

Support

Bob Brerton – XXX Fairmount –

Referred to notice he received as “Councilman Tolbert’s petition” – Right now there’s no safe route down Cretin or Cleveland, Fairview is out of the way for him - there’s just no safe route to get to Highland – he’s empathetic to businesses – thinks this is OK.

Jean Madden – XXX Berkeley –100% supports Cleveland and all around the city bike lanes for health and environment reasons

Ron Roberts (young child – called from same number as Jean Madden above)

Supports bike lane

Constituent moved into Highland Park area about 3 months ago, has 1 child, expecting another. Hopes this is the first step in making the neighborhood more pedestrian and bicycle friendly.

Eric Celeste – no specific message, other than that he supports the bike lane.

Retired person rides bicycle along Cleveland – Too narrow without a lane – Around Randolph short term parking might help, but doesn’t think parking is necessary anywhere along Cleveland Avenue – Thinks it would be good.

Dan Furr – xxxx Berkley – Going N & S is too difficult without the bike lane. He would use it.

Dear Councilman Tolbert,

My family and I moved to the MacGroveland neighborhood of St. Paul this spring and are thrilled to be in this beautiful city. We are, however, perplexed and dismayed by the vocal minority voicing strong opposition to sensible infrastructure improvements for Cleveland Ave to include planning for vehicles other than cars (i.e., a bike lane). The arguments against a bike lane are full of misinformation and baseless paranoia. This city needs forward-thinking plans to ensure a vibrant future and continued relevance. Bike infrastructure is a modest, but critical aspect of this. I am a parent with two young children and I am absolutely offended to be part of the "minivan argument" used against bike lanes. Complete streets designed for people of all ages lead to safety. More on-street parking where ample parking already exists in no way adds to safety. Small businesses need people, not cars. If they were at all in-tune with who they should be targeting as their clientele (families like mine), businesses should be thrilled by bike infrastructure improvements. Infrastructure that encourages human interaction and physical activity leads to strong, safe communities and thriving local businesses. Infrastructure designed only to minimize the distance between a parking spot and a business is a failing strategy that has been disproven time and time again.

I feel passionate about this topic because I am a normal reasonable person concerned about the future of our city, not because I am some kind of fringe bike fanatic. I hope that I can trust in your leadership to not allow misinformed, self-described "aging boomers" with too much time on their hands keep our beautiful city in a bygone era and jeopardize progress when we have the opportunity to implement forward-thinking strategies.

Please let me know how I can support the efforts to have a bike lane on Cleveland Avenue and generally broaden access to our streets for bikes and pedestrians everywhere.

Sincerely,
Dan King

From: Chris Nagel
Sent: Friday, June 12, 2015 7:39 AM
To: Tolbert, Chris (CI-StPaul)
Subject: Great idea about bike lanes

Dear Mr. Tolbert,

I wanted to express my gratitude to the city council for creating a plan for bike lanes on Cleveland Ave. My whole family (xxxx Juliet Ave) are bikers and that is a dangerous street at the moment.

I appreciate the work.

Regards, Chris

From: Elspeth Ronnander
Sent: Thursday, June 11, 2015 9:29 PM
To: Tolbert, Chris (CI-StPaul)
Subject: Bike lane on Cleveland

Hi Chris,

As an avid biker, I am writing in support of bike lanes on Cleveland Avenue. I bike several times per week both in commuting to work and as transportation for shopping and entertainment. I live just off Cleveland Avenue. I usually add about a mile to my bike commute to avoid biking on Cleveland Avenue as I feel it is not safe and bothers drivers as I have to take up a lane.

I am aware that implementing a bike lane on Cleveland Avenue has created some controversy, particularly with business owners as there will be lost parking. I see that some solutions have been presented, particularly focused on the Randolph Avenue businesses. I feel that overall Cleveland Avenue is too busy with car traffic to have Sharrows but feel that for a block or two this would be an appropriate compromise. Perhaps similar Sharrows could be put in place for a block or two near St. Clair and Grand Avenues as well. It should be noted that between Summit Avenue and Highland Parkway this is a largely residential area.

One of the benefits of a bike lane on Cleveland Avenue is that this street is a thoroughfare (as opposed to Prior Avenue, for example). Currently, I feel quite cut off from the business south of me on Cleveland Avenue and in Highland Park. I really enjoy using the bike lane on Summit Avenue and currently would gladly bike four miles east on Summit Avenue to a business than bike two miles south to a business on Cleveland Avenue or in Highland Park. It is important that businesses are easily accessible by bike as well as by car.

Overall I'm very excited about a bike lane on Cleveland Avenue and feel this is a wonderful addition to the Mac-Groveland neighborhood.

Sincerely,

Elspeth Ronnander
xxxx Lincoln Avenue
Saint Paul, MN 55105

From: Eric Haaland

Sent: Thursday, June 11, 2015 7:32 PM

To: Tolbert, Chris (CI-StPaul)

Subject: Expressing my support for the Cleveland Ave bike lanes

Councilmember Tolbert,

I am writing to express my support for the bike lanes on Cleveland Ave in St. Paul. As an apartment renter (and hopeful future property owner) in the Grand-Fairview area, I feel an adequate biking infrastructure is a key component in making a city future-oriented. Recent history has suggested that the Twin Cities are becoming a very bike-oriented area. This is a good thing for the health of the area, as well as a good thing for the overall safety of the area.

As [Dill and Carr \(2014\)](#) suggest, building biking infrastructure leads immediately to use of that infrastructure. This implies that the number of bikes on Cleveland Ave will increase. Importantly, as [Jacobsen \(2003\)](#) indicated, increased numbers of bikes on the road seems to lead to decreased incidents of vehicle - bike/pedestrian accidents. This is likely because traffic slows down and people in motor vehicles can more quickly react to pedestrians and/or bicyclists.

In other words, enhancing bicycle infrastructure makes neighborhoods safer for everyone. While parking will likely be affected, leading to increased cars on neighborhood streets, the fact is those vehicles driving on neighborhood streets will be traveling slowly while looking for parking. Slower city vehicle traffic is always a good thing, even if 'moms in minivans' (as [Joe Soucherey suggested](#)), may have to leave a few minutes earlier to find parking.

I can provide you with full-text PDFs of the Dill and Carr (2014) and Jacobsen (2003) articles if you would like. Please let me know at your earliest convenience.

Best regards,

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Eric Haaland

Gary Fifield re Cleveland Bike Lane

Called in support of the bike lane – doesn't see a problem; he went and looked at barbershop and saw on the corner where a bay could be cut in for additional parking.