



CITY OF SAINT PAUL  
Christopher B. Coleman, Mayor

1500 City Hall Annex  
25 W. Fourth Street  
Saint Paul, MN 55102-1660

Fax: 651-266-6222

5/3/2017

**SUBJECT: Summary of Public Testimony Regarding the Saint Paul Bicycle Plan 2017 Update**

On 3/24/2017, a public hearing was held at the Planning Commission regarding the proposed Saint Paul Bicycle Plan 2017 Update.

There were no persons present at the meeting to provide testimony.

Six statements were received via email and are attached to this document. All six state a desire for bicycle lanes on some or all of Rice Street.

Revising the Saint Paul Bicycle Plan to reflect planned bicycle lanes on Rice Street is beyond the scope of revisions currently under consideration. This update includes only revisions related to the Saint Paul Grand Round, the Capital City Bikeway, and a handful of other miscellaneous housekeeping items as described in a memo dated 1/22/2017. However, the testimony received stated some compelling reasons why bicycle lanes on some or all of Rice Street may be desirable.

Ramsey County, which has jurisdiction over Rice Street, is currently completing a Rice Street Transportation Safety Study between University Avenue and Larpenteur Avenue in advance of anticipated reconstruction of short segments being reconstructed in 2019. City staff recommends that the possible addition of bicycle lanes on Rice Street be considered within the context of the County's study. City staff has forwarded the statements received to County staff and has requested that a feasibility study of bicycle lanes be included in their scope of work.

The Heritage Preservation Commission also provided a resolution to the Planning Commission for consideration. The resolution encouraged bikeway implementation to be consistent with previous preservation studies and urging coordination with HPC staff and compliance with relevant preservation ordinances when bikeways are implemented.



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**From:** [Andy Singer](#)  
**To:** [Collins, Reuben \(CI-StPaul\)](#)  
**Subject:** a comment on Saint Paul Bikeways Plan revisions  
**Date:** Monday, March 27, 2017 12:23:45 AM

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Dear Mr. Collins,

I would like to make an official comment on the Saint Paul Bikeways Plan revisions: I would like to see Rice Street designated for on-street bike lanes.

Ramsey County is considering doing a 4-lane to 3-lane conversion of Rice Street, at least some of it. I strongly support this because Rice Street is currently a "4-lane Death Road" for pedestrians and cyclists. Based on city and county statistics, from 2003 to 2013, fifty pedestrians and thirty-four cyclists were hit by cars on Rice Street, many of them children. At least seven of these crashes resulted in "permanent incapacitating injuries." In 2014, 11-year-old Bikram Phuyel was hit crossing Rice to school and suffered severe head injuries.

Despite being so dangerous for cyclists and pedestrians, Rice Street is an important neighborhood commercial and retail street. It has schools, groceries, restaurants and many different goods and services that people need, and many folks have few options but to walk or bike to get to them. Given the dangerous conditions, many cyclists bike on the sidewalks which creates conflicts with pedestrians, and the business environment is not as vibrant as Payne or Grand Avenues precisely because of all the dangerous, speeding motor vehicle traffic.

Meanwhile, Rice only carries around 15,000 vehicles per day, well within Federal guidelines for a possible 4-3 conversion. So, for many reasons, it's a great candidate. Bike lanes would greatly increase access to the street, calm traffic and give Ramsey County another excuse to reduce it to 3 lanes of traffic.

The Bikeways Plan currently contains many proposed routes that are long-shots in that they are reliant on actions from Ramsey County, MnDOT or railroads that may or may not happen. Dale Street is an example of this. It was supposed to have bike lanes but, because of political opposition, the County decided not to do a 4-lane to 3-lane conversion of it when it was last rebuilt. So let's add Rice to the plan. If the county doesn't act, it can always be removed at some future date but, right now, we have a golden opportunity. Let's try to grab it.

Sincerely,

Andy Singer  
2103 Berkeley Avenue  
Saint Paul, MN 55105  
651-917-3417  
[andy@andysinger.com](mailto:andy@andysinger.com)

**From:** [Richard Holst](#)  
**To:** [Collins, Reuben \(CI-StPaul\)](#)  
**Cc:** [Brendmoen, Amy \(CI-StPaul\)](#); [OBrien, Kim \(CI-StPaul\)](#); [Thao, Dai \(CI-StPaul\)](#)  
**Subject:** Comments on the St Paul Bicycle Plan 2017 Update  
**Date:** Saturday, March 25, 2017 7:45:18 PM

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Reuben,

The St Paul Bicycle Plan should be revised to include an In-Street Separated Lane on Rice Street from Larpenteur Avenue, south to Como Avenue, minimally or further south to University Avenue ideally.

The current plan includes some north-south connections that are unlikely to occur, in the near and maybe even in the long term. There are two railroad tracks that go roughly east-west that create significant obstacles to north-south travel by bicycle. The Bicycle Plan proposes two crossings at the northern tracks that do not exist by any means. The crossing on Farrington Street and Ivy Avenue would require a bridge or a tunnel for the hoped-for Rail-to-Trail conversion of railroad tracks. The current active railroad track is from Jackson Street and Maryland Avenue to Larpenteur Avenue.

As Rice Street crosses the St. Paul northern border at Larpenteur Avenue, an In-Street Separated Lane would create a connection to Off Street Paths that begin a block north of St. Paul. The southern end of Rice Street is the Rice Street stop on the Green Line, which is a critical connection for multi-modal transportation options.

Rice Street is the commercial heart of the North End. People who bicycle in the North End are unable to ride safely on this street. Those that do bike, are frequently seen on the sidewalks, which unfortunately creates potential conflicts with pedestrians. Even though the Bicycle Plan calls for some parallel streets to be marked for bicycling, such as Park Street, this does not provide a route into or out of the North End. The north side of the northern railroad tracks creates even more difficult problems. Any route you attempt, the east or west of Rice Street does not go through due to dead end streets (for example, Albemarle dead ends at Nebraska and is blocked by a fence).

One option would be a combination of 4-3 lane conversions north of Geranium Avenue coupled with removing some 4PM to 6PM parking restrictions south of Geranium Avenue. This should make In-Street Bicycle Lanes a reasonable possibility. Rice Street is currently under study by Ramsey County. This adds an opportunity that will not be available again for many years if this opportunity is not taken now.

Thank you,

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Rich Holst  
1284 Marion St.  
St. Paul, MN 55117  
651-278-6420

**From:** [Edgerton, Dan](#)  
**To:** [Richard Holst](#); [Drummond, Donna \(CI-StPaul\)](#); [Collins, Reuben \(CI-StPaul\)](#)  
**Cc:** [Edgerton, Dan](#)  
**Subject:** Re: Comments on the St Paul Bicycle Plan 2017 Update  
**Date:** Saturday, March 25, 2017 8:59:25 PM

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Hi Donna,  
Comment for the public record.  
Dan

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From: Richard Holst <[holst046@gmail.com](mailto:holst046@gmail.com)>  
Sent: Saturday, March 25, 2017 7:45 PM  
Subject: Comments on the St Paul Bicycle Plan 2017 Update  
To: Reuben R. Collins <[reuben.collins@ci.stpaul.mn.us](mailto:reuben.collins@ci.stpaul.mn.us)>  
Cc: Brendmoen, Amy (CI-StPaul) <[amy.brendmoen@ci.stpaul.mn.us](mailto:amy.brendmoen@ci.stpaul.mn.us)>, <[dai.thao@ci.stpaul.mn.us](mailto:dai.thao@ci.stpaul.mn.us)>, OBrien, Kim <[kim.obrien@ci.stpaul.mn.us](mailto:kim.obrien@ci.stpaul.mn.us)>

Reuben,

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One option would be a combination of 4-3 lane conversions north of Geranium Avenue coupled with removing some 4PM to 6PM parking restrictions south of Geranium Avenue. This should make In-Street Bicycle Lanes a reasonable possibility. Rice Street is currently under study by Ramsey County. This adds an opportunity that will not be available again for many years if this opportunity is not taken now.

Thank you,

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Rich Holst  
1284 Marion St.  
St. Paul, MN 55117  
651-278-6420

**From:** [Ethan Osten](#)  
**To:** [Collins, Reuben \(CI-StPaul\)](#)  
**Subject:** Rice Street and the Bike Plan  
**Date:** Monday, March 27, 2017 11:37:42 AM

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Dear Mr. Collins,

Like many, I am writing to urge inclusion of Rice Street on the Saint Paul Bicycle Plan. Rice is the critical north-south transportation corridor for the North End and eastern Frogtown, both of which developed around the street and its essential railroad crossings. As such there are few alternative routes, few of which will be safe for bicycles in the foreseeable future.

Although the scope of the current revision process may not allow Rice to be included immediately, I hope the city and county can work together to make it a safe street for all users.

Thank you,  
Ethan Osten  
co-chair Saint Paul Bicycle Coalition

**From:** [Eric Saathoff](#)  
**To:** [Collins, Reuben \(CI-StPaul\)](#)  
**Subject:** Rice Street  
**Date:** Monday, March 27, 2017 12:21:06 PM

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Reuben,

I saw that you have replied to Richard Holst regarding bike lanes on Rice for the St. Paul Bike Plan. I shared with him your response to me regarding Lower Payne Ave and how the revisions of the plan at this time are limited to a few specific items. For what it's worth, I am also in support of bike lanes on Rice St.

See you in a few hours.

Eric Saathoff



**From:** [Michael Sonn](#)  
**To:** [Collins, Reuben \(CI-StPaul\)](#)  
**Cc:** [Brendmoen, Amy \(CI-StPaul\)](#); [#CI-StPaul\\_Ward1](#); [#CI-StPaul\\_Ward3](#); [Bicycle Coalition](#)  
**Subject:** St Paul Bicycle Plan 2017 Updates  
**Date:** Sunday, March 26, 2017 2:36:43 PM

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Reuben,

It has been brought to my attention that there is a comment period for the 2017 update to the St Paul Bicycle Plan. I'd like to offer a suggestion to add in-street separated bike lanes on Rice Street.

While I live in Ward 3, I have recently started volunteering for Big Brothers Big Sisters and Robert, my "little", is from the North End. He lives one block off Rice just north of Front Ave. Bike lanes on Rice St not only help the economic vitality of this important commercial node, but it'll also make it safer and easier for Robert and his friends to walk to school, parks, visit each other, and access the library and stories.

While the ADT of Rice is currently around 15k, I believe this is because it is set up as a commuter highway. With the recent completion of additional lanes on 35E, those cut-thru drivers can easily divert slightly to the east if a quick commute home is their goal. Rice St can then return to serving the neighborhood and city of St Paul. For example, bike lanes on a commercial corridor has been showcased on Payne Ave with great success.

Ramsey County is planning to evaluate the future of Rice Street and is currently holding public meetings. This is the perfect opportunity to work with the county to make a safer Rice Street for businesses, schools, services, and especially Robert.

Thank you,  
Mike Sonn  
1458 Wellesley Ave

## **CITY OF SAINT PAUL**

### **HERITAGE PRESERVATION COMMISSION RESOLUTION**

**FILE NUMBER** Saint Paul Bicycle Plan - File #17-SPBPrevisions

**DATE** March 23, 2017

**WHEREAS**, Section 73.04 of the Saint Paul Legislative Code states the Heritage Preservation Commission (HPC) shall “serve as an advisory body to the mayor and city council on municipal heritage preservation matters... [and] shall review and comment on studies which relate to the...architectural heritage of the city...”; and

**WHEREAS**, the Saint Paul Bicycle Plan (Bicycle Plan) was developed and prepared by the City of Saint Paul Public Works and was adopted in 2015; and

**WHEREAS**, the HPC reviewed and commented on the Bicycle Plan on April 24, 2014 File#14-Bike; and

**WHEREAS**, the HPC reviewed and commented on the Grand Round Plan on September 15, 2016 File#16-GrandRound; and

**WHEREAS**, the HPC reviewed and commented on the Capital City Bikeway Historic Resources Summary Report on February 11, 2016 File#16-CapitalBikeway Report; and

**WHEREAS**, the HPC was asked to review and comment on the revisions Bicycle Plan pursuant to Chapter 73.04; and

**WHEREAS**, there are multiple historic resources that have been locally designated as Saint Paul Heritage Preservation Sites by the Saint Paul City Council and listed on the State and/or National Register of Historic Places throughout the City of Saint Paul; and

**WHEREAS**, there are potential historic resources that have been identified through survey and inventory work as possessing historic and/or architectural significance throughout the City of Saint Paul; and

**WHEREAS**, the Bicycle Plan identifies a proposed networks of bikeways throughout the city that would have the potential to alter historic resources and spur significant development within and near historic and cultural resources; and

**WHEREAS**, the recommendations herein relate to the revisions to the Bicycle Plan given the revisions will be adopted by the Planning Commission; and

**NOW THEREFORE, BE IT RESOLVED**, that the Heritage Preservation Commission makes the following recommendations for changes and/or additions to the Bicycle Plan for further consideration by the Saint Paul Planning Commission and City Council:

1. Planning for Saint Paul’s future bikeways should be informed by all applicable state and local context studies including:
  - Churches, Synagogues, and Religious Buildings: 1849-1950 (2001)
  - Downtown Saint Paul: 1849-1975 (2001)
  - Neighborhood Commercial Centers: 1874-1960 (2001)

HPC Resolution  
Saint Paul Bike Plan Revisions  
HPC File# 17-SPBPRvisions  
March 24, 2017

- Pioneer Houses: 1854-1880 (2001)
  - Residential Real Estate Development: 1880-1950 (2001)
  - Transportation Corridors: 1857-1950 (2001)
  - Neighborhoods at the Edge of the Walking City (2011)
2. Future planning and placement of bikeways facilities should take into consideration impacts to historic resources in consultation with HPC staff.
  3. Require studies on historic streetscape and infrastructure prior or concurrent to planning and designing bikeway facilities within established and eligible historic districts and sites.
  4. Future recommendations and implementation should be consistent with the Historic Preservation chapter of the Comprehensive Plan and Chapters 73 and 74 of the Saint Paul Legislative Code.
  5. Opportunities for identifying and preserving historic resources should be explored.

FINALLY, BE IT RESOLVED, that the Heritage Preservation Commission supports the proposed revisions to the Saint Paul Bicycle Plan provided the recommendations of the HPC continue as an integral part of the planning and implementation.

<b>MOVED BY</b>	<b>Commissioner Hill</b>
<b>SECONDED BY</b>	<b>Commissioner Lightner</b>
<b>IN FAVOR</b>	<b>9</b>
<b>AGAINST</b>	<b>0</b>
<b>ABSTAINED</b>	<b>1 (Kimker)</b>