

## Support

Dear Councilmember Bostrom,

I am writing to ask your support for the bike lane projects on Cleveland, Lexington, and Front Ave.

I am a father of three and a year-round bicyclist. We are a one car family, and having safe places to bicycle is important not only for me but also for my wife and children who need me.

I commute daily to teach at my school (Crossroads) on Front Avenue. While the stretch of Front Avenue being considered does not come directly in front of Crossroads, this would still contribute to a Safe Route to School for employees and children coming and going from our school from west of Dale. Our school currently does not have bike racks because the principal doesn't want to encourage students to ride what she considers to be unsafe streets. Please vote to put a bike lane on Front Avenue west of Dale (and east of Dale later) to provide on safe route to our school.

I also used to be a student at St. Catherine University. At that time I wanted to ride my bicycle to class but I did not due to the fear of safety issues. I have since gained confidence to ride in traffic but many, many people who go to that school have not. I strongly encourage these bike lanes to be built. There are numerous accommodations for lost parking that have been suggested to make up for what businesses will miss.

Thirdly I hope you will vote to install bike lanes on Lexington to contribute to our growing bicycle network and the livability of St. Paul. We do not have to be a car-only city, even in winter. Many other cold weather cities around the world have made the investment for multi-modal transportation, and it is paying off.

Thank you,  
Eric Saathoff  
xxx Wells St

**From:** Krista Kay Hunt  
**Sent:** Monday, June 15, 2015 6:05 PM  
**To:** #CI-StPaul\_Ward3; #CI-StPaul\_Ward4  
**Subject:** In Support of Cleveland Bike Lanes

Hi there Councilmembers Tolbert and Stark,

I put my point right in the subject line in case this is never opened/read.

I hope it is. I've never shared my opinion before because I am jaded and don't know that these get read or considered.....and I think I have some good thoughts on this one. And I don't even hate cars or drivers or anything! This won't be my most eloquent writing effort but I wanted to get something to you before Wednesday.

I was born, raised, and bought my first house in St. Paul. I'm proud to live on a bus line with bike lanes and keep our garage/driveway clean enough to hold our vehicle.

I have ridden my bike for daily transportation (15-50 miles, typically) for over 15 years and I really like it. It's also nice for whoever gets my parking spot that day or whoever doesn't have to sit behind me in traffic! Because I also like driving and parking my minivan when that's more convenient for me. I'm very understanding of the luxury of parking right in front of a business. It rocks! With the Cleveland project, something has to give, and when I look at the whole issue, it's my opinion that the parking spots are what ought to lose.

St. Paul needs to make a bike transportation system that serves its people. It needs routes that go through from point A to point B along major roads. The bike plan is good. It makes sense. The lanes are sensibly spread out and placed and will be useful. Enact that plan.

These new lanes, like the one along Cleveland, are not to serve experienced bikers. They are to make it approachable and do-able for novice riders....so more people can use bikes for transportation, so there will be less road congestion and fewer parking issues overall. This is a longer view sort of deal, in that way.

Therefore, I also want to point out that the Prior reroute idea for the Cleveland parking places is a silly substitute. You want to stick novice riders with the task of navigating left turns at Randolph and Cleveland? And another busy intersection (I'm not sure where the northern end of this idea winds up). That's pretty dumb. They won't want to use it and I don't blame them. It doesn't make sense as a route. And they have to bike along Prior, which is a side street with stop signs and cross traffic that isn't looking for bikes the way drivers do when they come to a through street like Cleveland.

In addition, by the time they are Prior, they're halfway to Fairview so might as well go there. When you look at a map, it's obvious that the bike-friendly streets should be pretty evenly spaced. As designed, the passed bike plan does that.

If the whole bike plan gets fractured in similar ways (at the suggestions of non-bikers), St. Paul's bike system will be so broken that it won't get used (and non-bikers will rightly and glibly point

this out). At some point, you honestly may as well save the money and not bother (because both non-bikers AND bikers will see it as a waste of money).

The Cleveland project, in particular, is supposed to connect Highland Village (which is about to boom with that Ford Plant site development) to St. Kates to Grand Ave. to St. Thomas. That makes tons of sense for a bike route. That is obviously useful and positive and will make St. Paul better. And help keep that stretch less congested at a time when there is going to be an increase in cars.

Also SNOW!!!.....A main street is more bike-friendly and well-maintained in the winter than a side street. At a meeting, an anti-bike-lane person said "This isn't Portland!!! *It snows here!*" I was baffled as it took me a minute to realize she was talking about the city in Oregon. I was thinking of Portland Avenue in Minneapolis which has a big gorgeous bike lane ALL YEAR round. The main street is also more well-lit, typically.

There is competition from a city just over the river. Bigger than any one resident or family.....if St. Paul keeps falling behind in improving transportation options, there will be a wider impact on the city's demographics, home values, business revenues, etc. Not everyone needs to bike, but it helps everyone when we make it easier for more people to bike.

I think it's okay to admit that some of the specific parking issues suck and it's too bad that we can't easily have it all. And I think it'd be great to come up with some helpful ways to address them. But overall, I strongly believe that following through on the bike plan is a step in the right direction for the city, and a bigger gain than the corresponding loss of parking spots.

Krista Hunt  
Highland Park

P.S. I went to the neighborhood meeting for this project and a woman there very adamantly told the group, *with a creepy smile on her face*, "Just you watch, if they put this lane in, a bus will hit a bicyclist on Cleveland..."...like she hopes that will happen to prove her right!! I just wanted to share that because it was so gross and it has been bothering me ever since! Shame on anyone wishing to make a point by *someone getting run over by a bus*. That is seriously sick. The city might want to start a file on that one....yikes.

**From:** Dan O'Neal  
**Sent:** Monday, June 15, 2015 9:35 PM  
**To:** #CI-StPaul\_Ward3  
**Cc:** Kantner, Libby (CI-StPaul); Collins, Reuben (CI-StPaul)  
**Subject:** Cleveland Avenue Bike Lanes - Input from a resident

Councilmember Tolbert,

I am writing to share my opinion on the proposed bike lanes on Cleveland Avenue and to urge you to vote for them during the upcoming City Council session. I think having a safe, connected route for cyclists is a good thing for the city, a good thing for people that bike, and the downsides are small.

I recently moved to St. Paul after living in Minneapolis for 10 years. I bought my first house in Mac-Groveland because of the wonderful urban neighborhood where I could live in a house with amazing character and close to shopping, eating, and recreation. I very much enjoy being able to walk to the grocery store, bike to a coffee shop, and the proximity to the Mississippi River. I drive quite a bit as well, but I've noticed that I am much slower and more courteous because it's "my" neighborhood now, and one full of families.

I live on Princeton Ave. between Prior and Howell, about 3 blocks from Cleveland. I bike for fun and fitness as well as transport. Even though I am confident cycling in traffic I think bike lanes are awesome! They help drivers see where to expect bikes and leave enough room that they don't get antsy having to wait behind a cyclist. Bike lanes also help drivers expect bikes on non-bike lanes, which promotes safety on other streets. I like Cleveland because it's a nice, through north-south route that connects Highland Park all the way past 94. I've biked from my house to get coffee in Highland Park and have needed to avoid Cleveland until south of Randolph because it's too narrow and the traffic moves too quickly. It works, but takes longer

I've read some of the commentary in the local press and on neighborhood facebook groups and I am honestly embarrassed by it. I hope you'll see through the one-sided hatred (on both sides) to what this issue truly is. It's about promoting an alternative transportation method. It's about safety. And it's about local businesses. I don't think the two 'sides' have to have winners and losers. I think the only downside about the city's plan is the loss of parking for local businesses. Based on the parking tallies conducted by St. Paul and posted on the project page, I see very little disruption with the loss of parking at Randolph and Cleveland, and am optimistic that customers will be able to find street parking within a block, which seems reasonable. If, after implementation, there seems to be parking issues, especially around St. Thomas I think adjusting the permits would help, or installing more (metered?) spaces on Randolph.

In return, the city vastly increases safety for cyclists. It also encourages sustainable, healthy transit and will likely encourage people to move to the city. I know I'll use the bike lane once it's installed. More than once I've wanted to go out for a short ride and have ended up at a local business because I've been riding by and could easily stop. It might also calm traffic on a busy street where people are likely to speed, which could make it safer.

The city has limited paved street real estate. I'd much rather see it used for clean, safer transit than free car storage that's not always utilized.

One important aspect of the plan I haven't yet heard about (but I haven't read the entirety of the bike plan) is education for drivers and cyclists. If we all drive and ride predictably many negative encounters will be eliminated.

I know there's been a lot of contention about a bike lane. I hope you agree that a bike lane on Cleveland is a good idea for safety, for St. Paul (and beyond) cyclists, for St. Paul as a city, and that we can minimize impact to our businesses. It's my city too and I hope to be here for a long, long time.

Thank you!  
Dan O'Neal  
Princeton Avenue

**From:** Elizabeth Wefel  
**Sent:** Monday, June 15, 2015 10:34 PM  
**To:** Chris Tolbert; #CI-StPaul\_Ward3  
**Subject:** Support Safety and Business

Chris,  
On Wednesday, you have the opportunity to help Saint Paul make a few more historic steps forward in making our city safer for people who walk and people who bike when the City Council considers the bike lanes on Cleveland, Lexington and Front. I urge you to support these lanes and help make your constituents, as well as many other citizens, safer.

Change is hard, but implementing real bike lanes on our North/South streets is essential. I know there are some business owners that are concerned, but this is not an either/or question. Bikes and cars can and do co-exist, but we need to make it safer for people on bikes through dedicated lanes. There are multiple studies, which I'm sure you've seen, showing how bike lanes enhance economic development and provide traffic calming effects. Getting more people on bikes is better for the environment and helps to decrease obesity and other health related problem. But if it's not safe many people esp. women and families just won't bike.

Sharrows (sharing the same lane for cars and bikes) are not the answer. Drivers generally ignore them and they don't make it safer for bikers. You represent an incredibly progressive district - a district that cares about the environment, sustainability and good urban planning - represent those values. There's some loud voices in opposition, but if you and this city truly wants to move forward and make progress towards better infrastructure we need to take these steps needed to make biking safer.

If this bike plan is going to mean anything, than we need bike lanes that go north and south. If you kill these lanes, you're killing some of the most important aspects of the bike plan and potentially dooming the plan. If you kill this proposal because of loud voices fearing change, it will have a ripple effect. I'm guessing that is not what you want for the long term of St. Paul. Be the progressive city council person that we know you are - support these bike lanes.

Elizabeth Wefel

**From:** Gary Johnson  
**Sent:** Tuesday, June 16, 2015 7:05 AM  
**To:** Tolbert, Chris (CI-StPaul)  
**Subject:** Cleveland Avenue Bike Lane

Councilmember Tolbert,

As a resident of Saint Paul for almost 20 years, all as a homeowner in the Mac/Groveland neighborhood, I urge you to consider and support the ban of parking on Cleveland Avenue to make way for the creation of a bicycle lane.

I have supported the businesses on Cleveland Avenue ever since I moved to Minnesota in 1992. I dine at Cecil's and Punch. I go to the movies at the Highland. I buy my tea at Tea Source. I have my watches repaired, purchase gifts, and join others for coffee at shops all along Cleveland Avenue. Yet, although I'm sure there were instances that I don't remember, I cannot recall ever parking on Cleveland Avenue. Too few spaces for too many shoppers. And yet, I manage to find convenient parking and continue shopping.

Removing those relatively few parking spaces will not spell the death of commercial Cleveland Avenue, just as the very few spaces now ensure its success. Please consider all residents with this vote. We walk, we bike, we take buses, and we manage to find parking spaces off of Cleveland Avenue.

Respectfully yours,

Gary Johnson  
xxxx James Avenue  
Saint Paul, MN 55105

**From:** Jennifer Blair  
**Sent:** Monday, June 15, 2015 10:23 PM  
**To:** Tolbert, Chris (CI-StPaul)  
**Subject:** In Favor Of Cleveland Ave Bike Lanes

I am writing to express my very strong support for Cleveland avenue bike lanes. Very few people seem to park on Cleveland, with the exception of the intersections at Randolph and St. Clair. I am sorry for the impact this may have on those businesses and hope something can be done to address their concerns.

I recently received a postcard from an unidentified group opposing the changes. The fact that the group did not identify themselves makes their claims questionable. Are the Koch brothers supporting angry constituents in St. Paul? I had to laugh out loud at some of the language in the postcard. Businesses will suffer? I would think that fostering bicycle and pedestrian traffic would generate life and commerce and community in our neighborhoods. The postcard closed with the words "Protect the character of Cleveland Ave before it's too late" What character? Paris has character. Linden Hills has character. Cleveland Ave is a

thoroughfare. Tempering the car traffic and fostering bike lanes is a first step towards creating a more gentle and inviting personality to our neighborhood.

I was so saddened to read of the ongoing fear of change in our neighborhoods. Four years ago, at a community meeting, the priest from Nativity practically railed, fist in the air against the bike lane on Jefferson Ave, saying ..."bringing those bikers into our neighborhood will invite crime." I continue to be saddened by the fear and confusion I find at our community meetings. Bikers? Crime? I wasn't sure who he was referring to, the little girls with the pink tassels on their handlebars or the folks commuting to work? He and a handful of angry vociferous constituents managed to vote down the very sane idea of including roundabouts on Jefferson ave as a traffic calming measure. One angry email post overtly stated that Jefferson Ave residents needed to learn their place and had no right to push for the kind of property values their neighbors enjoyed. Wow.

I hope the community council will not be intimidated by the loudest and angriest, voices, but will listen instead to the voices of reason and make a solid determination that benefits our community and our sense of community. There are many models of bike friendly cities around the world to draw from. I hope those behind the bike lane effort can effectively illustrate some of them at the meeting.

Thanks for your representation, Chris and the work of the City Council.

Jennifer Blair  
xxxx Jefferson Ave

**From:** Heidi Schallberg  
**Sent:** Tuesday, June 16, 2015 8:17 AM  
**To:** #CI-StPaul\_Ward3; Kantner, Libby (CI-StPaul)  
**Subject:** Cleveland Ave Bike Lanes (+ Front, Lexington)

Dear Councilman Tolbert,

Last month I participated in our neighborhood's second Tour de Highland. After biking the 10 mile route, I walked to many of the participating businesses. It was fantastic to see so many people out enjoying our neighborhood and so many people on bikes. The bike parking was full through the afternoon.

However, it was difficult to miss seeing so many people biking on sidewalks on Cleveland Avenue and Ford Parkway to get to these businesses. I don't blame them; many people bike on sidewalks where they don't feel comfortable and safe biking on the street. But sidewalks aren't designed for people to be biking on; they're usually not wide enough to easily accommodate people both walking and biking, and frequent driveways make them dangerous for people on bikes. People biking on sidewalks show a current need for safe and well-designed on-street bike facilities.

I strongly support the proposed bike lanes on Cleveland Avenue, as well as those on Front and Lexington, as implementation steps for the city's new bike plan and ask for your support for the city staff recommendations. Bike lanes on Cleveland would enable many of the people who biked to and from Tour de Highland on sidewalks on Cleveland to have safe, appropriate connections to get to the activities they want to do in our neighborhood.

I understand some businesses have concerns about having on-street parking spaces replaced with the bike lanes. I also understand that city staff has proposed a solution to these concerns by adding on-street spaces close by. I ask for the Council's support for the staff proposal, which should reasonably address business concerns. Staff's proposal would provide parking options in a reasonable distance. Concerns have also been raised about the disabled, but I have not heard any proposals by business owners to address this by reserving on-street spaces for people with disabilities.

I strongly oppose the possibility of using shared lane markings ("sharrows") in this section of the project to address concerns about parking. Shared lane markings do not help bicyclists travel safely through intersections and would not serve the needs of the wide range of ages and abilities of bicyclists who would use this route.

Other streets have been mentioned as potential routes. However, Cleveland remains the best choice, as noted in the city's bicycle plan, because of its directness and access to businesses along it. Other streets such as Finn or Prior are not through streets. People on bikes are no different from people driving - people like the most direct route whether traveling on foot, on a bike, or in a vehicle. We should not make our people traveling on bike second-class citizens by providing inconvenient facilities.

The city talks a lot about becoming an 8-80 city. I'm excited about this possibility and look forward to its prompt implementation. Providing safe bicycle lanes on Cleveland is the best next step the city can take to serve all ages and abilities.

Sincerely,  
Heidi Schallberg  
xxx Mississippi River Blvd S #xxx

**From:** Matt Privratsky  
**Sent:** Tuesday, June 16, 2015 8:16 AM  
**To:** #CI-StPaul\_Ward3  
**Subject:** Cleveland Ave Bike Lanes

Hello Councilman Tolbert,

As a resident in your ward, I want to voice my strong support for proposed bike lanes on Cleveland Ave. My wife and I spend time all around St Paul but while I am willing to risk riding with cars in traffic, she is only willing to bike when there are dedicated lanes. That means we support restaurants, bars, and stores only near a few routes like Summit Ave.



If we want our businesses to succeed, we need to provide adequate access for all residents and visitors of St Paul to get to them. People of all ages, races, and incomes can afford a bike to get from point A to point B. The same is not true of owning multiple cars and trucks. I hope you'll continue to support all residents in our ward.

Thank you for your consideration.

Matt Privratsky

Hello Councilmembers Thao, Brendmoen, Thune, Finney, Bostrom, Stark, and Mayor Coleman:

I have learned that Councilmember Tolbert intends to remove Cleveland Avenue's bike lane from implementation until Cleveland Avenue can be reconstructed. I'm writing today hoping that I can convince you to vote "no" on the amendment that Councilmember Tolbert intends to propose tonight.

This vote is pivotal. There are hundreds of residents that participated in the creation of the City of Saint Paul Bike Plan. As part of the planning process, extensive research was done regarding best practices for creating a comprehensive transportation system that encourages multimodal transportation. Studies have been cited demonstrating the benefit of traffic calming and increased bike and pedestrian features for commercial corridors. We are on the brink of implementing a vision that was unanimously approved by the Saint Paul Planning Commission and by each of you.

Despite all of this progress, a small group of Saint Paul businesses are now stating that their businesses will fail due to the loss of on street parking directly in front of their storefronts. I find the proposal to listen to these businesses instead of moving forward with a shared community vision very concerning. Voting for this amendment would be a huge crack in the foundation that many residents and constituents of yours built when they contributed their time and energy to craft the plan.

Please consider these points as you make your decision about how to vote tonight:

- **Parking directly in front of a storefront on street is simply not a reasonable expectation.** I shop in the Cleveland area all the time - I have never been able to find parking on street directly in front of the particular store or restaurant I was intending to go to. I regularly need to park on residential side streets or in off-street parking lots in the area. I do not believe it's unreasonable to expect people to park a few short blocks away from their favorite store and walk there; it's no different than parking in the outlot at a suburban mall or for that matter parking on Grand Avenue. Cleveland Avenue is a destination in Saint Paul - it is simply unfathomable that all business to that area would disappear because customers have to walk a couple blocks after parking their car.
- **Increased biking is healthier for Saint Paul residents.** I'm sure each of you have seen the studies that show the myriad benefits of encouraging biking as a transit mode - not only does it encourage active living for residents, it also [can reduce impacts on household](#)

[budgets](#). From an equity perspective, ensuring that all Saint Paul residents have an option to get around is crucial. Consider it from the perspective of financial equity (not everyone owns a car), as well as from equity of ability (people under 16 or who can't get a driver's license have no car option).

- **Encouraging biking on Saint Paul roads is smarter land use.** Bikes take up less space than cars and facilitate more people travelling to destinations with fewer traffic impacts. It also [reduces carbon emissions](#), which is of increasing concern given climate change issues.

Please don't maintain the status quo of roads that are terrifying to bike on in Saint Paul. I hope that you will similarly vote for implementation of the Front Avenue and Lexington Avenue bike lanes that are also proposed. Let's truly connect our neighborhoods and provide for a diversity of transit options in our City.

Thank you for listening,

Roxanne Young Kimball  
xxx Belvidere St E  
Saint Paul, MN 55107  
Ward 2

Good morning, Council Member Finney,

I am writing to show my support for the three potential bikeway projects on Cleveland, Lexington, and Front Avenues. These lanes are part of the unanimously-passed St. Paul Bike Plan, consistent with St. Paul's adopted policy of Complete Streets, and appropriate for any large city that is gaining population and is interested in helping its residents and visitors explore and connect.

The biggest reason I am supportive of these proposed bikeways is safety, and I hope that with your background as St. Paul's police chief, you share that concern. I have three children, ages 6, 4, and 1, and am hopeful that, someday, with the full implementation of the St. Paul Bike Plan, they will be able to confidently navigate throughout our city without feeling like their lives are at risk. 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. Also, there is evidence that adding bike lanes tends to calm traffic, since bike lanes narrow the roadway and force drivers to pay more attention. Given St. Paul's longstanding issues with inattentive drivers, any device that makes drivers pay more attention is a good thing. I surely don't want to live in a city where it is a regular occurrence for a driver to hit a pedestrian/cyclist/building.

The second reason I am supportive of these proposed projects is how it enables me to commute to and from work. I am a current 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 for many reasons (reduced congestion on roads, improved health for St. Paul's population, lower CO2 emissions to name three).

I am aware of the concern business-owners have about parking. My understanding is that city staff have come up with several options to preserve the number of parking spots near these businesses, so hopefully those concerns can be allayed. And Council Member Tolbert's planned amendment to hold off on a bike lane on Cleveland until the next full reconstruction is really not an option, since that reconstruction is anywhere from 8 to 15 years away. The timeline for full implementation of the Bike Plan is already 30 years or so. I can't imagine what the timeline would be if there are suggested amendments like this for every project under the purview of the plan.

I am hopeful that you are supportive of these proposed bikeways. Thank you for your consideration.

Best,

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

**From:** David Peterson  
**Sent:** Tuesday, June 16, 2015 2:06 PM  
**To:** #CI-StPaul\_Ward4; #CI-StPaul\_Ward3  
**Subject:** Strongly support bike lanes on Cleveland Ave

Good afternoon Council Members Stark and Tolbert,

I'm writing to strongly encourage you to support the addition of bike lanes on Cleveland Avenue in St. Paul.

I'm a Minneapolis resident, living right across the river at Lake Street and West River Parkway. I spend a lot of time in St. Paul, and I ride my bicycle many times a week through your city. My son attends Sunny Hollow Montessori near the Ford Bridge; we ride to school whenever we can.

While I appreciate the bikeways that are available for me to use in this area (Mississippi River boulevard, Marshall Avenue), I will say that I have frequently found it extremely uncomfortable to travel north and south on surface streets. The network is discontinuous and substandard, weighted toward traveling east-west (to/from downtown St. Paul on Marshall, Summit, Jefferson). From where I live, I travel north and south in St. Paul, and the only real option available to me is Mississippi River Boulevard. That's fine for some things, but I also do a lot of shopping in the Highland area, and the river route just doesn't cut it to provide quality access to the businesses I visit. I guarantee that if you install bike lanes on Cleveland (and I think I'm not alone) will use them to access businesses like Lund's, Cecil's Deli, Quixotic Coffee, Chatterbox Pub, Kids Hair, Punch Pizza, Snuffy's and Trotter's Cafe (just to mention a few of the places I visit regularly).

There are some excellent studies published in recent years about how adding better infrastructure for bicycles and pedestrians does not cause the sky to fall for local businesses. [New York City conducted an excellent study](#) of their non-motorized infrastructure, finding that retail sales near projects increased compared to control scenarios. A study in Portland showed that people who walk or bike spend more money overall per month at businesses than automobile drivers. I know that we Midwesterners like to remain skeptical about places like New York and Portland, but honestly, it's not the dark side of the moon. People in those places wake up, go to work, visit restaurants, and the data show that encouraging people to do those activities on foot and by bicycle are a good thing in many ways.

This isn't to say that we shouldn't have debates like whether parking should make way for bike lanes, but we should have *informed* debates that don't simply assume that the disappearance of some parking spaces right in front of a store will lead to its demise. I think that is all-too-frequently the way that businesses are pitted against bicycles, and I think that's it's seriously short-sighted. I think the goal should be to create strong, resilient communities that safeguard the economic and physical health of their populations, and I think bike lanes are a little piece of that.

Thank you for your consideration. I look forward to using bike lanes on Cleveland Avenue to get to some of my favorite businesses with my family.

Best,

David Peterson  
xxxx 47th Ave S  
Minneapolis, MN 55406

Here's why I say YES to bike lanes:

1. I am a distracted driver. It's not like I'm texting, heck, I don't even have a cell phone. My eyes are on the road, but I'm answering "when will we be there", trying to calm sibling disputes, and deciphering "I have to go" from "**I HAVE TO GO**". Generally, I'm mothering while directing 4,000 lbs of vehicle down the road. I get nervous driving near bikers. Vans are wide, how do I give them enough space and not veer into oncoming traffic? When there's a bike lane I can more easily predict what a cyclist is going to do. And I have more space to do what I need to do.
2. Entering and exiting a vehicle with three kids in tow is hard, no matter what. Sure, if I park far away and across the street from my destination it takes a little more puzzling out and a few more shouted directions. But I believe bike lanes enhance safety, even if they might make parking a little tougher. Generally, mothers are kind of into the whole safety thing. Try three kids in five point harness car seats, it's not easy! But we all know I'd be crazy to chuck the kids in the backseat willy-nilly, I love them after all. I'm completely willing to be inconvenienced for safety, even if it's for the sake of some other mom's 22 year old kid.
3. I like to bike with my kids. We don't go on long rides, it's pretty seasonal and I rarely do it solo. But we can make it to church, t-ball and the library. And it makes my kids ridiculously happy. Biking is *fun*. It's good for families! We're lucky to live near the Bruce Vento trail where riding is pretty stress free and we can use that path for transportation, not just recreation. When we need to take streets I mostly take to the sidewalks. It's not a great solution. I've had lots of close calls with unpredictable pedestrians (i.e. kids playing hopscotch), cars have trouble seeing me when they're exiting driveways and alleyways and I have a lot of difficulty getting visibility before I'm in an intersection. Once all my kids are on their own two wheels they will quickly outgrow sidewalk riding. But I'm also not comfortable with them "taking the lane". Bikes aren't pedestrians and they aren't cars either. They need their own lane (better yet a protected lane), to keep families safe.
4. Kids grow up, and when my kids turn 16 I hope they'll get their driver's license. I think it's an important skill to have in our car-centric city. But parent-provided vehicles aren't in the cards for our family. Biking is a really sensible way for teenagers to get around. It's cheap, it's good exercise and it broadens the range of places and people they can access. Bike lanes make it easier to behave properly as a cyclist. There's less guess work. And when my kids turn into teenagers with teenage brains, I'd much rather give them keys to their bike lock knowing there's a system in our city that makes it simple for them and for drivers to know where they belong.
5. My husband rides to work on his bicycle year round. I used to make him email me immediately upon arrival at work so I could stop worrying (until his commute home). It still kind of freaks me out knowing the route he must take. Budget-wise, being a one vehicle family is prudent for us. And I'm really grateful to have the van during the day for getting to classes and the pediatrician. My husband is nearly a decade past your "22 year old" and he's not biking for kicks or to make a statement (though no one's regretting the exercise benefit). I worry about the drivers who need to move over for him and don't want to. Adding bike lanes isn't pandering to a certain demographic, it's about getting people safely home to the families who need them.

The bottom line is that bike lanes will make family life in Saint Paul even better.

-Elizabeth Saathoff  
xxx Wells St  
St. Paul, MN

**From:** Krista Evans

**Sent:** Tuesday, June 16, 2015 2:56 PM

**To:** Collins, Reuben (CI-StPaul); #CI-StPaul\_Ward3; Kantner, Libby (CI-StPaul)

**Subject:** IN SUPPORT: Cleveland Avenue Bike Lanes

Hi Reuben, Libby, & Councilmember Tolbert,

I am a resident of ward 3, in Mac Groveland. I live south-east of Cleveland Ave and St. Clair Aves. I live on Jefferson Avenue, another designated bike boulevard, in St. Paul. I support our local businesses on Cleveland Ave AND I support the plan to install bike lanes on Cleveland Avenue. I encourage the City Council's effort to increase the bike-ability of St. Paul with designated bike lanes. Our family uses bike lanes to commute to work, within St. Paul, and to visit neighborhood businesses. I am not a "minivan driving soccer mom", as Joe Soucheray's column mentions, but I am a resident, a mother, and I vote. I appreciate your study and planning for bike lanes in St. Paul. Please keep local businesses in mind and fund parking options and parking bays to mitigate the potential negative effects of front-door parking for some shop owners.

Kind Regards,

Krista Evans

xxxx Jefferson Ave

Councilmember Finney,

Thank you for your vote in March to accept the citywide bikeways plan. This was an important step, and now the work of implementation requires our continued attention. Please vote to approve the network plans for Front, Lexington, and Cleveland Avenues. I urge this not for my own needs -- I manage to get pretty much everywhere on a bicycle (I am a 60+ female) but because the future of the city compels us to invest in more equitable and sustainable transportation. This future is about changing demographics and about more robust neighborhoods with walkable and bikeable destinations.

I support the great work by advocates that details parking relocation that will enable small businesses along Cleveland to continue to serve their current customers.

Thank you for your thoughtful attention to the important vote on Wednesday that will set the stage for bikeways implementation over the coming years.

Joan Pasiuk

xxxx Jefferson