

Public Comments Received at October 28 Open House

What do you hope to see as a benefit to the neighborhood as a result of a new North-South bike route?	What are your fears about the impact on the neighborhood as a result of a new North-South bike route?	If Cleveland Avenue is selected as a designated bike route, how would this benefit the neighborhood?	If Prior Avenue is selected as a designated bike route, how would this benefit the neighborhood?
More people biking, fewer cars on the roads, less pollution and use of resources. A little step towards moving from the carbon economy	I view a new route as a positive and have no fears about the impact on the neighborhood	We would gain a through north-south route that has controlled intersection (ie traffic lights). Much safer than uncontrolled crossings. Given the large destinations: Highland Village, St. Catherine and UST, we might hope to see more biking and less traffic	We would gain the north-south route though with enough problems that I think many would continue to bike Cleveland or Fairview
--	More non-taxpayers riding bikes in our neighborhood causing businesses and residents many problems (access to businesses, businesses accessing residents, parking (I have no garage))	None	Less problems for all
I do not see a benefit. We already have 2 bike routes and do not see a need for a third. The parking will increase in front of our home and tradesment (plumbers, etc.) will not be able to access our home	Business on the corner of Randolph and Cleveland will be impacted	No it will not	--
None	More parking on residential streets. Cleveland Avenue businesses suffer	It wouldn't.	?
I see great benefit. I would do more shopping in Highland if there was an easy way to get there from Merriam Park on my bike.	No fears! Only positives	We would finally have a north-south bike route!	Poor choice, not really a north-south route
Absolutely no benefit. The options are inadequate. There is not reason why sharrows are not being considered for Cleveland Ave which would not disrupt parking and would mesh with sharrows on Marshall and Jefferson.	Snow plowing on the side streets would force cars to move to distant locations. Normally, parking on Cleveland is adequate. (Same for leaf removal and street cleaning) St. Thomas student parking would go to side streets, EVEN IF PARKING IS RESTRICTED	It would damage the neighborhood, unless parking is maintained by marking the street with SHARROWS instead of EXCLUSIVE BIKE LANES-- WHICH SEIZE 1/3 OF THE STREET FOR PRIVATE USE OF A FEW BICYCLISTS	(Parking is not disrupted) THIS ROUTE WILL NOT BE SELECTED and it should not be because bicyclists would have to navigate the Summit Ave discontinuity and go through the depressed viaduct which is signed as hazardous for ice or water!
More biking through safer by having signage to alert cars	If Prior route is used, cars already drive VERY fast between Jefferson and Randolph. I want MORE stop signs and not less. Fast cars in residential neighborhoods with young children are NOT SAFE	It would maintain transit on the higher traveled route, still connecting universities which will likely be the most benefitting	It would keep bikes and cars more separated and not eliminate parking
Promote cycling for transportation, allow university students and others to travel with ease to Highland/Ford Parkway business district, increase property values for houses on the route, have drivers become more aware of cyclists	I hate that this is so controversial. Residents and businesses will benefit from this	I'm a professor at St. Thomas. This route would allow our students to visit businesses in Highland. It could increase business activity. Slow traffic on Cleveland, make it a safer street	Bad route. Too many stop signs. It doesn't work as a transportation route for bikes

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I do not understand why we need it. What is the premise- on what basis did the city decide we need another N-S bike lane. Especially since it impacts to many residents.	I use Cleveland all the time and I would feel horrible if someone slips on a bike in the winter and I hit them. Just because biking is popular it is a very small percentage of the population. How about all the rest of us who value our friends, book clubs, family celebrations? If they have no place to park, how do my 60-70 year old friends get to the house? Walk 4 blocks? In the dark? On ice? Please accomodate those of us who CANNOT bike.	--	--
Fewer cars on the road! Displaced by bike and transit. Business improvement and mroe frequent visits to local businesses.	That it won't happen or be slowed down which will encourage me to reevaluate my patronage of businesses that shut it down.	Simple, easy connectivity to most of St. Paul and the greenway. The businesses along Cleveland are just the type that depend on frequent, repeat clients and bikers consumer behavior does just that!	Like Cleveland, Prior businesses could see a bump. Could also encourage big growth.
Better multimodal infrastructure in the city. Better access to Highland Park.	I am not afraid of bikes.	Good direct north/south access for more people	I do not favor the Prior Ave route. I think it is the worst of all worlds. Both unsafe and indirect.
Encouraging people to bike more and more people to bike	If a lot of parking is eliminated, hardships will ensure for many residents and businesses. Much bitteress! I see no other drawbacks, although many bikers who are not in a hurry prefer less busy streets	It's the fastest, most direct route for commuters on bikes. It might bring more business to Highland businesses, including some businesses on Cleveland.	It would minimize antagonizm by not taking parking spaces. Easy to remove some stop signs. I don't think removal woud lead to much more auto traffic; because Prior is so indirect
I can't see much benefit. A Prior route might be better for children riding to schools.	Loss of small business access if Cleveland parking is lost	It would not. Loss of parking and slowing of traffic due to narrow street for buses, large trucks, especially when snow narrows the driving lanes more.	It would provide a better route for me and others to use going north/south if there were fewer stop signs. The Prior/Summit intersection is a problem only going north.
A direct north south route that better connects with the other bike infrastructure. Encourage more biking in the city.	--	A direct north-south bike route	Not sure as there are already sharrows on Prior
Bike connectivity with Saint Paul	Loss of Mac-Groveland public art stop signs	Direct connection	Less impact on business parking?
No bike lane on cleveland	Accidents waiting to happen	I do not believe it will benefit the neighborhood.	This would create a better family environment for children and adults to ride their bikes
Easier ability to move N-S thru City. Access to businesses on Cleveland which i do a lot	I fear that unfounded concerns of the impact on residents and businesses will be given undue weight	Best north-south travel route, river to transfer/Pierce Butler, Easy access to businesses	Prior should be designated also Summit to Randolph- Options are good!

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None: And the Cleveland is bad for a bike path. No good plan for Cleveland. Would kill parkign on Cleveland. IF put on Cleveland would kill businesses.	The street (Cleveland) is too narrow for bike paths.You will ruin a lot of businesses and cause a parking problem.	It would ruin lots of businesses on Cleveland Ave. Too many cards. NOT on Cleveland.	--
The larger question is whether another bike lane is even needed. But I guess that's not on the table. I live on Jefferson. What a stupid idea to cram bike lanes between parking on both sides.	What % of the population uses a bike lane? Improper allocation of resources?	Actually if parking was removed on Cleveland the road would become much wider. So without parking cars to worry about, motorists can go faster. Perhaps they can average 40 mph (at least) without parked cars to worry about	I don't understand the concern about stop signs on Prior. Bikes never stop for stop signs (I live on Jefferson). Stop signs make it slower for motorists, though.
Safer routes with easy linkage to the bicycle network and access to many destinations more people activity on streets, encouraging even more people to be out walking and biking. More vibrant business districts	Lack of winter maintenance- indicating to current of new bicyclists then bike transport is only feasible in non-winter months. Angry drivers, uneducated drivers- who intimidate bicyclists	Easy navigation, signage, more highly visible businesses that can reach out to new patrons. Encourage more traffic to travel at or below speed limit	More kid and family friendly. Maybe (hopefully) would encourage SRTS activity to Groveland and Nativity
A safe route for bicycles, even if its a little slower. More bicycle usage. Great patronage of local businesses, whether by bike or car	Business negatively impacted by reduced parking (vs. the minor inconvenience of a slower/less direct route), increased parking on residential street if parking is prohibited on Cleveland, Cleveland Avenue Route could be less safe for bicycles, Daycare safety between James and Palace	Local busiessnes on Cleveland may have more customers on bikes, but could be offset by loss of driving customers, might encourage more biking	Safer route for bikes, might encourage more biking, no negative impact on local businesses.
More business use by bikers	None- it will be great	Flurry of indignation, but will be better as it becomes clear this is a good thing.	Less, as less businesses are along Prior
Increased health/quality of life, Friendly "bike use" in St. Paul, A route for family/single persons to improve, enhance cycling skills without the interference of motorized traffic	More car-truck tension: leading to accidents and lack of safety. Basically have no fears of a North-South route: I'm a cycler and grew up in STP. Citizens need to accept that Saint Paul is a cuty up and walking city akin to Boston, MA	NOT at all! Too narrow in sections- other althernatives (Finn, Prior). Too many cars/trucks on Cleveland- traffic has quadrupled since the '50s-'60s (Born in STP, Cleveland and Laurel)	Midway or heart of the city. No freeway access as obstructed by Francis J. Gilligan, St. Mark Pastor in the '50s- make Prior a permanent bikeway and enlarge it ie beautify it.
An easy, safe way to go south from University to Highland Parkway area	That it'll be difficult to use or anger all the neighbors	Dedicated bike lanes are better maintained and safer in my opinion- so a safer road for neighborhood	More roundabouts! Encourage residential areas to be bike friendly
Do not expect much	Congested traffic, damage to businesses, inconvenience to/danger for sr. citizens and mobility impaired citizens	It would not	Much better option. Finn would be beter still.

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I really like the idea of connecting people to different parts of Saint Paul		Giving people a safer way to get around on bike. I do feel stopping at Randolph would be a mistake- should connect to the shopping area on Ford Parkways. Like the idea of connecting to the light rail	Doesn't connect people to different parts of the city
There is no benefit. It tears the neighborhood and community apart. Businesses will suffer a negative economic impact. Job loss. Homeowners with restricted parking will lose home value	Lack of access for elderly and persons with disabilities to patronize businesses. Businesses will suffer and even possibly close. Commercial property owners will have a difficult time finding renters and signing leases	It would produce no benefit to the neighborhood whatsoever. Accommodating bicycle commuters is giving the largest segment of traffic law violators a route they already are free to use at the expense of business owners, homeowners, jobs, elderly and people with disabilities	Prior Ave already has a dedicated bikeway north of Summit Ave. The city officials didn't care about residents' concerns when forcing a bikeway on Jefferson Ave. You say "stop signs are less desirable to bicycle traffic" but I witness every day bicycle commuters on Jefferson race through stop signs. You should realize, bike riders don't obey traffic laws.
No bike route	No fears but it is time to listen to us! Over 1000 people have signed up against this. Listen to us. time to recall the proposal	It would not/stop spending on novelty items. People don't care if we are a bikeable city. We care about our taxes and how to pay our bills. Put it on Cretin.	--
Not much. MRB and Fairview are an easy bike ride apart.	Not much for Prior, but the impact for Cleveland is significant. Nothing new here. The parking and business impacts are well represented.	You got me!	The benefit would largely be for riders, and that is small since MRB and Fairview are close. I'm not a regular Fairview traveler, but to me its bike lane seems under-utilized. Is this proposal to serve existing demand or just a "if you build it they will come" deal. I'm a frequent rider putting on 2000 to 5000 miles a year
Attract new young residents to an aging city. There will be a lot of Boomers leaving their homes in Mac-Grove and Highland in the coming decade, we need to create infrastructure for new generations to keep the city vibrant	None	The main benefit would be connectivity all the way south. If the future bike lanes emerge on St. Paul Ave, it could connect all the way to West 7th.	It would not be as useful-- doesn't go through-- no access to Highland Park

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<p>The ability to get from Highland Center all the way to Pierce Butler and Como Avenue by bike on a route that crosses the University of Saint Thomas, Saint Catherine University, I-94, CP Rail Line and (eventually) the NBSF and UP rail lines. To get from my house to Highland Center easily and directly. To get from University of St. Thomas to University of Saint Catherine quickly and directly</p>	<p>No fears- other than the fact that the city and neighborhood will choose a circuitous, awkward bike route that is useless to me and other cyclists</p>	<p>It's direct and would get me and others directly to Highland Center (and it's shops and services); Luci's, Cecil's, Punch, and other restaurants and businesses in between. St. Catherine University, St. Thomas University, Cafe 128, Trotters, Izzys, Marshall Ave, University Ave, Summit Ave and (via Summit) Pelham and Raymond</p>	<p>It already is a bike route north of Summit so making it "official" wouldn't add much. It ends at Randolph necessitating that cyclists cut west to Cleveland to continue south to Highland Center. Prior is useless if I wish to go west at Summit, Marshall or University. If I want to get to the lake street bridge or go north on Pelham/Raymond and Como (UMN) I am not going .25 miles east from Cleveland uphill on Randolph to Prior and the doubling back .25 miles on Marshall would add a half mile, several minutes, and a hill to my travel on Finn (via Randolph) to continue north and go around the west side of the UST campus to Otis/Exeter- It's more direct. So Prior, by itself, is useless. It could only be a substitute for Cleveland if it was considered as a package deal with Finn. But why designate both Finn and Prior as bikeways (and have to stripe lanes on Randolph to reach them) when you could just designate Cleveland as a bikeway. I urge you to choose Cleveland. It's direct, useful, safe- the best option</p>
<p>A bike route that will be safe for bikers of all ages and skill levels- not painted lines</p>	<p>People are going to get hurt. Community is torn apart.</p>	<p>It won't. Only commuters and fairly skilled bicyclists will benefit.</p>	<p>Safer. More folks would get out. Kids might actually be able to bike to school.</p>
<p>A safer route for biking</p>	<p>Don't want to see parking lost near businesses, don't want businesses to leave, should be encouraged. As an avid cyclist I always try to ride on roads less travelled for safety, Cleveland does not fit the bill</p>	<p>I see no benefit, only disgruntled business owners, and more animosity among drivers and cyclists</p>	<p>Safer place for cyclists, business owners near Cleveland more satisfied. Bicyclists can still easily access businesses on Cleveland (Bicycling involved flexibility)</p>
<p>Connection, business development</p>	<p>None</p>	<p>Connectivity, Equity for all commuters, of all incomes, Economic Development</p>	<p>Slower route</p>
<p>Increased safety, better connectivity and better access to businesses for people of all ages and using all modes of transportation</p>	<p>None. Change is hard, but all research shows that people are safer and businesses prosper when their locations are accessible to everyone</p>	<p>The streetscape of Cleveland would improve, traffic would be calmer and more people using bikes as well as motor vehicles will use the road.</p>	<p>Limited connectivity- not nearly as much as Cleveland route. Because the nature of the route is less visible, it is also less safe</p>

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None. We have River Road which is beautiful & only a few blocks (3) west of Cleveland & 5 of Prior.	Parking, blind alleys, impact on area businesses. I have lived on James near Cleveland for over 44 years and the traffic has increased more than 60%.	I WOULD NOT benefit the neighborhood. Cleveland is an extremely busy street already with buses, trucks, & cars. A bike lane is only asking for accidents!!! Cleveland would be a suicide route!	Prior is a much better alternative as it goes from Randolph to University Ave without heavy traffic like buses and trucks.
Easier and speedier access to all parts of my neighborhood by bike	That bike facilities will be implemented in such a way that they do not serve our neighbors who ride bikes.	Safe and speedy north-south access through the neighborhood	A scenic route showcaing one of Saint Paul's best neighborhoods
Pretty loaded question. Assuming one is needed	Disruption of flow of vehicle traffic and danger to bicyclists. Loss of business/resident parking. Meaningless lines on street covered with snow and ice in winter. Only utilized part of the year. The bike path intends to benefit students from St. Cates/St. Thomas, who use the neighborhood part-time. Unfair to year-round residents.	It rallies residents to come to meetings and remember this at election time. Is more congestion and pollution from idling cars considered a benefit?	No negative impact as far as I can see. It is already being used without all the pomp and circumstance anyway
I cannot think of any, but I hope the neighborhood would be safer.	It would be negative. I cannot believe that those who are proposing this for Cleveland have driven on Cleveland regularly, with the street's heavy traffic.	It would not be a benefit. It would be a SAFETY RISK on a street too busy for a bike lane. (This is a safety risk for both drivers & bikers).	--
--	--	Not at all. Cars, trucks, busses! The latest striping cuts out optional turning space for cars so more backups, more gridlock, intersection of Randolph and Cleveland is very dangerous, especially in the dark	A lot safer. Why not MRB? "Sharrows" on Jefferson go all the way to River Road. It's only a half mile from Cleveland, not a long trip on a bike. Prior at Summit can be slightly angled or put in a roundabout/traffic circle. Can St. Kate's allow a bike path through it's campus? From Prior to Scheffer? Hearing SW and NE?
Safer routes for cyclists to traverse the City	Cars that currently park on Cleveland would be given area 22 parking permits. With the extra cars from the new apartment building on Grand it is already difficult to park on Lincoln. Please do not solve your parking issue by putting another 30 cars on Lincoln and Goodrich. 7 houses x 6 permits per house= 42 cars	Calm traffic on Cleveland, also would create a continuous route	Keep bikes on a calmer street.
Safer streets for people! Making the area a draw for foot and cycling traffic, and improve the city for ALL.	Negative misinformation has been disappointing. I fear with a Prior Ave plan that the street would be more of a traffic concern.	I see that with Cleveland selected, the area and neighborhood would be safer. In addition, slowing traffic would help draw people to neighborhood businesses.	It would require prioritization of stop signs for the south end, but it could help create a quiet bike boulevard.

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Better access to Highland Village which will finally also have some bike parking. Cleveland is very direct. I do not bike on Cleveland now due to safety concerns	That a route on Prior will be too slow, will cost lots more and so take a long time to implement. Prior must have traffic circles, a good crossing at Randolph	Highland is over run with cars now. It's very unpleasant. More bikes means fewer cars in Highland Village.	More eyes on the street. Fewer car commuter using Prior
Community building. Calmer traffic.	Parking loss. Several times a week I bring a load/loads of furniture to my business. Customers pick up furniture throughout the month. There is no way to do this but through the front door as there is no parking lot in the back of the building. Elderly people with disabilities frequently use the neighboring business. I hope options are considered for those who are disabled and those who need to haul stuff from a car to the building and vice versa.	--	--
--	Hopefully we'll still have Luci and Sportsman Barber and Astound. If it puts good existing firms out of business, well then it makes the bikers feel good and the tax revenue in Saint Paul less, thus hurting the residents. Also people on the side streets near Cleveland/Randolph will not be happy	It won't, don't fool yourself. The amount of people that will ride a bike to enjoy and Italian dinner in Dec-Feb will be less than when people could park. Take Astound Video's building off the tax roles. They will be done and the property worthless.	Keep Cleveland Business in business
Fewer bikes on a main artery such as Cleveland.	Any bike lane on a street will impede automobile traffic.	There would be no benefit unless you are a biker. It would be a hinderance to the general public, hinderance to automobile traffic.	No benefit if you are not a biker. Cleveland would be free of bikes so we could drive our cars on it and not have a narrower street because of a bike lane.
Perhaps to create a safe route for bikes to connect from the north end of this portion of the City to its southern routes	None, provided that a designated route does not create more congestion on the streets and that it would provide for a safe alternative path for all	?	Superior to using Cleveland which is a well traveled thru street for this area.
Non	Major loss of parking in a neighborhood laready with major parking problems. Snow plow routes: Cretin, Finn, Cleveland, Prior. On snow plow days there is literally no place to park	Not at all	Prior Ave is a relatively quiet street-- no big trucks or buses. safer for bikes
--	--	It wouldn't.	Designated bicycle traffic through quiet neighborhood.

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--	More congestion on Cleveland Avenue, which is a very narrow street. Difficulty with buses, especially during the winter. Less safe for pedestrians and bus riders. Lack of parking for those who live outside the neighborhood when they shop at businesses near Grand, St. Clair and Randolph	--	--
The benefits are all those things identified in the City's bike plan, most importantly giving people additional options for mobility beyond the current auto-centric situation. Added benefits, e.g., health & environmental are also significant.	I fear retaliation by angry motorists, taking out their disapproval on bicyclists. There seems to be a lot of vitriol out there.	Cleveland is the best route for cyclists -- most direct, fewest forced stops, etc. But implementing lanes here would also have benefits for pedestrians and others, e.g. making the road easier to cross.	Slowing traffic on Prior would be good for residents of the immediate area, IF \$\$\$ is spent for traffic circles, etc. However, conditions for cyclists would improve only slightly over what they are now on that street.
A new corridor (along Cleveland) would facilitate and improve the quality of rides that go north/south along this corridor. It would also make it easy for bikers to access the business along Cleveland.	I am afraid it will not be fast, direct, and safe for cyclists in the community	*Give bikers a safe way to access local businesses. *Slow down traffic on Cleveland, making everyone safer. *Provide a place for families in the community to bike safely. *Increase revenue to local establishments that are bike-friendly. *INCREASE LIVABILITY	*Provide place for families in the community to bike safely.
Safer streets for all users of the streets.	It will cause bike-haters to hate bikers more, and act on their hate.	It would help create a safer street for all user, get more neighbors riding bikes, and provide a better north-south route for people on bikes.	I already ride this daily on my bike commute. There are too many four-way stop intersections. More traffic circles would be better.
There already is a north-south bike route. What is the need for three if Prior & E. River Pkwy exist. The only benefit would be that bikers are in greater danger.	More accidents, loss of parking, decrease of revenue for local businesses and investment properties, then eventually a loss of revenue for the city because decreased property values.	It would not benefit it at all.	Keeps Cleveland open. Keeps bikers safe.
There are few direct N-S routes for the growing number of bikers. The Cleveland route will bring new options for the businesses in the area. Eventually, the noise and pollution of cars can be reduced. The connection to the Greenline, the Grand Round will be improved.	Some worry about loss of parking, but the benefits of serving more modes of transportation will outweigh that.	See #1. This route will be safer, in addition to being more useful to more bikers.	A new N-S route of some kind is needed. Fewer people would use this route--so there may be fewer benefits to commerce. Fewer people might commute to work or school.
A more vibrant, dynamic, bike-and-pedestrian-friendly neighborhood. Ease of multi-use.	Possible crowding, congestion. I'm not concerned about parking: I live on James and Cleveland, and I rarely see street parking filled up, or even close.	Currently when I'm driving on Cleveland, and I pass a bicyclist, I have to slow down and wait for a car coming in the opposite direction to pass, so I can leave the bike room as I pass. A dedicated bike lane would alleviate this.	

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The benefit is to the few who cycle.	Winter will be an enormous challenge to elderly neighbors, to neighbors with young kids, and to apartment dwellers that have very few parking spaces available currently. And to the business that are dependent on the parking spaces for customers and employees.	Minimally or not at all.	It will not affected it in a major way...not much different than it is today.
Create network that connects with rest of city & Minneapolis. Encourage/support alternative transportation forms.	Cheap/half-thought out program hat prevents the use of the infrastructure that is planned.	YES.	Maybe. I think this indirect route will be ignored. With traffic circles and other improvements MIGHT be enough.
Better connectivity for different modes of transit.	I fear nothing.	Bike lanes make streets safer and more livable. Residents and businesses would both benefit from the increased quality of life.	Prior would be better connecte and nearby neighborhoods would be improved. St Paul residents deserve to live in a city that improves its neighborhoods by adding bike facilities.
I would HOPE there COULD BE some type of benefit as a result of a new north-south bike route, but cannot really think of much positive if it is put on Cleveland Ave. There is already the possibility of biking on FAIRVIEW Ave which does connect all the way from Hwy 5/494 to Pierce Butler.	My neighborhood will be impacted by cars turning up east/west streets to avoid the congestion caused by bicyclists and buses. My home is one half block from Cleveland Ave, and I am SURE this will happen because it did when the City put in the "temporary" diverter on Cleveland and Jefferson. Cars and trucks were everywhere on all of the east/west streets on either side of Jefferson--alleys were also used by vechicles/drivers trying to avoid the congestion. Vehicles also drove up on the boulevards. There are MANY children who will be endangered. There are two elementary schools & several daycare, nursery schools in the area between Ransolph and Summit Avenues. Between the River Blvd and Fairview Ave.	It would not be of any benefit to my neighborhood. It will cause a great deal more congestion on Cleveland. As it is, busses cannot pull over to the curb completely so they block traffic while stopped at an angle. No one can get around the busses. The 57 homeowners whose homes face Cleveland will not be able to park in front of their own homes much less have people visit or have deliveries made. Any snow emergency closings of east-west streets will be a nightmare for parking.	It would not be of much benefit to the neighborhood. TRY FINN--easier for bikers due to VERY little traffic. Prior would AT LEAST be a better alternative to Cleveland Avenue. That is the only benefit I can seem to find for this designated bike route.
Additional connectivity for cyclists in St Paul. Healthier community -- more active. Safer city in which to ride.	Parking concerns which can be mitigated.	It would increase commerce for businesses along Cleveland. It would encourage healthier lifestyles. It would make Cleveland safer.	It wouldn't.

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<p>I want the new North-South bike route to benefit our neighborhood by making it safer for pedestrians, bicyclists, and motorists for both recreation and commuting. I truly believe that removing (some) of the Cleveland parking & adding bike lanes to the street is the best way to do this. I have many friends who have either totaled their cars trying to cross Cleveland on a side street or had very close calls b/c visibility is so poor w/all the UST students crowding the street parking up to the corners. I've experienced much the same as a pedestrian trying to cross after taking the 87 home in the evenings.</p>	<p>I'm afraid that changes to Prior Ave would only potentially improve conditions for bikers & neighbors while very possibly making it more dangerous instead. For instance, while out walking my dog I have (on numerous occasions) witnessed motorists going the wrong way around the small intersection roundabouts at Howell/Sargent & along Wheeler when taking left turns, despite signs at every street! I'm concerned this would happen on Prior--people already blow thru stop signs in their cars -- and this could be devastating for bikers coming along.</p>	<p>This would be a huge benefit to the neighborhood long-term. In addition to what I wrote above, bike lanes on Cleveland would facilitate commuting to neighborhood amenities that I already frequently (& more dangerously) bike to like Lunds, target, Cecil's, Highland theater, half price books, & the HP library among others. I can't say enough about flat, direct, unimpeded arterial streets like Cleveland making the best bike lanes to encourage bike travel not only by residents of the community but also visitors who commute or would be more inclined to stop in at local businesses while on bike!</p>	<p>I really don't see this changing the neighborhood much for the better over the current situation. Prior is (for the most part) a safe place to bike in its existing condition, and as outlined above I'm concerned that changes would make it more attractive to cars that already drive too fast & ignore stop signs.</p>
<p>--</p>	<p>Taking parking away from business owners and residents of Cleveland seeming completely wrong. These are the people who pay property taxes and utilize the street every day. I don't believe it is a biker's "right" to have the perfect biking route.</p>	<p>I don't see any benefit.</p>	<p>I'm not sure it would benefit Prior but I do think it is a better solution than Cleveland.</p>
<p>This should fill a gap in the St Paul Bikeways plan, which is used by more than just the immediate neighborhood. This is a CITY plan. The route should be as efficient a route as possible. The lanes of motor traffic should be narrowed so traffic moves more slowly (AKA more safely) and recognizes the needs of pedestrians and bicyclists. I live on the east side of St Paul, and I would expect efficient and safe bike routes throughout the City. Businesses will benefit. I ride and shop along Cleveland.</p>	<p>I hope this does not result in gutting the bike plan. The neighborhood will not benefit.</p>	<p>Cleveland forms the most efficient north-south route between University and Mississippi River Boulevard. I have biked this route and felt that a bike lane marker would narrow the motor traffic lane and slow traffic. It will help business. It will help students who travel between St Catherine and St Thomas. It will boost business up and down the route.</p>	<p>This is a poor second choice, because of the disconnects and excess of stop signs that will need to be remedied. I have biked it as well. I do not appreciate traffic circles, and would rather see a combination of yield signs replacing stop signs and more through traffic with the cross traffic stopping.</p>
<p>Focusing bike traffic on one street rather than two.</p>	<p>--</p>	<p>Direct route.</p>	<p>Less traffic to contend with. Bicycle left turns are hazardous.</p>

Public Comments Received at October 28 Open House

What do you hope to see as a benefit to the neighborhood as a result of a new North-South bike route?	What are your fears about the impact on the neighborhood as a result of a new North-South bike route?	If Cleveland Avenue is selected as a designated bike route, how would this benefit the neighborhood?	If Prior Avenue is selected as a designated bike route, how would this benefit the neighborhood?
Encouragement of using alternate modes of transport will help reduce our carbon-footprint. It will also encourage people to be more active and healthy. Also with more people out of cars they would have more opportunities to meet other people make our community stronger.	That it be done in a way that does not work for cyclist, is not used and then deemed a failure. Please don't let this happen.	It provides a direct route for cyclists from Highland to Pierce Butler. It may also slow down the cars/traffic on that route.	See above but I would much prefer the Cleveland route.
--	What about safety--OF pedestrians?? Bikes & cars don't stop now on Prior. I live (and walk extensively) on the corner of Prior & Wellesley.	--	No way would it help.
Improve diversity of transportation.	Currently cars frequently exceed speed limits significantly.	Provide a direct route N-S. Narrower lanes & bike lanes will calm traffic.	--
None	Loss of parking for my barber shop	no benefit. Too many cars.	--
I believe in "streets as place" and want to take back streets as a social environment. It would be lovely to have street infrastructure that encourages people to hang out, patronize business, take their time in our neighborhood. Bike lanes on Cleveland would achieve this.	My fear is that a bike blvd on Prior encourages the thought that "bikes are only safe AWAY from traffic." The world is changing & we need to learn to co-exist. I think bike lanes on major roadways should be commonplace so drivers & cyclist learn to behave around each other.	It would allow bikers a DESTINATION, it connects us to business & would encourage multiple stops.	I see no benefit to Prior being the choice.
A route for all uses as well as accessibility for all neighbors for businesses & homes. Do not eliminate parking.	Elimination of parking will hurt businesses, homeowners, churches, etc. Also, elimination of a bus parking/pull out will increase congestion & make for unsafe conditions. Narrowing the driving lanes will also lead to less safe streets.	Potential connectivity=at the loss of parking, safety, handicap accessibility, and space. Someday if the resto f the Cleveland route is completed.	Connectivity for the existing bike lane north of Summit, no loss of parking for businesses, homes or churches. A SAFE route for bikes vs the busy route on Cleveland.
More accessibility to businesses through the bike lane & a greater connection for people living in the surrounding areas. Mroe people will bike, feel safe while biking & continue to bike. Bike lanes that will be good for all cars, bikes & neighborhood. As someone who goes on field trips for a Macalester cycling class, a more connected trip will lead to ease & safety.	--	The businesses & restaurants will increase in traffic from cyclists, creating a more vibrant & accessible neighborhood. Also a long connection that is continuous & safe is necessary.	Safe & quieter with no loss of parking but not as good of connection. A good connection to an arterial transit way is necessary for cycling in St Paul.

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What do you hope to see as a benefit to the neighborhood as a result of a new North-South bike route?	What are your fears about the impact on the neighborhood as a result of a new North-South bike route?	If Cleveland Avenue is selected as a designated bike route, how would this benefit the neighborhood?	If Prior Avenue is selected as a designated bike route, how would this benefit the neighborhood?
<p>I teach a college bicycle field course that involves leading field trips all over St Paul. A N-S bicycle route would likely make it easier to get across town in a way that would give me much greater comfort leading this group--and it would set a great example from a pedagogical St Paul for safer more direct biking.</p>	<p>I do not have any major fears. I have seen some positive results in former places I have lived including SF & Berkeley. People tend to be more comfortable as pedestrians or bikes in the hoods. Children might be allowed to bike to school in formerly dangerous areas.</p>	<p>less traffic noise, more people spending time in the streets, neighbors more likely to interact with one another.</p>	<p>similar benefits as above.</p>
<p>Do not see a benefit for a safe bike route -- north-south route on Cleveland N. It is not safe--regardless of government standards--be realistic!</p>	<p>Loss of small businesses that have been part of the community for over 60+ years due to the loss of street parking. Bike safety--streets are too tight for a bike lane without loss of street parking.</p>	<p>No. Streets are too tight for bike routes too dangerous for bikers. If move forward these bike routes on Cleveland will not be used and waste taxpayers money -- only to come back and take out later. Do it right the first time.</p>	<p>Prior sounds like a better option. Viable option since we inherit the community as is--Prior sounds like a better, viable, safe route. Little neighborhood impact, a beautiful blvd to be proud of --a enjoyable bike ride. Show the next generation that inherits the community we took the time to understand the Prior option and did it right--not for them to deal with a mess later. - -There is not enough bikers to offset the loss of parking spots that Cleveland busienss owners would lose in sale and tax support to the City. Do the math. City will lose tax money. --Denmark has been tossed out as a ideal benchmark country in embracing bike routes. Denmark gas prices are \$8/gallon! Biking is important for this country based on their gas costs. Comparing Denmark & St. Paul is not comparing apples to apples. --Crossing Summit at either cleveland or Prior is a challenge. the Prior option is a greater good and should be selected. take the time to better understand Prior--do it right leave the next generation inheriting this ...? --St Thomas is against Cleveland bike route--such a extremely smart University should be listened to.</p>

Public Comments Received at October 28 Open House

What do you hope to see as a benefit to the neighborhood as a result of a new North-South bike route?	What are your fears about the impact on the neighborhood as a result of a new North-South bike route?	If Cleveland Avenue is selected as a designated bike route, how would this benefit the neighborhood?	If Prior Avenue is selected as a designated bike route, how would this benefit the neighborhood?
<p>The benefit of a north-south bike route on Prior would be allowing for a safe route for bikes to connect to the east-west bike routes in the neighborhood.</p>	<p>My fears about the north-south bike route along Cleveland is the impact to parking, the lack of consideration for people with disabilities and the potential for car, bike interactions. Removing parking along Cleveland removes a place to park during snow emergencies after Cleveland has been plowed.</p>	<p>I do not see a benefit to the neighborhood if Cleveland Avenue is selected. Parking would be impacted year round, where the benefit to biking would only be during the few summer months.</p>	<p>Prior Avenue would benefit the neighborhood by having no impact to parking and allowing for a safe route for bike traffic. Please do not add bike lanes on Cleveland Avenue. The cost of removing parking on Cleveland is much greater than the benefit of adding a bike lane. Putting a bike route on Prior has little to any cost to parking and therefore the addition of a bike route is greater.</p>
<p>I would hope to see more bicycle traffic, more bicycles has been shown to make bicycling safer due to more awareness of bicycles on the road.</p>	<p>If this is done poorly it will/could casue an increase in animosity towards bicyclists. If done on Cleveland it will reduce the walkability of the neighborhood which will adversely impact the property values. With less local business there will be more cars on the road leading to more frequent ...?</p>	<p>It would be used by bicycles but would have an overall negative result.</p>	<p>I believe that there would not going to be a benefit. The route would not be used as it requires a more complex path. Cleveladn woudl still be used even without bike lanes.</p>
<p>A safe, continuous north-south route between Univ Ave & River Rd/Shepherd Rd with few stops & obstacles. I've ridden on Cleveland almost every day this year and I feel perfectly safe except between randolph & Summit. A safe, continuous route would greatly benefit those like me who commute by bike and ride for exercise as well as for more casual riders & families. It would provide ready access to businesses at both ends as well.</p>	<p>Although I'm sympathetic to those concerned about the loss of parking, this does not outweigh my concern about my own safety & my ability to move about the City freely & efficiently. My only real concern is that what is ulitimately adopted will be inadequate to the needs of cyclists and further marginalize us when we should be making alternative forms of transportation a high priority.</p>	<p>Add bike trafic to the existing car traffic creating a more neighborly, less aggressive vibe and provide bicyclists with ready access to local businesses.</p>	<p>--</p>
<p>Safer cycling. More folks feeling safe cycling in our neighborhood.</p>	<p>I have few. I win with either a Prior route or a Cleveland rotue. But the decision may be meaningful for those who are "interested but concerned," and those for whom cycling and use of transit may reflect more constrained choices than those I face personally.</p>	<p>Better connectivity. Safer cycling. Slower traffic on Cleveland. Possibly benefits to the very businesses fearful of this change. Bikes mean business!!</p>	<p>Less than if 3) above--particularly if stop signs aren't replaces with roundabouts!</p>

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Easier accessibility for errands, commuting, leisure, etc. If bike routes are established that are easy to use, hopefully more people will start biking and there will be less car traffic. As a biker, I would really like a nice bike route (safe, direct, few STOP signs) to get around my neighborhood.	Cars will get mad at bikers. Possible bike-car accidents.	Very direct route from Highland Park to University. Would increase biking access to Highland Park.	Same as above, less traffic on this street so might be safer. Need to eliminate some STOP signs to make it a good bike route. Avoid sharrows. They make me feel very unsafe as a biker and I don't like them as a driver.
I see no benefit at this time. I do worry about cars pulling out on to Cleveland from the side streets because of the traffic. I'm afraid bikers will be hurt. Most of my bike routes are based on avoiding busy streets like Cleveland.	Parking--I own a small business. my garage is used for business storage. The parking on Palace due to local business clients make it very difficult for loading my equipment. These businesses may have over 12 cars parked on Palace with the Cleveland parking taken away. Snow emergency parking will be impossible without Cleveland parking.	It would not benefit our neighborhood. Most (all) of my neighbors are angry about this proposal.	I walk my dog up on Prior because it is quiet and has much less traffic. As an old biker, I would prefer riding on Prior (and would use this route even if Cleveland is chosen). Cleveland is way too busy!
I see no particular benefit. North-south routes on Fairview & Miss. River Blvd should be adequate.	The loss of parking is a big concern. Parking is already an issue near us w/many St Thomas students parking on Cleveland & side streets. I don't think bicyclists' needs should take precedence over those of motorists. Many people need to drive cars & have parking available to park near their homes esp. if they have no off-street parking.	I don't think adding a bike lane would bring too many more customers to avenue businesses.	--
Safe & convenient transport for everyone.	No fears. I only see benefits.	Direct route & easy to use.	I believe the benefits would be limited.
Healthier communities, safer biking, INCREASED BUSINESS. "More eyes on the street," safer ROADS.	That if I bike after lanes are on Cleveland Ave. business owners will purposefully buzz/hit us.	--	--
Safe & health transportation option.	Businesses will hate bikers. They killed the Cleveland bike lane with negative announcements advertising.	Fast bike route with few stop signs.	Businesses will not object, so it might actually get built. This would be better than nothing.
That I can quickly and safely enjoy local business and services on my bicycle and with my children. I currently avoid this area in favor of bike-friendlier areas. Often this means biking to Minneapolis & shopping there. I would shop here if it were safer.	None.	Business would gain me as a patron. The neighborhood would be safer. People would have more transportation options.	It wouldn't benefit the neighborhood. Sharrows are useless.

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Have options for safe cycling and alert drivers.	My fear is that this is only #1 of several changes in a multi-year plan, yet given the already very expensive effort to produce the plan, we are now questioning it. Same for all projects?	As the Phd Bill Lindeke who is on the committee who has researched the facts.	It would not, it would be less safe. If no stop signs are removed, cyclists will likely not obey the signs consistently. If signs are removed, drivers will prefer it during the busiest times making children, cyclists and drivers less safe.
To have viable options for north/south travel that is safe for me as a bicyclist.	I don't have any fears. I feel this will be a great benefit.	Bring more people through and by the businesses in the neighborhood--this is good!	Can't think of any benefits.
I am a cyclist. I look forward to easier access to more locations from Highland Village through to points north--University Ave & beyond.	No fears. I welcome a bike route that is actually useful & gets me where I need to gl.	More bike traffic--safer for cyclists, healthier more fit citizens, more walk-in customers for local businesses, easier to plow Cleveland Ave, better access to Highland Village & University Ave, traffic calming on Cleveland	Nice but not a vast improvement...soem of health benefits above, but less benefit to businesses & less helpful for transport and errands. It would not be as attractive to cyclists, but might encourage a few more ppl to bike instead of drive. As a female cyclist, a dedicated bike lane is a great encouragement to my bike mobility. I am much more likely to bike when I have a dedicated lane. Studies show that female cyclists are a great indicator of how safe & appealing a bikeway is for cyclists of all ages & abilities. No parking on cleveland means that cyclists would not have to dodge opening car doors, which is a significant risk to safety (something like 10-20% of all bike accidents involve a collision between a car door & a bike). I think it WOULD help to add a parking bay on the east side of Cleveland at Randolph (in front of Ristorante Ancora & Sportsman's barber shop).
Likely not much benefit	If put on Cleveland it would have negative impact for businesses & homeowners because parking is lost on Cleveland. Cleve is too narrow to accommodate bike laens in any safe way.	Likely it would not, in fact it would have negative impact. See above.	Not sure much benefit on Prior. As an example look at Jeffereson. Has there been any benefit to "shared" use of Jefferson? I don't think there is. I bike ride around area quite a bit. Since Jeffereson has been reworked it is actually more difficult, more dangerous than before. Please DO NOT put bike lanes on Cleveland.

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What do you hope to see as a benefit to the neighborhood as a result of a new North-South bike route?	What are your fears about the impact on the neighborhood as a result of a new North-South bike route?	If Cleveland Avenue is selected as a designated bike route, how would this benefit the neighborhood?	If Prior Avenue is selected as a designated bike route, how would this benefit the neighborhood?
--	Safety around marshall--see below.	It would force cars onto Iglehart to park--St Thomas day students, apartment residents, business visitors. Also, the intersection of Cleveland & Marshall is congested and not safe for bicycles.	--
Increased connection by bicycle to the rest of the city resulting in more business patronage from cycle commuters & leisure riders. I would like to see more community members be able to travel, commute & recreate by bicycle.	That it will be put on Snelling and none of the above benefits will be realized due to sharrow beign unsafe and terrifying for drivers & cyclists alike.	see III	It would not. Increased danger to cyclists, drivers and pedestrians would create a dangerous route here. If stop signs were removed, increased vehicle traffic would compound the dangers.
I think we've already selected the 2 best N-S routes (Fairview & Mississippi Blvd). I question the need for another between them, because many bikes comfortably bike the neighborhoods they like.	The Cleveland Ave route would have the biggest neighborhood by far. The loss of parking hurts neighborhood businesses & residences & causes side streets to be more congested. As a business owner, I am quite concerend about having to close our business.	There may be less traffic, because cars will divert to other routes where th don't have to jostle with bikes & buses, but I think the impact will be felt on neighborhood streets.	I think most bikes use Prior now--it is a safe, pretty route. As a mom, I feel comfortable biking this route with kids. Making Prior the route could formalize existing practice & maybe ...a little more credibility. I really dont think it would hurt that neighborhood. I LOVE the idea of the pedestrian/bike island at N & S end (summit & Randolph) -- good for college students (pedestrians) too!
I don't think there is one. Most people drive & "pie in the sky" thinking that more people will bike is just that -- a dream. I cannot grocery shop on a bicycle or haul kids or commute for work in the winter on a bicycle. Plus, I have rheumatoid arthritis -- what about elderly?	If someone has guests for dinner, a party, etc., there is no where to park -- it makes the area less desirable, people will move elsewhere. Danger--esp. winter--Plows don't plow to curb--street even narrower--accident waiting to happen.	I don't think it would benefit it at all, -- nor the City -- I see people unhappy & moving. There is a good bike route on Fairview -- it takes 5 minutes or less to bike east/west to River Rd.	Still don't think there is a benefit--except for the FEW bike riders. I still would not want any children biking on the street--but better & safer than Cleveland.
It would be a safe option for bikers who currently bike along shoulders of roads not protected for cyclists. By adding a convenient/safe option, I would also think it would encourage more riders...which is good for personal & global health. Also, bringing bikers to businesses along route.	Discontent between bikers & those who lost parking.	It would provide a safe, direct travel option for cyclists. It would also encourage short trips to business located along the route by bikers.	Less parking disruption as would occur in the Cleveland route.

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Safe, easy, obvious way to travel between Univ & Randolph & to BIKE to the businesses I support, especially Pro Pharmacy.	Concern that people with disabilities, or elderly, will have problems accessing housing or businesses if they are vehicle bound (forced to drive).	Most direct route, central between MRB & Fairview bike routes.	less direct route; I am less likely to use my bike and more likely to drive. I am concerned that Saint Paul residents & businesses are unaware of the vast sea change in transportation and housing preferences occurring across the US. Families are choosing to live in walkable, bikeable communities. They want to support their local businesses rather than drive to suburban-style big box stores. Unless Saint Paul welcomes these families, we will lose the best & the brightest to Minneapolis and other cities. It is incumbent upon us today to have the foresight, courage, and optimism to build a city for the future, today.
Bike route help me get around, but make the community more accessible to all. I ride in St Paul and Minneapolis enough to realize the benefits connect stuff for people.	Fear, none. This process and the resulting routes will be a benefit for ALL. Be brave, build it.	A bike route on Cleveland would raise the reputation of not only this neighborhood, but all of St Paul.	Prior would benefit in a similar way. People on bikes are good for business, health, safety, environment. Invest in it please.
Safer rides for bikers. Continued parking on Prior Avenue. More business for Cleveland shops.	Would not want to lose parking on Prior because of roundabouts. Safety on Prior to negotiate around Summit. Lack of Parking on Prior Ave? Unsafe biking on Cleveland. Is it true that no parking would be removed if Prior is selected?	Close to many shops.	Can't think of any benefits.
Bikes belong on Cleveland; Direct route; environmental; good for health	None	Good for business	Not as much as Cleveland
n/a - There is a bike lane on Fairview and Mississippi River Blvd	Congested, backed up traffic on Cleveland; safety of travel w/ cars, trucks buses now adding bicycles too; no parking on Cleveland for homeowners and businesses.	None	Better - quieter streets for bike traffic
An acknowledgement that bikes belong in the mix of transportation choices; this is a direct route north/south; traffic calming on Cleveland.	None	Allowing bicyclists direct access to businesses; traffic calming, a more convivial street; become a safer street all-around.	Might benefit any businesses on or near Prior, but other than that, don't know.

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Safe, well-thought out, direct bike connection between St Thomas area and Highland; potential traffic calming around St Thomas.	I currently bike or walk 80% of the time when going out for entertainment, and getting groceries during the warmer months. Because of poor bike connections I rarely go anywhere else in St Paul more than 1/2 mile north or south of Summit. It's easier to cycle to most Minneapolis neighborhoods than anywhere in St Paul outside Summit/Grand. My fear is that St Paul will continue to neglect this aspect of livability.	Most direct natural north-south connection; intuitive route. Takes the rider from one businessmode (Marshall/Cleveland) to another (Highland Park); anything that calms traffic around St Thomas and improve the pedestrian experience would help. There are no stops for autos or crosswalks between Marshall and Summit, which is insance IMO	Lower traffic. Potentially a more pleasant route. Will not be an effective route without effective improvements similiar to 5th St NE in Minneapolis. Would need to connect to Highland past St. Kates.
None at all!! Cleveland is an extremely busy-dense traffic street and not a vialbe for a bike lane. We live on the intersection of Cleveland/Palace, there are 2 businesses on the west side of Cleveland - on the northwest and southwest corner of Palace.	If you remove parking on Cleveland and Palace the renters in both properties, the customers for the hair salon and day care, and the employees of the hair salon at Cleveland will all park on the west side of Cleveland at Palace in front of our home. We need to parking in front our home.	Not at all!! It will only create problems for the businesses and residents. It creates terrible parking problems on Palace Ave which you have not addressed.	Prior is a much less traveled street and much wider than Cleveland. The bike riders would be safer for sure! There would not be parking problems for residents. I have lived at 2070 Palace since 1980 - do no destroy our neighborhood and distress the businesses!
Safer bike routes; more efficient biking; safer driving with improved, car-free sight lines on Cleveland; healtier citizens; less pollution.	None. Give Luci and Barbershop parking by cutting away part of their very wide sidewalk. It has been done at Snuffy's, Willees, Pro Pharmacy.	Ease traffic; open sight lines; make traffic safer; making biking safer - more efficient.	Poor choice; dog leg at Summit; too many stop signs; slow; much is poor roadways; stops at Randolph; traffic through Nativity; crazy busy at times - many times a week.
Overall, safer streets for everyone to use; we need to make our streets as safe as they can be for all users.	That we will still need to make the route better, and make more streets safe for the bicycle and other modes. We have more work to do.	If we do it right by design we will have a much safer street for everyone.	I do not think this is an issue because if Prior is selected, we still need to make Cleveland a complete street. All of our streets should be more safe for all users.
Safer streets for all users (motorists, bicyclists, pedestrians, etc.); a more livable neighborhood; motor vehicle traffic-calming - ie no speeding; easier access to local businesses via bicycle; greater recognition and promotion of multi-model transportation.	None	Dedicated bike lanes create safer road for all users and calm car traffic, give bicylists designated travel lane; would create direct bicycle access between major commercial and institutional areas (St Katers, St Thomas, Groveland Elementary) as well as direct access to other neighborhoods ie University, Cleveland, Summit, Grand, Ford Parkway.	It would be an improvement over current conditions, but just barely because of indirect route, safety issues with intersections at Randolph and Summit, and a lack of dedicated bicycle lanes. Motorists tend to disregard the intersections that bicycle boulevards seek to address.
Fewer bikes on other n/s roads?	Increased speed (legal or not); children - school safety at crossings.	Street lighting Lincoln to just before St Clair would or should be improved. Very dark.	

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More congestion therefore slower traffic on Cleveland. Safe biking on Prior Ave -- keep neighborhood intact.	People getting killed on Cleveland Ave. Business leaving--going out of business.	It would not benefit neighborhood. Fewer businesses to get in way of progress. More auto traffic goes to neighborhood streets. More parking on side streets.	Lesser of 2 evils. Fewer accidents. Slower traffic for bikers to contend with.
It can only benefit if it's safe and I'm not convinced that putting a bike lane on Cleveland will make it safer. It seems that safety has been an afterthought with this Cleveland bike lane and I think that's a disgrace.	Safety, which should be the #1 priority. Prior has far less traffic and drivers are slower which makes it much safer for cyclists.	The road is so narrow we can't even have turn lanes to expedite traffic and make it even more safe. Putting a bike lane in is not a benefit on Cleveland.	It's already utilized by cyclists. Traffic is slower. Less traffic. better for younger/less experienced riders. All around safer! Wouldn't be displacing parked cars.
Community building, livability, transit options. Increased use, greater economic activity. Access to commercial areas. Recreation, ease of transit to areas we already frequent by bike.	--	Connecting St Thomas--St Kates--Highland Park. Enabling safe biking option to my employer and wifes employer.	More bike lanes are better. Prior will be less desirable than cleveland due to safety and ease of use.
Great connections for those choosing to ride bikes on roads where cars and trucks are driving. Bicyclists MUST be more respectful of motor vehicles and traffic laws.	Cleveland Ave, aside from parking challenges is not safe for anyone with a designated bike path. Street is too narrow--not safe for anyone! Too many on bikes take too many chances with traffic. And small business will be impacted in a very negative way.	It would not! People will be more frightened to drive, ride on Cleveland. People/families who live on Cleveland will lose access to their homes via front of house--many steps in back of house. Mobility issues.	Better access for those choosing to ride a bike rather than drive a car. Business will remain paring accessible.
Better bike transit. Slowing down auto traffic. We need better N-S connections!	residents/businesses parking issues	Best N-S connections. Less need to rely on autos.	Maintains parking spaces.
Encourage connectivity to the rest of the city.	None	Better connectivity.	It already is a bike route.
This area of the city is seriously lacking a designated north/south bike route.	I have no fears about the impact. I just fear angry and reckless drivers.	Both routes would benefit the neighborhood by establsihing a north/south route where there isn't one.	Both routes would benefit the neighborhood by establsihing a north/south route where there isn't one.
An equitable and SAFE plan that is fair to all parties.	Cleveland needs to be widened for it to work as a resident with no off street parking and surrounded by permit parking. I am in a minority that has not been considered.	Not sure if I see a benefit. Not sure if there would be an increase in business to off-set the loss.	Kids would be much safer. Everyone would be safer. A majority of bikes are on Prior already...
None--as a resident it seems it would be all negative.	Limited parking--more streets going permit parking only.	None--I don't see the average biker using the small businesses.	Save parking space on Cleveland.

Public Comments Received at October 28 Open House

What do you hope to see as a benefit to the neighborhood as a result of a new North-South bike route?	What are your fears about the impact on the neighborhood as a result of a new North-South bike route?	If Cleveland Avenue is selected as a designated bike route, how would this benefit the neighborhood?	If Prior Avenue is selected as a designated bike route, how would this benefit the neighborhood?
I hope it encourages more people to bike--and that it also results in drivers being more aware/conscious of both bikers and pedestrians. I think thsi could really be achieved on Cleveland!!!	I'm fearful that route on Prior won't actually be safe or be implemented. I am SUPER fearful that a bike lane "solution" will be implemented that is NOT SAFE!!! Sharrows are not safe and the studies show it. Please don't do them!! (Just learned a biker was HIT on Jefferson on their way here!)	It would be rainbows and unicorns (really, really good)! I think it would make Cleveland feel much safer & more comfortable both to bike on & to cross as as pedestrian. I also think it would make walking in the business district much more pleasant.	I don't think it would -- at all. Sharrows are a paltry attempt at "safety". The turns on busy roads, lack of connection South of ranolph, stop signs--I just feel like there's no point in doing a bike lane on that road because there are no actual improvements.
No material benefit. Those who want to ride bikes can already do so. As sa bike rider that is what I currently do. Option #4 -- NO BIKE ROUTE on either Cleveland or Prior.	Safety of bike riders--apprehension & ?? of drivers, particularly older drivers.	Not at all--with the heavy traffic, including CITY BUSES & trucks this would be dangerous for bikers. Proposed traffic lanes would be 11' -- buses are 8.5' wide plus mirrors. Vehicles must remain at least 3' from bikes, 1/2 width of bike handle bars are 1'-- thus an 11' lane can be reduced to 7' -- less than the width of a car.	Works only if stop signs are removed. Because of many children and 2 schools & 3 churches we worked mnay years to have the stop signs installed. They need to remain.
Increased safe & efficient use of transp/circulation systems for all.	Due to increased concern for safety & efficient use of corridors.	Mroe safety for travelers & non travelers as more eyes on the street & increased vitality!	Business, colleges & all non residential areas will see enhanced business (\$\$). For residential homeowners--increased desirability of housing values & additional eyes on street (crime) and ?? gentrification for all ages. (??)
None that do not presently exist. Bikes can be safely ridden on many side streets but not on Cleveland and perhaps not on Prior.	Further traffic & parking congestion north & south of Cleveland & Prior bike lanes will be too narrow for safety after it snows.	Not at all	Not at all. Dispersal of the bikers throughout the neighborhoods would likely be safer without the need for designated bike lanes. Very little cost benefit to fixed bike lanes.
--	An increased aggressive anti-bike attitude. All was good as a biker before bikeways and bike lanes.	Not at all. It's anti-business. I am unique, in that I am an avid biker (4000+ miles/year). Do NOT remove parking for a bike lane on Cleveland.	This would be a better choice. Remove all the stop signs. Replace them with roundabouts.
None	Lack of parking on Cleveland--st Thomas Univ and all the rental property on Cleveland Ave. Cleveland Ave is permit parking now, where will all the cars go--side streets are full now.	Cleveland Ave would be more dangerous to the bikers.	Keep the bikers out of the traffic.
Direct, safe route that does NOT share a traffic lane with cars.	A few loud voices will derail the bike plan	Direct. Allow bikes to patronize local businesses on cleveland. Encourage cycling for transportation.	Another recreational-cyclist friendly route (we have PLENTY of these, we need routes for utility cycling as well).

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A truly connected bike system, where people of all ages and ability feel safe using a bike as a viable means of transportation would be a massive benefit to the neighborhood and city.	I think the impact on the neighborhood would be overwhelmingly positive.	By increasing safety and access for cyclists, and truly connecting the neighborhood to the entire bike network. Most of all, the improvements to safety for everyone by building dedicated bike lanes on Cleveland would be enormous.	Preserving some parking is one of the only benefits to this option. Ultimately though, the huge benefits for safety and connectivity of Cleveland should outweigh the inconvenience of losing some parking. Sharrows and stop signs are not adequate.
More biking; less assumed and actual use of cars. Could attract younger residents, who are less likely than us boomers to own cars and to commute long distances by car.	That our neighborhood will divide into simplistic stereotypes of BIKERS V. BUSINESS. Let's meet in the middle -- how could cyclists be enticed to use businesses? That one driver NOT calming/slowing could kill a cyclist.	Clear bike lane vs. a "bike route." Obvious option for the serious rider or commuter cyclist (recreational riders still can use Prior or Finn). Prior needs 2 fixes to be safe (?? at Randolph and "lane" across Summit median)--and those are expensive.	Appease the businesses. Promote family-friendly cycling.
The hidden public--the people who can't afford to drive will be helped. More people on bikes means less greenhouse gases.	Initial anger (??), then they get over it.	Bikes mean business. People ?? more attractive businesses while on a bike and are more likely to stop. Bikers will be safer.	I don't see it.
Safety is priority. Cleveland can not safely accommodate bike traffic in its own lane with the volume & speed of cars & buses on that road.	More a neighborhood impact would be on businesses if parking is lost.	Would not, would be a commuter route through the neighborhood.	From safety standpoint only.

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<p>Nothing. Already have River Road & Fairview Ave. Fairview Ave should be "realigned" to provide 5 ft bike lane. Drop any consideration for another route (suggestion).</p>	<p>Lost parking on Cleveland for residents, visitors, businesses. Safety--Cleveland is already very busy. God only knows impact of Ford Plant redevelopment in next 5 years.</p>	<p>I believe over 100 homes directly impacted within a few miles. There is already too much permit parking. This will encourage more as residents look for parking on neighboring streets. Buses already cause traffic issues. Sight lines are very poor & reaction times for drivers .??..is challenging today. Adding more bike traffic will most likely make it more dangerous. Bikers--I believe there are least 2 types: "recreational" (family oriented) and "serious". I have difficult time trying to determine who benefits in the end and who the City is really trying to benefit. I'd argue not the neighborhood in any case on Cleveland Ave & certainly not businesses.</p>	<p>Minimal compared to Cleveland. Plus north of summit (?) already has bike lanes. Connectivity--Summit/Prior only north bound is truly challenged. Once laid out people/bikers will adjust. I think the type of biker using Prior is the concern I'd have. Place a stop sign at Randolph & Prior to ease going to Fairview or Cleveland to continue south. I have lived in Mac Groveland area for 40+ years. This is a quaint, peaceful neighborhood. Chagnes basically ahve been increased traffic--cars, bikes, walkers, motorcyrces & buses. All these cause safety issues. Cleveland is a narrow street, sight lines are poor especially wtih bus traffic & narrowing of lanes. "Serious" bikers will continue to bike Cleveland regardless. "recreational" will still ahve issues due to car AND bus traffic. Prior is a safer envionment for "recreational" bikers. I wouldn't want bikes to cruise thru stop signs, but they do tdoay. Understand potential costs but I believe safety not convenience is more important. At the end of the day how do neighborhood taxpayers benefit. Believe very little. Statements made that bikers will stop & shop, get a haircut, eat certainly wouldn't occur Nov-April. The other 6 months also highly questionable.</p>
<p>I have lived in my home with my wife (raising 2 children) for 35 years. I wholeheartedly support the placing of bike lanes on Cleveland Ave. I am so proud of the St Paul and the introduction ofa Citywide bike plan. It add much to the constituents and viability of our city. A place for people to come to and live. For the first time ver, a north american city was named to the list of top ten bicycle friendly cities in the world (Minneapolis). We could join them by implementation of the St Paul bicycle plan.</p>	<p>I feel the fears and paranoia of bike lanes on Cleveland were greatly exacerbated by a flyer that was delivered in my mail box 3 days ago. This unsigned piece of literature was greatly misleading and introcued fears and concerns that were either greatly exaggerated or simply made up. yes, some parking spaces will be eliminated. A small price to pay to move St Paul into the 21st century.</p>	<p>This should be the only route considered. The amount of bicycle traffic would increase greatly. It would increase shoppers to move along the Ave to Highland village. I think housing prices woudl increase as a result of the citywide bike plan.</p>	<p>This would be a hassle (?) for bicyclists due to the number of stop signs. They would need to redesign the thoroughfare for bicycle traffic which would annoy far more people than would be effected by implemnting bike lanes on Cleveland Ave.</p>

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I would like to see increased safety for all road users, including pedestrians and greater accessibility to various parts of St Paul, including the business on Cleveland.	I am concerned that increased focus on non-motorists and implementation of modern planning will increase the hostility some drivers feel towards people on foot or on bike.	A Cleveland Avenue bike route would help contribute to the neighborhood as a "place" rather than as merely a road to get you somewhere else. It would benefit local business by allowing more customers to access their stores. I currently cycle to Minneapolis regularly but will not visit many St Paul businesses because of lack of cycling infrastructure (even though they are much closer).	It would not at all. A Prior Avenue bike lane is pointless at best. It would encourage some motorists to think cyclists are not supposed to be taking routes other than those designated as "bike boulevards."
I hope to see a safe, convenient way for me & my teenagers to get around the neighborhood. I would like to park my car more instead of using it for short errands!	I fear that a few people will continue to complain loudly about the loss of free car storage on city streets and that future (current?) politicians will bow to their complaints.	We would have a safe, direct route that makes sense and shows that we care about more than just free car storage.	Businesses on Cleveland might calm down and start to consider how to be more welcoming to cyclists.
Connecting bike routes from the bike facilities in the south all the way to University Ave. Being able to access shops along the route by bike would allow me to ride my bike, purchase goods and services and not have to be worried about parking lanes. Safety would be improved for all modes.	I worry about safe access to businesses on Cleveland via Jefferson and especially Randolph from Prior. If Prior is selected, how is it workable to go the wrong way on a one way at Summit? Safety has always been a concern for me when trying to cross Cleveland as a pedestrian to get to the businesses on the other side of the road.	It would improve safety and business access to all users of the right of way regardless of mode. More frequent visits to my favorite businesses would be great for them and neighbors. More businesses would be accessible, and importantly, in less time.	It would provide a more visible and safer than status quo route for bikers to get from northern & southern businesses and destinations. It could calm traffic spots.
Increase visibility of life in neighborhood while maintaining safe livability for walkers and those who depend on cars as well as bikes	Investibility minimized. Homes depreciated. Biking made increase but walking decrease. Cars increase use of side street impacting entire neighborhood. Safety on Cleveland especially-- I was rear ended on Cleveland on the way to this meeting! I fear increased safety issues for all.	I am not sure- I totally agree with traffic concerns including buses, trucks, increased traffic. As a driver I do not have a direct route to the freeway. I don't understand the argument for bikes who need a direct route.	I would see a neighborhood where residents would walk and bike safely with minimal cars, buses and truck traffic. People, young and old, enjoying their community, visiting each other and the parking and businesses it has to offer.
Access to local businesses	None	Increased financial gain	I can't think of any
Safe north-south connection that makes bicycling safe and visible	No fears	Very visible bikeway, show St. Paul's commitment to its bikeways plan, increase in cycling, increase in mode share as called for in bikeways plan	I guess it would add some bikeways

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<p>I bike every day from the midway to work at St. Kate's. Bike Lanes on Cleveland would give me the most direct route and the lanes themselves would help me feel safe. Having easy and safe-feeling routes encourage folks to take bikes instead of cars to get places. which is healthy and good for the environment. Businesses along the route will benefit because it is easy to drop in when you're on a bike.</p>	<p>I worry that if Prior is selected, people won't use it as much and Cleveland will remain unsafe. As it is, I never take Prior because it doesn't offer a straight shot and there aren't any destinations along the route and all the stops make it inconvenient. I worry about sharrows because drivers dont always know what they mean</p>	<p>Cleveland would get more bike traffic from folks making connections from Highland Park to University. More people would be encouraged to ride. The street would be safer for everyone</p>	<p>Perhaps neighbors in the area would go for more recreational bike rides?!</p>
<p>More people feeling comfortable riding a bike for trips in the neighborhood</p>	<p>Feeling contempt for their neighbors</p>	<p>Provide access to businesses, reduce travel time for people on bikes. It has the potential to eliminate car trips between St. Kate;'s and St. Thomas. It will narrow the travel lanes on Celveland which is proven to reduce speeds and make it safer.</p>	<p>Provide a quiet route for people on bikes</p>
<p>A new north-south bike route (if it is not on Cleveland) would be a nice amenity for bikers but with two existing north-south routes i don't see it as a necessity</p>	<p>A new north-south bike lane on Celveland would create an unsafe situation, especially for bikers because Clevelnd is just not wide enough to support two lanes of traffic, and 2 bike lanes. I think it is extremely unjust to residents and business owners who pay taxes and it would crowd parking further into neighborhood streets</p>	<p>I see no benefit</p>	<p>This would be safer than Cleveland, but not a necessity.</p>
<p>I do not see a benefit to the neighborhood only to a small percentage of road users. According to the Met Council only 2% of all trips are done by bike, 84% are done by vehicle so we are making a great impact for a small number of users</p>	<p>That this is just the start</p>	<p>It will NOT benefit the neighborhood only a small number of road users</p>	<p>Again, I see no benefit</p>
<p>A safe bike route that encourages biking for commuting and recreation. As a retired person who has lived in the neighborhood for 20+ years I have biked to commute to work and to recreation for decades. I have riden on both Prior and Cleveland. Neither is satisfactory. Bike lanes are the only safe route</p>	<p>I fear that a route will not encourage biking (ie Prior). Prior would be no improvement over the current situation. As both a car driver and a bike rider, I fear that once again the priority will be to car drivers.</p>	<p>We would finally have a safe, direct route in the neighborhood. There are alternatives that would be viable for parking rather than right on Cleveland. Cleveland is so narrow now that I have almost been hit several times on a bike because drivers will not allow room to ride next to parked cars</p>	<p>Although the limited number of parking spots already on Cleveland would not be affected, the Prioer Ave option is not a safe bike route due to many 2 way stop signs which are not safe on perpendicular streets. Due to many stop signs for traffic on Priori, bikers would not use this route.</p>

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Improved bikability. Safer streets. Slower Traffic. I wish it was on Cretin, our local deathtrap	Angry neighbors. Muderous motorists. Old white men with canes. Parking is not an issue	Easy direct route. Visible to users and motorists	Seems like a nice route but looks far more expensive with bumpouts and traffic circles. Let's do them both!

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Your comments on Safety: Cleveland Alignment. Questions to consider:

What safety concerns do you notice along the Cleveland route?

How could a Cleveland route be made to feel safer?

How do all modes (automobiles, bicyclers, joggers, walkers) best stay safe along the Cleveland route?

If a bike lane goes in and the bus lane is eliminated, congestion will increase and you know they will do this. If people (cars and bikes) go around the parked buses, oncoming traffic will become unsafe.

for all users.

(this comments for 2 people) There is just too little space for all to share the road. Commercial vehicles, buses, cars, and now dedicated lane for bikes. Widen the street before adding complexity.

No shoulder. Current low visibility to pedestrians trying to cross Cleveland due to line of sight being obstructed by parked cars. Too high of speeds of cars. Need more marked crosswalks like those added at Jefferson.

Way too narrow for cars and bicycles, especially in winter. Cars passing now are close - with bike lanes on both sides, it would make the car lanes even narrower. I would feel very unsafe even in a car. The street was not built for bicycles. Not made for other than neighborhood commuters and the neighborhood. Walkers, joggers have the sidewalks and are safe. It is a very short bike ride to either River Road or Fairview for biking. I don't think Cleveland would ever be safe especially with all the traffic around St. Thomas.

My only safety concern about Cleveland is more room for bicycle users. Get with it. Bikes on Cleveland, Please.

Your comment have been about cars on Cleveland creating safety problems for bikers. The even greater problems are created by trucks and buses. Even now, with only one lane marked out for parking there is hardly room for large vehicles to pass. I have been a resident of this area for 50 years. I have never biked on Cleveland and never will, bike lane or not.

Cleveland is too narrow to have a dedicated bike lane. It is unfair to the drivers of autos to put bikers that close to their car. NOT SAFE! The only way to make Cleveland a safer street would be to pick an alternative route for a bike lane.

I live on Lincoln Avenue between Finn and Cleveland. We already face tremendous parking pressure on our street from the 8 student rentals on our block. There are six additional student rentals on Cleveland Avenue between Grand and Goodrich and that equals 24 more cars. I understand one idea is to allow houses on Cleveland Ave to gain access to Area 22 permit parking. We do not have room to accommodate 24 resident cars and 12 guest permits on Lincoln, and also handle the Davanni's spillover and Graham Merry dorm spillover. Five of the six rentals on Cleveland have adequate space for cars behind the houses (alley parking). Only one lacks parking behind it (that is the house directly south of Coffee Bene). If you give a student... (continued on page 2) [page 2 not found]

1) pretty standard bike/car interaction issues 2) bike lanes tend to slow down cars - so that lends to safer travel 3) Lanes that tend to control locations for the different modes of travel.

1) Narrow lanes. I would support lowering speed limit to 25 mph in the city. That would be useful for all. Given the logic of bikes make streets safer should we eliminate seat belts. I am sure there is competing data on the bikes makes streets safer. I am familiar with medical studies, something.. is 2, 4, 5, 10% safer, not just safer. and are you citing 2, 4, 10, 15% studies? 2) Eliminate the boulevard and bicyclists can use that strip of land. 3) Separate them. Long walkers/Joggers only at stoplights. Best idea, don't put bicycles on Cleveland.

I think adding the bike lane on Cleveland provides the best option for keeping all modes of transportation safe.

Traffic volumes and the potential vehicles bike interaction are the primary safety concern. If a car and bike collide the car will always win. Cleveland can be made safer by increasing the width of the road.

Wait until the county plans to widen the street with a full curb overhaul in the next 5-7 years OR move up the project to widen it sooner.

I feel that dedicated lanes on Cleveland are the safest option for all transport modes (cars, bikes, pedestrians). Bike lanes will calm traffic, making the road safer for bikers and pedestrians and probably cars too!) I feel like this route would be similar to Park/Portland in MPLS where the lanes have made the entire route safer.

business has many elderly customers who have difficulty walking. Would love to see a parking bay in this area to accommodate the greatest amount of people possible.

1) Too many modes in too narrow an area 3) Keep joggers on the walkways and out of traffic.

Faulty assumption that we wish to encourage bikes on Cleveland. We don't. Improve (dramatically) the lighting on Cleveland and bikers can ride at their own peril. Cleveland is a motorized vehicle (bus/car) transit path only.

1)It is a busy road, yes - however, adding dedicated bike lanes would increase safety. 2) Good separation between cars and bikes. Speed enforcement. 3) Dedicated pathways for each.

While protected bike lanes would be preferred by some, the bike lanes as proposed would be very good. I think bike lanes on the avenue will help calm traffic, especially as more people bike on it.

1) Narrow and speed of traffic. 2)By keeping bikes off it. 3) Buses, large trucks. No bikes, buses and large trucks and cars and SUV's. Joggers and walkers on sidewalks.

My safety concern with Cleveland is that there is no physical barrier between cars and bikes. On a street with the volume of traffic moving at the speed it does on Cleveland, segregated bike lanes are the correct planning choice, as borne out by serious transit planning authorities. That said, the good should not be the victim of the great, and a dedicated bike lane is at least safer than the current arrangement. Apart from a physical barrier, a reduction of the speed limit would improve the safety of the street for all users.

pedestrian when walking a dog and I KNOW I am safer when peering around a parked car, or getting across the street to the safe spot provided by a parked car. Two bike lanes would expose me to TWO lanes of fast bikers who do NOT obey the law that pedestrians have the right-of-way.

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What safety concerns do you notice along the Cleveland route?

How could a Cleveland route be made to feel safer?

How do all modes (automobiles, bicyclers, joggers, walkers) best stay safe along the Cleveland route?

Cleveland route is already congested from 2-7 PM and 7-9 AM. Cleveland route is not safe choice unless you make driving on Cleveland with a motor vehicle a lottery item with limited winners.

I'm concerned that Cleveland (even without parking) is too narrow and congested for heavy bike usage. This is based on my experience as a driver and a biker on Cleveland. When I bike N/S, I use Finn.

Cars move too fast. Reduce speed limit to 25 mph and put in bike lanes. Need to reduce speeds, add bike lanes add medians, improve sidewalks. Do not favor cars, they are bad for cities and people.

This would be a very direct and fast route for me to highland Village. There are lots of eyes on the street on this route. It might slow the car traffic. I do NOT feel safe bicycling on Cleveland today.

Cleveland Ave: is just not wide enough for 2 lanes of traffic and 2 bike lanes. Plus the number of cars will not lessen. It feels crowded already and if you put 2 buses or two trucks passing each other I fear for the safety of the bikers. Encourage bikers to stay off Cleveland and use other north/south routes. Putting bikers on a high traffic street like Cleveland seems irresponsible to me.

Without lanes, bikes are in conflict with cars and buses. Add lanes, slow traffic, enforce speed limits, lower speed limits. Keep in their respective lanes and obey laws.

Cleveland is not a wide enough street to safely accommodate buses, trucks, cars, and bikes. When buses and trucks pass one another it is a very tight even with parking on only the west side of Cleveland. Cleveland feels like a suicide route to me and I personally would NOT use it.

There are a lot of cars that are often not aware of the proper bike laws. A bike lane would definitely help, this would have to be wider and much better than the small, not very good, bike lane on Fairview. One of the problems I've seen on Cleveland is bikers going on the sidewalk which can be as dangerous as biking on the street. Because it's so busy each group needs its own "place" on the street.

Per Bill Lindeke's article, the change to Cleveland will make all of us safer. Narrower lanes will slow down traffic and be a win for us all.

input.

attention.

Far too busy for me as an avid cyclist. It is just too narrow for a dedicated lane, not worth giving up parking. Walkers - sidewalks. Bikers - go to a nearby street.

Hate to say it, but no parking at all would be safest. Is there a chance of widening Cleveland between Randolph and Summit.

1) Accidents 2) There is no way you could make it safer with bikers 3) The bikers do not generally ride on Cleveland.

would not be able to pass each other comfortably without moving into the bike lanes. They will not "calm" traffic because Cleveland is an I-94 arterial that will only grow busier as a result of increasing density in our part of the city. 2) Only by rebuilding it and making it wider. 3) A wider Cleveland is the only multi-modal solution.

what would the average bike do when behind a bus that stops to pick up or drop off - would they go around the bus going into the traffic lane or wait behind the bus?

Huge concerns - too much traffic - too large vehicles - not wide enough for everyone. Too many side streets and others to watch for. I was rear ended on Cleveland tonight on way to meeting. Not safe now for drivers and those [...] bike, cross on foot, etc. One could look both ways turning on and a biker could easily be there before you turn. Scary! Safety could be enhanced by not having it be the major mode of transportation for all modes - if bikers on Prior, all would be safer on both.

is still tons of accessibility to business. Eliminating parking will help bikers get places feel safe with enough space and get more people into businesses.

I have no safety concerns. Bike lanes on Cleveland would be excellent! 5' bike lane and 11' travel lanes are standard widths and the same as what exist on Marshall Avenue... But, on Cleveland, the bike lanes would be even better because there would be no parked cars. Thus cyclists could bike way over to the right, next to the curb, without any fears of being "doored" by people opening doors of parked cars. On Marshall, cyclists have to stay to the left of the bike lane to avoid dooring... But, on Cleveland, they'd be safe. If you want to make them SUPER SAFE, you could add protective bollards or barriers but it's not necessary.

Safety. Cleveland is already narrow and a bike lane would make vehicles have even narrow lanes. This will be a huge problem in winter months sharing the road with bikes sliding around. I have had this experience at the U of M where bike traffic is present year round. Very dangerous for bike lanes on roads in the summer. Winter is worse.

[...] unsafe. Not wide enough to accommodate all traffic, bike, and vehicle proposed. In addition to lack of width, volume, and speed greatly impacts safety. Effect [...] residents of loss of parking greatly outweighed by safety impact.

No lighting. Buses with congestion. Narrow street for current bike lane path. Don't put a bike lane here.

Need to have a bike box at St. Clair, Grand, etc. for safe left turns. Cleveland is very poorly lit, especially on sidewalks. Activity on campuses keeps biking/walking safer in the dark. More eyes on the street.

I think the city has made an erroneous assumption that a bike lane will make travelers safer - bike or car. The alley entrances on Cleveland coupled with speed and traffic volume actually make street entrance from the alley hurried and drivers impatient. Drivers passing on the right at St. Clair and other intersections will also create hazards for bikers in the bike lane. Inadequate snow removal further narrows the street. The alley entrances and visibility. This is a dangerous choice for bikers and drivers.

around them and traffic backs up. Consequently, drivers and bikers zip onto the east/west streets. This impacts the residents on these east/west streets. Obey traffic laws.

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I'm concerned currently at safety on Cleveland as a pedestrian. I was shopping this past weekend and encountered 3 bikers on the sidewalk and crosswalks that were so long I almost couldn't make it during the light (and I'm fit and in my 30's) I think having reduced parking and increased visibility on Cleveland and having the additional buffer of bike lanes would be a significant improvement. I also am a biker, and would appreciate having a safe option to connect to the Cleveland shopping district that I go to often.

I bike Bryant Ave in MPLS daily and I have noticed the bicyclists calm the auto drivers and seem to make it safer. I think Cleveland would be safer for everyone involved.

If the city doesn't use Cleveland, cyclists will continue to use Cleveland because of its natural connectivity and will be less safe. Put bike lanes in as planned. Traffic calming, bike lanes, parking bays - it's a great idea. Just look at Summit. It's much safer to ride with bike lanes.

Slow timed lights with signs.

safety.

Autos, trucks, buses run on street. Bikes go on sidewalks only in the same direction as the adjacent street lane (not both directions on the same sidewalk). Pedestrians should KNOW from which direction a biker might come. Not a problem! If bike LANES are imposed, we will insist that bikers on sidewalks be TAGGED/ARRESTED. Bikes would have to have license plates!

biking there (on nonstandard lanes) quite ok. I currently never bike on Cleveland north of Randolph because of closeness to traffic. A bike lane on Cleveland would make all the difference; and because of lights at major intersections these road crossing would be safe and easy. I believe a bike lane and controlled crossings would make Cleveland actually safer than the proposed Prior route which has uncontrolled difficult crossings at Summit and maybe even at St. Clair, and turns at Randolph.

Safety Concerns - hard to pull out onto it from side streets because of fast moving traffic. I oppose the Cleveland route because removing parking creates a faster thoroughfare and hems in residents of houses between Cretin and Cleveland into a box bordered by 2 fast moving major thru ways. Cleveland is currently safer because cars park along it. That is a proven pedestrian and traffic calming fact. Walkers feel safe when there is something (like a grassy boulevard) to separate them from traffic. Autos on side streets feel safe when they can enter thoroughfares that do not contain excess traffic moving at breakneck speed.

As a cyclist who rides on Cleveland to work in the morning I feel safer on it than Finn or Prior because the cross traffic always stops. The other streets cross traffic tends to roll rather than stop at the signs.

Make the sidewalks be the bike lanes by making a special exception to the law that ineffectively forbids bikers on sidewalks. Currently most bikers use the sidewalks and with the improved "handicap" ramps that have been/are being installed, bikers have a smooth straight bath on sidewalks. (I have to watch out for bikers on the sidewalks now, so there would be improved safety when one knows bikers are using them.)

There are a lot of places to sit cars all day. Bike lanes are active and give routes for actual people, not square footage for dormant objects. Plan for people, not for storage. Thanks.

Cleveland is a safe route, which I know is counterintuitive to many. It doesn't require cyclists to make awkward connections to other routes as Prior would. It would also reduce the speeds of drivers which would improve safety for everyone.

There is a lot of traffic on Cleveland. This could be unsafe for bikes. Dedicate lanes will make this a safer route. Separate lanes.

Visibility on eastbound side streets is very restricted by parked cars on Cleveland, especially near Lincoln, Goodrich. Removing parking here would improve vehicle/traffic safety.

1) No designated bike lane 2) Bike lane 3) They can all fit together.

1) None. 2) Dedicated bike lanes! Green lanes through intersections. Plastic bollards in summer. 3) Reduce speed to 25 mph. Paint crosswalks at every intersection. Post "Bike Lanes" signs along side road for motorists. A bike lane on Cleveland makes it safe.

Removing cars that park on Cleveland will create a more open "faster" feeling road. I fear that traffic on Cleveland will increase due to the "major thoroughfare" feel created by the loss of cars parked on Cleveland.

Keeping cars on Cleveland slows traffic. How can we safely live on streets like Goodrich, Fairmont, etc.. If we cannot exit our neighborhood safely. Please don't add still more safety concerns to our neighborhood.

1) currently speed 2) Improve safety by calming traffic by using narrower traffic lanes and add dedicated bike lane. Staying safe by calming traffic and helping eliminate the cars is everyone else paradigm.

Proper sightlines around intersections. Perhaps implementing No Turn on Red at busy intersections. Preventing left and right hook accidents at intersections. Improving ped safety around St. Thomas.

1) The same safety concerns as any other bike route. 2) Bike lanes make me feel safer. 3) Dedicated spaces for cars, bikes, and pedestrians.

Bike lanes help me feel safer biking on Cleveland. I know where I'm supposed to be and cars know where they're supposed to be. Also, bike lanes can help make the road more walkable.

The fears and safety concerns were greatly (and unfairly) exacerbated by an unsigned flyer that was placed in mailboxes last week. This was a nasty effort to instill fear and paranoia in the citizens who use Cleveland Ave. Bike lanes make all of us safer. Motorists, bicyclists and pedestrians. 11 foot traffic lanes and 5 foot bike lanes will work.

forward as is. We all benefit from slowing down traffic on Cleveland. This is an opportunity to make an unsafe street a safe street. Let's not pass up that opportunity or redesign.

I am most concerned about Summit and Cleveland because of the left hand turns from the Summit to Cleveland and how traffic gets bottled up there. A bike lane that actually has a buffer between traffic.

1) Cars go too fast. 2) Narrower lanes will slow traffic. 3) Bike lanes will designate area for biking, so we bicyclists won't be tempted to ride on the sidewalk, so safer for pedestrians.

Public Comments Received at October 28 Open House

Your comments on Safety: Cleveland Alignment. Questions to consider:

What safety concerns do you notice along the Cleveland route?

How could a Cleveland route be made to feel safer?

How do all modes (automobiles, bicyclers, joggers, walkers) best stay safe along the Cleveland route?

1) inattentive drivers, vehicle speeds 2) slow down the vehicles 3) pay attention and be courteous to other users.

1) high traffic 2) protected bike lanes 3) have designated travel lanes. I already bike on Cleveland and would feel safer with lanes. Especially protected lanes. Also more people would bike on the street where they are more visible.

1) Currently I feel very unsafe riding my bike on Cleveland. Car drivers are belligerent and I have almost been hit several times because the street is so narrow due to parked cars. 2) Bike lanes. As a car driver and bike rider who has commuted to work and ridden for recreation, I know that the only way to safely ride in the street is in a bike lane. 3) Bike lanes would make it safe for bikes and cars. Joggers and walkers desperately need street lights. Why are there none on Cleveland between Grand and St. Clair?

I don't think Cleveland is safe for bikers, even with bike lanes. It's my bus route (stops in and out of lanes) and main street. Why sacrifice the parking when many bikes will still use Prior, as they do now? Cleveland is just too narrow north of Randolph.

I've already indicated elsewhere some of my thoughts. Sections of Cleveland currently are extremely precarious for cyclists. Cars hurry to pass even when it's not safe. Even worse, some motorists don't seem to know what to do and hover just behind you and to the side, such that if one hit a slick patch and fell, the likelihood of a severe injury is high. Some people bike on the sidewalk, possibly because they're afraid of riding on the street. This creates an additional safety issue for pedestrians, especially those walking their dogs.

1) Too much traffic. Too narrow of streets. 2) Could be made safer by not existing. 3) When I currently bike Cleveland (for 2 blocks) I feel most safe moving 20 mph and staying ahead of traffic.

New striping is nice. Cars go too fast. Traffic backs up at Randolph, especially if there is a left-turner at Randolph. 2) Proceed with bike lanes and eliminate parking. Help merchants. 3) Obey all traffic laws. Cars need to yield to pedestrians in crosswalks. Cars need to give bikes 3' minimum when passing. Cars need to obey the speed limit. Bikes need to obey traffic laws. There needs to be a huge education effort to get drivers start respecting peds and bikers.

The volume of traffic is a concern. Place lanes for cyclists and narrow the lanes for vehicles. make a buffered bicycle lane on teh North end of Cleveland where the street widens to 40+ feet. Glve people a speed discriminated zones lanes (on speeds (vehicles/bicyclists/pedestrians)).

Public Comments Received at October 28 Open House

Your comments on Connectivity: Cleveland Alignment. Questions to consider:

What connectivity concerns do you notice along the Cleveland route?

How could a Cleveland route be more connected/efficient?

Connectivity to east west alignment to river -- highland parkway or ford parkway? I hope future plans will help clarify this.

I do not have concerns about the connectivity. I think turning Cleveland into a bikeway (with lanes) would calm the street and make it safer.

Not safe on any level. Street rebuild that can accommodate 8-80. Painting lanes won't make it safe.

Cleveland avenue becomes less of a commercial neighborhood so everyone can just drive on by.

Finn or Prior.

Busses plus other large vehicles need someplace to turn, stop, etc. Too narrow of a corridor for such multi-purposes.

It's direct.

bike racks for parking would help

Prior is only 2 blocks from ALL the Cleveland businesses. It's a 2 minute bike ride.

I think this is be best route in terms of connectivity.

Eventually, make sure it connects with new development at Ford

There don't seem to be connectivity issues on the route. I like the route better than Prior

Most people whose bikes aren't going to divert over to Prior for partial routes.

Many bikes use bus routes and want to connect.

It makes the most sense.

Connectivity "gains" would be offset by the heavier traffic causing slower biking.

I have tried to bike to shops by Ford parkway and will never do that again because I ended up walking my bike on the sidewalk.

I feel we need the path all the way to Ford Parkway.

I also like the idea of going to university avenue.

None. It would be direct.

not.

Why does this stop at Highland Parkway? I assume this will either continue into Highland or we do not want to impact highland businesses.

Danger to riders. It is too busy for riders.

It cannot be connected or efficient.

Only concern is that it is a busy street -- but it IS the most direct. It is by far the best route under consideration.

I think Cleveland is a great connector. Its great to have a straight connect from University down to the River. The plan is very efficient.

What happens at Transfer Rd/University? How would it connect to a short line bikeway? Prior might be an easier connect.

Bicycle signals at major intersections.

The Cleveland route is very direct/efficient. I feel it would be an ideal route.

I propose using the existing Prior bike lane through to Randolph -- make a boulevard. As for Summit Ave -- slow down and obey traffic, and there is a sidewalk to go North across Summit to University.

Connectivity will be enhanced for the Universities. Churches and schools will likely not be affected by "better" bike access.

This is the more direct of the two routes.

I am concerned about connecting on and off Cleveland safely from side streets for walkers, cars, etc.

More traffic coming with Ford Plant. More and more would connect through side streets on down to Cretin which would impact Randolph and all streets down where people would be crossing Cleveland. I oppose increasing all these flashing lights for speed, people crossing, etc. They are not friendly to sense of community and if needed there are already issues for safety on Cleveland.

proposed route.

None, connectivity is amazing!

Cleveland is an amazing choice, really the only choice for creating an effective & efficient bike route for future St paul!

concerned about access to route on Transfer/university, neither are great biking roads.

Cleveland is the best choice for connectivity

It is sufficiently connected already & would provide a very important north/south route. There is a shortage of these in St paul.

Cleveland Ave is the clear winner when it comes to connectivity.

Make sure there are nice, plentiful bike racks at all commercial corridors.

no concerns

I don't have connectivity concerns

Cleveland is continuous north-south and would connect people directly to the businesses they use.

It could NOT be more connected. This is why it must be the chosen option.

This obviously the best route for connectivity because it connects major routes East & West to the downtowns. It also avoids awkward connections as Prior would require.

VERY few bikers will want to go to university Ave -- unless suicidal!

Public Comments Received at October 28 Open House

Your comments on Connectivity: Cleveland Alignment. Questions to consider:

What connectivity concerns do you notice along the Cleveland route?

How could a Cleveland route be more connected/efficient?

THERE IS NO REASON, EXCEPT TO FULFILL A DESIRE BY SOME "ARCHITECT" FOR A "BEAUTIFUL" PLAN.
interference with established bus lines (already a problem) -- will become more so if bike lanes are added.
no concerns -- Connects what I would use.
E/w on Randolph to connect to Fairview, still a good idea, even w/o Prior.
No connectivity concerns.
I am in support of Cleveland as the connector.
It's important to have a route all the way to Highland Park.
Traffic calming is a necessity around St Thomas.
With the new taprooms north of University it would be great to have better bike route in that direction.
For cyclists, few stop signs; fewer turns than Prior option; direct access to bus routes.
Cleveland clearly better connected than Prior.
Good access to all businesses: research shows that visibility is important for business. So having bikes to Prior would REDUCE visibility of Cleveland Ave businesses
If the soccer stadium goes in, the Cleveland route will provide much better bike connection than Prior.
cleveland is perfect -- access to restaurants, businesses, schools, the river, etc. It's got it all!
Cleveland Ave needs dedicated bike lanes to make it safer for all modes using the street.
Bike lanes will slow traffic while encouraging more apprehensive bikers to get out there.
No concerns.
Cleveland is the most efficient route for bikers.
Other options are too problematic -- stop signs are too many, and direct access to commerce are fewer.
Until development of the Ford property is complete, we have NO data as to how or what Cleveland should be.
I haven't met one student at St Kates or UST who does not use a car, specifically their own private vehicle, to come and go as they please.
Make it the school's problem to address "connectivity."
Parking should not be free
Roads are for cars & bikes to travel.
No concerns, it connects quite well in the neighborhood and beyond.
Route could be more connected with a bridge over the rail yard north of university.
I think parking is a convenience, not a RIGHT. We do not individually own the street, its purpose is to safely travel all people in all modes.
Creative thinking between businesses, those that do have parking -- SHARE IT -- or designate some to the elderly!
All growing neighborhoods face parking challenges. Do we want our neighborhood to grow or stay the same?
Cleveland does not connect to other portions of current bike lanes. Why not build on what is already here (on Prior). What if other portions of Cleveland are not connected?
Cleveland is well connected and would be an excellent choice for a bike route.
Prior isn't as well connected or accessible as Cleveland.
The businesses I would want to bike to (malts!) are on Cleveland, plus it connects to Highland Park.
It makes the most sense for cyclists both in the neighborhood and passing through.
How about connectivity concerns of those of us that use Cleveland Ave to get to and from work. Huge safety concern for ME in a CAR with more bikes on the road. MANY bikers don't follow biking rules and cars can't keep bikers safe if they are not predictable riders.
Cleveland is the best route from a connectivity perspective.
people of all ages and abilities to safely use a bike to get to most destinations. Cleveland vastly improves connectivity, whereas I believe Prior does little to improve it.
I don't have connectivity concerns! I love this route! Please do it! The opportunity to make a straight connection from University & light rail all the way down to Randolph (and beyond!) is exciting -- and it makes so much sense to connect the two universities. The connections to bus is also important -- if weather turns bad they're an important option for a cyclist.
No connectivity concerns!
It's super connected. All it needs are bike lanes.
of the bike plan.
It's perfect!
A few months ago, this proposal was ONLY concerned with the area between Randolph & Summit. When did it morph into needing to connect to "the middle of highland park"?
Take the busses off Cleveland and put them back on cretin Avenue -- or maybe on Fairview Avenue.
As a professor that lends bicycle field trips, i would feel more confident bicycling with my students if there was a "?" bike lane. Car doors are a big concern for this group.
Connectivity past randolph to increase bike route connection from point A to point B

Public Comments Received at October 28 Open House

Your comments on Connectivity: Cleveland Alignment. Questions to consider:

What connectivity concerns do you notice along the Cleveland route?

How could a Cleveland route be more connected/efficient?

As a new member of the community I've noticed a lack of connection and a need for a direct speedy route. With a direct route, more cyclists will use the bike lanes leading to infinite positive benefits.

I cycle Prior & Cleveland daily. Cleveland is clearly the superior route for connectivity.

Cleveland S of Ford Pkwy is a freaking disaster on a bike. The broken up concrete, patched repeatedly, is nearly unrideable.

Connectivity is best on Cleveland for cyclists and pedestrians. Connectivity could be improved with add bicycle infrastructure.

be the safest alternative. Prior Ave would need extensive redesign to make it a bicycle friendly thoroughfare. 11 foot motorist lanes and 5 foot bike lanes work. For years, people have complained about the speed of cars on Cleveland Ave. The implementation of bike lanes are a wonderful traffic calming tool.

I commute to St Kate's from the Midway every work day and Cleveland would offer the most direct route south for me. While I'm on campus, it would make it really easy to head up to St Clair & Grand & Cleveland for lunch/coffee shop meetings with colleagues. As things stand, I usually stay on campus because of the lack of good connections.

much easier to navigate. Great route between colleges.

Big opportunity for branding Cleveland as a destination street (ala Eat Street in Mpls)--banners. Community event, etc--for travel from Green Line to highland--shopping, schools.

The connectivity concerns along Cleveland is that it is one of the primary north-south routes for automobile, bus and truck traffic. Adding a bike lane on Cleveland will impact the daily traffic along the route. While adding bike lanes will allow for a straight route it will remove parking and impact traffic. The removal of parking will reduce the ability of people to connect to the businesses and residents on Cleveland.

North end goes nowhere, Pierce Butler not bike friendly. Railroad tracks near University a problem.

Randolph outlet on the south convenient for St Thomas/St Kates.

I think it's a great connecting route.

Traffic issues--amount of traffic, trucks.

Cleveland is a main thru street for the area. Adding more distractions to this well-traveled road is not a positive move.

anti business attitude from City government. Businesses NEED parking!

use Prior Avenue instead--quieter & safer for bicyclists.

Safety concerns

no exercise lanes on truck route

no connectivity concerns

move it to Prior

As a cyclist since this is a single direct route I much prefer it to Prior Ave.

I see few connectivity issues with Cleveland route.

It would be great for our family to be able to bike to Pro pharmacy, Davanni's, U of M for work, light rail, punch pizza, St kates. The connectivity is direct therefore much easier than a Prior route.

The only connectivity concerns that arise are how it would interact with bus routes.

This bike route would connect us safely and efficiently to many other routes (Jefferson, Summit, university -- Light rail) as well as many local businesses. Cleveland intersects with major routes, and many businesses are directly on the avenue...NO BRAINER

I MUCH prefer Cleveland for connectivity--clear shot and no risky turns to threaten cyclists and annoy motorists.

Also--when I PASS a business (on Cleveland) I'm much more likely to gain.

Make Prior Ave bikes only/no cars & keep Cleveland for motor traffic. Or widen Cleveland and satisfy all. Since Cleveland is what the bike plan wants and the most direct route. Widen the street on one side to make everyone happy.

No concerns. Do it please.

north of University, Transfer should be connected to Prior.

Why does the map show Minnehaha connecting across the train yard? It definitely does not. Extending Minnehaha could be terrific. Expensive.

No concerns, from a bikers perspective. The connectivity via Cleveland is ideal.

My concern that is not specifically asked about here is WHY are we even discussing this now when the bike plan was approved by the City Council. Does this mean when each implementation gets challenged, it will be reopened for discussion?

Cleveland is a GREAT route for connectivity.

I would love it even more if it went all the way to Ford Parkway.

Cleveland has best connectivity.

Busses and big trucks blocking smooth going. Turning, stopping for business deliveries.

The few blocks between my house on Fairmount & Summit are extremely dangerous, especially with winter. This is sometimes enough to prompt me to go out of my way to avoid this stretch. However, in winter the smaller streets are covered with snow and ice, making this an inviable option, forcing me back on Cleveland, where the snow mounds and ice chunks between parked cars and traffic create even better risk.

Bike lane would make Cleveland route more connected.

It's not as close to a LRT Station as Prior.

Cleveland/Pierce Butler has no route north of 94.

Public Comments Received at October 28 Open House

Your comments on Connectivity: Cleveland Alignment. Questions to consider:

What connectivity concerns do you notice along the Cleveland route?

How could a Cleveland route be more connected/efficient?

Cleveland is a great choice.

Give Cafe Luci & Barbershop a parking bay where now there is a very wide, concrete sidewalk & "boulevard".

The benefits to a Cleveland route are all well known already.

Bicyclists will have to adapt to joggin their routes. Very worried about increasing bicycling will create danger for #1 priority of St Paul, families with dependents who need to move around the city in a calm manner with direct routes. Bicyclists are adept at changing their routes, street to sidewalk to boulevard to street. They are fantastic at this!

Cars do not have the same luxury as bikes. Too many students listening to their headphones will create an unsafe street.

Tear up the boulevard, put bikes there and maintain parking.

route.

Public Comments Received at October 28 Open House

Your comments on Neighborhood Impact: Cleveland Alignment. Questions to consider:

What neighborhood impact concerns do you notice along the Cleveland route?

How would a bike lane along Cleveland enhance the neighborhood?

What fears do you have regarding the impact on the neighborhood of a Cleveland bike lane?

1) Parking would move to neighborhood streets. 2) Improve property values 3) No Fears. 11' travel lanes are safer for all users

I live 1/2 block off of Cleveland and I think it would be much calmer and more pleasant with bike lanes minus parking. I believe businesses would benefit from calmer traffic, more foot and bike customers and the generally more pleasant atmosphere.

A bike lane on Cleveland would impact the neighborhood negatively. No parking, blind alleys!

I don't understand why we absolutely need a 3rd route when the existing tried and true routes are effective - given a mere 2-3 block [...] turn. This is such an easy fix without the "big problem" in [...] another lane. Part of biking is exercise. If people need to go into Highland Village, there are sidewalks they can slow down to - and give up maybe 3 minutes. Cleveland with buses are not even safe alternative.

Promote more use of Fairview.

Most fears and concerns of a bike lane on Cleveland are unfounded or overblown. Such uninformed views should not control sound planning.

1) Safety and parking 2) It would not 3) The removal of parking for homes and businesses. The issue of 9000 cars vs. how many bikes? Snow removal parking - How many customers drive vs. bike - Any bike counts done in all climates?

This would be a fast and direct. There would be parking impacts, but also possible positives for residents who have low emission, no noise bike traffic. I have fears as a cyclist on every road about drivers not paying attention.

I am concerned that cars currently parked on Cleveland between Grand and Goodrich will be granted area 22 parking passes. At six passes per house those cars will now park on Goodrich and Lincoln. Rental houses (student rentals) will sell (or give) those passes to their student friends, which will greatly increase parking pressure on Lincoln and Goodrich.

1) No concerns. See the opportunity for a business boon and for even greater use of the bus. 2) See #1. 3) That this process has been this contentious by those who oppose and there may be a backlash with aggression against bikers on the road.

1) Bike lanes would be great for Cleveland 2) Improve streetscape/feel and increase access to business. 3) No fear, only hope.

Bike lane would draw more [...] will stop and shop into the neighborhood. More [...] it will make bikers safe.

I think our society is moving towards alternative transportation methods, including biking. We must respect and protect all methods of travel - bike lanes are essential towards promoting safety. Cleveland is an ideal location in the neighborhood. I am pleased that some parking would be maintained in a portion. I think it is a good solution for all.

Is this an automatic to Highland if Uni to Randolph is settled on? Questions about parking bay - create more for businesses close to Randolph, closer to Grand. Neighborhood concerns if more streets become to "parking lots" for Cleveland.

neighborhood.

1) safety 2) a painted line will enhance nothing but a choice few 3) Safety. This is not 8-80 safe.

I like the Cleveland Ave Route. It is both the most direct and the safest route. I've seen several plans to mitigate the parking issues, so I think they would be [...] - bikers are often pro [...] consumers, so good for businesses too.

I feel the neighborhood will be positively impacted by bike lanes. It will enhance the neighborhood by bringing new people through the neighborhood in a slow, more involved way that cars driving through to get from work to home in the suburbs.

The bike lane would not enhance the neighborhood. It would make Cleveland more dangerous for drivers and bikers.

The best N/S connectivity through the area. A lane would enhance infrastructure and safety for non-drivers. Parking bay on Randolph/Cleveland would be great. I support the lanes on Cleveland!

a bike and no parking would keep me safe from car doors opening while I ride. Bikes and 11' car lanes would calm traffic.

The concerns and fears of the impact of bike lanes on Cleveland Ave I feel are way too exaggerated. I was offended by the literature "Help safe Cleveland Avenue parking" that was left at my home. This was intended to scare homeowners and bicycle riders into signing a petition opposing the Cleveland Plan. Of course it was unsigned! Shame on them!

Thomas Students

1) loss of parking - hundreds of cars will be dumped onto side streets 2) Hard to see how it would 3) Mostly safety. Cleveland is a busy fast street because it serves as an arterial to/from I-94, and will become only more congested because of growing density. Traffic simply will not slow down, and narrower lanes (11' vs. 12') will not accommodate buses and trucks, which will need to "cheat" into those bike lanes.

I want to live in a neighborhood where people feel they can walk, bike, drive, and enjoy their neighborhood. Having so many things on one street definitely impacts this ability. Living near Cleveland but on East Side, I am feeling more and more disconnected from going down to river safely and that is something I have loved.

by terrible infrastructure. It needs to tap into it's inherent livability and walkability/bikeability. This would be a great step toward that goal in this part of the city.

1) make sure all residents have access to their alleys. 2) beautify human scale transportation, move access to business by [...] families. 3)

The neighbors will bring torches and knives and commit a coordinated attack on visiting cyclists.

Does this impact STU parking (west side of Cleveland) north of Summit? Or would the residential side (east side - yes mostly rental) lose their parking? Residential homeowners already deal with illegal parking everywhere - especially in the alleys.

Be great for business! Bicyclists buy local!

A bike lane on Cleveland would not enhance the neighborhood in any way. A bike lane would impede automobile traffic.

Is Cleveland, even with nor parking on both sides - wide enough for bike on both sides for cars+ bus.

Public Comments Received at October 28 Open House

Your comments on Neighborhood Impact: Cleveland Alignment. Questions to consider:

What neighborhood impact concerns do you notice along the Cleveland route?

How would a bike lane along Cleveland enhance the neighborhood?

What fears do you have regarding the impact on the neighborhood of a Cleveland bike lane?

1) Lanes are not wide enough for buses and bike lanes, especially in winter with poorly plowed streets. 2) It would not enhance the neighborhood - it would be a huge detriment and a danger to those of us who bike and walk. 3) More unsafe; people abandoning the bus for cars due to increased difficulty for buses to navigate on Cleveland.

2) provides the best route 3) none.

Cleveland route would be great for our neighborhood. It would enable us to easily and safely travel to Highland Village and my wife's employer. The U of M, my pharmacy, Regina's Candy, Davanni's, etc. Our family uses Cleveland to bike now, but we stay on the sidewalk as it feels safer. A bike lane on Cleveland would be great for our family of 4 (2 adults, 2 kids (12,7))

1) 2) calms traffic, increases property values 3) Fewer eyes on sidewalks vs. Prior, no side streets.

The neighbors suffer from what social psychologist and Nobel Prize winner Daniel Kahneman calls "loss aversion". They are fearful of change. People typically have twice as strong a reaction to a fear of loss as they do to the hope of a gain of similar magnitude. Loss of a few parking spaces looms large in their decision making. A bike lane on Cleveland would eventually demonstrate to them empirically how unfounded their fears are. No amount of arguing, reasoning, or persuasion will otherwise convince these folks.

Can the buses be moved back to Cretin Ave if the bike lane goes on Cleveland?

I genuinely fear for the safety of bikers. With such narrow lanes there is little room for error and when bikes and cars collide the bikers lose. I don't mind bikers in the neighborhood and would even like to see more but a bike lane on Cleveland seems like an unsafe way to do it.

Parking seems to be an issue for some. It is not for me. A direct route between Highland and Pierce Butler may get more people to choose a bike over a car to run short errands in area.

I believe people - a growing number - are moving back to the city to get away from a car-centric lifestyle of the suburban scene. More bike lanes promote a more related pace I the city and a cleaner environment. Promoting a safer, more efficient commute by bike I believe is a plus for the future of St. Paul. Statistics seem to indicate that younger people are relying more and more on bike travel.

1) concerned with snow storage in bike lanes. 2) Lanes would slow traffic - need high visibility markers and paint that gets restriped. 3) Neighbors could get violent over parking!

would NOT enhance the neighborhood in any way. 3) Destroy the residential area in which I live. We deliberately chose NOT to live along a major artery.

I think it would help reduce the perception of Cleveland as a wide, fast thoroughfare. Slightly narrowing the lane would reduce traffic speeds which makes the street more pleasant for residents and businesses. It's not fun to sit next to speeding traffic.

Loss of small businesses due to parking issues. More backups on Cleveland for left turns and bus stops. No real positive impacts.

1. Parking impact for a very limited number of homes and businesses. Many of those parking now are express bus riders or students. 2) It would encourage less auto traffic and pollution. It would make the neighborhood more desirable. 3) No fears. There are alternatives to parking on Cleveland such as permit parking on perpendicular streets near corners and building additional bumpins such as at Randolph.

1) Loss of parking 2) not at all 3) Lack of access for the elderly and handicapped.

No fears. Bike lane would slow traffic, allow neighbors access to safe commuting and travel around St. Paul. Would help build community.

I think it's great to have bike facilities that actually bring you to destinations. I love taking a leisure ride to lunch, to shop, to errands all in the same trip. A bike lane on Cleveland would encourage this.

Gil Penalosa voted an expert in the area of quality of life and efficient circulation in the 2014 conference with PPS (Project for People Places) noted the necessity of this nonmotorized pathway for the area. Additionally, it has been noted by authorities on circulation that narrowing a space, even with the removal of a lane of vehicles, increases the effective efficient use of an area. It increases potential for vehicles in an area. ADT (Average Daily Traffic) is NOT adversely effect this transportation of the future.

users. It would bring more diversity. Pleasant roads are good for business. I would shop and frequent businesses on Cleveland. I don't now but I would if it were safer.

I live 1/2 block from Cleveland. A bike lane there would enhance the neighborhood by giving us a safe, sensible way to move around. I'd love to be able to park my car instead of driving for short errands.

1) Major loss of parking in an area beset with major parking problems now! 3) Unrealistic expectations of enhanced bicycle ridership. Heavy-handed city government ignoring tax-paying residents of the Mac-Groveland Area.

1) Parking issues for businesses and homeowners 2) would slow traffic down. Would encourage drivers to use other routes. 3) How long it will take for bikers/drivers/residents to adjust.

pedestrians, the elderly, disabled, children, and adults) Would promote multi-modal transportation, Would create greater bicyclist access to local businesses. Would create direct access for bicyclist between major institutions (St. Kates, St. Thomas, Groveland Elementary). Would create direct access for bicyclists between neighborhoods (Highland, mac-Groveland-Union Park). Would crate direct access for bicyclists to major commercial corridors (Ford Pkwy, Cleveland Ave, Grand Ave, Summit Ave, University Ave) so they could more easily shop and support them.

More needs to be done to maintain parking for the businesses on Cleveland. Adding bike lanes on Cleveland won't have an immediate impact, having bike lanes won't increase the number of bicyclists until sometime in the future. But the lack of parking will kill off the businesses that I feel makes this a better neighborhood.

Public Comments Received at October 28 Open House

Your comments on Neighborhood Impact: Cleveland Alignment. Questions to consider:

What neighborhood impact concerns do you notice along the Cleveland route?

How would a bike lane along Cleveland enhance the neighborhood?

What fears do you have regarding the impact on the neighborhood of a Cleveland bike lane?

There's a lot of traffic on Cleveland. Not sure many people would feel safe biking on Cleveland even with a bike lane, although this would be very convenient and is the most direct north-south route. Might decrease speeding by cars. If put in a bike lane add "share the road" signs that normalize bikers so cars expect them.

1) Where do side street residents move their cars when snowplows come? 2) It wouldn't! 3) Not all cars/trucks will avoid the bike lane -->dead bikers. With the narrowed traffic lanes, car/truck/bus collisions will multiply. Cars/trucks will go into bike lanes to avoid possible collisions.

I support the bike lane. I'm afraid it will divide the community.

I just moved here from San Francisco. In some neighborhoods throughout SF businesses have raised concerns with bike lanes, parklette, etc. - anything that involved parking removal. In a few

I see a bike route as hurting the neighborhood. Less parking for UST so that parking has to go somewhere. Businesses and investment properties will lose money, make it more difficult to rent. Then property taxes will be appealed, and the city loses revenue.

Give as much consideration to merchants as is reasonable. Make Cleveland safer. Help take care of businesses. Homeowners on the west side of Cleveland have enjoyed streetside, front of their homes parking for a long time. East siders have had nothing and have learned to cope. So can these west siders. Could Cleveland ave go to "sharrows" from Dayton to Marshall? That would help Trotters, the cleaners, the stock broker, or from alley (north of Dayton-south of Marshall)

them. Bicycles are owed a lane (as a minimum) No fears on impact. I see almost exclusively benefits. Once in place I believe many former opponents will become supporters.

Public Comments Received at October 28 Open House

Your comments on Parking: Cleveland Alignment. Questions to consider:

What parking concerns do you notice along the Cleveland route?

What solutions/new ideas do you have to address the lost parking along the Cleveland route?

What specific areas are most impacted by the potential changes to street parking?

Contempt between property owners and people parking.

A bay at Randolph, permits for residents on Cleveland, otherwise don't worry about it. Drivers are crafty and will figure it out.

Randolph and Palace, church at Sargent

streets.

North of Marshall - multifamily buildings

Removing parking on Cleveland (between Marshall and Summit) will force more parking in neighborhood primarily beyond permit parking area. During the day Cleveland in this area is bumper to bumper parking.

Many home and business loss

Move the path to Prior

Snow removal, safety, business loss, safety

I live on James and Cleveland and there is generally plenty of street parking on my block and nearby blocks.

More cars will park on residential streets

Cleveland at Grand, and Cleveland at Randolph

I think there are a number of ways to mitigate the parking impact. For example leaving some dedicated spaces in front of businesses.

Combined with the increase in customers arriving on bikes, I think this would go far in addressing concerns regarding parking. Ultimately, the increased safety of having bike lanes on Cleveland should outweigh the inconvenience of losing parking.

Loss of parking would greatly impact bus on Cleveland and move UST parking further into neighborhood for which there already is permit parking. Also greatly impact residents who would no longer be able to park in front of their homes.

when they resurfaced Cleveland Avenue, it was very difficult for me to park near my house. Imagine if I need an electrician or a plumber and they have to park 1-2 blocks away. I don't have a garage and there is restrictive St Catherine parking on my street.

None - parking will work itself out - it always does.

No Comment

Those nearest major street intersections and near St Thomas

Bays in front of Randolph/Cleveland businesses

business.

Neighbors on bi-secting residential streets near these businesses could see increased parking in front of the residences.

Randolph/Cleveland, James/Cleveland, Palace/Cleveland

Park on east/west routes such as Randolph. The street is very wide and accommodates parked cars.

Buy the house next to/behind the Randolph/Cleveland businesses and convert to parking.

The continued existence of parking and possible addition of parking bays detracts from the feel of the street and the neighborhood.

Parking next to the bike lane causes conflict as it places cyclists in the door zone. At a minimum, this should be addressed by proper motorist education (ie, open door with right hand so are forced to look over shoulder).

What provisions are being made for bike parking?

Widen the street as planned by the county in a long term project.

Neighbors will lose parking to their homes which puts homeowners and their families in a position that is handicap inaccessible and unsafe in the winter. Also, parking to Randolph and Cleveland businesses is at risk. Again, handicap accessibility is a problem.

Church on Cleveland & Sargent will have difficulty as well.

Parking spaces are not a right, and Cleveland should be optimized for all forms of traffic not just cars.

To improve proximity of parking to Davanni's.

Could the eastbound 63 be moved to the east side of Cleveland?

I don't think a safe, sensible route should be rejected in favor of free, temporary car storage. If there were a bike lane, I would leave my car at home and bike instead.

There's free space for someone else. There is plenty of free car storage in the neighborhood already, and the walk is shorter than from a parking space at Super Target.

We live at James and Cleveland and we already have too many people from St Kate's and the businesses on the corner parking in front of our home. Many neighbors do not have anywhere else to park.

Homeowners ought to be able to park in front of their own homes.

Businesses need to have customers/clients to be able to park in front of their businesses.

Solution: Do NOT make Cleveland a bike route. Cleveland is NOT wide enough to accommodate this proposed bike route.

business node.

There is a perception that parking will be 'lost' - I see it as being displaced or even replaced by bikes.

Bike racks, installation of meters, permit parking during less busy times.

Parking makes Cleveland unsafe

Public Comments Received at October 28 Open House

Your comments on Parking: Cleveland Alignment. Questions to consider:

What parking concerns do you notice along the Cleveland route?

What solutions/new ideas do you have to address the lost parking along the Cleveland route?

What specific areas are most impacted by the potential changes to street parking?

Give parking bay to Luci's - Barbershop.

Trotters

Elimination of parking on Cleveland will put Astound Video out of business. They are neighborhood people.

Eliminations of parking spaces on Cleveland put Luci and Sportsman Barber out of business.

People would have to walk a block. (Unable to read handwriting)

There are many other options for customers/residents to park than directly in front of their destination. People will be willing to walk 1/2 block to their local business and most homeowners have parking alley-side.

Use city funds to create parking bays in problem areas

You know

I support parking bay in front of Sportsman's Barber Shop at Randolph on Cleveland.

to front door.

Parking just off Cleveland isn't a big problem.

Few - Seems like there are plenty of spaces.

Encourage people to use their garages

Cleveland/Edgcumbe and Cleveland/Marshall

I've read several plans that I believe could mitigate the parking issue. Businesses could also help with this.

The better access for bikes outweighs any parking loss.

Parking concerns are numerous and valid. Several businesses will be affected negatively.

I have not heard a viable solution.

The proposed plan removes parking for business and residents year round for bikes that are much smaller in number than cars.

Where do current residents park during snow emergencies? Both Cleveland and all E/W streets.

Why do businesses that have been around for 20+ years have to suffer for a few bikes?

Cleveland at Randolph and Cleveland at Grand most affected for no gain.

A Cleveland bike lane would have an enormous impact for neighborhood and business parking! What of all the homes on Cleveland?

Where would these homeowners park? We pay HIGH taxes in MacGroveland and then to have no on-street parking is totally unacceptable.

I don't even live on Cleveland but there is already lots of streets that have permit parking (picture of sad face). It's sad to have to pay to park in front of your own house!

There MUST be parking

Leave Cleveland as is

Between Randolph and Summit

Well, there is a lot of it - hundreds of spaces between Randolph and University. Eliminating more than half of them will cause parking congestion on side streets already jammed, plus most businesses rely on Cleveland parking.

Don't eliminate

Cleveland between Randolph & James; Cleveland between Summit & Marshall where St Thomas parking - shaky; and Cleveland north of Marshall - lots of apartment buildings.

I am VERY concerned about any loss of parking for business and residents on Cleveland. My solution would be to find another route. Especially during winter season. It would be imperative not to take away any parking.

Many homes on west side of Cleveland need space in front of their houses. The 4 or 5 businesses on east side by Randolph and James will hopefully NOT have to pay for the extra parking bay.

Parking is too important to businesses and especially St Thomas to take away their needs. Bike lanes waste parking from Oct - late April.

Parking is critical and we cannot widen the road. So establishing bike lanes need to stay off Cleveland.

Cost is too high for community and businesses for a select few.

Prior Avenue

Community

Parking will blend into adjacent streets - like mine! And I am totally fine with that. Big Picture!

Not so many cars! use bikes!

Certainly / maybe some of the businesses but I believe it's overstated.

Drop Cleveland as a viable road

Rondo/Cleveland

Looking at the parking surveys, it doesn't seem like a big issue. But I can speak from experience. I lived for a long time in the apartments at Cleveland and Randolph and I never had trouble finding parking around the corner on Randolph or James.

Very little existing parking on Cleveland Avenue currently

Can't think of any solutions to the lost parking except not to take away the parking

Public Comments Received at October 28 Open House

Your comments on Parking: Cleveland Alignment. Questions to consider: What parking concerns do you notice along the Cleveland route? What solutions/new ideas do you have to address the lost parking along the Cleveland route? What specific areas are most impacted by the potential changes to street parking?
It's pretty clear that it affects all the Cleveland Ave residents and businesses
St Thomas.
I think it would be beneficial if people going to St Thomas (and also St Kates) were encouraged to take public transit, walk, bike or carpool to their destination. It's better for the environment & for traffic patterns in the region.
I think that can only be achieved if ready access to free parking is reduced. Do it!
Abort the bike lane on Cleveland
Small businesses along the route that pay taxes.
Private businesses
If there's \$ for traffic circles etc on Prior, would there be \$ for a couple more parking bays on Cleveland in high demand areas?
How about just use Fairview.
Parked cars on Cleveland represent a dooring hazard to me.
They also represent an unnecessary subsidy for folks to keep private property in storage on public property.
Will you add more parking bays along Cleveland, Randolph, Marshall and some areas closer to Highland?
Will speed limits stay @ 30 mph or increase to 35 mph?
School crossings impacted Groveland, Nativity, Highland
I'm most concerned for local business parking, not so much for residential parking
increases traffic.
parking - really?
Permit parking; parking bays; private parking
As a cyclist, I feel completely disconnected from Cleveland Ave even though I live 4 blocks away. I never frequent the businesses along this street and would love the opportunity to patronize them.
Where to move cars from side streets when snow removal is imposed! Same for leaf removal and street sweeping.
Parking near businesses where the businesses might be effected negatively.
Additional bump-outs to increase parking in areas of high parking density.
Area north of Summit; just south of St. Thomas.
The areas where parking is removed seems completely under-utilized. Davannis has a damn parking lot. If Grand has metered they'd have more available parking.
Remove permit parking at street ends near commercial districts.
Homeowners with garages full of garbage can't park on Cleveland. Every house seems to have garages.
Need bike parking
Give business owners incentive to add bike parking
Solutions to lost parking: better health for able-bodied people; add handicapped spots as necessary.
There are obviously big parking impacts. It saddens me that residents feel entitled to free parking, but it is a reality.
I think the city should assist businesses with finding alternative parking through creative means such as parking bays.
I would not encourage the city to develop alternatives for residents fronting Cleveland.
Prior would take significant expense to make into an adequate bike boulevard. Less capital than that could create parking bays on Cleveland.
Businesses are worried about customer loss.
Could St Kates and UST designate some spots? Try to get St Thomas/City to limit # of cars in neighborhood for student-renters. Can they reasonably park on campus? Can a duplex of 8 students be limited to 4 cars?
Side streets could get more parking.
A Cleveland bikeway will greatly inconvenience or endanger Sr Citizens and young families who use the businesses on this street.
It will also damage property values and community for homeowners adjacent to Cleveland.
A horrible idea. Bikeway on Finn or Prior.
The city needs to pay more attention to those paying taxes before it loses us. Example - 80% or so of students in St Paul qualify for free or reduced lunches. That is a huge number of people living in poverty.
Does the city really want to encourage us who work and pay a lot in taxes to leave for suburbs?
The impact of all those who live on Cleveland Ave would be hugely impacted - all in a negative way. It would affect property values.
All areas would be affected except the small stretch at Grand and at St Clair
I don't know how it would be affected. Those living near St Thomas already have a shortage of parking. It would also affect the businesses all along the Avenue.
I notice that south of Goodrich, parking on Cleveland is rarely used except at the south end between James and Randolph.

Public Comments Received at October 28 Open House

<p>Your comments on Parking: Cleveland Alignment. Questions to consider: What parking concerns do you notice along the Cleveland route? What solutions/new ideas do you have to address the lost parking along the Cleveland route? What specific areas are most impacted by the potential changes to street parking?</p>
<p>Build a parking bay between James & Randolph to preserve that blocks parking while enabling a bike lane. Create special loading zones or permit areas (at certain hours) on sides streets for other areas. For example, give Davannis some parking permits for its employees if this would help them weather parking loss.</p>
<p>Between James & Randolph and north of Goodrich.</p>
<p>Do not remove any parking for St Thomas or businesses. Unless you put in couto ut bays for all BEFORE removing parking.</p>
<p>Install signage with wayfinding to nearby parking; install bays where appropriate.</p>
<p>A few areas of high use, sporadically</p>
<p>Summit to Marshall is not a concern. Students - neighborhood already hates STU w/ vital, taking their parking isn't.</p>
<p>Permit an issue / 2 hr parking in neighborhoods</p>
<p>Loss of some parking, although one side of residential already manages to cope with existing loss.</p>
<p>parking.</p>
<p>Very few areas actually. Many of us on perpendicular streets already deal with little parking when colleges are in session. Drivers park to take Cleveland Ave express buses. College students park.</p>
<p>St Thomas</p>
<p>Needs to provide more low cost off street parking</p>
<p>St Thomas</p>
<p>I think more people would bike to the shops making up for lost car customers. It would also improve the environment.</p>
<p>Living on Cleveland with no off street parking and surrounded by permit parking I am in a minority that is being overlooked. The total loss of parking during snow emergencies will cause a lot of issues. When was the last traffic survey taken for Cleveland & Cretin?</p>
<p>The city needs to accomodate families and elders in automobiles. That should be the #1 goal. Familes with dependents in cars are in need of good parking. Keep parking available. They often have multiple stops, multiple responsibilities.</p>
<p>Run busses every 5 minutes up and down Cleveland to accomodate the extra stress attended by the basic building block of our city. Families with children under 16.</p>
<p>Apartment residents unable to parking for the 5-7% of population that bikes seems like lopsided priorities for a livable city.</p>
<p>I feel the loss of parking is not that significant in light of long term gains for multiple modes of transportation. People can find parking nearby.</p>
<p>There mus be approx 50 homes between Grand and Randolph. I am a biker myself, but I fail to realize where the minority of bikers can demand the right to bike over the rights of homeowners to park in front of their homes.</p>
<p>A few parking spots would be lost in the quest for progress and higher quality of life.</p>
<p>Parking meters and permits</p>
<p>The bike lanes are most impacted.</p>
<p>I want to shop, run errands on my bike. A bike lane on Cleveland would do that.</p>
<p>I think that the parking concerns are blown out of proportion. I live 700 feet from Cleveland and drive it daily. Most of the day, there are few if any cars parked on Cleveland except in the 2 block vicinity of St Thomas College. A large number of homeowners on Cleveland have garages they do not use because of parking out front. A survey of changes of homeowners on Cleveland between Lincoln and Jefferson reads that less than 50% are used. Losing the parking spaces on Cleveland is not as much a concern as it is made out to be.</p>
<p>Loss of parking.</p>
<p>Parking permits on surrounding side streets for homeowners and renters on Cleveland who are impacted; addition of parking bay on northeast corner of Randolph and Cleveland; local businesses using incentives to get customers to support them and shop at them ____ via alternative modes of transit (ie discount for parking at local businesses via bike, bus and walking)</p>
<p>All areas impacted equally</p>
<p>No parking concerns.</p>
<p>Work with businesses to create shared parking, create bicycle benefits, create parking bays, work and support creative parking solutions.</p>
<p>Loss of parking near businesses is central. I do not see residential parking as an issue between St Clair and Randolph.</p>
<p>Adding parking bays similar to near Grand and Cleveland would be helpful near businesses</p>
<p>The areas near businesses. Most of them will not survive with bike traffic alone and NEED car parking.</p>
<p>people with disabilities can do if the parking is removed. Parking on side streets will increase if parking on Cleveland is removed. Many side streets have parking restrictions, on in mitigation strategy number two will increase. The increased pressure on side streets decreases visits to residents and businesses along Cleveland. The areas most impacted by the potential parking changes area on the corner of Sargent and Cleveland by Kehilat Sar Shalom.</p>
<p>The main concerns would be around St Thomas/St Kate's. I agree with the potential options that have been presented & feel the neighborhood residents/business owners should direct the best solution.</p>
<p>I'm not concerned with the loss of parking on Cleveland, but it would be reasonable to put in a parking bay at Cleveland/Randolph</p>
<p>Very few Cleveland Ave home owners park on Cleveland. Do not solve this 'perceived' problem by handing out multiple parking passes for area 22. This will only make it harder for residents on Goodrich and Lincoln to park in front of their house.</p>

Public Comments Received at October 28 Open House

Your comments on Parking: Cleveland Alignment. Questions to consider:

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streets would feel they need to get permit parking which does not encourage a sense of community & could make it even more difficult for homeowners. None that see to help much. Even if parking bike ??? would make it more difficult to safely use. All residents and businesses in area on Cleveland as well as sidestreets.

Please review your parking survey. The dates it was done looks like when spring break occur - are these accurate surveys then when people are gone on vacation?

Parking necessary for 'day plow' route snow removal. As well as periodic 'no parking' on east/west streets.

Do not put bike lane on Cleveland Avenue

Businesses at/near Grand, St. Clair, Randolph Avenues

Loss of parking for small busienseses

Parked cars parked into the neighborhood resulting in greater congestion.

New parking bays for affected businesses, would help commercial property most affected. Doesn't make sense to dedicate so much roadway to bike lanes _____

If you bike blvd. Prior, why not the same at Cleveland? Safe on Prior, safe on Cleveland.

Taking parking off Cleveland is UNFAIR to residents and businesses. I'm convinced it would put some merchants out of business and cause problems for residents on Cleveland and into the neighborhood nearby. Both those populations pay taxes and should not have to deal with a shortage or elimination of parking.

I can't think of any reasonsable solutions to lost parking.

Blvd.

Use Prior Ave

There is already a parking problem in our neighborhood. A Cleveland Ave bike lane will just make the problem worse.

Use Prior Ave

Businesses

Page 2:

(cont'd from page 1) rental access to six permits, you will frequently see them used, and sometimes liberally shared with other students who don't live there. Please do not pursue this option to address loss of parking on Cleveland without carefully assessing whether hardships are really created for Cleveland residents (or other unintended hardships are created for others). Thank you.

I think the parking problem will disappear to a great extent if/when a bike lane along Cleveland is implemented. Mitigation solutions (already envisioned) should definitely go into effect, and they may actually be enough for businesses along the route. Near UST, it's a different situation, but students and others coming to the campus do have other options for parking (or they might even switch to a bike!). In areas with housing along the corridor, I haven't observed many onstreet parked cars on my many walks: there would probably be little effect of a bike lane here. In sum, the larger 'parking problme' along Cleveland may be the problem of fear, rather than actual loss of parking.

buses and cars.

Solutions - changes to permit parking; prking hours, parking bays

Most impact - businesses but they should embrace the fact that new people on bikes/walking will now per patronizing their stores.

NONE: there is plenty of parking in the adjacent streets. If more people biked, parking traffice & other concerns would be irrelavent. They would also be much happier individuals.

Existing passing mitigation proposal from city yearly smarly - really, ppl should just not drive if they are able bodied.

There is no objective research that shows bike infrastructure hurts surrounding businesses. It all shows exactly the opposite - intact.

St Clair to Grand, lighting is non-existent

Restore ALL parking to Cleveland

Bikes are your own peril unassisted by the gov't.

Parking counts don't reflect critical pick-up drop-off times for our child care center. Businesses like ours would be heavily impacted, as will residents with homes facing Cleveland.

Please consider the Prior Ave route - a much better option.

Prior Ave route.

I don't understand the parking issues of residents. All the homes facing Cleveland have off street parking.

For businesses, why not create parking bays for them and do some sort of financing for the assessments.

Parking should NEVER be free

Remove parking wherever there is a better/higher use (eg bike lanes)

It doesn't matter, people can walk a block or 2 to find a spot.

Some blocks have very few parked cars and others 3-4 per block.

With loss of parking on Cleveland, motorists would have to park on side streets which do not appear to be congested.

Biggest parking impact seems to be at Randolph.

Parking need could be reduced by more bicycling and pro??? of bus ridership on 87.

Public Comments Received at October 28 Open House

Your comments on Parking: Cleveland Alignment. Questions to consider:

What parking concerns do you notice along the Cleveland route?

What solutions/new ideas do you have to address the lost parking along the Cleveland route?

What specific areas are most impacted by the potential changes to street parking?

If parking is prohibited on Cleveland between Grand & Randolph, it will move further into the neighborhood depriving residents of further on-street parking. This will also be a major problem during snow removal times when plows or street parking is banned. No place to go.

Grand to St Clair

Cleveland Ave by St Thomas cannot lose any more parking - it is full bumper to bumper every day.

No room for a bike lane on Cleveland Ave

Safety issues for bikers; Cleveland is too busy

I believe people will notice the loss of parking at first, but will figure out ways to deal with it over time. From a business perspective, studies have shown that adding bike lanes and removing parking actually helps businesses.

The Bicycle Coalition and others have offered lot of other solutions for additional or new parking. Permits are an excellent option for residents.

As more people bike and walk, less parking will be needed. More options make a city more attractive.

I think parking is always a solvable issue and somewhat of a canard.

Lost parking space is a huge issue. When parking is already limited/restricted in the whole area due to schools etc

Since Cleveland is the most direct route and certainly what the bike plan wants - widen the street.

Concerns: many side streets are permit only parking. Mitigate lost parking by removing some permit restrictions.

Biggest Concern: around St Kates and St Thomas

Too much traffic to add bike lanes even w/o parking. Don't do this!

permit parking only.

There is significant parking on the west side south of Grand, although the parking bay right at Grand helps. Parking on the east side, just north of Randolph, creates a hazard for bikers/ The sidewalk here is quite wide as there is no ????. Can't this be converted into a parking bay? Why is nobody talking about parking on the e-w streets? This evening I noticed several free spaces on the north side of Randolph. It's hard for me to believe that the few spots directly in front of the businesses on Cleveland (Luci, Sportman's) are absolutely critical to their success.

on our street. We've had to come to terms with the fact that we don't own the parking space in front of our house. It's city property and is available to everyone.

Finally my wife is a small business owner with an office in a bldg just north of University. She pays to use the building parking lot and she pays taxes on this as well. I'd like somebody to explain to me why business owners on Cleveland see it as their right to be able to use public space for their customers parking - why in effect my wife should subsidize them in addition to pay for her own parking. Any why this trumps my personal safety. As Denzel Washington said in the movie "Philadelphia" explain this to me as though I'm a 6 year old.

As someone who does not drive much I have few concerns.

Where will the UST parking on Cleveland go? Marshall Ave?

Eminent Domain

Marshall - Grand (north of Grand)

St Clair - Randolph

This will create a loss of revenue for the city.

There is limited parking on Cleveland. I live 5 houses off of Cleveland and Juliet and I also am in grad school at St. Kates/St. Thomas. Taking away parking that is already limited would be a BIG issue for residents and students. Specifically at Grand and at Randolph.

Some parking loss, but I don't feel that it is outweighed by the need for an area for cyclists. Help people to park vehicle in their own property.

Encourage UST to get more utilization from their ramp. (specific areas): Randolph to Roblyn Avenue, but no good reason not to do it.

Public Comments Received at October 28 Open House

Your comments on Safety: Prior Alignment. Questions to consider:

What safety concerns do you notice along the Prior route?

How could a Prior route be made to feel safer?

How do all modes (automobiles, bicyclers, joggers, walkers) best stay safe along the Prior route?

No dedicated space. In my experience sharrows do not make me feel safe at all.

If this route is preferred, before final sign-off you should interview/survey cyclists whether they will use an indirect/broken route.

To be an actual, real, meaningful bike boulevard treatments should go way beyond sharrows. Restricted turns off Marshall, Randolph, Jefferson, and Selby would have to be restricted.

I'd like to see data about bike safety on boulevards, as opposed to dedicated bike lanes. My concern would be that although this might become the official bike route, and therefore essentially sanctioned by the city, it would actually not be very safe for anybody. My experience from years of riding is that a lot of motorists really don't seem to like having to share the road with bicyclists and underestimate how fast some of us ride as well. They often make somewhat impulsive maneuvers, which can be unsafe.

lanes are best. Create very visible crosswalks - look at Jefferson/Cretin and Jefferson/Cleveland as examples as well as along the Greenway in Minneapolis.

Cars on Grand make faulty stops at Prior. Bikes do just fin as is - biking is an individual peril - do so at your own risk.

Add bikes to Prior. Autos will move to Cleveland. Separating these modes of transportation is critical.

The majority of Prior is a bit safer for cyclists, but a Prior alignment would surrender the traffic-calming benefits of the Cleveland alignment. As a cyclist, I'm very concerned about the safety of connections to Summit (or past it), as well as connecting to Highland Village. We would need a bicycle box on Randolph to turn left onto SB Cleveland. Northbound Prior at Summit should get a bike cut-through path on the median to continue north on Prior without a long detour. Without that cyclists would be tempted to go the wrong way as a shortcut north.

Crossing on Summit Ave is challenging. Could we design some kind of super traffic circle at Prior and Summit? A double figure eight? That's the most challenging and unsafe part of the alignment.

Eliminate parking on one side between Grand and Lincoln. I like the Roundabouts. I like having fewer stop signs.

There should not be parking on both sides of Prior between Grand and Lincoln. Marked bike lanes. Make more roundabouts. Fewer stop signs on designated bike routes. Northbound way across Summit. I feel safer and less of an obstruction to cars when I bike in a designated bike lane as opposed to a sharrow. decrease parking on Prior to increase visibility for all.

Safety is less of a concern along Prior with the lower traffic volumes. The sidewalk at the Summit and Prior intersection would need to be widened. Having a plan for the Prior and Randolph intersection to account for the left and right hand turns has to be looked at. Lower traffic volumes on Prior appears to be safer for cars and bikes when compared to Cleveland.

Alleys entering onto Prior. The fact that stop signs are common on Prior between Grand and Randolph showed concern for children in the neighborhood. They may be so much at the risk from bikers who fail to heed stop signs as they are from cars. Bikers, like car drivers, are supposed to heed traffic signs and regulations. The fact that bikers may find that inconvenient is irrelevant.

safer.

Cyclists on Prior would have to make several turns - less safe, also annoying to motorists. Bike activated HAWK signals for dangerous turns and crossings? I think Cleveland is safer.

None. It is safe. Ride and drive safely.

The main concern I have as a cyclist with the Prior Ave bike route is the shared lane idea itself. With people driving on my left and people entering and existing their vehicles on my right it is a recipe for disaster.

Nativity church/school during mass and school times. Having bikes on Prior keeps businesses in business.

Prior is great. Already existing bike lane.

I would not feel as safe navigating the turns along the Prior route. I also do not feel comfortable with the number of stop signs that people routinely blow through. I do not feel that a Prior path would be as useful. The way all modes way safe would be to go slow, but as a biker, I do not want to stop every other block.

As a cyclist the cross traffic on Prior is a concern. Most drivers roll through the stop signs because the number of cars is low. They quickly glance and may miss a much smaller bike near a car.

None. None. Fine as it is from safety standpoint.

Removing the existing stop signs will negatively impact all users by increasing vehicle speeds. Bike riders seem to ignore these signs already so why are we talking about removing them? Joggers MUST stay out of the streets.

cyclists combined with the numerous four way stops on Prior, and I would not feel safe biking on this route, especially compared to the alternative on Cleveland.

experience biking, turns especially on roads without dedicated lanes are the scariest part of biking. I'm further concerned that there aren't destinations on Prior that a biker would be going to - I think it could result in fewer bikes on the street and increase odds that bikers wouldn't be noticed as a result.

I am concerned to navigate Summit & a safe way to cross. I'm concerned with bike boulevards in general. With parking on both sides, often a car cannot safely pass a cyclist. Especially if there are two cars and a bike. I am concerned about being "doored". Prior could be made safer with better crossings on Summit (bike boxes?) and limit parking to one side of the street to give more room to pass each other.

1) "Bike Parkway" doesn't do much for bike safety itself. "Share the road", while it's the law, doesn't always happen in practice. 2) Active enforcement of the "Share the road" law to encourage cars to slow down and be patient with bikes. 3) Awareness of each other.

None in comparison to a Cleveland route.

Public Comments Received at October 28 Open House

Your comments on Safety: Prior Alignment. Questions to consider:

What safety concerns do you notice along the Prior route?

How could a Prior route be made to feel safer?

How do all modes (automobiles, bicyclers, joggers, walkers) best stay safe along the Prior route?

Safety Concerns: Way too many stop signs to be a legitimate bike route. Bikes and cars will likely roll through or blow through stop signs making it dangerous for all modes. Prior Safer: remove stop signs to allow for less interrupted travel. Traffic circles? All Modes: Marked crosswalks for peds, more than sharrows for bikes (dedicated lanes).

I feel much safer with actual bike lanes - I worry cars don't understand sharrows! I commute daily by bike from the midway to St. Kates and I NEVER use Prior because of the stop signs and the weird connection at Summit.

make that a safer route, as folks on Prior often seem impatient due to having to stop for stop signs. Hence more bad behavior. Prior as a bike blvd is only meaningful to me if it also replaces many of the existing stop signs with roundabouts, which doesn't appear to be part of the proposal.

cars.

1) Too many stop signs on Prior Ave Cross traffic stop signs are 2-way only. 2) Remove stop signs for Prior traffic and make it a through street (obviously impossible so unable to make safe). 3) Put in bike lanes.

Summit avenue jog. Some kind of traffic calming ideas. Traffic bumps?

1) Safety Concerns? Cars just painting a striped lane does not prevent cars from hitting me! 2) Prior Safer - exclude cars/trucks 3) All modes? Only cyclers, joggers, and walkers.

Forced lefts on Prior/Randolph/Jefferson/Cleveland are a big problem would bike boxes or other accommodations be made for cyclist safety?

Turns on/off are a problem. Northbound at Summit is a serious conflict.

bikers, particularly at peak hours. As is, it is difficult for pedestrians to cross safely. To alleviate this, a stop sign may be required on Summit at the Prior intersection.

Stops at Wesley and Stanford too close. Dangerous crossing at St. Clair. Visibility. Slow Traffic.

Need more eyes on street near I-94 frontage Road. The condition of the roadway (Prior) between Pierce Butler and Marshall is poor. Missing boulevard grass at Marshall Prior should be restored. Too many stop signs for good bicycling. Problem at Summit. How to get to Cleveland. Prior seems to be carrying more traffic than in past years.

1) Since the north/south ends of Prior require turns and potentially riding on Randolph/Cleveland for 1-2 blocks, all of the safety gains of prior are eliminated. Turning on/off of a busy street is much more dangerous than riding straight on a busy street. 2) It is already a safe, quiet neighborhood street. Nothing. 3) Have dedicated bike lanes and remove stop signs.

Lots of parked traffic all along route. Concerns by nativity about elderly drivers. Route feeds traffic onto Summit but doesn't cross so encourages riding against traffic. Keep different modes separate. Remove parking so as to add separated bike lane.

Prior appears to be much safer than Cleveland for both drivers and bicyclers.

Safety concerns are turns on Randolph, Summit and University. Concerns with being "buzzed" by cars while riding. Improve safety by consistent traffic patterns. Protecting turns and enforcement.

1) Summit and Randolph 2) Flashers activated by bike presence at Randolph. 3) For flow, have signage allowing "Idaho Stop" for bicycles as a test for wider implementation.

Traffic circle at Summit. It's only a short jog at the intersection, not a problem for bikes. Or realign Prior cut off the median to angle it.

I ride Prior very frequently. I do not feel it would be safer than Cleveland with current bike lane plans. North of Summit there is more traffic.

This can be problematic south of Summit the roadway changes frequently - wider, narrower, alignment changes, many stop signs. Prior is a useful route and should be a boulevard but should not be the only option. Bikers not familiar could have problems [...] safety.

1). The large number of stop signs present multiple decisions for bikers and drivers to make about right of way issues. 2) install traffic circles.

None. The traffic is very low. There are really no safety issues with Prior.

How do you address bikes don't always stop at every sign What impact has bike [...] on Prior been - school safety. Longfellow, St. Marks.

The biggest concern is 90% of drivers do not [...] the [...] and don't believe bikes [...] road. Make a designated lane.

Safety is biggest concern at Randolph. Also, stop sign prioritization is also a concern. We would need to look at pedestrian safety north of University and cycling between Summit and Randolph.

no safety concerns

Summit intersection is dangerous and would require costly realignment. Randolph intersection would need a new traffic light. Bike lanes make any road safer. Dedicated spaces for all modes of transit.

additional traffic (i.e. bikes) causing more "congestion" which could cause more traffic safety issues. 2) more stop signs. 3) The suggested sharrows should do a good job of alerting autos to potential bikes. Pedestrians need to stay on sidewalks. With faster traffic pedestrians crossing Prior will create MAJOR safety issues.

It's not a separated bike lane. Too many structures will keep cyclists on Cleveland. Don't know how to improve safety with all the obstacles.

Bikers should obey stop signs. No need to remove them. No need to threaten "traffic circles" - which only adds to the ridiculously high property taxes we already pay in the Mac-Groveland area.

If Prior is only a bike boulevard, that is not a safe route for cyclists. Sharrows are rarely an effective way to dedicate enough space for cyclists.

This seems like the safest route for bicycles. Much less traffic volume and slower speeds all contribute to this being a safe route.

No safety concerns except where it ends a Randolph (crossing Randolph traffic) and where it crosses Summit which needs a large, multi-use path across the Summit median for Northbound cyclists and walkers.

Public Comments Received at October 28 Open House

Your comments on Safety: Prior Alignment. Questions to consider:

What safety concerns do you notice along the Prior route?

How could a Prior route be made to feel safer?

How do all modes (automobiles, bicyclers, joggers, walkers) best stay safe along the Prior route?

Furthermore, without designated lanes, all but the most bold and experienced cyclists will feel unsafe and be endangered. Only by closing it to vehicle traffic altogether.

No safety concerns. Upgraded crossing of Randolph at South end would be great for the neighborhood. Sidewalks for walkers and joggers are great. I have never had an issue with cyclists when walking on Prior.

cars.

Ave and a detour at Randolph. Bicyclist would ask that many of the stop signs be removed and replaced with more bicycle friendly alternatives. Homeowners and resident would be annoyed if the basket weave stop sign pattern would be replaced with alternate measures. And traffic would increase.

they are in a neighborhood and obey signs, laws, etc. Neighborhoods are not to be race tracks. Will our neighborhoods then have lanes for bikers?

Route finding will be more challenging without traffic calming or motor traffic diversion it will not function as a safe bike blvd. Nativity traffic at school start times must be better managed for peak bike commute traffic. Turn onto or off Randolph will be hazardous.

Too many changes in route - opportunities for cars not looking out for bikers and hitting them. Don't use it. A bike blvd using Prior - partially - is a poor idea. Dedicated lanes are vastly superior.

1) Wrong way riding for NB riders at Summit. 1,800 ADT is higher than suburban State-aid streets! (Share the road on Gleason in Edina?) 2) Neighborhood traffic circles, chicanes, SEVERE traffic calming. 3) Separation of modes

I think safety concerns are minimal. An idyllic residential street where I would be comfortable riding with a small child. The long-term ideas displayed on the board might be helpful, but primarily I think bikes and students at St. Catherine (Randolph) and St. Thomas (Summit) would benefit from the pedestrian refuges shown on N/S ends of this Prior Route (already partially there at Summit - modify to aid bikes)

Prior is a much safer alternative because 1) there is much less traffic 2) no buses 3) cars drive much slower on Prior than Cleveland Cleveland.

It wouldn't. None. It would keep Cleveland free for automobile traffic.

None. It is already a safe road. Be mindful of all traffic.

Schools along the route. What sort of safety improvements would help with people dropping off and picking up kids and buses to keep bike commuters safe from that traffic? Randolph intersection.

It really would not enhance the neighborhood.

responsible enough to ride in the street, they should be responsible and obey the laws. Also, they could mostly figure out how to make a jog to cross Summit Ave going north.

I think Prior is very safe. Bicyclists could stop at stop signs. They will be far safer on Prior than Cleveland.

This route seems very unsafe at the south end. To make it safer, we would need some clear, dedicated bike lanes painted on the road so bikes could get from Prior to Cleveland.

I'm concerned about the left from Randolph to Prior and to Cleveland south. The road from Cleveland to Prior is a bit of a stiff uphill and then an immediate left. Do the bikes take the center land to turn left? You have bikers that are in a bit of oxygen deficit as they get to that left turn onto Prior. I also don't like the connection (the legal one) at Summit. I believe that most bike commuters will just continue north on Cleveland when they get to Randolph, without the bike lane and the safety it provides.

Summit Ave would be unsafe. Prior is not connected straight through so many bikers would continue to use Cleveland, which would continue to be too fast for the neighborhood.

1) Dangerous intersections at Randolph and Summit. 2) Dedicated bike lanes as oppose to a bike Blvd. More traffic circles that slow motor vehicles and allow bicyclists to continue. Use Jefferson bike boulevard as easy east-west connection to Cleveland instead of Randolph. 3) Additional use of traffic circles. Dedicated bike lanes. Use of signals at major intersections (Randolph, St. Clair, Grand, Summit, Marshall, University) with prioritized pedestrian and bicyclists timing intervals so they may cross the road prior to motor vehicle drivers.

1) church/school traffic 2) reduce number of cars on Prior (divert cars) 3) be courteous to other mode users and pay attention.

1) Too many stop signs. bikers don't want to stop. Too inefficieint. Non-alignment at Summit makes northbound prior impossible. Scary getting north on Prior from eastbound Randolph traffic calming "squeezes" from Randolph to widmers really impded smooth traffic flow. 3) Obey all laws, especially giving bike reders the 3 foot state law minimum when passing. All drivers need to be very aware of pedestrian crosswalk laws. Too many ignorant, belligerant drivers imperil peds and bikers.

Vehicle speeds are almost the same on Prior as Cleveland. It's the speed difference that kills or injures cyclists. Traffic circles would make Prior safer. Millions of dollars of work. Also need to fix the Summit/Prior intersection. Separated areas, which is not part of the plan on Prior The plan does not make Prior safer or convenient.

go south 1/2 way across. At Randolph & Prior, they cross Randolph either by waiting for Traffic to clear or you could have traffic lights activated by buttons when needed

Wrong way on Summit to go South. Left from Randolph to Prior is not safe. Share the road, low speeds.

Public Comments Received at October 28 Open House

our comments on Connectivity: Prior Alignment. Questions to consider:

What connectivity concerns do you notice along the Prior route?

How could a Prior route be more connected/efficient?

Summit Ave - No alignment. Curb Cut at median. Signal at Prior and Randolph for left turns.

northbound.

don't stop.

I worry that bikes won't actually use this route and instead continue to ride on dangerous roads not designated with bike lanes.

Cyclists will be less safe because either stop signs will not change, and bikers will not stop or, they will change and more drivers will use it to drive faster during high traffic times. Either way, safety is compromised.

The Summit jog is important. Bicyclists will go the wrong way because they are queens of efficiency.

Ending at either Jefferson or Randolph does not connect me to Highland/Ford Parkway businesses. Ending at Randolph is particularly challenging for bikers with children or less experienced bikers.

Is there a direct route through St. Kate's campus? Otherwise it is unlikely that I'll use the route to access Highland area businesses. For this, Cleveland would be better.

Prior connects very well to the North and to Randolph which connects to Cleveland to the South and Fairview to the South. The largest connectivity issue is traffic control, bike and cars at the Prior and Randolph intersection. The direct bus and light rail connections are very nice to see. The Prior route can be made more efficient by removing or changing stop sign directions to allow for free flow of traffic.

Fewer stop signs--consider roundabouts instead.

Make diagonal walk/bike path across Summit (Well marked for cars to see like new crossings on Jefferson, Cleveland and Cretin)

Possible bikeway through St. Kates that would connect with Highland Park

Already a pace that meet bicyclists speed limits. Can add roundabouts. I've been using the Summit/Prior "jog" since I was 9 years old, it's not hard to figure out. Bikes crossing there will calm bike traffic on Summit Ave.

As a Highland resident, I prefer Cleveland because it goes right into the village and would be easier (and less hilly) when I commute to Minneapolis.

Prior would require major construction to reduce stop signs and make connections to summit and Highland Village

(would be more efficient) If St. Kate's had a direct through route that travels south to and past Ford Parkway.

No direct access to local businesses. No direct access between St. Kate's/St. Thomas. No direct access to Highland Park or highland village shopping along Ford Parkway.

Dangerous intersections at Randolph and Summitt--additional costs to remedy

Prior doesn't go south of Randolph so cyclists have to cut back west to Cleveland. A cyclist who is traveling North on Cleveland who wants to go West on Marshall or Summitt or University is not going to go 0.25 miles East to Prior and 0.25 miles back West (1/2 miles out of their way and up a hill on Randolph). They'll continue North on Cleveland or go West to Finn.

Prior's Crossing of Summit is also awkward. It necessitates a cyclist bike against traffic when going Northbound. As such it needs a multi-use path with curb cuts that crosses the Summit median for Northbound cyclists.

It does not connect at the South end at all

It has serious alignment issues at Summit

It doesn't connect well due to stop signs

This is awesome because it connects to a current bike route

Bikers going North on Prior will be forced to go against traffic on Summit, creating a dangerous situation for both cyclists and drivers. North of University there are no connections West to Raymond Avenue which is the closest connection across the train tracks without back tracking down Pierce Butler, then transfer to Ellis.

Connect Charles to Prior Avenue. It is currently only separated by a chained parking lot.

I don't see any reasonable way to fix the summit disconnect.

Prior is not connected to local businesses. Prior is not a direct route that will increase cycling and create the type of Infrastructure we need to attract and retain young residents.

No connectivity problems. Bikers would jog over just like cars do on Prior

Too many stop signs may push bikers to Cleveland. Remove stop signs to improve flow?

Addition of facilities on Randolph to Fairview at the South end would be helpful

The Prior bike route seems like a great alternative to bike lanes on Cleveland. Safer, less car traffic

I don't like the Cleveland to Prior jog and left turn (conversely the Prior to Cleveland turns). I don't see a more efficient approach to this route.

What is it connecting to? There are hardly any businesses/destinations that would want to go to on Prior. Also, it would require me to travel out of my way if I was just using it as a throughway. Gets an "F" for connectivity.

destination is on Prior (as it should be). Adding "sharrows" is a waste of money. Teaching drivers to follow basic traffic rules should be drawn from this budget.

With no buses already Prior seems safer

Bikers are creative--they would determine the best route around St. Kate's to Highland/Ford

I have no concerns. This seems like a safer, reasonable route for bicyclists

Public Comments Received at October 28 Open House

our comments on Connectivity: Prior Alignment. Questions to consider:

What connectivity concerns do you notice along the Prior route?

How could a Prior route be more connected/efficient?

This route has issues on both the South and North (Summit) ends. It doesn't make much sense when Cleveland is so direct. Plus the businesses I would want to visit (malts!) are on Cleveland.

Prior has great connectivity, as noted on the Board. I followed the two routes on bike and see that Prior also has the advantage of connecting to the existing River bike route North of University.

I looked at the bike plan also--continuing Cleveland lanes North of University would be very expensive (infrastructure changes).

I love the Summit & Randolph pedestrian/bike island idea to ease the transition.

If I lived on Prior, I would be concerned about bikers going fast and not stopping for stop signs etc.

A Bike boulevard would encourage more recreational and community engagement as it does with driving. People could park in front of their houses and have guests, etc.

No connectivity issues.

Looks good to me

Randolph to go on Randolph to less busy streets beyond Cleveland or Fairview and then come back to Cleveland or Fairview South of Randolph.

Frankly, this connectivity issue raises the question about whether a bike lane between the River and Fairview (is needed?) at all.

This is a poor choice for a cityway connection between University and Highland village. Not a straight path, too many stop signs, concerns about safety at larger intersections like Randolph and Jefferson.

It's a partial connecting route it doesn't enhance biking as transit. A bridge over St. Kates would help.

Concerns about businesses. What will they say? Nativity/Widmer, etc.

This alignment would only entice me as a rider if a proper bike boulevard were approved: Circles, stop signs removed at all minor intersections, and a traffic light optimized for bikes at Randolph. Also, a connection from Randolph to Highland.

cost \$

Prior is not as well connected as Cleveland.

(could be more connected/efficient): Remove all stop signs

too many stop signs for cyclists. Will increase potential for accidents.

Structural issues between Marshall and University as well as south of Randolph. I don't see solutions to this.

Connectivity South is a concern. How to get pedestrians and cyclists to Cleveland crossing Randolph.

Prioritized stop signs for Prior could make it more efficient. But could also increase traffic in the neighborhood

concerns at Prior and Summit. Either a) expand the existing concrete sidewalk across the median or b) install a new perpendicular sidewalk (5' wide) across the median at Prior.

routes in St. Paul

issues.

It's not direct. Flip the coin and imagine making cars move to Prior Ave. Allow cyclists as close to possible a no stop street. That said, Prior isn't the correct choice

Churches and grades choos will likely not have additional bike traffic. Prior already has a fair amount of bike traffic--I don't envision much changing except additional recreational bikers. Eliminating stop signs will surely allow faster traffic and be more of a safety issue

It is not connected. I would continue to bike on Cleveland.

Connects routes not destinations. Summit has NB wrong-way for bikers. (How could it be more connected/efficient): E/W lanes at any business node from Cleveland Fairview.

Diagonal shortcut through St. Kate's (Prior to Scheffer?)

Connectivity: Prior doesn't really connect to any key destinations. Restaurants, shops, schools, etc are all along Cleveland Avenue.

Furthermore, Prior has multiple awkward jogs where people are forced to cross streets/connect to other streets anyway.

Prior made more connected: Remove stop signs along route that would discourage bikers from using the street. Come up with ideas on how to better connect Prior to key destinations, particularly at busy intersections

there, especially the future Ford site redevelopment. Cleveland is a much more effective long-term option because of the nature of the ease of travel.

Living South of St. Kate's this route would leave me disconnected.

Not direct at all! No bus route connections. Causes way more turns and cross-traffic conflicts than Cleveland.

Manifold problems: doesn't run along Cleveland businesses, doesn't connect to Highland Village, doesn't connect to new development South of Ford, requires long-term fix to connectivity issue at Summit. Move it to Cleveland.

Crosswalk with signal lights for crossing Randolph.

Bike path asphalt laid across Summit Ave. median for safe connections to Fairview or River Road

Significant issues with turns across traffic. Clear signate and protected turns would help

While note ideal, Prior has less connectivity concerns than Cleveland due to the Street's lower traffic volume.

No connectivity concerns. Bikers will feel safe and family oriented.

I commute daily from St. Kate's to the midway and I never take Prior because of the weird connection at Summit and the fact that there are no convenient ways to get up to University.

Public Comments Received at October 28 Open House

our comments on Connectivity: Prior Alignment. Questions to consider:

What connectivity concerns do you notice along the Prior route?

How could a Prior route be more connected/efficient?

If the route must be between the river and Fairview, Prior would be redundant. Prior is far away from local businesses on Cleveland and homes to the West of Cleveland. The few extra blocks would add significant distance for a cyclist. Put it on Cleveland.

The entire route is a connectivity problem.

I don't see any safety concerns except North of University Avenue. Nice wide street with little traffic. Not sure it can get any better.

Not much of any (connectivity concerns). There already is a bike route down Prior from Pierce Butler to Summit, so there is existing infrastructure. Most bikers run stop signs anyways, so the current stop signs should cause a problem.

The list of schools and connections is all I need to know about this. Connect people, options, schools, trips. Connect it. Bike, bus, train!

All the stop signs. Prior/Randolph Transition. The jog at Summit. Crossing the median. Remove the stop signs

Problems at Summit--how to cross Summit median. How to get from Prior back to Cleveland.

Prior may be better for less experienced cyclists.

Prior is not halfway between Fairview and the River Road

Not a direct connection to Highland Village for cycling.

Connectivity is a major problem. Bikers will not use it due to this problem. Remove stop signs but it still would not connect through.

Prior is not very useful to connect me to places I need to go when I bike. Maybe more businesses to Prior? Just kidding.... Maybe lots of paint, waymarkers and lights would mitigate connections onto Randolph/Cleveland/University?

Connectivity--Summit not much of a jog, no issue. Connect Prior bikeway to Fairview to improve bike lanes.

easements.

I am most concerned about the jog at Summit and safety. I don't know how to make it better.

More stop signs at Prior/Randolph. Left arrows on lights at Fairview/Cleveland.

Parking issues at Randolph. Where the route connects to Cleveland? Has St. Kate's expressed interest in having the route through campus? U of M has in campus routes.

Prior should be closed to autos at Randolph to facilitate a visible meaningful connection.

event in the Cities here. Traffic calming and the efficient use of travel/circulation systems for the use (priority) of non-motorized systems! The wave of the future!

Other than the Summit and Randolph issues, it connects well with Marshall and 2 blocks from Fairview.

But Cleveland without parked cars and calmer traffic would be lovely and might get my wife and daughters out to ride more (interested, but concerned).

The disjointed nature of this route would make it far from ideal for cyclists. I feel like the goal and vision of the bike plan is a fully connected bike network, and Prior does not go very far toward contributing to this vision. Stopping every block is not a good bike route option.

Cleveland to Randolph to Prior--not optimal, but it keeps businesses on Cleveland and Randolph

The turn going North on Prior at Summit is difficult to navigate and there are too many stop signs. Remove stop signs and create an easier way to continue North on Prior at Summit.

It's safer. Add a 4 way stop at Prior and Summit.

I'm very concerned about connectivity on Prior. I'm a pretty casual biker and I'm concerned whenever I make turns--particularly left ones. I really really dislike the two jogs necessary on Prior.

The connectivity concerns are pretty obvious: Prior doesn't go all the way along the entire North/South axis. Moreover, the number of stop signs would be sufficient to dissuade me from using this route. I often ride North on Cleveland from River Road via Edgemoor/St. Paul (and sometimes South along this route). There is no equivalent on Prior. I think Prior fails badly by this criterion.

The safe movement of all travelers across summit is a concern. It should not be just about the bikes.

problem no matter what direction you would be traveling. Not sure how easy it would be to change that area given the potential "historic" complications of Summit Avenue

It isn't good enough. Would prefer Cleveland to Ford Parkway. This ideally would also go to University/Light Rail

I think a third option should be no additional bike route.

Striping on Summit to allow Northbound (include sidewalk as a route). Bicyclists to continue on Prior.

A horrible, convoluted mess. Too many changes in which road to use--too confusing to not only bikers but cars also.

Make Prior Bike only--no car and keep Cleveland for motor traffic.

Move sharrows from Prior and Randolph to Cleveland. No reason cannot ___ street for two blocks.

Public Comments Received at October 28 Open House

Your comments on Neighborhood Impact: Prior Alignment. Questions to consider:

What neighborhood impact concerns do you notice along the Prior route?

How would a bike boulevard along Prior Avenue enhance the neighborhood?

What fears do you have regarding the impact on the neighborhood of a Prior bike route?

Changing stop signs to roundabouts would negatively impact the neighborhood

The Prior route doesn't access the businesses I want to bike to.

It also requires a jog at Summit and bicyclists will bike against traffic. That is what I already do on Prior

Bicycle Boulevards, so far as I can tell, are useless unless some aggressive treatments like restricting automotive turns onto Prior. I doubt St. Paul is interested in these types of treatments. Sharrows are useless.

Not safe for any but adult skilled bikers on such a busy street

Faulty assumptions that we want to "encourage" more bikers. Residents have cars and 99% of them use them to get around.

Bikers can use Prior as is just fine. Don't drive out neighborhood business in place of recreation.

I need to bike to stores in Highland. Will this alignment get me there on my bike?

Installing a bike boulevards along Prior would connect several schools to a bike route on a street with less traffic.

Removing or changing the existing stop signs would allow for increased access to the neighborhood

I support the bike lane/bike boulevard being installed on Prior

I support a bike lane on Prior if there are fewer stop signs, more roundabouts and a good way to cross Summit North bound

Avoid Sharrows. I do not like them as a biker or as a driver. Side bike lanes (buffered ideal) are best. Making Prior more bike friendly could potentially increase bikers and decrease car traffic.

I have no impact fears. It would not really enhance the neighborhood or the street because prior is already a low-traffic, low-speed, mellow street. If you put in traffic circles and other typical "Bike boulevard" treatments, you'll just piss off neighborhood residents for no good reason.

No neighborhood impact. Bikes are quiet, don't pollute and promote a pedestrian friendly atmosphere

Very few - Prior would pick up a few more bicyclists (it already has a lot because people won't ride on Cleveland). Yes, but I question if one is needed (re: adding traffic circles). Test the shared lanes concept on Prior for 2 years and then determine if measures such as traffic circles are needed. None. Just hope bicyclists would stop for stop signs. That's why they are there.

Poor choice for all the known reasons. 2) Better than nothing. More bikers are always better. 3) Non-alignment at Summit. Safety issue. Ditto bikes needing to use Randolph to access Cleveland southbound Cleveland and to access northbound Prior off eastbound Randolph

Prior impact? Schools: Groveland, Longfellow, St. Marks Nativity.

Parking "not impact," "Not issue": I often see bikers quickly scan and continue through stop signs. Shows just increase "driver" care

A Prior bike lane would improve the neighborhood. Prior would be better suited to bicycle travel. No fears of any impact.

None of the bikers obey the traffic laws. (How to increase safety): Obey the traffic laws

I really don't see a large neighborhood impact to this route. At least no more than there is currently. Prior is the preferred route by bikes now for so many reasons--no buses, less busy than Cleveland, safe! I don't see a substantial impact to residents as they will keep their parking.

I believe this would be lowest impact even with the cost. Cleveland would cost so much more.

(Neighborhood impact concert): If bikers do not observe traffic laws, child safety

If bikers observe traffic signs as required by law, no adverse impact. We have lived in Mac-Groveland for over 40 years. Multiple generations have biked safely on side streets. No special lanes are needed.

I understand the connectivity concerns, but feel they can be addressed. Maybe a stop sign or light at Randolph and prior. Those who drive have same issue at Summit. Maybe a creative idea could help everyone.

bike.

I do not like that this route is indirect and contains stop signs

Bikes and cars/trucks on the same lanes! Just like now! But! Remove stop signs without installing roundabouts immediately increases speeding traffic on Prior. Not good for our neighborhood and kids, pets, college students on their cell phones and ear plugs!

No impact. Bike traffic will increase slightly on Prior. No fears.

I'm concerned that Prior would make no impact on changing/improving our neighborhood. IT would go unnoticed (in terms of development opportunities) much the same way as Jefferson.

Bad safety for pedestrians

I walk--those stop signs were difficult to get on Prior for needed pedestrian safety. Your safety concerns only apply to Bikers--who themselves DO NOT follow the rules of the road nor stop for signs and pedestrians.

Prior Avenue has a few concerns: 1) Neighborhood could be positively impacted with greater foot and cycling traffic. however, changing this to a bike boulevards would require changes to stop signs to give priority to the boulevard route.

2) The biggest fear is that there will be limited access to Highland (further south) as well as requiring turns left onto Cleveland.

Street would have to have a lot of modifications to be an effective bike route for people biking as transportation

If any resolve to the so-called 3rd bike lane, I think Prior is the best option, and a bike Boulevard installed with circular roundabouts to control auto traffic. Really, living in this neighborhood I rarely see a lot of bike traffic on any side streets. Even the named bike ways! The best solution is to stick with existing 2 paths and use them!!

Frequent stop signs create turbulence and encourage bikers to blow through. Traffic circles would calm traffic.

It would provide for a safer route. Connectively would not be as great.

Public Comments Received at October 28 Open House

Your comments on Neighborhood Impact: Prior Alignment. Questions to consider:

What neighborhood impact concerns do you notice along the Prior route?

How would a bike bouelvard along Prior Avenue enhance the neighborhood?

What fears do you have regarding the impact on the neighborhood of a Prior bike route?

I suspect no impact

As a biker, I could not take a route that had me stop every block or other block. I also worry about Nativity.

If we move the bikes to Prior what impact will that have on Nativity? The church users already crowd the bumpouts reducing lane width, adding bikes will make congestion worse. I do not see any enhancement to the neighborhood.

It would be a nice route, with little impacts possible too far from Commercial. Enhancement!

How about people just use Fairview?

Minimal impact

No impact. Best alternative--enlarge, improve it. Make is safer and establishment of bike route.

No fears

I feel that the numerous stop signs along the route would make this a difficult route for cyclists. Trying to mitigate this issue (e.g. roundabouts) could pose difficulties for the neighborhood

Changes stop sign position is likely to take time to restore safety.

It would make very little difference, but would easily connect to existing bike @ Jefferson

If there is a bike lane and not the sharrows, it would impact parking. I don't think there would be any impact on the neighborhood. I am hoping that cars would slow down on Prior with the sharrows.

Bikers won't use stop signs anyhow. It's ssafer so more folks will get to ride on it.

Connects bike routes but not destinations. Last miles down side streets more common for this route.

I don't really see any major impact to Prior with any of these plans. A bike boulevard would actually serve to increase and enhance the neighborhood in my eyes. I make use of Prior often as a connection in my travels. Bike Boulevard YES!

No fear but prefer Cleveland.

Please don't put the bike route on Prior Ave. Too many stop signs would be removed by bicyclists to use Prior. This would increase motor traffic and be unsafe for all of the families that live near Prior.

It's not a perfect route, but I feel that Cleveland Ave would put long standing good businesses out of business.

The frequent stop signs are a big challenge. They need to remain but they will discourage cyclists.

No fears/impact; it will not enhance the neighborhood.

Very residential. Turns a neighborhood street in the thoroughfare

We have concerns with fast traffic on Prior already. If more stop signs are removed this problem would increase. I would request an additional stop sign at Prior and Palace.

It may create additional travel options.

Additional traffic could be problematic for neighborhood 'feel.' Putting a transit route through a neighborhood would change things. Cleveland is already highly traveled.

I live in the area of Prior with the existing bike lanes and use them frequently. As they are not protected, I avoid use during peak travel times. The frequent stop signs are certainly less desirabile/efficient than the Cleveland Ave. option. I feel our residents who choose to bike should be provided with an efficient/safe option--Cleveland would be better than Prior.

I worry about eliminating stop signs on Prior. Will it be safe for folks in the neighborhood? Will cars understand sharrows?

Removing stop signs would encourage motorists to cut through the neighborhood. This could make it a louder, more dangerous and detract from the neighborhood. The route would create more bike traffic.

I don't think a bike boulevard is sufficient bike infrastructure for Prior. A dedicated bike lane would be better and the residents/businesses along prior will be just as unhappy with the addition of a bike lane.

There is no fear about this. In fact, it would be more family friendly for riding. No concerns. An excellent idea.

The frequent stops and lack of a complete route in addition to the lack of identified bike lanes makes this a far inferior route.

If cars have to stop every other block, why can't bikes. Maybe have a traffic circle at Jefferson and a traffic circle at Summit?

A bike Boulevard doesn't feel as ssafe as bike lane!

Those "jogs" feel quite dangerous. Need 4-way active traffic management (lights) at the jobs.

Bike boulevards suck. I ride them often. Cyclists are at risk of people in parked cars opening doors as they ride by. Also, cars drive down the road with little respect or caution to bikes. Bike boulevards are a weak compromise that gives the appearance of having done something but what is done is not effective. Worst of both worlds.

I feel Prior would be a better choice for a bike boulevard than Cleveland because there is less traffic and parking is not an issue.

encourage more cyclists.

Fear animosity between cyclists and neighborhood.

Would encourage bicyclists use, but not nearly as much as dedicated bicycle lanes. Could raise property values

Some stop signs would need to be replaced with traffic circles. There would be more eyes on the street with a bike boulevard.

Bike "boulevard" is not nearly as good or efficient as a lane. Why do anything to Prior between Summit and Randolph? There are stop signs every block or two anyway.

Public Comments Received at October 28 Open House

Your comments on Neighborhood Impact: Prior Alignment. Questions to consider:

What neighborhood impact concerns do you notice along the Prior route?

How would a bike boulevard along Prior Avenue enhance the neighborhood?

What fears do you have regarding the impact on the neighborhood of a Prior bike route?

I think a bike boulevard would be a much safer bike route than Cleveland for both bikers and drivers

Since Mac-Groveland is behind bicycles, Prior is a great option since it will enable more minors to bike. Better for erratic college bikers. Bicycles should stay off major routes. They can help to keep enighborhood safe by providing a watchful population.

This is already a well utilized street for bicyclists as it is a safe route. Designating it as a bike route will help to connect the neighborhood all the way up to University allowing enhancements for the neighborhood. This will connect St. Thomas and St. kates as well as the Church and School at Nativity to use the rest of the nieghborhood.

I think it would be a pleasant route as a rider. Traffic circles are attractive and useful to both drivers and cyclists, so they would be a nice addition. In many cases bike boulevards increase the value of neighboring housing.

without any stops to slow them down, creating a very dangerous environment for anyone living, working or traveling on Prior by any means other than a car.

(requiring?) Prior were closed to vehicle traffic all together, it would be terrific for families living there, encourage more cycling etc.

(Fear): That it will be a deathtrap for cyclists and families.

No concerns or benefit. Would not improve neighborhood or increasing cycling.

Provides a natural continuation of the existing route that ends at Summit currently. I would feel safe riding on Prior with my family.

Not too much impact

I am concerned about school pick up and drop off traffic at Nativity.

I don't have any fears about neighborhood impact. Although I am concerned about a route that doesn't work well for cyclists and other users of Prior Ave. (stop signs, lack of safe crossing at St. Clair and Summit).

I am concerned it will cost a substantial amount more than lanes on Cleveland.

Sharrows alone are useless.

Using Prior will be a waste. It will not be heavily used. It would be good for Prior, but not really all that great for the city. (What fears do you have?): That it would be 20 years before it would be in place.

Don't know of neighborhood impact. Would encourage businesses. (Fears): That if it is not a lane, then cars may become impatient with bikes and that impatience would escalate.

No impact on the neighborhood. Better impact for local neighborhoods. More business for Grand Performance. No fears.

A major concern is the stop signs. I'm fearful that the need for traffic circles would mean the project never happens. I don't think the bike boulevard would enhance the neighborhood really. There's nothing I want to go to on Prior so I'm not sure it would be used.

Public Comments Received at October 28 Open House

Your comments on Parking: Prior Alignment. Questions to consider:

What parking concerns do you notice along the Prior route?

Remove stop signs so bikers do not have to stop is stupid. They seldom stop anyway. Stop signs have been very successful to slow vehicle traffic to better neighborhood and must stay. At least until roundabouts.

Maybe we ought to line up Prior north and south at Summit, eh? Could be done. As it is now there are always drivers going north who go against the one way instead of going east one block.

I see no bike parking. :)

Why do we need another bike lane three blocks from an existing one (fairview)? Realistically, how many people would use it per year? During winter? Plows don't plow to the curb - really narrows roads.

None.

Residents need quick in and out access on this road. It is plenty safe for your moderate child or adult biker as is.

will be impacted. This route is the exact opposite to Cleveland as far as parking is concerned. I support a bike boulevard being installed on Prior.

Get rid of parking on one side of Prior between Grand and Lincoln. This block is very crowded with the current conditions.

Eliminate parking on both sides of Prior between Lincoln and Grand.

None. Parking should be removed to allow dedicated separate bike lanes if possible.

None.

Need parking around nativity church (Prior/Stanford - Wellesley) and widmers (Prior/St. Clair)

Slightly better than Cleveland, slower pace. Should keep some spaces for elderly who use grocery store and church.

None. But parking concerns should not be a deciding factor in bike lane placement.

I'm not concerned about this. Enforcement would need to be strong to keep poorly parked vehicles from reducing the already narrow width road. That's already an issue, but not a huge one.

No parking concerns.

congestion.

Would there be parking changes with a bike boulevard on Prior? I am less concerned about vehicle parking even though I do drive and bike and park. I can walk a half block.

None.

With the number of people parking along Prior (lots in my experience as a Nativity parishioner), adding a large number of cyclists makes "dooring" much more likely.

There is really none. This should be the selected choice.

None.

If you were to put a bike route on Prior, I don't believe a bike boulevard will provide the necessary awareness/safety to sufficiently protect cyclists. Therefore I believe Prior would have the same parking challenges as Cleveland.

Parking near St. Kates is already at a premium. Any reduction would be difficult for residents.

I wonder if there would be parking problems around Nativity or if cyclists would feel safe when there is an event at church.

Commercial nodes at Grand and Saint Clair. Dense multi-family housing at Grand. Some Multi-family housing at Saint Clair. Three Churches along Prior, particularly Nativity. Numerous observations indicate intense use of on-street parking on Prior.

I live on Prior, across the street from one of the several churches. I cycle Prior daily on my way to work and errands. Weekends, church parking nicely narrows prior, slowing traffic and causing cars to actually stop at stop signs. I'm a fan of that! Concerning to me are the many suburbans, durangos, and [...] at Groveland Park for various sports events. These parkers and drivers are a regular source of danger to me. The jog at Summit is unpleasant, but more manageable than the countless stop signs.

working well.

I have no problems with the parking issue on Prior if there won't be any removal. However, parking on Prior and bikes going by parked cars can be unsafe (doors opening, people coming out, etc.)

There would be no parking impact on Prior because there are very few actual homes or businesses on Prior.

intersections?)

Parking doesn't look to be a concern but could be impacted by a boulevard with safety at intersections.

If Prior is considered, we should reduce the parking to one side of Prior to give more room for passing cars/bikes. I have concerns of being "doored" on bike blvds in general. Sometimes it's too narrow for 2 parked cars, 2 moving cars and one bike to navigate each other.

None really, maybe getting doored by a church attendee.

What about Nativity?

With no dedicated bike lanes, cyclists will be forced into the road (unable to dip into the parking bays) if cars are parked there.

At the church - during-actually before and after services and events, this little section is worse than one might think.

None. No loss of parking at all.

out?

None. Is safest route.

Already is full of parked cars at widners. Nativity to Randolph, especially during mass and school days end.

Public Comments Received at October 28 Open House

Your comments on Parking: Prior Alignment. Questions to consider:

What parking concerns do you notice along the Prior route?

I don't see any immediate impact except maybe @ Prior and Grand (Grand Performance and Thomas Liquors) and @ St. Clair (Widmers)

None--doesn't seem like an issue!