaking in frequently. If we have the money to be putting in bike lanes along this route, why don't we have the money to get these houses dealt with?

I like bike paths and I imagine I would even take advantage of it, but it seems like there is quite a bit to address.

---

Eric Saathoff inside Ward 6

May 6, 2015, 3:55 PM

Please construct a protected bike lane along Lexington Parkway to help to connect the city's bikeways and truly make St. Paul the most livable city in America. Where do people want to live more - where there is abundant parking or where there is abundant street life? If we judge by populations and rental rates, we should have no doubt that what makes a place livable is not how much street parking is available. Please make these lanes protected bike lanes so I will more comfortable riding there with my son and daughters.

5 Supporters

---

Johnna Pugh inside Ward 5

May 1, 2015, 9:56 AM

I totally agree with Peter Bilek -- A better option would be to convert Chatsworth into a N-S bicycle boulevard since it travels from St Clair to Pierce Butler, and is able to safely cross both University Ave and I-94. I would bike that route daily! Non-linked bike routes that dump cycles out into traffic don't benefit anyone. I have not been able to find a safe route from Como Park to Mississippi Market on 7th Street. I cannot see what access to businesses, activities, or other bike routes the proposed south Lexington route would provide.

---

David Kozlowski inside Ward 3

April 28, 2015, 8:40 PM

All On Forum Statements sorted chronologically

As of June 2, 2015, 1:20 PM

<http://www.peakdemocracy.com/2702>

Page 6 of 9

## Lexington Parkway Bicycle Lanes

Please share your thoughts about the Lexington Parkway resurfacing project.

It appears that the St. Paul City council has already approved this project. Thankfully their was representation from the county at tonights meeting @ Edgcumbe rec center. I have lived here many years and enjoy our bike trails we currently have. I would not feel safe riding on Lexington, with or without bike lanes, I will use the sidewalk until I reach the trails currently available. I also feel the example showing how many cars were parked at different times of the day was one sided, since there were no stats showing the bicycle counts at the same given times. At the most southern part of Lexington Pkwy reside the old riverside school and playground. The ball fields are used during the summer by Highland Park girls softball, Mens Softball two nights a week plus practices, little league baseball games and practices, sometimes using both fields. There is a current trail running along 35E to connect Randolph, Jefferson, and all the way to downtown, sure you have to use some side streets, but it works very well for it's intended purpose. I have rental property as well as my private residence, and do not want to lose any parking whats so ever. I am becoming sick of the city I used to love because you keep telling us what we need, approve it, then tell us to come and give you feedback AFTER you approve. I asked a few of the cyclist where they lived, response was "I'm not from this neighborhood". Imagine that! I am for the COUNTY repaving Lexington, I am against our parking being taken away, even on one side. You do not need bike lanes to ride your bike in the street. Thank you.

3 Supporters

---

Peter Bilek inside Ward 4

April 28, 2015, 8:01 PM

Please consider separating the bike lane from the automotive traffic with some type of physical barrier (Be it a curb, bollards, or parked cars) A stripe of paint is inadequate protection for cyclists on a high speed arterial street like Lexington.

Another option to consider would be to convert Chatsworth into a N-S bicycle boulevard since it travels from St Clair to Pierce Butler, and is able to safely cross both University Ave and I-94.

If, in the future, a bike bridge could be build over Pierce Butler and the RR tracks, it would be a straight shot which would go all the way to Lake Como.

In an ideal world, bicycles shouldn't be routed onto high speed arterial streets like Lexington. When high speed cars mix with low speed bicycles and are separated by a mere stripe of paint, it creates a dangerous situation for the cyclist.

9 Supporters

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Edward Heimel inside Ward 2

April 28, 2015, 8:00 PM

We attended the Lexington Parkway road/bike open house Tuesday evening at Edgecumbe Recreation Center. We reviewed the data and have the following comments:

Point One: Public Safety.

The bike path will make for a nice downhill ride that ends in a public safety hazard. The Lexington Bike path dead ends at the intersection of Montreal, Lexington and W. Seventh St. This is a busy, confusing, and dangerous intersection. The vast, vast majority of bikers on this new bike path will be continuing on to east

## Lexington Parkway Bicycle Lanes

Please share your thoughts about the Lexington Parkway resurfacing project.

bound Montreal Avenue down towards the Sam Morgan Trail, Crosby Farm Park and the I-35E Bridge over the Mississippi River. The other options do not make sense for a biker.

West Montreal goes up hill and is not a logical destination. W. Seventh Street is extremely busy (airport traffic) and very dangerous for bikers. Motor vehicles (and thus bikes also by law) are forbidden to make a left turn from Lexington onto east bound Elway.

East bound Elway at its intersection with west Seventh Street was recently re-configured to remove parking and add a left turn lane from west bound Montreal to west bound Seventh Street. There is no room here to add a bike lane. Yet this single, east bound lane is marked on the authorized city bike plan. Traffic onto this section of Elway is usually zipping down the Montreal hill entering a narrow section of Montreal until it hits Elway St. Bikers are placed in a narrow roadway with speeding cars and little room to maneuver. Given that this intersection leads to I-35E, there is heavy traffic coming up and down Montreal from Seventh St. and from Shepard Road.

In effect, the city and county are creating a new public safety hazard.

Possible resolutions.

First, installing additional signage to inform bikers they cannot turn left onto Montreal from the Lexington roadway. They would have to get off their bikes, cross Montreal Avenue with the west bound Seventh Street traffic (with many cars turning from Seventh onto west bound Montreal), and then wait on the other side of Montreal for the walk light to cross W. Seventh. Doable but from observations at other city intersections, many bikers are likely to risk crossing these streets without waiting for TWO walk lights.

Second, being creative. Amend the bike plan to direct bikers (like autos) to turn before the Montreal/Seventh/Lexington intersection onto Albion. But for bikers, continue across Seventh on Albion to its dead end. Enter into an agreement, primarily with the St. Paul Housing Authority to have an easement across their Montreal high-rise property for a pedestrian/biking trail (which benefits the high rise also). The trail would dump out at the Elway/Montreal intersection leading down to Shepard Road, Sam Morgan trail, etc. There is a city trail from this corner to Shepard Road. This avoids the dangerous left turn at Seventh/Lexington/Montreal and the narrow roadway on east bound Montreal from Seventh.

Point Two: Ongoing maintenance

St. Paul has passed a bike plan. Has it made the financial and personnel commitment to maintain the street striping to mark the bike lanes and sharrows? The city is already behind in maintaining clearly marked roadway striping. Will we soon have faded bike lane markings increasing the danger for bikers?

There used to be a "plastic" roadway marking material that was installed when roads were paved. The material was imbedded in the asphalt. Does this still exist? (I believe it was a 3M product.) Northern cities and states must look to new ways to counter the advantages of Southern states whose roads do not face the freeze/thaw cycle Minnesotans have to endure yearly.

## Lexington Parkway Bicycle Lanes

Please share your thoughts about the Lexington Parkway resurfacing project.

### Point Three: Future work

In 2016, Excel Energy will be replacing a natural gas transmission main from the Montreal/Seventh/Lexington intersection along east bound Montreal to Elway and down Elway to Shepard Road. (This completes a multi-year project; in 2014 they were digging in this section of Lexington Parkway.) Has any consideration been given to planning for this work and the opportunity it presents to smooth out the roadway here (busted up concrete), decide if a bike lane is somehow feasible with the newly reconfigured lane markings on west bound Montreal at Seventh, and hopefully, improve the trail along Elway and eliminate/replace the ugly median on Elway. The easement across the Montreal high rise property would allow for a better resolution of traffic on east bound Montreal.

Ed Heimel  
Christine Klejbuk  
1111 Elway St, Unit 501  
ckeh@tcq.net

4 Supporters

---

Jeff Christenson inside Ward 1

April 28, 2015, 4:11 PM

I am very much in favor of bicycle infrastructure on Lexington Parkway. As it stands today, there are very few viable North-South bike lanes. So while there is much more to do to establish a network of bicycle facilities in the City, this is a good step in the right direction.

6 Supporters

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# Lexington Parkway Bicycle Lanes

*Please share your thoughts about the Lexington Parkway resurfacing project.*

All Off Forum Statements sorted chronologically

As of June 2, 2015, 3:58 PM



*As with any public comment process, participation in Open Saint Paul is voluntary. The statements in this record are not necessarily representative of the whole population, nor do they reflect the opinions of any government agency or elected officials.*

# Lexington Parkway Bicycle Lanes

*Please share your thoughts about the Lexington Parkway resurfacing project.*

As of June 2, 2015, 3:58 PM, this forum had:

Attendees:	90
Off Forum Statements:	5
All Statements:	23
Hours of Public Comment:	1.2

This topic started on April 28, 2015, 3:16 PM.



## Lexington Parkway Bicycle Lanes

Please share your thoughts about the Lexington Parkway resurfacing project.

Name not available (unclaimed)

June 1, 2015, 10:24 AM

Bicycles have been ridden with or without designated bike lines forever. Bicycles can be ridden on less traveled streets safely. Let's keep small businesses in our area and not have them move to where there is parking.

---

Name not available (unclaimed)

May 29, 2015, 10:16 AM

I am strongly in favor of protected bike lanes along Lexington Parkway. This is a street that is too wide and naturally encourages drivers to go too fast. Bike lanes will slow things down, and it'll also provide a great North-South connection so that I can more easily bike to the Highland pool and elsewhere. I, personally, can bike anywhere with or without a bike lane, but my kids cannot. I want them to feel safe and free when we ride as a family. I would never take them down Lexington right now and that isn't right. My kids should not be afraid to ride their bikes and enjoy this great city.

---

Name not available (unclaimed)

May 21, 2015, 9:54 AM

Yes! Please build this bike way. We need more safe options to travel north and south in this area. It would be great to connect to the river safely. There are so few options that reach the river in a protected way. I would ride it often.

---

Name not available (unclaimed)

May 15, 2015, 12:49 PM

I support the bike lanes on Lexington. My husband and I live in Highland Parkway and try to travel as much as we can by bike in the neighborhood. If there were bike lanes on Lexington we would have a viable route to bike to Trader Joe's. If more people could bike there it would help with congestion and parking at TJ's. It would also provide better access for us to the bike/ped bridge over I-35 when we want to go to the coop. It would be even better if these could be configured like a protected bikeway with the side that has the parking put the bikes next to the curb, and the side with out the parking have a buffer painted. The nice thing about all of this is it is just paint. If it does not work, it can be restriped to go back to the way it was. If we don't try some of these things we won't know if providing better bicycle facilities will increase riding in St. Paul. Only other thing that might help is the flatten the hills!

---

Name not available (unclaimed)

April 29, 2015, 6:00 PM

The timing of public input for this summer project feels very rushed and that we are really being informed of something that's already been decided.

The information at the Open House that the north end of this project won't be dealt with until the Randolph Avenue project in 2016 makes the current proposal suspect; how can you do three quarters of it and say oh we'll figure the rest out later?

## Lexington Parkway Bicycle Lanes

Please share your thoughts about the Lexington Parkway resurfacing project.

Bike lanes on Lexington Parkway will do nothing to aid/help the traffic flow, which is borderline ridiculous during rush hour (trying to head north from a west driveway is an exercise in mind-numbing patience).

The southern end of the project switches the parking from the east side to the west side of Lexington which is a recipe for disaster. While I understand the rationale, it really seems like a needless distraction for both drivers and bikers to require such a significant shift in the flow. Additionally, significant activity (some involving small children) takes part in the park, and taking away the parking along the park will complicate the pedestrian flow for those activities.

A suggestion surfaced at the open house to have both bike lanes on the west side with a barrier/protection from car traffic.

---

## APPENDIX:

(Scanned copies of the original open house statements and sign-in sheets)

# Sign-In Sheet

## Lexington Parkway Open House

4/28/2015

Edgumbe Recreation Center  
320 Griggs St. S  
Saint Paul, MN 55105

	Name	Address	Email
1.	Linda Boehmer	1079 Otto Ave.	
2.	Ed Herrup	1111 Elway #501	ekch@tcg.net
3.	CHRIS KLEIBUL	1111 Elway #501	ekch@tcg.net
4.	Stacy Daniels	656 Lexington Pkwy S.	sunshinedaniels@comcast.net
5.	Carol Sturgeleski	759 So. Lexington Pkwy	
6.	Gordon Murray	535 So. Lexington Pkwy	gordon.pat@comcast.net
7.	Ray Hornaway	665 Lex. Pky	STOU681@umn.edu
8.	Carolyn J. Inara	825 Lexington	
9.	Angel and Curt Chandler	805 Fairmount Avenue	angelchandler@mac.com
10.	Brian McClellan	285 Macalester St	briantheatherone@yahoo.com
11.	Suzanne Zaayer	1750 Saunders Ave	<del>STW319</del> @yahoo.com
12.	Jeff Zaayer	1750 Saunders Av	jeff.zaayer@yahoo.com
13.	CURT CHANDLER	805 FAIRMOUNT AVE	CURT.CHANDLER@COMCAST.NET
14.	Marnie Mulherin	1181 Edgumbe Rd #304	mimulherin@yahoo.com
15.	TIM FOLEX	552 Lexington	
16.	Phil Korkowski	1411 Alaska Ave	pmkorkow@gmail.com
17.	GERRY MORSE	535 S. Lexington Pkwy	
18.	Rosemary Radatz	" " "	
19.	Bryce Basmussen	435 Lexington Pkwy S	bbasm@ymail.com
20.	Mike Sonn	1458 WELLESLEY	
21.	Kevin Gullatin	1822 Highland	
22.	TOMY Desnick	2116 Pennetola St	tdesnick@niceridenn.org
23.	Jack McCue	11644 Linton	jmccue544@edl.com
24.	Ryan Foss	716 Lexington	dmt019@yahoo.com
25.	Faith Binman	559 Lexington	binman@avgsburg.edu
26.	Chris Budel	46 N. Albert St	chris.budel@gmail.com
27.	Amber Dallman	1328 SARGENT AV	amber.dallman@gmail.com
28.	Fritz Schwartzeniller	" "	
29.	Elsie Schwartzeniller	" "	
30.	ANDREW SINGER	2103 BERKELEY AVE.	andy@andy.singer.com
31.	Mike Marcotte	576 Lexington Pkwy S	mike.marcotte@att.net
32.	Yella Yemen	830 Lincoln Ave	Yella.Yemen@outlook.com
33.	BERNARD PHALIPS	719 Lexington	





From: Gordon Murray  
Resident of Mountcain Apartments  
535 So. Lexington Pkwy, # 602  
St. Paul MN, 55116

## Lexington Parkway Bicycle Lanes Comment Form

Ramsey County is planning a street resurfacing on Lexington Avenue between Randolph and Pleasant Avenues during the summer of 2015. The City is proposing to implement bicycle lanes on Lexington Avenue between Randolph Avenue and West 7th Street as a component of this project.



Please provide written feedback on the proposed plans for Lexington Parkway by doing one of the following:

- Leave a comment on Open Saint Paul ([stpaul.gov/open](http://stpaul.gov/open))
- Send an email to city staff ([reuben.collins@ci.stpaul.mn.us](mailto:reuben.collins@ci.stpaul.mn.us))
- Write comments below

Comments: Your Proposal Introduces: (2) 5' Bike lanes  
(2) 11' travel lanes (a reduction)

1) Significant increase in hazards & danger for bicyclists & traffic in travel lanes.

Your report discloses monitoring results for parking, but does not disclose monitoring for bicyclists. None (or few) bicyclists go northbound on Lexington Parkway because of the steep incline. Those who try tend to wobble which creates a hazard for them & the northbound drivers who would have to contend with narrower lanes, for themselves & on-coming traffic which includes garbage trucks (moving or parked), delivery trucks (moving or parked), & street repair/maintenance equipment, etc.

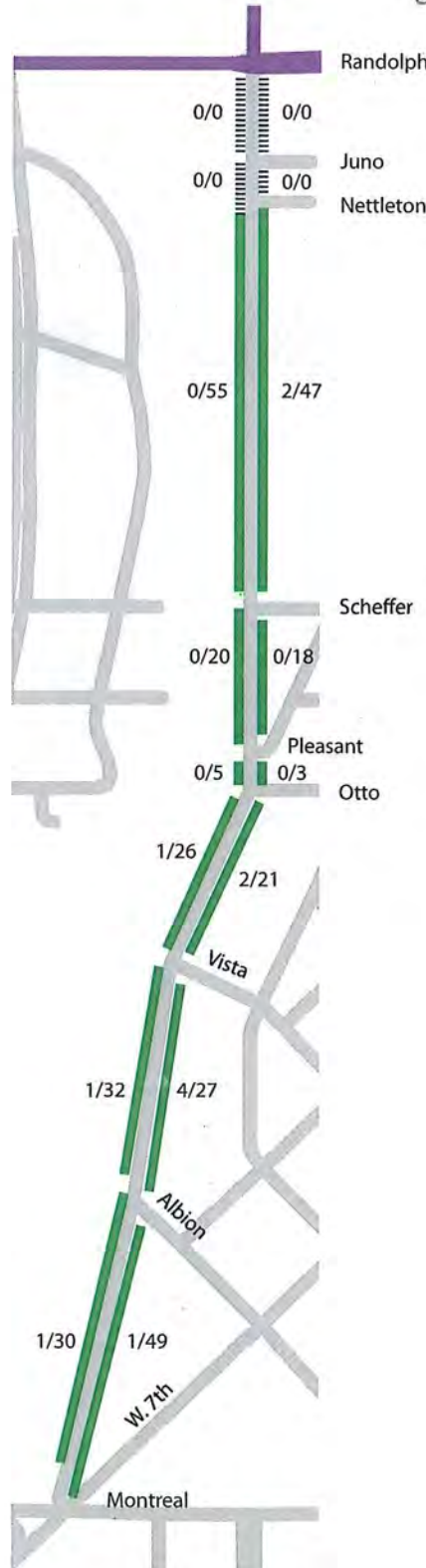
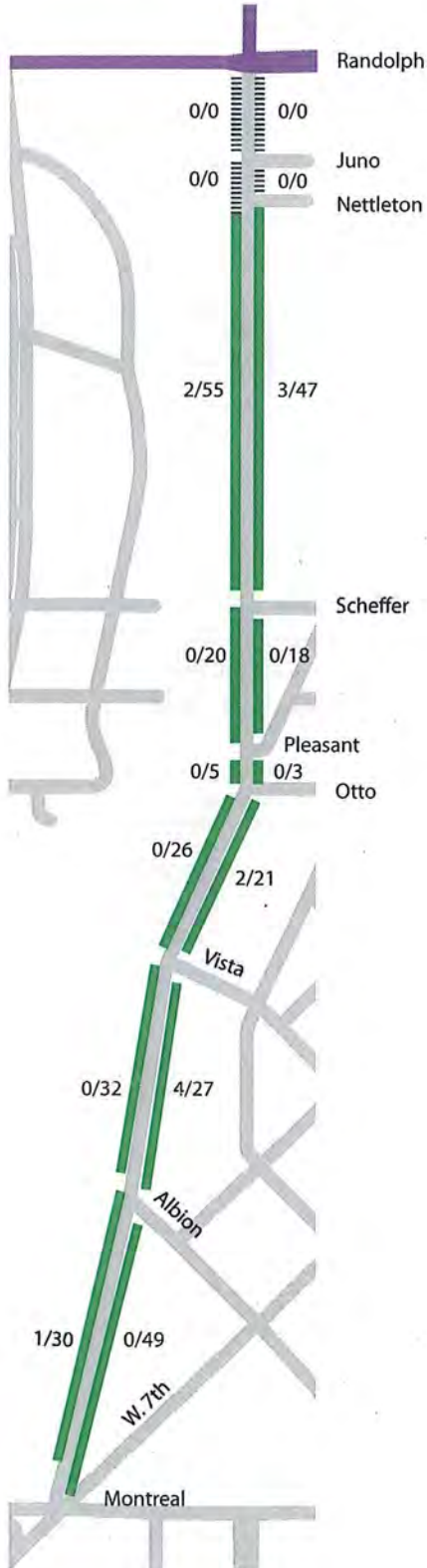
2) Regarding parking: increased inconvenience for those who currently do park on the southbound side of the street, especially when it snows & snowplows leave piles of snow on the sidewalk; and also when it rains, with flowing water curbside.

## Lexington Parkway Parking Counts Weekday early morning (4 AM - 6 AM)

Date: Tuesday, March 24th  
Time Period: 4AM - 6 AM

Date: Tuesday, March 31st  
Time Period: 4AM - 6 AM

Where is the  
Bicyclist Count  
(especially the wobbly  
on ~~the~~ the steep  
grade (incline)  
travelling North  
on Lexington (Always?)  
Don't NEED  
Bicycle  
Leaves!



### Legend

Observed Parking Utilization

-  Signed "No Parking"
-  0 - 69%
-  70 - 84%
-  85 - 100%+

Example: 8/11 =

Observed Parked Cars /  
Estimated Legal Parking Capacity

(Observed parking utilization may exceed estimated legal capacity)

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- Write comments below

## Comments:

Super excited for these lanes

10' traffic lanes would help calm traffic + get the bikes out of the gutter.

would it be possible to extend the Lex bike lanes to St. Claire - should have commented on bike plan - ceps!

Any upcoming projects connecting Summit Hill to the light rail? - very important connections



# Lexington Parkway Bicycle Lanes Comment Form

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- Write comments below

Comments:

Painted bike lanes are OK. Better than no painted bike lanes.

But protected bike lanes would get more people not riding already. Saint Paul + Ramsey County should do more with protected lanes.

Watch what Minneapolis + Hennepin County are about to do when they start installing more protected bike lanes over the next couple of years.

Please less paint; more real barriers to separate bike from auto traffic.

Thanks!

# Lexington Parkway Bicycle Lanes Comment Form

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- Write comments below

### Comments:

I agree with the plan as proposed.  
I live on Lexington Parkway S, and the plan would make the street more livable for our young family. I believe the bike lanes should extend to ~~Lexington Parkway S~~ Jefferson. I also believe there is a need for more crosswalks on Lexington as well. There is an unmaintained park near the 600 Block on the West side of the street that would be ideal. It connects to a path from Montcalm which would further increase walkability.

Thank you for your attention to this matter!

Tom Farrington



# Lexington Parkway Bicycle Lanes Comment Form

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- Write comments below

### Comments:

I am concerned about backing out of my driveway. I am a little past the curve of Lexington and the traffic is right on you when you go to back out.

No parking in front of my house. The city should do something with the Spring on the hill. I have talked to the Watershed people. Put some money where it would help the people on Lexington.

Mrs. Carol Stuebele  
759 So. Lexington Pkwy  
St. Paul, Minn. 55116



Amber Dallman

## Lexington Parkway Bicycle Lanes Comment Form

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- Write comments below

Comments:

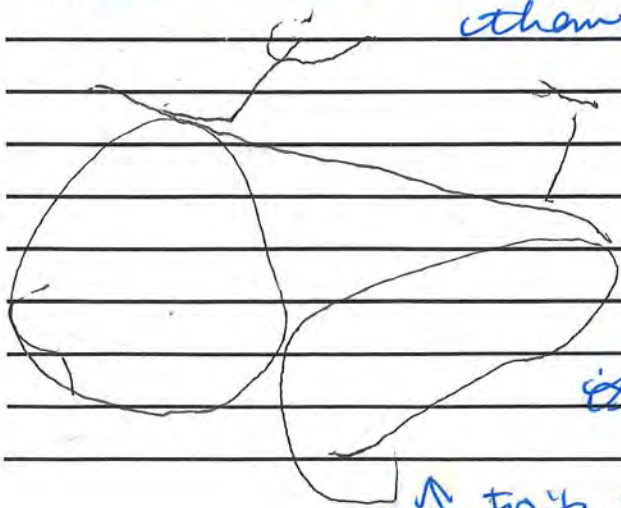
I support bike facilities on Lexington (and Cleveland) if it is possible to consider physically separated bike lanes on Lexington or even a 2-way cycle-track?

Bike facilities & narrower lanes will help lower traffic speeds & calm traffic.

We would use this connection more w/ our family if it had a safer speed to bikes.

This is also true w/ Cleveland. We've diked both streets as they are & find them a bit of a pain w/ cars. We have one car in our family & bike/take transit to many places.

I'd like to see safer bike facilities on Lexington. Thanks!  
Amber Dallman



↑ Fritz Schwartzmiller - age 4  
wants to ride his bike... fast on the street





