

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  
1204 Marshall Ave.  
St. Paul, MN 55104

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  
691 Wells St  
St. Paul, MN

**From:** Cindy Zerger  
**Sent:** Tuesday, June 16, 2015 1:12 PM  
**To:** #CI-StPaul\_Ward3; [rafael.e.ortega@co.ramsey.mn.us](mailto:rafael.e.ortega@co.ramsey.mn.us)  
**Subject:** Bike Plan Implementation

Dear Council Member Tolbert and County Commissioner Ortega,

As a Ward 3 resident who walks, rides, and drives in Saint Paul I support the implementation of the Bike Plan, including the upcoming segments on Cleveland, Lexington, and Front.

The plan was adopted by City Council in April of this year and the process at this time should be to start to implement what is stated in the Plan. Yes, we can discuss details of the implementation (such as the type of facility in a given location), but the **location** should not be up for discussion. That conversation happened months ago and it was a very open and public process.

It is paramount that these projects are implemented to ensure the execution of the Bike plan to it's fullest potential and to meet the mode share goals put forth by the Bike Plan and, before that, the city's Comprehensive Plan. These lanes will encourage more of the "interested but concerned" demographic to ride our beautiful city for errands, community, or recreation and we'll build momentum for future projects and a more connected bicycle network.

The Scope of implementation for each of these projects is just the first step in what will be larger more connected routes. The Cleveland Ave lanes will eventually extend from Mississippi River Blvd on the South end to Pierce Butler Route on the North end. Front Ave will eventually connect from Park St. in the heart of the north end to Energy Park Dr and the U of M Transitway to the cities Western border. Lexington will serve as a link up the bluff from the river and Shepard/Davern neighborhood up to the Jefferson Ave Bikeway. These projects are only the first steps in what will become larger regional routes that will extend beyond neighborhoods and connect parts of the city that are often cut off from access for people on bicycles.

Please support the implementation of the Bike Plan.

Thank you,  
Cindy Zerger  
xxx Fairview Avenue S

Greetings all,

I am writing all of you to reiterate my support for the implementation of the Bicycle Plan on Front, Lexington, and Cleveland Avenues. As someone who rides a bicycle regularly for many of my trips in the City and beyond, please allow me to explain the need and the reasoning as to why these projects are so important and should receive your support.

### **Transformation**

These projects are the first steps in the execution of the bike plan. All of these projects span entire wards or connect to future legs of projects that extend them beyond individual Wards and even beyond the borders of the city and County itself. This is important. If we can't move forward with simple low-cost project on important connecting streets, imagine how challenging it will be to create momentum around challenges like downtown or new connections across many of the physical barriers in this city be they man made or natural. This is the first opportunity to bring the vision of the St. Paul Bike Plan to life.

### **Connectivity**

This is one of the biggest barriers to riding a bicycle in St. Paul, there are few if any routes in the city that don't result in an abrupt end where you are left to fend for yourself the rest of the way to your destination. Or needing to know a "secret hand shake" where there might be a hole in a fence so you can cut through a parking lot or railroad tracks as opposed to sucking car exhaust on some car choked stretch of county road, or trunk highway to get where you are going. I have lived and ridden regularly in St. Paul since 2009 and I am still to this day discovering new short cuts or a linkage of several side streets to make that last mile connection with a little more comfort than taking the lane and getting honked at or nearly run off the road. A good bicycle network should not require this level of investigation and/or having people show you the way to get somewhere on a bicycle. It should be direct, obvious and safe.

All three of these routes are all important connections. Lexington provides a connection up the bluff (a major physical barrier in this part of the city) from the Shepard/Davern area to the destination of trader Joes and eventually up to the E/W route of the Jefferson Bike Blvd. The segment of Front provides a connection to schools and businesses, and is part of a much larger route that will extend to the cities Western border via Energy Park drive to the U of M campuses and beyond. Cleveland is also an important connection and part of a much larger route extending from the Mississippi River Blvd up to Pierce Butler route, and even beyond if other plans are brought to fruition all the while connecting 2 university campuses numerous businesses and the future Ford Site.

All three of these routes were selected as part of the bike plan because they are direct and obvious. With much of the city if you want to go anywhere more than 5 or 10 blocks away you are reliant on the County network to get where you need to go, regardless of what mode of transportation you are using.

### **Loss Aversion**

Much of the push back from these projects is over the loss of parking in front of businesses or nearby parking that may be perceived as needed customer parking. While I sympathize with these concerns I don't think that businesses need parking right outside the door. As someone who bikes for most of my trips in Highland park I often am forced to lock my bicycle to some object like a street sign around the corner or in the back of a building. even when I drive to many popular neighborhood destinations I find myself parking a half a block or more away which usually isn't an issue because a great destination is worth it. And the great neighborhoods that these projects take place in are nice areas where a brief stroll to a destination can be a pleasant experience and part of the trip. These are great neighborhoods, we shouldn't be concerned about visitors having to spend a little more time in them.

### **Safety**

All of these routes have a heavily under utilized parking for the majority of their stretches. This results in excessively wider lanes that result in increased speeds and more unpredictable driving. The act of striping bike lanes on these routes will help slow traffic by creating a sense of a more narrow driving lane

as it will now be defined on both sides of the lane. This would be a much needed side benefit of these lanes as mode share shifts and we start seeing more and more cyclists than we are currently seeing.

Defined space for the rider is the safest for all users, this is especially true when it includes physical separation. While none of these projects provide physical separation from vehicles they do provide pedestrians with the physical separation from a cyclist who might be traveling and 12,15, or more miles per hour. This is an extremely important part of these projects. As someone who has done bicycle counts on Cleveland I've seen the number of bikes using the sidewalk.

I am asking all of you as city leaders to be the visionaries we need to help bring this plan to fruition, and help this city become the most liveable city in America that claims to be.

Sincerely,  
Jeff Zaayer  
xxxx Saunders Ave  
St. Paul, MN 55116

**From:** Lauren Della Selva  
**Sent:** Tuesday, June 16, 2015 4:39 PM  
**To:** Tolbert, Chris (CI-StPaul)  
**Cc:** [toni.carter@co.ramsey.mn.us](mailto:toni.carter@co.ramsey.mn.us)  
**Subject:** Please Support St. Paul Bicycle Projects

Hello Councilmember Tolbert,

I am writing to you to ask that you vote in favor of the Saint Paul Bicycle Projects. I have spent my entire life in this city, and continue to live here now as a college sophomore at the University of Minnesota, TC. I have never been fully comfortable biking in the streets alongside the cars and I believe that anything that we can do to make the city more bike friendly is a step in the right direction. Many of my fellow students own a bicycle as there main form of transportation. This generation makes up a large percentage of consumers all over the city. To be bike friendly is to welcome more business into the city, especially in the coming years. I live near Cleveland and would certainly find myself biking there if I felt that it were safer.

Thank you for your vote to improve bike paths in the city.

Lauren Della Selva  
xxxx Jefferson

Beth Hayden Left a VM at 6:20 pm June 16 in support of the Cleveland/Lexington bike lane proposals. She's an avid biker and feels a n/s route is good.

**From:** Gretz/Chutich [<mailto:susangmikec@q.com>]  
**Sent:** Wednesday, June 17, 2015 8:36 AM  
**To:** #CI-StPaul\_Ward3  
**Subject:** Support Bike Lanes!

Please support the bike proposal to increase bike lanes on North-South routes in St. Paul. I am a daily bike commuter from March to November, and in order to ride safely designated bike lanes are a must.

Thank you.

Susan Gretz

xxxx Sargent Avenue

St. Paul MN 55105

From: Mindy Brevia

Sent: Tuesday, June 16, 2015 8:30 PM

To: #CI-StPaul\_Ward1

Subject: Please support passage of the Bike Plan

Greetings Councilmember Thao,

I would like to register my support for the proposed bike lanes on Lexington, Cleveland and Front streets. Expanding access to safe bike routes is absolutely critical for both community and economic development. St. Paul needs to do a better job serving residents who bike and increase transportation safety. Thank you!

Melinda Brevia

xxx Hague Ave

St. Paul, MN 55104

District 4 strongly supports the integrated bike plan, including Cleveland Avenue.

June 17, 2015

Council President Stark and Members of the City Council

Saint Paul City Council

15 West Kellogg Boulevard, #310

Saint Paul, MN 55102

Dear Council President Stark and Members of the City Council,

**Macalester College encourages you to vote in favor of bike lanes on Cleveland, Front and Lexington.**

Macalester College is a private liberal arts college sitting at the crossroads of major transportation arteries. Many Macalester students get to and from social and work activities via transit, biking and walking. Macalester College has been working to build a 21<sup>st</sup> century transportation hub near our

campus with features that make the neighborhood safer for pedestrians, people on bicycles and transit users.

Macalester College has significant experience with neighborhood businesses being opposed to street level changes. When Macalester College proposed the Snelling Avenue median, local businesses and their landlords, strongly opposed the Snelling median because of their fears about parking and access. They argued that if the median were built they would likely go out of business. The Snelling median was built in 2011 and those same businesses thrive today. It happened again a few years later when local businesses raised the same fear-based concerns about the Charles Avenue Bikeway, which Macalester College actively supported. It was built, and those businesses are doing very well.

There is value in listening to the concerns of affected businesses and providing mitigation where possible. However, Macalester College's experiences demonstrate the real business outcomes of pedestrian and bike friendly initiatives. That experience strongly suggests that the fears of the Cleveland Avenue businesses are unlikely to be realized.

Macalester College strongly supports improving biking corridors in Saint Paul on Front, Cleveland, and Lexington and encourages all Council Members to vote in favor of these improvements to our city.

Sincerely,

Tom Welna  
Macalester College

**From:** Rebecca Noecker  
**Sent:** Wednesday, June 17, 2015 7:53 AM  
**To:** Collins, Reuben (CI-StPaul)  
**Cc:** Melissa Jamrock; Roxanne Kimball  
**Subject:** Testimony for public hearing

Hi Reuben,

I'm not sure if written testimony is still admissible for today's public hearing on the bike plan but I wanted to submit the following:

"As a mom of two and a recreational biker, I am in favor of implementing the citywide bike plan, including designated biking lanes. The more we make it comfortable, safe and convenient for people of all ages to bike, the more people will choose this lifestyle that is ultimately healthier and more efficient for all of us - even for those who aren't biking themselves. I also believe we need to respect the public process that led to the creation of the bike plan and not dismantle it piece by piece at the Council level."

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All the best,  
Rebecca

From: **Linda Winsor**

Date: Wed, Jun 17, 2015 at 10:04 AM

Subject: Please Vote Yes for New Bike Lanes

To: shovel overeagle <[Dave.Thune@ci.stpaul.mn.us](mailto:Dave.Thune@ci.stpaul.mn.us)>, Russ Stark <[russ.stark@ci.stpaul.mn.us](mailto:russ.stark@ci.stpaul.mn.us)>, [amy.brendmoen@ci.stpaul.mn.us](mailto:amy.brendmoen@ci.stpaul.mn.us), [dai.thao@ci.stpaul.mn.us](mailto:dai.thao@ci.stpaul.mn.us), dan bostrom <[dan.bostrom@ci.stpaul.mn.us](mailto:dan.bostrom@ci.stpaul.mn.us)>, [bill.finney@ci.stpaul.mn.us](mailto:bill.finney@ci.stpaul.mn.us), [chris.tolbert@ci.stpaul.mn.us](mailto:chris.tolbert@ci.stpaul.mn.us)

Dear Saint Paul Council Members,

I am sorry that I cannot attend the hearing this afternoon, but I urge you to vote for new bike lanes on Cleveland Avenue, Lexington Pkwy. and Front St. as proposed in the Saint Paul City Bike Plan.

I think so much of the opposition that you are hearing about is from folks who only bike for recreation or don't bike at all. We are talking about biking as transportation---not just recreation. It means focusing on how to make it safe and easy for cyclists of all ages and lifestyles to get to work, school, shop, dine, run errands, etc. That means finding direct, efficient routes. Expecting cyclists to take circuitous routes with lots of stop signs and permanent detours is like asking freeway 94 drivers to exit at 280, go to University Avenue, proceed to Vandalia, and go south on Vandalia to Cretin in order to reach their destination at St. Thomas.

While this vote may seem controversial today---particularly for Cleveland Avenue---this vote to start implementing safe new bike lanes in Saint Paul is a vote for our future. While a vocal minority will oppose new bike lanes for various reasons, please keep your eye on the future.

As I await your vote on implementing new bike lanes on 3 of our city streets, I renew my passion for making our city more bike friendly. This video shows what can and should be---for our grand children's futures and the future of our planet.

<https://www.youtube.com/watch?v=vyrTx9SXkVI>

sincerely,

Linda Winsor  
xxx Goodrich Avenue  
Saint Paul, MN 55105