



**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

DATE: 8/1/2017

**SUBJECT: Summary of the public process and comments received on the proposal for bicycle lanes on Stillwater Avenue with connecting bicycle facilities on Ruth Street/Algonquin Avenue, Case Avenue, and Hazel Street.**

This memorandum presents a summary of the public process and comments received on Public Works' proposal to install bicycle lanes on Stillwater Avenue from McKnight Road to Algonquin Avenue, and the proposal to extend bicycle facilities on Ruth Street/Algonquin Avenue, Case Avenue, and Hazel Street to connect to nearby bikeways. The full text of all written statements received is attached to the end of this memorandum.

City staff began stakeholder outreach along Stillwater Avenue in March 2017 to present information on the proposed bikeway and receive feedback on the project. A website was created for the project, providing an overview of the planned improvements, data, project documents, visuals, timeline, and a project contact for questions and comments. The 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.

Notification was sent to the District 2 Community Council, and city staff attended a D2 Board meeting in June to present information on the proposed bicycle facilities on Stillwater Avenue. City staff also presented the project to the Transportation Committee of the Planning Commission in May and July of 2017. The Transportation Committee recommended approval of the project as proposed.

### **Stillwater Avenue Bikeway Community Project Meeting:**

A City-sponsored project meeting was held in June 2017 for the proposed bicycle facilities on Stillwater Avenue. Residents and property owners within 200 feet of the proposed project were sent notifications of the open house via mail, along with an overview of the project details and impacts. 453 flyers were sent out for the meeting. The flyers provided a map of the project, a link to the project website, contact information for city staff, and information about the project details.

### Meeting details:

- Stillwater Avenue Bikeway Community Project Meeting –Tuesday, June 27th, from 6:00 PM to 7:30 PM at the Achieve Language Academy (2169 Stillwater Avenue E, Saint Paul, MN, 55119).
- A total of 20 attendees were recorded on the sign-in sheet

### **Written Statements Received:**

As of August 1, 2017, city staff received a total of 17 statements specific to proposed bicycle facilities on Stillwater Avenue from the following sources:

- Comment forms from the project meeting (7 statements)
- Statements received on Open Saint Paul (6 statements)
- Comments sent or forwarded to city staff via email (4 statements)

It should be noted that the total number of statements received may include multiple statements from some individuals, as well as some duplicate statements (e.g. an individual may have provided written feedback at an Open House and provided feedback online on Open Saint Paul).

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Need this translated? Call us at 651-266-6100  
nosotros al 651-266-6100  
Ma u baahan tahay tarjamadaan Naga soo wac 651-266-6100  
ntawm 651-266-6100

Necesita esta traducción? Comuníquese con  
Xav tau qhov no txhais los? Hu rau peb

**Major Themes:**

The statements received from individuals were reviewed to identify major themes. These identified themes are presented below.

- The proposed bike facilities will improve access and connections to other bikeways/ the East Side **(6 comments)**
- Concern about the proposed parking removal on Stillwater Avenue **(4 comments)**
- Motorized traffic/street conditions on Stillwater is too dangerous for proposed bike facilities **(4 comments)**
- Bike facilities will improve safety **(3 comments)**

**Attachments:**

1. Original text or transcription of all written statements received by city staff
2. Copy of Open House Flyer
3. Copy of City Council Public Hearing Notice

Open Saint Paul Statements Received:

# Stillwater Avenue Bikeway

*Please share your thoughts about the proposal for bicycle lanes on Stillwater Avenue*

All Registered Statements sorted chronologically

As of August 2, 2017, 8:38 PM



*Open Saint Paul is not a certified voting system or ballot box. 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.*

# Stillwater Avenue Bikeway

*Please share your thoughts about the proposal for bicycle lanes on Stillwater Avenue*

As of August 2, 2017, 8:38 PM, this forum had:

Attendees:	23
Registered Statements:	6
All Statements:	7
Minutes of Public Comment:	21

This topic started on June 28, 2017, 3:35 PM.

## Stillwater Avenue Bikeway

Please share your thoughts about the proposal for bicycle lanes on Stillwater Avenue

Ron Gustafson inside Ward 6

July 19, 2017, 7:45 PM

This is a route that I would start using. I welcome the bike lanes.

1 Supporter

---

Luke Martinkosky inside Ward 6

July 16, 2017, 1:35 PM

I support the bike lanes for Stillwater Avenue and associated streets. I bike commute in this area and typically choose not to bike on Stillwater due to higher traffic and a lack of bike infrastructure in this area. There are several schools and parks in this area that would benefit from safer connections for non-motorized vehicle traffic.

1 Supporter

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Brian Jones inside Ward 6

July 5, 2017, 8:23 PM

I have mixed feelings on this project. For one the traffic on Stillwater Ave is semi-trucks, city busses and a lot of through traffic. Speed limits are not observed often here and there is a lot of 'hot dogging' by cars and motorcycles. Add bicycle riders who never obey stops and I'm afraid this will be a bad idea. Also I have not heard anything on who is paying for this 'benefit' that I am not interested in. As far as the other comments about not needing parking and connecting far flung communities I think that is hogwash from people that don't live on Stillwater Avenue. I do and have for almost 20 years. I question taking 50% of the street parking for a minority vehicle is not an effective street management plan. I might be more supportive if I saw a 50% increase in bicycle usage, but I don't and there is not based on observations I make by actually living on the street!

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Eric Saathoff inside Ward 6

July 2, 2017, 4:14 PM

This is a short but important stretch going east-west. Because of the street grid and other obstacles, there aren't better choices. The parking demand is not high here, and this would help people get to major destinations, such as a school. Additionally, this is part of a larger network. The East Side needs to have this kind of investment.

3 Supporters

---

Ethan Osten inside Ward 5

July 2, 2017, 1:19 PM

The Saint Paul Bicycle Coalition strongly endorses the proposed bicycle facilities on Stillwater Ave and Algonquin/Hazel, which will vastly increase bicycle connectivity in this part of the East Side and will help bring far-flung neighborhoods closer together. The city has made significant investments in this area in the past decade, including the completion of the Furness Pkwy trail and new trails along McKnight Blvd. This Stillwater Ave project leverages these projects to great effect, creating a family-friendly way for residents and commuters

## Stillwater Avenue Bikeway

Please share your thoughts about the proposal for bicycle lanes on Stillwater Avenue

to cross the East Side. The people who live here deserve safe bicycle facilities; let's give it to them.

3 Supporters

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Paul Sawyer inside Ward 7

June 29, 2017, 3:48 PM

I strongly support the project as proposed. This part of the East Side has a lot of bike facility fragments that don't connect to anything. This completes a lot of those, and I'm especially excited to connect the Conway neighborhood to the Furness Pkwy trail. I really hope Public Works continues this practice of "connecting the dots" in future bike projects. The more we have a comprehensive, interconnected bike network, the easier it will be to bike places and more people will choose to bike.

4 Supporters

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# Stillwater Avenue Project Meeting Statements Received:

## **Stillwater Avenue Bikeway Project Meeting**

**6/27/2017**

**Achieve Language Academy, 2169 Stillwater Avenue E**

### **Transcribed Comments**

#### **Anonymous-**

I fully support this project! This connects so many fragments into a cohesive facility from Larpenteur to Upper Afton. I hope you'll continue to make short connections to existing facilities when you do future bike projects. Also, enforcement of speeding drivers will be necessary when the new pavement is down.

#### **Anonymous-**

I feel that it would be extremely dangerous to put a bike lane in on Stillwater Avenue due to the extremely high volume of traffic which includes many MTC buses as well as semi-trucks. I don't feel that it is fair to the residents to lose their parking. I also am sure the city will charge to pay extra money to lose their parking. Overflow parking will impact and spill over to side streets like Jordan, Algonquin, etc. which is unfair to those residents as well. We have several new businesses that are improving our neighborhood. It will be a hardship for them to lose parking. Hopefully, they won't leave. I am against this bike lane plan and will contact my council person. Also the parking surveys that we're taken at different times of the day do not seem realistic.

#### **Steve Shea – Owner 1987 Stillwater Ave**

I own commercial bldg. We have no off St Parking. I took a vacant bldg. Now looks great w/ great tenants- Parking will hurt us if we lose any.

Partial Solution – Move

Fire Hydrant by us

Keep bikes other side

651-343-4451

#### **Anonymous-**

- Speaker should have introduced himself
- Very good facts + clear PowerPoint
- Traffic speed need to be looked at – very fast driving on Stillwater Ave
- Where any other streets looked at other than Stillwater to join up with the trails?

I live on the corner of Ruth + Nortonia Ave + I don't see any bicycle usage on our street. The trails need a clear purpose either to connect to other trails or downtown. Currently, there is no safe way to get downtown.

#### **Lucy Jones 2036 Stillwater Saint Paul, MN-**

- Is a bike trail really needed!
- Where will all the neighbors be able to park!

- Metro Trans be affected!
- Cost per feet of residence.
- When will the work begin! + Duration!

Summarize: We have so much traffic on the street. This includes many semitrucks, some of which are heavy duty equip. Also a large project for our church could be compromised. It's a once a year large fundraiser. For our church (Blessed Sacramento). Aug. 19+20 2017.

**Miranda Lafanor – 2040 Stillwater Ave –**

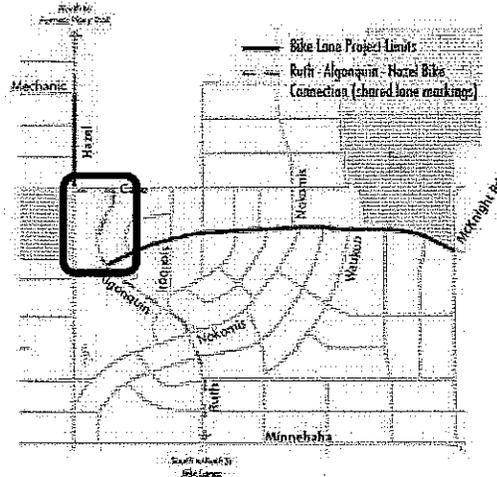
I do not believe that the bike lane project will benefit anyone else besides devoted bikers. I myself enjoy riding my bike around the city but I do not believe a bike lane does not slow drivers down nor does it make drivers seem to feel safe. I have noticed that people in vehicles tend to move over on the street whether or not there is a bike lane. I also do not believe the bike lanes will fit. From eye observation on my street I see room for two lanes with parking spaces on both sides. I also have observed that even with parked vehicles, moving vehicles down the street struggle to fit in their lane and tend to move slightly over into the opposite lane. If you are to decrease the lanes I believe vehicles will struggle to even drive. I think a sidewalk is a perfectly fine place for a bike to use. If you would like to make more room for bikers I think making wider sidewalks would help that and be more beneficial to biker and people.

# Stillwater Ave Bikeway Project – Proposed Alternate Connection

Linda Fox  
June 27, 2017

# Stillwater Avenue Bikeway

Project Map:



The area for which I'd like to propose an alternate route,

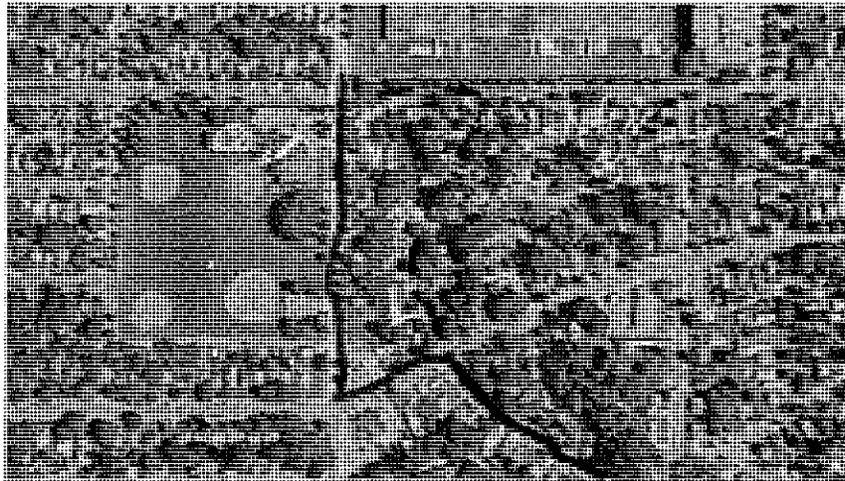
Is the area highlighted in orange – the Algonquin-Case-Hazel Connection portion.

When you look at the actual area in question rather than at the map,

and when you experience actually navigating traffic in this area,

it shows you some challenges that make it less appealing as a place to which you'd like to add bicycles to the mix.

## Alternate route proposal:



Here is an aerial view of the area in question.

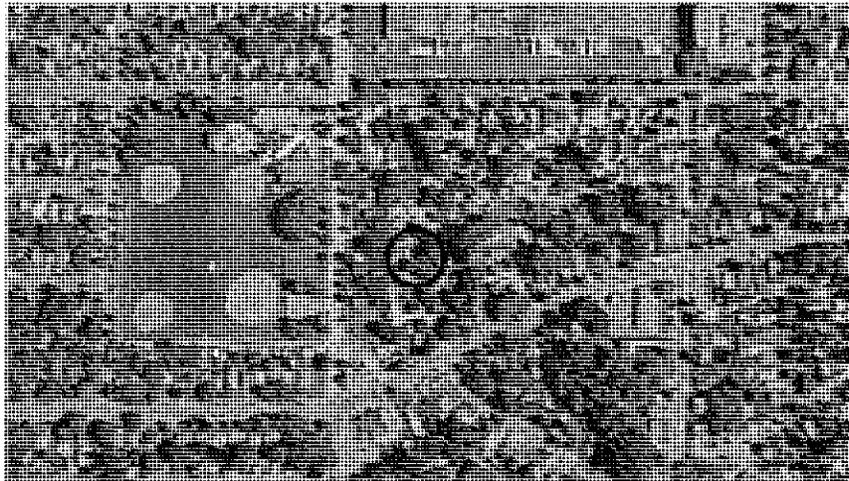
Google Maps view

The proposal is: instead of going to the end of Algonquin and turning on Case,  
- turn left on Stillwater,  
- and make the short jog to Hazel.

This would keep bike traffic on wider, straighter and more visible to automobile traffic

Safer for cyclists

## Aerial view, proposed bike route on Algonquin Ave.



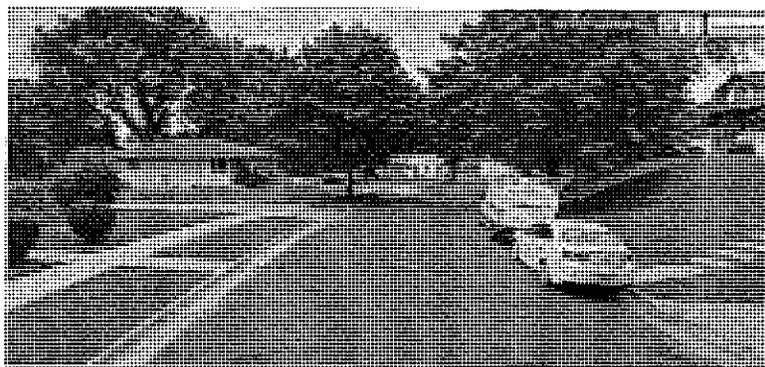
### Google Maps view

The area that's particularly problematic (and the area with which I am most familiar), is the orange circled area at the crest of the curve in the road.

The last stretch of Algonquin, between Stillwater and Case, is very narrow

- Note that on this map you can't even see the street
  - It's so narrow that the trees block it from view,
  - Even though you can still see a lot of other streets through the trees

Algonquin Ave., Northbound,  
immediately after crossing Stillwater Av



This is the view of Algonquin, immediately after crossing Stillwater Ave.

Approximately 906 Algonquin.

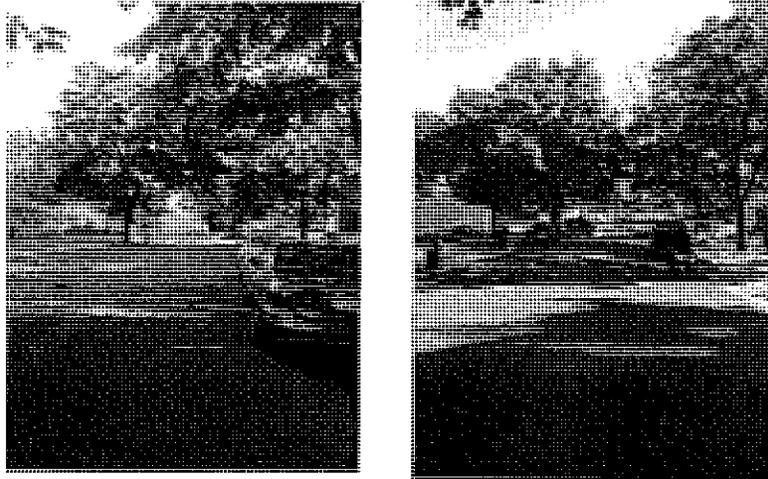
Notice that you can only see as far as 917 Algonquin, only three or four houses from the corner.

You know from seeing the previous aerial views that the street curves to the right.

However, at this point you can't see any oncoming traffic coming around the curve ahead of you,

And any oncoming traffic can't see you.

## Algonquin Ave., Northbound, at the curve in the street



At the point where the street curves to the right:

There are two houses which do not have either garages or driveways.

The residents of these two houses always need to park their cars on the street, at the point where the curve extends furthest into the street.

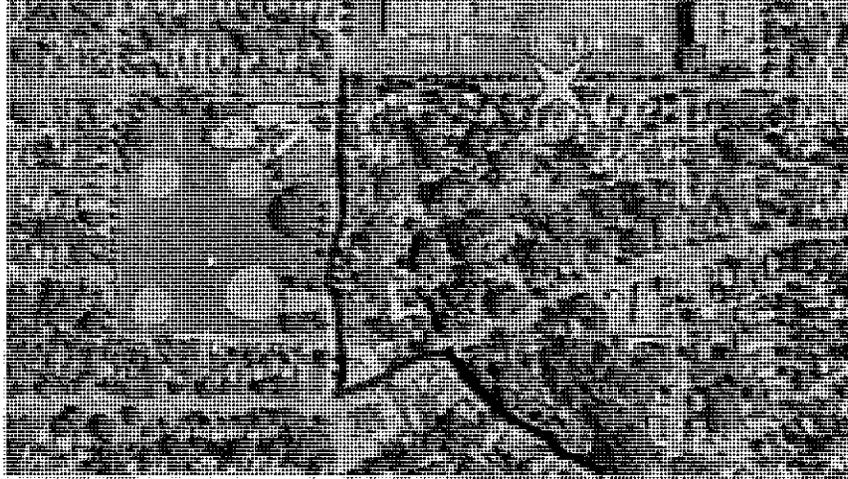
So at the curviest, most “blind” spot on the street,  
the road narrows down even further because of the cars parked there.  
and the **visibility** around the curve is reduced even further

In addition, it is common for neighbors who do have driveways/garages, to have visitors who park their cars on both sides of the street.

which further narrows the amount of street available for traffic  
(of any sort)

**So, if you’re a cyclist -- by the time you see oncoming car traffic, you will have almost no options for getting out of its way.**

## Alternate route proposal:



One last issue to note: Where the current proposed route turns onto Case Ave., there is a slight hill on Case,

- which means westbound traffic coming over that hill may not see the bicyclists turning on to Algonquin until it was almost on top of them.
- and also, northbound cyclists turning on to Case may not see the cars coming at them from the other side of the hill.

Google Maps view

Instead of going to the end of Algonquin, I propose the route:

- turn left on Stillwater,
- and make the short jog to Hazel.

This would keep bike traffic on wider, straighter and more visible to automobile traffic

- Safer for cyclists

Alternative option:  
Stillwater Ave, westbound from Algonquin...



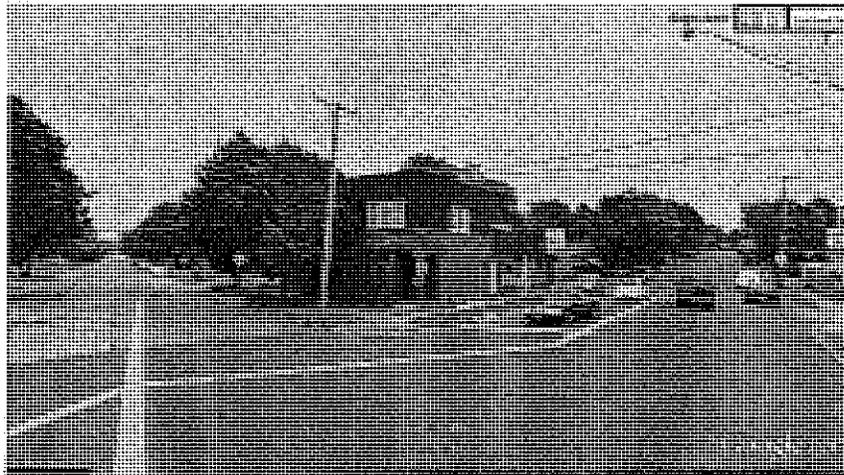
If, instead of going forward onto the curviness of Algonquin,

You took a left onto Stillwater and headed one short block over to Hazel,  
here is the view:

(That car in the middle of the road, is a few feet away from the stop sign at Stillwater  
and Hazel.)

Note that you have no trouble seeing what's between you and the next intersection.

Alternative option:  
...the intersection of Stillwater and Hazel ...



Note that the intersection of Stillwater and Hazel has clear sightlines for several blocks in both directions.

(This view is of northbound Hazel and eastbound Stillwater)

Alternative option:  
...and Hazel, northbound from Stillwater



Note that Hazel is an unusually wide and straight street in this neighborhood:

- It was built to accommodate semi-trailer trucks coming to the old 3M distribution center at the other end of the block.
- It is exceptionally easy to see any other traffic on the road,
- And, even with cars parked on both sides of the street, there is plenty of room to maneuver should anyone need to get out of someone else's way.

**IN SUMMARY:**

- I wholeheartedly support the extension of the city's bikeway.
- I suggest that to keep everyone safer,
- That the final connecting portion at Algonquin Ave., be re-routed slightly to the west, to keep bike traffic on wider streets with better sightlines.

Email Statements Received:

## Hanson, Luke (CI-StPaul)

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**From:** Melissa Wenzel <melissa.wenzel@hotmail.com>  
**Sent:** Tuesday, June 27, 2017 9:40 PM  
**To:** Hanson, Luke (CI-StPaul)  
**Subject:** Bike lane on Stillwater

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hello to you Luke,

I couldn't make it to tonight's meeting but wanted to express my support of this proposal. I just moved to the SE side (south of Battle Creek) and I do not own a car. I lived downtown St Paul until 6 weeks ago and will continue to bike year round to work, near downtown. I lived in a Battle Creek rental 12-13 years ago and never would have dreamed about biking to work, and I'm pleasantly surprised to see how much has changed on Ruth, Lower and Upper Afton, and more. Even with the improvements made over the years, the East and SE side of St Paul is badly represented in terms of bike lanes and other bike infrastructure. But I see more people bike every time I bike; the desire is there. And creating safe biking options in densely populated areas like this only makes sense.

Whether biking for transit or for recreation, all parts of St Paul deserve safe and easy-to-access bike parking options. Thank you for your leadership on this project and please count on me to support this and other projects on the East and SE side of St Paul.

Sincerely,

~Melissa Wenzel  
613 Burlington Road  
St Paul, MN 55119

## Hanson, Luke (CI-StPaul)

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**From:** Scott19eighty1 . <scott.19eighty1@gmail.com>  
**Sent:** Tuesday, June 27, 2017 11:35 PM  
**To:** Hanson, Luke (CI-StPaul)  
**Subject:** Stillwater bike lanes

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi Luke

Thank you for the clear and concise presentation on the Stillwater bike lanes this evening. I spoke with your colleague Thomas regarding a few ideas I had about the upcoming project, but I wanted to put them in writing per your request.

I'm excited about this project, and I hope it comes to fruition. My one concern is that the bike lanes do not extend all the way to Hazel. As I'm sure you know, Hazel is slated to be a bike blvd and I would really like to see the bike lanes extended all the way to this important North/South route. At the very least, there should be some sharrows added between Algonquin and Hazel.

I also have a few pedestrian-related recommendations for the project:

1. I walk around Beaver lake almost every day. I live only a block away on Waukon, yet I feel disconnected from the lake and the walking path around it. Adding the bike lanes will certainly help, but I feel like adding additional crosswalks directly south of the lake would help even more to connect the residents who live south of Stillwater to the lake. Waukon ave and Lake street would be at the top of my list of streets that should receive crosswalks.
2. There is a missing segment of sidewalk/path on the north side of Stillwater between Waukon and the trail around the lake. The sidewalk dead ends about 20' before the path.
3. On the corner of Stillwater and Mcknight- the trail curves to the south and has a ramp facing Stillwater rd. There should really be a short extension of the trail and ramp added on the desire path to the northeast onto Mcknight. Those walking/biking around the lake are forced onto Stillwater when the majority of people are headed the opposite way.
4. There is a water shut-off sticking up a few inches through the sidewalk creating a tripping hazard approximately 2 houses west of Howard on the south side of Stillwater that should probably be dealt with as long as the crews are out.

I hope some of this will be useful to you. Thanks for all of your hard work and please know that there are people out there who appreciate the efforts that are being made to improve the bicycle and pedestrian infrastructure to the city.

Sincerely,

Scott Duffy

## Hanson, Luke (CI-StPaul)

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**From:** Joan Pasiuk <joanpasiuk@msn.com>  
**Sent:** Thursday, July 06, 2017 11:55 AM  
**To:** Hanson, Luke (CI-StPaul)  
**Cc:** Emma Pachuta  
**Subject:** WOB: comments on Stillwater and Hazel/Case/Algonquin/Ruth projects

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi Luke,

Hope a good summer at your end. Great to see so much implementation activity on bikeways. Thanks for your work to actually make SP the most livable city in America. I hope these comments are still timely.

Joan

**Comment on Hazel/Case/Algonquin/Ruth and Stillwater Ave proposed bikeways:** Saint Paul Women on Bikes (WOB) writes to support this important project in Greater East Side. The project links parks, community centers, schools, shopping destinations and job locations. It provides critical connections to existing and planned bicycle routes of Furness Trail, Ruth, Margaret, etc. and creates access across a significant physical barrier (RR). WOB focuses especially on women and families to be served by this project; Greater East Side demographics are majority persons of color, low and declining income, significantly renters and young (up to age 35). The Hazel/Case/Algonquin project that connects to the Furness Trail is a route that would be very comfortable for women and families. Although WOB discourages use of enhanced shared lanes in favor of safer infrastructure, this segment of low-traffic-volume streets on Ruth/Algonquin and Case would work well as proposed. We urge implementation of Hazel/Case/Algonquin/Ruth connection and the Stillwater Ave project.

## Hanson, Luke (CI-StPaul)

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**From:** Terry Stepp <TerryLStepp@outlook.com>  
**Sent:** Monday, July 24, 2017 4:08 PM  
**To:** Hanson, Luke (CI-StPaul)  
**Subject:** Installation of bike lanes & parking to be removed

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hello,

I was reading the paper talking about the Saint Paul putting bike lanes and taking away the parking lanes on the streets. This action would be around Stillwater Ave, Ruth Street, McKnight Road and Algonquin Ave. I believe that many people would be upset about not being able to park their vehicle on the street anymore. Many people cannot afford to pay rent for a garage. There would be more vehicles that need the street for parking than bike riders on a street around these neighborhood(s).

We need for driving to work and back home. Not to just a bicycle to Minneapolis and back to St Paul.

Terry & Judy Stepp  
2146 Mohawk Ave  
St Paul, MN 55119

Sent from [Mail](#) for Windows 10

Stillwater Avenue Project Meeting  
Statements Received (scanned originals):





# Stillwater Avenue Bikeway Comment Form

The City of Saint Paul is planning a street resurfacing on Stillwater Ave between McKnight Rd and Hazel St in 2017. Implementing bicycle lanes on Stillwater Ave as a component of this project is being proposed. To make important connections, extending bike facilities on Ruth/Algonquin, Case, and Hazel St is also proposed.

.....

Please provide written feedback on the proposed plans for Stillwater Ave by doing one of the following:

- Write comments below
- Send an email to city staff ( Luke.Hanson@ci.stpaul.mn.us )
- Leave a comment on Open Saint Paul (stpaul.gov/open)

Name, address (optional):

Miranda Lafar - 2040 Stillwater Ave.

Comments:

I do not believe that the bike lane project will benefit anyone else besides devoted bikers. ~~@@@~~  
I myself enjoy riding my bike around the city but I do not believe a bike lane is needed down Stillwater Ave. From my observations a bike lane does not slow drivers down nor does it make drivers seem to feel safe. I have noticed that people in vehicles tend to move over on the street ~~@@@~~ whether or not there is a bike lane. ~~@@@~~

I also do not believe the bike lanes will fit. From eye observation on my street I see room for two lanes with parking spaces on both sides. I also have observed that even with parked vehicles making vehicles down the street struggle to fit in their lane and tend to move slightly over into the opposite lane. If you are to decrease the lanes I believe vehicles will struggle to even ~~to~~ drive. I think a sidewalk is a perfectly

fine place for a bike to use. If you would like to make more room for bikers I ~~think~~ think making wider sidewalks would

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Name, address (optional):

Comments:

I feel that it would be extremely dangerous to put a bike lane in on Stillwater Avenue, due to the extremely high volume of traffic which includes many MTC buses as well as semi trucks.

I don't feel that it is fair to the residents to lose their parking. I also am sure the city will charge them to re-surface the street - so - they will have to pay extra money to lose their parking. Overflow parking will impact and spill over to side streets like Jordan, Algonquin, etc which is unfair to those residents as well.

We have several new businesses that are improving our neighborhood. It will be a hardship for them to lose parking. Hopefully, they won't leave. I am against this bike lane plan and will contact my council person. Also the parking surveys that were taken at different times of the day, do not seem realistic.

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- Leave a comment on Open Saint Paul (stpaul.gov/open)

Name, address (optional):

STEVE SHEA - OWNER 1987 STILLWATER AVE

Comments:

\* I OWN COMMERCIAL BLDG - WE  
HAVE NO OFF ST PARKING  
\* I TOOK A VACANT BLDG  
NOW LOOKS GREAT W/ GREAT  
TENANTS - PARKING WILL  
HURT US IF WE LOSE ANY

\* PARTIAL SOLUTION - MOVE  
\* FIRE HYDRANT BY US  
\* KEEP BIKES OTHER SIDE

651-343-4451

# Stillwater Avenue Bikeway Comment Form

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- Leave a comment on Open Saint Paul (stpaul.gov/open)

Name, address (optional):

Comments:

• Speaker should have introduced himself.  
• Very good facts + clear powerpoint.  
Car + truck traffic speed need to be ~~to~~ looked at - very fast driving on Stillwater Ave.

~~.....~~  
• Where any other streets looked at other than Stillwater to join up with the trails?

I live on the corner of Ruth + Nartonia Ave + I don't see any bicycle useage on our street. The trails need a clear purpose either to connect to other trails or downtown. Currently, there is no safe way to get downtown.

Some questions:

1. Is a bike trail really needed?
2. Where will all the neighbors be able to park?
3. Metro Trans be affected?
4. Cost per foot of residence.
5. When will the work begin?  
& the duration?

To summarize:

We have so much traffic on the street. This includes many semi trucks, some of which are heavy duty equip.

Also a large project for

1  
Lucy Jones

2836 Stillwater Av

St. Paul, Mn

55119



# Stillwater Ave Bikeway Project Meeting

June 27, 2017 | 6 - 7:30 PM  
Achieve Language Academy Gym  
2169 Stillwater Ave E.  
St. Paul, MN 55119

The City of Saint Paul is hosting a project meeting to share information and take input on the proposal for bike lanes on Stillwater Ave from McKnight Rd to Algonquin Ave.

The meeting is **Tuesday, June 27, from 6:00 PM to 7:30 PM at the Achieve Language Academy Gym (2169 Stillwater Ave E, Saint Paul, MN, 55119)**. A presentation will begin at 6:15 PM.

## What is the Proposal?

The City is planning to resurface Stillwater Ave between McKnight Rd and Hazel St in 2017. Implementing bicycle lanes on Stillwater Ave from McKnight Rd to Algonquin Ave with the street resurfacing is proposed.

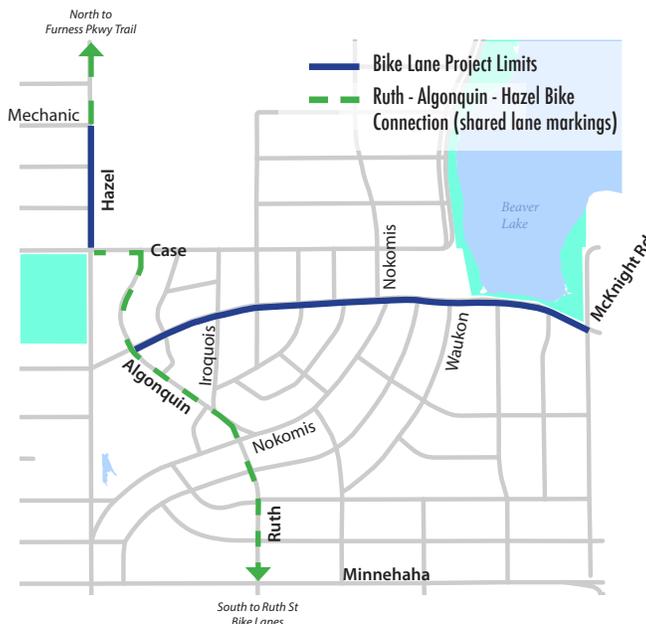
## Changes to On-Street Parking

To add bike lanes, on-street parking would be removed on one side of Stillwater Ave from McKnight Rd to Algonquin Ave. There are no changes to existing parking on Ruth St, Algonquin Ave, or Case Ave.

## Ruth - Algonquin - Case - Hazel Connection

To make important connections to existing bike facilities, the City is also proposing to install shared lane markings on Ruth/Algonquin Ave and Case Ave, and bike lanes on Hazel St. No changes to existing parking are proposed on Ruth St, Algonquin Ave, or Case Ave.

## Project Map:



## At the Meeting

- Preliminary layouts will be shared
- A presentation will begin at 6:15 PM
- City of Saint Paul staff will be available to answer questions about the proposed plan
- Comment forms will be provided to collect feedback

## After the Meeting

- You can also share feedback on the proposal here: [www.stpaul.gov/open](http://www.stpaul.gov/open)
- City staff will review the feedback collected and may update the proposed plan based on your input
- The proposed changes to Stillwater will be presented to City Council. **This will be a public hearing.** The date and time of the public hearing will be mailed separately once these details are finalized.

## Project Contact:

Luke Hanson  
Department of Public Works  
651-266-6146  
[Luke.Hanson@ci.stpaul.mn.us](mailto:Luke.Hanson@ci.stpaul.mn.us)

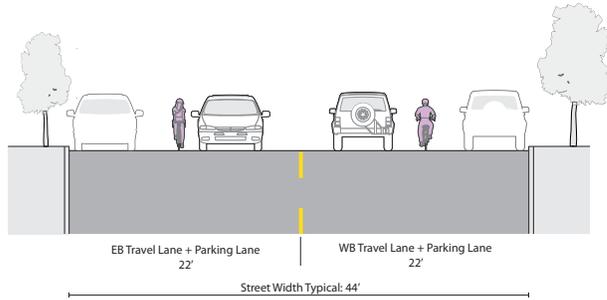
25 4th St W. 800 City Hall Annex  
Saint Paul, MN 55102

For more information on the project and to view the materials that will be presented at the open house, please visit the project website at:

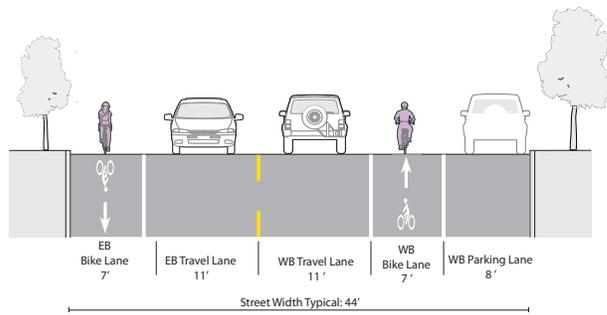
[www.stpaul.gov/bikeprojects](http://www.stpaul.gov/bikeprojects)

## STILLWATER EXISTING & PROPOSED TYPICAL SECTIONS

### EXISTING



### PROPOSED



## RUTH/ALGONQUIN & CASE EXISTING & PROPOSED TYPICAL SECTIONS

NOTE: STREET WIDTH AND PARKING CONDITIONS VARY THROUGHOUT THE CORRIDOR

### EXISTING



### PROPOSED





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

July 11, 2017

Dear Saint Paul Resident / Property Owner:

The City of Saint Paul Department of Public Works is proposing to implement bicycle facilities on Stillwater Avenue from McKnight Road to Algonquin Avenue. This project will be presented to the Saint Paul City Council on Wednesday, August 16. **This will be a public hearing, and there will be an opportunity for public comment.** The City Council will be asked to approve a resolution authorizing Public Works to implement the proposed bicycle facilities on Stillwater Avenue.

This hearing will be held at:

**5:30 PM, Wednesday,  
August 16, 2017**

**City Council Chambers  
300 City Hall  
15 Kellogg Blvd, West  
Saint Paul, MN 55102**

### Project Details:

Saint Paul Public Works is planning a street resurfacing on Stillwater Avenue between McKnight Road and Hazel Street in 2017. Adding bike lanes to Stillwater Avenue between McKnight Road and Algonquin Avenue is proposed. To accommodate the installation of bike lanes, parking removal is proposed for the south side of Stillwater Avenue between McKnight Road and Algonquin Avenue.

### Ruth - Algonquin - Case - Hazel Connection:

To make important connections to existing bike facilities, the City is also proposing to install shared lane markings on Ruth Street / Algonquin Avenue and Case Avenue, and bike lanes on Hazel Street. No changes to existing parking are proposed on Ruth Street, Algonquin Avenue, or Case Avenue. To accommodate the installation of bike lanes on Hazel Street, parking removal is proposed for the east side of the street between Case Avenue and Mechanic Avenue.

### Project Updates:

A community meeting was held on Tuesday, June 27 at the Achieve Language Academy to present information and receive feedback on the proposal for bike lanes on Stillwater Avenue. Feedback was also received online on Open Saint Paul and via email to city staff. If you have not submitted a comment already and cannot attend the public hearing, you may email your Councilmember to have your comments entered into the public record.

To review the proposed parking mitigation strategies in more detail, please visit the project website at:

**[www.stpaul.gov/bikeprojects](http://www.stpaul.gov/bikeprojects)**



*An Affirmative Action Equal Opportunity Employer*



### Project Contact:

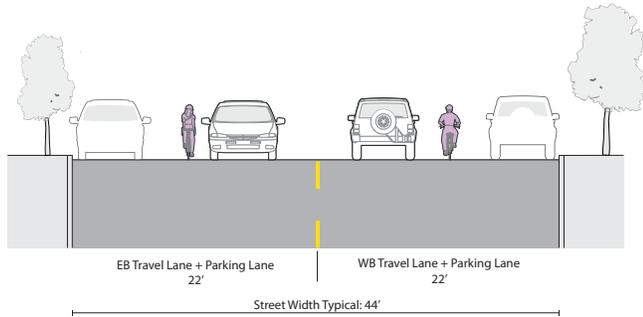
Luke Hanson, Transportation Planning and Safety Division

Phone: 651-266-6146

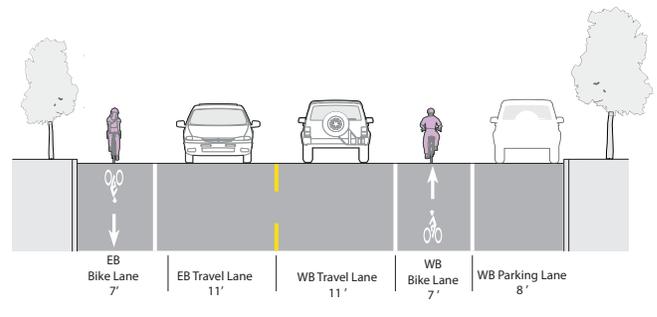
Email: Luke.Hanson@ci.stpaul.mn.us

## STILLWATER: MCKNIGHT TO ALGONQUIN

### EXISTING



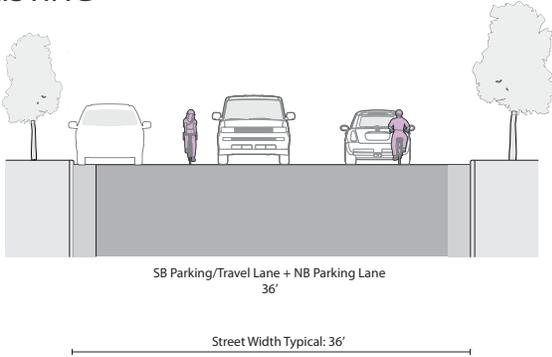
### PROPOSED



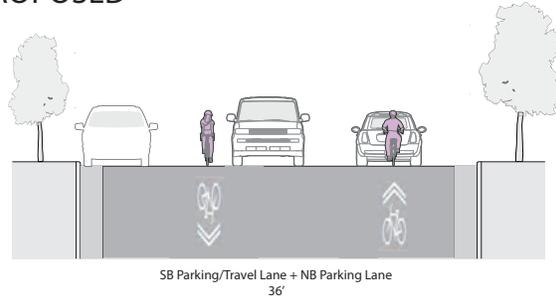
## RUTH/ALGONQUIN & CASE

NOTE: STREET WIDTH AND PARKING CONDITIONS VARY THROUGHOUT THE CORRIDOR

### EXISTING

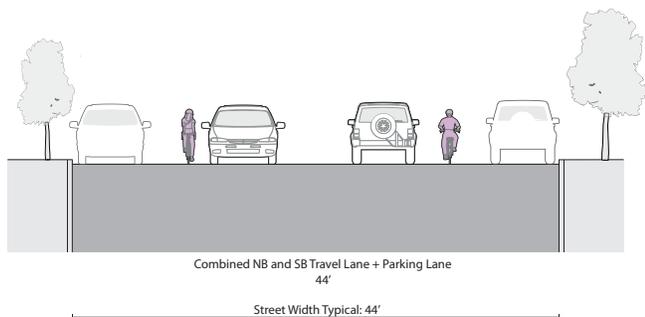


### PROPOSED



## HAZEL STREET: CASE TO MECHANIC

### EXISTING



### PROPOSED

