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The Bicycle Coalition feels that--

1. Other than the 2 blocks of Jackson Street, which is unconnected to anything else, there are zero bike lanes in Downtown Saint Paul. Contrast this with downtown Minneapolis, which has dozens.
2. Cyclists have been complaining about this issue for over 10 years and nothing has changed. Our group (and the old Bicycle Advisory Board before us) was not invited to participate in the latest 5th and 6th street plan or any downtown street plan ...other than one done by an outside consulting firm 5 or 6 years back (in consultation with the Bicycle Advisory Board) that actually recommended bike lanes on 5th and 6th.
3. There are only 4 streets running southwest to northeast that could accommodate bike lanes-- 7th, 6th, 5th and Kellogg. Of these, Kellogg has been partially eliminated. In the process of rehabbing Union Depot, the city didn't have a public discussion about it and put in curbs and abutments in and around the Depot that permanently preclude bike lanes. 7th street has potential, if medians were shrunk or moved, but there are several blocks in lowertown where they would have to eliminate some parking or a travel/turn lane and the parking ramp entrance at Cedar would prevent 7<sup>th</sup> street lanes from being continuous. So that leaves 5th and 6th.
4. Given the volume of high-speed Bus traffic on 6th (Dozens of Metro Transit and suburban/commuter bus lines), riding a bike in the bus lane is not going to be a viable long term option. Many of our members (including myself) have almost been hit by Metro Transit buses. I ask any of the proponents of it-- "would you let your 11 year old child bike in it?" If the answer is "no" then it's not adequate, particularly in an area of the city that currently has no bicycle accommodations.
5. Until we have a public discussion about where some bike lanes could be striped in downtown and draw up a comprehensive city bike plan, the Bicycle Coalition would prefer if the city didn't move curbs in such a way as to eliminate one of the few remaining downtown possibilities. (i.e. no sidewalk extensions on 6th beyond 13 or 14 feet).
6. While we are waiting to have that discussion, using temporary sidewalk extension platforms in existing parking spaces seems like a viable alternative for businesses that want to have outdoor sidewalk seating. New York, San Francisco and other cities do this--  
<http://www.nyc.gov/html/dot/html/sidewalks/streetseats.shtml>  
<http://sfpavementtoparks.sfplanning.org/>  
It allows for warm weather outdoor seating but can be removed during cold weather months (to restore parking) or can be removed if the city comes up with a long term comprehensive bike plan and decides to stripe real bike lanes on 6th.