

Council members,

Will you be voting for the elimination of parking spaces on Cleveland between Grand and Randolph as part of the new bike plan?

This will hurt business and force these cars onto the side streets, thus hurting residents.

I need to know where you stand.

Are bicycles more important than long standing Mac Groveland businesses?

Gary Fischbach
Highland Park

From: Renee Ellerman [mailto:reneeellerman@ymail.com]
Sent: Saturday, May 30, 2015 1:33 PM
To: #CI-StPaul_Ward7
Subject: Gil Peñalosa's Comments on Painted Bike Lanes

Hello Council Member!

Please consider this additional information from Gil Peñalosa, An international leader in creating great cities and communities through active public spaces *and* the executive director of the Canadian non-profit group 8-80 Cities, has added the Twin Cities to the more than 150 cities with whom he's consulted in the last eight years on all continents. Mr. Peñalosa was here, in St. Paul last year with this message...

Mr. Peñalosa states in the attached article poetically named: Minneapolis:
Settling for best of the worst or on the way to world class?

<http://www.tcdailyplanet.net/minneapolis-settling-best-worst-or-way-world-class/>

"In Minneapolis, one of the worst things they said is that you were among the best in the nation," Penalosa said. "It would have been better if they said you were 84th and then you would know how much work you have to do. You have to decide whether you're satisfied being one of the champions of the little leagues or whether you want to go to the major leagues."

"For a comprehensive plan to work, the entire metropolitan area needs to work together to make a grid of protected bikeways. "Think of it as a power grid," he said. "You go to each council. If they want power, water and sewage, you need a flow connecting the whole city." Maintain it. Plow the snow. "It worked for Calgary, which has more snow than the Twin Cities," he said. Start with a pilot project for a trial period. "Then if it doesn't work, we can get rid of it."

"The key to getting people to use bike lanes is to physically separate them from the cars, not just with painted lines on the street. Penalosa showed a slide with bicycles moving on a separate road faster than cars on an adjacent clogged street in his hometown of Toronto. "Imagine if each one of these cyclists were in a car," he said.

He goes on to say, "Forget sharing the road, he said. A pedestrian-centered intersection should keep 80-year-olds safe from passing cars. "They're told to 'negotiate' the intersection," he said. "I don't want my mother negotiating with a two-ton car," he said, worrying about "the one time she loses."

You really need to look before you leap. You cannot put down a painted line and call it protected... why aren't you using Ayd Mill Road as a test? As this proposal sits, as well as the proposed Front the Front and Lexington Lanes, you are excluding most of the people. You have it on expert authority...

The first of many high traffic urban arterial bike lanes has been introduced with hostility and aggressive campaigning. The proposed Cleveland Bike lane is instrumental in the respect it has brought to light the need for better community friendly designs, significant safety and legal measure, education and the need to get more data to insure commuter bicycle lanes that everyone will be utilizing and not just a select few. Please keep in mind the residents and businesses who will invariably be bearing the brunt of this proposal. Expectations are high on both ends so it is sometimes hard to keep perspective. Just because it's a plan, doesn't make it the right plan. Both sides have compelling argument. Does this plan safely work with the needs of the many at this point in time for the infrastructure? You, our City Council, and then ultimately Ramsey County will make that final decision. But I hope you will hear me out and weigh and measure this alongside the *old* statistics, *old* formulas and *old* models you have been presented with to get to this point...

There is enormous need for more data. Current data. Most bicycle infrastructures in the United States are at their infancy, at best. There simply is not enough information out there to compare one city to another or one Country to another. I have found, in my research, these infrastructures take *decades* to be realized. That is not to say the same will hold true for St. Paul. The task at hand is daunting and will take more than just a few years. So why not get it right when St. Paul is at the dawn of a progressive infrastructure design? What a perfect time to implement a practical, safe and fair way to share the road. Let St. Paul be one of the models in which other cities can learn from and adapt.

The Cleveland Bicycle Lane supporters have a huge collective strength and an amazing multi city network that rallies with them. Often repeating stats and models like a mantra and not allowing open, candid and concerned talks about safety and the residents and businesses that will be affected. The Jefferson Lane folks who were in opposition are still reeling. I have seen the results this kind of campaigning can issue. There is great power in numbers. No one is disputing the eminent future rewards a bicycle infrastructure will do for St. Paul. I see nothing but benefit and look forward to a positive future. The dispute lies solely in the safety and need of the proposed lane/lanes as this project moves forward.

Though Cleveland is a narrow strip of high traffic, the Bicycle Lobbyists and supporters have proposed the width of the street can support bike lanes as part of their argument, removing parking from both sides of the avenue at various locations leaving businesses and residents along the Avenue to be without vital street parking. Width is not the only engineering variable to throw out there as an argument. Cars are not the only motorized vehicles on that road taking into consideration busses (school and MTC), Grocery Delivery, furniture/appliance delivery vehicles or a Metro Mobility transport vehicle bearing down on you. The list goes on. Painted lanes will not make Cleveland safe to ride on the lane. If there were raised buffered/protected lanes, that would be a different story. It is my understanding, the city has denied this request. Because the Cleveland lanes are being proposed with paint, only a select few will be utilizing this lane. Putting out residents and businesses in a neighborhood that has huge roots and in a community they built.

Another leading point drawn by the Cleveland Lane supporters was the Cleveland Avenue parking counts which stand solely on minimal data taken on select days with limited hours of observation. This data is incomplete and by no means encompasses all the variables and, as such, must be discounted as it can sway decisions when comparing one day to the next with little to no merit let alone concise, accurate data. According to Minnesota statute, *A person may park a bicycle on a sidewalk unless prohibited or restricted by local authorities. A bicycle parked on a sidewalk shall not impede the normal and reasonable movement of pedestrian or other traffic. Minn. Stat. § 169.222, subd. 9"(a).* If the bike lanes are implemented, has there been any thought given to where the bicycle racks are going to be placed for the cyclists that will purportedly be flooding these businesses?

The folks on Jefferson will tell you, there is only a handful of users that bike the Jefferson lane on any given day. If it is true, then it was implemented for a select few who had the ability to galvanize their forces. But, again, no data and no counts have been established to determine if this is a fact. At the informational meeting at Nativity of our Lord School earlier this month, a man was present that claimed to have crept up and down the alleys along the proposed lane, checking garages and relaying contents and criticizing specific personal property items he was privy to while peeping through windows. Are you kidding me? Aside from the lack of, yet more study for vital data, this also does not take into account the families with multiple cars and customers to the businesses, including a Church, being affected. Focus seems to be directed on the Randolph and Cleveland intersection but there are many more businesses and residents in the intended path that will ultimately be sacrificing. It is safe to say hundreds will be affected. These well established businesses and longtime residents have been integral to make this Community the gem it is. It almost seems criminal this

movement is being pushed through with little, to no regard for that. This forceful implementation process is not sitting so well for the Downtown loop either, which is where focus of the infrastructure initiative should be trained. Pioneer Press, Fred Melco (February 2015) describes the Downtown situation appropriately titled: **St. Paul Bike Loop Draws Ire Over Parking Loss**, *"On Wabasha Street in downtown, St. Paul, there's been quite a defection..."*. *"Unhappy with their leadership's embrace of a proposed bicycle loop that could cost them parking spots, several members of businesses and residents' association, Wabasha Partners, have set off on their own"*. *"Cutting ties to Wabasha Partners..."*. They have dedicated themselves to opposition. Defection! People, the vision is getting lost. Is this really how you want to lay the foundation cornerstones of the infrastructure? These people made these communities what they are!

Students from both St. Catherine's and St. Thomas take up a striking amount of street parking and traffic in and around Cleveland Avenue. So when the residents revolt and insist on permit parking, what will then become of the businesses? Minnesota is rated number #2 in their Bicycle friendly state ranking. That is to say Minnesota received 63 of a possible 100 points. Two Universities were cited as variables in the #2 ranking. The University of Minnesota with a Gold rating and Gustavus Adolphus in St. Peter, with a Bronze. I have great hope the City, the lobbyists and the Coalitions are finding a way to work with these potentially valuable partners in the community to make it four, as this seems rather fundamental for the future infrastructure in the area. Prior Avenue is an existing, user friendly north/south route. And by working with the College of St. Catherine, the route could be extended through the campus, ideally making it easier for students to commute to both St. Catherine's and St. Thomas utilizing the existing north/ south lane that goes through to University Avenue. Activists may argue Prior Avenue will need to be retrofit to fill safety requirements but I believe it would be met with community willingness to meet the needs of everyone sharing the road if there is a willingness to make it so. A four way stop and bike path (though there is an existing walk already) across the green on Summit would alleviate the contentious jag at that intersection which also seems to be an argument for bicycle activists. As it stands, *now*, it is a viable north/south route without the adjustments and is already in place and utilized by cyclists.

Neighborhoods are going to have to move fast, learn fast and organize fast if they want to have a future voice in the penciled in bike lanes. Input and discussion with the community is essential to move forward. Safety is the only single agreeing point. Studies need to be made, data needs to be collected. Do all bike lanes need to be raised buffered/protected? No. But high traffic routes, most certainly do. Should Cleveland be a raised buffer/protected lane? Yes. Is it going to be cheap? No. Will it be worth the expense of doing it once and doing it right? Absolutely. I am urging you to invest in a Bicycle Friendly City that has an emphasis on safety first. These proposed lanes (Cleveland and all future high traffic arterial lanes) need to accommodate everyone sharing the road and must be designed right the first time so the City won't have to backtrack and retrofit. There are ways to include businesses and high traffic areas that will be utilized in the future vision of this project during the design process, if need be. Designs including lanes with buffered parking for businesses, seasonal closures, pocket lanes, share time lanes, signage and stop lights. The possibilities and potentials of working together with communities are endless. All of this is going to take time. The mission of the Bicycle activists is to hit hard and don't stop moving. Aggressive momentum is essential to their mission. This particular group seemingly takes any opposition as an opportunity to quote misleading, outdated information, dismissing genuine options for discussion as red herring. A partial piece from the Highland Villager in regard to the Jefferson Lane, Erich Mische (Former Aide to the former Mayor, Norm Coleman) writes in an op-ed, *"I object to this organization's ends-justify-the-means mentality, its methods and tactics, and the process that has led to a neighborhood being forced to accept a project it never requested- a process that has our own tax dollars being used against us by an organization that is unelected"*. Force is not met with hugs and cookies in this Community, as we have witnessed with the like-minded, Tangle Town Community. These Neighbors on the proposed Cleveland lane are not against biking or a bikeway. And just because they are concerned this proposed lane only caters to a select few, at such great cost to the residents and businesses on Cleveland, they are met with accusations of impeding progress, being sedentary prone to sedentary disease, a sideshow and distraction to the implementation of the bicycle infrastructure and the inability to enjoy the beauty and spirit of the neighborhood unless they are biking. The forceful and often bullying demeanor in the name of progress needs to be put into perspective. Not used as a weight to wear down community leaders or unorganized communities. This is not anti-bike/pro car (or vice versa) yet the ongoing discussion, or rather, ongoing attempts at discussion continues to get pulled into this vein. Poking the bear is counterproductive. According to Melissa Turtinen, in her article titled, **Bicycle Deaths on the Rise Nationally, But Not in Minnesota** (November 3rd, 2014/ Originally published October 28th, 2014 on Rick

Kupchella's Bring Me The News), "MNDot says crash statistics show cyclists and motorists are equally at fault in bicycle-vehicle crashes". So that "us vs. them" attitude needs to be shelved. Everyone has horror stories supporting each side of the argument. By allowing these extreme tactics and unreasonable demands that deeply impact Cleveland Avenue businesses and residents to lend credibility without supporting ALL cyclists on these roads, you are losing sight of the vision before it even appears.

If the proposed Cleveland lane is not going to be a raised buffered/protected lane, only a select few will be utilizing it. If the needs of the many are thrown over by the needs of the few, that's a deal breaker. Martha Rokowski, Director of the Green Lane Project stated in **Rise of the North American Protected Bike Lane**: July 2013, "You cannot convince a person who is not comfortable riding the road to be comfortable riding the road." she said, "You cannot market them into it. You really have to change how the streets work". So why, in your right mind, would anyone take high traffic lanes like Cleveland Avenue and turn them into commuter bike lanes without using raised buffered/protected lanes? If you take the time to make it safe you will open it up to a more diverse group. The article goes on to say, "Another reason vehicular cycling has fallen out of favor with many top advocates and planners is that it has become clear that the whole philosophy is an obstacle to increasing diversity in the cycling community. There is evidence that women in particular are less likely to get involved in cycling in the absence of dedicated infrastructure. The same sort of concern applies to anyone who isn't at the height of their physical fitness – children, the elderly, and novices." The article further states, "An important study by the Portland Bureau of Transportation (PBT) looked at the public's attitude toward cycling. Researchers found there are four types of cyclists. The first type – "strong and fearless" – is the daredevil who is comfortable riding with motorized traffic on the busiest roads, no special protection needed. This hardy group, however, represents only about 1 percent of the total population of potential cyclists, the study found. Meanwhile, about 7 percent of the total population, researchers found, are "enthused and confident." These are the folks who have been attracted to cycling in Portland by the improvements the city has made. The study found that an additional 60 percent of the population is "interested and concerned," – so, potentially winnable – followed by an unmovable 33 percent, classified by PBT as "no way no how." If Cleveland cannot be buffered/protected and used by everyone, it must be taken off the plate as an implemented route.

Who will be utilizing the proposed Cleveland bike lane and what modifications and modes of transportation will be allowed in the lane as it is being proposed? 21st Century cycling is a whole new animal. Some cyclists refer to themselves as Urban Warriors. These Bicycles are streamlined and flawlessly designed for urban commuter touring as well as rugged terrains and per **Minnesota statute, 169.222, subd. 9 (d)** *A bicycle may equipped with tires having studs, spikes, or other protuberances designed to increase traction.* Some bicycles can be upwards of \$1,500 and some Cargo bikes have upper weight limits of 440 lbs of rear cargo with rider, often times using Electronic assist upgrades. One of many key 2012 Legislative changes significantly altered the classification and regulatory structure for these e-bikes. The general effect was to establish electric-assisted bicycles as a subset of bicycles and regulate e-bikes in Minnesota Statute as it relates to bicycling, "Minnesota allows Electric-assisted bicycles, also referred to as "e-bikes," are a subset of bicycles that are equipped with a small attached motor. To be classified as an "electric-assisted bicycle" in Minnesota, the bicycle must have a saddle and operable pedals, two or three wheels, and an electric motor of up to 1,000 watts, (Federal law cites 750 watts) as well as meet certain federal motor vehicle safety standards. The motor must disengage during braking and have a maximum speed of 20 miles per hour (whether assisted by human power or not)". I have not seen any distinction in the language whether this statute regarding e-bikes is for both pedal assisted e-bikes and throttle based e-bikes. But it is clear the statement, "whether assisted by human power or not." is relatively leading. Throttle assisted e-bikes are banned in many countries and there needs to be a clear definition of Minnesota statute defining e-bikes. This extreme and highly experienced cyclist possesses *nerve of steel* and 21st Century cycling is understandably referred as *swimming with the sharks*. (**The Myth of the Cyclist as Urban Warrior**: Jake Tobin Garrett, March 25, 2011) Cyclists are competing with 2000 (and up) pound vehicles for a piece of the road. As voiced by many cycle activists, lack of a defined, protected path is not going to keep this group of cyclists off the road. These polished commuters, right here, right now, are notably a minority in the definition of "everyone" and it is this specific group that will be utilizing Cleveland Avenue.

According to The American League of Cyclists, Minnesota has seen a growth in bicycle commuting of 103% since 2000, ranking 15th overall for National bike commuting. I was hard pressed to find any significant data on current commuter growth specific to St. Paul. MNDot has a survey on their site trying to get ballpark numbers. There simply is no data out there. And attaining this data is imperative. As these proposed bike lanes are put into place, it is safe to say, the numbers of commuters will rise exponentially. These Urban

Arterial routes being proposed will be inundated with bicycle traffic, breathing much anticipated life into St. Paul's future cycling infrastructure. But without proper safety initiative, these urban arterial lanes will also raise exponentially, the potential for increase in injuries and fatalities. According to the League of American Bicyclists, urban arterial lanes have the greatest numbers of bicycle fatalities.

This is a staggering number and, by no means, includes serious injury or non-serious injury with emergency room/ clinic visits. Again, St. Paul has no data in relation to actual numbers of what is considered, non-serious injury sustained to cyclists by motorized vehicles. Rising injury and rising death numbers simply must be factored in as the numbers of cyclists increase as the information collected from The League of American Bicyclists suggests. The Monash Accident Research Centre study of Car/Bicycle Crashes Resulting in **Serious Injury to the Cyclist study** in 2014, found that that in the samples they used for the model, the cyclists involved in crashes tended to be highly experienced. *85% said they'd cycled regularly. 60% were riding a road/ racing bike at the time of the accident and almost 70% were wearing cleated shoes.* What will happen to those numbers when you factor in inexperience along with all the other variables that go along with everyone else? NHTSA's National Center for Statistics and Analysis Traffic Safety Facts 2013 states: *"The majority of the pedalcyclists killed (87%) or injured (83%) in 2013 were males. The highest number of male fatalities were 55 to 59 years old (91), and the most males injured were between 20 to 24 years old (7,000). In 2013, the pedalcyclist fatality rate per capita was almost 7 times higher for males than for females, and the injury rate per capita was over 5 times higher for males."*

By current standards, and I emphasize current, everything points to implementing raised buffered/protected commuter lanes in high traffic areas. On May 19, 2015, Michael Andersen, (Green Lane Project staff writer) writes, **The Feds Jump on Board: Protected Bike Lanes are Now Official Federal Policy** *"Protected bike lanes are now officially star-spangled". "Eight years after New York City created a Netherlands-inspired bikeway on 9th Avenue by putting it on the curb side of a car parking lane, the physically separated designs once perceived as outlandish haven't just become increasingly common from coast to coast — they've been detailed in a new design guide by the Federal Highway Administration".* This is the photo he used for the article: (Oak Street, San Francisco. Photo: SFMTA)

If you want to include the groups of people being left out of these proposed lanes, in high traffic areas, you're going to have to make it safe for cyclists with varying skill levels. That's the plan, right? With more people riding their bikes, the numbers of cars commuting will be reduced. Also the plan, right? All of the riches and rewards of a safe bicycle infrastructure will be realized and will actually be used by everyone, not just a select few. Also stated by Jake Tobin Garrett, **The Myth of the Cyclist as Urban Warrior**, "*Cyclists, let's tone down the environmental angle. Arguments about the environmental and economic benefits of cycling are all well and good, but by over-focusing on these elements we run the risk of alienating a lot of people while missing out on the greater point. Increased bicycle infrastructure should ultimately be about safety and allowing everyone to feel comfortable riding their bike, including the timid*". Painting lines on Cleveland Avenue isn't going to make everyone else feel safe.

In peeling off just one layer of the onion, I have found a great need to find better design solutions for safety that work *with* the community, not slice them into factions. Don't be flexed into this fast pitched frenzy to lay down lanes with paint and call them protected. Additional data is needed for regulation and enforcement. Legal and accountability measures absolutely need to be put into place and will be addressed in an addendum to this body of research and opinion. In conclusion, it is my hope you will deny the proposed bicycle path on Cleveland Avenue. This proposal does not support the cyclists on the road as a representation of everyone. And the cost to residents and businesses is too great for any justification of a hostile takeover. Work on the severed relationships with the downtown community and create working designs to connect the 60% of the winnable cyclists to Lowertown. See this vision to fruition. *If you build it they will ride*. Downtown should be your crowning jewel. Recognize the impact your decisions are making in the communities where these future arterial lanes are being proposed. Make criteria for safety based on current data. Data that remains to be collected and analyzed. The streets in St Paul were designed for motorized vehicles, not to sustain a cycle infrastructure of the proportions being proposed on these specific high traffic roads. *Maybe it's not always about fixing something broken. Maybe it's about starting over and creating something better* (unknown). Do not leave this wake of resentment in your path when you have the ability and the means to make this infrastructure great. An infrastructure, a model, created for the good and benefit of all.

From: Chad Collmann

Sent: Tuesday, June 02, 2015 10:13 AM

To: Tolbert, Chris (Cl-StPaul)

Subject: CLEVELAND AVENUE BIKE LANES

Mr. Tolbert-

I am writing you this morning to urge you to vote against adding bike lanes to Cleveland Avenue. This road is heavily used at all times of the day and is already too narrow to handle the traffic that is on it. By adding a bike lane and restricting the size of the traffic lanes it will exacerbate the problem. Also, the business community that relies on parking on Cleveland would be hurt the most as their customers would have a very difficult time gaining access to those businesses. Mac Groveland and Highland Park rely on and value small business and this would be extremely harmful to them.

There are numerous other bike dedicated routes already in our neighborhood. Please do not make Cleveland Avenue another one. I have no doubt that someone will be seriously harmed riding in a bike lane there.

Chad Collmann

XXXX Sargent Ave.

St. Paul

From: Matthew Colaizy
Sent: Wednesday, June 10, 2015 1:19 PM
To: #CI-StPaul_Ward3; Tolbert, Chris (CI-StPaul)
Cc: libby.kanter@ci.stpaul.mn.us; Kelley, Pattie (CI-StPaul)
Subject: Cleveland Ave parking

Dear Councilman Tolbert,

I am a business owner on St. Clair Ave just east of Cleveland. I have been a part of this community for many years as both a business owner and past resident. Cleveland Ave contains many small businesses and residents on the route of the proposed bike lanes. This will not just harm the small businesses but make parking very difficult for some of the residents of this area. There are many rental properties up and down Cleveland as well as throughout the adjacent neighborhoods. I see a legitimate need for parking to be available along Cleveland Ave. eliminating parking will force cars to find parking on east-west residential streets. Many of these streets are already heavily congested with parking. This would be a significant burden on those who live in these neighborhoods.

I am an avid bicyclist. I own 2 different bikes that I use regularly. I am very fond of the convenience of bike lanes throughout Minneapolis and St. Paul. Unfortunately, I don't see this situation as being the right fit. I see this as too great of a burden on the neighbors and businesses. This seems like a very short distance to have bike lanes. Does it stop here? I fear you may be intending to extend these lanes past Grand Ave and past Randolph Ave. I cannot imagine the resulting parking disaster that would be created around the St. Thomas campus if you were to eliminate parking there. Highland Village is busy and congested enough as it is. These areas need all the parking they can get. It, therefore, makes little sense to only have bike lanes on the small stretch of road that is being proposed.

Sincerely,

Matthew Colaizy

From:**Sent:** Tuesday, June 02, 2015 6:16 PM**To:** Tolbert, Chris (CI-StPaul)**Subject:** Save the Parking on Cleveland Ave

Dear Chris: I have been a resident of St. Paul for about 14 years now and have seen many concessions given to cyclist. I have seen Marshall go from four lanes to two lanes so that bike lanes could be added, I have seen other streets changed, for example Jefferson, to accomodate cyclists as well. Please preserve the on-street parking on Cleveland. It makes me very nervous to have the cyclists on the most busiest streets around our area. They cut in front of people, do not follow the rules and make it more dangerous for all of us.

It is also quite concerning that you would vote to take away parking that helps the small businesses in our area when half the year cyclist can not or should not be on the road due to the poor weather conditions like snow or rain. These small businesses are what attracts others from the suberbs to our wonderful city and making it harder for them to do find parking is another reason not to come.

Please do not take away the on-street parking.
Thank you for taking the time to read this email.

Sincerely,
Shari Clemons

Dear Council Member,

In light of the controversy over the proposed Cleveland Avenue Bike Lanes we have prepared the following Community Impact Analysis. We hope that the information will give you better insight as to how this proposed plan may affect the Macalester-Groveland and Highland Park Community.

Sincerely,

Angel Chandler

Community Impact Analysis for Proposed
Cleveland Avenue Bike Lanes
Prepared for: The City of Saint Paul

Prepared by: Angel Chandler and Curtis Chandler at Chandler and Chandler LLC
May 26, 2015

INTRODUCTION

On March 18, 2015 the City Council passed the City of Saint Paul Bicycle Plan that will add over 200 miles of bike trails. Cleveland Avenue is the first of many roads proposed to be converted from primarily vehicular traffic to vehicular traffic with a designated bike lane. Since this is the first of many it is very important that we take special consideration in making sure this process is done with the communities best interest at heart. Luckily the Saint Paul Bike Plan made provisions for this by stating:

“This process is not intended to be rigid or to discourage neighborhoods or staff from employing unique or new strategies of public involvement or planning. It is understood that each neighborhood will require a unique planning approach and that unanticipated opportunities for implementation may present themselves that should be seized.”

This Community Impact Analysis shows the unique aspects of the Macalester Groveland Neighborhood that Cleveland Avenue supports and how the proposed bike plan could impact the community at large.

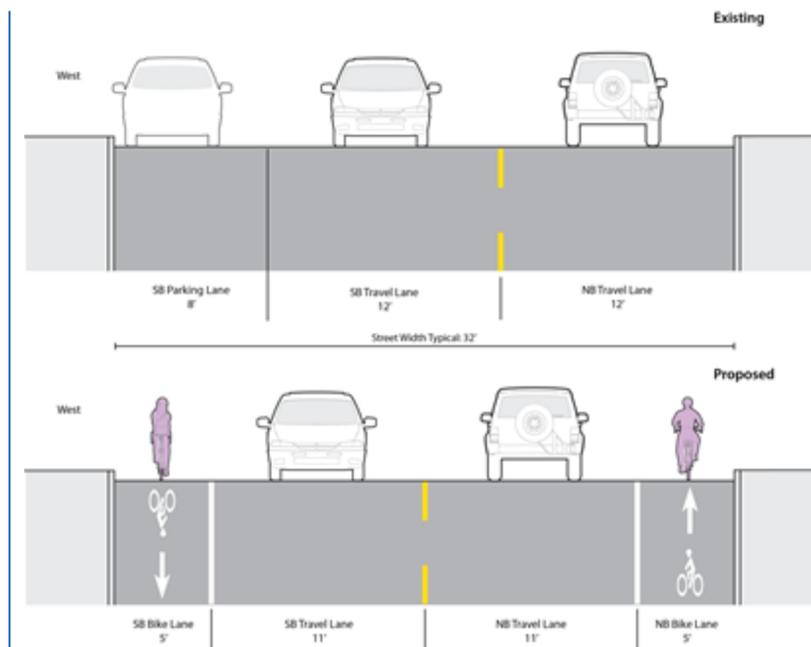
<http://www.stpaul.gov/DocumentCenter/View/75295>

PROPOSED CLEVELAND AVENUE BIKE LANES

CURRENT INFRASTRUCTURE

Cleveland Avenue Between Randolph Avenue and Summit Avenue

The current road width on this stretch of Cleveland Avenue is very narrow in width (averaging 32 feet in width). To create a designated bike lane along this stretch it would require the removal of all parking (except where parking bays are located) and the traffic lanes would decrease from 12 ft in width to 11 ft in width.



<http://stpaul.gov/index.aspx?NID=5690>

Cleveland Avenue is one of the only major roads leading into Highland Park Shopping District. In the MNdot traffic map from 2011, the traffic count of Cleveland Avenue from Macalester Groveland to Highland Park was **9,300-12,200** vehicles per day. With the current redevelopment of the Ford Site and the approved four story, 53-unit apartment and office and retail complex in Highland Village, these traffic counts are likely to increase substantially.

<http://mndotgis.dot.state.mn.us/tfa/Map>

PROPOSED CLEVELAND AVENUE BIKE LANES

PROFILE OF PROPERTIES

Cleveland Avenue Between Randolph Avenue and Summit Avenue

There are 80 properties that line this stretch of Cleveland Avenue. The properties are made up of residential, commercial, a synagogue, a school and two major universities. The aggregated Property values are \$25,114,900 and the taxes payable for 2015 are \$545,813. These numbers excluded the universities, school, and places of worship property values, as they are tax exempt.

TYPE OF PROPERTY	VOLUME	ASSESSED PROPERTY VALUES	PROPERTY TAXES PAYABLE 2015
Residence	61	16,366,600	266,289
Commercial	14	7,548,400	279,524
Places of Worship	1		
Elementary School	1		
Major Universities	2		
	79	\$23,915,000	\$545,813

PROFILE OF BUSINESSES

Cleveland Avenue Between Randolph Avenue and Summit Avenue

There are 27 businesses (Appendix A) identified that use parking on this stretch of Cleveland Avenue. In conducting interviews with 17 of the business owners and 1 synagogue the yearly sales, number of employees, and the number of customers/worshippers that could visit daily were reported.

Yearly Sales	\$10,890,240*
Visitors per Day	3,316
Number of Employees	248

While some of the businesses had a few off street parking spots on their lots, they were still dependent on the extra spaces on Cleveland Avenue to support their cliental and employee parking needs.

The majority of business owners interviewed indicated that their employees parked on the side streets in order to make it more convenient for customers to park on Cleveland Avenue.

* a couple of the businesses interviewed where unable to provide annual sales information as they subleased space in their businesses to independent contractors that did not share their sales.

DEMAND FOR PARKING

Residential

According to the Minnesota Compass data for Planning District 14 (Macalester-Groveland neighborhood) **92.8%** of households have at least one vehicle and **53.4%** of households have two or more vehicles.

While one could argue that these residents could trade their cars for bikes if the bike infrastructure was present, this argument could easily be dismissed by looking at the area of employment for these residents. Minnesota Compass reports over **67%** work outside of the City of Saint Paul, therefore this new Saint Paul bike infrastructure would not be supporting the majority of commuters.

Since many of these residents will need or choose to keep their cars, they will need a place to park them. With over 90% of the homes in Macalester-Groveland Community being built prior to 1970 (MN Compass), many of them only have a single car garage in the alley. This would mean most of the cars that currently park on Cleveland would be displaced into the neighboring side streets, making it more difficult for all residents in neighborhood to find a parking spot, especially on those streets that are permit parking only (Appendix B). It would also be difficult for elderly residents to receive services and families with small children to function with parking a couple blocks away from home.

<http://www.mncompass.org/profiles/neighborhoods/st-paul/macalester-groveland>

Commercial

In the interviews conducted with the businesses on Cleveland it became clear that their customers reached them in a number of ways including vehicles, bikes, walking, and metro transit. However, all of the businesses felt that vehicle traffic was the strongest year round mode of transportation people used to reach them. Many owners also felt that there is substantial subset of the population that would be unable to use bikes due to their age (too young or too old) and mobility. This vulnerable population that they serve requires parking in very close proximity to their business, as they are physically unable to maneuver themselves from a parking spot that is a block away.

In looking at the Minnesota Compass Data we see that this view point is supported by the data. **9.6%** of Macalester Groveland and **12.7%** of Highland Park residents are above the age of 65. **10%** of Macalester Groveland and **10.5%** of Highland Park are below the age 9. That is over **20%** of immediate neighborhood or **9500 people** in our community that would likely need a vehicle to access these services.

PROPOSED CLEVELAND AVENUE BIKE LANES

Beyond the customers, the businesses were concerned about where the employees would park if the parking on Cleveland Avenue were to be eliminated. Most of the employees are currently directed to park on the side streets by employers, so that spaces can be saved in off street spots and Cleveland Avenue for customers. If all the customers were also redirected to side streets it would be difficult for employees, residents and customers, especially in areas with permit parking only (appendix B). This would mean from the 17 businesses and synagogue that I was able to interview, over **3,564** potential customers, worshipers and employees per day would be roaming the side streets, on a one mile stretch of Cleveland Avenue, to compete for parking spots that are also sought after by residents and students.

<http://www.mncompass.org/profiles/neighborhoods/st-paul/macalester-groveland>

<http://www.mncompass.org/profiles/neighborhoods/st-paul/highland>

Parking Requirements for New Construction in Saint Paul

Parking is such a necessity in the city that the City of Saint Paul has set a minimum number of off-street parking spots that are required to build a new commercial building. Since the businesses on Cleveland Avenue were built before these standards were put into place, their on-street parking is even more of necessity and a lifeline to conducting and operating their businesses than new buildings built in accordance to these new standards. Please see an example in Appendix C.

POTENTIAL NEGATIVE IMPACTS

Decrease in Property Values

While many different variables are assessed to determine the value of real estate, one variable that many people place a value on is parking, whether it be in a garage, parking pad or living in an area where you can park your car in front of your house. This is likely why many of us are willing to pay for a good parking spot downtown or why some choose to buy or rent a residence based upon the parking available to them.

In a case study by Doug Nitzkowski , an appraiser with more than 30 years in experience, the following conclusion is found for commercial real estate properties that having had parking eliminated:

“It is nearly impossible to isolate the parking ratio as a lone variable to measure the value difference between any two properties. While this data does not provide a perfect fit, the trend lines between prices and rents are quite consistent, and provide persuasive evidence of diminution in value attributed to diminished parking. This type of analysis can provide an appraiser with a reasoned basis for estimating the degree of value diminution attributed to lost parking.”

http://www.irwaonline.org/eweb/upload/web_may_11_noparking.pdf

Decrease in Property Taxes

While we cannot predict how much the lack of parking will decrease the property values of these residential and commercial properties effected, the decreased value will also decrease the property taxes the city is able to obtain from the residents and commercial real estate property owners.

Decrease in Sales for Businesses

Colliers International, a local commercial real estate company, pays special attention to how a retail space can be accessed. “We make this extra effort because we have found that difficulties such as parking access, security concerns or a less-desirable adjacent tenant can swiftly erode overall retail traffic.”

<http://www.colliers.com/en-us/minneapolisstpaul/services/industry/retail>

PROPOSED CLEVELAND AVENUE BIKE LANES

Decrease in Tax Revenue

With over 10 million dollars in sales from just 17 of the 27 businesses on this mile stretch Cleveland Avenue, parking difficulties are a real threat to their retail traffic. Any decrease in these sales will negatively impact the City of Saint Paul by decreasing sales tax off of these sales.

Decrease in Employment

When businesses see a decrease in sales, there is likely to be a decrease in employment opportunities at those businesses.

Increased Traffic Through the Neighborhoods

The removal of parking on main arterial street will push the parking of vehicles into the residential neighborhoods. In areas where non-residential parking in the neighborhoods is in high demand the City of Saint Paul has offered relief to the residents in the form of "Residential Permit Parking" (Appendix B). Many of the streets lining Cleveland Avenue between Randolph Avenue and Summit Avenue are already "Residential Permit Parking" only. To allow residents to park with the increased traffic that the proposed Cleveland Avenue bike lanes will produce these "Residential Permit Parking" areas are likely to increase.

<http://www.stpaul.gov/index.aspx?NID=5067>

Weather

In observing the weather patterns of a 30 year period, The Weather Channel found Minneapolis/Saint Paul to be the coldest metropolitan city in the United States. "On average, subzero cold occurs 24-25 days each year, while subfreezing temperatures occur 151 days a year". With such unpredictable and frigid weather patterns it would be difficult for most residents to rely on a bicycle as their main mode of transportation.

Nice Ride, a local bike sharing system, shuts down their services during the months of November through March. On their website it states that "The average season is about 215 days long depending on the weather." With their professional opinion on the biking season it is important to remember that this is not a practical all year round mode of transportation.

<http://www.weather.com/sports-recreation/ski/news/20-coldest-large-cities-america-20140107#/1>

https://www.niceridemn.org/how_it_works/

PROPOSED CLEVELAND AVENUE BIKE LANES

Potential Increased Vehicle Traffic Due to Expansion of Highland Park

While the most current traffic count showed 9,300-12,200 vehicles traveling on Cleveland per day, the expansion of Highland Village over the next few years is likely to increase that number substantially. The redevelopment of the Ford Site will be one of the biggest developments in the City of Saint Paul in recent history. Therefore it will need to have an adequate way for the Construction workers, Suppliers, Trucks, New Residents, and New employees to get in and out of Highland Park. With Cleveland Avenue being one of three major arteries into Highland Park it is important to take changes to it seriously.

ADA Accessibility to Businesses and Places of Worship

Americans with Disabilities Act has been “removing barriers and empowering people” for over 25 years by “advancing equal access” for those with disabilities. Many older structures in Saint Paul are not made to comply with ADA standards if they were built before ADA. They are required to bring the building up to code if alterations are made. Since the parking on Cleveland Avenue allows many disabled residents to access businesses, their homes, and places of worship by allowing them close proximity to the entrance, the City of Saint Paul should make a provision to duplicate or replace this accessibility for these residents if it is taken away.

http://www.ada.gov/regs2010/titleII_2010/titleII_2010_regulations.htm#a35151

Safety

One of the biggest concerns of the Proposed Cleveland Avenue Bike Lanes is the over all safety of the current plan. The National HighwayTraffic Safety Administration reports that **69%** of pedal cyclists fatalities are in urban areas, with almost **50%** occurring during 4pm-12am and **60%** occurring at non-intersections.

The Minnesota Department of Public Safety reported similar findings that bicycle crashes with motor vehicles were more likely to happen in highly populated areas, one-third of crashes occurred during 3pm-6pm and almost half of the crashes occurred when the bikes were riding with traffic.

Since the Proposed Cleveland Avenue Bike Lanes are a designated bike lane riding next to a high volume of vehicular traffic with no safety barrier it is possible that the bicycle injuries due to crashes could rise in this area.

<http://www-nrd.nhtsa.dot.gov/Pubs/812018.pdf>

<https://dps.mn.gov/divisions/ots/reports-statistics/Documents/2013-crash-facts.pdf>

IN CONCLUSION

In conclusion the current infrastructure of Cleveland Avenue is unequipped to handle a safe designated bike only lane, residential and commercial parking. In the future when Cleveland Avenue is being reconstructed we believe that all of these needs could be met with proper planning. Until that time an alternative bike route should be established to handle the north/south traffic in and out of Highland Park. Three potential alternative routes have been identified for this purpose (Appendix D). With Cleveland Avenue being the first of many roads chosen in the City of Saint Paul Bike Plan to be converted into a bike route, it is very important that we do it right by taking into concern the residents, businesses and community that this plan is supposed to support.

PROPOSED CLEVELAND AVENUE BIKE LANES

APPENDIX A- BUSINESS

Signal Garage Auto Care	2050 Grand
Super America	2051 Grand
Davanni's	41 Cleveland
Coffee Bene	53 Cleveland
Roxy Cleaners	235 Cleveland
Reginas Chocolates	2073 Saint Clair
Therapist Group	241 Cleveland
East River Acupuncture	2050 Saint Clair
Groveland Chiropractic	2052 Saint Clair
Edward Jones Financial	2050 Saint Clair
Ken Train Psychologist	2050 Saint Clair
Pro Pharmacy	242 Cleveland
Snuffy's Malt Shop	244 Cleveland
Willies Guitars	254 Cleveland
Euphoria Salon	256 Cleveland
J Goodreid	419 Cleveland
A Child's View	433 Cleveland
Astound	437 Cleveland
Luci	470 Cleveland
Sportsman Barber	472 Cleveland
Belle Junque	474 Cleveland
Addendum Books	478 Cleveland
Evolution Realty	2059 Randolph
Learn to Learn	2057 Randolph
Luci Ancora	2060 Randolph
Accolades Salon	2065 Randolph

APPENDIX C- NEW CONSTRUCTION PARKING
REQUIREMENTS

APPENDIX C

474 Cleveland currently has 8 apartments and 6 commercial store fronts. If built today this building would be required to have 19 off street parking spots. This building has no off street parking. It currently relies on 10 primary off street parking spaces and 9 of these 10 spots would be eliminated by the Cleveland bike lane.



APPENDIX D- ALTERNATIVE BIKE LANES

OPTION 1 - PRIOR

Using Prior Avenue as a temporary bike route until parking bays can be done on Cleveland. This would be a shared car and bike lane. No Parking Removed.



FIG. 1A - TRAVERSING THROUGH SUMMIT

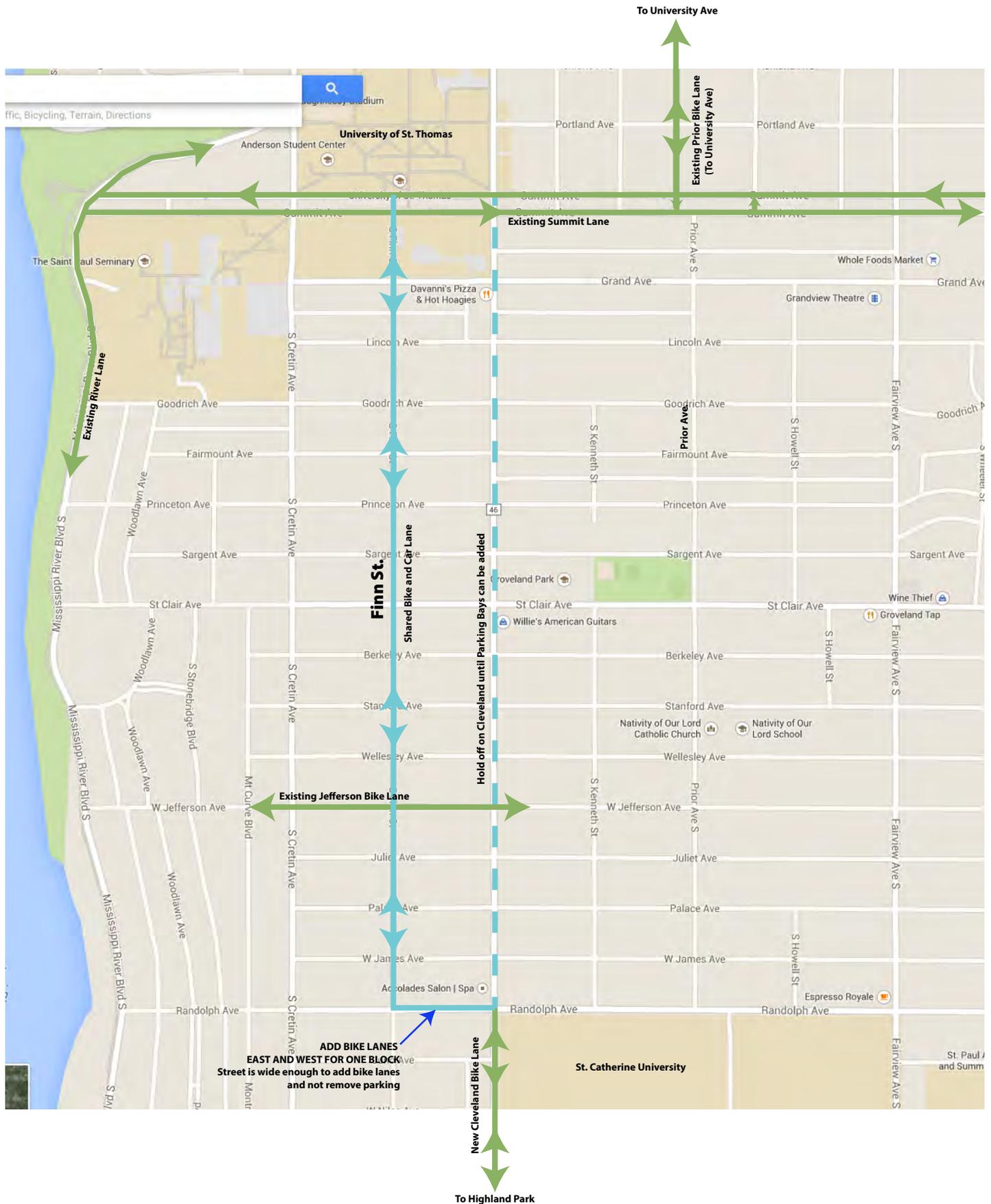


FIG. 1B - VIEW OF EXISTING SIDEWALK



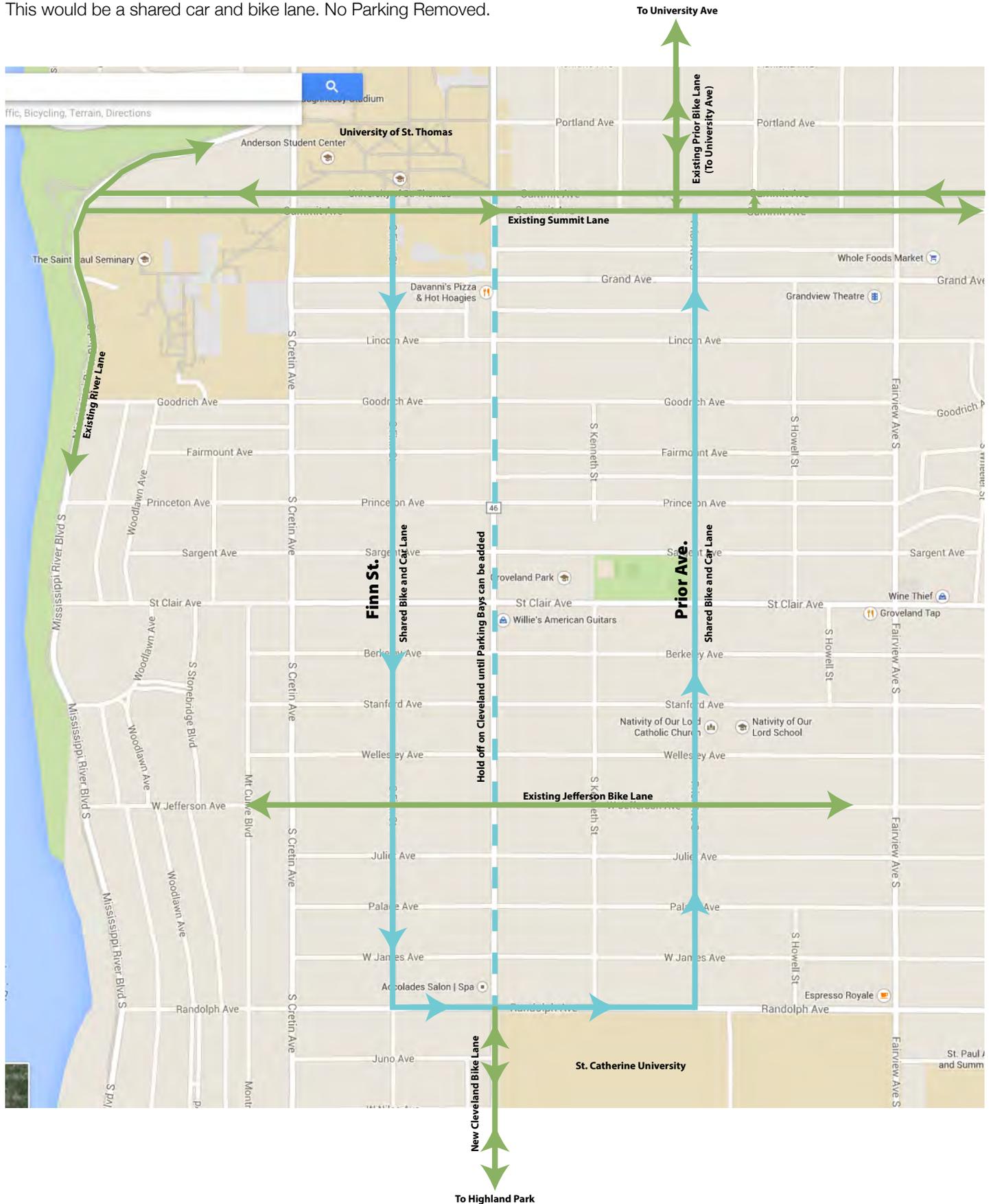
OPTION 2 - FINN

Using Finn Street as a temporary bike route until parking bays can be done on Cleveland.
This would be a shared car and bike lane. No Parking Removed.



OPTION 3 - THE WARD 3 BIKE LOOP

Using Finn Street and Prior Avenue as a temporary bike route until parking bays can be done on Cleveland.
Finn for South bound bike traffic and Prior for North bound bike traffic.
This would be a shared car and bike lane. No Parking Removed.



From: Richard Brustad
Sent: Saturday, June 06, 2015 10:20 PM
To: #CI-StPaul_Ward3
Cc: Homans, Nancy (CI-StPaul); Thune, Dave
Subject: The Cleveland Avenue Bike Path

Council Member Talbot-

I would like to provide you with my reasoning on this issue. Many members of my family, co-workers, and friends ride bikes all the time. Making safe routes is a desirable goal.

But in this case the goal does not justify the proposal for Cleveland Avenue. It will severely harm the Sportsman's Barber a Shop by taking away it's only parking.

The reason is it harms the special sense of neighborhood we have here in St. Paul. This special sense of neighborhood exists in part because Highland and Mac Groveland have many, many business, parks, and residents that are unique to the central city. The way to think of these is that residents think of them as amenities. Things they would not have if they moved to the suburbs.

Our family moved to our home on St. Paul Avenue with our four little kids in 1971. One of the first things we did was begin to take our kids to the Sportsman's Barber Shop. They loved Ray and Joe. They could soon tell the entire neighborhood dropped in to talk over activities in the neighborhood. When they come back now from Chicago or California they make sure to drop by to see Ray and get a haircut.

It's a listening post and community for our area.

Mr. Talbot, if you hired a community organizer to try to duplicate what happens in this barber shop you would not succeed.

And so you should know that it's not just a chain barber shop. It's a special place in our community.

Thank you for your consideration.

Dick Brustad

Beth Brombock called to state her opposition to the bike lane project on Cleveland. She said that Cleveland is already too narrow, and that will just make it more dangerous for bikers in the bike lane, when vehicles are trying to squeeze by in both lanes etc. Ms. Brombock referred to herself as an environmentalist, but stated that she would NOT use that bike lane if constructed as it would feel more unsafe than anything.

From: Kathryn Brewer
Sent: Wednesday, June 10, 2015 9:27 AM
To: Tolbert, Chris (CI-StPaul)
Subject: bike lane proposal

I do not think the case has been made to restrict traffic lanes on Cleveland Avenue for bikes. I believe that state law requires cars to maintain a 3ft distance from bikers. That picture is horrific if two cars and two bikes are traveling north to south and south to north at the same time.

Please vote no on the proposal that will make the street unsafe for bikers and drivers.

Kathryn M Brewer
[XXXX](#) Fairview Avenue s
St Paul MN 55105

From: CenturyLink Customer
Sent: Wednesday, June 03, 2015 10:16 AM
To: Tolbert, Chris (CI-StPaul)
Subject: Cleveland Avenue Bike Lanes

Dear Mr. Tolbert:

There is only parking on the west side of Cleveland between Grand and Randolph now; what are homeowners and businesses to do if the remainder of their parking is removed??
Might I suggest the method being used on West Minnehaha between Lexington and Hamline as one of several routes that use a shared arrangement? That way, at least half the residents/businesses have parking available on-street and the street is posted as bicycle/auto/bus shared route.
Thanks for your time.

John Berglund

Sent: Tuesday, June 02, 2015 3:56 PM
To: Tolbert, Chris (CI-StPaul)
Subject: Cleveland Ave. Bike Lane

Good afternoon, I am contacting you I regard to the proposed bike lane for Cleveland Ave.

Just to the west of Cleveland Ave. is a very good, under used bike lane.

St. Paul needs more businesses than it needs more bike lanes.

Harriet Arend