

**From:** Heidi Schallberg

**Sent:** Wednesday, June 07, 2017 8:21 AM

**To:** #CI-StPaul\_Ward1; #CI-StPaul\_Ward2; #CI-StPaul\_Ward3; #CI-StPaul\_Ward4; #CI-StPaul\_Ward5; #CI-StPaul\_Ward6; #CI-StPaul\_Ward7

**Subject:** Comment on agenda Items #33 & 34: Resolutions PH 17-150 & 17-144

Dear Council Members,

I write to you today in support of two resolutions before you on agenda items 33 and 34. I regret that I am unable to attend the public hearings for these two items.

Resolution PH 17-150 would update the city's Bicycle Plan to incorporate the recommendations of the Capital City Bikeway Network Study and Design Guide and the Grand Round Design and Implementation Plan.

The plans for both the Capital City Bikeway and the Grand Round are critical to the city's bikeway network, and these two should be among the highest priorities for implementation in the near future. I urge you to support their inclusion into the city's Bicycle Plan without additional modification by the Council.

I can attest to the transportation benefits of both: my usual bike commute to my job in downtown St. Paul is now completed by the existing Jackson Street leg of the Capital City Bikeway. My entire commute is on the Grand Round (Mississippi River Trail/Sam Morgan Trail) connecting to the Capital City Bikeway. I have a fantastic bike commute!

However, other approaches into and out of downtown still need improvements to make them safer for bicyclists. I ask that the Council make the completion of the Capital City Bikeway one of its highest priorities. We have to make bicycling safer downtown for residents, employees, and visitors. Too many people bike on the sidewalk now because there aren't safe options for getting through downtown on bike. I even see police officers on bicycles on the sidewalks downtown instead of riding in the streets. Temporary improvements and facilities should be installed as soon as possible to the remaining legs of the Capital City Bikeway until funding for more permanent facilities is secured.

I also ask that you please support Resolution PH 17-144 for the Pelham Blvd project without additional design modification by the Council. The Pelham project is an important segment of the Grand Round. It will help connect Mississippi River Blvd with Raymond for people on bikes. This project would greatly improve my bike ride between home and the HealthPartners medical clinic on Como and make it more likely for me to take additional trips by bike north of University.

I am really excited by both of these resolutions before you today because of the improvements in the city they represent. If we want to address climate change, and if we want to be "the most livable city," we have to quickly make critical improvements in our infrastructure to make it easier and safer for people of all ages and abilities to have bicycling as a transportation choice for their lives in St. Paul as residents, employees, or visitors. Please continue to support and encourage the further immediate implementation of the city's Bicycle Plan to this end.

Thank you.

Sincerely,  
Heidi Schallberg  
70xxxMississippi River Blvd S  
55116

**From:** Michael Sonn  
**Sent:** Wednesday, June 07, 2017 9:27 AM  
**To:** #CI-StPaul\_Ward1; #CI-StPaul\_Ward2; #CI-StPaul\_Ward3; #CI-StPaul\_Ward4; #CI-StPaul\_Ward5; #CI-StPaul\_Ward6; #CI-StPaul\_Ward7  
**Cc:** Collins, Reuben (CI-StPaul); Lantry, Kathy (CI-StPaul); Coleman, Chris (CI-StPaul); Vang, Ana (CI-StPaul)  
**Subject:** Saint Paul Bike Plan update & Grand Round (Pelham, Myrtle, Raymond)

Council Members,

In light of national and international events of the last week, namely the United States withdrawing from the Paris Climate Agreement, our cities and states will need to step up as leaders in addressing climate change. No longer is it enough to send out a facebook post or a tweet condemning the actions of the president, we must act on a local level.

Updating the Saint Paul Bike Plan to include the downtown loop (Capital City Bikeway) is a great step, but does not go nearly far enough. [Pittsburgh](#) was able to create 1 mile of protected bike lanes for \$73,000 which is approximately the length of last 3 legs of the loop. Saint Paul committed \$300k to 6 parking spaces on Cleveland Ave - we have the funding available to make our streets safer if we prioritize it. We can't keep putting free street parking or car LOS before the environment and our citizens' safety. St Paul needs to dedicate staff and funding to quickly create a temporary CCB until those streets can be fully reconstructed and the CCB be properly implemented.

The downtown loop also requires connections to access it from the surrounding network. Mainly the city needs to focus on Kellogg, [a deadly street](#), since it is up for reconstruction in the coming year or two. While I miss working downtown, I am delighted to no longer have to risk my life to get to and from work by being forced to bike on 5th & 6th Streets, which are one-way race tracks.

As for the Grand Round, there is no question that these 3 sections should be approved without any changes to the design. Sadly, I feel the need to state this since the Idaho traffic circle vote. It has support from SAPCC & UPDC, both groups knowing full well that these streets are not safe for anyone in their current design and that includes drivers.

Please pass both of these resolutions but also begin to lead by providing dedicated funding to bicycle and pedestrian projects - our planet and our citizens are depending on you.

Thank you,

Mike Sonn  
14xx Wellesley

Esteemed Councilmembers:

I understand there is a public hearing later today regarding the city's bike plan, including the Grand Rounds.

**I am writing to express my opposition to the Grand Rounds plan as it passes through the Dayton's Bluff neighborhood, notably the inappropriate, unnecessary and expense changes to the city's infrastructure and, especially, the closure of streets intersecting Johnson Parkway.** We must not sacrifice the basic grid system of our inner-city neighborhood streets for the sake of this outdated social reengineering scheme. To do so will dramatically alter traffic patterns in an already dense urban neighborhood, jeopardize response and access by emergency services, and further isolate that portion of Dayton's Bluff east of Johnson Parkway. Along with the pending Gold Line project, closing the streets will create an urban island and potential residential backwater.

**The modern Grand Rounds is the fulfillment of an obsolete vision that was originally conceived in 1883 (over 130 years ago!) and did not even include Saint Paul!** It was proposed long before modern transportation methods and, in execution, must be updated accordingly. We no longer ride high-wheeled bicycles and the modern Grand Rounds must acknowledge the dominant position of motorized vehicles, especially in an urban neighborhood. At the time, most of the route for the Grand Rounds passed through rural/semi-rural, undeveloped areas on the outskirts of the city. What was once farm land is now the inner city! **The author could never have envisioned carving a dedicated bikeway through a developed urban setting and, as a practical man, would never have advocated tearing up and disrupting over a century's worth of vital and successful urban design.**

Note the date, 1883. The author, Horace W. S. Cleveland, was a "Landscape Gardener" (not an urban planner) from the east coast by way of Chicago who was hired by the newly-formed park commission in Minneapolis in that year. (He also designed Oakland Cemetery and created a plan for the St. Anthony Park neighborhood in Saint Paul.) His outsider's vision for the Minneapolis park system, delivered first in a speech and then later published, was posited in 1883, at a time when high-wheeled bicycles were all the rage (along with corsets and bustles for the ladies; top hats and spats for the gentlemen). The modern "safety bicycle", akin to the bikes we know today with comparably-sized wheels, did not become widely popular until the late 1880s. The design document does not even mention bicycles and clearly does not envision automobiles, which were not common, much less popular, until the introduction of the Model T in 1908, 25 years later! Cleveland's vision is fundamentally about an interconnected "extended system of boulevards, or ornamental avenues, rather than a series of detached open areas or public squares." **Ironically, the section of the Grand Rounds that passes through Dayton's Bluff on Johnson Parkway accomplishes almost the exact opposite of what he intended by eating up more green space in favor of reconfigured roadways and paved bike**

**paths! Leave Johnson Parkway alone . . . it already fulfills Cleveland's vision as a parkway and functions just fine as is for bicycles!** (OK, "tart it up a bit" but do not tamper with the basic infrastructure.)

**At the very least, gather some facts before you make any irreversible decisions that will dramatically affect our neighborhood and the city for many years to come. Conduct the exact same types of studies the city would undertake prior to any other major street realignments or closures but with specific focus on bicycle traffic.** On average, how many bicycles travel that route on any given day? Any changes to the street grid will be year-round; how many bicycles will travel that route in the winter? How many "Bluffers" will use the bikeway? What will be the impact on traffic patterns along both sides of Johnson Parkway? What will be the impact on the response time of emergency services? How will school buses navigate the neighborhood, especially in the winter? What will be the impact on snow removal? What will be the incremental and ongoing maintenance costs related to the project? **What is the "bang for the buck"? Let's make decisions based on facts, not lofty idealism!**

**Please oppose the Dayton's Bluff portion of the Grand Rounds plan, notably the inappropriate, unnecessary and expense changes to the city's infrastructure and, especially, the closure of streets intersecting Johnson Parkway. This project is costly and will have significant negative impact on the neighborhood with almost no benefit for the residents!**

Thank you for your consideration from a proud 40-year resident of Dayton's Bluff! If I can provide further perspective on this or other pending projects in the Bluff (especially the Gold Line), please feel free to contact me.

Clyde Boysen  
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