

From: Willies Guitars [<mailto:info@williesguitars.com>]
Sent: Tuesday, June 09, 2015 6:24 PM
To: Tolbert, Chris (CI-StPaul)
Subject: Bike Lane Proposal

Hi Chris:

This is Nate Westgor of Willie's American Guitars on Cleveland Ave. So. The bike lane on Cleveland is a nice idea but misplaced. This will decrease city tax revenue, cause job loss and will make the busy street unsafe for children on bikes. I'm sure there are better locations that would do less harm.

Sincerely,

Nate Westgor

Owner

Willie's American Guitars

www.williesguitars.com

From: Kathy Thees
Sent: Wednesday, June 10, 2015 2:01 PM
To: Tolbert, Chris (CI-StPaul)
Subject: Bike lane

Dear Mr Tolbert,

The bike lane on Cleveland Avenue is a poor idea. I frequent shops on Cleveland and rely on the parking spaces on the street. For the majority of us, easy parking results in frequenting local businesses. Since when did bikers take over the majority of us who do not bike??? It seems that St Paul can not spend enough money on creating bike lanes and removing parking spaces, especially in downtown! The bike lanes on Jefferson are a joke. The street is so narrow in parts that with parking, 2 cars cant pass each other and then have bikers too??? There is a bike lane on Faiview, let the bikers ride a few more blocks to get where they are going. A bike lane is not a necessity on Cleveland. Please listen to your constituents and vote against the bike lane.

Sincerely,
Kathy Thees

From: Anne Tews
Sent: Wednesday, June 10, 2015 12:24 PM
To: Tolbert, Chris (CI-StPaul)
Subject: Cleveland Ave bike lanes

I wanted to let you know my thoughts on this proposal.

I think it's a terrible idea. Businesses will suffer and it's not helpful for the elderly, disabled, or injured to be forced to park further away. Provided they can find a spot at all. One of my favorite coffee shops is Coffee Bene and parking is already horribly limited over there. On Grand west of Cleveland, Finn, & Lincoln people can't park unless they have a neighborhood parking sticker and the Davanni/Bene parking lot is extremely small. There's only so much parking available on Grand east of Cleveland and as someone recovering from ankle surgery then walking distances is still a trial. If places like Coffee Bene lose clientele because of this crazy bike lane they'll likely close or move. That's hardly making a liveable, walkable community if there are fewer businesses.

www.walkscore.com/ By typing in an address into this site you can get not only a score of how walkable an address is but also how bikeable it is. I typed in the address for Accolades Salon and it has a walking score of 58 and a biking score of 70 so it already has a better biking score than walking! Coffee Bene has a walking score of 68 and a biking score of 78.

If homeowners have garages or other off-street parking they should be encouraged to declutter and follow the minimalism movement to clear out the garages. If they park in their garages then the street parking issue will be alleviated. The Saint Paul Public Library has plenty of books on minimalism, essentialism, and decluttering.

The city would be losing revenue if established businesses are forced to close. How long could replacement businesses last if they have the same issues?

I hope you'll vote against bike lanes.
Your constituent,
Anne Tews

From: Mary Phelps
Sent: Wednesday, June 03, 2015 4:11 PM
To: Collins, Reuben (CI-StPaul)
Subject: Cleveland Avenue Bike Lanes

Sent: Friday, June 05, 2015 10:48 AM
To: Tolbert, Chris (CI-StPaul)
Subject: Bike lane on Cleveland Ave.

Dear Mr. Tolbert -

I am a St. Paul resident who patronizes the businesses located on the blocks of Cleveland Ave. on which a new bike lane has been proposed. As everyone in St. Paul knows, parking for local businesses is at a premium -- but absolutely necessary for the businesses' survival. I've nothing against bikes (I'm also a bike rider), but cars and bikes can share the road. To remove parking for the businesses on Cleveland to provide for a bike lane that will host traffic only occasionally simply makes no economic sense. St. Paul needs to protect its business tax base.

I urge you to vote to preserve the street parking. Thank you.

Claire Taylor-Sherman
Lincoln Ave.

Hans Spitzer - Gen'l Manager of Uncle Svens Comic Shop re Cleveland Bike Lane

Called to oppose the bike lane on Cleveland because of the removal of parking in front of so many small businesses. Doing so is not good for the businesses nor residential, and is prohibitive – so many people drive, park and run into the businesses and need that parking.

From: Rebecca Sicoli
Sent: Thursday, June 04, 2015 12:14 PM
To: Tolbert, Chris (CI-StPaul)
Subject: keep parking on Cleveland at Randolph

I am writing to support not only local businesses but neighbors. I live on Randolph, down the street from Cleveland, and street parking is already at a premium here. Although I largely support bike lanes, in this instance, I strongly believe we need to leave on-street parking as it is at Cleveland and Randolph.

I was surprised to hear that this was even being considered as there is such a shortage of parking in this area. Before EVER considering eliminating any on street parking, the City needs to address the problem caused by St. Catherine's students parking on the streets. If St. Catherine's students and faculty did not clog up our street parking, this would not be such a problem and bike lanes would be a possibility.

Thank you for your time,
Rebecca Sicoli
XXX Randolph Avenue

From: Daniel W. Sheehan
Sent: Monday, June 08, 2015 10:46 AM
To: #CI-StPaul_Ward3
Subject: Improvement idea for Finn and Cleveland

Mr. Tolbert,

I wanted to reach out to you about a sign that I read while walking past Luci and the barbershop on Cleveland and Randolph. It said Finn is the place for bikes and Cleveland is the place for cars. I have to agree because of my walking experience. It made me think I should express my opinion on walking and biking in the neighborhood and to give you an idea that can fix this issue while making the area more livable, walkable, bikeable and more desirable. My name is Daniel Sheehan and I have lived at xxxx Berkeley Ave for the last two years after moving from Minneapolis. My wife and I love living in St. Paul but find walking around the neighborhood very aggravating.

If I want to walk south or my house on Berkeley Ave and want to walk south to the shopping area in Highland with my two daughters, there isn't very many relaxing way of doing that.

My options are:

- Go west to the bike path on Mississippi River Blvd, but that isn't good because the biking and walking path are combined. That makes us hover over our daughter becoming stressed that she will step in front of a bike.
- If we try and walk on the sidewalks on that street they are a few blocks of sidewalks but for the most part non-existent south of St. Clair. That street is way too busy to walk on so we usually don't.
- Next block over is Woodlawn and the sidewalks are very sporadic. We will actually will occasionally walk on the street because it isn't horribly busy. This creates a potential for a pedestrian car conflict and more desirable then other areas still isn't ideal.
- Mt Curve is what we typically walk down if we want to most enjoyable experience. Mt Curve turns into Montrose until we hit Hartford where it stops.
- Next block east is Cretin and it is WAY too busy to find enjoyable. But one of two blocks that go all the way to Ford Parkway with sidewalks.
- I will get to Finn later.
- Cleveland is also way too busy to find enjoyable but again we often walk on it because it is one of the few blocks that go to Ford Pkwy with sidewalks.
- Anything east of Cleveland doesn't work because of St. Kates.

Finn is good and if we want to walk to the shopping in Highland this is the way we walk. That is until we reach Niles where we move to Cleveland to finish walking. There are very few sidewalks on Finn so we walk in the road, which we worry about our daughter getting hit by a car. Finn isn't all that busy but if there were sidewalks this would be an ideal way to walk to the shopping area. I think there is a great opportunity to make this area even more desirable, walkable, and bikeable.

If St. Paul were to narrow Finn to one lane with parking and make it into a one way street that would free up one lane. On the other side of Finn turn it into parkland with two separate paths one for biking and the other for walking/running. The separate the bike lane with a row of trees would make it into a

very appealing feature of the city making this part of Highland/Mac Groveland very desirable. So what you would end up with would be a row for parking, a row for traffic, a boulevard for tree/bushes, a bike lane a lane for walking/running and then people's yards.

If we could also find a way to have Finn go from Grand Ave all the way south through the Ford Plant (the challenge would be between Niles and Hartford) that would be awesome! Imagine how appealing this would be for people wanting to raise their family in this neighborhood. It would take an underused road and turn it into a very appealing selling feature for the neighborhood. This would eliminate the need to have a bike path on Cleveland keeping the limited parking for the shops while still making the area very bikeable reducing the need for driving/parking.

Sincerely,
Daniel W. Sheehan

Sent: Friday, June 05, 2015 9:42 AM
To: Tolbert, Chris (CI-StPaul)
Subject: Hardship on residents, park users and unnecessary

Project Map



Dear Chris,

The proposed bike lane on Lexington south of Randolph is unnecessary, a hardship on residents and on park users.

I lived on Lombard Ave., two blocks off Lexington, for over 30 years, and most recently on Lexington at Albion for 6 years. I used to bike on the sidewalk for safety, as Lexington was so busy. Within the past 6 years, I am not aware of any bicycle traffic on Lexington in my area.

I don't think it would do any favor to cyclists to make a lane for them. Too many people rely on street parking to make it safe. There isn't enough room on surrounding streets to accommodate off Lexington Parking. Where will baseball players park during games? Where will guests of Deer Park town homes park? Where will home owners with one car garages, and up to 2 extra cars park? During ball games at the park at the south end of Lexington, both sides of Lexington are filled. There is no other area in which they could park within blocks.

The major flaw in the plan is the area south of Randolph on Lexington. The intersection by Trader Joe's is already impossibly crowded and difficult to navigate by car during heavy traffic times. How and where

would you put a bike lane when you already have all the lanes filled without any parking there for several blocks on either side? Your map doesn't show room.

My vote is a definite NO to any bike lane south of Randolph on Lexington for reasons of safety near Trader Joe's and a severe lack of parking options for residents, guests, and park users.

Sincerely,
Diane Schultz
Deer Park
St. Paul, MN 55116

From: rita saumweber
Sent: Tuesday, June 02, 2015 9:08 PM
To: Tolbert, Chris (CI-StPaul)
Subject: Cleveland Ave bike lane

Dear Councilman Tolbert,

I am emailing to express my opposition to the proposed bike lane on Cleveland Ave. I live in the area and travel on that street. I feel that adding bikes to that heavily traveled area is not a safe use of that space. I also support the area businesses and do not want to see them lose their valuable parking spaces.

Thank you for your service to our area and for reading this email.

Sincerely,
Rita Saumweber

From: john sands
Sent: Wednesday, June 10, 2015 1:21 PM
To: Tolbert, Chris (CI-StPaul)
Subject: cleveland ave. bike lane

The bike lane on cleveland Ave. is the stupidest thing to come out of city hall in years. There are some many reasons to oppose this and I cannot think of one reason to support it.
John M. and Janet P. Sands, xxxx Princeton ave. St. paul Mn 55105.

From: Vicky Sandberg

Sent: Wednesday, June 03, 2015 8:47 AM

To: Kelley, Pattie (CI-StPaul)

Subject: Business Owners testimony at Cleveland Avenue bike plan-June 1 meeting of Mac-Groveland District Council transportation committee

Pattie,

While it's still fresh in my memory, could I give an account of the local business owner testimony at this meeting this past Monday? I'm just not sure how much of this will reach the Council any other way. These are issues specific to Cleveland and not the bike plan in general, but I think they will resonate with the whole council and they don't need to upend the bike plan. In fact, if the project is deferred just until Cleveland can be widened and parking can be preserved in the interim, everyone's interests could be served—a true multimodal solution for a tight neighborhood that, as one resident said, is “aging in place”!

In addition to many concerned residents, the following business owners were present (there may have been others, either that I forgot, for example Coffee Bene might have been there, or that didn't speak but were present). These are pretty much all mom-and-pop businesses dotting Cleveland—the businesses that give a neighborhood its character and make it a destination. Should they fail, the neighborhood loses identity, services, and jobs. In this neighborhood, the businesses are like our family. This is what they said, to the best of my memory.

Davanni's – represented by its owner

- has put significant investment into building
- takeout business = 30%, much of it drive up
- has small parking lot and has tried to purchase nearby property to make additional off street parking (like Green Mill and Pizza Luce on Grand) but has been “shot down” because no one wants a parking lot next to them
- managers and employee must already park blocks away to keep spaces open for customers
- good neighbor (I can attest to this, having attended many youth sports banquets there)

Luci/Luci Ancora Restaurants – represented by owner and employees

- restaurant business is competitive in the area; difficulty in parking will cause customers to go elsewhere
- “white tablecloth” restaurants (i.e., not particularly geared toward the bicyclists)
- source of jobs for young people
- employees bike to to work in summer from Selby/Snelling—both testified they would consider a Cleveland Ave lane too dangerous and wouldn't use

Day care – represented by owner (I'm not sure but there may have been two day cares represented)

- parking in front important for safety during pick up/drop off
- not reflected in parking tallies because these are transient (but numerous) parking visits

(P.S.—a note about parking counts...they were taken on only 2 days, and parking is very episodic in the area so more counts would have been better...plus the City graphic shows “green” —the lightest parking—for occupancy of anything from 0-70%, meaning that when 7/11, or 3/5 spaces are occupied, it's the same green color on their graphic as 0/11, 0/5)

Barbershop – represented by owner

- father and son business in neighborhood for 40 years (I think—that’s my memory)
- no appointments/business model is drop in
- depends on “swing by” business—patrons see a chair open, pull in for a haircut
- many elderly customers with trouble walking who benefit from parking in front of storefront

Commercial/residential landlord—Randolph & Cleveland

- this is a young mother with a baby in tow—a new landlord that took over from a “slum lord” by accounts of her tenants and residents at this meeting
- significant building investment and has attracted new tenants in the last year or two to fill building (I think some of her tenants were at the meeting too)
- these tenants rely on Cleveland parking (e.g., a used furniture store)

University of St Thomas

- a representative was present—he seemed to be someone higher ranking and with authority
- said St Thomas had not taken a position on the bike route yet, but then said that they felt Finn would be preferred over Cleveland

Kehilat Sar Shalom—synagogue

- represented by several members
- unique facility, one of only 2 messianic synagogues in the are—the other is in St Louis Park (thus, people come from long distances)
- not accurately reflected in parking tallies because almost all parking is Saturday and Sunday
- many older members with physical challenges who need front door access on Cleveland
- they are particularly concerned with safety if older drivers must park far away and walk distances

Thanks, Pattie.

Vicky

From: [Vicky Sandberg](#)

Sent: Monday, June 01, 2015 8:44 PM

To: [Kelley, Pattie \(CI-StPaul\)](#)

Subject: Cleveland Avenue bike plan-June 1 meeting of Mac-Groveland District Council transportation committee

Hi Pattie,

I attended this meeting tonight, which drew many local residents, and wanted to relay my overall take on it to Councilmember Tolbert.

1. Everyone there appeared to support a north/south bike route, but most feel Cleveland is the wrong road—mostly because of safety—too narrow, too busy—but also business effect, snow emergency concerns, concerns about the young and elderly.

2. Those who voiced alternatives were unanimously in favor of Finn (not Prior, due to Prior's proximity to Fairview, already a route, and the Nativity bussing/parking/drop off issues).

3. Everyone except the supporters pretty much begged for implementation to be delayed—the sentiment was: please don't piggyback on the County plan this summer, before we've had a chance to consider and suggest alternatives.

I too would urge the City Council to please defer implementation of this project so as to (1) either identify a different route, like Finn or (2) do it "right", more safely, a couple of years from now when Cleveland is scheduled for widening.

The City indicated that there was no current money for cut outs to solve the expected parking problem.

The City also indicated that the plan they will present to the City Council was pretty much "set in stone" from their standpoint, and that it would not be modified by any community feedback.

I asked Reuben who the Cleveland Avenue bike lane was intended for. He pretty much admitted it was a commuter route. Almost everyone there said they would not use it recreationally and could not see recreational users making much use of it, in its currently proposed form. Reuben also didn't deny that it was a "done deal" by the time the neighborhood was informed, citing the exigency of this summer's overlay project.

Thanks!
Vicky

Sandra Rutzick re Cleveland Bike lane proposal –

Sandra called in protest over the proposed bike lane – she visits many businesses along Cleveland, Davanis, a beauty shop and Astound Video – they /she needs the parking. Don't approve.